



## *Transportation*

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## 6.1 Overview

### 6.1.1 Introduction

This chapter provides information about the different transportation elements throughout the City and how to improve them. This includes all systems such as roads, sidewalks and public transportation. It is designed to help move goods and people in a timely and efficient manner. By improving and maintaining all City transportation systems, Delta will be a safer community for both residents and visitors. This chapter should be reviewed periodically and updated within the context of all other General Plan chapters and against the broader context of changing economic, social, and political standards of the City.

## 6.2 Existing Conditions

In order to better understand community needs and future opportunities, an inventory was conducted establishing existing conditions and resources. This section details all transportation facilities and services provided to the community. Below are commuter transportation statistics for Delta:

DRIVE ALONE 77.7%  
CARPOOL 15.9%  
WALK 3.53%

AVERAGE COMMUTE TIME: 13.3 MINUTES  
AVERAGE HOUSEHOLD CAR OWNERSHIP: 3 CARS

Delta's roadway inventory was conducted using the PASER system (Pavement Surface Evaluation and Rating) as a base to divide the roads into three categories: good, fair, and poor. In addition to the category descriptions below, a visual representation of roadway condition throughout the City can be seen on map 6.2.

#### GOOD

Roads in this category are smooth with little to no damage. These roads may have occasional cracks or other defects, but these have been sealed or patched in a timely manner. Thus, these defects typically do not affect vehicular travel.

#### FAIR

Fair roads exhibit wear such as transverse cracking and potholes, but their lifespan can be extended as needed with patching and sealing. The majority of roads in Delta fall into this category.

#### POOR

Poor roadways contain large amounts transverse cracking, (see Figure 6.2.1), alligator cracking (see Figure 6.2.2), frost heaves, (See Figure 6.2.3) scaling, or other deterioration. Additionally, poor

roadways have not been sealed or are in need of resurfacing. Extensive patching and deterioration causes vehicle damage and creates an unpleasant travel experience for passengers. These roads are especially susceptible to accelerating fatigue under large loads and can become untravelable if action is not taken to resurface or replace as warranted by individual cases. Due to their unfinished nature, dirt roads are considered "poor" by this chapter.

### 6.2.1 Road Classifications

Each of the following classifications represent a different roadway types, including non-motorized facilities, and include a short description of typical characteristics.

*Figure 6.2.1: Transverse Cracking*



*Figure 6.2.2: Alligator Cracking*



*Figure 6.2.3: Frost Heaves*



These classifications represent local definitions and descriptions, and are not intended to reflect any county, state, or federal definitions but rather to provide an effective method for designing a transportation system. The hierarchy of facility classification is designed for safety purposes, allowing for the separation of vehicles traveling through the City from vehicles stopping at a destination within the City. As a facility increases in mobility, or ability to move vehicles, it decreases in access, or ability for vehicles to access areas of the City.

## MAJOR ARTERIAL

A major street or highway serving high-volume traffic corridor movements that connect major generators of travel.

Because these facilities are designed for traffic with higher speeds, pedestrian facilities should be separated from the traffic flow through the use of planter strips, detached sidewalks, and landscaping. Although Main Street is the core of the streets network in Delta, its size and speed designation do not identify it as a major arterial.

## MINOR ARTERIALS

Roads linking cities and larger towns in rural areas or roads in urban areas that link but do not penetrate neighborhoods within a community. Main Street and Highway 6 are both examples of this road class. Access to these roads is less regulated than on major arterials unless the facility is owned by the state or the state's department of transportation.

## LOCAL COLLECTORS

Rural routes that serve intra-municipal travel rather than statewide travel, and urban streets that provide direct access to neighborhoods and arterials.

Since this class typically serve the transportation needs of residents in a particular area of the City, such as a neighborhood, a local collector is the backbone of the local street system. Although local collectors are meant to service mainly residential developments, they also provide transportation to complementary uses such as parks, churches, and schools. Access is not limited on minor collectors, but traffic flow and safety are important considerations.

