



PLANNING COMMISSION HEARING STAFF REPORT HEARING DATE: December 9, 2020

Agenda Item: ## The Development Services and Public Works Departments request a General Plan Amendment for the adoption of the 2020 Transportation Master Plan.

Applicant: Staff Coordinator: Council Action Required:	Nestor Gallo, P.E./ R.S.I. Acting Transportation Engineer Development Services Director Chris Van Aken YES	Relevant History: The Public Works Department has contracted Avenue Transportation Engineers to prepare the Payson City Transportation Master Plan, adopted in September 2020. The 2020 Transportation Master Plan classified 920 North from 300 East to 500 East, 300 East from 600 North to 920 North, and 500 East from 600 North to 920 North were classified as Local Roads with a 60 feet wide right of way and 40 feet wide asphalt pavement.
	Alternative Actions 1 Approve the proposed amendments to the 2020 Transportation Master Plan #1. 2 Continue to a future date to obtain additional information or to further consider the information provided. 3 Deny the request Project Plan. This action <u>would not be consistent</u> with the recommendation of the Staff Report. The Planning Commission should <u>state a new finding</u>.	Staff Recommendation: The Public Works and Development Services Department is requesting the Planning Commission forward a positive recommendation of the requested 2020 Transportation Master Plan Amendment #1 to the Municipal Council amending the classification of the 920 North from 300 East to 500 East, 300 East from 600 North to 920 North, and 500 East from 600 North to 920 North from Local Road to Major Collector status.

OVERVIEW:

The Transportation Master Plan (TMP) is an appendix to the General Plan and provides guidance on future transportation needs within the City of Payson.

The Development Services Department previously contracted with Avenue Transportation Engineers to prepare the latest update to the TMP to reflect existing, and future conditions based on current land uses and zoning.

FINDINGS OF FACTS:

1. The TMP is an appendix of the General Plan and is mandated to be included in the General Plan by state law.
2. The TMP provides information on current and future transportation conditions to be taken into consideration when reviewing future development projects and capital improvements.
3. The City Council adopted the existing TMP in September 2020.
4. The TMP's proposed amendment to the 2020 TMP has been reviewed and endorsed by the Payson City Engineer, Police Chief, and Street Superintendent.

The roadway components include the following:

1. Five feet wide concrete sidewalk
2. Six feet wide landscaped park strip
3. Two feet wide concrete curb and gutter
4. Off-street parking – shoulder
5. Five feet wide bike lanes
6. Twelve feet wide traveling lanes
7. Twelve or fourteen feet wide share left-turn lanes – Center Turn Lane (CTL)

The following figure illustrates the roadway elements:



Table 4-1 of the TMP shows the right of way width and asphalt pavement width for arterials, collectors, and local roads.

Table 4-1: Cross-Sections in Payson

FUNCTIONAL CLASSIFICATION	NUMBER OF LANES	RIGHT-OF-WAY (ROW)	PAVEMENT	TARGET VOLUME (VEH/DAY)
Arterial	5	98'	72'	17,000-32,500
Major Collector	3	76'	50'	9,000-17,000
Minor Collector	2	76'	50'	5,000-9,000
Local Residential	2	60'	34'	2,000-5,000

The following table shows the roads' classification according to the adopted 2020 Transportation Master Plan (TMP).

