State Route 30

CORRIDOR STUDY

I-15 to 1000 West

A UDOT PROJECT

MARCH 2016

STUDY ORIENTATION

and KEY ISSUES

UDOT

Keeping Utah Moving

Study Project Team

UDOT REGION 1

- *Rod Terry, UDOT Region 1 Project Manager*
- *Vic Saunders, Region 1 Communications Mgr.*

HDR

- *Vince Izzo, Consultant Project Manager*
- *Heidi Spoor, Environmental Lead*
- *Tammy Champo, Public Involvement Support*

KMP PLANNING

- *Mike Pepper, Public Inv. Lead*

PARAMETRIX

- *Vern Kessler, Traffic/Safety Analysis*

Study Overview

- Identifies current and future roadway needs
- Study limits – I-15 to 10th West, Logan (17.5 miles)
- Two counties
  - Box Elder
  - Cache
- 2040 Planning Horizon
- Not an environmental study (EA or EIS)
- Does not include alignment changes
- Update the initial 2015 Corridor Study data

Study Purpose

IDENTIFY CORRIDOR NEEDS

- Safety
- Design standards
- Congestion and roadway capacity
- Maintenance
- User considerations
- Environmental

Physical Considerations

- Roadway shoulders
- Weather (fog)
- Sight distance
- Access points
- Intersections
- Adjacent property impacts

Operational Considerations

- Safety
- Crashes
- Travel delay and congestion
- Roadway capacity
- Passing lanes
- Turning lanes
- Freight corridor considerations
- Maintenance

Environmental Considerations

- Cutler Marsh
- Wetlands
- Wildlife
- Sensitive plant & animal species
- Air & water quality
- Farmland
- Canal operations
- Noise
- Cultural resources
- Recreational access & opportunities
- Economic development

Outreach

STAKEHOLDER INTERVIEWS

March 2016

- 15 key stakeholders identify issues & concerns

LOCAL GOVERNMENT PRESENTATIONS #1

March 2016

- Highlight previous S.R. 30 Corridor Study
- Needs identification

LOCAL GOVERNMENT PRESENTATIONS #2

May 2016

- Results of updated S.R. 30 Corridor Study

Study Outcome

IDENTIFY CORRIDOR NEEDS (May 2016)

Potential improvement projects

- Location
- General prioritization
- Project(s) limits

FUTURE ENVIRONMENTAL STUDY

- Identify potential need and limits
- Identify environmental documentation requirements

Stakeholders Interviewed

- Agriculture Community
- Cycling Community
- Cache County Chamber of Commerce
- Cache County Sheriff
- Emergency Service Providers
- Environmental Groups
- Logan City and Cache County
- PacifiCorp
- The Trucking Industry
- Utah State University
- UDOT Maintenance

Interview Results Highlights

- Primary Uses
  - Commuters, trucks and local traffic between 10th West and S.R. 23
- Physical Issues
  - 10th West to S.R. 23
    - Narrow roadway with no shoulder, especially through Cutler Marsh
    - Lack of designated pullouts for emergency or recreation use
    - Congestion / Car/truck conflicts between 10th West and Cutler Marsh
    - Lack of / Inadequate sized left & right turn lanes at high-use intersections
    - Lack of passing / slow vehicle lanes
    - Lack of left and right turn lanes to recreation access sites
    - Lack of designated / separated bike pathway
    - Lack of road edge markings for night travel
    - Cross drainage under roadway is insufficient in some areas
  - S.R. 23 to I-15
    - Skewed intersections, such as 1400 N. and Beaver Dam Rd.
    - Limited sight distance at Beaver Dam Rd.
    - 6000 West lacks turn lanes

Stakeholder Interview Results Highlights

- Operational Issues
  - Safety concerns due to narrow roadway and lack of shoulders
  - Unsafe for bicyclists due to lack of shoulders, designated facility and debris on roadway
  - Unsafe for patrol / enforcement due to lack of shoulders and pullouts
  - Heavy fog is prevalent in the Cutler Marsh area creating very limited sight distance and unsafe conditions when vehicles slow or stop due to lack of shoulders, passing lanes, pullouts and at railroad crossing
  - Unsafe recreation parking along roadway
  - S.R. 30 is the only northwest route when Sardine Canyon is closed
  - Conflicts between ag/slow vehicles due to lack of additional lanes
  - S.R. 38 / S.R. 30 Northbound to Eastbound is dangerous merge