## 6.2.2 Transportation Corridors and Circulation

Important to the success of a transportation system is an effective and complete hierarchy of roadways. This hierarchy includes transportation corridors and nodes which reflect access management strategies and corridor access alternatives.

## SIDEWALKS, CURBS, AND GUTTERS

Installation of sidewalks, curbs, and gutters is inconsistent throughout the City (Map 6.3). Currently, more sidewalks exist towards the center of the town than

in residential areas.

## BIKE LANES

At this time, Delta City has limited formal trails and no bike lanes.

## 6.3 Public Input

Collecting and addressing public input in the drafting of a General Plan is integral to the success of the Plan and the community. Ideas and goals that are created using resident input are far more likely to come to fruition than those that are formed without public participation. Throughout the writing process of Delta City's General Plan, residents, property and business owners, and developers were asked to share their thoughts, recommendations, and desires for the future of the City. The following subsections explain methods used to obtain this feedback and the accompanying results. Although some of the information and feedback gleaned from resident input has already been synthesized into previous sections and subsections of this chapter, it is also included here for clarity and separation of source.

Over the course of the creation of this General Plan, there were six public meetings. During the first two, the executive committee discussed what they would like to see in the vision statement and goals. After drafting a vision statement and element goals, two more meetings provided opportunities for individual residents to give insight, feedback, and comments to the BYU team. A survey was then conducted to gather further public input. In the final two meetings, after hearing public comment the Plan was recommended to and adopted by the City Council. All public input relevant to this chapter has been included below.

### 6.3.1 Survey Data

A survey composed by the BYU team and the Executive Committee was dispersed to Delta residents, business owners, and property owners via social media and water bills. Of the estimated 3,478 people currently living in Delta (as per the American Community Survey's 2017 data), 193 residents, or 5.5%, participated in the survey. Consequently, it should be acknowledged that data summarized in this subsection represents the insights of a small portion of Delta's population and may not be proportionally representative of the opinions of the community as a whole. The survey question pertaining to transportation in Delta is shown in figure 6.3.1.1.

### 6.3.2 Public meetings

The topic lists below summarize resident comments from each of the public input meetings held at the Community Center on Main Street. Those who attended were encouraged to provide feedback on goal statements, idea lists, questions, and maps drafted for each of the eight General Plan elements. A scanned

# Delta City General Plan

Figure 6.3.1.1 : Q12 - What improvements would you like to see in the City's roadway infrastructure? Choose all that apply.

