3. Project Inventory

A project inventory was conducted to understand baseline data. The discussion focuses on the configuration of the existing street system, existing bicycle and pedestrian facilities, natural resources, existing plans developed by municipalities and planning agencies, and an analysis of major transportation generators throughout the study area.

A. STREET SYSTEM

The Cache Valley transportation network is oriented towards vehicle travel. All of the cities in the region were established on a grid system, with the center at 0 West/East and 0 North/South. Each block is uniformly 660 feet long. Although this system is well suited for automobile traffic, it was not designed to accommodate bicyclists and pedestrians. Additionally, sidewalks, trails, and urban bicycle routes were not explicitly planned.

Streets are categorized by their use and function in the overall system. Local streets generally serve land uses such as residential uses or low volume non-residential uses. These feed into collectors, which while still serving land uses, tend to have better connectivity and carry more traffic. Collectors in turn feed into arterials, which are meant to carry traffic longer distances at higher speeds with fewer interruptions. In the Cache Valley, there are no Interstate routes and as such, many of the arterials are used for high speed travel, specifically Highway 89/91. Highway 91 also serves as Main Street in both Logan and Smithfield, creating a potentially 'unfriendly' pedestrian or bicycle environment. A map of the CMPO's existing street system is shown in Figure 2.

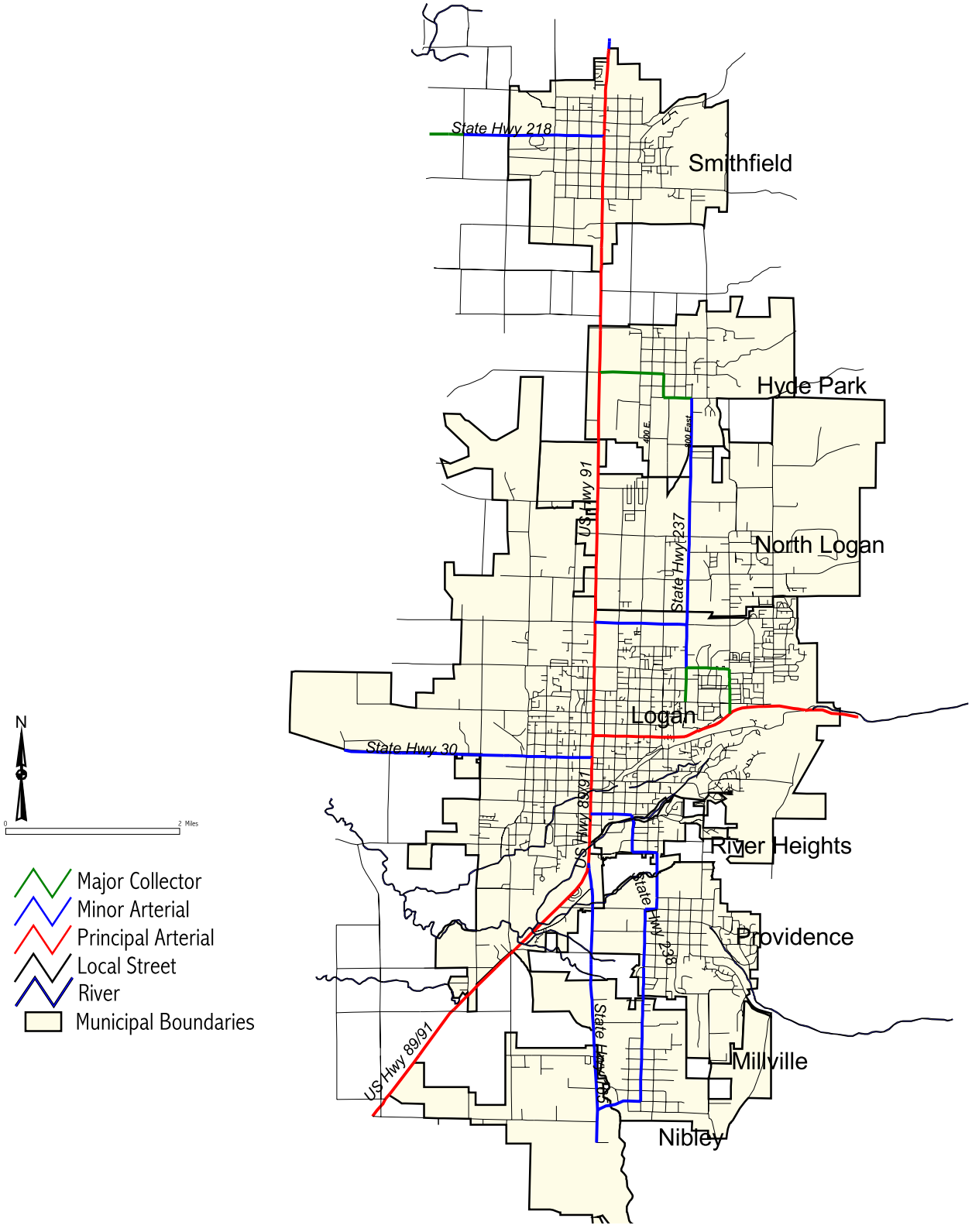
B. EXISTING FACILITIES

Pedestrian Facilities

Pedestrian development can be categorized as either 'developed' or 'semi-developed'. In areas considered 'developed', there are sidewalks on both sides of the street, as well as crosswalks at some intersections.

'Developed' pedestrian infrastructure is most prevalent within the city limits of Logan, with sidewalks in most areas. Given the land uses such as restaurants and small shops, the area is well-used by pedestrians. Within Logan, sidewalks range in width from 10 to 12 feet to as narrow as 4 feet in many locations. In some areas, there are gaps in the sidewalk system that can make the whole walking route less useful and less appealing to users. Certain impediments to pedestrian flow should be recognized. Street widths within the CBD require long signal cycle lengths and result in a longer period of pedestrian exposure in the street. In the CBD pedestrians are offered the minimum cycle length which is often a greater concern to children, elderly, and persons with disabilities. There are some mid-block crossings that pose difficulty to pedestrians. Few stores offer bike racks and pedestrians and cyclists typically share the sidewalk.

