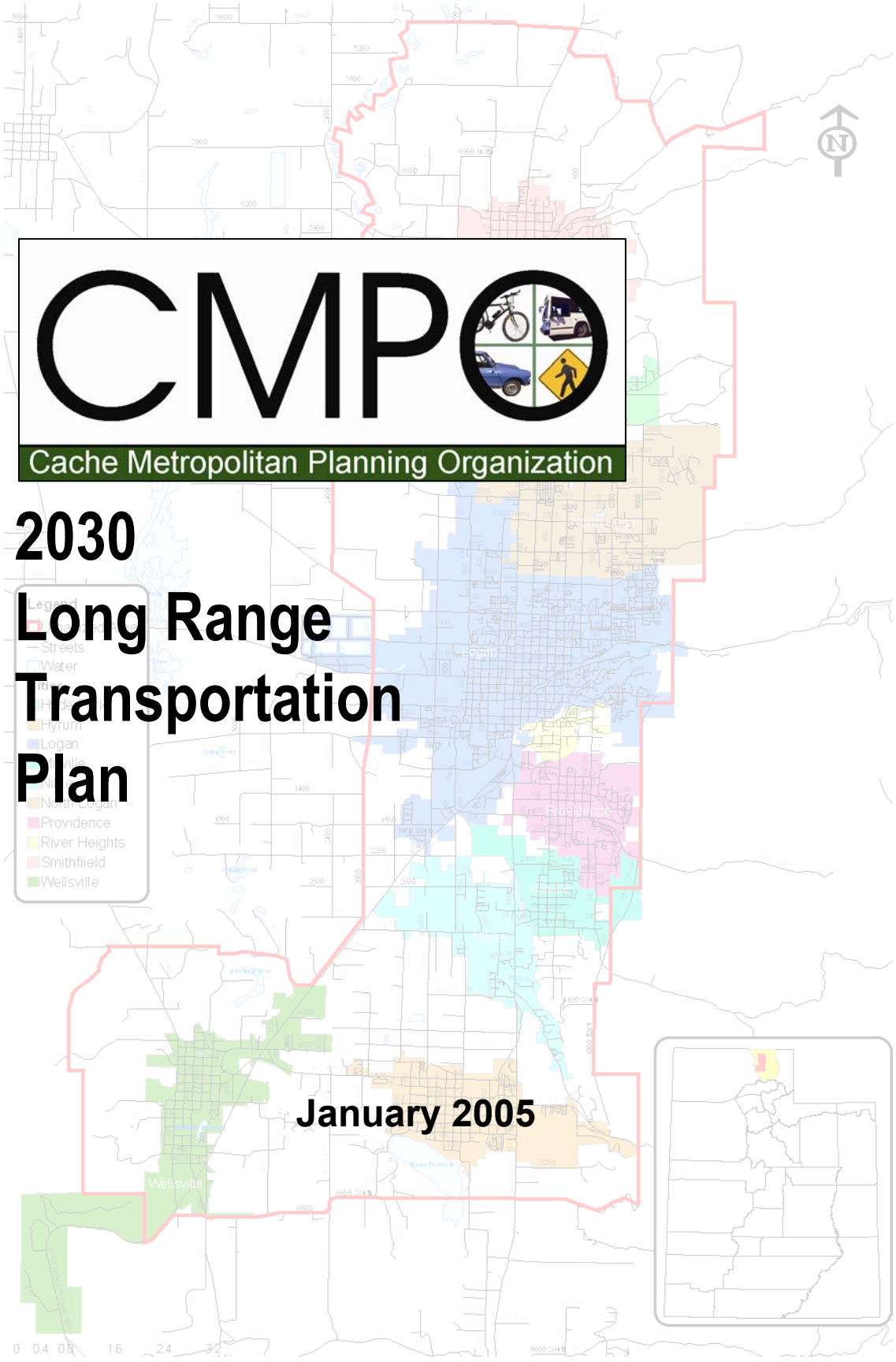
CMPO
Cache Metropolitan Planning Organization
2030
Long Range
Transportation
Plan
Legend
Streets
Water
Hyrum
Logan
North Logan
Providence
River Heights
Smithfield
Wellsville
January 2005

This document has been prepared for the

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EXECUTIVE SUMMARY

A. Regional Growth

The Cache Valley is widely known for its quality of life. The strengths of the Cache Valley lie in its difference from other areas of the state; that it has a vibrant and healthy central business district, is a walkable community, and has a transit system that is a viable and well-used alternative to driving. However, these assets and this quality of life are also responsible for much of the population and employment growth in the region. The increasing demand on the transportation system that is created by this growing population forces the region to address both short and long-term transportation issues and solutions.