Interview Results Highlights

- General Issues and Comments
  - S.R. 23 to I-15 generally functions well
  - The most significant needs are between 10th West and S.R. 23
  - The primary needs are to enhance safety, not capacity
  - A safe east/west connection via a separated facility is desired by the bike community; at least from 10th West to S.R. 23
  - Environmental impacts to implement needed safety improvements may be acceptable, but should be minimized
  - Safe access to adjacent recreation sites should be expanded
  - Passing lanes and pullouts are needed through the Marsh area
  - Adequate left and right turn lanes are needed at all high use intersections

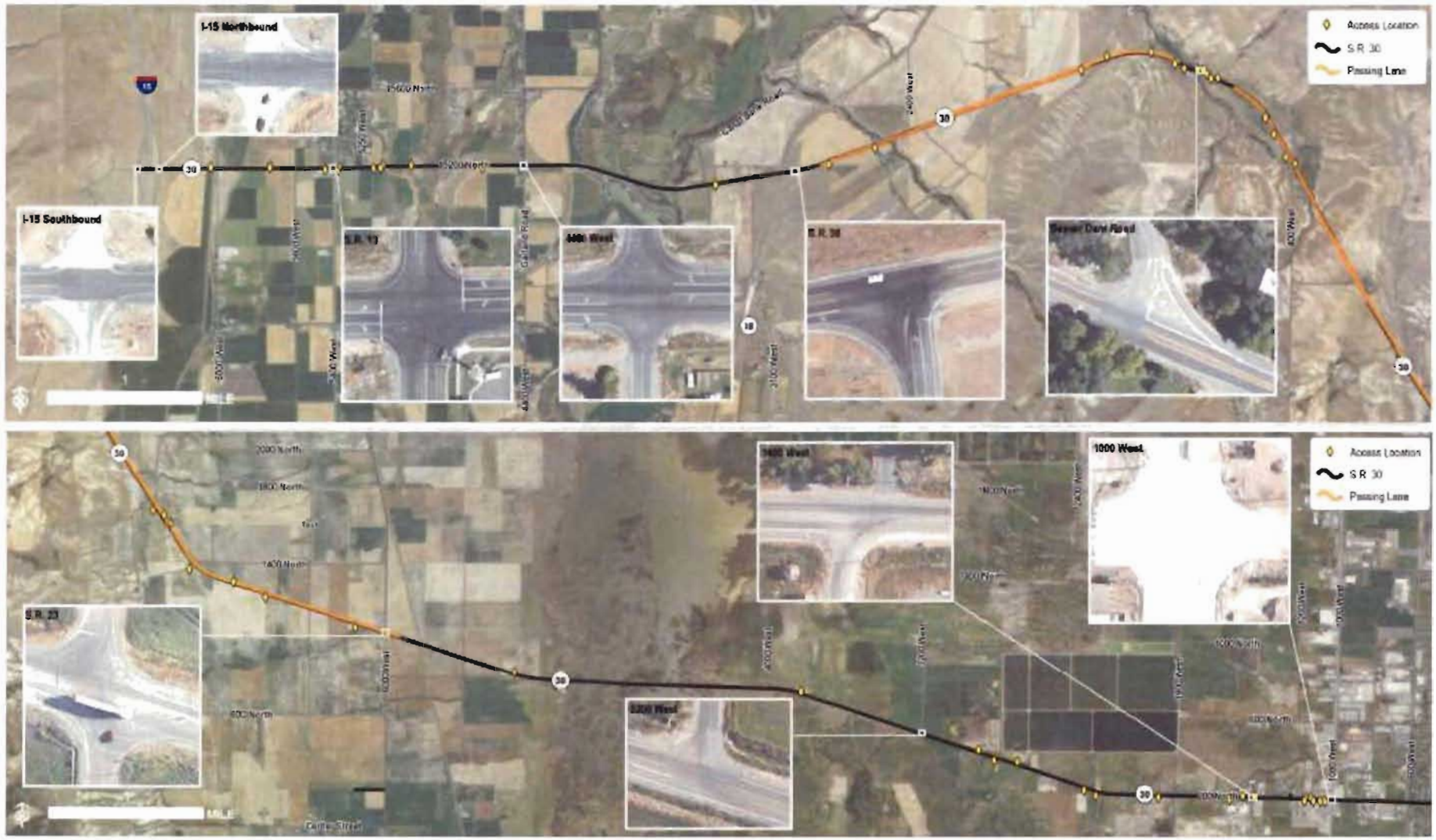
Question & Answer

- What are your key issues, concerns and needs for the S.R. 30 Corridor?

- Additional input:
  - PHONE: 435.554.1136
  - EMAIL: SR30study@utah.gov
  - WEBSITE : udot.utah.gov/SR30study