Logan Urbanized Area
Functional Classification of Roads



	CMPO Long Range Bicycle Pedestrian Plan Functional Classification of Streets	Figure 2

Areas are considered 'semi-developed' when there is a sidewalk on at least one side of the street in some areas of the community. In Smithfield, Hyde Park, and North Logan, sidewalks are generally confined to one side of the street within the central downtown area. In other cities, the lack of sidewalks may reflect the standards of the community to remain rural, allowing natural pathways to be formed instead of concrete sidewalks. This desire may change as the population increases in these areas.

Bicycle Facilities

The majority of facilities available to bicyclists consist of the existing road network. However, there are very few designated bicycle facilities that might serve to increase the viability of the mode to greater numbers of people. Logan City Parks and Recreation has developed an off street trail through the Logan Municipal Golf Course and is in the process of continuing this trail. There are no designated on-street facilities in the LUA.

Bicycle parking facilities are badly under-represented. Finding secure and convenient parking facilities is often the most difficult part of a local bicycle trip.

C. EXISTING PLANS / PLANNED FACILITIES

Existing plans were gathered from each municipality, as well as from the County and the CMPO. The plans were gathered to study what planning the local governments had already completed for bicycles and pedestrians. The plans are shown in Figure 3.

Cache Metropolitan Planning Organization Long Range Transportation Plan

The CMPO completed a Long Range Transportation Plan in 1997. The plan identified two development projects, one for bicyclists, one for pedestrians. The first project would provide bicycle parking and storage facilities throughout the downtown area. The second project would provide a pedestrian pathway connecting Canyon Road and the Utah State University campus. Neither project was funded. Additional detailed projects were not identified, however the pending Pedestrian/Bicycle Plan was cited.

