

Development Services Cache County Corporation

179 North Main, Room 305
Logan, Utah 84321

Memorandum

To: Cache County Planning Commission
From: Josh Runhaar, County Planner & Zoning Administrator
Date: October 26, 2006
Subject: Funk Agricultural Protection Area

The County Executive Office has forwarded a request to the Planning Commission for the review and recommendation to the County Council of an Agricultural Protection Area for 50.82 acres of land located south of Richmond.

State Code §17-41-305 requires that agricultural protection areas be evaluated based on 5 criteria:

- 1) whether or not the land is currently being used for agricultural production;
- 2) whether or not the land is zoned for agricultural use;
- 3) whether or not the land is viable for agricultural production;
- 4) the extent and nature of existing or proposed farm improvements; and
- 5) anticipated trends in the agricultural and technological conditions.

The applicant has stated that on the land being proposed for the agricultural protection area approximately 600-700 tons of alfalfa is harvested annually, 100 head are housed on a feed lot, and that 100% of the land is irrigated. Existing farm improvements and buildings includes the feed lot which utilizes approximately ten (10) acres of the 50.82 acres. This piece is one of many under agricultural production totaling 130 acres. The landowner has indicated that he intends to sell some of his holdings, but maintain the 50.82 acres proposed for agricultural protection. Staff is recommending that the Planning Commission recommend approval of the Funk Agricultural Protection Area to the County Council based on the following findings of fact:

- 1) The land is currently under agricultural production as a feed lot and fields for an associated dairy farm.
- 2) The land is within the Agriculture Zone.
- 3) The proposed agricultural protection area is 100% irrigated farmland.
- 4) Much of Cache Valley's agricultural production is conducted on a series of small to moderate sized parcels rather than on a few large parcels. This parcel is one of many in production that allow for a productive and viable farming organization.

Attached is a proposed memorandum for the Cache County Council.

Cache County Planning Commission

Cache County Corporation

Memorandum

To: Cache County Council
From: Cache County Planning Commission
Date: November 6, 2006
Subject: Funk Agricultural Protection Area

The Cache County Planning Commission recommends that the Cache County Council approve the proposed Funk Agricultural Protection Area for 50.82 acres of land located at 1109 South State Street (Richmond), TIN #08-002-0017. This recommendation is made based on the following findings of fact:

- 1) The land is currently under agricultural production as a feed lot and fields for a dairy farm.
- 2) The land is within the Agriculture Zone.
- 3) The proposed agricultural protection area is 100% irrigated farmland.
- 4) Much of Cache Valley's agricultural production is conducted on a series of small to moderate sized parcels rather than on a few large parcels. This parcel is one of many in production that allow for a productive and viable farming organization.



Lee Nelson, Planning Commission Chair

1 **Christiansen** states for the record that she is a neighbor of Craig Poppleton's but is not involved in
2 his financial dealings.

3
4 **Draxler** has appraised this property within the last year.

5
6 **Craig Bolten** has met with **Runhaar** and they have decided that this is the best and most timely
7 solution.

8
9 **Craig Rasmussen** concerned about afore mentioned annexation.

10
11 **Craig Poppleton** asks if annexation will proceed with lot 1.

12
13 **Runhaar** affirms that it will go as scheduled.

14
15 **Christiansen** recommends approving and sending to County Council for the Silver Willow
16 Subdivision. **Clements** seconds, passes; 6,0

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19
20 *Item #2 Funk Agriculture Protection Area*

21
22 **Runhaar** briefs: parcel directly north of the Nebo Creek Subdivision. Placement of houses near
23 silage pit, so there is a motion to place area in Agriculture Protection Area.

24
25 **5 requirements for Ag Protection Area.**

- 26 1) whether or not the land is currently being used for agricultural production;
27 2) whether or not the land is zoned for agricultural use;
28 3) whether or not the land is viable for agricultural production;
29 4) the extent and nature of existing or proposed farm improvements; and
30 5) anticipated trends in the agricultural and technological conditions.

31
32 **4 recommended finding of fact:**

- 33 1) The land is currently under agricultural production as a feed lot and fields for a dairy farm.
34 2) The land is within the Agriculture Zone.
35 3) The proposed agricultural protection area is 100% irrigated farmland.
36 4) Much of Cache Valley's agricultural production is conducted on a series of small to moderate
37 sized parcels rather than on a few large parcels. This parcel is one of many in production that
38 allow for a productive and viable farming organization.

39
40 **Draxler** motions to recommend proposal to County Council, **Allen** seconds; passed 6,0.

41
42 01:18:32 PM

43
44 *Item #3 Kirt Lindley Subdivision*

45
46 **Christiansen** discloses that Lindley is her neighbor but she has no involvement in his dealings.

47
48 **Runhaar:** Kirt Lindley is requesting subdivision for 5 lots on 39.42 acres on 6188 south and 2400
49 west.