Existing Conditions

INTERSECTIONS, PASSING LANES, AND ACCESS POINTS

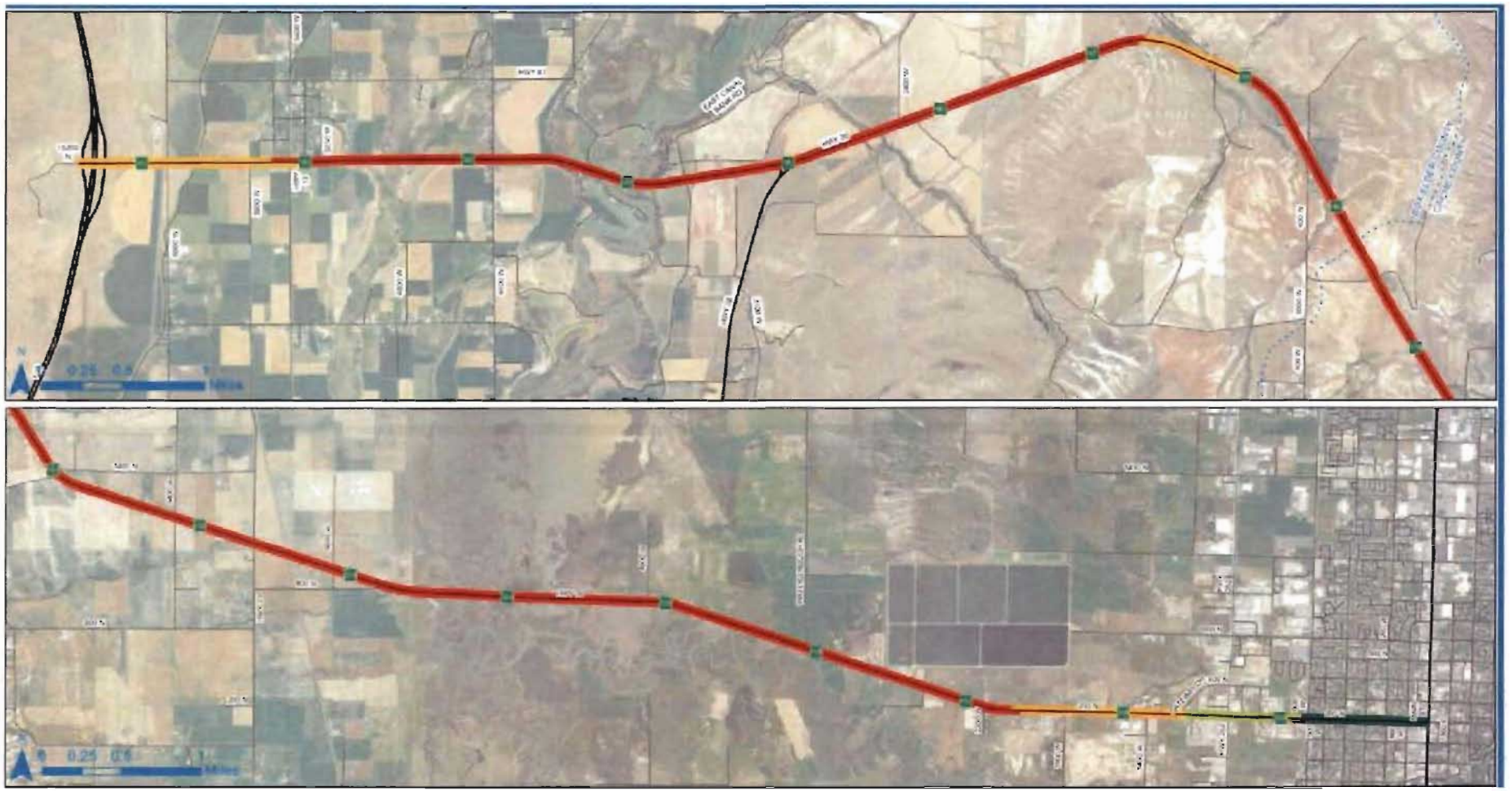


Existing Conditions

TRAILS

Existing Conditions

SPEED LIMITS



Identifying Improvements on State Route 30

State Route 30
CORRIDOR STUDY
I-15 to 1000 West

WHAT IS THE S.R. 30 CORRIDOR STUDY?

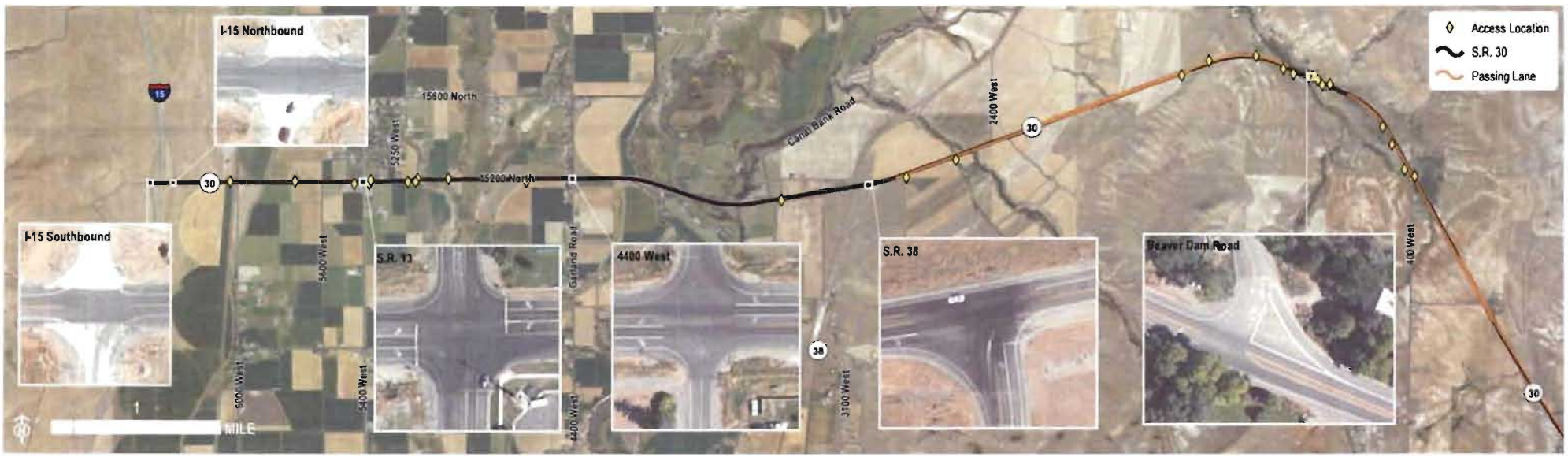
The Utah Department of Transportation is conducting a corridor study on 17.54 miles of State Route 30 (S.R. 30 or Valley View Highway) from Interstate15 (I-15) to Logan 1000 west (10th West or SR-252). UDOT recognizes the importance of the S.R. 30 corridor to the communities within Box Elder and Cache counties and is committed to meeting the short and long-term needs of the traveling public while ensuring the continued efficiency of this important route. The purpose of the corridor study is to identify and document areas that may need operational and safety improvement. Once the needs of the corridor are identified UDOT will make recommendations for the next steps to implement improvements.