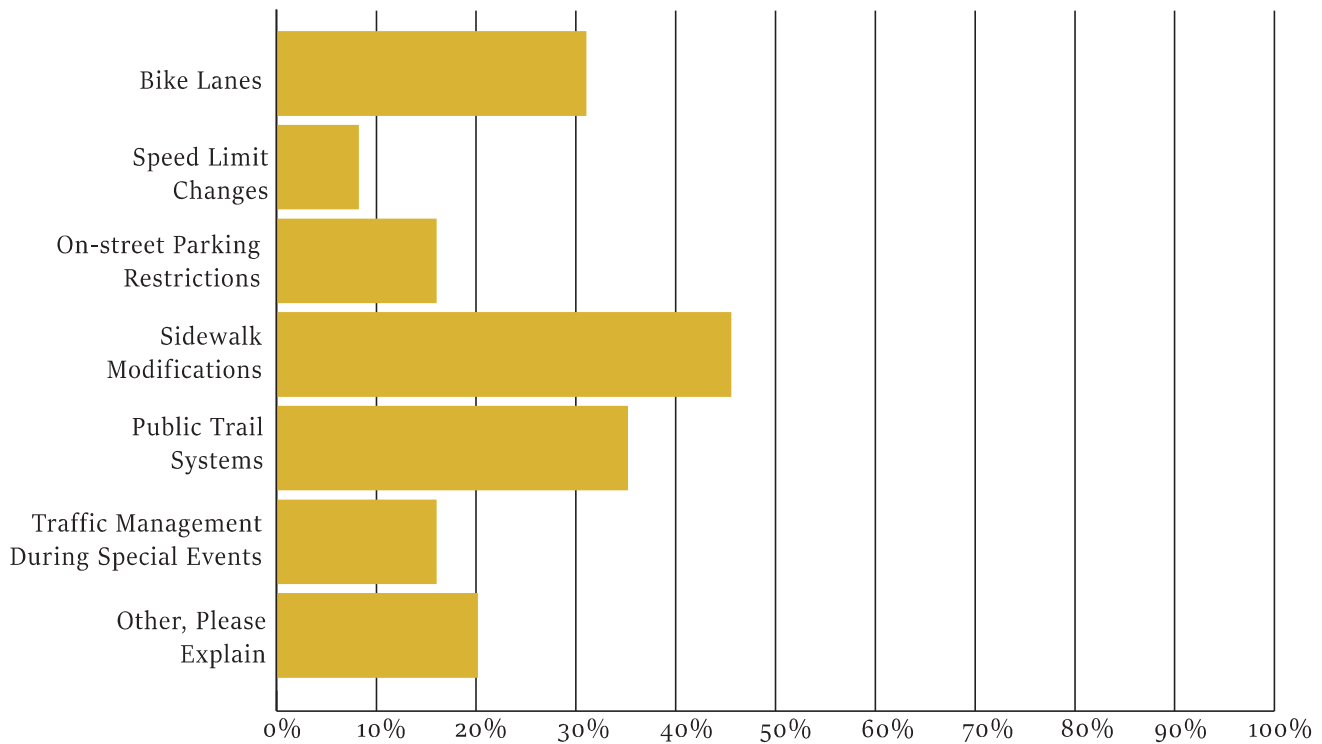


image of the transportation map used at these meetings can be seen on page 160.

### BIKE LANES/TRAILS

The general consensus throughout the two public meetings was that bike lanes and trails would be beneficial to the City of Delta, however there were some concerns about safety implementation. Some specific locations residents mentioned for the installation of bike lanes include Center Street and Main Street.

### ROADS

There were several suggestions about how to improve the road quality throughout Delta City. Though some felt that chip seal is a good alternative, most residents felt the need to build higher quality roads. Some would like to see more funding from the City for these improved roads because the residents are not the only ones who use them. Concern was also expressed about continuing the grid system as Delta grows and is developed. Some residents would like to see other alternative routes that do not go down Main Street for larger vehicles such as semi trucks. Though some prefer dirt roads, most are in favor of new roads and their upkeep.

### INTERSECTIONS AND STREET LIGHTING

Concerns were expressed about the street lighting throughout Delta. Some feel that the poorly lit streets affect safety and nightlife on Main Street. There were other suggestions such as adding a stop light to the intersection of Center Street and Main Street and

changing the street lights to LED lights.

### SIDEWALKS, CURBS AND GUTTERS

There were several comments about the sidewalk curbs and gutters in Delta. Though there was not a general consensus on how these amenities should be acquired, most agreed that installing sidewalk infrastructure would make the community safer. One suggestion was to install sidewalks first in the historic downtown and later in residential areas. The opposite was also suggested. Some felt that the government should subsidize all sidewalk construction, that they should start with the residential areas or roads that are used the most. Concern was expressed about the obstruction along these areas in front of people's houses.



## 6.4 Goals

Delta's community vision is to foster a thriving city by preserving Delta's heritage, expanding the local economy, and facilitating a sense of community. These goals seek to further the community vision by guiding the development and maintenance of transportation facilities throughout the City. These goals are further supported by the strategies found in the Approach and Opportunities section of the chapter.

**GOAL 1: PROVIDE SAFE, WELL-MAINTAINED STREETS AND SIDEWALKS.**

**GOAL 2: IMPROVE QUALITY AND AESTHETIC OF STREETS AND STREET LIGHTING THROUGHOUT THE CITY FOR MOTORISTS, CYCLISTS, AND PEDESTRIANS.**

## 6.5 Approaches and Opportunities

This section suggests strategies intended to help individual parties work together to achieve community goals. Each goal is discussed individually while considering community planning principles, public input, and potential opportunities that the City may choose to explore in order to ensure maximum effectiveness. The subsequent tables designate responsibilities and actions to individual parties.