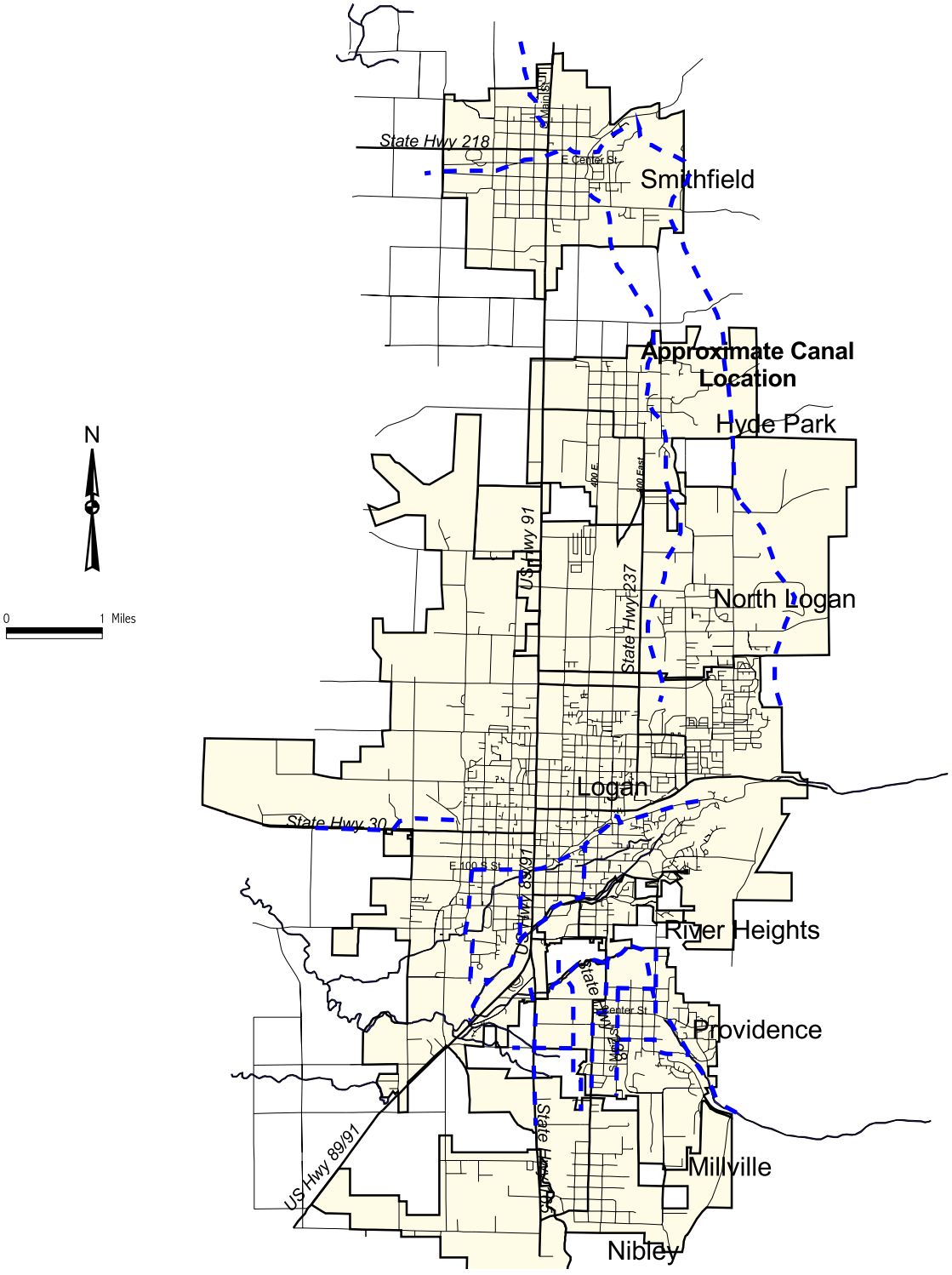
Smithfield

Smithfield's Comprehensive Transportation Plan includes a proposed trail system. None of the routes are designated as on street, bicycle commuter routes. Smithfield adopted the plan in 1999, but did not include the proposed canal trail system.

