



PLANNING COMMISSION MEETING STAFF REPORT

DATE OF MEETING: July 18, 2018

DOCUMENT: General Plan Road System Master Plan

NAME OF APPLICANT: Midway City

AGENDA ITEM: Amendment of the Road System Master Plan

LOCATION: 600 North East of River Road

ZONING DESIGNATION: RA-1-43 zone

ITEM: 8

Midway City is proposing a General Plan amendment. The proposal would amend the Road System Master Plan by removing the planned road 600 North from River Road to the Provo River.

BACKGROUND:

The City is proposing an amendment to the Road System Master Plan which is a component of the Transportation chapter of the General Plan. The amendment is to remove a section of 600 North from the map and to modify the route of a future local collector road that runs east of Memorial Hill from Main Street to River Road. To amend the Road System Master Plan the General Plan must be amended which requires the Planning Commission to review the proposal and make a recommendation to the City Council. Public hearings are required before both the Planning Commission and the City Council. The City would also like to make some other scrivener adjustments to the map for a few other roads. Those minor changes will be described later in this report.

ANALYSIS:

There are a few reasons for the proposed amendment of 600 North as described below:

- We now have specific plans for a section of the local collector road that runs east of Memorial Hill from Main Street to River Road. The section of the road that is located in the Whitaker Farms subdivision is now planned and may now be placed on the Road System Master Plan in the correct location. We still do not know the exact alignment north or south of Whitaker Farms so those lines will remain approximate for the time being.
- The City has been working with the developer of Whitaker Farms and the surrounding property owners regarding the improvements of River Road. The City Council has followed the Planning Commission's recommendation to include two roundabouts as part of the Whitaker Farms subdivision. To secure the property needed for the roundabouts the City has worked with both Wasatch County and the Salazar family. The Salazars are willing to deed the property needed for the roundabout at 600 North if a few conditions are met from the developer and one condition from the City. The condition from the City is the removal of the future planned 600 North road that would run between the north boundary of the Whitaker property and the Salazar home. This road was added to the General Plan in 2011 as a potential fourth access into Midway from across the Provo River. The idea was that if Midway ever needed a fourth access then this route would be the preferred route because it was centrally located, and it would conveniently connect 600 North (one of the few east west roads planned) to 1200 North located in the County on the east side of the Provo River. It is not likely that this road would ever be built for two main reasons. The first is it would be very difficult to receive approval from the Federal government to cross their property which is located on both sides of the river. The river and the surrounding area have been restored and a project including a bridge and road would have some major impacts on the restoration project. Second, it would be a very expensive project that the City would most likely have to pay for solely without funds from UDOT or a developer. These two reasons make it unlikely that the road would ever be built whereas the roundabout would benefit the community immediately and for the long term also. Some of the potential benefits of the roundabouts are the following:
 - The proposed improvements may slow down traffic on River Road. The roundabouts will act as traffic control devices that will require a slower rate of speed. The City has received many complaints about the speed of traffic along River Road and this may help that issue.
 - By introducing roundabouts, drivers will more actively drive this section of road which will require them to pay closer attention as they traverse this residential area. There have been vehicle accidents, both between multiple vehicles and vehicles hitting pedestrians, in this area and more active driving may help with this issue.

- The roundabouts will create a more aesthetically pleasing streetscape along this section of road that will help preserve its rural character. River Road is an iconic rural streetscape that is worth preserving and the proposed amendment may help keep the rural feel of the section of road.
- The proposed improvements may discourage through traffic on River Road. A UDOT traffic study showed that of the traffic that did not stop between Summit County and Wasatch County some of those trips were on River Road which is a city street. The Federal and State highway system is designed to handle through traffic but because River Road has no stop signs or other traffic hindering devices (except for the current roundabout on River Road and Burgi Lane) it is a very feasible option for those passing through the County. The introduction of roundabouts may hinder some of that through traffic and will leave River Road for local traffic.

As mentioned earlier, the City would like to update the map, so all the roads shown are accurate. Staff has discovered some minor errors that should be corrected. For example, the current map shows that 400 East has been built from 100 South to Michie Lane. This road is planned but it has not yet been built so the map should only indicate that it is planned. 200 North, from Center Street to River Road is also in the same situation and should be amended.