50
51 **Issues Discussed:** 2004 a natural barrier subdivision occurred that created another parcel. The new
52 ordinance passed September 26, 2006 states that you cannot have 6 lots on a 1970 parcel.

Cache County Planning Commission 6 November 2006



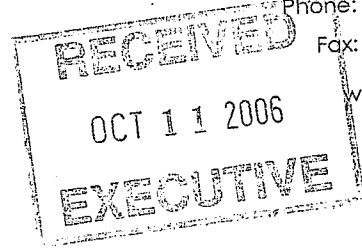
Utah Association of
Conservation Districts

1860 North 100 East
North Logan, Utah 84341-1784

Phone: 435-753-6029

Fax: 435-755-2117

www.uacd.org



October 2, 2006

Cache County Council
Attn: County Executive Lynn Lemon *mm 10/12/06*
179 North Main Suite 309
Logan, UT 84321

Reference: Application for Agricultural Protection Area

The Cache County Agriculture Protection Area Advisory Board, as outlined in Utah Code 17-41-303 for Cache County, met to consider a recommendation on the Agriculture Protection Area Application for Calvin and Carol Funk Family Trust.

The criteria, as stated in Utah Code 17-41-305, were used to evaluate the application. After looking at each item, it is the board's recommendation that the application be approved.

Thank you for the opportunity to review this Agriculture Protection Area application and for the county's efforts in support of agriculture.

Sincerely,

A handwritten signature in cursive script that reads 'Bruce Karren'.

Bruce Karren, Chairman
Cache County Agriculture Protection Area Advisory Board

RESOLUTION NO. 2006-32

A RESOLUTION APPROVING THE CREATION OF AN AGRICULTURE PROTECTION AREA.

The Cache County Council of Cache County, Utah, in a regular meeting, lawful notice of which as been given, finds that the legal requirements for the creation of an agriculture protection area have been met; and, therefore, that the proposal filed by Calvin and Carol Funk Family Trust should be approved.

THEREFORE, the Cache County Council hereby adopts the following resolution:

BE IT RESOLVED that:

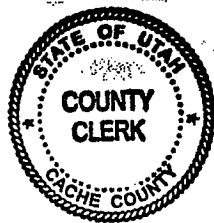
The proposal filed with Cache County by Calvin and Carol Funk Family Trust on September 8, 2006 to create an agriculture protection area on 50.82 acres of real property located at:

See "EXHIBIT A" Attached Hereto and Made a Part Hereof.

is hereby approved.

This resolution shall become effective immediately upon adoption

DATED this 28 Day of November 2006 .



CACHE COUNTY COUNCIL

By:

Cory Yeates, Chairman

ATTEST TO:

Jill N. Zollinger
Jill N. Zollinger, Cache County Clerk

Property Address: 1109 SOUTH STATE
RICHMOND

BEG SE COR LOT 2 SEC 2 T 13N R 1E & TH S 89°49'09" W 2211.94 FT (W 132 RDS BR) TO
E LN OF ST STREET TH N 1°35'04" E 647.86 FT ALG ST TH N 87°59'07" E 217.03 FT TH
N 29°19'03" E 154.13 FT TH N 2°01'23" E 57.79 FT TH S 89°58'13" W 288.88 FT TO E
LN OF ST STREET TH N ALG ST 197 FT M/L TH E 132 RDS M/L TO PT N OF BEG TH S 63.03
S TO BEG CONT 50.82 AC M/L

4

RESOLUTION NO. 06- 33

A RESOLUTION INCREASING THE BUDGET APPROPRIATIONS FOR CERTAIN COUNTY DEPARTMENTS.

The Cache County Council, in a duly convened meeting, pursuant to Sections 17-36-22 through 17-36-26, Utah Code Annotated, 1953 as amended, finds that certain adjustments to the Cache County budget for 2006 are reasonable and necessary; that the said budget has been reviewed by the County Auditor with all affected department heads; that a duly called hearing has been held on November 28, 2006 and all interested parties have been given an opportunity to be heard; that all County Council has given due consideration to matters discussed at the public hearing and to any revised estimates of revenues; and that it is in the best interest of the County that these adjustments be made.

NOW THEREFORE, it is hereby resolved that:

Section 1.

The following adjustments are hereby made to the 2006 budget for Cache County:

see attached

Section 2.

Other than as specifically set forth above, all other matters set forth in the said budget shall remain in full force and effect.

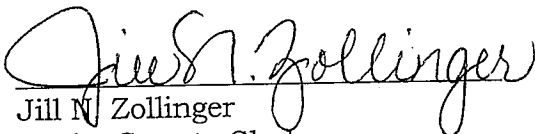
Section 3.