The solutions to transportation issues in the Cache Valley region are multi-faceted and are a balance of several factors rather than a single-minded approach. While these factors include the more traditional solutions of additional highway capacity and increased highway spending, they also include expanded transit infrastructure and the providing of incentives to use alternative modes of transportation. Inherent in expanding transit infrastructure is looking at land uses that support and augment a transit system by providing appropriate density and/or suitable scale. While these latter elements are less traditional ways to address transportation issues, they need to be recognized as important elements in the realm of transportation planning.

Existing socioeconomic data for the Cache Valley region is shown in Table ES-1. Since 1990, population has increased more than 40 percent. Employment data is for only a two-year period, but employment increased by almost six percent during that time.

Table ES-1: Socioeconomic Data by Cache MPO City

City	Population				Households				Employment		
	1990	2000	2003	% Change 90-03	1990	2000	2003	% Change 90-03	2001	2003	% Change 01-03
Hyde Park	2,190	2,955	3,237	47.8	544	779	864	58.8	350	328	-6.3
Hyrum	4,829	6,316	7,176	48.6	1,260	1,744	1,877	49.0	2,232	2,241	4.0
Logan	32,762	42,670	44,372	35.4	11,034	14,692	15,746	42.7	26,153	26,329	0.7
Millville	1,202	1,507	1,430	19.0	287	405	381	32.8	27	33	22.2
Nibley	1,167	2,045	2,881	146.9	314	580	819	160.8	238	221	-7.1
North Logan	3,768	6,163	6,910	83.4	961	1,778	1,956	103.5	4,542	5,475	20.5
Providence	3,344	4,377	5,268	57.5	873	1,290	1,526	74.8	807	1,114	38.0
River Heights	1,274	1,496	1,276	.2	387	492	424	9.6	129	92	-28.7
Smithfield	5,566	7,261	8,029	44.3	1,513	2,159	2,383	57.5	1,068	1,595	49.3
Wellsville	2,206	2,728	2,912	32.0	603	815	865	43.4	311	463	48.9
Total	**58,308**	**77,518**	**83,491**	**43.2**	**17,776**	**24,734**	**26,841**	**51.0**	**35,857**	**37,891**	**5.7**

For sources, see Chapter 1.

Projections for population, households, and employment to the year 2030 are shown in Table ES-2. Again, both population and employment are expected to increase significantly over the next few decades, causing a greater impact on the region's transportation network.

Table ES-2: Socioeconomic Information by City, 2003-2030

City	Population			Households			Employment		
	2003	2030	% Change	2003	2030	% Change	2003	2030	% Change
Hyde Park	3,237	3,900	20.5	864	1,036	19.9	328	610	86.0
Hyrum	7,176	9,919	38.2	1,877	2,743	46.1	2,241	4,056	81.0
Logan	44,372	59,013	33.0	15,746	20,374	29.4	26,329	48,601	84.6
Millville	1,430	2,191	53.2	381	584	53.3	33	61	84.8
Nibley	2,881	5,424	88.3	819	1,542	88.3	221	400	81.0
North Logan	6,910	9,263	34.1	1,956	2,628	34.4	5,475	9,908	81.0
Providence	5,268	11,172	112.1	1,526	3,230	111.7	1,114	2,015	81.0
River Heights	1,276	2,540	99.1	424	845	99.3	92	236	156.5
Smithfield	8,029	12,207	52.0	2,383	3,622	52.0	1,595	2,901	81.9
Wellsville	2,912	4,029	38.4	865	1,192	37.8	463	838	81.0
Total	**83,491**	**119,658**	**43.3**	**26,841**	**37,796**	**40.8**	**37,891**	**69,626**	**83.8**

For sources, see Chapter 1.

