

4 TRANSPORTATION AND CIRCULATION

Table of Contents

4.1 Background

4.2 Streets

- 4.2.1 Travel Demand Modeling
- 4.2.2 Levels of Service
- 4.2.3 Provo to Nebo Corridor Study
- 4.2.4 Functional Classification
- 4.2.5 Collector Streets Standards

4.3 Alternative Transportation

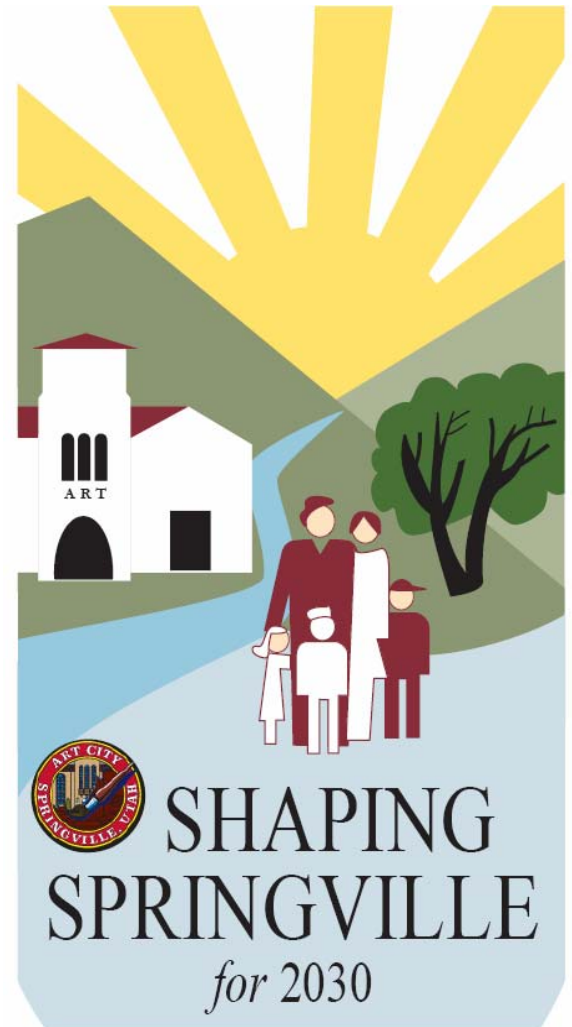
- 4.3.1 Complete Streets
- 4.3.2 Traffic Calming
- 4.3.3 Bike Lanes and Pathways
- 4.3.4 Public Mass Transit
- 4.3.5 Rail Transportation
- 4.3.6 Airport

4.4 Future Conditions

4.5 Goals, Objectives, and Strategies

4.6 Maps

- Map 4-1 2040 PM Levels of Service
- Map 4-2 Functional Classification of Streets
- Map 4-3 Public Transportation
- Map 4-4 Traffic Accidents
- Map 4-5 Bikeways
- Map 4-6 Airport





GOAL: *To provide and maintain a vibrant, multi-modal transportation network that encourages flow, safety and a consideration for the aesthetics of the community.*

4.1 Background

Transportation serves an essential role in the overall quality of life and the economic well-being of our community. Functioning street systems account for the vast majority of all trips occurring in Springville. While the majority of transportation within Springville takes place in personal vehicles, providing for a range of options is important for those who have limited or no access to private vehicles, along with those who choose other means of transportation. Transportation systems need to function well within our borders and provide excellent access to neighboring communities and the larger region. Planning to meet the variety of transportation needs of our City requires continual planning efforts and implementation.

In 2004, Springville City adopted its most recent Streets Element of the General Plan, which was done in connection with a Master Plan, Capital Improvements Program and impact fees. In 2009, updated traffic modeling and transportation analysis was performed preparatory to updating the General Plan. Other regional transportation efforts have included the [Provo to Nebo Corridor Study](#) focusing on major street systems in south Utah County. These plans and studies are important in anticipating the needs traffic circulation resulting from growth in the area.

Additional issues identified in this

element include mass transit, pedestrian-oriented design, and bicycle travel. Included is discussion of completing the streets to make them safe, comfortable, inviting, and accessible for all citizens (see [Figure 4-1](#)).

4.2 Streets

Springville City Engineering Division indicates that there are 158 road miles in Springville. The city maintains 140 miles and the state or federal government maintains the remainder.

4.2.1 [Travel Demand Modeling](#)

Travel demand modeling is done by transportation planning agencies to determine the number of vehicles on roads and transit usage in the region for a specified future year. The model determines trips based on land uses and where people live, work, shop, and recreate. The travel demand model is an important tool for the analysis of disaggregated information as well as evaluation of proposed street plans.

In 2009, InterPlan Transportation Consultants updated the Mountainland Association of Governments (MAG) travel demand model with predicted socio-economic data and assisted with planning a roadway network for Springville City. This process allows all analysis to be consistent with the Springville plans as well as with those of MAG and other cities. As such, the current MAG Regional Transportation Plan for the 2030 road network along with findings from their recent [Provo to Nebo Corridor Study](#) are included in this model.

Once the travel demand model was updated, future year scenarios were run to determine the future volume of traffic on Springville roads as well as the level of service of those roads.





