

11. Implementation Recommendations

The goal of the CMPO Long Range Pedestrian/Bicycle Plan is to establish a direction for the development of community enhancements and policies through the year 2020. Although the plan will be periodically updated to reflect changes in the LUA, the implementation strategy considers both short (1-5 year) and long (5+) term improvements. There was no attempt in this planning process to prioritize the recommendations within the short and long term designations.

This chapter offers lists of implementation recommendations, with explanations of the recommendations. For ease of reading and for ease of identifying projects for advancement to the Transportation Improvement Program, tables have also been developed to identify projects. Projects in the tables offer project numbers, as well as suggested sponsors for the projects. Advancement of these recommendations will require a funding source, a sponsor and need to go through the normal CMPO project application process.

Cost estimates for these recommendations and projects have not been identified in this section. This planning effort did not include any engineering of these recommended projects, so cost estimates could not be done. Instead, this plan has some cost estimate guides included in the Appendix. The cost estimate guides are for facilities, such as bike trails, road striping and sidewalk improvements. Specific project cost estimates will be needed to advance a project to the Transportation Improvement Program.

A. SHORT TERM IMPLEMENTATION RECOMMENDATIONS (1-5 YEAR PLANNING HORIZON)

1. A strong education program should be implemented. Public outreach should be cooperatively undertaken by the CMPO, cities, school districts, advocacy groups and other organizations such as the Boy Scouts to coordinate youth and adult programs for bicycling education. A brochure or pamphlet on bicycling safety and road rules should be developed and widely distributed. This recommendation is identified as project number PBS-01 in Table 5.
2. A primary network of bicycle facilities, based on the outlined policies, should be established along a north south direction. PBS-02.
3. A secondary network of bicycle facilities should be established to complete the proposed bicycle facility plan as discussed in Chapter 5.
4. A cooperative use agreement should be established with Pacificorp for use of the power corridor on the east bench of the study area.
5. Establish a mechanism for determining the best facility design (Class II bike lane, or Class III bike route) for each individual facility. A standard criteria should be used to base decisions. Criteria should be established within one year.
6. The public transit fleet and any future transit agency fleets should be outfitted with bicycle racks for all buses to encourage more multi-modal travel.
7. The planned new Logan Transit Center should have at a minimum 20 secure bike racks for those cycling to the Center.

8. High use LTD transit stops should be equipped with at least two secure bike racks so that in the event the bus bike racks are full, and the transit user can still ride the bus and leave his/her bike at a secure location. These locations should be decided with the help of drivers, staff, and the users.
9. Problem pedestrian areas identified at the open houses and through public involvement should be addressed to meet safety standards and increase the walkability of heavily used pedestrian corridors.
10. Existing sidewalks should be linked within the pedestrian zones identified in Chapter 5.
11. A sidewalk maintenance plan should be developed.
12. Apply annually for federal and state funding. Funds should be directed to both facilities as well as programs.
13. Jurisdictions, including UDOT, should work with new development in their areas to have potential bicycle and pedestrian facilities as part of the development review process. New development along designated routes should provide, at minimum, a Class III Bicycle Route.
14. The legislative branch of each LUA jurisdiction must endorse this plan, through resolution, to ensure uniform implementation.

Table 5
Short-term Implementation Recommendations

Number	Project	Sponsor
PBS-01	Ped/Bike Marketing and Education	private orgs./CMPO
PBS -02	Designated on-street bike route	multi-jurisdictional/CMPO
PBS-03	Bike racks on transit busses	City of Logan/CVTD
PBS-04	Bike Parking at transit stops	City of Logan/CVTD
PBS-05	CBD pedestrian enhancements	cities/CMPO
PBS-06	CBD bicycle enhancements	cities/CMPO
PBS-07	Sidewalk connectivity improvements	cities/CMPO
PBS-08	Cache Valley Bonneville Shoreline Trail	cities/private

B. LONG TERM IMPLEMENTATION RECOMMENDATIONS (5+ YEAR PLANNING HORIZON)

1. Natural Resource corridors should be explored for trail improvements, that if developed for recreational value, would also have transportation benefits. Agreements should be made with the Canal companies to establish a permitted right-of-way use along the canal bank to create an off-street, north to south connection throughout the study area. Land owners should be contacted and involved in the process, and should come to a consensus on off-street corridor use.
2. Continued education and marketing.
3. Work with recreation agencies and individual cities to develop recreational gateways (as established in Chapter 5) to link transportation and recreation trip purposes.
4. Work with UDOT, Cache County, public transit providers, and individual cities to establish or update bicycle and pedestrian facilities as development occurs or as roadway facilities are updated.
5. Although the LUA is currently in air quality attainment, if the area falls into non-attainment status, effort should be made to receive Congestion Mitigation Air Quality funding to help development of bicycle and pedestrian facilities and programs.
6. Continue to apply for federal and state funds for facility and program development. Explore new funding opportunities as they become available.
7. Review the plan every 3-5 years to reflect changes in the Urbanized Area.

**Table 6
Long-term Implementation Recommendations**

Number	Project	Sponsor
PBL-01	Explore and advance off street trail enhancements	cities/private land owners/CMPO
PBL-02	Ped/Bike Marketing and Education	private orgs./CMPO
PBL-03	Establish and designate recreational gateways	cities/CMPO
PBL-04	CBD pedestrian enhancements	cities/CMPO
PBL-05	CBD bicycle enhancements	cities/CMPO
PBL-06	Sidewalk connectivity improvements	cities/CMPO