Hyde Park

Hyde Park City has completed a Bike/Pedestrian and Equestrian Trails Master Plan that recommends the implementation of a network of bike lanes, dedicated bike/pedestrian paths and equestrian trails. Three long term goals are established for cycling in Hyde Park. The plan calls for an extensive east/west network of trails. The goals are: (1) develop a continuous bike/pedestrian trails system for inter-and intra-city travel; (2) improve bicycle safety throughout the city and metropolitan areas; (3) encourage the use of bicycles as an alternate form of transportation. As a priority, the plan lists the Logan Northern Canal and the Logan – Hyde Park – Smithfield Canal.

Inventory of Existing and Proposed Multi-Use Trails



Planned Trails or Bikeways

Information was gathered from existing community plans and include Smithfield, Hyde Park, North Logan, Logan, and Providence.

	CMPO Long Range Bicycle Pedestrian Plan Inventory of Existing and Proposed Multi-Use Trails	Figure 3

In addition, the plan identifies the Utah Power & Light (UP&L) corridor on the east bench as a potential trail.

North Logan

The North Logan Master Plan designates a proposed trail system. The plan calls for trails for the connection of parks and open spaces to promote east-west and north-south transportation. As in other cities, it suggests the use of the canal system to promote trail development, specifically the North Logan Canal. The plan also designates the UP&L utility line. The draft calls for bicycle accommodation on all collectors and arterials by providing shareable lane width. It calls for roadside sidewalk for pedestrians and provides an option for an interim facility for pedestrians long underdeveloped frontages.

Logan City

Logan City recently completed a Parks, Recreation, Trails and Open Space Plan in 1997. It emphasizes the importance of agency cooperation to establish connections between major generators, including schools, recreation areas and residential areas. The plan was adopted in May, 1998.

Providence

The City of Providence approved a master plan in March, 1994. In it, the need for a city wide trails system was identified in order to meet varied needs of the residents. Four types of trails were designated including wheelchair accessible trails, trails not accessible to wheelchairs, primitive trails and bike commuter routes. Bike commuter routes were proposed for State Route 165, 100 West, 200 West, 400 West, 200 North, and 400 East. Additional areas accessible to bicycles are proposed throughout the city and follow both road corridors and water courses.

River Heights

River Heights currently has a draft plan addressing several issues, including transportation. Although bicycle travel is not explicitly addressed, pedestrian development is clearly a priority. The city proposed to develop a systematic plan to install sidewalk, curbs, and gutters where appropriate through the existing developed areas of the city. The plan is still in draft form and was initiated in 1998.

Cache County

The draft Transportation Element of the Cache Countywide Comprehensive Plan (not yet adopted) discusses the current trends in bicycling and walking and also has a series of recommendations to increase bicycle and pedestrian trips. These are: organize a Pedestrian/Bicycle program, plan and construct needed facilities, promote bicycling and walking, educate bicyclist, pedestrians, and the public, and enforce traffic laws and regulations. No specific facilities are identified. The plan has not yet been adopted by the Cache County Council.

Logan Urbanized Area Short Range Transit Plan

The CMPO, in conjunction with the City of Logan Transit Department, has prepared a Short Range Transit Plan for the Logan service area. This plan was adopted in 1997. It has recommendations for bike racks on the bus fleet and bicycle parking facilities at

busier stops and at a proposed transit center. The proposed new transit center at 105 East 400 North will have ten bike racks installed. Construction of the facility will begin in 1999.

Millville and Nibley did not have transportation plans completed at the time of this planning effort.

