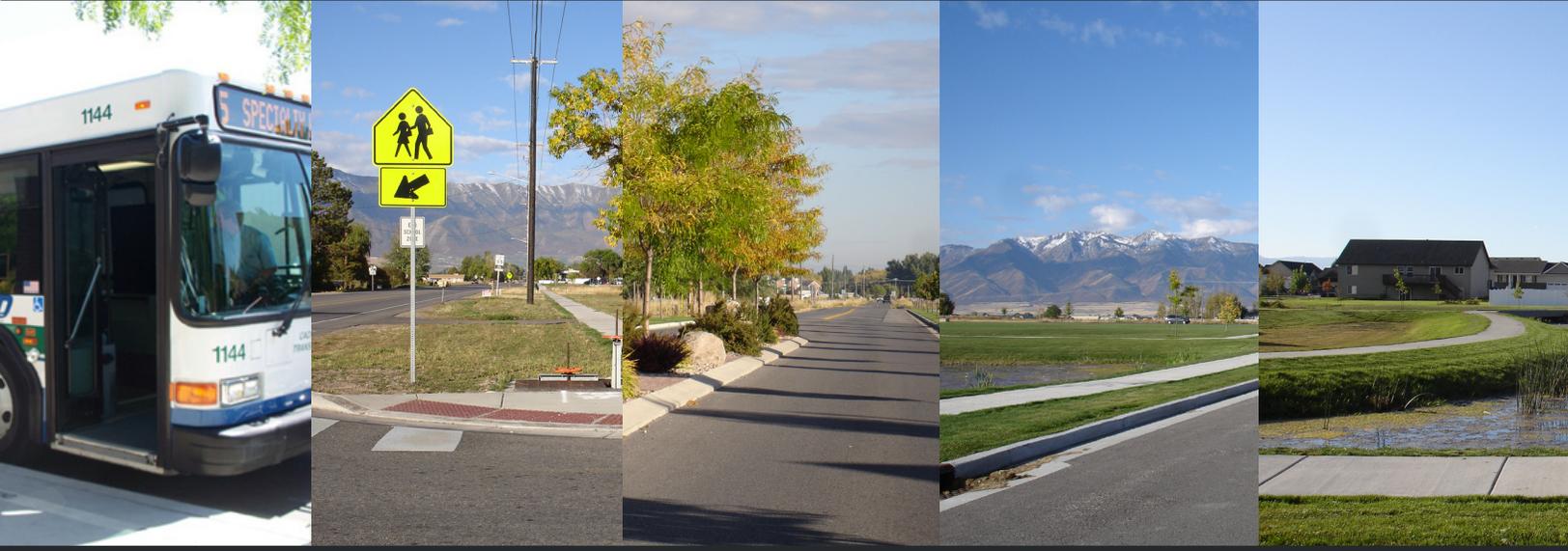


# Nibley City Multi-modal



## Transportation Master Plan

*"These roads do not serve transportation alone, they also bind our community."*

prepared for: **Nibley City**

date: **adopted by Nibley City Council - December 01, 2011**

# Table of Contents

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<b>List of Tables</b> .....	ii
<b>List of Figures</b> .....	ii
<b>Appendices</b> .....	iii
<b>Title Page</b> .....	iv
<b>Executive Summary</b> .....	1
<b>I. Purpose, Vision &amp; Background</b>	
1.1 Purpose of the Transportation Plan.....	2
1.2 Multi-Modal Transportation Vision.....	2
1.3 Goals and Objectives of the Transportation Plan.....	3
1.4 Nibley City Land Area and Current Zoning.....	6
1.5 Project Background.....	6
1.6 Local and Regional Government Coordination.....	6
1.7 Transportation Planning Process.....	7
<b>II. Existing Transportation Inventory</b>	
2.1 Geographic Description of Existing Roadway Conditions.....	8
2.2 Geographic Description of Existing Trail and Bikeway Conditions..	8
2.3 Description of Existing Public Transit System.....	10
2.4 Annual Average Daily Traffic (AADT) and Roadway Demand.....	10
2.5 Existing Roadway Classifications.....	11
2.6 Existing Roadway Capacity.....	13
2.7 Existing Driver Characteristics and Patterns.....	15
2.8 Physical Condition of Existing Roadways.....	16
<b>III. Future Land Use &amp; Transportation Plan</b>	
3.1 Future Land Use and Annexation Area.....	18
3.2 Nibley City Multi-Modal Transportation Plan Service Area.....	19
3.3 Demographics and Projected Need.....	20
3.4 Future Transportation Network.....	20
<b>IV. Transportation Plan Action Items</b>	
4.1 Action Items.....	36
<b>V. References Cited</b>	
5.1 Referenced Cited.....	38

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## List of Tables

- Table 2.1 Annual Average Daily Traffic (AADT) from UDOT 2006-10
- Table 2.2 Typical ADT for each Level of Service (LOS C - LOS E) based upon classification and road size
- Table 2.3 Nibley City Table of Physical Condition of Existing Roadways
- Table 3.1 Population projections from Nibley Parks & Trails MP
- Table 3.2 Population pojections from State of Utah, GOPB
- Table 3.3 Nibley Future Roadway Classification Table

## List of Figures

- Figure 1.1 Intersection (3200 S/640 West) - Photo
- Figure 1.2 Nibley City Multi-Modal Transportation Vision Icon
- Figure 1.3 Intersection depicting the rural/suburban interface - Photo
- Figure 1.4 October 2010 Nibley City Zoning - **Map**
- Figure 1.5 Transportation Planning Process
- Figure 2.1 Bike lane signage & striping on 3200 South - Photo
- Figure 2.2 August 2011 Existing Roadway Inventory - **Map**
- Figure 2.3 UDOT 2010 Annual Average Daily Traffic (AADT)
- Figure 2.4 Roadway Classification Diagram (APA 2006)
- Figure 2.5 Vehicular traffic on 3200 South - Photo
- Figure 2.6 View of 280 West (local road) - Photo
- Figure 2.7 Nibley Resident's Daily Drive Time to Work
- Figure 2.8 Nibley Resident's Means of Transportation to Work
- Figure 2.9 New road under construction in Nibley - Photo
- Figure 3.1 Nibley Future Land Use and Annexation - **Map**
- Figure 3.2 Nibley Transportation Plan Service Area - **Map**
- Figure 3.3 November 2011 Master Roadway Plan - **Map**
- Figure 3.4 November 2011 Truck Routes - **Map**
- Figure 3.5 November 2011 Traffic Control - **Map**
- Figure 3.6 Roundabout plan (North Logan - 200 East)
- Figure 3.7 Traffic Circle near Seattle, Washington - Photo
- Figure 3.8 Trail and Bikeway Network - **Map**
- Figure 3.9 HAWK signal - Photo
- Figure 3.10 Public Transit in Nibley City - **Map**

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## **Appendices**

- Appendix A - Existing Nibley Road Cross-Sections and Classifications
- Appendix B - Road Inventory, Maintenance Tracking & Scheduling Tool  
(Sample)
- Appendix C - US Highway 89-91/SR 165 Corridor Agreements
- Appendix D - Options Analysis (requested by Nibley City Council)

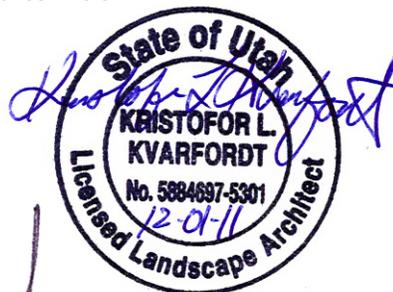
## Nibley City

# Multi-Modal Transportation Master Plan

November 2011

Prepared for:  
**Nibley City Corporation**

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## Executive Summary

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The Nibley City Multi-Modal Transportation Plan (2011) has been developed as a next step in the process of fulfilling the goals established in the Transportation component of the Nibley City General Plan. The vision and purpose of the Transportation Plan is...”to create a framework and basis for a multi-modal transportation system that provides for the safe and efficient movement of goods, services and people throughout Nibley City.” The multi-modal vision focuses on implementing planning practices and strategies that will better integrate the roadway systems, the trail and bikeway system and the public transit system that are already in place in Nibley City, and to create a balanced approach to transportation improvements that do not focus solely on one component of the transportation system.

Various existing studies were evaluated and coordinated as part of this planning effort, including the current roadway and trail plans for each of the surrounding communities as well as the most current transportation plans adopted by the Cache Metropolitan Planning Organization (CMPO). In addition, extensive roadway mapping and compilation of data was completed in order to integrate the information from all the various sources. This mapping and ground truthing process allowed for some analysis of the existing roadway network and how it interfaces with the existing and proposed trail network and the relationship of these two systems to the broader regional transit system.

This planning level analysis also included gathering existing transportation volume data available from the Utah Department of Transportation and using it in conjunction with data generated from analysis of future land area and projected population densities. This analysis was conducted with an area identified as the Nibley City Transportation Plan Service Area which includes all the anticipated annexation area east of US Highway 89/91. The area west of US Highway 89/91 was not considered as a significant source of traffic and was only identified for future potential connectivity across the highway.

The Transportation Plan includes the development of maps for roadways, truck routes, traffic control, trails and bikeways, and public transit. Each of these elements was briefly described and a series of concerns or issues were identified and addressed with future recommendations outlined that can assist Nibley City in developing a prioritized action plan for transportation improvements. One major component of this includes the development of dynamic roadway inventory and maintenance tracking tool. This tool has been populated with all the city roadways and includes information regarding length, existing condition, date of construction, date of last maintenance, and any scheduled maintenance with projected costs. It is anticipated that this will be a dynamic document that will be utilized often and updated annually. It will greatly aid Nibley City in forecasting roadway maintenance costs and integrating those costs into their overall capital expenditures and capital improvement plan.

The final component of this study is a compiled list of action items that have been identified as either, 1)practices that will aid Nibley in monitoring and planning their transportation system or 2)specific items that need to be addressed and planned for by Nibley City as a follow up to this study.

# I. Purpose, Vision & Background

## 1.1 Purpose of the Transportation Plan

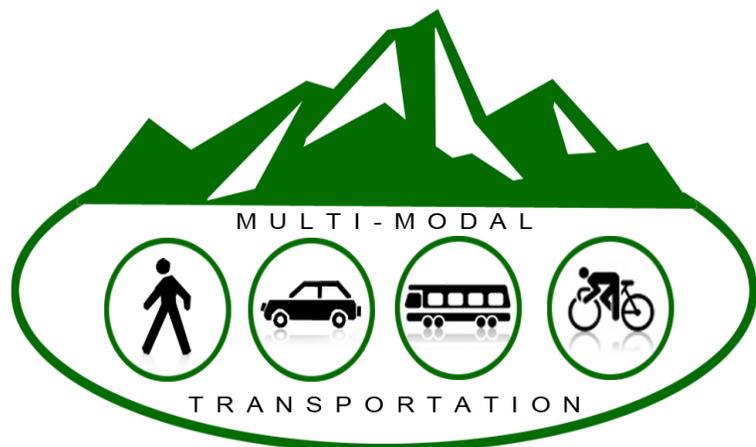
The purpose of this document is to provide Nibley City with a strategic plan for guiding transportation decisions for the next 10-20 years. This broad scale, planning study is the first step necessary to understand the existing transportation system and how future population growth will increase the demand for transportation facilities throughout the City. The transportation components analyzed in this study include roadways, trails, bikeways, public transportation routes, traffic controls and other closely related elements. This analysis identifies the type and location of the transportation infrastructure necessary to support and facilitate the anticipated growth of the City. Furthermore, this document will assist the City in prioritizing transportation improvements.



**Figure 1.1** - Intersection (3200 South/640 West) in the heart of Nibley depicting the need to analyze various transportation modes.

## 1.2 Multi-Modal Transportation Vision

The Nibley City’s vision for long-range transportation is multi-modal. Multi-modal transportation planning involves an integrated approach to the decision making process that involves consideration of various modes of transportation (ie. walking, cycling, automobile, public transit, etc.). It also includes analysis of and planning for the connections among the various modes so each can fill its optimal role in the overall transportation network.



**Figure 1.2** - Nibley City Multi-Modal Transportation Vision Icon

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The Nibley City General plan calls for, "...consideration of traditional roadway networks for automobiles, trails planning for commuting and recreational uses, as well as coordination with land use management planning." In addition to this the General plan identifies the efficient movement of vehicles as a primary objective using land use policies to effectively manage and provide balance to an efficient transportation system (General Plan 2007).

With this guidance from the General Plan a concise vision statement has been prepared for the Nibley City Multi-Modal Transportation Plan:

*"To create a framework and basis for a multi-modal transportation system that provides for the safe & efficient movement of goods, services and people throughout Nibley City."*



**Figure 1.3** - Intersection depicting the rural/suburban interface commonly found throughout Nibley City.

### **1.3 Goals and Objectives of the Transportation Plan**

The transportation plan has focused on the development of two primary goals. These goals have been adapted from the goals set forth in the Transportation component of the Nibley City General Plan. The goals have been stated below and are supported through a series of specific objectives developed as part of this planning study.

#### **1.3a Goals**

- #1 - Develop a unified, multi-modal transportation system that provides efficient, comfortable and safe movement of people and goods in and throughout the City.
  
- #2 - Develop transportation policies and roadway designs that support the multi-modal transportation vision and will enhance the character of Nibley City.

---

### **1.3b Objectives**

- #1 - Update the existing roadway inventory for Nibley City.
- #2 - Work with Nibley City Public Works to develop a tool for tracking the date and type of maintenance that has occurred within the existing roadway network and use this tool to identify the annual maintenance needs and costs. This will be beneficial in the future development of capital improvement projects & costs.
- #3 - Identify the capacity of the existing roadways based upon desired Level of Service (LOS)\*. Use this information to identify and map the future transportation network and roadway classifications that provide efficient, comfortable and safe movement of people and goods.
- #4 - Define and map a transportation plan service area that Nibley City can expect to serve for the next 10-20 years and that will be the basis for development of the future transportation network defined by this planning study.
- #5 - Coordinate the future transportation needs of Nibley City with those of the adjacent communities. Plan for coordination of roadway alignments, trail connections and sensible use of public transportation.
- #6 - Develop a Master Roadway Plan that identifies all future planned roadways with the appropriate functional classification.
- #7 - Identify existing signalized intersections and develop a strategic plan for future signalized intersections especially along US Highway 89/91 and SR 165.
- #8 - Develop strategies for traffic control within Nibley City that encourage safe, efficient roadways; emphasize pedestrian/bicycle connectivity and enhance the character of Nibley City.
- #9 - Identify strategies for connecting the pedestrian and bikeway network throughout Nibley City and beyond the US Highway 89/91 and SR 165 corridors.
- #10 - Identify and map specific truck routes through Nibley City. Develop strategies for identifying and enforcing these routes.

*\*Level of Service (LOS) is a qualitative measurement of the operating conditions within a traffic system and how these conditions are perceived by drivers and passengers. Typically LOS can be given a range based upon traffic volumes (Garber 1988).*

- #11 - Develop and outline a list of transportation plan action items that will aid Nibley City in maintaining the transportation system and help prioritize transportation needs and budgets for future transportation projects.
- #12 - Identify the need for future planning of multi-modal transportation facilities that will allow Nibley residents to have more transportation choices and have the ability to reduce their reliance on the automobile.
- #13 - Work with adjacent municipalities, Cache County and the Cache Metropolitan Planning Organization (CMPO) to implement a regional transportation plan.

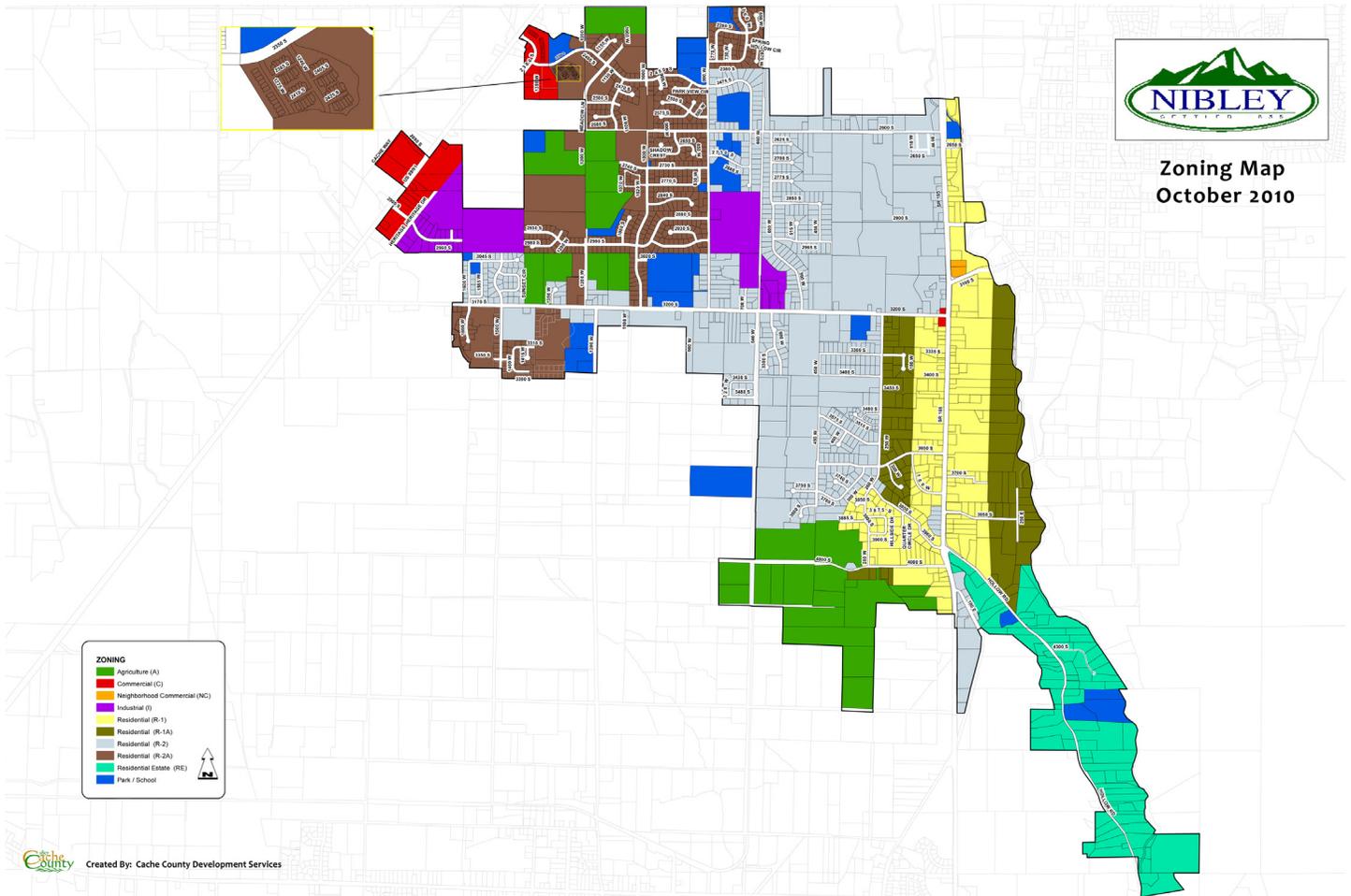


Figure 1.4 - October 2010 Nibley City Zoning Map

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#### **1.4 Nibley City Land Area and Current Zoning**

Nibley City is located in Cache Valley, Utah and currently consists of approximately 4.2 square miles of land area. The incorporated boundary lies directly south of Logan, Utah, and west of Millville City, sharing boundaries with both cities. Wellsville and Hyrum lie to the south of Nibley and although they do not share boundaries, they are connected by two of the major highways that pass through Cache Valley. These highways (US 89/91 to the west of Nibley; SR 165 to the east of Nibley) are significant corridors and largely define the growth boundaries of the city and are significant barriers to pedestrian and bicycle transportation networks.

The existing zoning is a critical component for analysis and consideration in the Transportation Plan. The current Nibley City Zoning map is shown in Figure 1.4 (previous page) and identifies anticipated land uses and densities (units/acre) that can be expected within the existing city boundary both now and in the future. Using the Institute of Transportation Engineers Trip General Manual (8th Edition) the existing and future densities can be converted into a trip generation figure and used for establishing travel lane needs and ultimately roadway classifications.