PROPOSED FINDINGS:

- The Road System Master Plan will be more accurate if amended
- Removing the planned 600 North road will allow the City to acquire property to allow a roundabout that will be a communal benefit
- It is unlikely that the future planned 600 North, east of River Road, will be built and it may not ever be needed

ALTERNATIVE ACTIONS:

1. Recommendation of Approval. This action can be taken if the Planning Commission feels there is good cause to amend the General Plan.
 - a. Accept staff report
 - b. Reasons for approval (findings)

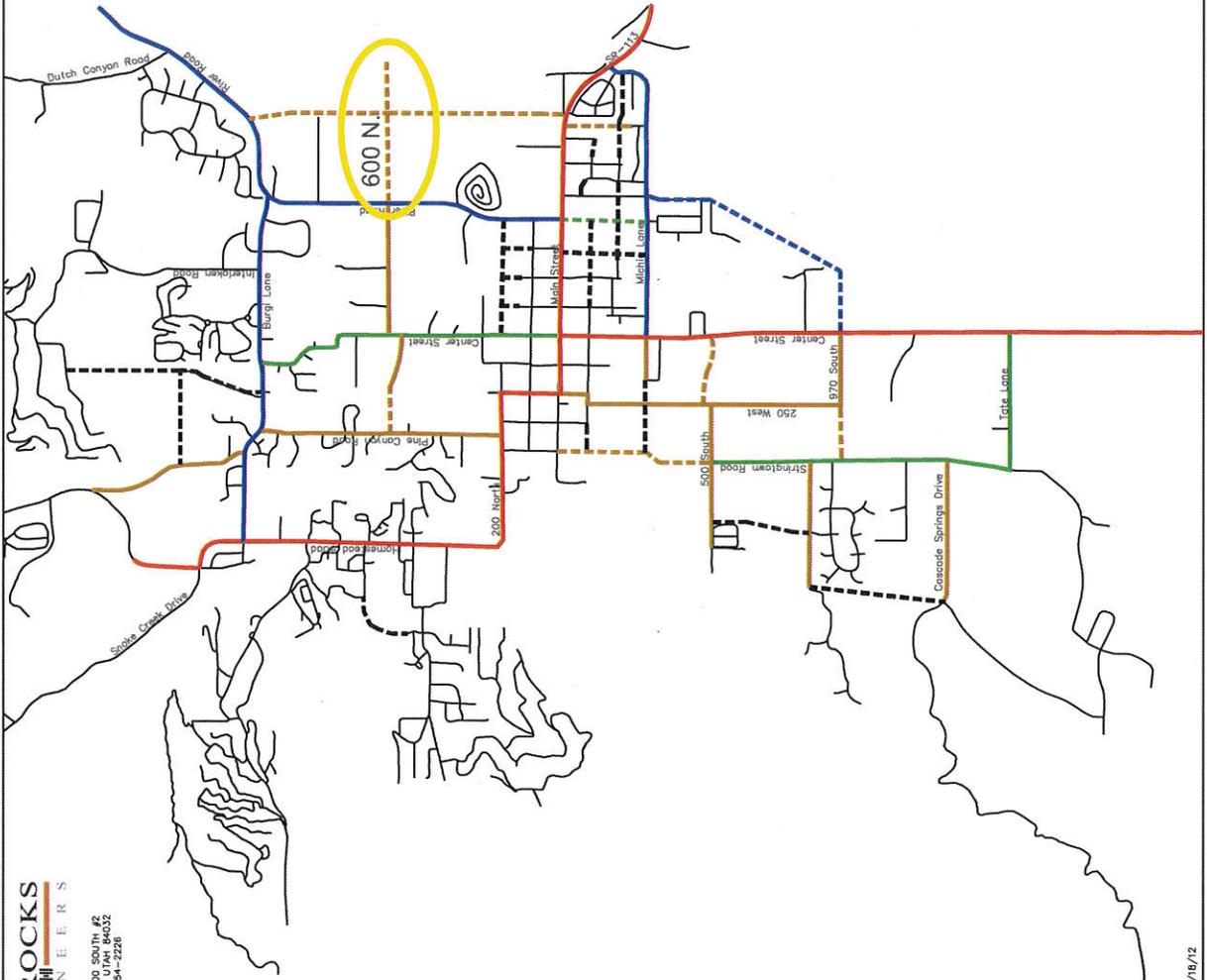
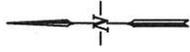
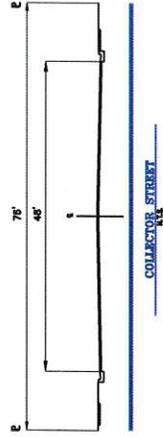
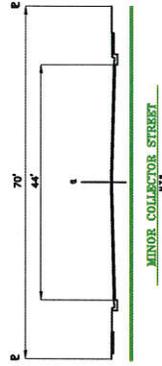
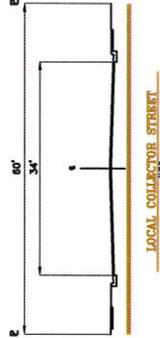
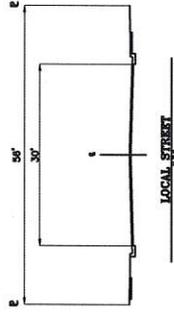
2. Continuance. This action can be taken if the Planning Commission feels that there are unresolved issues.
 - a. Accept staff report
 - b. List accepted findings
 - c. Reasons for continuance
 - i. Unresolved issues that must be addressed
 - d. Date when the item will be heard again