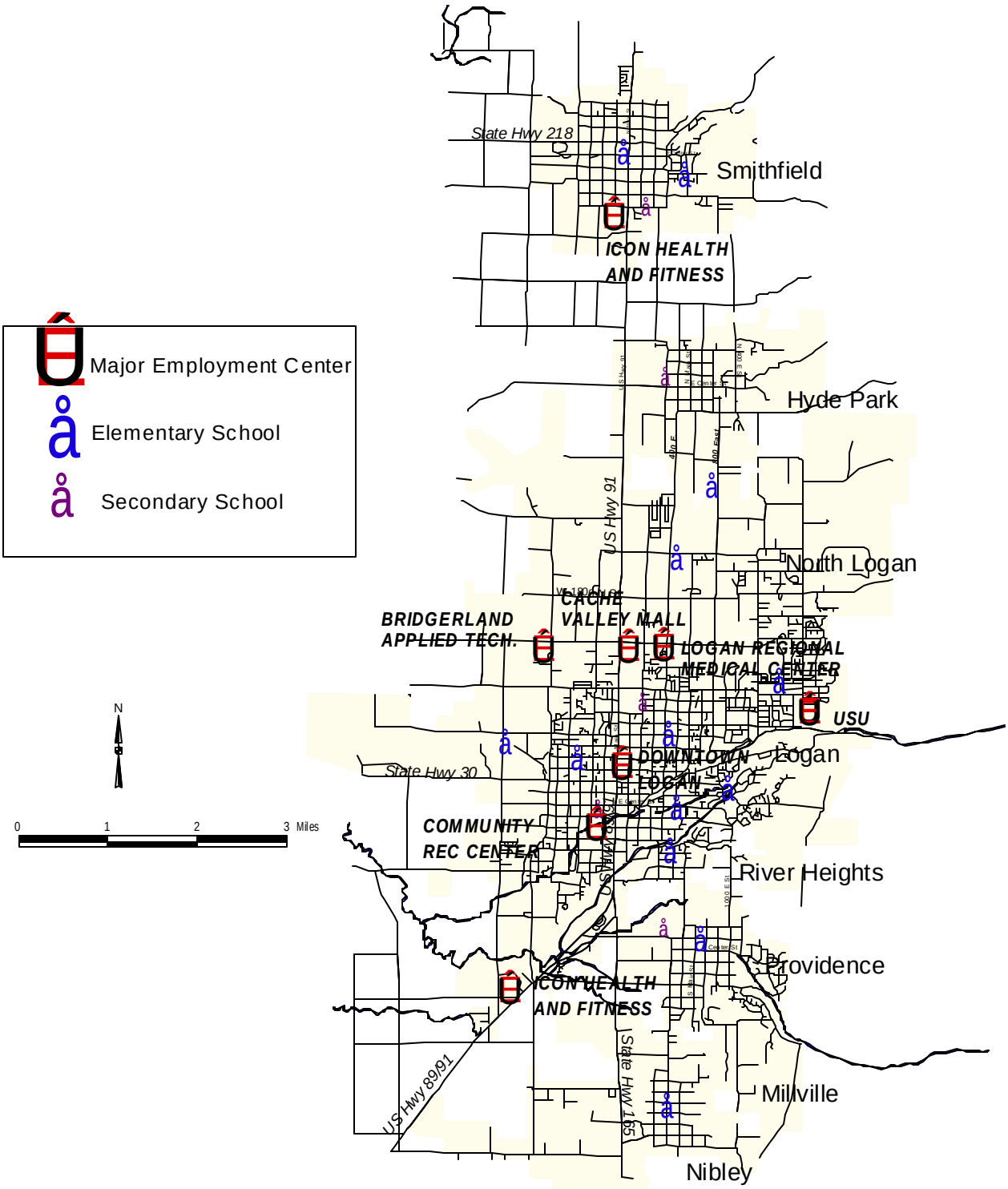
D. MAJOR GENERATORS

The location of major employment, shopping centers, and schools affect transportation patterns, serving primarily as destinations for transportation trips. Origins for trips will generally come from residential areas in and around each community. A non-motorized transportation system should ideally connect these generators with residential areas so that bicycle and/or pedestrian commuting is convenient, safe and efficient.

Sites were identified through data supplied by the Governor's Office of Planning and Budget and by the Pedestrian/Bicycle Advisory Committee (PBAC). Major generators are shown in Figure 4 and include:

Bridgerland Applied Technology Center
Cache Valley Mall
Logan Regional Medical Center
Downtown Logan
Utah State University
Icon Health and Fitness
Logan Community Recreation Center and High School
Primary and Secondary Public Schools
Transit Center

Major Activity Centers and School Locations



	CMPO Long Range Bicycle Pedestrian Plan Major Activity Centers and School Locations	Figure 4