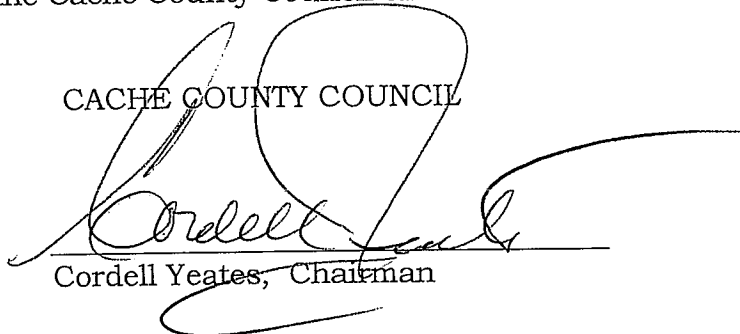
This resolution shall take effect immediately upon adoption and the County Auditor and other county officials are authorized and directed to act accordingly.

This resolution was duly adopted by the Cache County Council on the 28th day of November 2006.

ATTESTED TO:

CACHE COUNTY COUNCIL


Jill N. Zollinger
Cache County Clerk


Cordell Yeates, Chairman

FUND 10 GENERAL FUND REVENUES

Resolution 2006-12
budget hearing - Nov 28, 2006

ACCOUNT	DESCRIPTION	Current Budget	Recommended		Amended Budget	Reason for Change
			Decrease DEBIT	Increase CREDIT		
10-31-21000	Prior Yrs Tax - Assess & Collecting	64,372		(64,372)	-	adjust budget revenue line to 0
10-31-30000	Sales Tax Revenue	(3,301,200)		(300,000)	(3,601,200)	increase estimate based on current projections
10-33-10300	Federal grants - UCCJ	-		(15,500)	(15,500)	Fed grant for night vision equipment
10-33-10400	Homeland Security Grant	(241,302)		(2,211)	(243,513)	reclass budget to actual grant program
10-33-10500	Federal Grants - HAWA	-		(7,272)	(7,272)	adjust to actual collections
10-33-11000	Forest Reserve / Mineral Lease	(45,000)		(26,365)	(71,365)	increase estimate based on current projections
10-33-14100	Crime Victim Grant - VOCA	(109,901)		(12,254)	(122,155)	adjusted to grant award
10-33-14110	Crime Victim Spec. Pros - VAWA	(48,943)		(15,745)	(64,688)	adj to grant award
10-33-44000	State Grants	(17,760)	2,613		(15,147)	adjust to actual collections
10-33-43104	Misc State Grants - Search & Rescue	-		(35,498)	(35,498)	adjust to actual collections
10-33-44200	Voter Outreach Grant	(4,400)		(7,391)	(11,791)	Voter Outreach Grant agreements
10-34-11000	Clerk fees	(32,000)	7,000		(25,000)	adjust to projected collections
10-34-12000	Recorder fees	(260,000)		(19,000)	(279,000)	adjust to projected collections
10-34-19100	Attorney Fees - Other Revenues	(19,000)	4,000		(15,000)	adjust to projected collections
10-34-21000	Sheriff Fees	(80,000)	6,000		(74,000)	adjust to projected collections
10-34-22100	Cache School Dist. Jail Grant	(30,000)	17,603		(12,397)	adjust to projected collections
10-34-23000	Jail Fees - other counties	(7,500)		(26,500)	(34,000)	adjust to projected collections
10-34-23050	Jail Commissary Revenue	-		(250,000)	(250,000)	adjust to projected collections
10-34-23400	Jail fees Contract w/ St. Corrections	(1,390,212)	30,000		(1,360,212)	adjust to projected collections
10-34-23500	Medical /Dental Etc. Reimb	(60,000)	20,000		(40,000)	adjust to projected collections
10-34-23525	Inmate Med & Cart	-		(6,000)	(6,000)	adjust to projected collections
10-34-23555	Inmate Medical co-payments	(18,800)	12,000		(6,800)	adjust to projected collections
10-34-23600	Jail Immigrations - SCAAP	(35,000)	15,000		(20,000)	adjust to projected collections
10-34-23800	Jail fees -fed inmate housing	(1,095,000)		(275,000)	(1,370,000)	adjust to projected collections
10-34-23125	Jail Pay for Stay	(36,000)		(14,000)	(50,000)	adjust to projected collections
10-34-23300	Jail Condition of Probations	(326,000)	72,000		(254,000)	adjust to projected collections
10-34-26000	Other Public Safety Support Services	(9,000)		(743)	(9,743)	donation to Sheriff's office
10-36-90000	Sundry Revenue	(90,450)	60,450		(30,000)	adjust to projected collections
10-36-20000	Rents & Concessions	(130,000)		(36,000)	(166,000)	adjust to projected collections
10-35-10000	City & Precinct Court fines	-		(764)	(764)	adjust to projected collections
10-36-10000	Interest	(370,000)		(188,014)	(558,014)	adjust to projected collections
10-36-72000	Donations to County Rodeo	(27,089)		(1,095)	(28,184)	adjust to projected collections
10-38-78000	Contrib - For Search & Rescue	(11,316)		(385)	(11,701)	funds transfer from 2 closed bank accounts
Totals			246,666	(1,304,109)	(1,057,443)	
Net Adjustment						