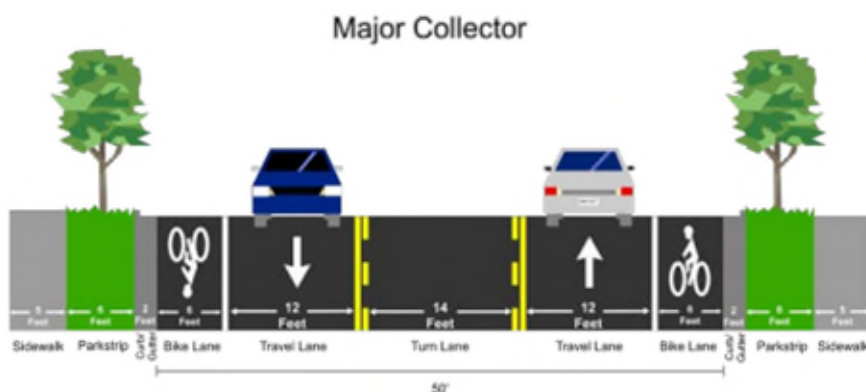
Street Name	From	To	Current Classification
920 North	300 East (*)	500 East	Local
300 East	920 North	600 North	Local
500 East	920 North	600 North	Local

(*) from where 300 East turns into 980 North

The following figure shows the cross-section for a Local Street:

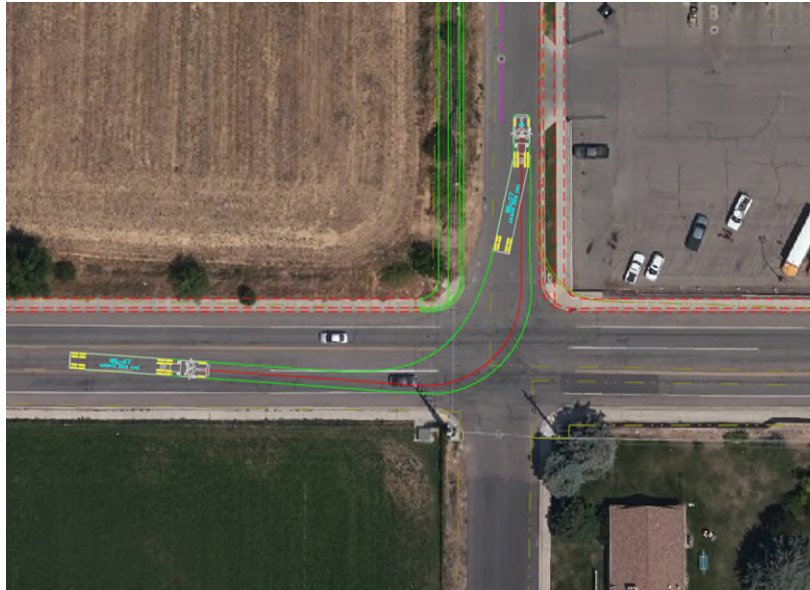


The following figure shows the cross-section for a Major Collector Street:



Due to the number of large-size trucks using the roads listed above, the recommended road cross-section, local street, does not provide enough space for a safe left turn movement for a WB-67 truck. A Local Road has only 34 feet wide asphalt pavement.

The classification of the roads from local to Major Collector will increase the pavement width to 50 feet. Wider asphalt pavement will provide sufficient room for large size vehicles turning movements.



A wider asphalt pavement width will improve the traffic and pedestrian safety of the vehicles using these roads.

Analysis:

1. Public purpose for the amendment in question:

The amendment is an update to the TMP to help guide future transportation needs for the City.

2. Compatibility of the proposed amendment with General Plan policies, goals, and objectives:

The proposed change is compatible with the General Plan policies, goals, and objectives.

3. Adverse impacts on adjacent landowners:

No adverse impacts are anticipated.

Recommendation

The Public Works and Development Services Departments are requesting the Planning Commission forward a positive recommendation of the requested 2020 Transportation Master Plan Amendment #1 to the City Council.

ATTACHMENTS:

EXHIBIT 1: 2020 Adopted Transportation Master Plan

EXHIBIT 2: 2020 Adopted Transportation Master Plan Amendment #1

EXHIBIT 1: Adopted 2020 Transportation Master Plan

Figure 1-2: Future Functional Classification.