#### **1.5 Project Background**

This document was developed in response to the goals and policy statements defined in the Nibley City General Plan. The Nibley City General Plan specifically identifies the need for roadway classifications, roadway design, access management, traffic calming, multi-modal transportation planning and funding mechanisms for roadway construction and improvements (General Plan 2007).

#### **1.6 Local & Regional Government Coordination**

Local and regional government coordination is an important component to the success and usefulness of the Transportation Plan. Several transportation plans and roadway corridor plans from the surrounding communities and planning organizations were studied as part of the preparation of this document. The following list outlines the specific documents that were analyzed as part of this study and identifies the key components of the plan that were coordinated with the Nibley City Transportation Plan.

##### **1.6a Cache County Regional Transportation Plan 2035**

This plan identifies several north/south collector roads and a minor arterial extending through Nibley City as well as indications of an increased level of connectivity east/west from US Highway 89/91 to SR 165 at 2600 South, 3200 South, 4000 South and 4400 South.

**1.6b City of Hyrum - Roads Functional Classification Map**

This plan identifies 4400 south as a planned east/west primary arterial roadway. This plan also shows the inclusion of a planned trail extending along this primary arterial with several trail connections from the south.

**1.6c City of Logan - Surface Transportation Masterplan - May 2008**

This plan identifies the terminus of a minor (secondary) arterial roadway at US Highway 89/91 and 1000 West. It also identifies the terminus of a collector roadway at US Highway 89/91 and 600 West.

**1.6d Millville City - Roadway Corridor Plan - October 2005**

This plan identifies major east/west roadway corridors (unclassified) extending through Nibley City at 3200 South and 2600 South. It also identifies the need for future connections into the SR 165 corridor at 3200 South (Nibley); 1000 South (Millville) and 1300 South (Millville).

**1.6e Providence City Master Plan - Transportation Corridor Plan**

This plan identifies many future connections to SR-165 and connections to the City of Logan that may affect future connectivity and trip generation on many Nibley City roadways in the northeast quadrant of the city.

**1.6f Wellsville City Road Master Plan - revised August 1998**

This plan identifies future collectors and local roads connecting to US Highway 89/91 at approximately 4400 South and 4000 South.

**1.7 Transportation Planning Process**

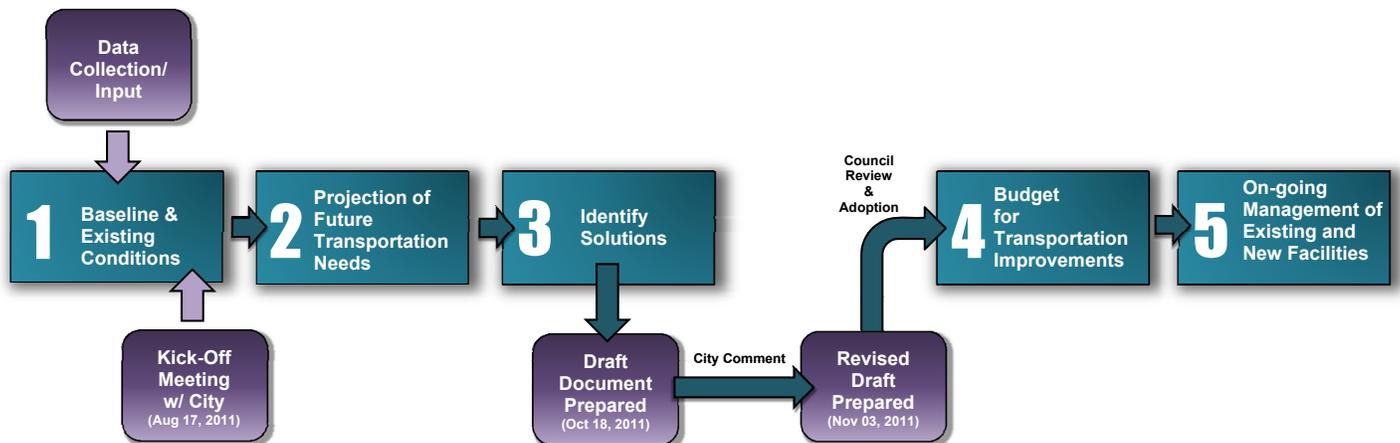


Figure 1.5 - Transportation Planning Process

## II. Existing Transportation Inventory

### 2.1 Geographic Description of Existing Roadway Conditions

The transportation network in Nibley City consists of an interconnected grid of arterial and collector roadways that follow the lot and block pattern established as part of a larger (valleywide) configuration. Within this network several local roadways branch off the collectors to define neighborhoods in a more varied manner, establishing a broad variety of loop roads, curvilinear configurations and cul-de-sacs. An inventory of existing roadways and their functional classification has been updated as part of this study and can be seen in Figure 2.2. Within this network of roads there are approximately 28 miles of paved public roads; 1.58 miles of gravelled public roads; and 1.6 miles of paved private roads.

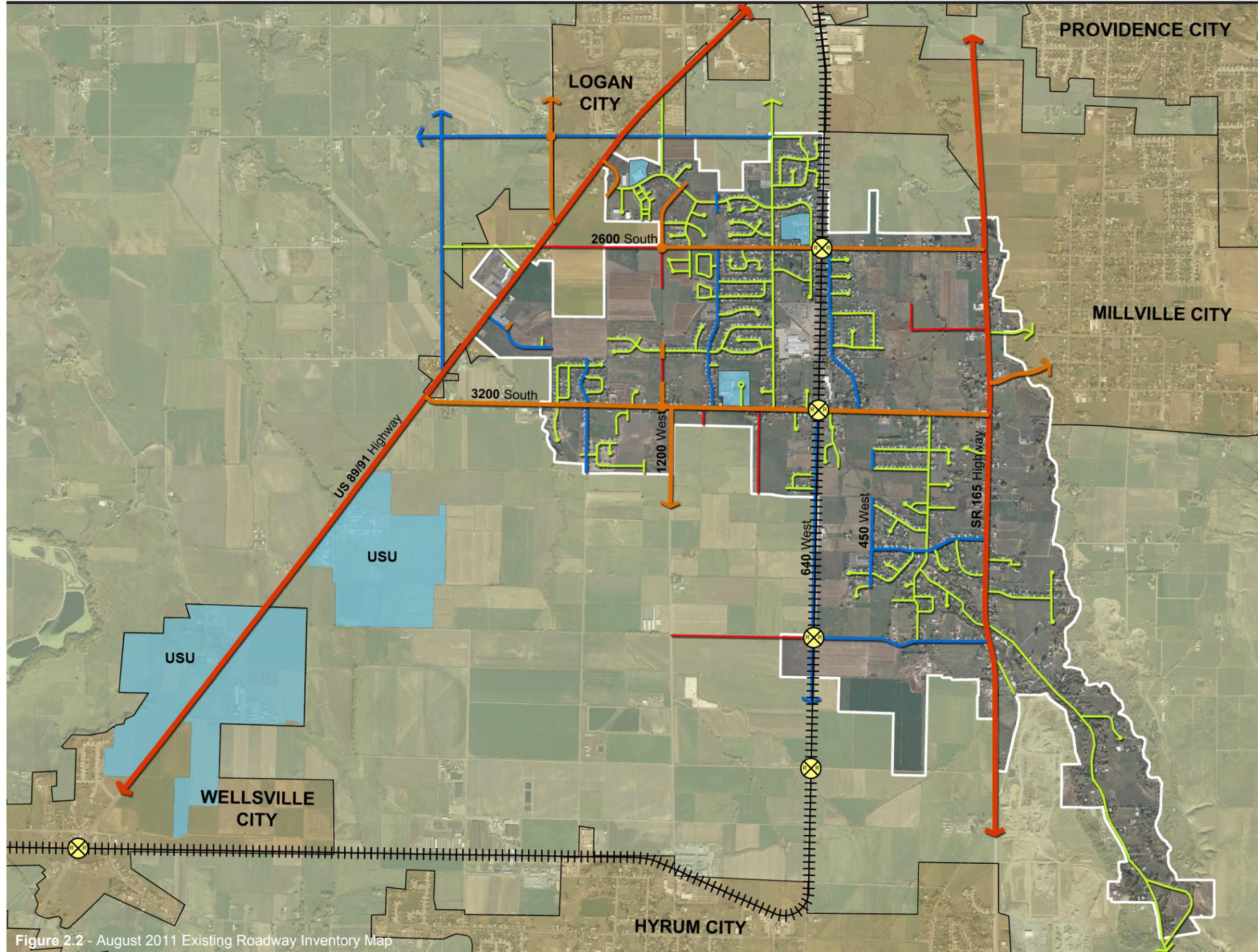
### 2.2 Geographic Description of Existing Trail and Bikeway Conditions

The existing trail system in Nibley City is only partially complete with the majority of trails consisting of sidewalks adjacent to roadways. The existing system has moderate to fair connectivity and there are only limited “off-road” trails. The “off-road” trails are usually associated with existing parks or other city owned property that allows for the trail alignment to divert from the road and still be considered a “public” trail. The existing bikeway system in Nibley City extends along 3200 South Street where striped and signed “lanes” have been established. More information on the existing trail and bikeway network can be found in the Nibley Parks and Trails Master Plan (Nibley 2011).



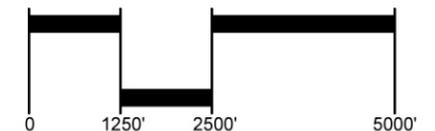
Figure 2.1 - Bike lane signage and striping on 3200 South.

# Existing Roadway Inventory



## LEGEND

-  EXISTING HIGHWAYS (PRINCIPAL ARTERIAL)
-  EXISTING MINOR ARTERIAL ROADS
-  EXISTING COLLECTOR ROADS
-  EXISTING LOCAL ROADS
-  EXISTING GRAVEL ROADS
-  RAILROAD TRACKS
-  RAILROAD CROSSINGS (EXISTING)
-  PARCELS OF SPECIAL INTERESTS  
Utah State University  
City/County Schools



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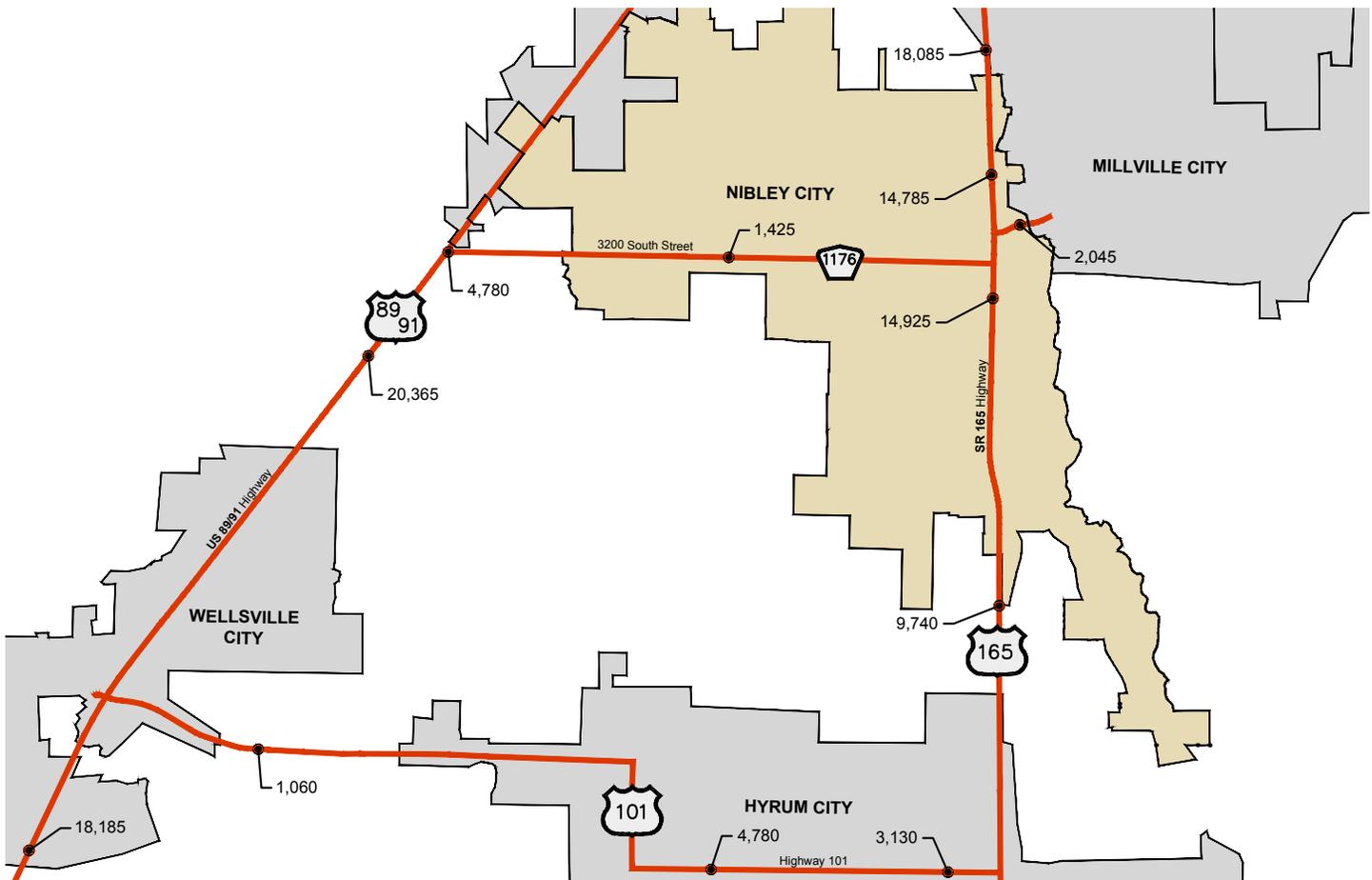
Figure 2.2 - August 2011 Existing Roadway Inventory Map

### 2.3 Description of Existing Public Transit System

Public transit in Nibley City is provided as part of a larger regional transit system. Service is provided by the Cache Valley Transit District (CVTD). There are currently two routes that pass through Nibley City. CVTD route 11 provides some direct neighborhood access as well as access to the Nibley City core and city offices with hourly service provided from 5:30am to 5:30pm, Monday thru Friday and only limited service on Saturdays. Cache Valley South Express Service is only provided Monday thru Friday and stops at 3200 South and SR 165.

### 2.4 Annual Average Daily Traffic (AADT)\* and Roadway Demand

Roadway demand is intricately related to the land-use characteristics of an area and ultimately the traffic generated by a particular land use. Traffic is generally tabulated in vehicle trips over time. This data is then analyzed



**Figure 2.3** - UDOT 2010 Annual Average Daily Traffic (AADT) within the Nibley Transportation Plan Service Area (modified)

\*Annual Average Daily Traffic (AADT) is the average of two-way 24hr vehicle counts collected every day in the year (Garber 1988).

using several different methods depending upon the type and level of planning. This study uses annual average daily traffic (AADT) data provided annually by the Utah Department of Transportation (UDOT) for all State Routes and Federally funded secondary routes (See Figure 2.3). This data is used to generate estimates for pass-through traffic and for comparison to trips generated on a land-use basis.

When AADT data from 2006 to 2010 is compared, US 89/91 traffic has increased by an annual average of 2.2% and traffic on SR165 has increased by an annual average of 1.5%. Traffic at 3200 South near US Highway 89/91 has actually decreased, with an increase at the 3200 South (Mid) location (See Table 2.1). In May 2008, the Utah Local Technical Assistance Program (LTAP) at Utah State University provided a volume and speed study on 3200 South at 260 West. The results from this study indicated a volume of 2,821 average daily traffic (ADT)\*. The difference in traffic volume from this location to the 3200 South (Mid) location is a likely indication that a significant amount of traffic is being diverted to 800 West for north/south travel.

Annual Average Daily Traffic - Nibley, Utah				
Year	US 89/91 (South of 3200 S.)	3200 South (US 89/91)	3200 South (Mid)	SR 165 (North of 3200 S.)
2006	18,675	5,005	1,130	13,960
2007	19,700	5,075	1,146	14,155
2008	19,050	4,830	1,090	13,460
2009	19,870	4,800	1,085	13,970
2010	20,365	4,780	1,425	14,785

**Table 2.1** - Annual Average Daily Traffic (AADT) data from UDOT 2006-2010 at select locations within the transportation plan service area (see Figure 2.3 for comparison and locations).

## 2.5 Existing Roadway Classifications

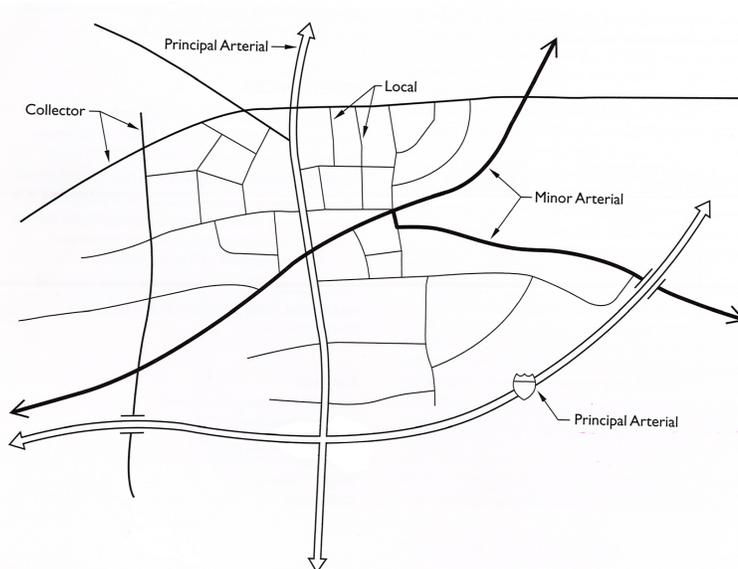
The functional classification of a roadway typically defines its traffic-carrying ability, but can also be an indicator of its primary purpose. For areas where roadways have not been previously classified, it is often the use and posted speed of the roadway that can be useful in identifying the appropriate classification. In either case, a roadway should be classified in order to achieve the long-range transportation planning goals of the community. Functional classifications are useful for long-range strategic planning because it allows decision makers to evaluate and designate road design standards to various roadways based upon a coordinated and often regional

\*Average Daily Traffic (ADT) is the average of two-way 24hr vehicle counts collected over a number of days greater than one but less than a year (Garber 1988).

transportation vision. All speed limit designation and evaluation should be based upon the 85th percentile speed as recommended in the 2009 Manual of Uniform Traffic Control Devices (MUTCD). Figure 2.4 illustrates the typical relationship and configuration of roadways and classifications.

### **2.5a Local Roads**

Local or residential roads provide direct access to neighborhoods and are typically in the 20-25 mph range. These roads are frequently shorter in length with frequent intersections and many traffic calming and traffic control devices. These roads often have numerous driveway accesses allowing ingress/egress from both travel directions. These roads are typically owned by a city or county (APA 2006).



**Figure 2.4** - Roadway classification diagram (APA 2006).

### **2.5b Collector Roads**

Collector roads typically link neighborhoods and provide a connection between the local roads and the larger minor or principal arterials. Collector roads are minor tributaries intended to gather traffic from numerous smaller local roads. Collectors roads may have housing fronted directly on the street, but the speeds are typically higher at 30-35 mph. These roads may be city or county owned and are not typically designated as a numbered touring route (APA 2006).

---

### **2.5c Minor Arterial Roads**

Minor arterials are the backbone of the roadway network. They are typically larger streets with the intent of moving traffic at higher volumes and often higher speed. Typical speed for minor arterials is 35-45 mph. These roads may be state, county or city owned and many are often signated by a route number (APA 2006).



**Figure 2.5** - Vehicular traffic on 3200 South, a minor arterial road.

### **2.5d Principal Arterial Roads**

Principal arterial roads provide long-distance continuous routes between urban centers. Speeds on principal arterials is typically the highest and may range from 50-75 mph. These roads are typically state or federally owned (APA 2006).

## **2.6 Existing Roadway Capacity**

The primary purpose for planning roadways is to provide sufficient capacity for the future traffic demand. If traffic is too focused on a single route, that route can easily be overwhelmed. A nearby example is Logan Main Street where SR 165 and US Highway 89/91 merge and there are few options for regional distribution of the traffic. Nibley faces some of the same concerns with regional pass-through traffic on SR 165 from Hyrum and from traffic coming from the southeast portion of the Valley wanting to travel southwest via US Highway 89/91. However, these traffic impacts are relatively minimal, as the majority of traffic generation in the future will come from Nibley City expansion.

