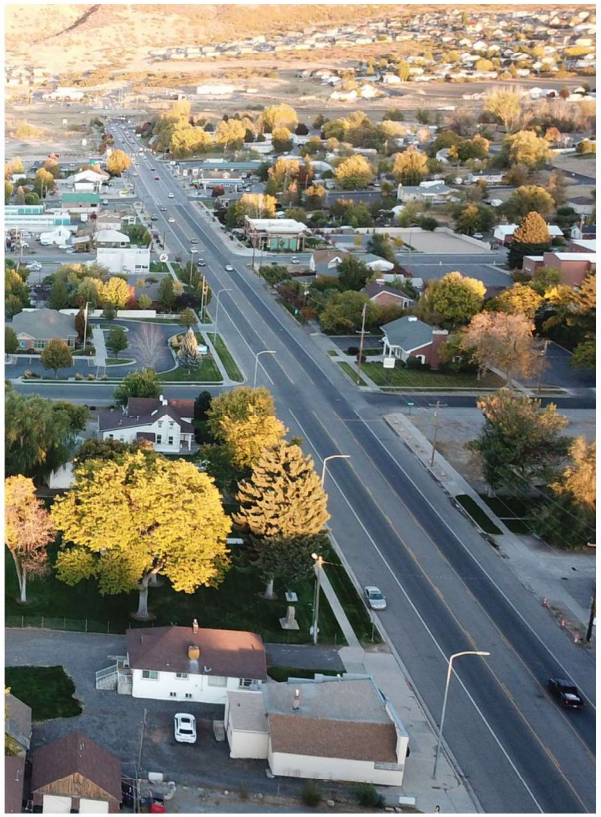
7: Transportation & Infrastructure

Over time, Santaquin will provide infrastructure to support its citizens and economy, balancing and addressing both local need and regional demands, working with its regional partners on transportation needs and with providers of needed technology to support residents and business.



TRANSPORTATION

The transportation system in Santaquin is composed of streets and highways and their associated improvements, as well as trails and transit. Those components are under the jurisdiction of the City and the Utah Department of Transportation (UDOT). Many roads connect to Utah County's network of roads, mostly in the adjacent unincorporated areas.

In order to provide better transportation connectivity and circulation for various types of transportation modes, plans for future infrastructure needs must be identified and improvements need to be made to existing infrastructure. Careful planning for and prioritizing of transportation infrastructure needs will help the City effectively use time sensitive impact fees and other valuable funding resources.

SHORT-TERM

Main Street/US Highway 6 is one of the most important roads for Santaquin and the region. It is one of the only east/west routes immediately south around Utah Lake which leads to recreational destinations and future residential and economic growth areas. As such, appropriate widening of Main Street/US Highway 6 needs to continue to be a priority. Pedestrian and bicycle infrastructure must be included as part of the widening plans. Beautification elements should be carefully considered and included as well. A potential cross section is shown in chapter 5 of this plan, which includes a suggestion to provide additional features in the downtown gathering place blocks. Because this road is a UDOT facility, coordination with UDOT must take place to maximize its effectiveness as a local main street and a regional highway.

Another important area for the City's short term transportation needs is the Interstate 15/Main Street interchange. This interchange is aging and needs to be replaced. In conjunction with the interchange, the intersection immediately to the east has been identified as needing to be moved further away from the interchange to provide ample space for future interchange improvements. The City should continue to work with UDOT and explore ways to help fund and make these necessary changes. State Road 198 and 400 East will also be critical to further help alleviate congestion and expand local and regional connectivity in this area.