Figure 4-1 Center Median on Main Street

4.2.2 Levels of Service

Modeling future conditions provides information about portions of the transportation system that may be congested. One way to anticipate problems is to look at the level of service. Level of Service (LOS) is a measure of traffic congestion. Specifically, it is a traffic engineering term used to describe the amount of travel delay on a roadway network and/or at an intersection with a range from “A” to “F”, with F representing the worst conditions. **Transportation Appendix Figure 1** shows a visual representation and definitions for the LOS for suburban arterials as defined by the Transportation Research Board in the Highway Capacity Manual (HCM) 2000.

Since traffic and overall travel are usually most congested during the morning and afternoon peak travel periods, it is advantageous to try to relieve congestion for these periods. Lessening congestion in

peak periods would solve almost all travel problems for most conditions throughout the day. Typically, LOS D service flow rates are used in analysis in order to ensure acceptable traffic operations. LOS D is targeted because designing for a better LOS may require too much right-of-way and too many expenses for little benefit, while a worse LOS would increase congestion in more than just the peak periods.

The addition of the Spanish Fork Main Street Connector (see **Figure 4-2**) removes the LOS failure seen in previous modeling west of I-15 and appears to lessen congestion on US-89. Main Street, 400 South, and 1200 West continue to be south of 1600 South and SR-51. The additional minor collectors in the network will reduced the segments experiencing LOS D or worse. **Map 4-1 2040 PM Levels of Service** shows the future levels of service on Springville’s streets.





SPRINGVILLE CITY GENERAL PLAN

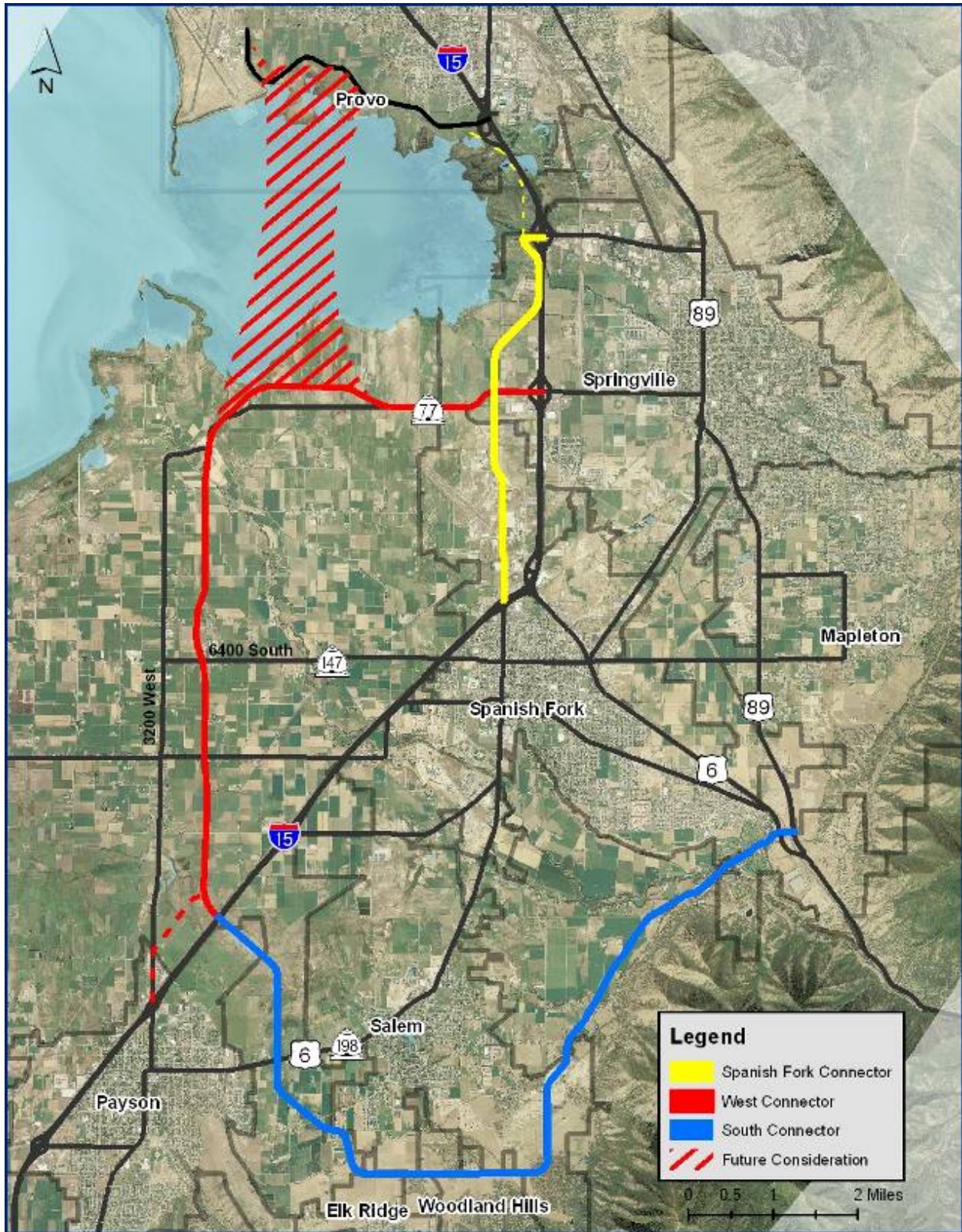


Figure 4-2 Provo to Nebo Corridor



4.2.3 Provo to Nebo Corridor Study

In 2007, MAG initiated a Nebo Area Corridor Study with two primary objectives: first, to work with the local governments to identify future transportation problems in the Nebo area of Utah County; and second, to define transportation projects and strategies that will satisfy projected travel demand in the study area in both the short and long term. Through a process of technical analysis combined with involvement of local officials and staff along with agency representatives and other stakeholders and members of the public, three alignments were identified for future transportation facilities to serve the anticipated travel demand in south Utah County beyond planning year 2040.