FUND 10 GENERAL FUND EXPENDITURES

Resolution 2006-12

ACCOUNT	DESCRIPTION	Recommended			Amended		Reason for Change
		Current Budget	Increase DEBIT	Decrease CREDIT	Budget		
10-4112-110	County Council - Salary	36,874	6,840		43,714	transfer to cover expenses	
10-4112-110	County Council - Benefits	21,518	7,245		28,763	increase to cover expenses	
10-4112-740	County Council - Capitalized Equipment	-	30,000		30,000	Purchase new vehicle	
10-4115-115	Water Policy - Overtime	2,000		(1,600)	400	transfer to cover expenses	
10-4115-620	Water Policy - Misc Services	48,557	22,000		70,557	to pay 3 yr cotr. w/UT Geological Survey (Wells & Spring Monitoring Project)	
10-4126-310	Public Defender - prof & tech	240,000	80,000		320,000	transfer to cover expenses	
10-4130-620	Human Resources - misc services	2,536		(1,000)	1,536	transfer to cover expenses	
10-4131-110	Executive - salary	120,995		(895)	120,100	transfer to cover expenses	
10-4131-130	Executive - benefits	45,012	4,975		49,987	transfer to cover expenses	
10-4134-110	Human Resources - salary	56,193		(324)	55,869	transfer to cover expenses	
10-4134-630	Human Resources - Longevity Service Award	4,226		(930)	3,296	transfer to cover expenses	
10-4135-110	ITS/GIS - salary	25,257		(14,726)	10,531	transfer to cover expenses	
10-4135-130	ITS/GIS - benefits	13,338		(7,541)	5,797	transfer to cover expenses	
10-4135-620	ITS/GIS - misc services	3,350	7,541		10,891	transfer to cover expenses	
10-4136-110	ITS - salary	55,632		(4,281)	51,351	transfer to cover expenses	
10-4136-130	ITS - benefits	20,820	285		21,105	transfer to cover expenses	
10-4136-251	ITS - non capitalized equipment	30,938	15,000		45,938	pc's for extension & laptops attys etc	
10-4141-130	Auditor - Benefits	31,213	3,659		34,872	adj to meet expenses	
10-4142-110	Clerk - salary	80,506	2,200		82,706	adj to meet expenses	
10-4142-130	Clerk - Benefits	30,189	3,212		33,401	adj to meet expenses	
10-4143-110	Treasurer - Salary	10,419	200		10,619	adj to meet expenses	
10-4143-130	Treasurer - benefits	3,418	417		3,835	adj to meet expenses	
10-4144-110	Recorder - Salary	95,947		(4,990)	90,957	adj to meet expenses	
10-4144-250	Recorder - equip supply & maint	3,000	1,732		4,732	transfer to cover expenses	
10-4144-740	Recorder - capitalized equipment	9,000		(1,732)	7,268	transfer to cover expenses	
10-4145-110	Attorney - Salary	482,195	5,523		487,718	transfer to cover expenses	
10-4145-120	Attorney - temporary employees	2,750	2,250		5,000	transfer to cover expenses	
10-4145-130	Attorney - Benefits	174,397	15,700		190,097	transfer to cover expenses	
10-4145-251	Attorney - Non-capitalized equipment	14,187	6,900		21,087	video arraignment	
10-4145-312	Attorney - extraordinary costs	3,205	1,000	(1,000)	2,205	transfer to cover expenses	
10-4145-620	Attorney - misc services	2,749	1,000		3,749	transfer to cover expenses	
10-4147-110	Surveyor - Salary	95,700	1,913		97,613	transfer to cover expenses	
10-4147-120	Surveyor - temporary employees	22,364		(1,000)	21,364	transfer to cover expenses	
10-4147-130	Surveyor - benefits	37,197	5,302		42,499	transfer to cover expenses	
10-4147-250	Surveyor - equip supply & maint	5,748		(450)	5,298	transfer to cover expenses	
10-4147-251	Surveyor - Non Capitalized Equipment	9,207		(2,000)	7,207	transfer to cover expenses	
10-4147-280	Surveyor - telephone	3,152		(400)	2,752	transfer to cover expenses	
10-4147-740	Surveyor - Capitalized Equipment	-	16,000		16,000	buy used vehicle cut from 2007 budget	
10-4148-110	Victims Services - Salary	61,327	13,814		75,141	adjust to match grant award	
10-4148-130	Victims Services - temporary	19,380		(13,577)	5,803	adjust to match grant award	