A roadway has an ability to accommodate traffic at a level of service (LOS). The 2000 Highway Capacity Manual defines LOS as a qualitative rating of traveller satisfaction where LOS A is good and LOS F is poor. Typically, roadways and intersections are designed to function at a LOS C or better in rural areas, and LOS D or better in more urbanized locations. These levels vary based upon the type of land development density; urban, suburban, and rural. The current development patterns and densities place Nibley in the suburban category for planning purposes. Table 2.2 shows the ADT traffic volumes that various road sizes can accommodate within a LOS categorization. For example, to maintain an LOS C on a Collector Road, a 3-lane road can accommodate up to 10,000 ADT.



**Figure 2.6** - View of 280 West Street in Nibley, a local road.

The current development patterns and densities place Nibley in the suburban category for planning purposes. Table 2.2 shows the ADT traffic volumes that various road sizes can accommodate within a LOS categorization. For example, to maintain an LOS C on a Collector Road, a 3-lane road can accommodate up to 10,000 ADT.

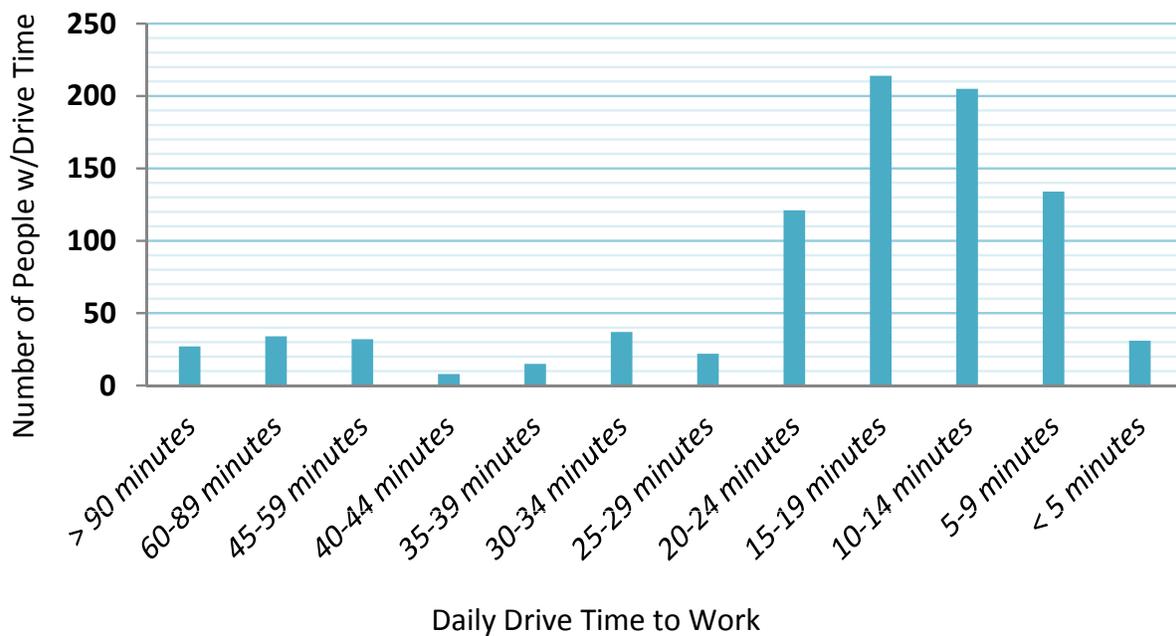
Suburban - Arterial Capacity			
Road Size	LOS C	LOS D	LOS E (Capacity)
2 lane	10,000	11,500	15,000
3 lane	11,500	13,000	16,500
4 lane	25,000	29,000	36,500
5 lane	26,500	30,500	39,000

Suburban - Collector Capacity			
Road Size	LOS C	LOS D	LOS E (Capacity)
2 lane	9,000	10,500	13,500
3 lane	10,000	11,500	15,000
4 lane	19,000	22,500	28,500
5 lane	21,500	25,000	31,500

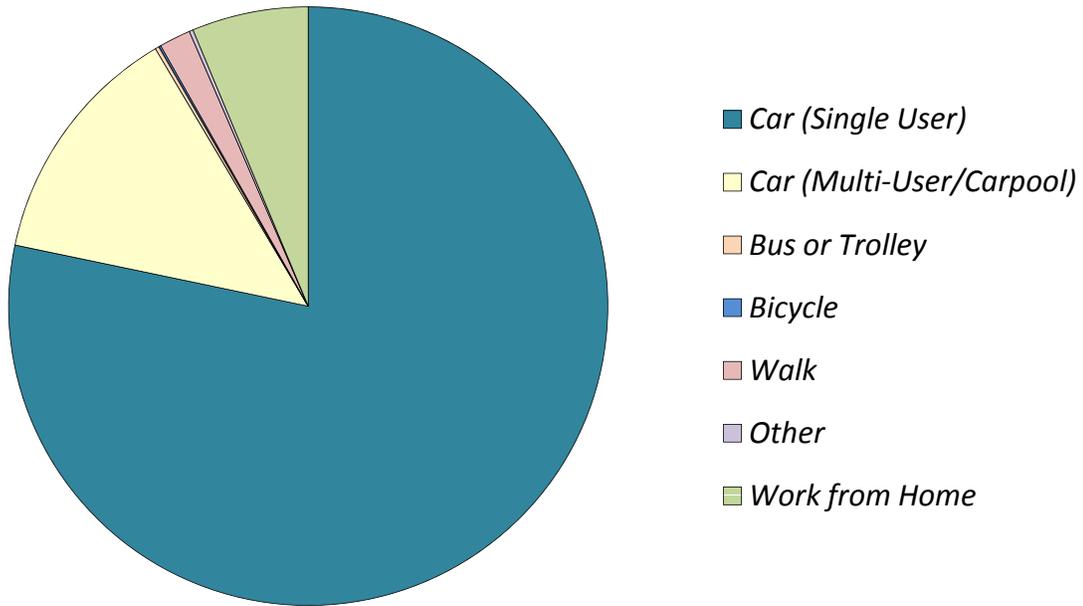
**Table 2.2** - Typical Average Daily Traffic (ADT) for each Level of Service (LOS C - LOS E) based upon classification and road size.

### 2.7 Existing Driver Characteristics and Patterns

Some additional information is relevant for developing a complete understanding of the existing transportation network, especially the behaviors and patterns associated with making transportation choices. Figures 2.7 and 2.8 illustrate Nibley resident’s daily drive times to work and primary means of transportation to work. It is evident from this data that most Nibley residents work within Cache Valley (based upon drive time estimates); and that there is a significant reliance on vehicular traffic, especially single-user car (See Figure 2.8), with other modes of transportation not widely utilized due to longer commute times, seasonally inclement weather and limited connectivity of a separated trail system.



**Figure 2.7** - Nibley Resident’s Daily Drive Time to Work  
 Source: <http://www.city-data.com/housing/houses-Nibley-Utah.html>



**Figure 2.8** - Nibley Resident's Means of Transportation to Work  
 Source: <http://www.city-data.com/housing/houses-Nibley-Utah.html>

**2.8 Physical Condition of Existing Roadways**

Poorly maintained roadways and inadequate monitoring can significantly impact the transportation network by reducing the efficiency, comfort and safety of the roadway. It is critical to seasonally monitor the physical condition of the existing roadways as part of the transportation planning process. Table 2.3 has been developed with the Nibley City Public Works Director to provide a current evaluation of the physical condition of the existing roadways throughout the City.



**Figure 2.9** - New road under construction in Nibley.

Street	Start	End	Road Condition
2600 South Street			
2600 South	600 West	800 West	Good
2600 South	Hwy 165	600 West	Fair
2600 South	800 West	1000 West	
2600 south park	750 West		Good
2600 South	1000 west	1200 West	Bad
3200 South Street			
3200 South	Main Street	1600 W	Good
3200 South park	300 W	350 W	Good
700 West	3200 South	Culdisac	
900 West	3200 South	Culdisac	Good
1200 West	3200 South		
Anderson Estates			
3300 South	250 West	450 West	Good
3400 South	250 west	450 west	Good
450 W	3300 South	3400 South	Good
Heritage Hills			
3575 South	250 West	450 West	Fair
300 W culdisac	3575 South	3625 south	Fair
450 West	3565 South	3650 South	Fair
ShadowBrook			
2730 South	800 West	1000 West	Good
2770 South	2730 South	1000 West	Good
Street	Start	End	Road Condition
Westwood			
3650 south	Hwy 165	250 West	
100 West	3650 South	Hwy 165	
200 West	3650 South	Culdisac	
3650 South	250 West	450 West	Fair
Elkhorn Estates			
600 West Elkhorn Ranch rd	2600 South	3200 South	Good
2625 South	600 West	Culdisac	Good
2700 South	600 West	Culdisac	Fair
2775 South	600 West	Culdisac	Fair
2850 South	600 West	450 West	Fair
450 West	2850 South	2965 South	Fair
515 West	2965 South	Culdisac	Fair
2965 South	600 West	400 West	Fair
Old Elkhorn Estates			
660 West	2600 South	Culdisac	Good
2730 South	660 West	800 West	Good
800 West Street			
800 West	3200 South	2600 South	Fair
800 West	2600 South	2300 South	Good
800 West	2300 South	2200 South	Bad

**Table 2.3** - Nibley City Table of Physical Condition of Existing Roadways (August 2011)

### III. Future Land Use & Transportation Plan

#### 3.1 Future Land Use and Annexation Area

The future land use and annexation area identified in the General Plan are illustrated below in Figure 3.1 (General Plan 2007). This area anticipates that the potential growth area of Nibley will extend west to Wellsville and the eastern edge of the Little Bear River; and south to 4400 South. It also anticipates growth to continue to the south and east up the Blacksmith Fork River drainage. This represents a potential 347% increase in land area from 4.2 sq.miles to 14.6 sq.miles.

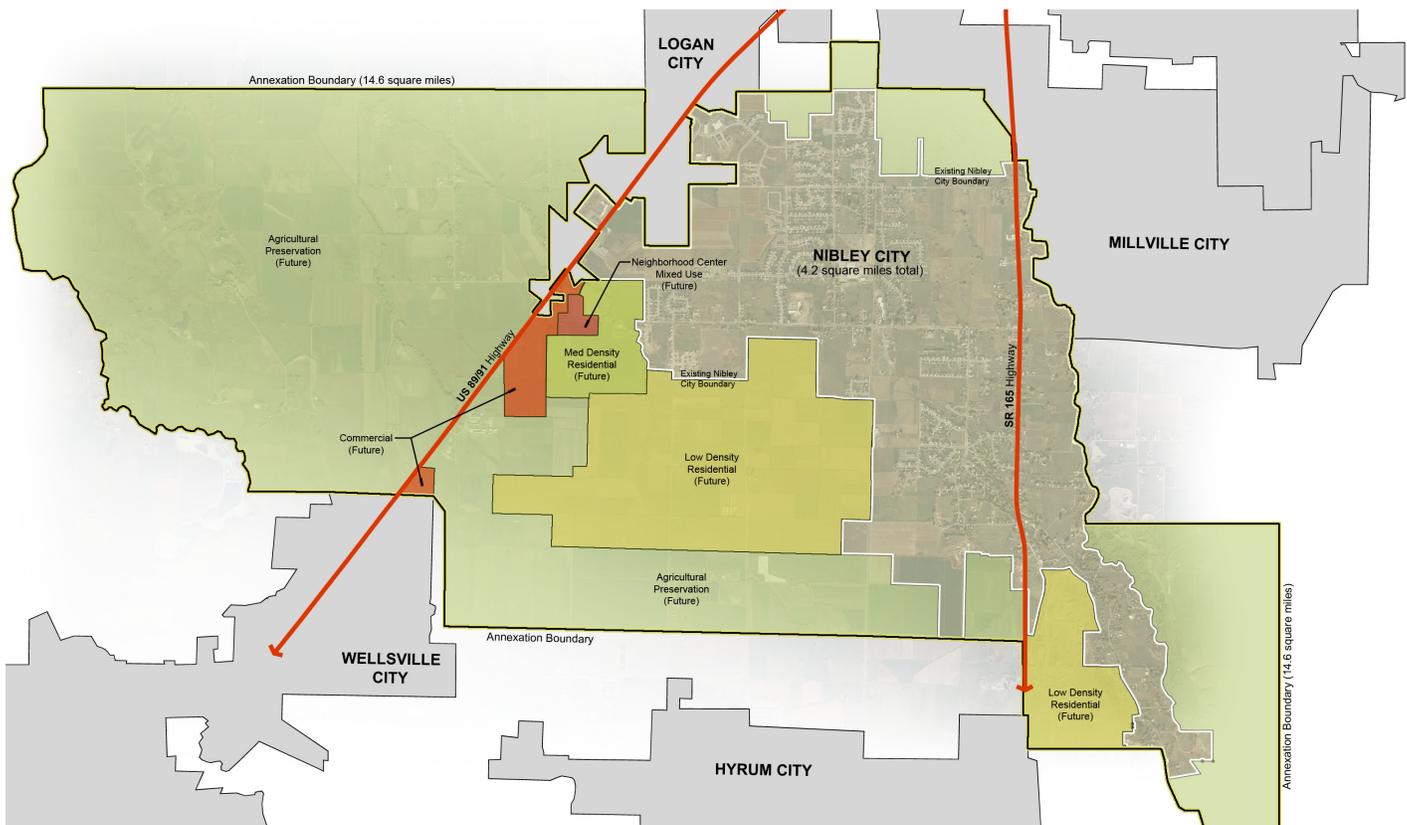


Figure 3.1 - Nibley Future Land Use & Annexation Area Map.

The future land uses identified as part of this potential growth area include; Neighborhood Center-Mixed Use, Commercial, Medium Density Residential, Low Density Residential and Agricultural Preservation. Each of these land uses has the potential to generate future traffic and must be taken into account in the Transportation Plan.

### 3.2 Nibley City Multi-Modal Transportation Plan Service Area

The anticipated annexation area is expansive and largely undeveloped, rural and agricultural land. The General Plan only identifies a portion of this land area to change according to the future land use mapping and adopted policies (General Plan 2007). Because of the limited development anticipated west of US Highway 89/91, traffic generation is considered minor and this land area was not considered as a significant part of the Transportation Plan Service Area.

For this study, the Nibley Transportation Plan Service Area has been defined as shown in Figure 3.2 and excludes an analysis traffic projections and capacity needs to the west of US Highway 89/91. The Transportation Plan Service Area consists of a total land area of 9.7 sq. miles and identifies the need for connectivity to the west (undeveloped), east (Providence/Millville), north (Logan), and south (Hyrum/Wellsville).

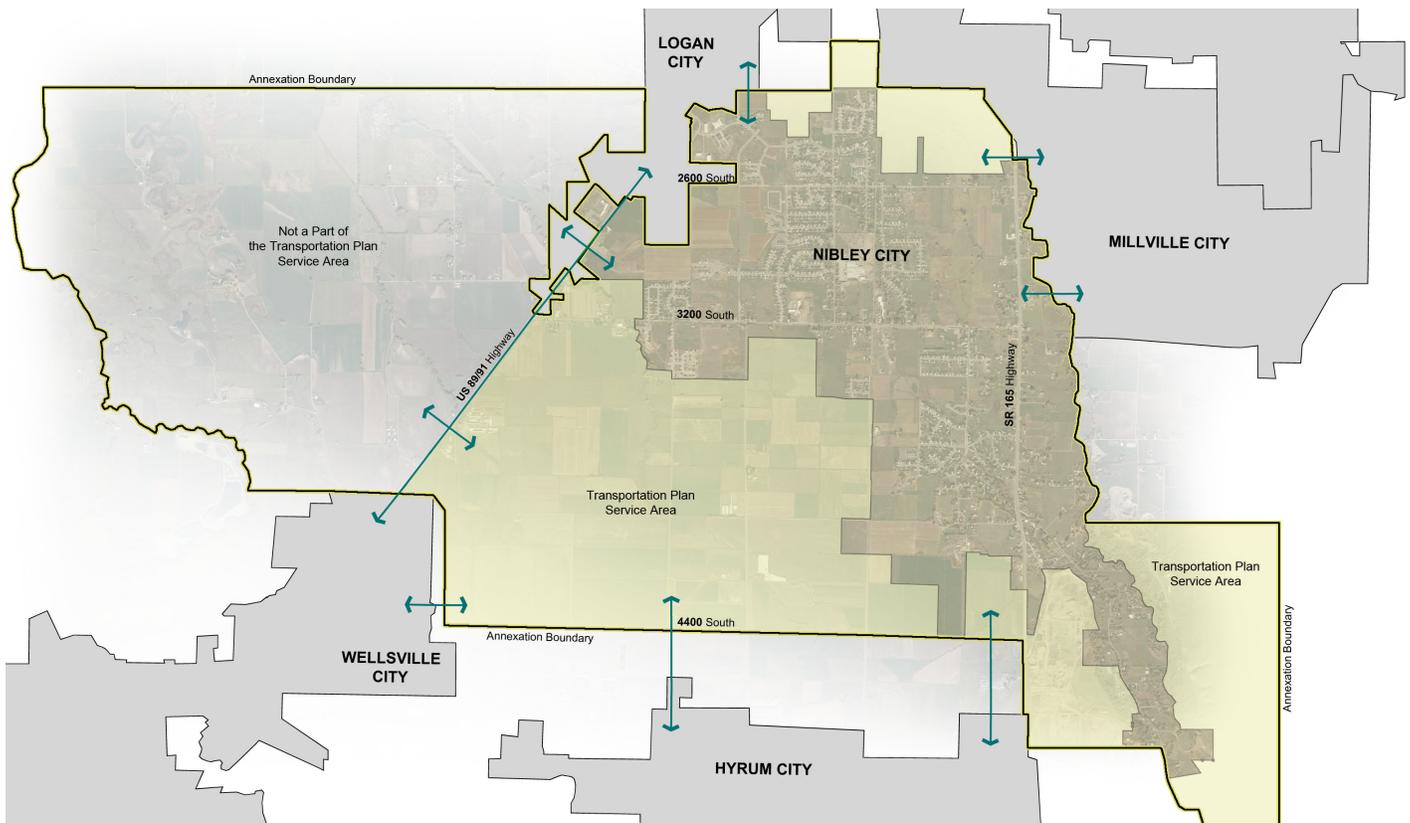


Figure 3.2 - Nibley Transportation Plan Service Area

### 3.3 Demographics and Projected Need

Nibley City’s population has been projected to grow using a conservative growth rate of 5.5% annually. The anticipated population through 2024 is shown in Table 3.1 below. From 2010 to 2024, Nibley City’s population will have grown by 212%.

Year	2010	2012	2014	2016	2018	2020	2022	2024
<b>Nibley Population</b>	4,748	5,284	5,881	6,546	7,286	8,109	9,026	10,046

**Table 3.1** - Population projections from Nibley Parks and Trails Master Plan (5.5% annual growth rate).

The State of Utah, Governor’s Office of Planning and Budget is projecting significant long range growth in Nibley and adjacent communities to the south (See Table 3.2). This increase will not only generate more internal traffic but will have a substantial effect on pass-through traffic likely to occur on principal and minor arterials with Nibley City.

	2010	2060	% increase
<b>Hyrum Population</b>	4,224	24,793	586%
<b>Paradise Population</b>	982	2,766	282%
<b>Nibley Population</b>	4,748	14,035	295%

**Table 3.2** - Population projections from State of Utah, Governor’s Office of Planning and Budget.

According to Nibley City billing records, there are just over 1,600 households currently receiving services. On average, Nibley has a lower residential density (2 to 3 dwelling units per acre) than the larger more urbanized area to the north. Based upon land availability and this typically density, Nibley City can expect to increase to over 5,300 households. This build-out projection is the basis for internal traffic generation and projected demand for Nibley City.

### 3.4 Future Transportation Network

During the planning and identification of the various components of the future transportation network, specific emphasis was placed on identifying critical areas and developing strategies for achieving efficient, comfortable and safe movement of all modes of transportation throughout the city. Several components of the transportation network have been mapped for clarity and easy reference. Some specific recommendations have been provided to help create a complete vision of the proposed network and to aid Nibley City in developing a prioritized plan for transportation improvements.

### **3.4a Master Roadway Plan (Figure 3.3)**

The master roadway plan represents all the existing and proposed Nibley roadway classifications and establishes a plan for the city to follow as growth and development occur. The state highways have been shown because of the large volume of traffic that they convey through the city; they are the principal arterials to and from Nibley, however they are not managed by Nibley City and no standard for improvement is necessary. They are managed and improved by the Utah Department of Transportation (See Figure 3.3).

