



J-U-B ENGINEERS, INC.



THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.

OTHER J-U-B COMPANIES

MEMORANDUM

Date: July, 2014

To: Jeff Gilbert, CMPO

FROM: Helen Peters, AICP

Subject: Highway 91 Logan (1400 North) to Smithfield (600 South) Corridor Access Management Study

Background

CMPO's primary goal for the Highway 91 Logan to Smithfield Corridor Access Management Study was to work collaboratively with the cities of Logan, North Logan, Hyde Park, and Smithfield as well as UDOT and Cache County to develop a corridor access plan to balance the long term operational needs of Highway 91 and the local street network. The corridor access management plan and resulting cooperative agreement will maintain the roadway's long term functionality and safety.

Methodology

State Highway Access Management Spacing Standards identified for Highway 91 include Category 3: System priority-urban importance (S-U) and Category 5 Regional priority-urban (R-PU) importance. Category 5 extends from 1400 North to 1800 North in Logan and Category 3 from 1800 North to 4600 North in Hyde Park and then returns to Category 5 to the project end at 600 South in Smithfield. Below is Table 1 from UDOT's R930-6. Access Management State Highway Access Management Spacing Standards.

The segment of Highway 91 from 1400 North in Logan to 600 South in Smithfield is the primary north south corridor in the area. The spacing requirements of Category 3 and 5 cannot be strictly applied to this section of the Highway 91 corridor because of the lack of other roadways in this area of Cache Valley to provide access to property owners. Some parts of the corridor are primarily commercial as in Logan and North Logan while other parts of the corridor are agricultural, such as in Hyde Park, or low density residential uses such as in Smithfield.

Traffic counts were conducted to determine existing traffic operations and crash data was collected for the past five years to identify crash hot spots. Additionally, local land use and transportation plans were reviewed.



J-U-B ENGINEERS, INC.



THE LANGDON GROUP



GATEWAY MAPPING INC.

OTHER J-U-B COMPANIES

TABLE 1 - State Highway Access Management Spacing Standards

Category		Minimum Signal Spacing (feet)	Minimum Street Spacing (feet)	Minimum Driveway Spacing (feet)	Minimum Interchange to Crossroad Access Spacing		
					to 1st Right-in Right-out Driveway (feet)	to 1st Intersection (feet)	from Last Right-in Right-out Driveway (feet)
1	(I)	N/A	N/A	N/A	n-a	n-a	n-a
2	(S-R)	5,280	1,000	1,000	1,320	1,320	1,320
3	(S-U)	2,640	N/A	N/A	1,320	1,320	1,320
4	(R-S)	2,640	660	500	660	1,320	500
5	(R-PU)	2,640	660	350	660	1,320	500
6	(R-U)	1,320	350	200	500	1,320	500
7	(C-R)	1,320	300	150	n-a	n-a	n-a
8	(C-U)	1,320	300	150	n-a	n-a	n-a
9	(O)	1,320	300	150	n-a	n-a	n-a
10	(F-FR)	1,320	660	N/A	n-a	n-a	n-a

“N/A” means not allowed.
 “n-a” means not applicable.

With UDOT’s R930-6 as a guide, access management recommendations maximizing safety and the efficient operations of the Highway 91 corridor were made. Basically, a custom solution to balance local economic development needs against regional mobility was achieved that will be basis for a joint agreement between the cities along Highway 91 corridor, CMPO, Cache County, and UDOT.

A Stakeholder Committee was formed that included representatives from each of the participating cities along with staff from CMPO, UDOT, and Cache County. Two stakeholder meetings were held Wednesday, December 18, 2013 and Thursday, February 27, 2014. The first meeting was conducted to better understand the existing conditions along the corridor. While the second stakeholder meeting was used to review the proposed access management plan in order to solicit input.

The Consultant Team prepared an initial access management plan that was presented to the Stakeholder Committee for consideration and input. The Consultant Team worked to identify all access points along the corridor including unimproved access points and made access management recommendations based UDOT access management guidance and industry



J-U-B ENGINEERS, INC.



THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.

OTHER J-U-B COMPANIES

practices from transportation planning and engineering. Specifically, the guiding principles behind the access management recommendations included:

- (1) Does the property now or in the future have access to either 200 West or 200 East?
- (2) Does the property have access from a minor roadway, a secondary business access, cross or joint access?
- (3) Is the access located in a high crash rate location?
- (4) Is the access off set or directly aligned with an access directly across Highway 91?

The Stakeholder Committee then reviewed the proposed access management plan and made adjustments based on local knowledge, economic development goals, and efficient traffic operations of the corridor.

On Wednesday, March 26, 2014 an open house was conducted to introduce the proposed access management plan to property owners adjacent to the corridor as well as elected and appointed officials from each city as well as staff from UDOT, Cache County, and CMPO. CMPO advertised the open house and provided a map of the proposed access management plan on their website for business owners and residents to review. The local newspaper printed an article explaining the study and inviting people to attend the open house and provide input. Approximately 31 individuals attended the open house not including Stakeholders. Attached is a comment form identifying the comments received at the open house along with others and the response.

The accompanying map book provides the proposed access management recommendations for each city along the Highway 91 corridor.