FUND 10 GENERAL FUND EXPENDITURES

Resolution 2006-12

ACCOUNT	DESCRIPTION	Recommended			Amended Budget	Reason for Change
		Current Budget	Increase DEBIT	Decrease CREDIT		
10-4148-130	Victims Services - benefits	21,254	12,017		33,271	adjust to match grant award
10-4148-240	Victims Services - office supplies	2,990		(1,000)	1,990	adjust to match grant award
10-4148-280	Victims Services - telephones	1,800	1,000		2,800	adjust to match grant award
10-4149-110	VAWA - Salary	37,861	15,745		53,606	transfer to cover expenses
10-4150-552	Non-Dept - NACO memberships	1,467	328		1,795	adjust to actual expense
10-4150-580	Unemployment Comp	9,030	10,000		19,030	transfer to cover expenses
10-4150-620	Non-Dept - other misc services	26,000	99,884		125,884	software, hardware 1st yr contract for scanning services
10-4160-110	Bldg & Grds - Salary	22,825	457		23,282	transfer to cover expenses
10-4160-120	Bldg & Grds - temporary employees	36,167		(10,000)	26,167	transfer to cover expenses
10-4160-130	Bldg & Grds - benefits	10,713	2,190		12,903	transfer to cover expenses
10-4160-251	Bldg & Grds - non-capitalized equip	1,386	7,000		8,386	audio visual multi-purpose room
10-4160-260	Bldg & Grds	15,360	7,000		22,360	transfer to cover expenses
10-4160-625	Building & Grds - safety resource expense	3,465		(3,465)	-	transfer to cover expenses
10-4170-110	Elections - Salary	91,811		(329)	91,482	transfer to cover expenses
10-4170-120	Elections - temporary salary	12,811			12,811	transfer to cover expenses
10-4170-270	Elections - utilities	-	1,000		1,000	warehouse utility expense
10-4170-481	Election - Special Grant Expense	4,400	7,391		11,791	adjust for voter outreach grants
10-4210-110	Sheriff - Salary	1,199,611	16,100	(61,543)	1,138,068	transfer to cover expenses
10-4210-120	Sheriff - temporary	29,275			45,375	transfer to cover expenses
10-4210-130	Sheriff - benefits	635,217		(30,454)	604,763	transfer to cover expenses
10-4210-200	Sheriff - Animal Control materials, supp & serv	-	4,000		4,000	animal control expenses
10-4210-240	Sheriff - Office Expense	11,144	1,200		12,344	transfer to cover expenses
10-4210-290	Sheriff - Gasoline	81,540	15,460		97,000	transfer to cover expenses
10-4210-480	Sheriff - Special Dept Supplies	30,060	743		30,803	donation to Sheriff's office
10-4210-740	Sheriff - capitalized equip	172,140	15,500		15,500	Fed grant for night vision equipment
10-4211-110	Support Services - Salary	797,620	25,000		197,140	1 car cut from 2007 requests
10-4211-120	Support Services - temporary employees	140,000	69,303		866,923	transfer to cover expenses
10-4211-130	Support Services - benefits	396,527	13,000		153,000	to cover expected expense
10-4211-230	Support Services - travel	9,000	29,963		426,490	transfer to cover expenses
10-4211-240	Support Services - office expense	8,000	300		9,300	to cover expected expense
10-4211-250	Support Services - equip supply & maint	20,000	300		8,300	to cover expected expense
10-4211-280	Support Services - telephone	12,000	4,100		24,100	to cover expected expense
10-4211-251	Support Services - non capitalized equip	35,109		(3,500)	8,500	to cover expected expense
10-4211-311	Support Services - software packages	19,525	295		32,109	to cover expected expense
10-4211-330	Support Services - education and training	13,500	1,070		19,820	to cover expected expense
10-4211-740	Support Services - capitalized equip	59,785	20,525		14,570	to cover expected expense
10-4216-140	Search & Rescue - uniform allow	2,018	3,000		80,310	1 car cut from 2007 requests
10-4216-210	Search & Rescue - subscriptions & membership	-	125		5,018	proceeds from Demo Derby
10-4216-251	Search & Rescue - non capitalized equip	21,525	2,875		125	proceeds from Demo Derby