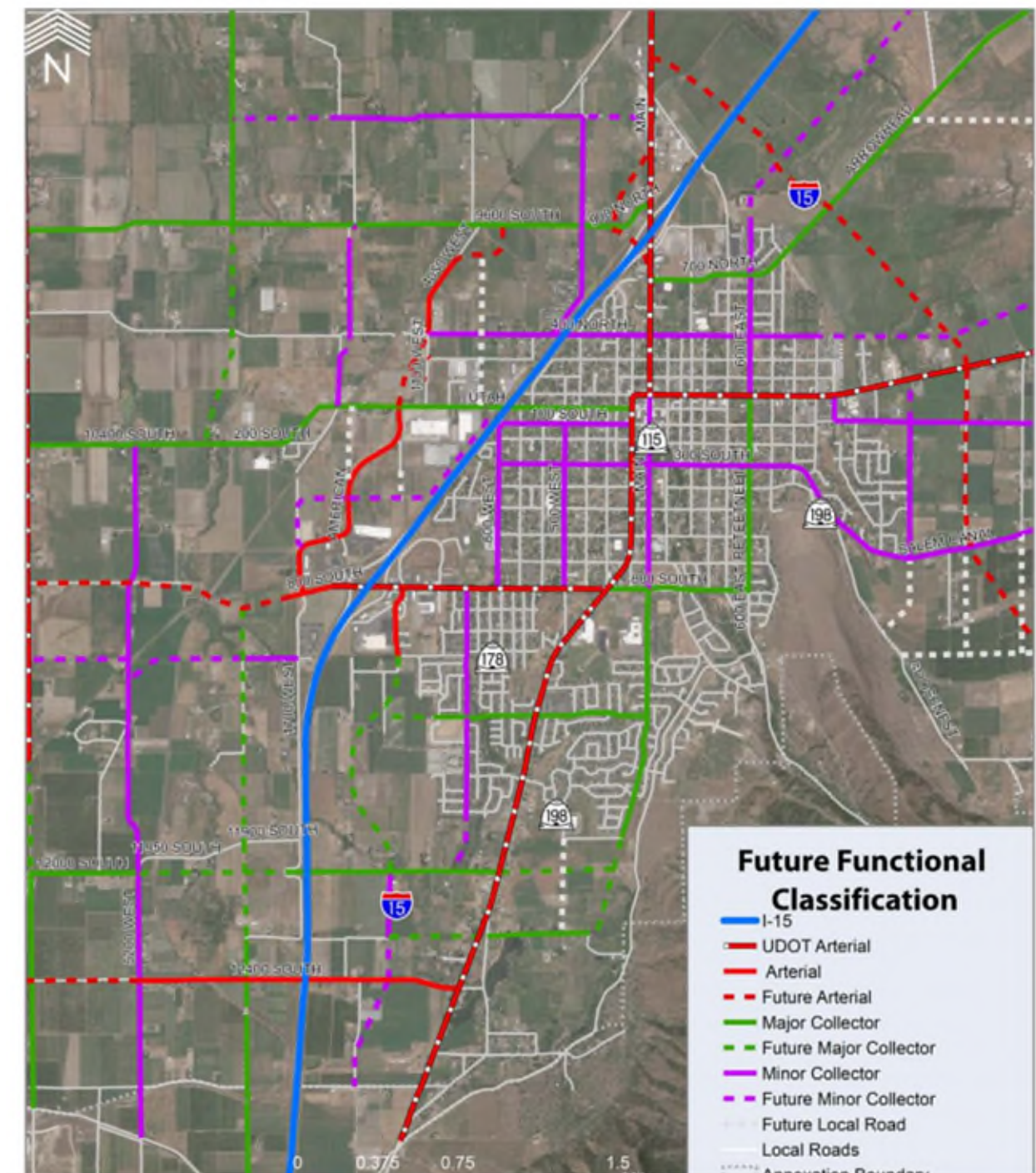


EXHIBIT 2: Proposed 2020 Transportation Master Plan Amendment #1

Figure 1-2: Future Functional Classification.