B. Level of Service

An analysis of existing level of service on roads throughout the Cache Valley region shows significant traffic congestion in several areas, including:

- downtown Logan
- from Nibley to Smithfield on US 91
- SR 30 between Logan and Box Elder County
- 100 East in downtown Logan south of Center Street.

Assuming no improvements to the transportation network until 2030, significantly more congestion is expected in the future. In fact, analysis of existing conditions suggests that there are currently about three miles of road with chronic congestion in Cache Valley, and in a 2030 no-build scenario, more than 17 miles of road should expect chronic congestion. Future areas of anticipated congestion include:

- all of downtown Logan
- the southern end of the valley including SR 101 and SR 165
- several roads west of US 91.

C. Funding

Table ES-3 summarizes total funds for the Cache MPO for 2005-2030 in the appropriate funding categories that may be expected over the planning horizon. It should be emphasized that the CMPO has no programming or direct approval power over the vast majority of funding, including state and local funding. However, it is important for the CMPO to create the regional leadership necessary to establish the system and so the Cache MPO should plan for the entire $293 million of expected funding in the Cache MPO area.

Table ES-3: Total CMPO Funding Categories 2005-2030

CMPO Funds Available for New Capacity	**$293,339,790**	**100%**
Federal STP Cache	$28,024,968	10%
Federal PL Cache	$4,257,763	1%
Other Federal (CMAQ, NHS, Etc.)	$79,186,869	27%
State	$166,171,547	57%
CHF / Other	$4,641,592	2%
Local	$11,057,058	4%

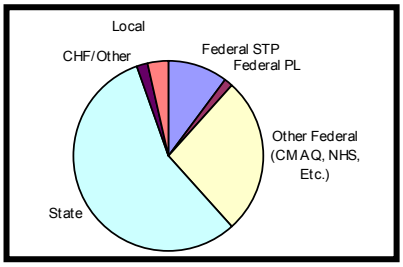

Table ES-4 provides an estimate of projected funding over various time periods of the 25 year plan. The projected shortfall of local funding in the early years is of particular importance since it reflects the need for either additional local funds or the cost of deferred maintenance.

Table ES-4: Phased Cache MPO Funding (rounded)

	Total 2005-2030	Phase 1 2005-2010	Phase II 2010-2020	Phase III 2020-2030
Total CMPO Funds	**$293,340,000**	$33,573,000	$95,052,000	$164,715,000
Federal STP	**$28,025,000**	$5,250,000	$10,263,000	$12,511,000
Federal PL	**$4,258,000**	$798,000	$1,559,000	$1,901,000
Other Federal	**$79,187,000**	$14,835,000	$29,000,000	$35,351,000
State	**$166,172,000**	$20,876,000	$54,935,000	$90,360,000
CHF/Other	**$4,642,000**	$583,000	$1,535,000	$2,524,000
Local	**$11,057,000**	-$8,770,000	-$2,241,000	$22,067,000

D. Project Development

The Ultimate Functional Classification Map represents a long-term vision for highway corridors for the region and is intended to guide transportation-planning decisions by identifying, at a high level, the planned function and character of the region's corridors. It is a long-term guide for regional and local officials for nearer-term projects and should be periodically revisited and revised as the region's goals and objectives shift. Table ES-5 shows the list of transportation projects identified by area officials as priority needs for the next 30 years.