After the more than a year of study, the three alignments that have been identified for corridor preservation purposes are the West, South and Spanish Fork Connectors (Figure 4-2). Utah County, along with the impacted cities in the south Utah County area, are currently being asked by staff from MAG to adopt the alignments within their jurisdictional boundaries into their General Plan and to pursue corridor preservation efforts for future transportation facilities. The Spanish Fork Connector is planned as a regional

transportation facility through Springville. While 175 feet is the desired right-of-way for planning purposes, Springville City should preserve at least the City standard for an arterial street and coordinate with MAG for an appropriate planning width (see Figure 4-3).

4.2.4 Functional Classification

Map 4-2— Functional Classification represents the transportation plan of the City. It includes a hierarchy of streets, ranging from local streets to interstates, that balance the dual functions of roadways to provide access and mobility to residents in Springville City (see Figure 4-4). Illustrations of Springville’s street standards are included in Figure 4-5.

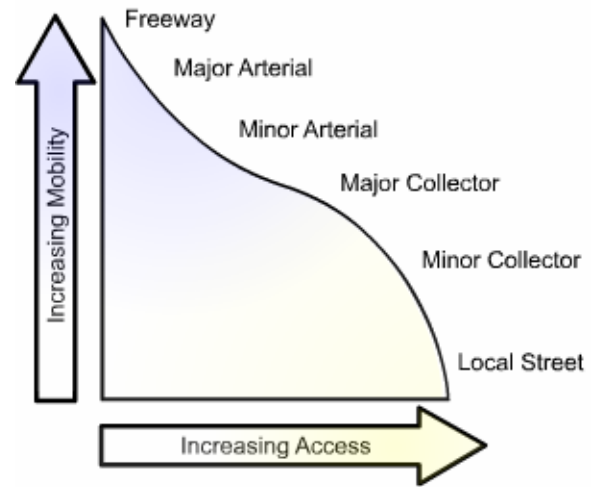


Figure 4-4 Functional Classification

4 Lane Arterial with Transit

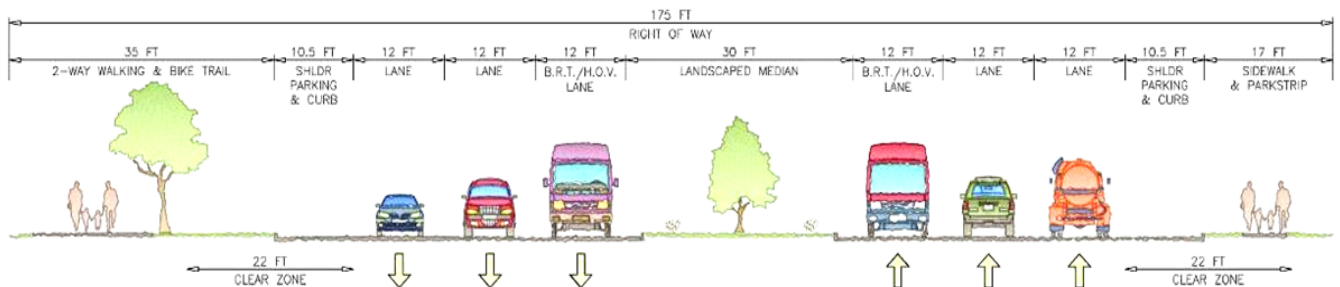


Figure 4-3 Provo to Nebo Corridor Study's Recommended Spanish Fork Connector Cross Section





SPRINGVILLE CITY GENERAL PLAN

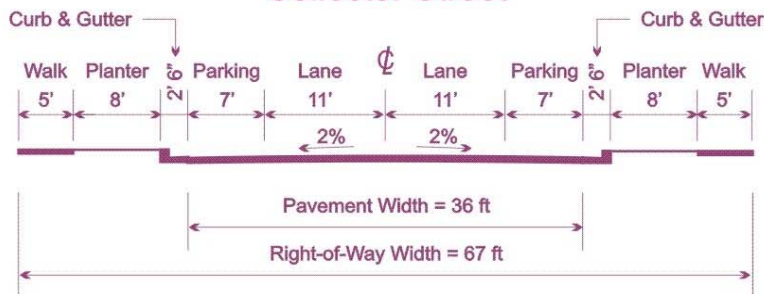
Arterial Street



Major Collector Street



Collector Street



Local Street

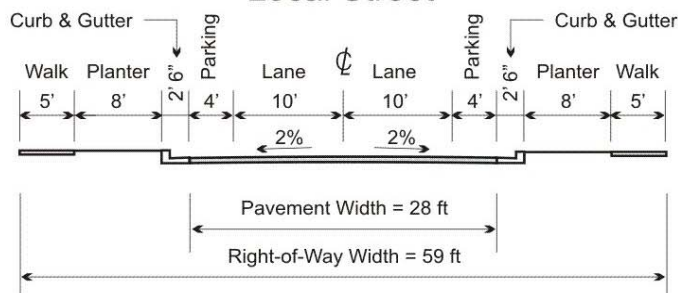


Figure 4-5 Standard Street Cross-Sections



4.2.5 Collector Street Standards

The City's functional classification plan includes both major and minor collectors. These two collector types have differing cross-sections and function differently. Major collectors are displayed on the **Map 4-2 - Functional Classification** in green and try to balance the conflicting functions of mobility and property access (driveways). Major collectors are planned to have one travel lane in each direction with a center turn lane and ten foot shoulders as shown in **Figure 4-5**. Major collectors or higher functioning streets should be spaced a half mile to a quarter mile apart.