As Nibley continues to grow, it will be comprised of mainly collectors with a few minor arterials. The minor arterials have been identified based on their crossing of the railroad tracks, convenience & connection to the State Highways and where the existing and/or proposed traffic signals are located.

#### **3.4a.1 Roadways and Classifications**

Roadway classifications for the Master Roadway Plan are illustrated in Figure 3.3 and have also been listed below in Table 3.3. The table provides additional information defining the anticipated number of travel lanes. The three lane roads that have been identified are intended to be one travel lane in each direction with a turning/acceleration lane between the two travel lanes.

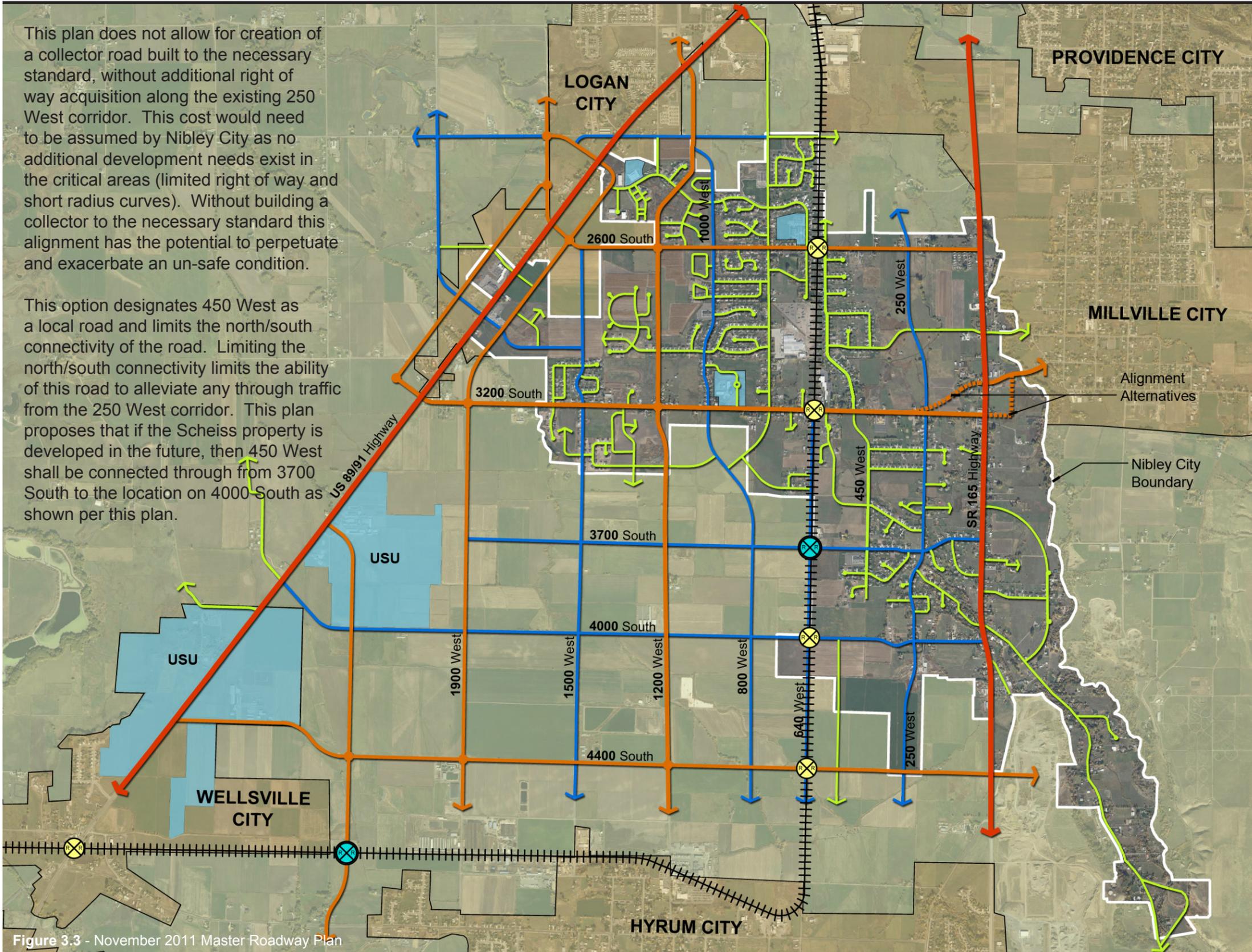
Route	Classification	Lanes
2600 S	Minor Arterial	3
3200 S	Minor Arterial	3
3700 S	Collector	2
4000 S	Collector	2
4400 S	Minor Arterial	3
1900 West	Minor Arterial	3
1500 West	Collector	2
1200 West	Minor Arterial	3
1000 West	Collector	2
800 West	Collector / Local	2
640 West	Collector	2
450 West	Local	2
250 West	Collector	2

**Table 3.3** - Nibley Future Roadway Classification Table

# Master Roadway Plan

This plan does not allow for creation of a collector road built to the necessary standard, without additional right of way acquisition along the existing 250 West corridor. This cost would need to be assumed by Nibley City as no additional development needs exist in the critical areas (limited right of way and short radius curves). Without building a collector to the necessary standard this alignment has the potential to perpetuate and exacerbate an un-safe condition.

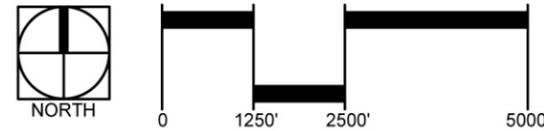
This option designates 450 West as a local road and limits the north/south connectivity of the road. Limiting the north/south connectivity limits the ability of this road to alleviate any through traffic from the 250 West corridor. This plan proposes that if the Scheiss property is developed in the future, then 450 West shall be connected through from 3700 South to the location on 4000 South as shown per this plan.



## LEGEND

-  HIGHWAYS (PRINCIPAL ARTERIAL - 120' ROW)
-  MINOR ARTERIAL ROADS (80' & 99' ROW)
-  COLLECTOR ROADS (66' ROW)
-  LOCAL ROADS (50' & 60' ROW)
-  RAILROAD TRACKS
-  RAILROAD CROSSINGS (EXISTING)
-  RAILROAD CROSSINGS (PROPOSED)
-  PARCELS OF SPECIAL INTERESTS  
Utah State University  
City/County Schools

Figure 3.3 - November 2011 Master Roadway Plan



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### **3.4a.2 Roadway Concerns and Special Considerations**

- #1 - Nibley City is bisected by the railroad tracks that run along 600 West with only limited connectivity at the existing crossing locations.
- #2 - 250 West is classified as a local road but is currently acting as a collector due to the lack of any north/south collectors east of the railroad tracks. The narrow width, high volumes and sight distances at intersections make this area a safety concern.
- #3 - The intersection of 3200 South at SR 165 is a limited 3-way signalized intersection and connectivity to Millville is limited.
- #4 - 800 West is classified as a local road but is currently acting as a collector due to the lack of other completed north/south collectors that connect to US Highway 89/91.
- #5 - The Hollow Road/SR 165 intersection has limited site distances due to the existing alignment, topography and travel speeds. This intersection is considered a safety concern.
- #6 - On-street parking should be analyzed on all arterial roadways. In typical scenarios, on-street parking on an arterial would be discouraged, however portions of 3200 South and the future Commercial area arterials along the frontage may warrant specialized treatments and cross-sections that provide for on-street parking, more pedestrian spaces, refuge islands, etc.
- #7 - Circular/combined driveways may be required for all new construction/reconstruction on collectors and arterials where new access is permitted.

### **3.4a.3 Specific Roadway Recommendations**

- #1 - Plan for an additional railroad crossing location at 3700 South, begin preliminary coordination and approval process with UDOT.
- #2 - Plan for a north/south collector road at approximately 450 West to reduce traffic on 250 West and improve public safety.
- #3 - Reconfigure 3200 South for better connectivity within Nibley and between Nibley and adjacent municipalities through design and construction of a safe four-way signalized intersection with

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dedicated pedestrian crossings.

- #4 - Maintain 250 West as a local road that extends north/south throughout the city.
- #5 - As development pressures increase prepare specific area circulation plans around the Nibley City offices and the Neighborhood Center and Commercial areas along US Highway 89/91.
- #6 - Consider maintaining the truck route and access needs on 800 West or consider rezoning the industrial property along the 800 West corridor to be more suitable to the surrounding neighborhood zones and future roadway classification.
- #7 - Provide additional ingress/egress from Hollow Road to another point on SR 165 that will allow for safer intersection alignment and better sight distances. Consider re-alignment or elimination of existing Hollow Road/SR 165 intersection.
- #8 - Conduct on-street parking analysis as development occurs at or near the Nibley City offices and along the east and west frontage roads near US Highway 89/91.
- #9 - Plan for a future easterly connection at the intersection of 4400 South and SR 165 to accommodate future growth.

#### **3.4a.4 Pedestrian, Cyclist and Public Transportation Concerns and Special Considerations**

The ready driving access provided by US 89 and US 165 from Nibley to the business and recreational centers of Cache Valley is arguably a significant factor fueling the growth of the City. These roads create unintended barriers, however, for key demographics in the City by isolating the residential core of the City from neighboring communities where resources not currently available in Nibley (shopping, employment, commercial entertainment/recreation) are located.

For example, Logan City's Logan River Trail and Golf Course are located less than a mile from some Nibley residents. This trail system could provide easy access between the two communities, but the lack of access to a safe walking path along Highway 89

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eliminates that possibility. On Highway 165 near 3200 South, there is no legal pedestrian access between the center of population and Nibley's single retail outlet. Similarly, while the Cache Valley Transportation District runs an express bus with a stop in Nibley, there is no legal access to reach the bus stop from the center of population, requiring potential riders to jaywalk across a five lane highway during peak traffic.

These conditions are unacceptable to the City. One of the key objectives of our transportation system is to provide access to resources. To promote connectivity and to provide equal access for all citizens, the City's goals for improvement of our multi-modal transportation systems are as follows:

- #1 - Foster connectivity between neighborhoods by providing dedicated ROW for pedestrian access between all cul-de-sac or dead-end streets and adjacent streets or subdivisions at the time of subdivision approval. ROW should be provided between streets including cul de sacs and dead ends and public or private facilities with community functions (schools, churches, government buildings, parks, etc) at not less than 660 foot intervals for streets and at the ends of all cul-de-sacs and dead ends contiguous with public streets or rights of way or properties contiguous with public streets or rights of way.
- #2 - Work with Logan City and UDOT to provide a safe pedestrian access along the south side of Hwy 89 from 800 West to the existing crosswalk at 600 West.
- #3 - Work with Cache County to consider pedestrian usage of 800 West from the Nibley City border to the Logan City border as improvements are made to this road.
- #4 - Work with UDOT to develop safe pedestrian access across Hwy 165 at 3200 South and 2600 South.
- #5 - Work with UDOT, Millville City, and CVTD to develop Park-and Ride facilities to improve legal access for residents to their public transportation system.

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### **3.4a.5 Truck Routes (Figure 3.4)**

Truck routes should be maintained primarily on arterial routes. Designating and mapping specific “truck routes” allows the City an enforcement opportunity to prevent large 18-wheel trucks from accessing local (residential) and collector roads where they may have an adverse effect on the safety and efficiency of the network. It may be necessary for 800 West to remain as a temporary truck route south of 2880 South because of existing industrial land use in that area.

Special consideration is encouraged during the design of any roadway improvements that will accommodate truck traffic, ie. larger radii and larger acceptance lanes may be necessary at intersections en route. Another solution may be to re-zone the areas requiring truck access to be more compatible with the future transportation network and surrounding residential neighborhoods.

### **3.4a.6 Safe Routes to School (SRTS)**

The Safe Routes to School (SRTS) is a nationwide program that examines conditions around schools and develops projects and activities that work to improve safety and accessibility, and reduce traffic and air pollution in the vicinity of schools. The focus of these programs is to help make bicycling and walking to school safer and more appealing so children will develop healthy lifestyle habits at an early age. These routes are developed with the school district and the Utah Department of Transportation. The result is an individualized plan for each school. Specific design standards may be adopted or developed by a City to signify the “safe route”. More information about the SRTS program can be found at the following websites:

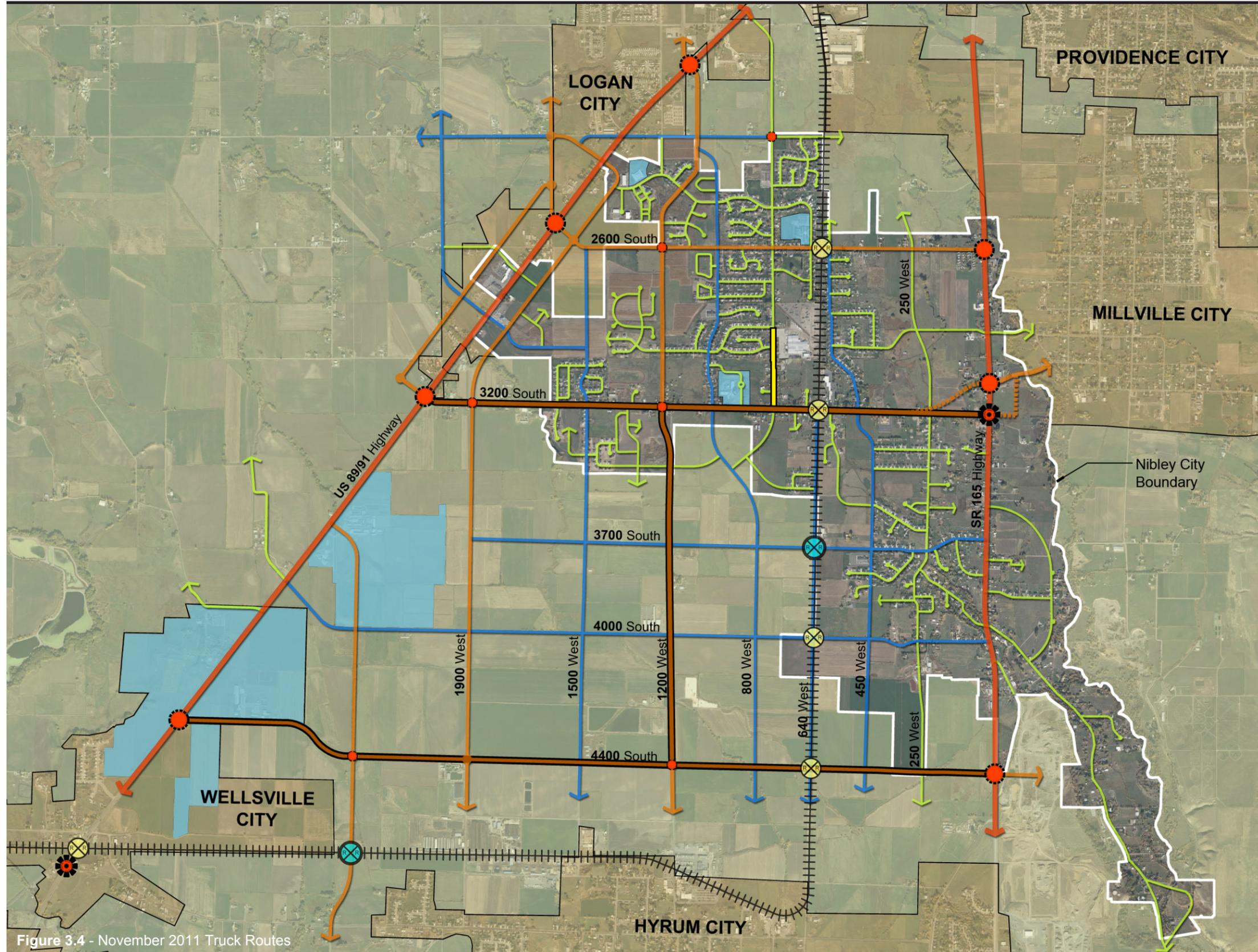
[www.saferoutesinfo.org](http://www.saferoutesinfo.org)  
[www.safety.fhwa.dot.gov/saferoutes/](http://www.safety.fhwa.dot.gov/saferoutes/)  
[www.saferoutespartnership.org](http://www.saferoutespartnership.org)

Nibley City should contact Cherissa Wood, the Safe Routes to School Coordinator for UDOT (801)965-4486.

### **3.4a.7 Roadway Monitoring, Maintenance and Budget**

During the planning process, the project team worked closely with the Nibley City Public Works Director to develop a “Road Inventory Maintenance Tracking and Scheduling Tool” for

# Truck Routes



## LEGEND

- HIGHWAYS (PRINCIPAL ARTERIAL - 120' ROW)
- MINOR ARTERIAL ROADS (80' & 99' ROW)
- COLLECTOR ROADS (66' ROW)
- LOCAL ROADS (50' & 60' ROW)
- RAILROAD TRACKS
- RAILROAD CROSSINGS (EXISTING)
- RAILROAD CROSSINGS (PROPOSED)
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- PROPOSED TRAFFIC CONTROL
- PROPOSED TRUCK ROUTES
- TEMPORARY TRUCK ROUTES
- PARCELS OF SPECIAL INTEREST  
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City/County Schools



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Figure 3.4 - November 2011 Truck Routes

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monitoring the roadway network within Nibley City. The tool provides physical information about the roadway, the date it was built, the type and year of the most recent maintenance, the next scheduled maintenance, and an evaluation of the current roadway condition (See Table 2.3). The tool also allows for tabulating the projected maintenance costs and can be used as an aid in developing annual roadway maintenance budgets. The tool is intended to be dynamic and will need to be updated regularly to be most effective. It is currently populated with the existing roads and data. A sample of the tool can be seen in Appendix B for reference.

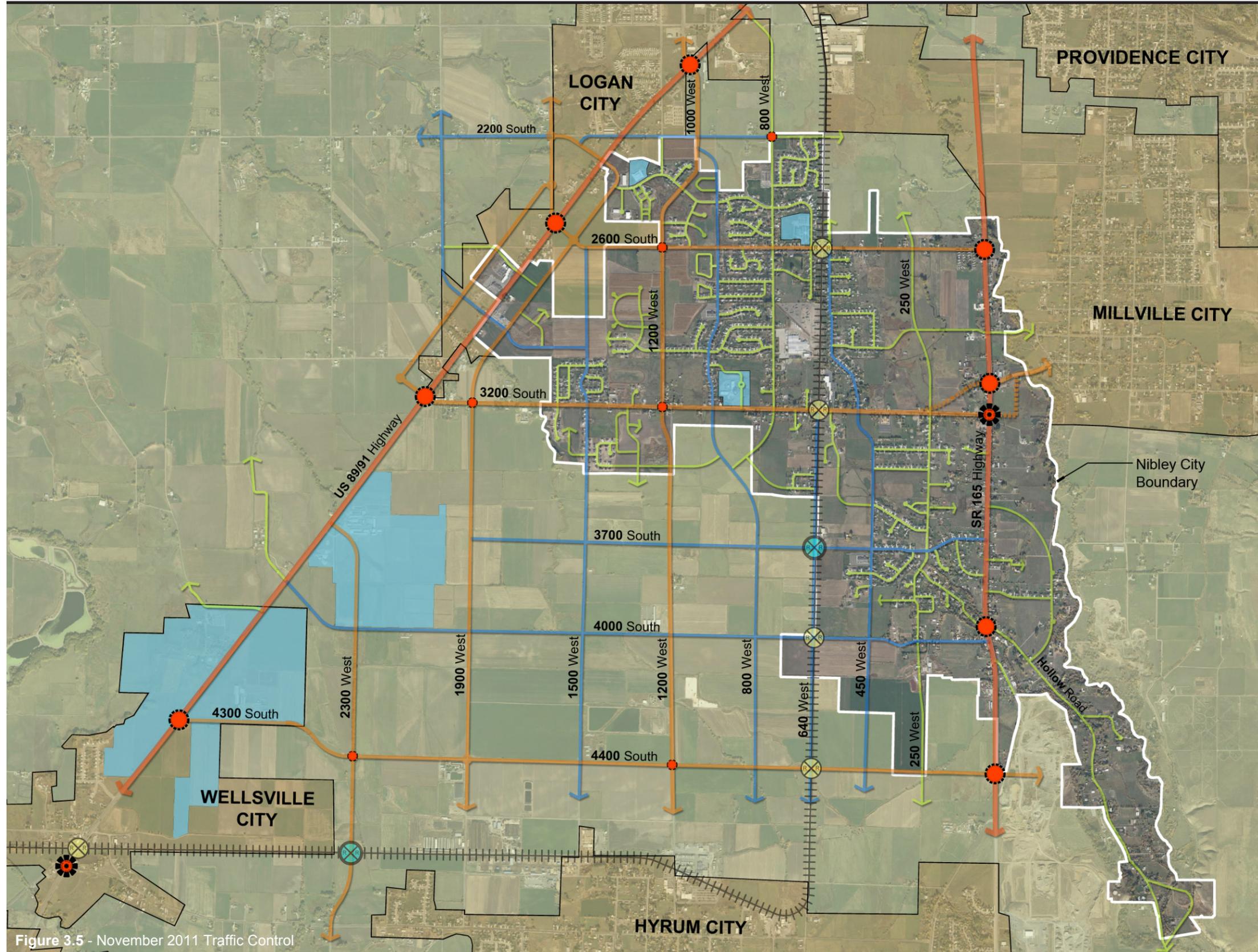
### **3.4b Traffic Control (Figure 3.5)**

Roadway traffic control is a key component of the future transportation network. Appropriate traffic control can regulate volume and flow and can also serve as a strategy for reducing potential conflict between the roadway (vehicle) network and the trail and bikeway network. The five components of successful traffic control are: design, placement, operation, maintenance and uniformity (Garber 1988). These five elements must be considered and calculated at each location identified for proposed traffic control.