HOW TO PROVIDE INPUT INTO THE STUDY PROCESS:

Input from stakeholders that use the corridor for personal travel and those that rely on the route for business activities and economic development is critical to the corridor study. As part of the study, UDOT will reach out to key stakeholders to identify what they feel are important issues in corridor operation. If you have specific concerns, please provide your comments to SR30study@utah.gov or use the attached map and provide the completed form to the project team.

WHAT IS THE CORRIDOR STUDY SCHEDULE AND NEXT STEPS?

S.R. 30 CORRIDOR (I-15 TO 400 WEST)



PHONE [illegible] EMAIL [illegible] WEB [illegible]

State Route 30
CORRIDOR STUDY
I-15 to 1000 West

S.R. 30 FACTS

- Classified as a **two-lane rural arterial**
- 7 miles of eastbound and 4 miles of westbound **passing lanes**
- Identified by UDOT as a **critical trucking route** and freight route — 14% of the traffic is trucks
- Eight main **intersections**
- About 50 personal, public, and commercial **access points**
- 11 bridge or **crossing structures**
- 2014 Average **daily traffic** ranges from 3,000 to 7,500

WHAT ISSUES WILL BE CONSIDERED IN THE CORRIDOR STUDY?

ENVIRONMENTAL CONSIDERATIONS

- Culter Marsh
- Wetlands
- Wildlife
- Sensitive plant and animal species
- Air and water quality
- Farmland
- Canal operations
- Noise
- Cultural resources
- Recreational access and opportunities
- Economic development

PHYSICAL CONSIDERATIONS

- Roadway shoulders
- Weather
- Sight distance
- Access points
- Intersections
- Adjacent property impacts

OPERATIONAL CONSIDERATIONS

- Safety
- Crashes
- Travel delay and congestion
- Roadway capacity
- Passing lanes
- Turning lanes
- Freight corridor considerations
- Maintenance

GET ON THE MAILING LIST

To be added to the study mailing list, please provide your contact information

Name: _____

Email: _____

Mailing Address: _____

S.R. 30 CORRIDOR (400 WEST TO 1000 WEST)

Identifying Improvements on State Route 30

State Route 30
CORRIDOR STUDY
I-15 to 1000 West

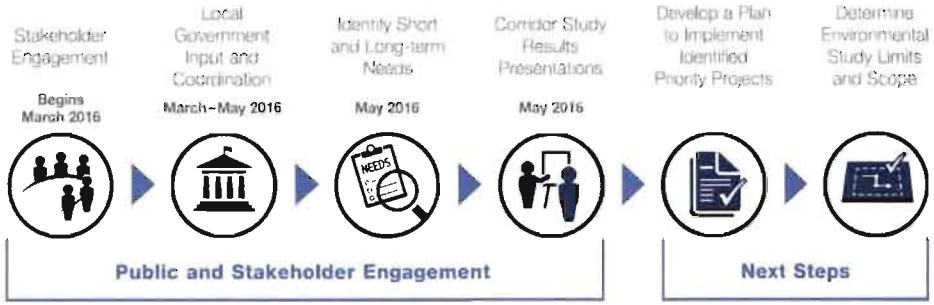
WHAT IS THE S.R. 30 CORRIDOR STUDY?

The Utah Department of Transportation is conducting a corridor study on 17.54 miles of State Route 30 (S.R. 30 or Valley View Highway) from Interstate15 (I-15) to Logan 1000 west (10th West or SR-252). UDOT recognizes the importance of the S.R. 30 corridor to the communities within Box Elder and Cache counties and is committed to meeting the short and long-term needs of the traveling public while ensuring the continued efficiency of this important route. The purpose of the corridor study is to identify and document areas that may need operational and safety improvement. Once the needs of the corridor are identified UDOT will make recommendations for the next steps to implement improvements.

HOW TO PROVIDE INPUT INTO THE STUDY PROCESS:

Input from stakeholders that use the corridor for personal travel and those that rely on the route for business activities and economic development is critical to the corridor study. As part of the study, UDOT will reach out to key stakeholders to identify what they feel are important issues in corridor operation. If you have specific concerns, please provide your comments to SR30study@utah.gov or use the attached map and provide the completed form to the project team.