Major collectors are not specifically designed to be limited access facilities, however the fewer access points, the better the street functions for traffic flow. Cross street and driveway spacing can be key to maintaining mobility on major collectors. Minimum spacing standards to use include 300 feet minimum cross street spacing with 150 feet minimum access spacing. Major collectors typically have posted speed limits of 30 to 40 miles per hour (MPH).

Minor collectors, sometimes called residential collectors, are displayed on the **Map 4-2 Functional Classification** in purple and are designed to provide access to property owners along the roadway. Minor collectors are the smallest classification of streets in commercial and manufacturing areas. They include one travel lane in each direction with seven foot shoulders as shown in **Figure 4-5**. Minor collectors or higher functioning streets should be spaced a quarter mile apart.

Minor collectors are not designed to limit the number of driveways or maintain minimum access spacing. Minor collectors are very similar to local streets in design and function. They typically have posted speed limits of 25 to 30 miles per hour (MPH).

Local streets exist to provide access to adjacent property in residential areas. Their narrow width is intended to slow traffic and help create safer neighborhoods.

4.3 Alternative Transportation

It is in the City's interest to provide a safe, inviting, accessible, and comfortable environment for pedestrians and those who use transportation other than a personal motor vehicle. Completion of streets and the use of traffic calming devices are used to achieve a balanced thoughtful transportation system that accommodates all users. Rail transport and the Springville-Spanish Fork Airport will also be discussed in this section. **Map 4-3 – Public Transportation** shows existing and proposed mass transit routes, existing and proposed bikeways, and the location of the Springville-Spanish Fork Airport.

4.3.1 Complete Streets

Complete streets are safe routes of transportation for many types of users such as pedestrians, motorist, and bikers. Due to the many benefits they offer the community, Springville has begun improvements to provide safer and more complete streets. These improvements will benefit Springville by:

- Increasing general health by allowing citizens to walk or bike;
- Decreasing air pollution by having less vehicles on the road;





Figure 4-6 section of a Complete Street COMPLETE STREETS: roadways designed and operated to enable safe, attractive, comfortable access to all users

- Providing safe passage to all citizens; and,
- Decreasing vehicular traffic.

Not every street needs to meet the needs of all users, but a network of travel ways should exist. Complete streets include more than just a sidewalk. Complete streets look different depending on the context in which they are placed. However, they often have similar elements, such as trails or sidewalks, visible crossings, bike lanes, and transit stops. Not all streets need all of these elements, but a combination should be determined depending on the nature of a specific street. (see **Figures 4-6 to 4-8**).

4.3.2 Traffic Calming

Traffic calming measures such as medians, bulb outs, plantings, raised crosswalks, and varied paving patterns slow down traffic, decrease crossing distances, and improve the visibility of pedestrians. These

types of improvements help increase pedestrian safety and solve other concerns. The proper use of traffic calming devices may effectively reduce traffic accidents within the City. **Map 4-4** shows the location traffic accidents occurring within the City for the year 2008.

The following section lists types of traffic calming devices currently used by the City and some that can be used by the City in the future. Along with the descriptions are illustrations of the different devices being used on Springville streets. Also provided is a list of some of the benefits each device could offer. **Figures 4-7 and 4-8** show several traffic calming elements combined as well as complete street elements. Traffic calming devices discussed include pedestrian boulevards, crosswalks (change in pavement and mid block crossings), plantings (street trees and chicanes), planted medians, and bulb outs (also known as curb extensions).





Figure 4-7 BEFORE: Illustration of 200 North and Main Street, a wide intersection with heavy pedestrian traffic



Figure 4-8 AFTER: Illustration of 200 North and Main Street with complete street elements and traffic calming devices



Figure 4-9 BEFORE: Hobble Creek running down 100 South between 100 East and 200 East



Figure 4-10 AFTER: illustration of pedestrian boulevard on 100 South between 100 East and 200 East

Pedestrian Boulevards are roads for pedestrians only. (see **Figure 4-9 — 4-12**)

- Improve aesthetic quality of the area.
- Link existing trails and bikeways.
- Provide a place for the community to gather.
- Provide a place for pedestrians to travel.





Figure 4-11 BEFORE: Photo of the north side of Hubble creek running through 100 South between 100 East and 200 East



Figure 4-12: AFTER: illustration of the north side of 100 South between 100 East and 200 East as a pedestrian boulevard



Figure 4-13 BEFORE: 700 South a long, wide, residential street with a 39' wide pavement surface.