#### **3.4b.1 Intersections Identified for Signalized Traffic Control**

For the purposes of this study, emphasis was given to the planning of signalized traffic control. These are anticipated to occur primarily along the principle arterial corridors (US Highway 89/91 and SR-165) and where they intersect minor arterials (See Figure 3.5). Planning these signalized controls is a coordinated effort between several organizations. Nibley City has entered into “Corridor Agreements” for both US Highway 89/91 and SR 165 (See Appendix C). These corridor agreements predetermine where future traffic signals will be located once the traffic volumes warrant the need. Each of the proposed signal locations listed below are consistent with what is in the existing agreement, however it is recommended that special consideration be given to relocating the Hollow Road/SR 165 signal further south to 4000 South. The 4000 South location is a better location and will serve a larger area. Specific analysis of the characteristics of each intersection need to be studied in order to provide signal design and timing recommendations. The following intersections have been identified for signaled traffic control:

# Traffic Control



## LEGEND

-  HIGHWAYS (PRINCIPAL ARTERIAL - 120' ROW)
-  MINOR ARTERIAL ROADS (80' & 99' ROW)
-  COLLECTOR ROADS (66' ROW)
-  LOCAL ROADS (50' & 60' ROW)
-  RAILROAD TRACKS
-  RAILROAD CROSSINGS (EXISTING)
-  RAILROAD CROSSINGS (PROPOSED)
-  EXISTING TRAFFIC CONTROL SIGNAL
-  PROPOSED TRAFFIC CONTROL SIGNAL
-  PROPOSED TRAFFIC YIELD CONTROL
-  PARCELS OF SPECIAL INTEREST  
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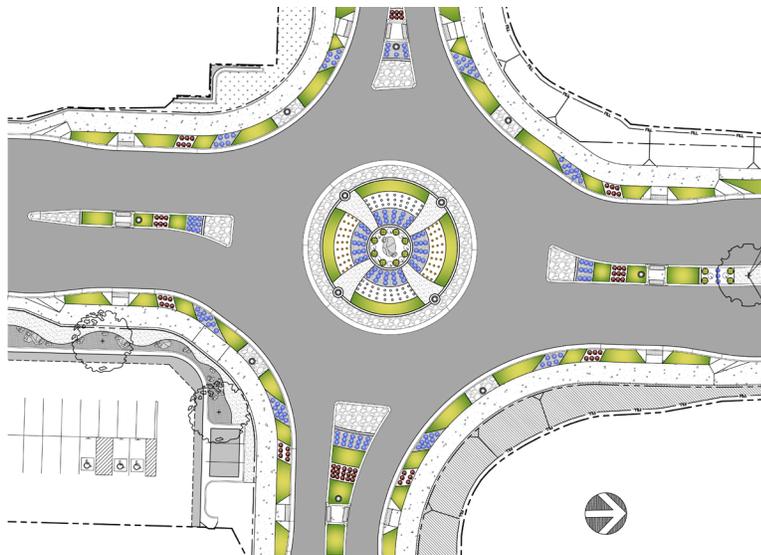
Figure 3.5 - November 2011 Traffic Control

**1000 West & US Highway 89/91**  
**2600 South & US Highway 89/91**  
**2600 South & SR 165 (selected for better overall spacing)**  
**3200 South & SR 165**  
**3200 South & US Highway 89/91**  
**Hollow Road & SR 165 (recommend relocation to 4000 South)**  
**4400 South & SR 165**  
**4300 South & US Highway 89/91**

### **3.4b.2 Intersections Identified for Yield Control or Traffic Calming**

Yield Control and Traffic Calming features are a useful component for a multi-modal transportation system. There are several design solutions that can be implemented at intersections to manage flow, calm traffic and to provide a more pedestrian friendly environment.

Roundabouts (see Figure 3.6) are unique yield controlled features that focus on maintaining traffic flow. Roundabouts have specific features and nationally recognized design standards that must be followed to ensure adequate capacity and safety are maintained.



**Figure 3.6** - Roundabout plan (North Logan - 200 East)

If appropriately designed, roundabouts can provide significant traffic control and management of intersections. In many cases roundabouts can also provide an opportunity for beautification through enhancement of the central features.

Traffic circles (see Figure 3.7) are traffic calming features, typically located in an intersection and encourage drivers to slow down while providing the opportunity for beautification and enhancement. However, traffic calming can raise concerns with safety, emergency response and service vehicle access. Any



**Figure 3.7** - Traffic circle near Seattle, Washington. Image Source: <http://www.seattle.gov/transportation/trafficcircles.htm>

proposed traffic calming measures should be coordinated with other local service providers and prior to installation local officials must notify local emergency response providers (including fire, police, and ambulance) and local transit and school systems (APA 2006).

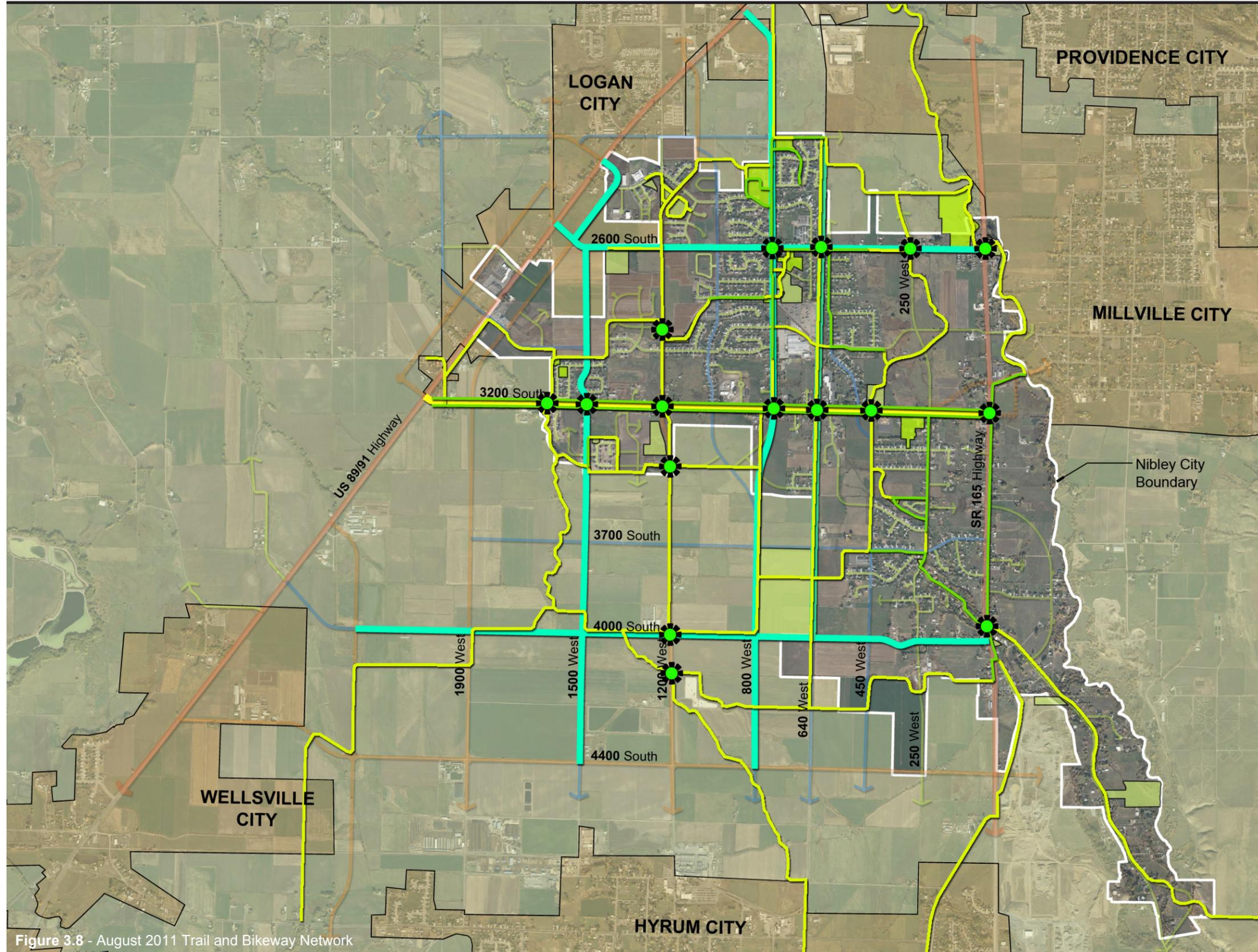
The following intersections have been identified as potential locations for yield control or traffic calming devices. Specific analysis of the characteristics of each intersection need to be analyzed in order to identify the appropriate treatment.

***1200 West & 2600 South***  
***1200 West & 3200 South***  
***1200 West & 4400 South***  
***2200 South & 800 West***  
***2300 West & 4400 South***

### **3.4c Trail and Bikeway Network (Figure 3.8)**

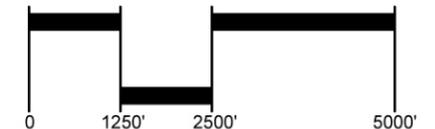
The Nibley Parks and Trails Master Plan was adopted by Nibley City in April 2011. The existing and proposed trail and bikeway network

# Trail & Bikeway Network



## LEGEND

-  HIGHWAYS (PRINCIPAL ARTERIAL 120' ROW)
-  MINOR ARTERIAL ROADS (80' & 99' ROW)
-  COLLECTOR ROADS (66' ROW)
-  LOCAL ROADS (50' & 60' ROW)
-  EXISTING PARKS
-  UNDEVELOPED OPEN SPACE
-  EXISTING BIKE LANES
-  PROPOSED BIKE LANES
-  EXISTING TRAILS
-  PROPOSED TRAILS
-  TRAIL/ROADWAY CROSSING POINTS



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Figure 3.8 - August 2011 Trail and Bikeway Network

developed in the Parks and Trails Master Plan were mapped in conjunction with the Master Roadway Plan in order to identify important or critical areas where the two networks interface.

### **3.4c.1 Trail and Bikeway Concerns and Special Considerations**

- #1 - The existing trail and bikeway network lacks significant connectivity throughout the City.
- #2 - US Highway 89/91 and SR 165 are significant barriers to the trail and bikeway system. The existing trail network is not connected to existing traffic controls along these principal arterials. Crossing is unsafe and uncomfortable.
- #3 - Crossing points at roadway locations are not identified and a level of treatment has not been defined at crossing locations.



**Figure 3.9** - HAWK signals are part-time traffic beacons that are only activated when pedestrians, bicyclists or equestrians activate the beacons for a crossing.

### **3.4c.2 Trail and Bikeway Recommendations**

- #1 - Develop more trail and bike way connections throughout the city. Develop and integrate these connections with the Multi-Modal Transportation Plan. Consider making connections between cul-de-sacs, adjacent park facilities, existing roads, etc.

- 
- #2 - Identify and develop trails and bikeways that extend to the existing signalized intersections on US Highway 89/91 and SR 165 for safe and comfortable crossing of these corridors.
  - #3 - Develop a level of treatment for each crossing point location based upon roadway classification and relationship to and traffic control at the nearest intersection. Some recommended examples may include HAWK signals (for mid-block crossings), center islands with pedestrian refuge, bulb outs (at intersections) and neck-downs (mid-block), raised cross-walks and intersections, and/or textured surfaces (APA 2006).

### **3.4d Public Transit (Figure 3.10)**

As the demand for transportation increases there may be the need to make transit services more convenient to Nibley City residents and develop strategies for encouraging more ridership. Any potential or perceived increase in transit demand will require coordination with Cache Valley Transit District to clearly identify Nibley City's needs and current ridership on existing routes.

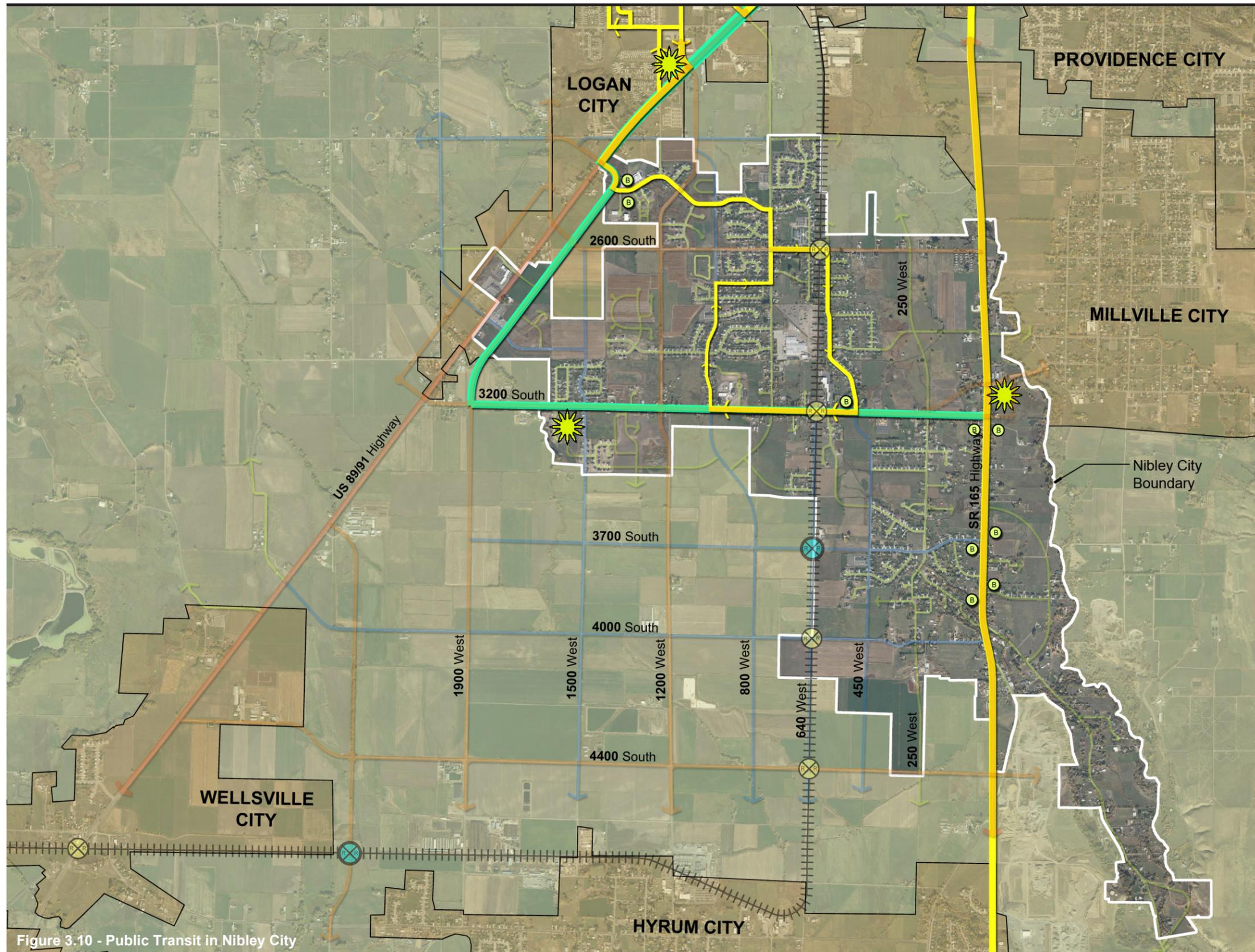
#### **3.4d.1 Public Transit Concerns and Special Considerations**

- #1 - Transit commute times (including walking times to transit stops) are likely 2-3 times longer than existing commute times identified by Nibley residents in Figure 2.7.
- #2 - The two transit routes providing service to Nibley are on a one hour service cycle.
- #3 - Transit stop locations are geographically limited and not accessible to a large population base.

#### **3.4d.2 Public Transit Recommendations**

- #1 - Develop park and ride locations along SR 165 at 3200 South and US Highway 89/91 at 1000 West that are prudent and can be used to encourage regional transit usage (See Figure 3.10).
- #2 - As transit usage increases work with Cache Valley Transit District to develop a looped express route with more direct service to the Nibley City Center and a more frequent service schedule (See Figure 3.10).

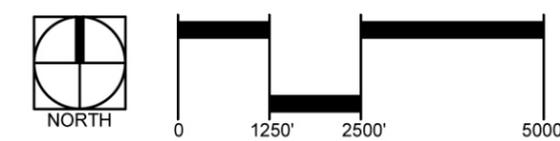
# Public Transit



## LEGEND

-  HIGHWAYS (PRINCIPAL ARTERIAL 120' ROW)
-  MINOR ARTERIAL ROADS (80' & 99' ROW)
-  COLLECTOR ROADS (66' ROW)
-  LOCAL ROADS (50' & 60' ROW)
-  RAILROAD TRACKS
-  RAILROAD CROSSINGS (EXISTING)
-  RAILROAD CROSSINGS (PROPOSED)
-  EXISTING CVTD ROUTES
-  EXISTING CVTD STOP LOCATIONS
-  PROPOSED CVTD ROUTES
-  PROPOSED CVTD PARK-N-RIDE LOTS

Note: Existing CVTD routes identified from 2010 public route map.



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Figure 3.10 - Public Transit in Nibley City

## IV. Transportation Plan Action Items

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### 4.1 Action Items

- #1 - Develop a plan for realignment of 3200 South & SR 165 to provide a 4-way intersection with pedestrian crossings.
- #2 - Provide annual review of Master Roadway Plan. Keep a current “draft” map to facilitate the periodic review and update of the Transportation Master Plan.
- #3 - Update the Existing Road Inventory and Capital Budget Planning Tool Annually. Use this tool to budget for annual roadway improvement/maintenance projects.
- #4 - Review and Update Transportation Master Plan every 3-5 years.
- #5 - Prioritize and conduct intensive level analysis at critical intersections identified in the master plan.

Hollow Road Analysis - Study traffic need and prepare access alternatives from SR 165. Consider 3900 South, 4000 South & 4400 South as potential alternative or secondary connections. Analyze opportunities for multi-modal connections.

- #6 - Identify and prioritize transportation improvement projects to complete in the next 12 months.
- #7 - Identify and prioritize multi-modal transportation improvement projects to complete in 1-5 years.

Interblock Trail Connections

Trail/Bikeway coordination with surrounding jurisdictions

- #8 - Continue to work with UDOT, CVTD and other municipalities to optimize public transit as growth occurs.

Park n Ride Lot needs analysis and funding strategies

- #9 - Develop funding mechanisms for making critical improvements to the trail and bikeway system.
- #10 - Establish a city standard for yield control and traffic calming to implement at key intersections identified in the transportation plan.

- 
- #11 - Identify and prioritize Trail/Roadway crossing points and determine the level of treatment necessary to provide safe, comfortable pedestrian crossing.
  - #12 - Work with UDOT and Cache County to provide future pedestrian crossings of US 89/91 and SR 165.
  - #13 - Work with UDOT to identify standards, locations and need for pedestrian/railway crossings. Discuss the future plans for the railway corridor.
  - #14 - Conduct a parking needs assessment on all arterial roadways throughout Nibley City.
  - #15 - Develop optional roadway cross-sections that work within the identified road classifications and provide options for bikeways and/or on-street parking.
  - #16 - Improve coordination with Cache County for future improvements of County portions of 3200 South and 800 West.