3. Recommendation of Denial. This action can be taken if the Planning Commission feels there is not good cause to amend the General Plan.
 - a. Accept staff report
 - b. List accepted findings
 - c. Reasons for denial

FIGURE 2-1
MIDWAY CITY
ROAD SYSTEM
MASTER PLAN

LEGEND

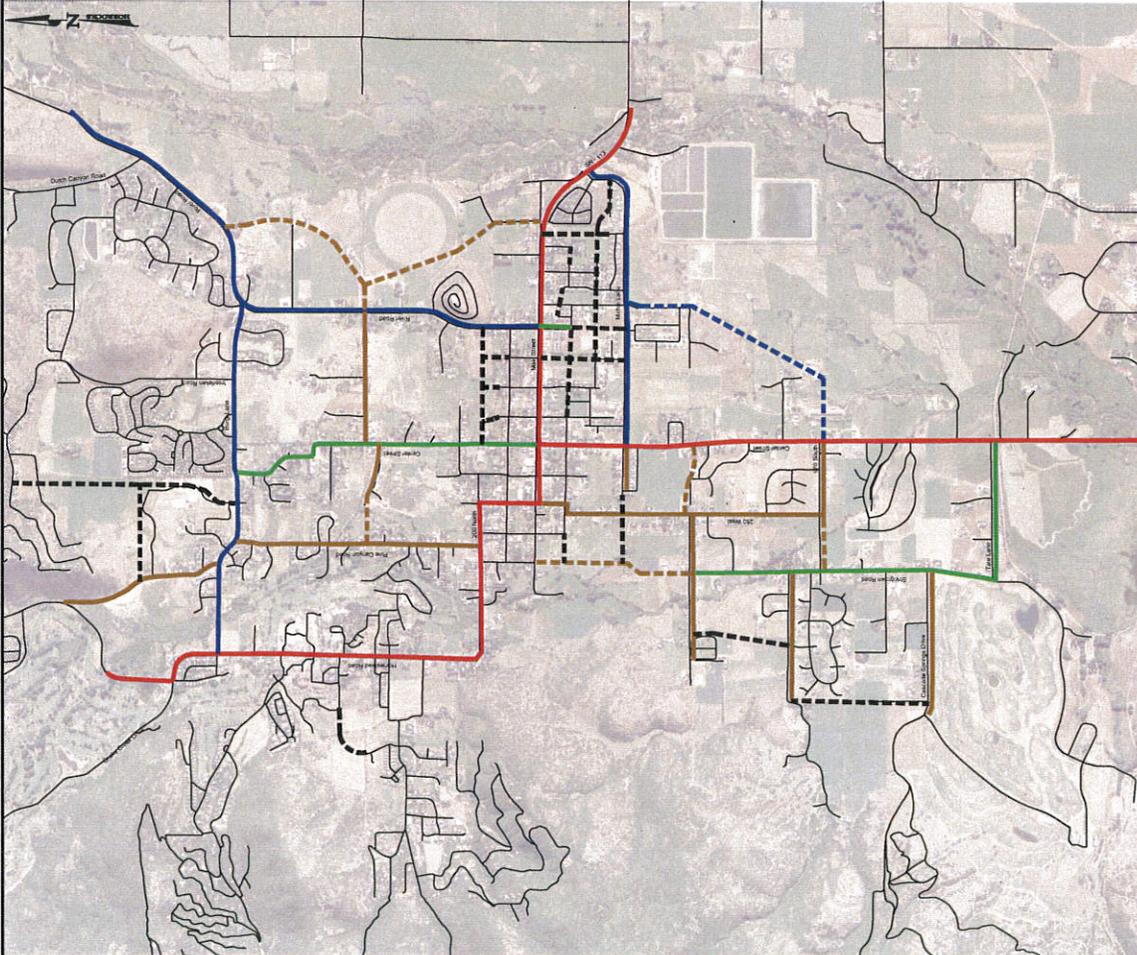
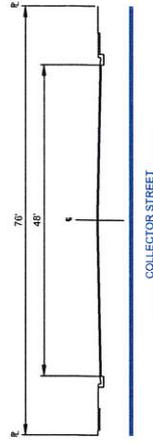
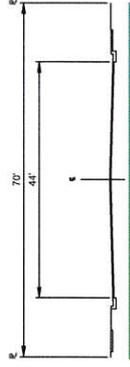
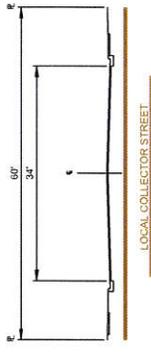
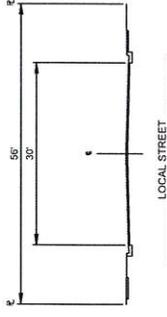
-  EXISTING LOCAL COLLECTOR
-  EXISTING MINOR COLLECTOR
-  EXISTING COLLECTOR
-  EXISTING MINOR ARTERIAL (MOOT)
-  NEW OR UPGRADED LOCAL
-  NEW OR UPGRADED LOCAL COLLECTOR
-  NEW OR UPGRADED MINOR COLLECTOR
-  NEW OR UPGRADED COLLECTOR