Figure 4-14 AFTER: Illustration of 700 South with park strips, trees, and a mid-block crosswalk

Crosswalks with varied paving mark a path for pedestrians. (see **Figure 4-13 — 4-14**)

- Identify pedestrian crossings
- Cause vehicles to slow down
- Increase pedestrian visibility





Figure 4-15 BEFORE: Looking south on 200 West is a residential area that encourages higher than desired speeds among motorists.



Figure 4-16 AFTER: The same street after plantings were added; vegetated islands were added in such a way as to give the formerly wide road a gentle curve, further calming traffic, this is a traffic calming device known as a chicane

Plantings such as street trees or vegetated medians and bulb-outs (see **Figure 4-15 — 4-16**)

- Slow traffic
- Improve the aesthetic image of the city
- Provide buffers
- Provide environmental benefits



Figure 4-17 BEFORE: Center Street has a large 132' right-of-way



Figure 4-18 AFTER: Illustration of Center Street with a median

Medians are a vegetated island in the middle of the road. (see **Figure 4-17 and 4-18**)

- Reduce traffic crossover
- Filter storm water back into ground water
- Reduce headlight glare
- Provide a place to rest for pedestrians crossing the street
- Provide places for landscaping and public art



Figure 4-19 BEFORE: Illustration of River Bottom Road which is a wide residential Street



Figure 4-20 AFTER: Illustration of River Bottom Road with vegetated bulb-outs

Bulb-outs extend sidewalks and curbs. (see **Figure 4-19 and 4-20**)

- Calm traffic
- Create a shorter distance for pedestrians to travel
- Prevent cars from parking too close to crosswalks and ramps
- Provide space needed for safer ramps
- Encourage pedestrians to cross at crosswalks





Figure 4-21 Signage marks the dedicated bike route



Figure 4-22 BEFORE: Main Street before bike lanes and crosswalks were added



Figure 4-23 AFTER: Main street after bike lanes, crosswalks and medians were added

4.3.3 Bike Lanes and Pathways

Springville's alternative transportation plan (See **Map 4-5— Bikeways**) works to create a network of bikeways for bicyclists to safely navigate through the City. The four types of bikeways include:

Shared Roadway: A roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders.

Class III Signed Shared Roadway: A shared roadway which has been designated by signing as a preferred route for bicycle use (see **Figure 4-21**).

Class II Bike Lane: A portion of a roadway that has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists (see **Figures 4-22 and 4-23**).

Class I Shared-Use Path: A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the roadway right-of-way or within an independent right-of-way. Shared-use paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users.

4.3.4 Public Mass Transit

The Utah Transit Authority determines the bus routes that run through the City and connect to adjacent cities. As ridership increases additional routes will be considered. The current routes will be affected by the future intermodal transit hub. When completed, a route that connects the current bus system to the commuter rail and park-and-ride system should be considered.



4.3.5 Rail Transportation

The FrontRunner commuter rail is planned to run from Brigham City to Santaquin. Currently, the rail runs from Ogden to Salt Lake City. The rail running from Salt Lake City to Provo is under construction. According to the Utah Transit Authority website, it is scheduled to be fully operational to Provo by 2015. A projected date for the rail continuing to Springville is tentatively scheduled around 2020 or later; however, this depends on funding and ridership demand.

There are three sets of rails running through the City, all important to Springville for freight transit and limited multi-state passenger service (see **Figure 4-23**). The consolidation of all three rails is something Springville should encourage to help eliminate so many divisive edges in the City. The rails dissect and limit access options for the City. Bridges along 400 South and 1400 North, where traffic is heaviest, pass over both sets of tracks. Despite the overpasses, problems with at grade crossings still exist.

The noise associated with engines and train horns at crossings is a concern for adjacent landowners. To mitigate this concern, quiet zones should be considered. The Federal Railroad Administration (FRA) requires that cities meet Supplemental Safety Measures (SSM) in order to create a quiet zone. Individual cities are responsible for the costs associated to build and maintain the SSMs which include: four-quadrant gate systems, medians or channelization devices, one-way streets with gates, and permanent closures. Other improvements that may be required are quiet zone warning devices and wayside horns. Once these improvements are



Figure 4-23 Three sets of rails run through Springville made, the City would be able to apply for the quiet zone with the FRA. Once a quiet zone is established, maintenance and continued compliance is required.

4.3.6 Airport

Springville City currently co-owns the Springville-Spanish Fork Airport shown on **Map 4-6**. Cooperation to create compatible land uses and building restrictions will be important as the airport grows, as proposed in the Airport Master Plan. The airport currently has an Airport Reference Code (ARC) of B-II classification, which accommodates corporate and light air freight/cargo planes. Expansion plans have been made to accommodate larger planes that may bring more business to the airport.

The expansion plans will shift and extend the existing runway to the northwest, improve instrument approach procedures, provide corporate and general aviation hangar development, and add airpark development. There are some constraints to accomplishing the expansion, which include wetlands, duplicate facilities at the Provo Municipal Airport, limited FAA funding, and land acquisition. Projects supporting expansion dated for 2010 completion include land acquisition and relocating 800 West in Spanish Fork.



4.4 Future Conditions

Throughout the process of updating the General Plan, land use plans in several areas of the City were considered for change, most notably west of I-15. The future population and household projections citywide have not changed significantly from forecasting completed previously in 2004. Springville is still planning for 55,000 to 60,000 people in 17,000 to 18,000 homes by 2040.