## V. References Cited

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### 5.1 References Cited

Utah Traffic on Utah Highways, Utah Department of Transportation, 2006 through 2010

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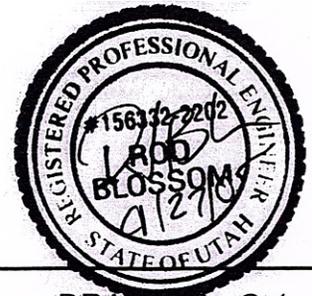
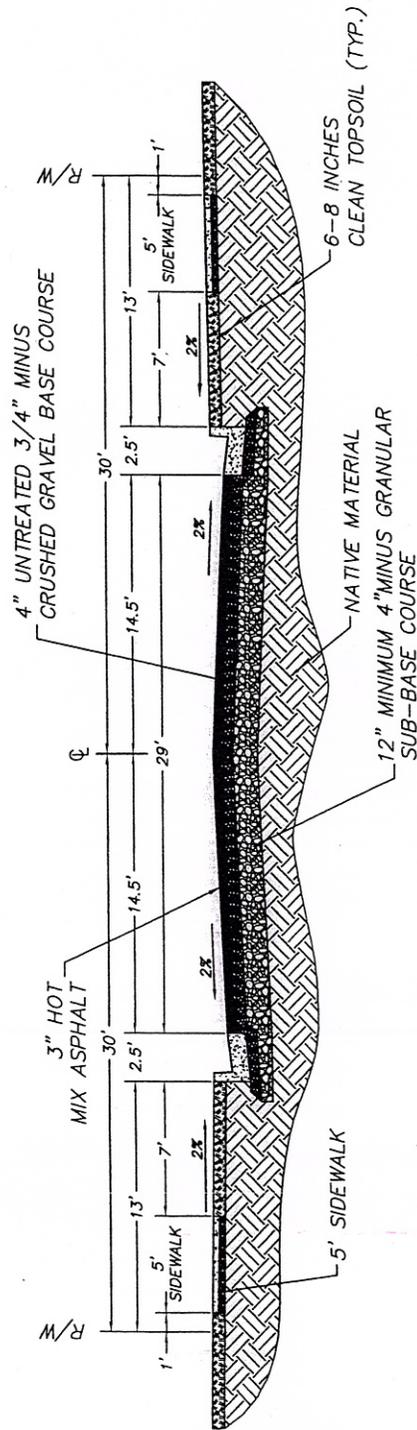
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39

**Appendix A**

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**Existing Nibley Road Cross-Sections & Classifications**

NOT TO SCALE



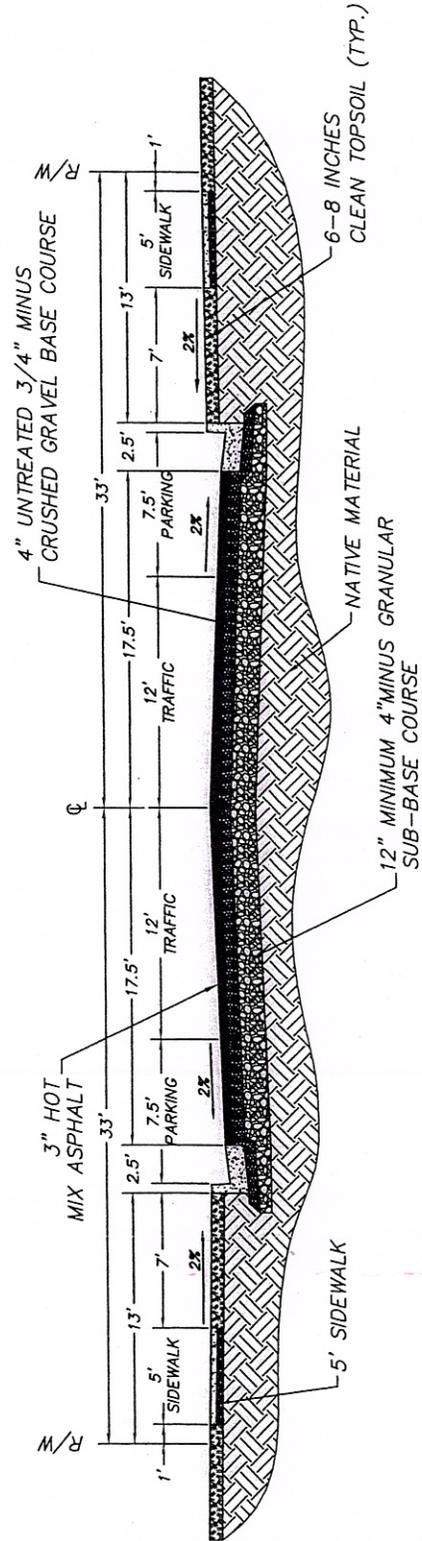
NIBLEY CITY PUBLIC WORKS DEPARTMENT

60-FT ROAD SECTION

DRAWING: C-1

REVISION: 04-22-05

NOT TO SCALE



ROAD NOTES

1. ALL INTERSECTION CURB RETURNS TO BE 20' RADIUS
2. ALL CUL-DE-SACS TO BE 60' RADIUS AT R/W LINE WITH 25' RADI TRANSITION REVERSE CURVES.

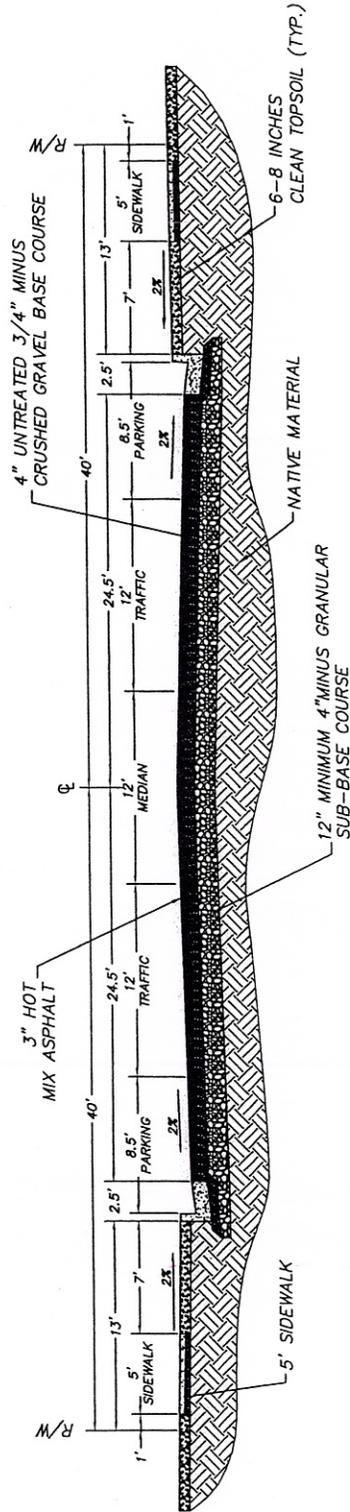


NIBLEY CITY PUBLIC WORKS DEPARTMENT

66-FT ROAD SECTION

DRAWING: C-2

REVISION: 04-22-05



**ROAD NOTES:**  
 1. ALL INTERSECTION CURB RETURNS TO BE 20' RADIUS.  
 2. ALL CUL-DE-SACS TO BE 60' RADIUS AT R/W LINE WITH 25' RADI TRANSITION REVERSE CURVES.



NOT TO SCALE

NIBLEY CITY PUBLIC WORKS DEPARTMENT

80-FT ROAD SECTION

DRAWING: C-3

REVISION: 04-22-05

**Appendix B**

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**Road Inventory, Maintenance Tracking & Scheduling Tool  
(Sample)**

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Street	Starting at:	Ending at:	Avg Width	Length	Area	Road Condition	Built date	Last Maintenance	Type of Maintenance	Next scheduled Maintenance	Planned Action	Projected Costs
			ft	ft	sf	1,2, 3	Year	Yr		Yr	1,2,3,4	
						Good, Fair, Bad					Chip Seal, Overlay, Reconstruction, fog seal	
2600 South Street												
2600 South	600 West	800 West	30	935	28050	1	1998	2003	1 1/2 overlay	2015	1	\$ 7,293
2600 South	Hwy 165	600 West	30	3700	111000	2	2002			2014	2	\$ 59,940
2600 South	800 West	1000 West			0							NA
2600 south park	750 West				28695	1	1999	2009	slurry seal	2018	4	\$ 2,009
2600 South	1000 west	1200 West			0	3						NA
3200 South Street												
3200 South	Main Street	1600 W	45	10365	466425	1	2009			2012	4	\$ 32,650
3200 South park	300 W	350 W	30	417	12510	1	2009			2012	2	\$ 6,755
700 West	3200 South	Culdisac										
900 West	3200 South	Culdisac	35	664		1	2010			2013	2	
1200 West	3200 South											
Anderson Estates												
3300 South	250 West	450 West	29	1325	38425	1	2001	2011	crack sealed	2013	4	\$ 2,690
3400 South	250 west	450 west	24	1325	31800	1	2004	2011	Crack sealed	2013	4	\$ 2,226
450 W	3300 South	3400 South	24	250	6000	1	2004	2011	Crack sealed	2013	4	\$ 420
Heritage Hills												
3575 South	250 West	450 West	35	1440	50400	2	2001					NA
300 W culdisac	3575 South	3625 south			0	2	2001					NA
450 West	3565 South	3650 South	24	1240	29760	2	2001					NA
ShadowBrook												
2730 South	800 West	1000 West	35	1296	45360	1	2007			2013	2	
2770 South	2730 South	1000 West	35	1411	49385	1	2007			2013	2	
Westwood												
3650 south	Hwy 165	250 West			0			2007	Overlaid/Crack sealed			NA
100 West	3650 South	Hwy 165										
200 West	3650 South	Culdisac										
3650 South	250 West	450 West	35	1310	45850	2	2002					NA
Elkhorn Estates												
600 West Elkhorn Ranch rd	2600 South	3200 South	34	4090	139060	1	1998	2003 OL/2011 CS	1 1/2 overlay, crackseal	2016	4	\$ 9,734
2625 South	600 West	Culdisac			16274	1	2005	2011	Crack sealed	2016	4	\$ 1,139
2700 South	600 West	Culdisac			16274	2	1980/2005	2011	Crack sealed	2113	4	\$ 1,139
2775 South	600 West	Culdisac			16274	2	1980/2005	2011	Crack sealed	2113	4	\$ 1,139
2850 South	600 West	450 West	36	1010	36360	2	1999/2005	2011	Crack sealed	2113	2	\$ 19,634
450 West	2850 South	2965 South	26	785	20410	2	1999/2005	2011	Crack sealed	2113	2	\$ 11,021
515 West	2965 South	Culdisac			12000	2	1998/2005	2011	Crack sealed	2113	4	\$ 840
2965 South	600 West	400 West	36	1185	42660	2	1999/2005	2011	Crack sealed	2113	2	\$ 23,036
Old Elkhorn Estates												
660 West	2600 South	Culdisac	28	1200	33600	1	2003	2008	Crack sealed	2015	4	\$ 2,352
2730 South	660 West	800 West	28	915	25620	1	2003	2008	Crack sealed	2015	4	\$ 1,793
800 West Street												
800 West	3200 South	2600 South	24	3890	93360	2	2003	2008	Crack sealed	2014	2	\$ 50,414
800 West	2600 South	2300 South	36	2018	72648	1	2005	2009	Crack sealed	2014	4	\$ 5,085
800 West	2300 South	2200 South	34	658	22372	3	1/2 2004				3	\$ 44,744

**Appendix C**

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**US Highway 89-91/SR 165 Corridor Agreements**

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9000  
098399

COOPERATIVE AGREEMENT

This COOPERATIVE AGREEMENT made and entered into this 25<sup>th</sup> day of November, 2008, by and between the UTAH DEPARTMENT OF TRANSPORTATION, hereinafter referred to as "UDOT," and the cities of LOGAN, PROVIDENCE, NIBLEY, MILLVILLE, HYRUM, and CACHE COUNTY, hereinafter referred to as the "municipalities."

WITNESSETH:

WHEREAS, based on the findings of the SR-165 Transportation Corridor Study, UDOT and the MUNICIPALITIES desire to facilitate traffic flow along the SR-165 Corridor in Cache County, Utah, by identifying and stipulating the locations of existing and future traffic signal installations and access management techniques; and

WHEREAS, in order to manage traffic flow and improve safety, other considerations will be necessary within the corridor as described herein; and

WHEREAS, UDOT and each Municipality agree to enter into this COOPERATIVE AGREEMENT to accomplish this common goal; and

WHEREAS, UDOT has determined by formal finding said work on public right-of-way is not in violation of the laws of the State of Utah or any legal contract with the Municipalities.

This COOPERATIVE AGREEMENT is made to set out the terms and conditions where under said corridor preservation shall be accomplished.

NOW THEREFORE, it is agreed by and between the parties hereto as follows:

1. The Parties hereto agree that the following intersections are identified as locations for existing or future traffic signal installations:

SR-165 and 1200 South,  
SR-165 and 1700 South (future),  
SR-165 and either 2300 South (future) or SR-165 and 2600 South (future),--(One intersection jointly agreed to by Nibley and Millville will be signalized when warrant criteria is met. Otherwise the first of these two intersections to meet warrant will be signalized).  
SR-165 and 3200 South (future),  
SR-165 and Hollow Road (approx. 3900 South) (future),  
SR-165 and 4400 South (future),  
SR-165 and SR-101,  
SR-165 and 300 South in Hyrum (future).

2. The Parties hereto agree that traffic signals will only be installed at those intersections within the SR-165 Corridor limits that are listed above subject to meeting minimum traffic signal warrants defined by the current version of the Manual of Uniform Traffic Control Devices and a UDOT field review and a traffic signal will not be considered or installed at any intersection not listed above.

3. Other intersections on the SR-165 Corridor between 1200 South (Providence) and 300 South (Hyrum) within the Municipal jurisdiction of each Municipality will not be considered for future signalization.

4. The Municipalities acknowledge that, at UDOT's discretion, it may become necessary due to compelling public safety concerns to restrict certain types of movements at any and all unsignalized intersections or access points within the corridor to right in and right out only or similar restrictions based on an engineering study.

5. The Municipalities also acknowledge that in commercially zoned areas-where service roads are to be implemented, once two thirds of the land is developed as such, direct driveways into individual businesses off of SR-165 will be closed and the service road will be implemented.

6. Each Municipality agrees to master plan and pursue roadway projects to fulfill the Recommendations and Access Management Techniques as outlined in the above mentioned SR-165 Transportation Corridor Study, dated August 2008.

7. The **Municipalities** and UDOT acknowledge the benefits and limitations of long range planning and agree to review and update the SR-165 Transportation Corridor Study and this Cooperative Agreement based on the results of a comprehensive engineering review of zoning, land use planning, traffic safety, traffic operations, environmental issues, and related technical considerations 15 years from the approval of this agreement.

8. Except for the 15 year update, approval of any amendment to this agreement requires two thirds majority approval of all **Municipalities** and UDOT. Any signatory to this agreement can request amendment to elements of this agreement at any time based on appropriate engineering studies. Upon two thirds majority approval of a Technical Advisory Committee (TAC) made up of one voting member appointed from each **Municipality** and UDOT, any study required to implement the amendment before the 15 year update will be funded 60% by UDOT and 8% from each **Municipality** (subject to any budgetary approvals required by each **Municipality**).

9. Each **Municipality** agrees to support the current version of the UDOT rule governing access management and the Cache Access Management Policy, including revisions based on this agreement, with respect to development occurring within the subject corridor, variance requests which are not defined in this study, and related issues beyond the scope of the SR-165 Transportation Corridor Study. The **Municipalities** acknowledge a willingness to plan for land use consistent with the current UDOT access management rule, which requires at least 500 foot access spacing on SR-165 for much of the subject corridor. Furthermore, this agreement stipulates 500 foot minimum access spacing and 660 foot minimum street spacing on SR-165 from the point where the speed limit changes 200 feet south of Anderson Avenue (225 North) in Hyrum to the point where the speed limit changes .49 miles south of the junction of SR-91 in Providence (this is a change from the current rule spacing standards).

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their duly authorized officers as of the day and year first above written.

\*\*\*\*\*

ATTEST:

Logan City Corporation,  
a Municipal Corporation of the State of Utah

Jessie Harris 10-31-08  
Name Date

Randy Watts 10/31/08  
Name Date

City Recorder  
Title  
(Impress Seal)

MAYOR  
Title

\*\*\*\*\*

ATTEST:

Cache County,  
a Municipal Corporation of the State of Utah

Jane S. Johnson 11-18-08  
Name Date

M. Lynn Lemon 11/18/08  
Name Date

County Clerk  
Title  
(Impress Seal)

County Executive  
Title

\*\*\*\*\*

ATTEST:

Providence City,  
a Municipal Corporation of the State of Utah

[Signature] 11-23-08  
Name Date

[Signature] 11-3-08  
Name Date

City Recorder  
Title  
(Impress Seal)

Mayor  
Title

\*\*\*\*\*

ATTEST:

Nibley City,  
a Municipal Corporation of the State of Utah

[Signature] 11-6-08  
Name Date

Merald K. Kight 11-6-8  
Name Date

City Recorder  
Title  
(Impress Seal)

Mayor  
Title

\*\*\*\*\*

ATTEST:

Millville City,  
a Municipal Corporation of the State of Utah

*Sumner Jones* 11/10/08  
Name Date  
*City Recorder*  
Title  
(Impress Seal)



*M. Johnson* 11/10/08  
Name Date  
*Mayor*  
Title

\*\*\*\*\*

ATTEST:

Hyrum City,  
a Municipal Corporation of the State of Utah

*Stephen Drake* 11/06/08  
Name Date  
*City Recorder*  
Title  
(Impress Seal)



*Dean Howard* 11/06/08  
Name Date  
*Mayor*  
Title

\*\*\*\*\*

RECOMMENDED FOR APPROVAL: UTAH DEPARTMENT OF TRANSPORTATION

*Ann F. Aune* 11/18/08  
Region Traffic and Safety Engineer Date

\_\_\_\_\_  
Region One Director Date

APPROVED AS TO FORM:

As evidenced by the signature below, the Attorney General's Office has reviewed this Agreement pursuant to Utah Code Annotated, Section 11-13-202.5, and authorizes and approves it.

UTAH ATTORNEY GENERAL  
MARK L. SHURTLEFF

Approved:

*Christa Young*  
UDOT Comptroller's Office,  
Contract Administrator

*Jim Beadles, J. Andrew Cushing*  
Assistant Attorney General

11/24/08  
Date

4992

COOPERATIVE AGREEMENT

This COOPERATIVE AGREEMENT made and entered into this 27<sup>th</sup> day of Feb, 2006, by and between the UTAH DEPARTMENT OF TRANSPORTATION, hereinafter referred to as "UDOT," and the cities of LOGAN, NIBLEY, WELLSVILLE, HYRUM, and CACHE COUNTY, hereinafter referred to as the "municipalities."

## WITNESSETH:

WHEREAS, based on the findings of the South US-89/91 Transportation Corridor Study, UDOT and the MUNICIPALITIES desire to facilitate traffic flow along the US-89/91 Corridor in Cache County, Utah, by identifying and stipulating the locations of existing and future traffic signal installations and access point curb cuts; and

WHEREAS, in order to manage traffic flow and improve safety, other considerations will be necessary within the corridor as described herein; and

WHEREAS, UDOT and each Municipality agree to enter into this COOPERATIVE AGREEMENT to accomplish this common goal; and

WHEREAS, UDOT has determined by formal finding said work on public right-of-way is not in violation of the laws of the State of Utah or any legal contract with the Municipalities.

This COOPERATIVE AGREEMENT is made to set out the terms and conditions where under said corridor preservation shall be accomplished.

NOW THEREFORE, it is agreed by and between the parties hereto as follows:

1. The Parties hereto agree that the following intersections are identified as locations for existing or future traffic signal installations:

US-89/91 and SR-101.

2. The Parties hereto agree that the following intersections are identified for future traffic signals after the signals identified in Part 1. of this agreement are implemented and after faithful pursuit of all other elements identified in this agreement upon mutual agreement between UDOT and the appropriate Municipalities with full land use approval at the subject intersection;

US-89/91 and Either 2600 South (1600 West) or 2300 South (Single Location),  
US-89/91 and Approximately 4300 South where the Caine Dairy Access exists.