ROAD SYSTEM MASTER PLAN

LEGEND

-  EXISTING LOCAL COLLECTOR
-  EXISTING MINOR COLLECTOR
-  EXISTING COLLECTOR
-  EXISTING MINOR ARTERIAL (UDOT)
-  NEW OR UPGRADED LOCAL
-  NEW OR UPGRADED LOCAL COLLECTOR
-  NEW OR UPGRADED MINOR COLLECTOR
-  NEW OR UPGRADED COLLECTOR



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WARNING
 0 1/2
 IF THIS BAR DOES NOT
 MEASURE 1" THEN
 DRAWING IS NOT TO SCALE

SCALE
 HORIZONTAL NONE
 VERTICAL NONE

DESIGNED	DATE	PROJECT NO.
DRAWN	DATE	SHEET NO.
CHECKED	DATE	DRAWING NO.
WSJ	7/20/18	7/20/18
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MIDWAY CITY
 ROAD SYSTEM MASTER PLAN



Transportation

Midway City 2017 General Plan

Introduction

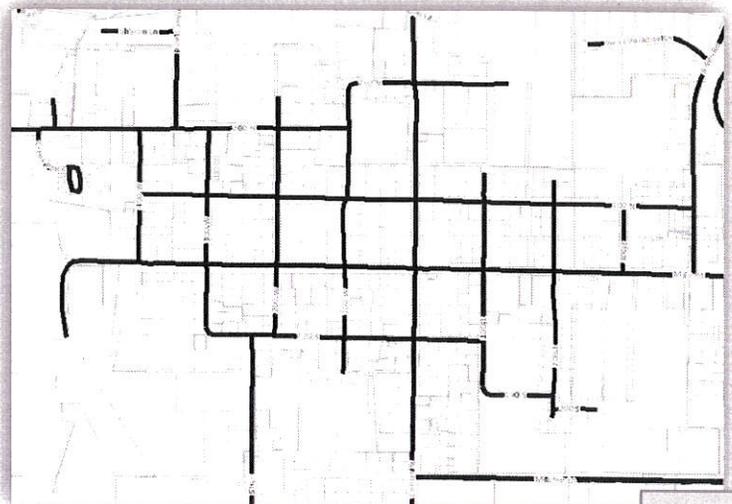
The transportation element is designed to provide for the safe and efficient movement of people and goods in the City. Its primary purpose is to balance current and future demands generated by projected future growth with roadway improvements. In essence, it is a long range transportation plan which would efficiently support future land development and ultimately Midway's vision for the future.