FUND 10 GENERAL FUND EXPENDITURES

ACCOUNT	DESCRIPTION	Current Budget		Recommended Increase		Decrease		Amended Budget		Reason for Change
		Budget		DEBIT	CREDIT	Budget				
10-4216-990	Search & Rescue - Contrib to fund reserve S &	-		48,564		48,564				Secure Rural communities funding for search & rescue
10-4217-140	Mounted Posse - uniform allow	4,931		5,000				9,931		1 car cut from 2007 requests
10-4217-210	Mounted Posse - subscriptions & memberships	7,768			(3,100)			4,668		transfer to cover expenses
10-4217-230	Mounted Posse - travel	2,000			(1,000)			1,000		transfer to cover expenses
10-4217-251	Mounted Posse - non capitalized equip	900		2,809				3,709		revenue offset for this account
10-4217-481	Mounted Posse - Philanthropic Activities	2,250		4,000				6,250		Sub for Santa
10-4217-610	Mounted Posse - misc supplies	4,415			(3,000)			1,415		transfer to cover expenses
10-4217-611	Mounted Posse - posse burger misc supp	1,500		4,100				5,600		revenue offset for this account
10-4218-115	Alcohol - overtime pay	37,000			(1,947)			35,053		transfer to cover expenses
10-4218-130	Alcohol - benefits	5,000		1,947				6,947		transfer to cover expenses
10-4220-110	Fire - Salary	123,400		3,513				126,913		transfer to cover expenses
10-4230-110	Jail - Salary	2,593,024			(13,645)			2,579,379		transfer to cover expenses
10-4230-115	Jail - Overtime	87,000		800				87,800		transfer to pay overtime expenses
10-4230-130	Jail - benefits	1,274,635			(38,367)			1,236,268		transfer to cover expenses
10-4230-230	Jail - Travel	36,000		10,000				46,000		transfer to cover expenses
10-4230-251	Jail - Non-cap equipment	20,867		22,000				42,867		buy additional equip needed for jail
10-4230-255	Jail - Prisoners supplies - w/release	80,000		5,000				85,000		to cover prisoner supplies
10-4230-260	Jail - bldg & grounds	57,000		15,000				72,000		emergency sewer repair
10-4230-280	Jail - Telephone	16,400			(5,000)			11,400		transfer to cover gasoline expense
10-4230-290	Jail - Gasoline	24,000		5,000				29,000		transfer to cover additional expense
10-4230-316	Jail - medical dental expense	60,000			(20,000)			40,000		transfer to cover expenses
10-4230-330	Jail - Education & Training	30,000			(22,000)			8,000		transfer to cover additional equipment
10-4230-333	Jail - All P/S Testing Fees	1,000		1,000				2,000		cover additional expenses
10-4230-381	Jail - Meals	520,000			(10,000)			510,000		transfer to cover special supplies
10-4230-450	Jail - Special Department Supplies	20,286		10,000				30,286		purchase additional supplies
10-4230-730	Jail - Improvements other than building	-		90,000				90,000		fence around jail pod
10-4230-740	Jail - capitalized equipment	-		51,150				51,150		buy 2007 vehicles out of 2006 funds
10-4231-200	Jail Commissary	-		250,000				250,000		Commissary account activity
10-4255-110	Emerg Mgmt - Salary	71,653		12,794				84,447		transfer to cover expenses
10-4255-130	Emerg. Mgmt. -benefits	34,114		405				34,519		transfer to cover expenses
10-4255-115	Emerg Mgmt - overtime	2,500		5,000				7,500		transfer to cover expenses
10-4255-230	Emerg. Mgmt. - travel	400		200				600		transfer to cover expenses
10-4255-280	Emerg Mgmt - telephone	12,500		5,000				17,500		inc to meet expenses
10-4255-290	Emerg Mgmt - gasoline	1,900		2,742				4,642		revenue offset for this account
10-4410-110	Road - Salary	244,703		268				244,971		transfer to cover expenses
10-4410-115	Road - overtime	2,000			(2,000)			-		transfer to cover expenses
10-4410-120	Road - temporary employees	6,445			(1,636)			4,809		transfer to cover expenses
10-4410-130	Road - benefits	107,443		4,974				112,417		adjust to cover
10-4410-270	Road - utilities	15,500		2,000				17,500		transfer to cover expenses
10-4410-710	Road - Capitalized Equip	-		12,000				12,000		mower

FUND 10 GENERAL FUND EXPENDITURES

ACCOUNT	DESCRIPTION	Recommended		Amended Budget	Reason for Change
		Current Budget	Increase DEBIT / Decrease CREDIT		
10-4450-110	Weed - Salary	47,980	5,841	53,821	transfer to cover expenses
10-4450-130	Weed - benefits	25,830	6,421	32,251	transfer to cover expenses
10-4450-290	Weed - Chemical Spray	35,000	10,000	45,000	transfer to cover expenses
10-4450-740	Weed - Capitalized Equip	-	14,000	14,000	truck 2007 request buy in 2006
10-4560-270	Recreation - utilities	3,000	1,000	4,000	transfer to cover expenses
10-4560-290	Recreation - TV translator lease site	143,500	(1,000)	142,500	transfer to cover expenses
10-4580-200	Bookmobile - materials, supplies & services	121,768	3,720	125,488	transfer to cover expenses
10-4580-200	Libraries/Bookmobile -materials, supp & serv	121,768	3,720	125,488	personnel increment on contract
10-4610-130	Extension - benefits	26,583	1,325	27,908	transfer to cover expenses
10-4610-623	Extension - Contract serv w/USU Secretary	31,825	2,175	34,000	adjust to meet est. expense
10-4610-624	Extension - Contract Serv w/USU Horticultural	25,276	1,868	27,144	adjust to meet est. expense
10-4620-290	Fair - prize money & trophy	30,000	4,000	34,000	adjust to meet est. expense
10-4623-990	Demo Derby - Contrib to fund reserve	18,000	(12,000)	6,000	adjust to meet est. expense
10-4800-915	Transfer to Sr Citizens Fund	70,732	11,960	82,692	transfer for employee reassignment
10-4810-200	Transfer to Projects Length Capital Proj Fund	2,000,000	80,000	2,080,000	transfer for furniture for attorney office
	Totals		1,361,875 (304,432)	1,057,443	
	Net Adjustment				

FUND 15 ASSESSING AND COLLECTING FUND EXPENDITURES

ACCOUNT	DESCRIPTION	Recommended		Amended Budget	Reason for Change
		Current Budget	Increase DEBIT / Decrease CREDIT		
15-4112-110	County Council - Salary	4,170	3,729	7,899	transfer to cover expenses
15-4112-130	County Council - Benefits	2,434	1,589	4,023	increase to cover expenses
15-4131-110	Executive - salary	22,160	3,963	26,123	transfer to cover expenses
15-4131-130	Executive - benefits	8,244	2,864	11,108	transfer to cover expenses
15-4131-310	Executive - prof & tech	-	1,490	1,490	transfer to cover expenses
15-4134-110	Human Resources - salary	10,292	1,435	11,727	transfer to cover expenses
15-4134-130	Human Resource - benefits	4,611	1,159	5,770	transfer to cover expenses
15-4134-620	Human Resources - misc services	464	(150)	314	transfer to cover expenses
15-4134-630	Human Resources - Longevity Service Award	774	(170)	604	transfer to cover expenses
15-4135-130	ITS/GIS - benefits	133,385	(7,420)	125,965	transfer to cover expenses
15-4135-620	ITS/GIS - misc services	3,350	7,420	10,770	transfer to cover expenses
15-4136-110	ITS - Salary	169,597		162,597	transfer to cover expenses
15-4136-130	ITS - benefits	63,473	952	64,425	transfer to cover expenses
15-4136-251	ITS - non capitalized equipment	48,563	7,000	55,563	transfer to cover expenses
15-4141-130	Auditor - Benefits	26,334	3,085	29,419	transfer to cover expenses
15-4143-110	Treasurer - Salary	118,937	2,372	121,309	transfer to cover expenses
15-4143-130	Treasurer - benefits	40,975	4,986	45,961	transfer to cover expenses
15-4144-130	Recorder - benefits	22,436	548	22,984	transfer to cover expenses
15-4145-1	Attorney - Salary	43,789	(912)	42,877	transfer to cover expenses
	Totals				

FUND 15 ASSESSING AND COLLECTING FUND EXPENDITURES

ACCOUNT	DESCRIPTION	Current		Recommended		Amended		Reason for Change
		Budget	Increase	DEBIT	CREDIT	Budget	Increase	
15-4145-115	Attorney - overtime	500		412		912		transfer to cover expenses
15-4145-120	Attorney - temporary salary	250		500		750		transfer to cover expenses
15-4145-130	Attorney - Benefits	15,837		525		16,362		transfer to cover expenses
15-4146-110	Assessor - Salary	629,629			(17,692)	611,937		transfer to cover expenses
15-4146-130	Assessor - Benefits	260,942			(13,697)	247,245		transfer to cover expenses
15-4147-110	Surveyor - Salary	4,509		91		4,600		transfer to cover expenses
15-4147-130	Surveyor - benefits	1,691		286		1,977		transfer to cover expenses
15-4147-480	Surveyor - spec dept supplies	90		135		225		transfer to cover expenses
15-4150-580	Unemployment Comp	970		1,000		1,970		transfer to cover expenses
15-4160-120	Building & Grds - temporary employees	5,833		6,924		12,757		transfer to cover expenses
15-4160-130	Building & Grds - benefits	4,746		2,685		7,431		transfer to cover expenses
15-4160-260	Bldg & Grds	6,140		3,000		9,140		transfer to cover expenses
15-4160-620	Building & Grds - misc services	13,815			(11,109)	2,706		transfer to cover expenses
	Totals			58,150	(58,150)	-		

FUND 20 MUNICIPAL SERVICES FUND REVENUES

ACCOUNT	DESCRIPTION	Current		Recommended		Amended		Reason for Change
		Budget	Increase	DEBIT	CREDIT	Budget	Increase	
20-31-30000	Sales Tax Revenue	(611,000)			(8,996)	(619,996)		Adjust to actual received
20-32-21000	Building Permits	(335,000)			(45,000)	(380,000)		Adjust to est. revenue
20-33-30000	PILT	(336,889)			(5,797)	(342,686)		Adjust to actual received
20-33-56000	Class B Allotment	(1,201,696)			(21,816)	(1,223,512)		Adjust to meet expenses
20-38-90000	Appropriated Surplus	(43,564)		43,564		-		Adjust to actual received
	Totals			43,564	(81,609)	(38,045)		