Table ES-5: Project List

#	Project Location	Limits		Project Description	Street Classification	Length (miles)	Cost (mill)	Plan Prior -ity	State Roads
		Begin	End						
1	100 East	300 South (Logan)	100 North (Providence)	New Construction 2-Lanes	Collector	1.08	$4.75	1	Non-State
2	100 East	400 North (SR 89 - Logan)	300 South (Logan)	Widening to 80' ROW	Collector	0.90	$2.34	1	Non-State
3	250 East (Smithfield)	3600 North (Hyde Park Lane)	600 South (Smithfield)	Widening to 80' ROW	Collector	1.71	$4.45	1	Non-State
4	200 East (North Logan)	2500 North (N. Logan)	3600 N (Hyde Park Lane)	New Construction 2-Lanes	Collector	1.56	$6.86	1	Non-State
5	200 East (North Logan)	SR 89	2500 North (N. Logan)	Widening to 80' ROW	Collector	2.66	$6.92	1	Non-State
6	On Functional Classification System			Spot Improvements	NA	NA	$3.90	1	NA
7	Short Dugway (Logan)	SR 89	300 North (Logan)	Widening to 4-Lanes	Minor Arterial	0.15	$0.53	1	Non-State
8	200 East (Logan)	100 North (Providence)	SR 89	New Construction and Widening to 80' ROW	Collector	1.98	$8.71	2	Non-State
9	200 East (Logan)	100 North (Providence)	Mill Road (Millville)	New Construction and Widening to 80' ROW	Collector	2.25	$9.90	2	Non-State
10	200 West	2500 North (Logan)	600 South (Smithfield)	New Construction 4-Lanes	Minor Arterial	3.16	$16.75	2	Non-State
11	400 North (Logan)	Highway 91 (Logan)	Ties into SR 30 at 1400 W	Widening to 4-Lanes	Principal Arterial	1.78	$6.23	2	State
12	SR 89/91	3200 South	2500 North	TSM Improvements	Principal Arterial	7.99	$4.00	2	State
13	Canyon Road/ 400 East	300 North (Logan)	300 South (Logan)	Widening to 4-Lanes	Minor Arterial	0.89	$3.12	3	Non-State
14	SR 238	300 South (Logan)	100 North (Providence)	Widening to 80' ROW	Minor Arterial	1.08	$2.81	3	State
15	SR 238	100 North (Providence)	200 South (Millville)	Widening to 4-Lanes	Minor Arterial	2.21	$7.74	3	State
16	1200 West (Nibley/Hyrum)	3200 South (Nibley)	300 North (Hyrum)	Widening to 80' ROW	Collector	2.38	$6.19	3	Non-State
17	600 West (Logan)	2500 North (N. Logan)	400 North (SR 30 - Logan)	Widening to 80' ROW	Collector	2.94	$7.64	3	Non-State
18	600 West (Logan)	400 North (SR 30 - Logan)	SR 89/91	Widening to 80' ROW	Collector	2.32	$6.03	3	Non-State
19	1200 West (Nibley)	SR 89/91	3200 South	New Construction 2-Lanes	Collector	1.59	$7.00	3	Non-State
20	West Side Route at approximately 1400 W	SR 89/91	Highway 218	New Construction and widening 4-Lanes	Principal Arterial	16.72	$95.30	3	State
21	SR 101	Center Street (Wellsville)	SR 89/91	New Construction 2-Lanes	Minor Arterial	1.12	$4.93	3	State
22	SR 101	SR 89/91	200 West (Hyrum)	New Construction and widening 4-Lanes	Minor Arterial	3.26	$17.28	3	State

23	SR 30	400 North Connection	Highway 23	Widening to 4-Lanes	Principal Arterial	1.93	$6.76	3	State
24	100 West (Logan)	600 South (Logan)	Intersection of 1200 South/SR 165	New Construction 2-Lanes	Collector	1.21	$5.32	3	Non-State
25	3200 South (Nibley)	SR 89/91	SR 165 (Nibley)	Road Improvement to 99' ROW	Minor Arterial	2.57	$9.00	3	Non-State
26	100 North (Providence)	Intersection of 1200 South/SR 165	300 East	Widening to 4-Lanes	Minor Arterial	1.25	$6.63	3	Non-State
27	300 East	Center Street (Providence)	600 South	Widening to 80' ROW	Collector	0.93	$2.42	3	Non-State
28	600 East (Logan)	SR 89	2500 North	Road Improvement to 80' ROW	Collector	2.66	$6.92	3	Non-State
29	Airport Road (Logan)	SR 91	3400 North	Road Improvement to 99' ROW	Minor Arterial	3.39	$11.87	3	Non-State
30	Hyde Park Lane (SR 237)	SR 91	400 East (Hyde Park)	Road Widening to 80' ROW	Collector	1.04	$2.70	3	State
31	600 South (Smithfield)	800 West	East Smithfield Boundary	Road Widening to 80' ROW	Minor Arterial	3.07	$7.98	3	Non-State
32	1400 North (SR 239 - Logan)	200 West	1000 West	Widening to 4-Lanes	Minor Arterial	1.02	$3.57	3	State
33	Highway Crossing	Park Ave	1700 South	Widening to 80' ROW	Collector	0.50	$1.30	3	State
34	200 West (Logan)	500 North	2500 North	New Construction 2-Lanes	Collector	2.63	$11.57	3	Non-State
35				ITS Project	NA		$1.00	3	
36				Transit Funding	NA		$1.50	3	