According to MAG, Springville City is projected to have around 32,000 jobs in 2040. The projected 2040 population, number of households, and number of jobs in the Traffic Analysis Zones (TAZ) in Springville City are shown in **Figure 4-24**.

As Springville continues to grow, traffic on most existing major collector and arterial streets will more than double in number of vehicle trips. This will be most pronounced on 400 South, the City’s primary gateway. The completion of arterial and collection streets included on **Map 4-2 – Street Functional Classification** will provide a significant framework of connected streets throughout the City and into neighboring communities. The development and adoption of block length and area standards which has been adopted by the City will also provide more options for dispersal of traffic. As volumes increase and LOS decrease, more trip options will be available on a grid of connected streets.

The greatest pinch points in the street system are associated with the numerous railroad crossings. One option to resolve this issue would be the consolidation of tracks. While not feasible at this time, it is a strategy that is may be considered in the long-term best interests of Springville.

Ideally, access across I-15 at approximately 500 North would provide better connection for the City, especially to the area adjacent Utah Lake. An interchange at 1600 South would also be potentially beneficial to the City. It would provide better access to Mapleton and help reduce some of the trips on our most heavily used roads, especially 400 South.

As the population of Springville and southern Utah County grows, greater public mass transit options will be available. This is anticipated to include better bus route coverage from UTA, along with the development of UTA’s Frontrunner commuter rail system. Springville City has worked hard to ensure that land use decisions accommodate an intermodal transit hub at about 1500 West and 500 South and will need to work with UTA to help ensure the transit needs of our City are met.

The recognition of the importance of alternative transportation options for individuals is a first step towards recognizing the usefulness of trails, lanes and other travel ways for bicycles, pedestrians and other non-motorized vehicles. A Complete Street systems can be an important component

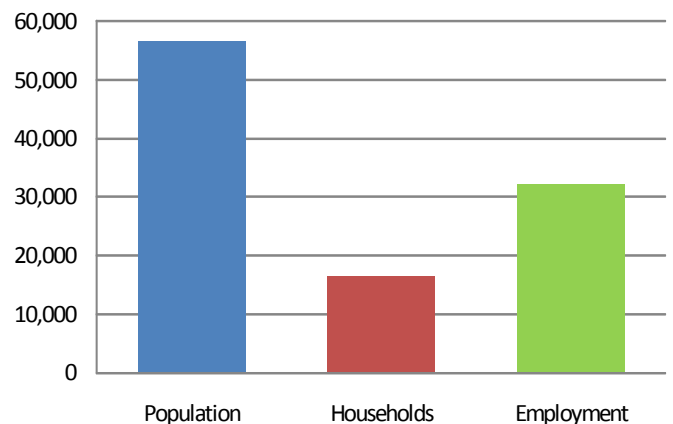


Figure 4-24 Springville City TAZ Socio-Economics
Source: Mountainlands Association of Governments





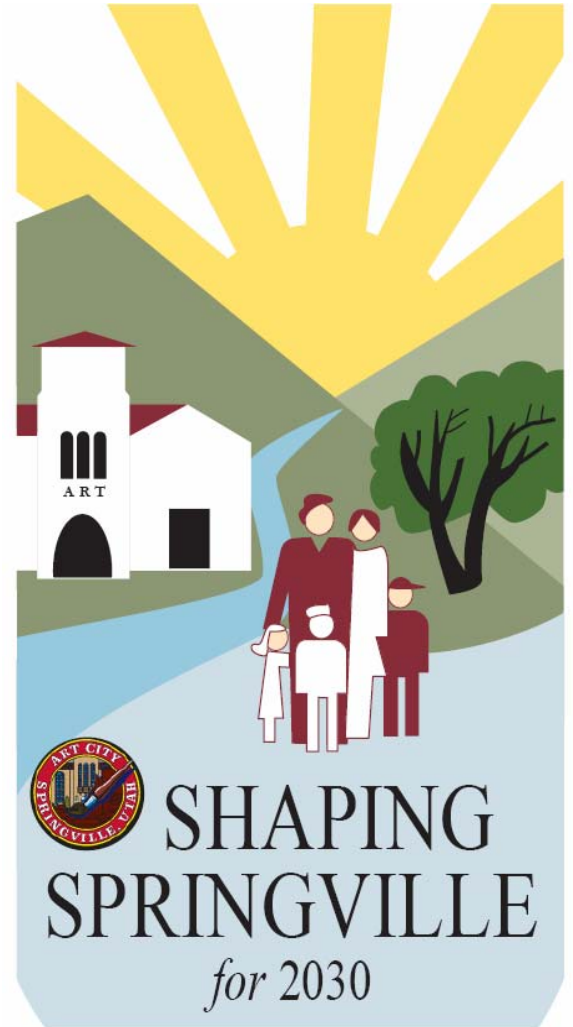
SPRINGVILLE CITY GENERAL PLAN

of this type of a system. Trails have been identified and work to connect them will be an ongoing process into the future. Connection of these systems to important community venues has been anticipated in the general plan to some extent, but more refinement of these systems will be needed over the next generation.



4.5 Goals, Objectives, and Strategies

The goals, objectives, and strategies section is comprised of specific goals and actions for Springville during the next 20 years. The following pages present the goals, objectives, and strategies for this element.





GOAL To provide and maintain a vibrant, multi-modal transportation network that encourages flow, safety, and a consideration for the aesthetics of the community.