WHAT IS THE CORRIDOR STUDY SCHEDULE AND NEXT STEPS?



S.R. 30 CORRIDOR (I-15 TO 400 WEST)

State Route 30
CORRIDOR STUDY
I-15 to 1000 West

S.R. 30 FACTS

- Classified as a **two-lane rural arterial**
- 7 miles of eastbound and 4 miles of westbound **passing lanes**
- Identified by UDOT as a **critical trucking route** and freight route — 14% of the traffic is trucks
- Eight main **intersections**
- About 50 personal, public, and commercial **access points**
- 11 bridge or **crossing structures**
- 2014 Average **daily traffic** ranges from 3,000 to 7,500

WHAT ISSUES WILL BE CONSIDERED IN THE CORRIDOR STUDY?

ENVIRONMENTAL CONSIDERATIONS

- Cutler Marsh
- Wetlands
- Wildlife
- Sensitive plant and animal species
- Air and water quality
- Farmland
- Canal operations
- Noise
- Cultural resources
- Recreational access and opportunities
- Economic development

PHYSICAL CONSIDERATIONS

- Roadway shoulders
- Weather
- Sight distance
- Access points
- Intersections
- Adjacent property impacts

OPERATIONAL CONSIDERATIONS

- Safety
- Crashes
- Travel delay and congestion
- Roadway capacity
- Passing lanes
- Turning lanes
- Freight corridor considerations
- Maintenance

GET ON THE MAILING LIST

To be added to the study mailing list, please provide your contact information

Name:

Email:

Mailing Address:

S.R. 30 CORRIDOR (400 WEST TO 1000 WEST)

Identifying Improvements on State Route 30

State Route 30
CORRIDOR STUDY
I-15 to 1000 West

WHAT IS THE S.R. 30 CORRIDOR STUDY?

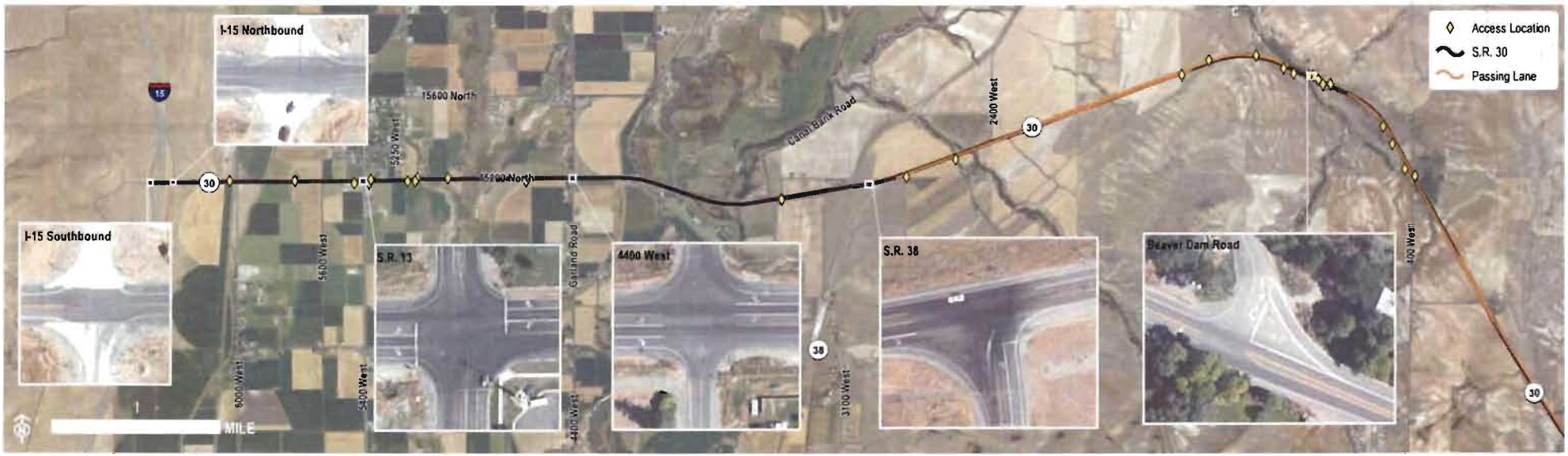
The Utah Department of Transportation is conducting a corridor study on 17.54 miles of State Route 30 (S.R. 30 or Valley View Highway) from Interstate15 (I-15) to Logan 1000 west (10th West or SR-252). UDOT recognizes the importance of the S.R. 30 corridor to the communities within Box Elder and Cache counties and is committed to meeting the short and long-term needs of the traveling public while ensuring the continued efficiency of this important route. The purpose of the corridor study is to identify and document areas that may need operational and safety improvement. Once the needs of the corridor are identified UDOT will make recommendations for the next steps to implement improvements.