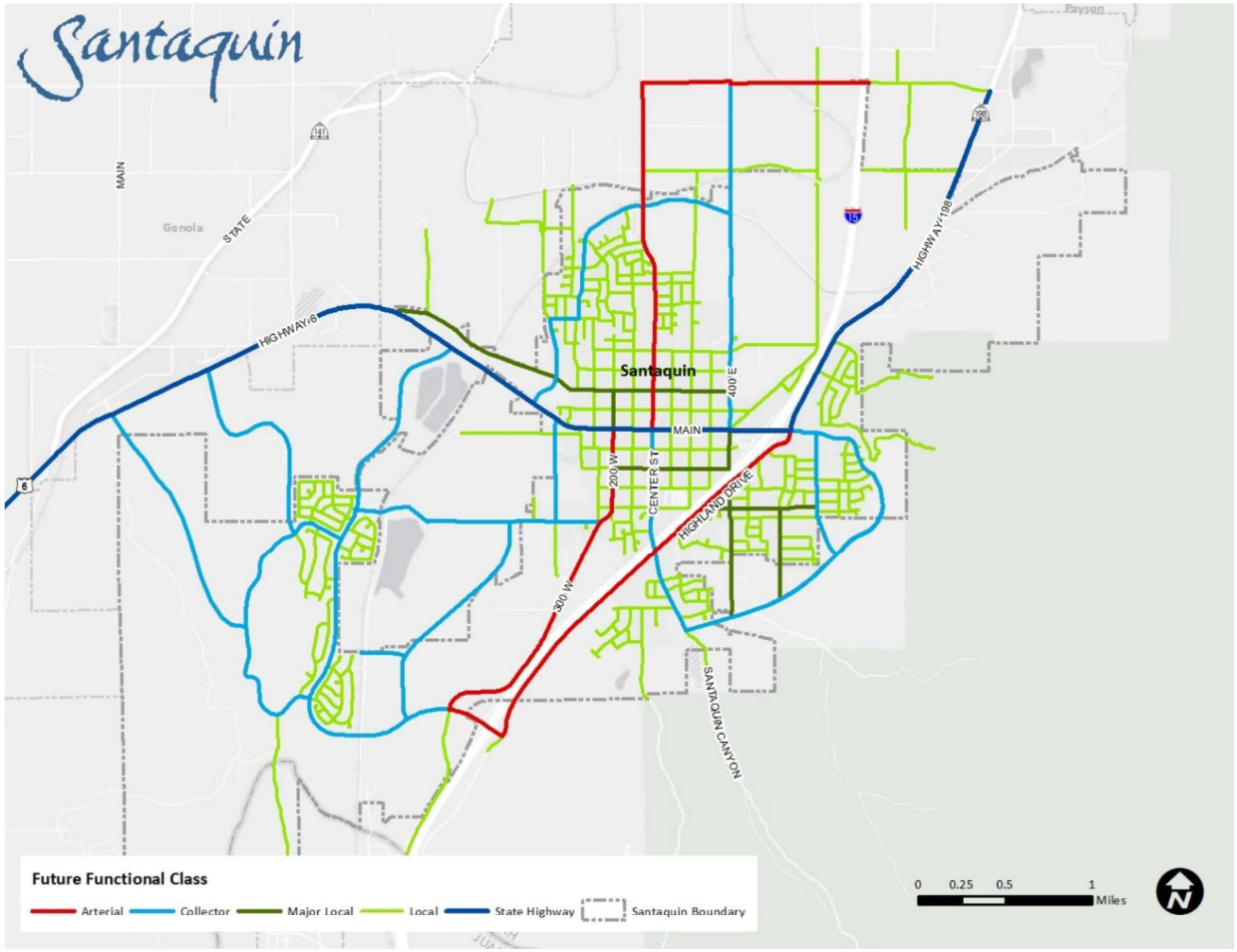
MEDIUM-TERM

To further improve the transportation system, a belt route around the City (see image, next page) has been identified as being a key element for servicing the transportation needs for Santaquin City residents. This belt route provides essential connectivity in and around the City. Other major arterial and collector roads are important for regional connectivity and circulation and must continue to be maintained and expanded as needed.