OBJECTIVE 1

Develop and maintain a connected circulation system of streets, providing convenient access within Springville, to neighboring communities, and the larger region.

SYNOPSIS

A functional classification system for major streets, such as collectors and arterials, needs to be updated to ensure circulation within and through the City. While streets are typically the most used elements in a transportation system, it is important to recognize that they be integrated into other transportation networks and systems. It is also important to recognize that development of a street system is essential to adding new residents, services, and jobs. Generally, arterial streets are located at one mile intervals, while collector streets are spaced from $\frac{1}{4}$ to $\frac{1}{2}$ mile, depending on the intensity of land uses in the area

Local streets also meet important circulation needs by providing access to property and circulation through neighborhoods. Local streets may also play other roles, including providing locations for gathering, play, and random pedestrian crossing. Overly-wide pavement of local residential streets tends to encourage higher speeds, greater infrastructure cost, and less safe neighborhoods. Block standards help ensure connectivity within neighborhoods and provide more options for access throughout the City.

STRATEGIES

1A Fund street improvements resulting from growth through impact fees.

Implementation: Mayor, City Council, Planning Commission, City Staff

1B Consider use of traffic circles at four-way stops and other intersections, to improve traffic flow.

Implementation: Mayor, City Council, Planning Commission, City Staff

1C Adopt standards for traffic calming on local residential streets.

Implementation: Mayor, City Council, Planning Commission, City Staff

1D Adopt a level of service (LOS) D for the design of the overall vehicular circulation system for the City.

Implementation: Mayor, City Council, Planning Commission, City Staff

1E Continue to utilize adopted street right-of-way standards to create safer new streets and sidewalks and as the standard for improving existing substandard rights-of-way.

Implementation: Mayor, City Council, Planning Commission, City Staff



GOAL To provide and maintain a vibrant, multi-modal transportation network that encourages flow, safety, and a consideration for the aesthetics of the community.

- 1F Adopt and comply with the Springville City Functional Classification System map as streets are developed in the City.

Implementation: Mayor, City Council, Planning Commission, City Staff

- 1G Continue to use adopted residential block standards to ensure options for better circulation patterns, along with adopting block standards for non-residential areas.

Implementation: Mayor, City Council, Planning Commission, City Staff

- 1H Discuss advantages of signalized turns occurring after through traffic signals, rather than before.

Implementation: Mayor, City Council, Planning Commission, City Staff

- 1I Consider principles identified in MAG's Wasatch Choices 2040 Visioning Plan as a part of transportation decisions.

Implementation: Mayor, City Council, Planning Commission, City Staff

- 1J Work towards establishing a 'complete streets program' that addresses the wide variety of transportation modes.

Implementation: Mayor, City Council, Planning Commission, City Staff

- 1K Utilize cross-access between properties and shared and limited access between properties and the public street to allow better traffic flow on major streets.

Implementation: Mayor, City Council, Planning Commission, City Staff.

- 1L Adjust speed limits on collector and arterial streets to align with the functional classification and design speed of the street based on engineering standards and studies.

Implementation: Mayor, City Council, Planning Commission, City Staff.

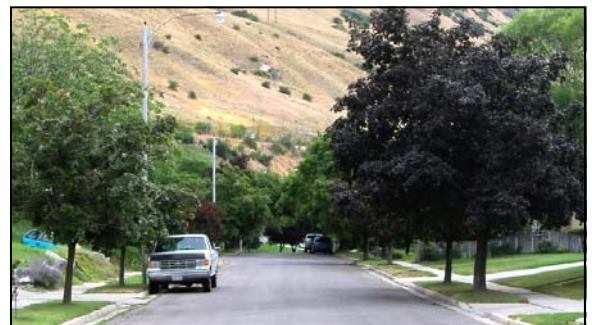


Figure 4-25 An example of a local street in Springville



Figure 4-27 An example of an arterial located at the 400 South interchange



GOAL To provide and maintain a vibrant, multi-modal transportation network that encourages flow, safety, and a consideration for the aesthetics of the community.

OBJECTIVE 2

Provide a circulation system for non-motorized vehicles and pedestrians, using street rights-of-way, trails and paths

SYNOPSIS

Circulation options for non-motorized vehicles and pedestrians are an important part of the transportation and circulation system of any community. By providing options for non-motorized vehicles and pedestrians it enhances the health of the citizens. A walkable community also encourages a vibrant downtown district.

While these options may represent a smaller percentage of trips than do motorized vehicles, in some situations they represent the only mode of transportation available for certain segments of our community. The ability to park non-motorized vehicles is also an important planning consideration that should be addressed.



Figure 4-27 Bike Lane on Main Street

Local street rights-of-way need to provide enough space and options for pedestrians and non-motorized vehicles. Generally, it is important that pedestrians be safely separated from vehicular traffic.

In addition to traditional street rights-of-way, circulation corridors dedicated to paths and trails provide important circulation cor. While these are often associated with recreation, it is important that they also be viewed as an overall part of the City’s circulation system and appropriately connected.

STRATEGIES

- 2A Coordinate a regional bicycle circulation system with Utah County and Mountainlands Association of Governments.

Implementation: Mayor, City Council, Planning Commission, City Staff

- 2B Plan and update a citywide bicycle circulation system that meets the transportation needs of bicyclists.