HOW TO PROVIDE INPUT INTO THE STUDY PROCESS:

Input from stakeholders that use the corridor for personal travel and those that rely on the route for business activities and economic development is critical to the corridor study. As part of the study, UDOT will reach out to key stakeholders to identify what they feel are important issues in corridor operation. If you have specific concerns, please provide your comments to SR30study@utah.gov or use the attached map and provide the completed form to the project team.

WHAT IS THE CORRIDOR STUDY SCHEDULE AND NEXT STEPS?

S.R. 30 CORRIDOR (I-15 TO 400 WEST)



PHONE [illegible] EMAIL [illegible] WEB [illegible]

State Route 30
CORRIDOR STUDY
I-15 to 1000 West

S.R. 30 FACTS

- Classified as a **two-lane rural arterial**
- 7 miles of eastbound and 4 miles of westbound **passing lanes**
- Identified by UDOT as a **critical trucking route** and freight route — 14% of the traffic is trucks
- Eight main **intersections**
- About 50 personal, public, and commercial **access points**
- 11 bridge or **crossing structures**
- 2014 Average **daily traffic** ranges from 3,000 to 7,500.

WHAT ISSUES WILL BE CONSIDERED IN THE CORRIDOR STUDY?

ENVIRONMENTAL CONSIDERATIONS

- Cutler Marsh
- Wetlands
- Wildlife
- Sensitive plant and animal species
- Air and water quality
- Farmland
- Canal operations
- Noise
- Cultural resources
- Recreational access and opportunities
- Economic development

PHYSICAL CONSIDERATIONS

- Roadway shoulders
- Weather
- Sight distance
- Access points
- Intersections
- Adjacent property impacts

OPERATIONAL CONSIDERATIONS

- Safety
- Crashes
- Travel delay and congestion
- Roadway capacity
- Passing lanes
- Turning lanes
- Freight corridor considerations
- Maintenance

GET ON THE MAILING LIST

To be added to the study mailing list, please provide your contact information

Name

Email

Mailing Address:

S.R. 30 CORRIDOR (400 WEST TO 1000 WEST)

PHONE EMAIL WEB

Stakeholder Interview Form

Date: _____

Name/Organization_____

Address _____

Name/Representing	**Phone**	**Email address**
Project Team		

1. **Corridor Use:** Please describe how you use the SR 30 Corridor, such as commuting (work or school), trucking/goods transport and delivery, personal, recreational, regular destinations, other.

2. **SR 30 Roadway/Corridor Operational Conditions Issues/Concerns**: Such as congestion, traffic speed, safety, emergency stopping, passing, turns, signage, maintenance, environmental, accident data, etc.

3. **SR 30 Roadway/Corridor Physical Conditions Issues/Concerns**: Such as lane capacity, turn lanes, passing lanes, surface condition, sight distance, shoulder width, drainage, signage, right of way, environmental, etc.

4. **Adjacent Property Issues**: Issues on or affecting adjacent properties that might be addressed with project improvements, such as access, utilities, drainage, parking, pedestrian access and signage, etc.

5. **Future development:** If applicable, are you aware of any future plans for changes to adjacent property/facilities or planned operational changes that may affect roadway operation or access? Such as new or removed development, access changes, changes in traffic volume, etc. If so, what and when?

6. **Other Issues and Comments**: