



Dear Logan Transportation Master Plan Steering Committee:

The Bicycle & Pedestrian Advisory Committee (BPAC) is recognized by the Cache Metropolitan Planning Organization and its ten member jurisdictions. BPAC is composed of passionate citizens and professionals who work to provide feedback on both site specific development plans and long-range visioning efforts to support bicycle and pedestrian circulation in Cache County.

As a Committee, we encourage the planning team to strongly consider the following facility improvements and active transportation corridor routes. These recommendations stem from the Cache County Trails & Active Transportation Plan, the Cache Bikeway Study, and the Logan City Bicycle & Pedestrian Master Plan.

Ranked in order of Committee priority, we believe that the development of the following projects and evaluation criteria will enhance the quality of life and mobility opportunities in Cache Valley:

1. The development of the Bridger Rail Trail as outlined in the Cache County Trails & Active Transportation Plan. This project is intended to become a legacy north and south active transportation connection linking all major municipalities on the west side of Cache Valley.
2. The adjustment of the existing bike lane along 500 N and 800 E to the curb, and the modification of on-street parking to be closer to the vehicle travel lane. Doing so will create a protected bike lane and decrease conflict points between vehicles and people on bikes.
3. Include the recommended alignment of the [Fehr and Peers Cache Bikeway Study](#).
4. Suggest an increase of sharrows on Logan City roadways without a bike lane that are below a 35 MPH speed limit with accompanying 'Bikes May Use Full Lane' signage.
5. Include a refined and updated list of high and medium items in the Logan City Bicycle and Pedestrian Master Plan's Section 5.3, 'Project Implementation Matrices.'
6. Evaluate pedestrian and bicycle incident report data to prioritize facility improvements for the optimal safety of all roadway and sidewalk users.

BPAC values the connectivity of trails and paths to provide safe and functional corridors for travel by bicycle and foot. With this in mind, BPAC strongly encourages the study team to prioritize projects that enhance a lively downtown by facilitating accessibility. The continuation of the Logan River Trail through a pedestrian underpass on Main Street at approximately 600 S would support Logan's active transportation infrastructure and improve east-west connectivity. Recent work has already connected this trail out to Trapper Park on the west side, and the trail's connection under Main Street would continue and enhance the trail's connection to the community on the east side. If the road is to remain a two-directional road following the Main Street Corridor Study, our Committee also advocates for mid-block crossings of Main Street with high visibility crosswalks and pedestrian activated HAWK signaling at Federal Avenue, and across 200 N between Main Street and 100 N.



In the creation of efficient and safe bicycle and pedestrian connections on US 89/91, BPAC also recommends that the planning team evaluate the following best practices:

Pedestrian Signal Timing:

- Investigate leading pedestrian interval signal timing at critical intersections, such as at 400N, 200N, 100 N, Center Street, and 100 S.
- Consider adjusting pedestrian signal timing at the above intersections to meet the FHWA MUTCD walking speed of 3.5ft/second.

Bike Detection and Actuation:

- Recommend the addition of sharrows near intersections where bicyclists will be detected with existing RTMS devices.
- Encourage clear guidance to bicyclists on how to actuate detection, as recommended by the NACTO Urban Bikeway Design Guide. This could include the installation of a Push Button Actuation device on 500 N and 100 N.

Pedestrian Safety Calming:

- Consider creating curb extensions on 400N, 200 N, 100 N, Center Street, and 100 S, to close the distance between sidewalks and create a safer pedestrian environment.

Logan City has the highest documented bicycle mode-share in Utah, according to recent American Community Survey data between 2008-2012. This use pattern indicates that residents in Logan City would greatly benefit from public investment in active transportation facilities. BPAC supports all efforts within the Logan City Transportation Master Plan that promote the continuation of developments to improve the health, safety, and the quality of life in Logan City.

Thank you for your consideration of our recommendations.

Sincerely,

Carly Lansche, Cache County
Trails & Active Transportation Coordinator, Development Services

Margaret McCarty - Utah State University
Director, Aggie Blue Bikes

Patrick Singleton - Utah State University
Assistant Professor, Department of Civil and Environmental Engineering

Alexi Lamm - Utah State University
Sustainability Coordinator, Facilities Planning and Design



Lexi Talatau, MS - Bear River Health Department
Health Education and Promotion

Taylor Jensen - Cache County
Countywide Planner, Development Services

Paul Rogers, Citizen Volunteer