

# TRANSPORTATION CORRIDORS

Including: Roads, Streets, Alternate Transportation Systems



## BACKGROUND:

Road/street planning in Providence was aided by passage of the subdivision ordinances, which require consistent types of streets throughout the City. Planning Commissions and City Councils have revised and modified the street ordinances in attempts to better meet changing conditions.

The City currently has three types of streets:

1. Feeder Street: A street which carries traffic to a collector street system and shall have a designated right of way of fifty-six feet (56'). Except when used in a cul-de-sac, feeder streets shall not exceed 350' in length and shall not be adjacent to more than eight (8) lots.
2. Collector Street: A street which carries traffic to the major street system, and shall have a right of way of sixty-six feet (66').
3. Major Street: A street which serves as a major traffic way, a controlled-access highway, major street parkway, or other equivalent term to identify those streets comprising the basic structure of the street plan, and shall have a designated right of way of eighty feet (80').  
Private streets are allowed; but must be built to the above standards.

In June 2007 Providence City increased the minimum park strip width to six feet (6'). Thus enabling a greater variety of street trees to be appropriately placed, provide a greater distance between pedestrian and vehicle, and assist in snow removal and storage. It also has the effect of traffic calming (creating a sense of need for slower speed on a narrower pavement section).

As development plans are reviewed, those involved in the review and approval processes rely on the Utah Code, the Manual for Uniform Traffic Control Devices (MUTCD), the City Code, the Public Works Standards and Specifications Manual, and any other applicable codes and/or standards.

The City code requires connectivity of new streets with existing streets and that the arrangement of streets in new developments provide for the continuation of streets to adjoining undeveloped areas. Because connectivity throughout the City is important, the use of cul-de-sacs should be limited. The City Code defines a cul-de-sac as: A street having one open end and being terminated at the other end by a vehicular turnaround; and shall not exceed 600' in length. A connector street shall be used if the cul-de-sac contains sixteen (16) or more lots. A feeder street may be used in a cul-de-sac containing fifteen (15) lots or less.

Providence City is a member of the Cache Metropolitan Planning Organization (CMPO); as a member of that body, the City is involved in transportation planning at a countywide level. Proposed corridors and layout from the countywide plan have been incorporated into the City's plan.

Providence City has one State road, SR165; and one County road (CR238) within the City's boundaries.

## PRINCIPLES:

Provide safe, flexible, and accessible transportation corridors throughout the City.

Integrate alternative means of transportation, including public transportation, pedestrian travel, and bicycle friendly routes.

## TRANSPORTATION PLAN DIRECTIVE:

Planning for transportation is an integral part of the community General Plan. Safe and efficient transportation corridors are important to the economy of the city and the well-being of its citizens. Corridors should maximize the potential for life safety, consider the needs of vehicle, pedestrian, and alternate transportation means, and add aesthetic value to neighborhoods, commercial areas, and industrial/manufacturing areas. Current vehicular routing problems must be resolved. Future needs, including alternative transportation systems, must be considered.



Sheet No. 1 Transportation Corridor Plan indicates general locations where major transportation corridors may be placed to provide adequate ingress/egress and access throughout Providence. Minor deviation in placement of these corridors is anticipated inasmuch as the specific route illustrated may be unobtainable. The map suggests an appropriate right-of-way section for each corridor. Redundant accesses should be provided for new subdivisions which will reduce the traffic through the downtown area. Coordination of future streets with the Cache Metropolitan Planning Organization (CMPO) plan is advised. Coordination with adjacent cities is vital to implement a traffic corridor which will reduce the already impacted Highways 89-91 and 165 (Logan Main Street) The City should consider means to obtain rights-of-way for the proposed roads as funds permit. Negotiation, and eminent domain, if required, may be used as a last resort to implement the concepts of the Transportation Plan.

Alternative transportation systems must be considered for both existing corridors as well as new developments. Alternative systems include, but are not limited to: accessible pedestrian walkways, Urban Trails (discussed elsewhere in the General Plan), bike paths, and public transit.

It is the intent of the Transportation Plan that the Planning Commission recommend the final location of proposed corridors in harmony with the guidelines stated herein.