### 6.5.1 Goal 1: Provide safe, well-maintained streets and sidewalks.

Collaboration between all groups is crucial to the implementation of this goal. By providing input to local government officials, residents can have a say as to how, where, and when needs for changes and maintenance arise. Residents can share their thoughts and opinions through attending and commenting at public hearings and participating in other special community input events held by the local government.

A significant factor contributing to pushback from residents regarding sidewalks is not that they do not want them, but rather that the timing of the requirements and funding seems inconsistent and unfair. Drafting and publishing a sidewalk improvement plan that establishes the timeline, requirements, and funding for installing citywide sidewalks ensures that local officials and community members are on the same page. In creating this plan, local officials should consider and include the desires, opinions, and expertise of their constituents and offer ample opportunity for the public to participate in the drafting process.

This plan should also clearly establish standard curb, gutter, and sidewalk requirements.

Requiring future development to adhere to the existing grid system is important to maintain and



## *Delta City General Plan*

improve connectivity within the City. The connectivity and consistency offered by grid systems increases navigability for visitors and helps to make walking and biking more viable transportation options for residents throughout the City. Sense of community among residents will increase as people spend more time out and about within the City by walking and biking instead of within vehicles. This can also increase resident health and decrease local air pollution.

To help cover the cost of these improvements the Mayor can put a referendum on the ballot to determine if and to what extent residents are will to contribute to these funds. A referendum is most likely to be successful if the communities desires have been considered and addressed first.

By increasing the use of active transportation methods, residents can help reduce wear and tear on the road system. Although the majority of stress on a road is caused by large vehicles such as construction equipment and semi-trucks, any reduction of vehicular travel will extend the lifespan of any road. Nevertheless, the City Council should also be made aware by staff of new road and sidewalk maintenance practices and implement them where possible.

### **6.5.2 Goal 2: Improve quality and aesthetic of streets and street lighting throughout the City for motorists, cyclists, and pedestrians.**

Delta residents and businesses can help improve the

aesthetic of the City by taking care of sidewalks, curbs, and gutters on and around their properties. This includes picking up litter and trash, and clearing debris that could compromise the effectiveness of drains and gutters.

By installing daylight cross walks and improving the sidewalk conditions, walking will be more of an option. The sidewalks along the school routes can help create a safe way for children to walk to school.

Many residents expressed concern about lack of adequate street lighting throughout Delta. By writing and publishing a lighting plan, local officials can begin to systematically improve quality and quantity of street lighting in the City. Good street lighting can prevent accidents, deter crime, and increase positive social and economic activity in commercial areas. This street lighting plan should address when, where, and by whom streetlights are installed as well as which styles are acceptable.

As in the creation of all municipal plans, local official should do their part to solicit feedback and information from residents at all stages of the drafting of a street lighting plan.

Bike lanes are simple and cheap to add to streets. Bike lanes can help increase the number of bike users and decrease the number of cars on the road. Multi use streets, can help protect the environment and increase physical activity.

Resident input is important in understanding where are the worst road conditions or where there is a lack of lighting.

<b>RESIDENTS</b>	<b>BUSINESS OWNERS AND DEVELOPERS</b>	<b>PLANNING COMMISSION</b>	<b>CITY COUNCIL</b>	<b>MAYOR</b>
Provide input to city officials concerning sidewalk expansions		Write and publish a sidewalk improvement plan	Improve effectiveness of road repair practices	Have a referendum to increase transportation infrastructure funding
		Standardize sidewalk, curb and gutter requirements		
		Require all future site plans to adhere to the grid system for all infill and expansion		

Table 5.5.1: Transportation Goal 1 Approach and Opportunities

<b>RESIDENTS</b>	<b>BUSINESS OWNERS AND DEVELOPERS</b>	<b>PLANNING COMMISSION</b>	<b>CITY COUNCIL</b>	<b>MAYOR</b>
Provide input on what areas are in need of improvement.		Install daylight crosswalks	Improve sidewalk conditions along school routes.	
Keep sidewalks and gutters free of litter around properties		Write and publish a lighting improvement plan	Add bike lanes to major roads such as Main and Center Street	