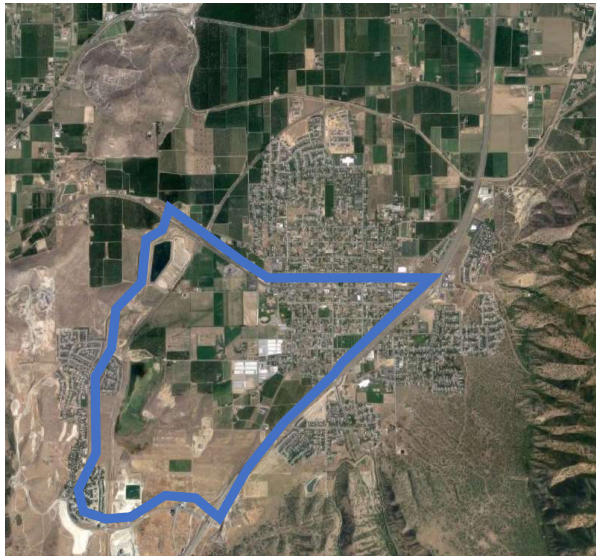
The belt route will need to accommodate pedestrians, automobiles, and future public transportation. To do so, the belt route needs infrastructure such as bus stations, trailheads, and some associated public parking together in

SANTAQUIN CITY'S ROADWAY SYSTEM, AS ILLUSTRATED IN THE SANTAQUIN CITY MASTER TRANSPORTATION PLAN

The map below displays the roadway system that Santaquin has adopted. Dark blue streets are US Highway 6 and State Route 198. The red streets are arterial streets intended to carry the most traffic, after the State Routes. Light blue streets are major collectors that connect most areas of the City, and green streets are local, neighborhood-oriented streets. The system links the community with a series of loops and connections. The full transportation plan can be accessed on the City's webpage.



An illustration of a belt route around the City to serve Santaquin City residents



strategically located areas. Coordination will be needed with Utah Transit Authority (UTA) and UDOT to effectively integrate these transportation elements with regional transportation systems. A future Frontrunner station should continue to be considered in Santaquin's future and carefully planned for in an area that coincides with the described belt route.

LONG-TERM

The belt route will eventually need to be expanded as the City grows. It is anticipated that Summit Ridge Parkway would extend north and connect to Interstate 15 at 12400 South. The belt route would continue east from there and connect to State Road 198 which goes south and would connect to the current belt route at Main Street/ US Highway 6. Careful coordination with private property owners north of Main Street/US Highway 6 needs to happen in order to identify a feasible and efficient alignment. Because most of these properties are farms and located in Agriculture Protection Zones, a specific alignment has not been identified but could be if permission is given by those property owners. These efforts should start happening to prepare for this future belt route expansion.

Santaquin has established a transportation impact fee to assist with the construction of new roads. Impact fees are based on the service level of the existing system. They are not based on the future transportation plan, which would make the impact fee much higher. Projects in the future transportation plan are eligible for funding from the transportation impact fee, however. New development projects of significance should provide a transportation impact study for the traffic that they expect to generate and pay an impact fee.

Santaquin participates in the public transit system through UTA. Bus service from Main Street connects with Payson, Brigham Young University, and Utah Valley University. Vanpooling is also available.

Another priority from the visioning process is to create pedestrian friendly streets. The community noted that funding such a program in areas that need retrofitting will be a challenge. Trails, discussed in chapter 8, are also a priority that has funding challenges.

WATER

Santaquin is a culinary and secondary water provider. The culinary system is based on a series of wells and springs. As part of responsible management, water source protection, culinary water, and pressurized irrigation plans are available on the City website.

Due to the drought, many cities and water districts across the State are exploring a variety of techniques to encourage water users to conserve.

These strategies are laid out in master plans and drought resiliency plans. Such studies project the resources needed into the future to handle the anticipated growth and demand.

Water districts across the State are beginning to provide incentives for water conservation, such as grants for conversions of existing landscaping to xeriscape/water-wise landscapes, smart irrigation controllers that turn off the system when rainfall is abundant (limiting the amount of water to be used), meters for secondary water use, rebates for removing grass/turf, and free water audits to assess if a system is working properly. Some irrigation companies are requiring water-wise techniques and plans before they will provide service.