Implementation: Mayor, City Council, Planning Commission, City Staff

- 2C Continue to include requirements for bicycle racks as part of site plan improvements.

Implementation: Mayor, City Council, Planning Commission, City Staff



GOAL To provide and maintain a vibrant, multi-modal transportation network that encourages flow, safety, and a consideration for the aesthetics of the community.



Figure 4-28 The intersection at Main Street and 200 North needs safe passage for pedestrian and cyclist

2D Consider utilizing existing corridors. (e.g., abandoned railroad tracks or similar corridors) for trails and paths as opportunities become available or policy changes occur which may facilitate trail and path uses.

Implementation: Mayor, City Council, Planning Commission, City Staff

2E Provide connections to the downtown district's services and amenities.

Implementation: Mayor, City Council, Planning Commission, City Staff

2F Promote health, economic, and environmental advantages of walking and use of non-motorized vehicles.

Implementation: Mayor, City Council, Planning Commission, City Staff

2G Provide safe crosswalks by offering orange flags to identify pedestrians and protect citizens in areas of low visibility.

Implementation: Mayor, City Council, Planning Commission, City Staff

2H Design trails and paths that connect to existing or future bike lanes throughout the City.

Implementation: Mayor, City Council, Planning Commission, City Staff



GOAL To provide and maintain a vibrant multi-modal transportation network that encourages flow, safety, and a consideration for the aesthetics of the community.

OBJECTIVE 3

Improve and expand public transportation opportunities and associated facilities that meet the needs of transit users by providing convenient access throughout Springville and the region.

SYNOPSIS

While public transportation currently meets only a small percentage of the transportation needs of our City, increased growth and fuel costs will make it a more viable option for a larger segment of our community. It is important that planning for these needs occur.

Ideally, transit should be provided within a quarter-mile walking distance throughout the community. This becomes more feasible as densities increase within an area or other events affecting transit ridership occur.

STRATEGIES

- 3A Continue development of a positive working relationship with UTA in developing and implementing public transportation services, including the need for commuter rail.

Implementation: Mayor, City Council, Planning Commission, City Staff

- 3B Ensure public transportation users have a voice in decisions relating to bus lines to help meet their needs.

Implementation: Mayor, City Council, Planning Commission, City Staff

- 3C Work to ensure that as commuter rail and associated mass transit develop in south Utah County that the southernmost stop extends beyond East Bay in Provo, which may be in Springville or other communities to the south.

Implementation: Mayor, City Council, Planning Commission, City Staff

- 3D Create a system to better familiarize residents with mass transit opportunities.

Implementation: Mayor, City Council, Planning Commission, City Staff

- 3E Encourage consolidating all three sets of rails.

Implementation: Mayor, City Council, Planning Commission, City Staff



GOAL To provide and maintain a vibrant multi-modal transportation network that encourages flow, safety, and a consideration for the aesthetics of the community.

OBJECTIVE 4

Continue efforts to improve maintenance of the City's streets, trails and paths.

SYNOPSIS

The issue of street maintenance is an important concern to the citizens of Springville, as it is in all cities. Street maintenance is an important risk management concern for the City. Maintenance projects of streets are funded through the state B & C funds.

Maintenance concerns include filling potholes to resurfacing streets either too often or not often enough, making sure regulatory signs are visible and in place, grinding uneven sections of sidewalk. Citizens' are concerned about the use of chip seal to resurface streets with the resulting damage from rock chips.

Another important aspect of street maintenance is to appropriately design streets to meet their intended need and not make them unnecessarily wide. Appropriate pavement widths reduce replacement and maintenance costs.

STRATEGIES

- 4A Continue to explore roadway resurfacing options or modify existing maintenance techniques to enhance the roadway service life of the roadway.

Implementation: Mayor, City Council, Planning Commission, City Staff

- 4B Develop a street maintenance program combined with annual visual surveying of City streets to help determine annual maintenance plan.

Implementation: Mayor, City Council, Planning Commission, City Staff

- 4C Continue to educate citizens about the importance of notifying the City of missing, damaged or obstructed regulatory signs. Remind all City employees of their responsibilities in this regard.

Implementation: Mayor, City Council, Planning Commission, City Staff.





GOAL To provide and maintain a vibrant multi-modal transportation network that encourages flow, safety, and a consideration for the aesthetics of the community.

OBJECTIVE 5

Continue to promote, improve and expand the Springville-Spanish Fork Airport.

SYNOPSIS

An airport layout plan has been completed by Armstrong Consultants. The Layout Plan identifies options to expand the airport to accommodate larger planes.

The airport will become an option for more businesses which need accommodations for larger planes. Barriers to being able to complete this goal are land acquisition, funding, and environmentally sensitive areas.

STRATEGIES

- 5A Follow Springville-Spanish Fork Airport Layout Plan in connection with site improvements.

Implementation: Mayor, City Council, Airport Board, City Staff

- 5B Pursue a course of action to make the Springville-Spanish Fork Airport more attractive to aviation businesses or users.

Implementation: Mayor, City Council, Airport Board, City Staff

- 5C Work toward expansion of the airport. Continue to improve maintenance standards for the airport.

Implementation: Mayor, City Council, Airport Board, City Staff

- 5D Continue to provide a ARC B-II classification and work towards toward an ARC of C-II or C-III.

Implementation: Mayor, City Council, Airport Board, City Staff