Table 5.5.2: Transportation Goal 2 Approach and Opportunities

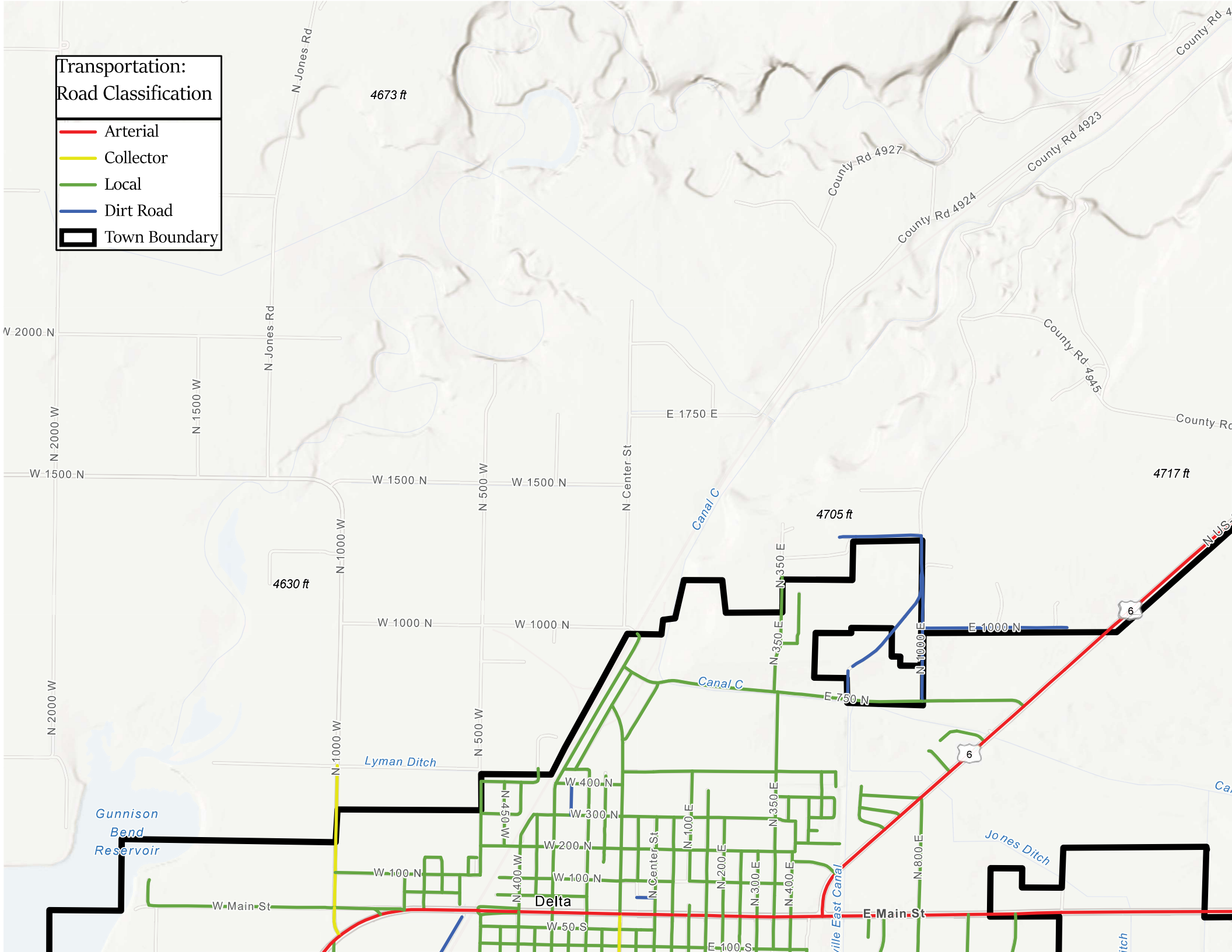




**MAP 6.1: ROAD  
CLASSIFICATION**