Communities are engaged in creating water-wise landscapes as a requirement for getting a building permit. Such ordinances usually specify a maximum amount of turf, encourage pairing rock mulches with shade trees, and, even more common, limit vegetation in park strip areas to appropriately sized trees. Leading edge communities are tying this conservation movement to low impact development (LID) techniques to retain stormwater on-site. Santaquin should move in the direction of incentivizing more conservation and working with LID.

BROADBAND

Broadband access has become a de facto utility, just like sewer, water, and power. Most people find it difficult to conduct online personal and professional business without reliable high-speed broadband service. Internet service is provided by private companies. The public engagement process uncovered a desire for improved internet services, and this may reflect the national work from home trend. Many employers are reducing their office space requirements by encouraging their employees to work from home several days a week, and sometimes permanently. CentraCom has extensive expansion plans which the participants in the visioning process eagerly anticipate.

STORMWATER

Stormwater control is based on a series of pipes, ditches, and detention ponds. Notable basins and main trunk lines are located throughout the City.

In addition, the City has instituted a LID requirement, wherein new development has to retain as much stormwater as possible, with a minimum requirement of 80%. The intent of an LID system is to return relatively clean water to the underground aquifer, to use “free” water for landscaping, and, as a consequence, to such systems, reduce the need for large public infrastructure investments in pipes and detention

= *priority strategy*

ponds. Traditional systems send all the water from a property to the adjacent street. By grading properly, much of that water can be retained and used on site. Water from roofs, driveways, and parking lots can be funneled to adjacent landscaping.

SEWER

Santaquin maintains its own sewer system with an innovative treatment system called Membrane Bio-Reactor. This facility is state of the art, the first one built in the state of Utah, and is housed inside a barn-like structure that blends with the rural atmosphere. Type 1 water is discharged into the irrigation system. Current capacity is approximately 75%, and upgrades will be necessary to accommodate future growth.

LANDFILL

Santaquin also operates a landfill that accepts a variety of community waste products, including green waste. Household garbage is not accepted.

STRATEGIES

1. **Expand broadband and other infrastructure networks** to enhance job site creation and work-from-home opportunities. Although grants may be available, private companies should continue to provide this infrastructure.
2. **Explore different funding options to help implement the construction of pedestrian friendly streets**, especially in the original downtown grid:
    - Connect community gathering places and parks with the citywide system of walkable streets and trails.
    - Create education programs to promote low impact development techniques to minimize storm water system needs and to return water to the underground aquifers.
    - Include street trees, and in some areas consider fruit trees and other elements to beautify the area.
3. Implement and fund projects to beautify Main Street, especially for demonstration project blocks, to provide for beautification, reduced speeds, and on-street parking.
4. Promote land uses that will expedite the need/desire for a commuter rail station west of town. Discuss the possibility of a station area to help support downtown, provide executive, missing middle, and mixed use housing options, and supply additional commuting options for the residents of Santaquin. Evaluate a US Highway 6 station location versus a station location further south. Once a station location is solidified, promote transit supportive development near the station.
5. Require low impact development techniques

for public and private development projects.

6. Promote water conservation programs that provide education and assistance to property owners to reduce water consumption.
    - Review the City's ordinances for more efficient landscaping options (e.g. xeriscaping xeriscaping) in the various zones.
    - Create a new park strip standard in the zoning ordinances that only allows xeriscape designs and plantings.
    - Limit the amount of turf allowed in front yards, and require drip systems for non-turf areas.
    - Preserve native trees that are low water users through ordinance modifications.
    - Limit the number of decorative pools/ ponds/streams in landscaping.
    - Reduce yard waste through education programs.
    - Design irrigation systems for the types of plants being watered.
    - Update water system plans for drought-related issues, including municipal and institutional land.