3. The Parties hereto agree that traffic signals will only be installed at those intersections within the US-89/91 South Corridor limits that are listed above subject to meeting minimum traffic signal warrants defined by the *Manual of Uniform Traffic Control Devices* and a UDOT field review and a traffic signal will not be installed at any intersection not listed above.
4. Other intersections on the US-89/91 Corridor south of 1000 West in Logan and within the Municipal jurisdiction of each Municipality will not be considered for future signalization.
5. The Municipalities acknowledge that, at UDOT's discretion, it may become necessary due to compelling public safety concerns to restrict certain types of movements at any and all

\*\*\*\*\*

ATTEST:

Rowe Rice 2/22/06  
Name Date

\_\_\_\_\_  
Title  
(Impress Seal)

Logan City Corporation,  
a Municipal Corporation of the State of Utah

Randy White 2/22/06  
Name Date

Mayor  
Title

\*\*\*\*\*

ATTEST:

John Zollinger 1/20/06  
Name Date

County Clerk  
Title  
(Impress Seal)

Cache County,  
a Municipal Corporation of the State of Utah

M. Huntington 1/26/06  
Name Date

County Executive  
Title

\*\*\*\*\*

ATTEST:

Danny Ash  
Name Date

City recorder  
Title  
(Impress Seal)

Nibley City,  
a Municipal Corporation of the State of Utah

Ronald K. Knight 2/2/06  
Name Date

Mayor  
Title

\*\*\*\*\*

ATTEST:

Shutte 1/18/06  
Name Date

City Manager/Recorder  
Title  
(Impress Seal)

Wellsville City,  
a Municipal Corporation of the State of Utah

Bruce R. Mangrum 1-18-06  
Name Date

Mayor  
Title



**Appendix D**

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**Options Analysis (recommended by Nibley City Council)**



CACHE • LANDMARK  
ENGINEERS • SURVEYORS • PLANNERS

## MEMORANDUM

---

**Date:** December 1, 2011

**To:** Nibley City Council

**From:** Nibley City Multi-Modal Transportation Master Plan (MMTMP) Consultant Team  
Rod Blossom, PE  
Joe Perrin, PhD, PE, PTOE  
Kristofor L. Kvarfordt

**Copy:** File

**Subject:** Options Analysis

---

### **Purpose:**

The purpose of this memorandum is to identify & outline the reconfigured options for revising the selected areas of the Master Roadway plan at the request of the Nibley City Council on November 17, 2011.

### **450 West – 250 West Alignment Alternatives**

#### Existing Condition Concern

According to Transportation Research Circular #456, the typical Collector spacing is ½ mile or less. There's 4,000 feet (0.77 miles) between the railroad and SR 165. A minimum of one collector is needed between the railroad and SR 165, two is preferred. There is a significant need for a north/south collector between the railroad corridor and SR 165. 250 West is currently performing as this collector but was not built to meet this standard. There are narrow ROW portions and curves that are too small and create limited site distances to residential/neighborhood intersections. Bringing this road into conformance with collector standards would be expensive and has a large impact on Nibley City residents.

#### Option A – Draft recommendation with minor re-alignment south of 4000 South

This historical option, dating back to the 1977 road plan, allows for creation of a collector road built to the necessary standard. It is preliminarily aligned to avoid existing structures and to take advantage of existing roadways to the greatest degree possible. This alignment is likely to be the most timely and least expensive alternative to alleviating the concerns on 250 West and

providing the needed collector between the railroad corridor and SR 165. It is anticipated that the un-built portions of this alignment would be built as development occurs.

This option designates 250 West as a connected, local road that would provide some additional north/south connectivity for local traffic.

#### Option B – 450/250 Collector with alignment to 250 West north of 3200 South

This option allows for creation of a collector road built to the necessary standard. This alignment would likely impact a minimum of two existing residential structures and Nibley City will incur the costs for acquisition/demolition. This alignment is likely to take longer to complete due the higher expense and greater area that would need to be developed if roadway construction is to occur with new development. This alignment would alleviate the concerns on 250 West and provide the needed collector between the railroad corridor and SR 165.

#### Option C - 250 Collector

This option does not allow for creation of a collector road built to the necessary standard, without additional right of way acquisition along the existing 250 West corridor. This cost would need to be assumed by Nibley City as no additional development needs exist in the critical areas (limited right of way and short radius curves). Without building a collector to the necessary standard this alignment has the potential to perpetuate and exacerbate an un-safe condition.

This option designates 450 West as a local road and limits the north/south connectivity of the road. Limiting the north/south connectivity limits the ability of this road to alleviate any through traffic from the 250 West corridor. This option proposes that if the Scheiss property is developed in the future, then 450 West shall be connected through from 3700 South to the location on 4000 South as shown per this plan.

#### Option D – Draft recommendation with compromise

This option is an attempt to plan for functional roads and contiguous open spaces. A connection along 450 West is necessary to ensure the safe and efficient flow of traffic through this section of Nibley City. However, within the area between 3700 South and 4000 South a special circumstance exists that may provide for the long term designation of open space and a transfer of development rights from the property. In the event that this designation and transfer occur, a detailed, site scale roadway alignment will be designed along the east edge of the area proposed for designation, preserving the area as a single parcel that is undivided by public roads.

This option designates 250 West as a connected, local road that would provide some additional north/south connectivity for local traffic.

### **Hollow Road Access Alternatives**

#### Existing Condition Concern

Hollow Road intersects SR 165 at a skew, it is located on a horizontal and vertical curve providing insufficient sight distance. While the location is on the UDOT Corridor agreement for a traffic signal when warranted, the concern is that it is not likely to ever meet warrants. There needs to be 150 westbound left turns to meet the volume warrant for a traffic signal. This is not likely to occur as most traffic is north oriented. The most desirable scenario would provide a way for Hollow Road users to access a signalized intersection.

### Option A – Frontage to 3200 South with alternative Hollow Road re-alignment

This option provides access from Hollow Road to a signalized intersection at 3200 South and provides an additional local road access to SR 165 which coincides with the existing corridor agreement. Both of these elements allow for alleviating safety and sight distance concerns at the existing Hollow Road intersection by providing alternative access options. This option limits impacts to existing structures and takes advantage of existing roads where possible; large portions of this option would likely be able to occur as development occurs.

This option also shows an alternative for re-alignment of Hollow Road with 4000 South. This intersection alignment would provide better sight distances and would increase the likelihood for the signal warrant to occur (eastbound traffic left turn travelling north). However, this option would likely require some property acquisition that would need to be funded by Nibley City. A specific detailed design study would need to occur to better understand the functionality of this alternative.

### **1200 West Truck Route**

#### Existing Condition Concern

Truck routes are designated so enforcement of non-truck routes can work to prevent truck traffic on local roads.

#### Option A – Draft recommendation

1200 West is an arterial road suitable for traffic.

#### Option B – Remove truck route designation from 1200 West north of 3200 South

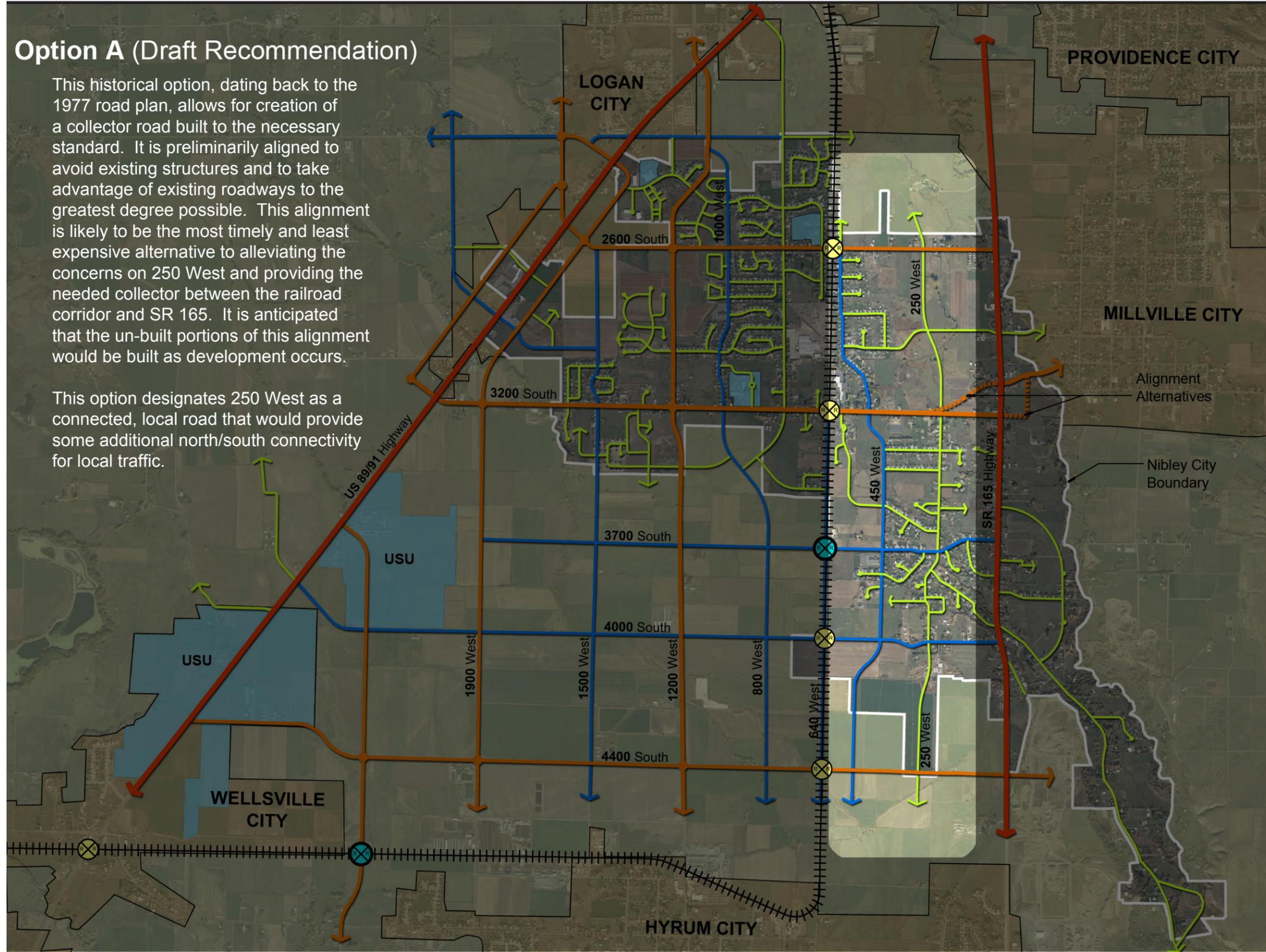
Elimination of this designation may allow for enforcement that will prevent truck from traveling north/south on 1200 West north of 3200 South. The city can control this designation and develop specific enforcement policies. Restrictions on roadways may limit opportunities to receive state and/or federal funding.

# Master Roadway Plan - 450/250 West Corridors

## Option A (Draft Recommendation)

This historical option, dating back to the 1977 road plan, allows for creation of a collector road built to the necessary standard. It is preliminarily aligned to avoid existing structures and to take advantage of existing roadways to the greatest degree possible. This alignment is likely to be the most timely and least expensive alternative to alleviating the concerns on 250 West and providing the needed collector between the railroad corridor and SR 165. It is anticipated that the un-built portions of this alignment would be built as development occurs.

This option designates 250 West as a connected, local road that would provide some additional north/south connectivity for local traffic.



## LEGEND

-  HIGHWAYS (PRINCIPAL ARTERIAL - 120' ROW)
-  MINOR ARTERIAL ROADS (80' & 99' ROW)
-  COLLECTOR ROADS (66' ROW)
-  LOCAL ROADS (50' & 60' ROW)
-  RAILROAD TRACKS
-  RAILROAD CROSSINGS (EXISTING)
-  RAILROAD CROSSINGS (PROPOSED)
-  PARCELS OF SPECIAL INTERESTS  
Utah State University  
City/County Schools

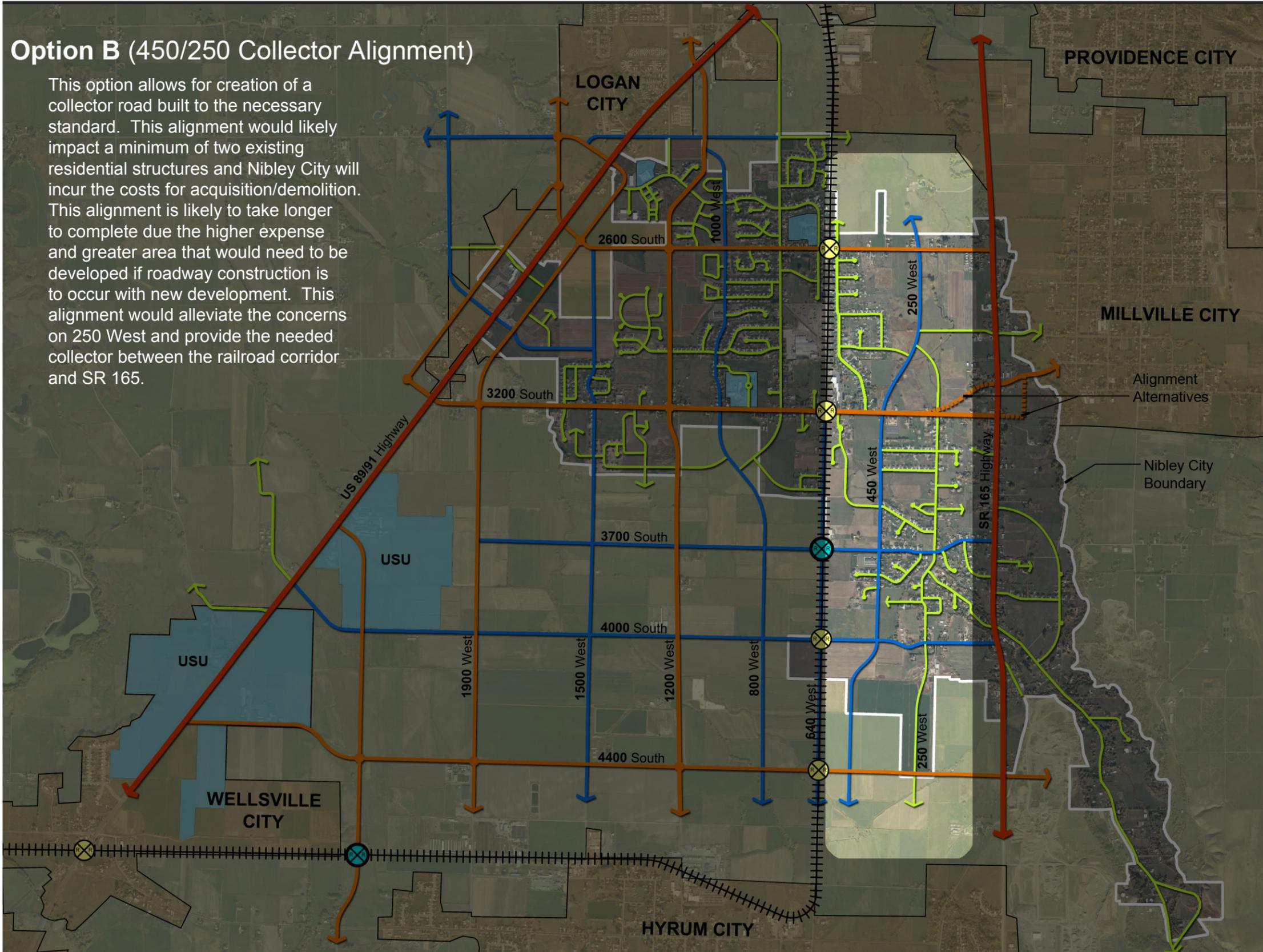


**CL** CACHE • LANDMARK  
ENGINEERS • SURVEYORS • PLANNERS  
1011 WEST 400 NORTH, SUITE 130  
LOGAN, UT 84321 • 435.713.0099

# Master Roadway Plan - 450/250 West Corridors

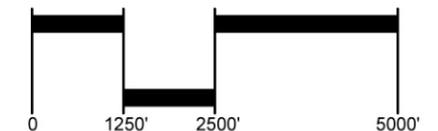
## Option B (450/250 Collector Alignment)

This option allows for creation of a collector road built to the necessary standard. This alignment would likely impact a minimum of two existing residential structures and Nibley City will incur the costs for acquisition/demolition. This alignment is likely to take longer to complete due to the higher expense and greater area that would need to be developed if roadway construction is to occur with new development. This alignment would alleviate the concerns on 250 West and provide the needed collector between the railroad corridor and SR 165.



### LEGEND

- HIGHWAYS (PRINCIPAL ARTERIAL - 120' ROW)
- MINOR ARTERIAL ROADS (80' & 99' ROW)
- COLLECTOR ROADS (66' ROW)
- LOCAL ROADS (50' & 60' ROW)
- +++++ RAILROAD TRACKS
-  RAILROAD CROSSINGS (EXISTING)
-  RAILROAD CROSSINGS (PROPOSED)
- PARCELS OF SPECIAL INTERESTS  
Utah State University  
City/County Schools



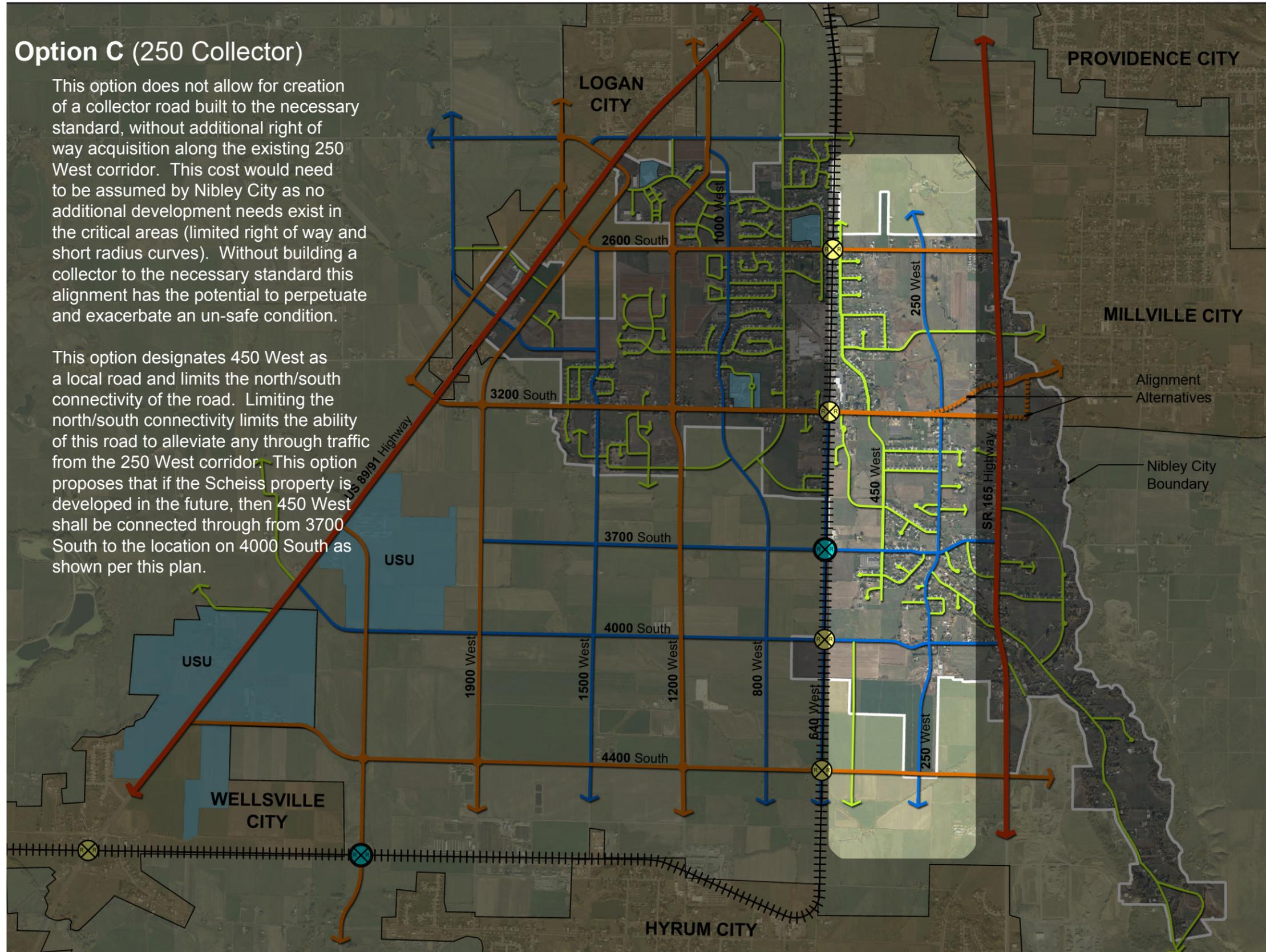
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LOGAN, UT 84321 • 435.713.0099

# Master Roadway Plan - 450/250 West Corridors

## Option C (250 Collector)

This option does not allow for creation of a collector road built to the necessary standard, without additional right of way acquisition along the existing 250 West corridor. This cost would need to be assumed by Nibley City as no additional development needs exist in the critical areas (limited right of way and short radius curves). Without building a collector to the necessary standard this alignment has the potential to perpetuate and exacerbate an un-safe condition.

