

9. Off-Street Corridors

Off-street corridors provide ideal continuous travelways for bicycles and pedestrians. In the LUA several options exist for off-street development along canals and power corridors. The pros and cons of their development, as well as the constraints that exist, are discussed below.

The off-road trails component of the bicycle and pedestrian plan includes two Cache Valley canal corridors and a power transmission line corridor. The Cache Valley canals included in the off-road component are the Logan Northern and the Logan-Hyde Park-Smithfield canals. Although these opportunities exist for development, it is important to note the strong opposition to developing canal corridors from residents in close proximity to the resources. The power transmission line corridor is the Utah Power and Light corridor running along the east bench of Cache Valley.

Utah Power and Light -- Power Transmission Line Corridor

The Utah Power and Light (UP&L) power transmission corridor contours along the eastern bench of Cache County from Nibley to Smithfield. The Power Company's easement for the transmission lines extends 150 feet east and 150 feet west of the lines. This easement is a favorable corridor for a trail because of its linear context and proximity to the Cache Valley residential population. The southern portion of the corridor follows what is known locally as the "deer fence" trail. Local residents currently use this segment as a recreation trail.

The UP&L organization supports trail development along the transmission line corridor with the understanding that they will make the ultimate decisions regarding trail development. The following lists some of the opportunities and constraints for trail development along the UP&L transmission line corridor.

Opportunities

- Very little residential development along the transmission corridor results in few adjacent property owner conflicts.
- Recreational use, including walking, jogging, and mountain biking, currently occurs along segments of the corridor.
- Some Cache County communities have completed plans showing trail development along the corridor.
- UP&L is very supportive of trail development along the corridor. (Personal Communication between BIO/WEST, Inc. and Rick Lungman, Utah Power and Light area manager for Cache, Rich and Box Elder Counties, March 1, 1999).

Constraints

- Conflicts with property owners and deer fence trail uses have resulted in sections of the trail being blocked by fences.
- UP&L has concerns about vandalism of transmission line infrastructure.

- Some sections of the corridor are steep and may require switchbacks and substantial realignment of the existing trail if it is to meet ADA requirements.
- The trail will not link with the bicycle and pedestrian corridors outlined in this plan.
- A potentially dangerous road crossing exists at Highway 89 as it enters Logan Canyon.
- Current use by off-highway vehicles on some segments of the trail may not be compatible with recreational trail development.

Logan Northern Canal and Logan-Hyde Park-Smithfield Canal

Both the Logan Northern Canal and Logan-Hyde Park-Smithfield Canal corridors are easements along private property that are operated for irrigation purposes. The Logan Northern Canal begins along Canyon Road in Logan. It runs west along Canyon Road and then turns to the north and continues through Logan, North Logan, Hyde Park, and Smithfield. The Logan-Hyde Park-Smithfield Canal begins in Logan Canyon and is the eastern most canal in Cache Valley. At the mouth of the Logan Canyon the canal turns to the north and continues along the east sides of Logan, North Logan, and Hyde Park, and ends in Smithfield. Because of the opposition to canal development, this option will not be pursued without strong consensus from local government and property owners. The following lists some of the opportunities and constraints for trail development along the canal corridors.

Opportunities

- Several segments of the canal corridors are currently used as walking/jogging trails with little or no conflict.
- The canals are a linear element in the urban and rural landscape that provide the ideal setting for regional trail development and trail network connections.
- Canal corridor trails can function as links between bicycle and pedestrian transportation corridors and neighborhoods. This does not require canal trail development along their full length.
- Trail development along canals can meet valley resident's desires for more trails. The Logan City Parks, Recreation, Trails, and Open Space Master Plan conducted a Community Needs Survey. It states that more than 77 percent of respondents desire walking and jogging trails and 52 percent want recreational (i.e., off-road) bicycling trails.
- Some Cache County communities have completed plans showing trail development along the canal corridors.

Constraints

- The canal corridor's property easements run across privately owned property. Many property owners along the canal easements do not support trail development because they consider public trails a loss of privacy and property value. Recent discussion of trail development has prompted several property owners to place fences along their portions of the canal.
- Canal companies are reluctant to develop trails because they feel it is not compatible with administration and maintenance of the canal system. Some of their issues of concern are 1) a lack of property owner support, 2) liability, 3) maintenance

- machinery impacting the trail surface, and 4) canal dredging and spraying impacting the trail surface and trail users.
- Some segments of the canals are constrained by very dense vegetation and proximity to residential development.