## CURRENT CONCERNS INCLUDE:

### East Benches:

Growth in Providence has occurred along the east bench areas. Traffic from the north bench area is funneled onto Center Street through the downtown area, creating safety concerns, and potential for congestion. Prior to the construction of 1000 South, Canyon road had been the traditional conduit for much of the south bench also funneling traffic to the downtown area.

### Areas with Limited Ingress and Egress:

Areas of Providence have been developed with limited access, generally having only one street. The interests of safety and convenience suggest that good planning will address multiple accesses to all areas of Providence. To provide connectivity, the use of cul-de-sacs should be limited.

### Alternative Transportation Systems:

Investigation of alternate means of transportation is important. Bus, light rail, bike paths, walking paths are an important part of transportation issues. The City will work with the CMPO and Cache Valley Transit District (CVTD) to coordinate alternative transportation systems.

### Variations/exceptions from the ordinances:

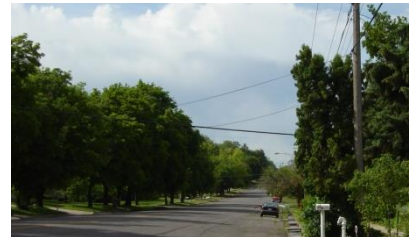
At times, deviation from the ordinances have led to less than desirable outcomes relative to walks, park strips, curb and gutter placement, and storm water control, which deviated from the standards included in the ordinances and Public Works Standards and Specifications Manual.

Conformance to the intent of the ordinance is vital. Deviations should not be allowed for the convenience of a developer. However, creative concepts that work within the ordinances are encouraged when applied to entire developments.

Future growth will compound these problems. Creative and careful planning is needed to anticipate transportation needs in advance of newly developing areas.

### **FUTURE NEEDS:**

- A capital facilities plan for transportation corridors should be drafted, along with updating the 1997 Impact Fee Analysis.
- Commercial and Downtown Area:
  - Continuation of Gateway Dr to 300 South and beyond will aid the commercial area.
  - Improve intersection at 100 North and 200 West.
  - Extend 330 West from 700 South north to 100 South.
  - Continue 100 South from 200 West to Highway 165.
  - Improve the 200 West and 100 South intersection.
  - In the Downtown Area, each street has been considered and should be improved in accordance with the Downtown Street Cross-Sections. In general sidewalks will be placed at the property line; however, in areas with existing sidewalk, new sidewalk will be placed to allow a smooth transition. Curb, gutter, and asphalt width will be installed in accordance with the Downtown Street Cross-Sections.
  - Extend Main Street to Millville 200 East.
  - Upgrade 300 South from 100 East moving west to 200 West.
  - Align the intersection or consider roundabout at 200 West and 300 South.
- Northeast Area:
  - Routing traffic north on 300 East should be a top priority.
  - Improve 300 East from 100 North to 200 North.
  - Development of 200 North east and west is one of the best immediate solutions. Long range solutions are through land not yet annexed to the city
  - Improve the 200 North and 300 East intersection.
  - Improve 200 North from 400 East to 300 East.
  - Improve 400 East from Center Street to Spring Creek Parkway.
  - Improve 100 North to 400 East
  - Connecting the area of 500 North to Spring Creek Parkway will help with east/west traffic flow concerns in the north.



- Upgrade/build Spring Creek Parkway from Gateway Drive going east to future bench corridor.
- East Bench Connectivity:
  - A bench corridor, near the power lines, not only incorporates the CMPO plan for multi-city connectivity, but also allows bench traffic to travel north/south without impacting the lower downtown neighborhoods.
- Southeast Area:
  - Improve 100 East from to 300 South to Canyon Road.
  - On April 22, 2008, the Providence City Council approved Resolution 08-006 a resolution establishing guidelines for the right-of-way for Canyon Road and 400 East between Canyon Road and the City's south Boundary line.
  - Eliminate extending Cove Street to Canyon Road.
  - Upgrade Canyon Road from Spring Creek Road to Providence Canyon.
  - Construct path along Canyon Road.
  - Continues 500 East to continue from Canyon Road to 1000 South.
  - Improve 400 East from Canyon Road to Millville city limits.
  - Continue 300 East, at approximately 870 South, south as a complying paved road.