### Transportation: Road Classification

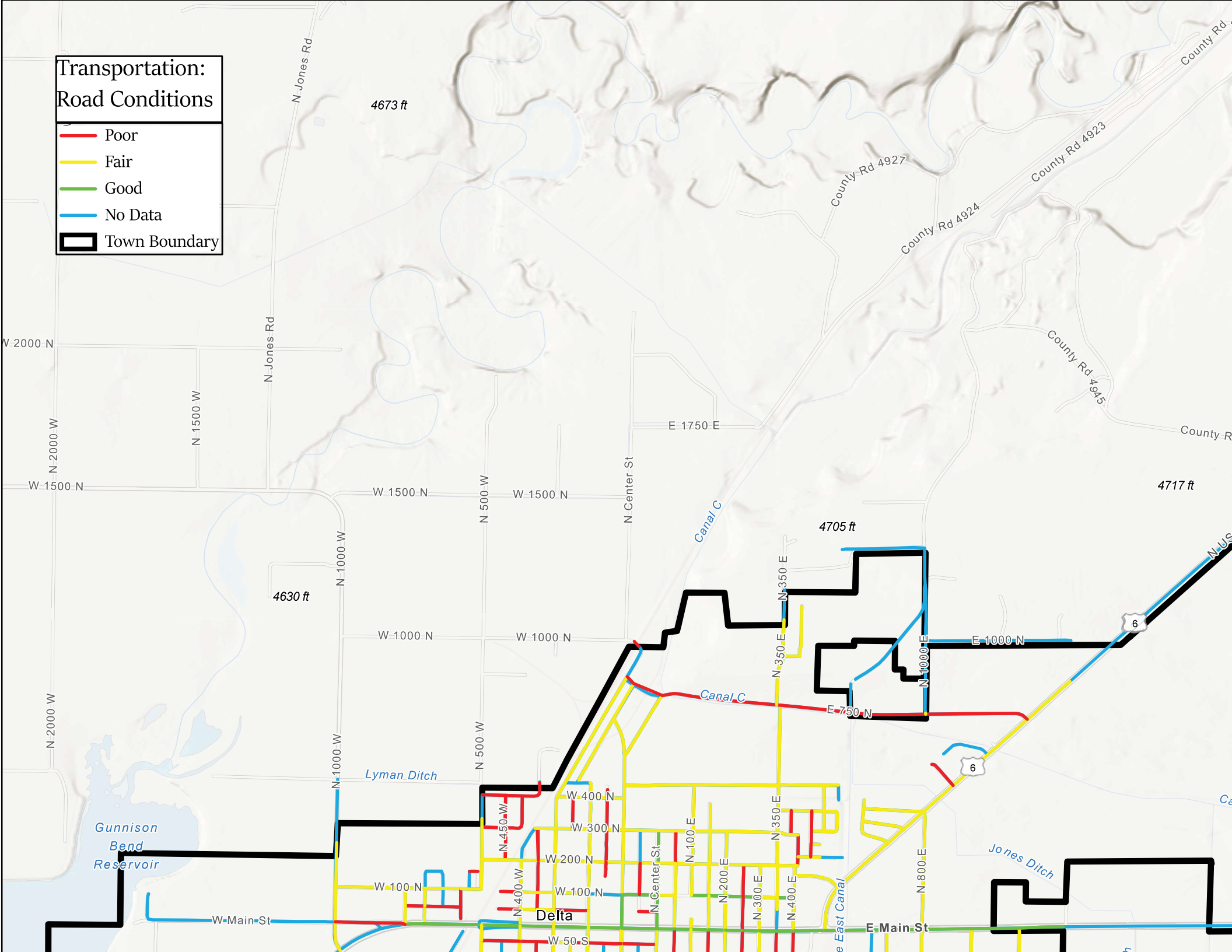
- Arterial
- Collector
- Local
- Dirt Road
- Town Boundary