Transportation Vision

Midway will be a well-planned, small-town community with transportation facilities that connect the City to regional systems while preserving and enhancing our unique natural setting. The planned transportation system will:

- Integrate new development with established areas of the City.
- Minimize impacts to our unique natural environment by requiring placement of facilities in the most suitable locations.
- Minimize impacts to residential neighborhoods by adhering to the road classification system layout and City requirements.
- Improve pedestrian conditions with sidewalks in appropriate locations and the completion of the City wide trail system.

Midway's street network in areas surrounding Main Street is based on a grid pattern. As growth occurs and the landscape allows, this pattern should continue on streets classified as local or above. Doing so will promote connectivity, walkability and give motorists multiple options when traveling within the City. Failure to do so can increase traffic on specific corridors, creating congestion issues.





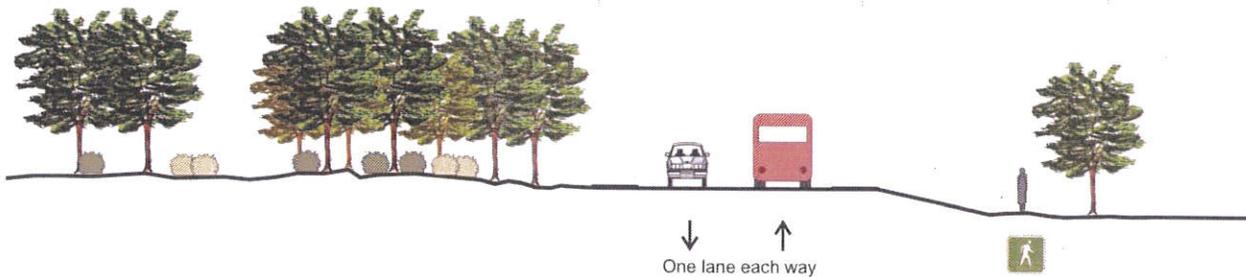
Transportation and Land Use

The linkage between land use and transportation can be thought of as working in two ways:

- Different types of land use generate and attract differing traffic rates. For example, retail land uses will generate more trips than residential land uses.
- Improving access by expanding the transportation system allows for the development of land at higher intensities or land that was previously inaccessible

Current Status

The City's existing system of streets is generally adequate to handle present traffic. Most people have become accustomed to easy traffic movement. However as the City continues to grow and become more urbanized, conflicts and congestion will increase. Main Street is a good example of a road that has seen traffic increase with growth. Additional east-west mobility will be central to mitigating these effects. As Midway continues to grow, building a complete system of roads and trails using multiple corridors and alternatives will become even more important.



Roadway Classification System

The City has four road classifications, each playing a part to move people and goods to and from homes and business within and outside the City. Road classifications within this plan represent a local definition and description and are not intended to reflect any county, state or federal definitions. Rather they provide an effective method for designing a circulation system that fits the needs of the City.

Class	ROW	Access
Collector	76 ft	Only at specific locations
Minor Collector	70 ft	Intersections and some driveways
Local Collector	60 ft	Driveways.
Local	56 ft	Driveways.

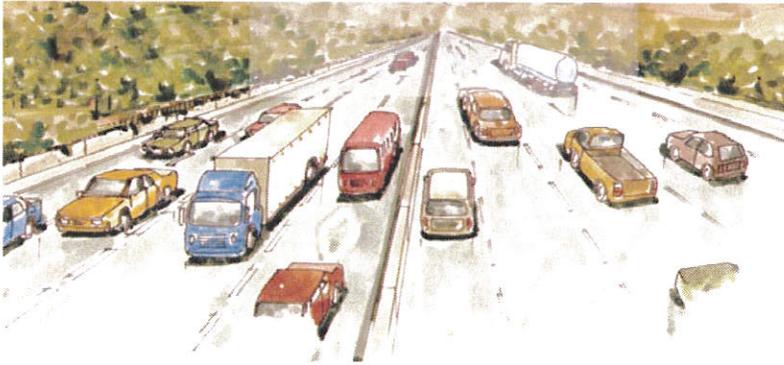
ROW=Right-of-Way



Transportation

Midway City 2017 General Plan

Roadway Classification System



Arterial: Is classified on roads intended for regional movement which are owned and maintained by UDOT. It is not anticipated that the City will need any additional arterial roads in the future. However, Midway will continue to work with UDOT and the Wasatch Regional Planning Organization. Midway will not accept the transfer of these roads to the City.