This option designates 450 West as a local road and limits the north/south connectivity of the road. Limiting the north/south connectivity limits the ability of this road to alleviate any through traffic from the 250 West corridor. This option proposes that if the Scheiss property is developed in the future, then 450 West shall be connected through from 3700 South to the location on 4000 South as shown per this plan.



## LEGEND

-  HIGHWAYS (PRINCIPAL ARTERIAL - 120' ROW)
-  MINOR ARTERIAL ROADS (80' & 99' ROW)
-  COLLECTOR ROADS (66' ROW)
-  LOCAL ROADS (50' & 60' ROW)
-  RAILROAD TRACKS
-  RAILROAD CROSSINGS (EXISTING)
-  RAILROAD CROSSINGS (PROPOSED)
-  PARCELS OF SPECIAL INTERESTS  
Utah State University  
City/County Schools



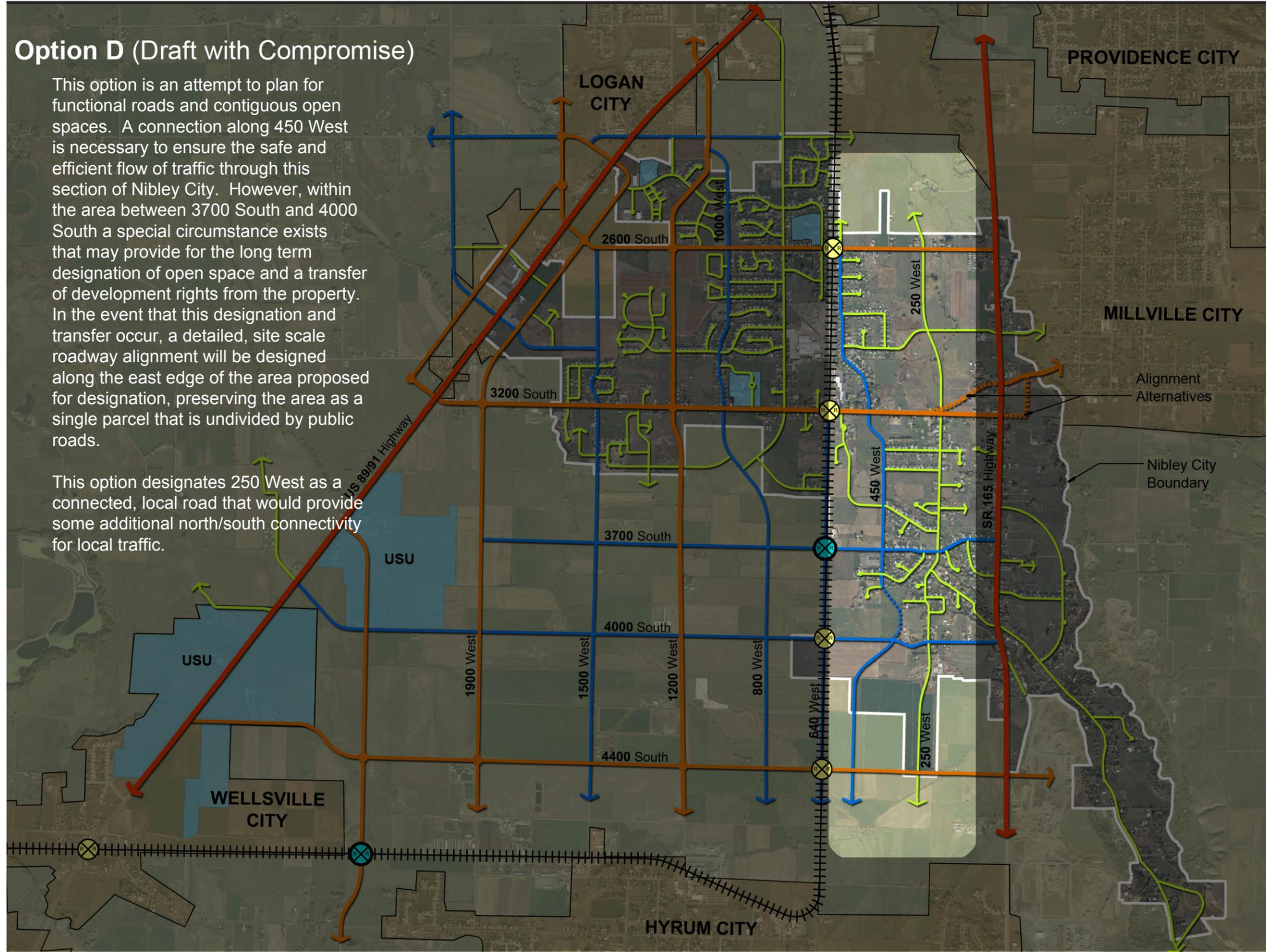
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# Master Roadway Plan - 450/250 West Corridors

## Option D (Draft with Compromise)

This option is an attempt to plan for functional roads and contiguous open spaces. A connection along 450 West is necessary to ensure the safe and efficient flow of traffic through this section of Nibley City. However, within the area between 3700 South and 4000 South a special circumstance exists that may provide for the long term designation of open space and a transfer of development rights from the property. In the event that this designation and transfer occur, a detailed, site scale roadway alignment will be designed along the east edge of the area proposed for designation, preserving the area as a single parcel that is undivided by public roads.

This option designates 250 West as a connected, local road that would provide some additional north/south connectivity for local traffic.



## LEGEND

-  HIGHWAYS (PRINCIPAL ARTERIAL - 120' ROW)
-  MINOR ARTERIAL ROADS (80' & 99' ROW)
-  COLLECTOR ROADS (66' ROW)
-  LOCAL ROADS (50' & 60' ROW)
-  RAILROAD TRACKS
-  RAILROAD CROSSINGS (EXISTING)
-  RAILROAD CROSSINGS (PROPOSED)
-  PARCELS OF SPECIAL INTERESTS  
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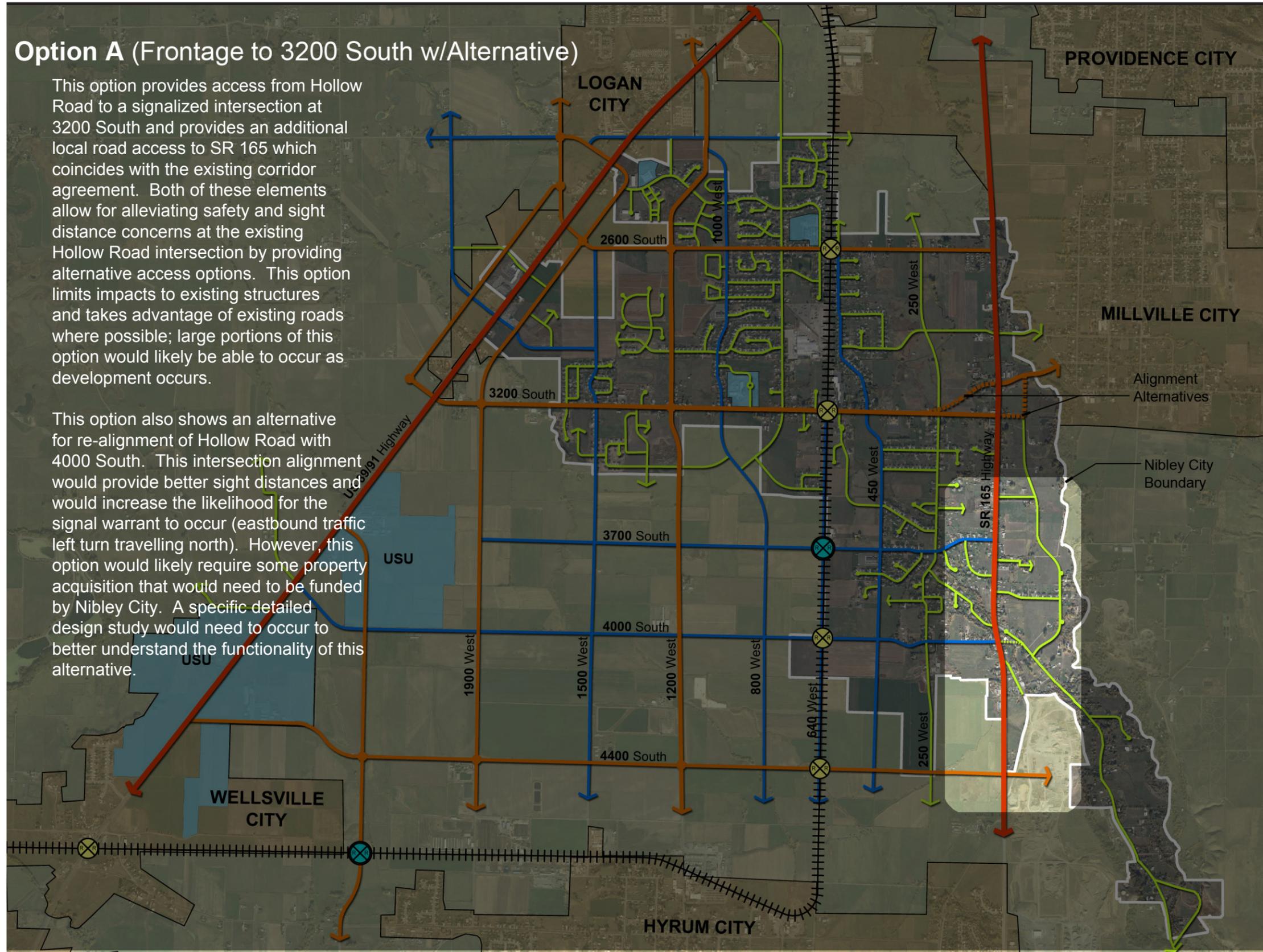
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# Master Roadway Plan - Hollow Road Access

## Option A (Frontage to 3200 South w/Alternative)

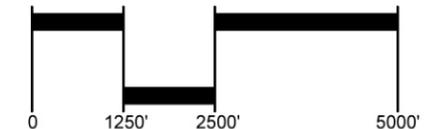
This option provides access from Hollow Road to a signalized intersection at 3200 South and provides an additional local road access to SR 165 which coincides with the existing corridor agreement. Both of these elements allow for alleviating safety and sight distance concerns at the existing Hollow Road intersection by providing alternative access options. This option limits impacts to existing structures and takes advantage of existing roads where possible; large portions of this option would likely be able to occur as development occurs.

This option also shows an alternative for re-alignment of Hollow Road with 4000 South. This intersection alignment would provide better sight distances and would increase the likelihood for the signal warrant to occur (eastbound traffic left turn travelling north). However, this option would likely require some property acquisition that would need to be funded by Nibley City. A specific detailed design study would need to occur to better understand the functionality of this alternative.



### LEGEND

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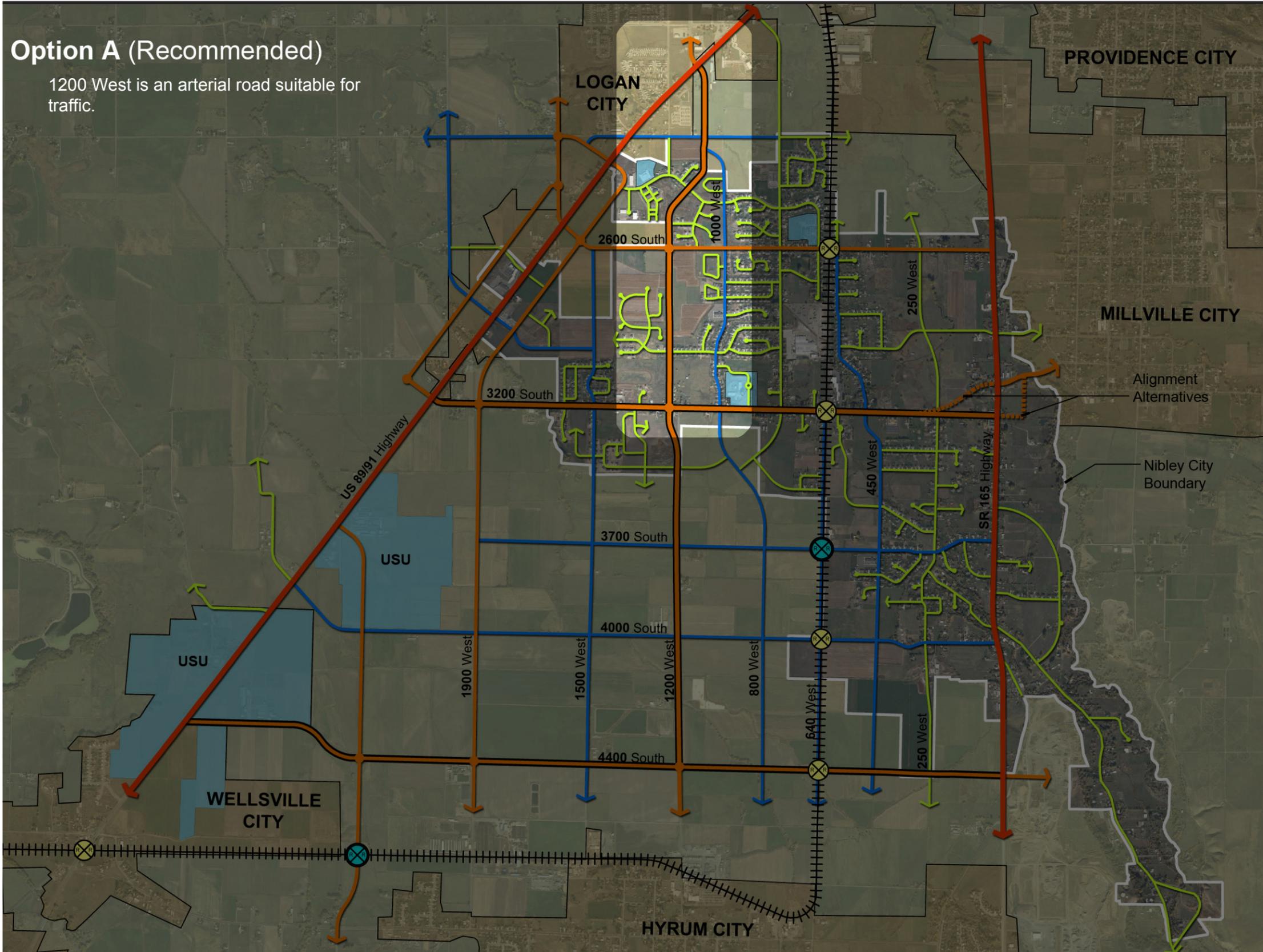


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# Truck Routes

## Option A (Recommended)

1200 West is an arterial road suitable for traffic.

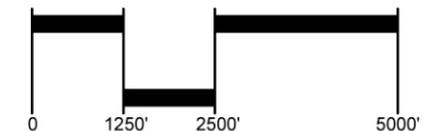


## LEGEND

- HIGHWAYS (PRINCIPAL ARTERIAL - 120' ROW)
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Utah State University  
City/County Schools
- PROPOSED TRUCK ROUTES



NORTH

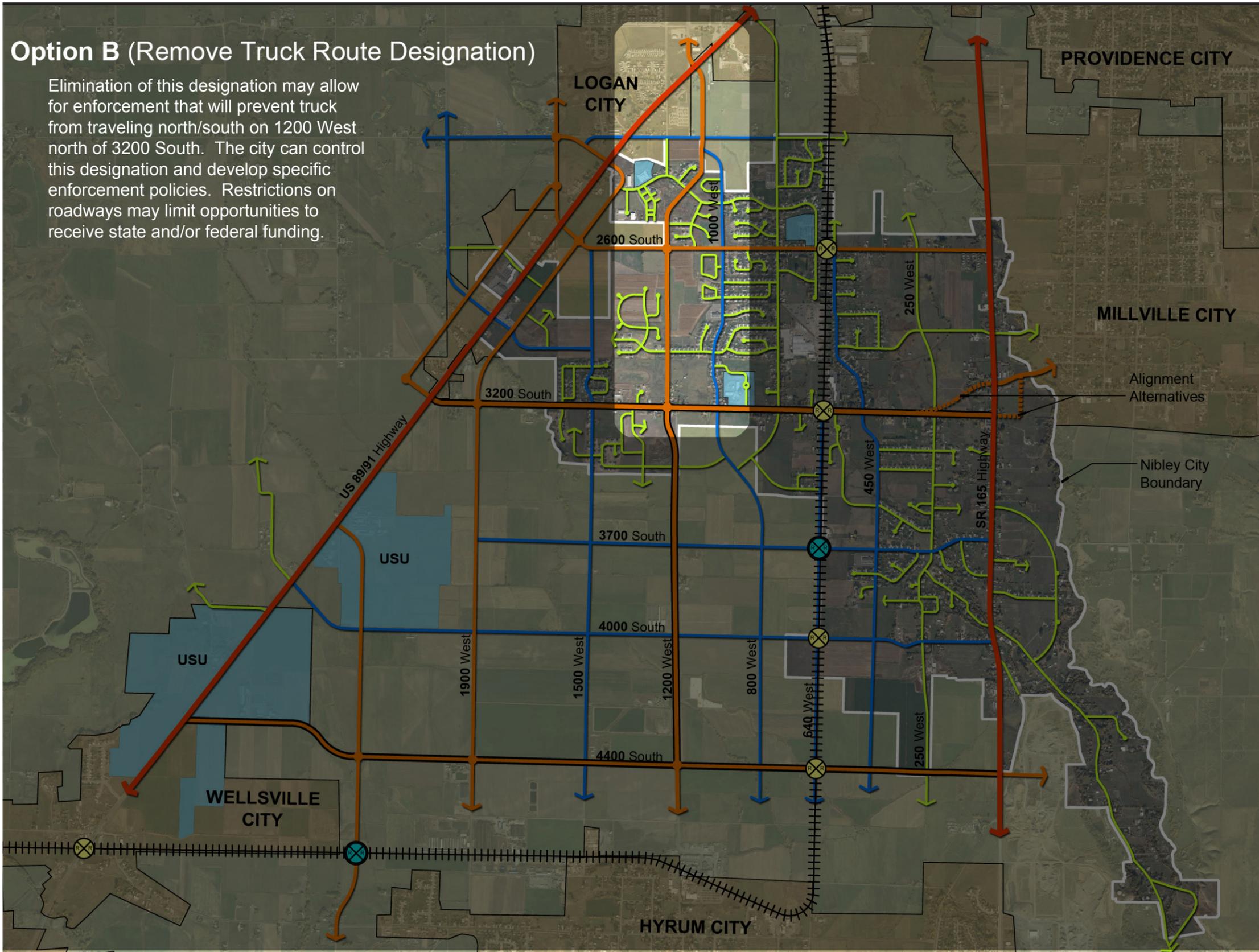


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# Truck Routes

## Option B (Remove Truck Route Designation)

Elimination of this designation may allow for enforcement that will prevent truck from traveling north/south on 1200 West north of 3200 South. The city can control this designation and develop specific enforcement policies. Restrictions on roadways may limit opportunities to receive state and/or federal funding.

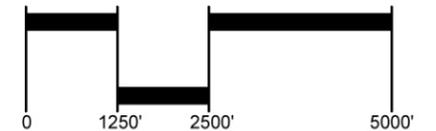


### LEGEND

- HIGHWAYS (PRINCIPAL ARTERIAL - 120' ROW)
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