# Transportation: Road Conditions

- Poor
- Fair
- Good
- No Data
- Town Boundary

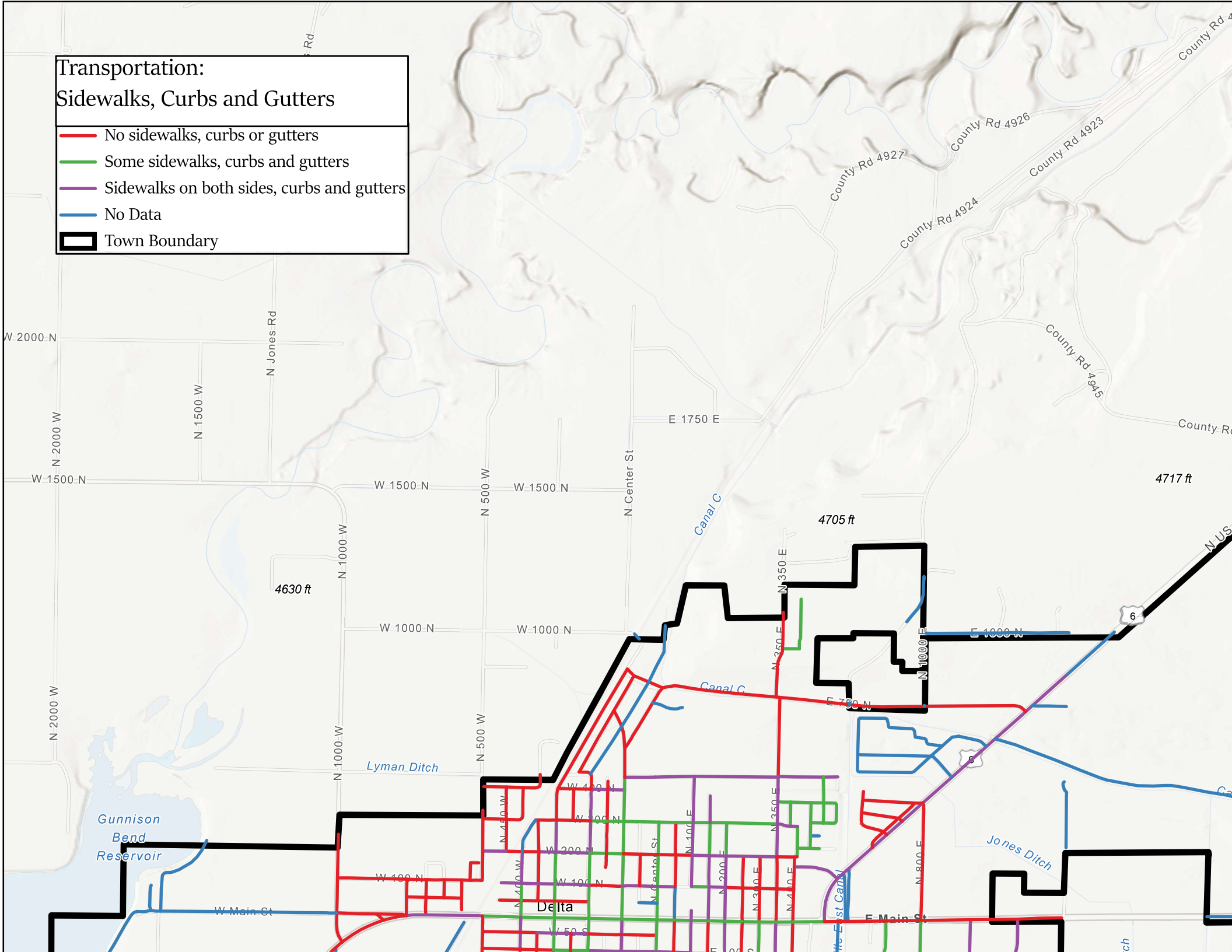




**Transportation:**




**Sidewalks, Curbs and Gutters**

- No sidewalks, curbs or gutters
- Some sidewalks, curbs and gutters
- Sidewalks on both sides, curbs and gutters
- No Data
- Town Boundary





# Transportation: Street Lights

-  Street Lights
-  Roads
-  Town Boundary