Total of All Projects	**$311.88**	**million**
Total on State Roads	**$152.61**	**million**
Total of Priority 1 Projects	**$29.74**	**million**

E. Transit

The Cache Valley Transit District and the Logan Transit District provide free transit service in the area. Transit use in the Cache Valley is higher than in other similarly-sized areas, and transit planners see this as an opportunity to take advantage of its popularity to plan for a larger, more comprehensive transit system. The "Ultimate Transit Map" reflects an unconstrained future transit plan for the Cache Valley. It focuses on a north/south fixed guideway system, possibly Bus Rapid Transit or Light Rail Transit, from Hyrum to Smithfield with local bus circulators that feed stations from the local cities. In addition, a connection between the Logan Transit Center and Utah State University is shown, as USU is a prime transit route.

Transit projects in the Cache Valley are solely funded and organized by the Cache Valley Transit District and the Logan Transit District. *The Cache Valley Short Range Transit Plan 2003-2007* outlines short-term transit priorities for the region and addresses the desire of area residents to improve existing service and expand the area of transit service.

F. Trails

The Cache MPO adopted a trails plan in 1999, the *Cache Metropolitan Planning Organization Long Range Pedestrian/Bicycle Plan*. The primary goal identified in the 1999 plan was to increase pedestrian use and bicycling as safe and efficient transportation modes. Recommendations focused on short and long-term implementation activities for the region. Short term proposals included marketing and education efforts, designating on-street bicycle routes, bicycle racks at transit stops and on buses, sidewalk improvements and connectivity, and bicycle and pedestrian improvements in the Logan central business district (CBD). Longer term recommendations included such elements as exploring and enhancing off-street trail enhancements, designating recreational gateways, CBD pedestrian and bicycle improvements, and sidewalk connectivity improvements.

Due to the nature of the area and the prominence of Utah State University as an activity center and non-motorized trip generator, non-motorized travel is very important in the area. It is critical that the Cache MPO work to adopt an updated trails plan that includes bicycles and pedestrians and addresses both on-street and off-street facilities. In adopting an inclusive bicycle and pedestrian trails plan, the Cache MPO will consider an 'Ultimate Trails Plan' that is consistent with the Ultimate Functional Classification map for roads and highways. Care should be taken in this trails planning process in considering commuter trends and patterns and identifying more opportunities for commuter bicycle facilities.

G. Land Use

The land use/transportation connection is not trivial, and needs to be considered at both the regional and local government level and in any plan development process. While higher-density, walkable developments are often discussed in the context of transit and transit-oriented development, land use development patterns that address a mix of uses and scale are also important components of the land use/transportation relationship.

H. Future Work Plan

Table ES-6 indicates the future work activities of the Cache MPO in addition to a schedule for those activities. Work is divided into planning products and data collection.

Table ES-6: Planning Products and Data Collection Program

Products	2004	2005		2006		2007		2008		2009		2010		2011	
Demographic Projections	X					X						X			
Financial Projections	X	X								X					
Long / Short Range Transit Plan					X										X
Trail/ Bicycle Plan				X											
Freight Plan								X							
LRP Update	X									X					
Corridor Vision Plans			X												
Annual Open House			X		X		X		X		X		X		X
Data															
Annual Report Card		X		X		X		X		X		X		X	
Project Accountability Report			X		X		X		X		X		X		X
Traffic Counts			X				X				X				X
Speed Data Collection			X		X				X				X		
Peak Period Model								X							
HPMS Expansion		X													