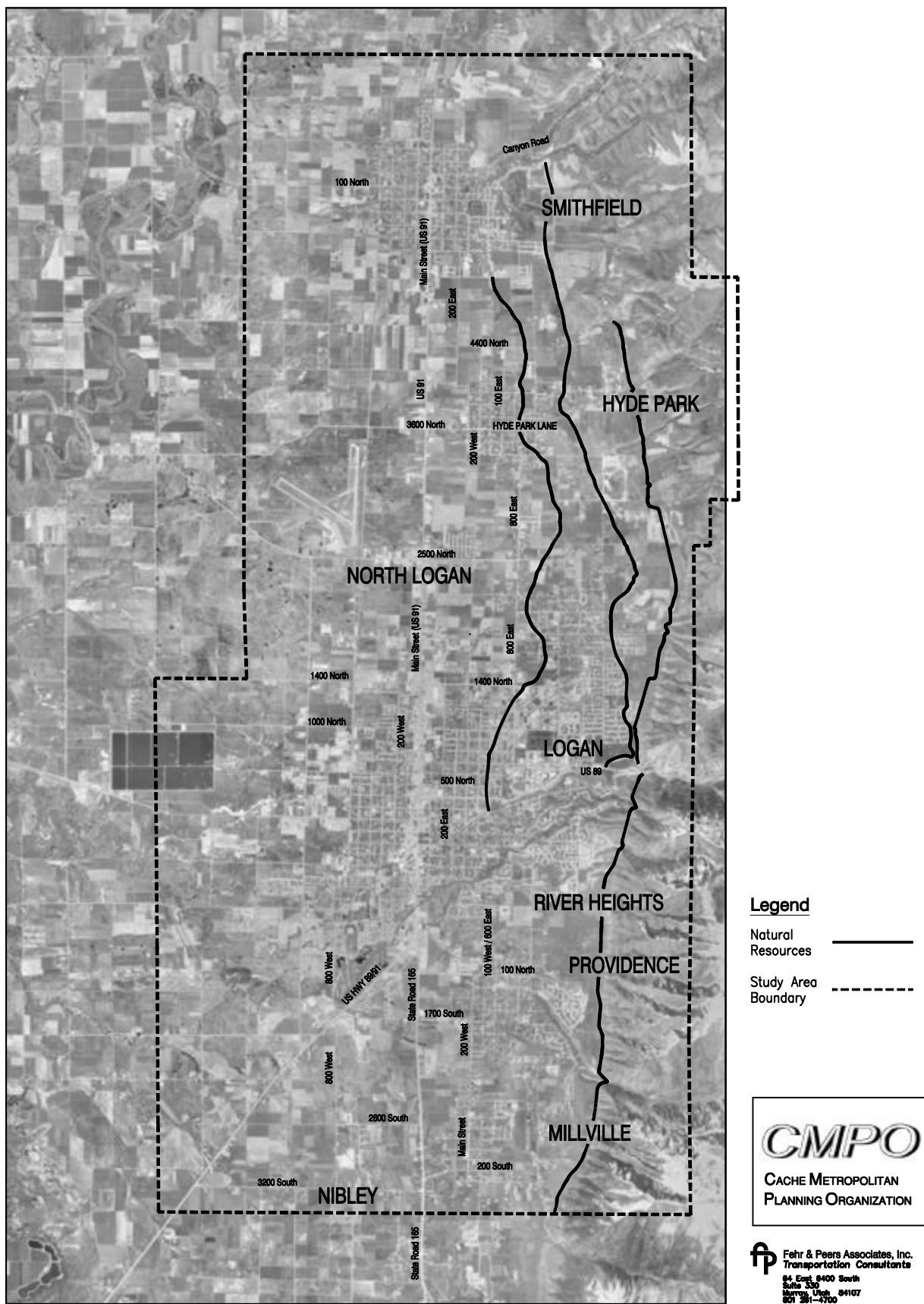


Figure 12 CACHE METROPOLITAN PLANNING ORGANIZATION OFF-STREET CORRIDORS