Collector/Minor Collector:

These corridors carry traffic from the local neighborhoods to arterials. These roads will have more traffic than a local road. Speeds should be set appropriately. Driveways can access these roads with City Council approval, but new subdivisions should be designed to access local streets where applicable.



Local/ Local Collector: Is classified as all streets that are not classified as arterials or collectors. These are the neighborhood streets that handle local traffic. These roads should be designed with appropriate traffic calming techniques to keep speeds at levels conducive of residential neighborhoods. Lengthy through trips should be prohibited through design. Whenever possible the traditional grid pattern of local roads should be maintained in the downtown core area.





Transportation Goals and Guidelines

- Goal 1:** Develop a balanced circulation system that provides for safe movement of vehicles, cyclists, and pedestrians, reinforces surrounding land development patterns, and enhances regional circulation facilities.
- Guideline 1:** Coordinate land use and circulation planning to maximize the land development opportunities created by major transportation routes.
- Guideline 2:** Ensure that circulation facilities are designed and developed in harmony with the natural environment and adjacent land uses.
- Guideline 3:** Ensure that decisions regarding future land development and roadway construction are closely coordinated and mutually supportive.
- Guideline 4:** Work to extend the bike lanes on Main Street where possible.



Transportation Goals and Guidelines

Goal 2: Provide transportation infrastructure that meets the needs for all types of users, including vehicular and pedestrian traffic.

Objective 1: Ensure safe and efficient movement of automobiles, trucks and other motorized vehicles.

Guideline 1: All roads and streets should meet applicable codes.

Guideline 2: Safe and prudent speed limits should be established throughout the City.

Guideline 3: Intersections should be well marked with appropriate signs or signal devices.

Guideline 4: Bike lanes should be created whenever possible.

Guideline 5: Trails as shown in the Midway Capitol Facilities Plan should be constructed to better connect corridors for the residents and visitors of Midway.

Objective 2: Provide safe walking corridors throughout the City.

Guideline 1: Primary pedestrian routes should be identified and designated.

Guideline 2: Crosswalks should be safely located and clearly marked.

Guideline 3: All pedestrian facilities should be designed and constructed in compliance with the Americans with Disabilities Act.

Objective 3: Create and maintain safe trails and pathways for bicyclists.

Guideline 1: Primary bicycle corridors should be identified and marked.



Transportation Goals and Guidelines

Goal 3: Improve and maintain existing roads and trails to ensure quality and safety for all users.

Objective 1: Prioritize future road improvements to maintain responsibility in the expenditure of municipal funds.

Guideline 1: The most pressing needs of the City should be identified and prioritized. Funds for future improvements and the construction of future roads should be dispersed according to highest priority.

Objective 2: Provide ways to ensure that required maintenance and upkeep is being performed.

Guideline 1: Midway should work closely with Wasatch County and officials of the State of Utah to ensure that road maintenance performed by entities other than Midway is completed in a timely manner and of an acceptable quality.

Objective 3: Develop ways to protect the safety of all users of roads and trails.

Guideline 1: City officials should meet as needed to study and implement additional safety measures and programs.



Transportation Goals and Guidelines

- Goal 4:** Design transportation policies that are in harmony with the land use and community goals and objectives of Midway.
- Objective 1:** Provide the means to analyze the potential impact of future development on the transportation system and the mitigation of negative impacts.
- Objective 2:** Design an adequate transportation system for current and future residents and areas of development.
- Guideline 1:** Ensure that all future roads are properly designed and include provisions for adequate drainage.
- Guideline 2:** The impact of future land uses upon the transportation network of Midway should be reviewed during the planning process.
- Guideline 3:** Neighborhood connectivity is important for local traffic and for emergency response and should be preferred for all new development.