FUND 20 MUNICIPAL SERVICES FUND EXPENDITURES

ACCOUNT	DESCRIPTION	Current		Recommended		Amended		Reason for Change
		Budget	Increase	DEBIT	CREDIT	Budget	Increase	
20-4180-110	Zoning -SALARY	103,147			(17,034)	86,113		Adjust expense to actual
20-4180-120	Zoning - salary	2,000		3,000		5,000		transfer to cover expenses
20-4180-130	Zoning - benefits	48,042			(1,723)	46,319		Adjust expense to actual
20-4210-110	Sheriff -SALARY	212,578			(12,700)	199,878		Adjust expense to actual
20-4210-120	Sheriff - temporary	5,166		2,000		7,166		transfer to cover expenses
20-4210-130	Sheriff - benefits	112,097			(6,627)	105,470		Adjust expense to actual
20-4210-290	Sheriff - gasoline	8,460		3,000		11,460		transfer to cover expenses
20-4210-740	Sheriff - capitalized equipment	17,860		3,000		20,860		transfer to cover expenses
20-4241-110	Building Inspections -SALARY	163,091			(524)	162,567		Adjust expense to actual
20-4241-110	Building Inspections - benefits	59,105		7,804		66,909		Adjust expense to actual
20-4241-7	Building Inspections - capitalized equipment	11,864		4,565		16,429		transfer to cover expenses

FUND 20 MUNICIPAL SERVICES FUND EXPENDITURES

ACCOUNT	DESCRIPTION	Current Budget	Recommended		Amended Budget	Reason for Change
			Increase DEBIT	Decrease CREDIT		
20-4253-200	Animal Control - materials supp & serv	1,779	500		2,279	transfer to cover expenses
20-4253-251	Animal Control - non capitalized equipment	500	164		664	transfer to cover expenses
20-4415-110	Class B Road - SALARY	264,456	10,883		275,339	Adjust expense to actual
20-4415-130	Class B Road - benefits	118,948	10,933		129,881	Adjust expense to actual
20-4415-250	Class B Road - Equipment Supplies & Maint	180,000	50,000		230,000	transfer to cover fuel costs
20-4415-760	Class B Road - New Road Construction	250,000		(50,000)	200,000	transfer to cover fuel costs
20-4800-920	Administration fees - general fund	386,361	30,804		417,165	Adjust expense to actual
			<u>126,653</u>	<u>(88,608)</u>	<u>38,045</u>	

FUND 24 SENIOR CITIZENS FUND REVENUES

ACCOUNT	DESCRIPTION	Current Budget	Recommended		Amended Budget	Reason for Change
			Decrease DEBIT	Increase CREDIT		
24-33-71000	Grants - rapz tax	(15,000)	15,000		-	transfer to proper account
24-34-51000	Tours & Trip	(24,000)	22,000		(2,000)	Adjust expense to actual
24-36-11000	Transfers from Gen Fund	(82,692)		(32,000)	(114,692)	buy oven, hood, proofer and hot box
24-38-11000	Transfer from General Fund	(82,692)			(82,692)	To balance budget adjustments
24-38-43000	Meals on Wheels Donations	(78,000)	10,000		(68,000)	To balance budget adjustments
24-38-75000	Transfers from other funds	(11,000)		(15,000)	(26,000)	RAPZ transfer recognized in correct account
24-38-90000	Appropriated Surplus	(944)		(28,710)	(29,654)	Adjust expense to actual
	Totals		<u>47,000</u>	<u>(75,710)</u>	<u>(28,710)</u>	
	Net Adjustment					

FUND 24 SENIOR CITIZENS FUND EXPENDITURES

ACCOUNT	DESCRIPTION	Current Budget	Recommended		Amended Budget	Reason for Change
			Increase DEBIT	Decrease CREDIT		
24-4970-110	Nutrition - SALARY	78,381	4,258		82,639	to adjust for estimated expenses
24-4970-120	Nutrition - temporary salary	24,223		(6,500)	17,723	to adjust for estimated expenses
24-4970-130	Nutrition - benefits	35,836	3,486		39,322	to adjust for estimated expenses
24-4970-210	Nutrition - subscriptions	250		(140)	110	to adjust for estimated expenses
24-4970-230	Nutrition - travel	-	90		90	to adjust for estimated expenses
24-4970-240	Nutrition - office	6,000	4,000		10,000	to adjust for estimated expenses
24-4970-250	Nutrition - Transportation	12,000		(3,500)	8,500	to adjust for estimated expenses
24-4970-251	Nutrition - non capitalized equipment	-	76		76	to adjust for estimated expenses
24-4970-255	Nutrition - HDM Supplies & Maintenance	18,000	1,500		19,500	to adjust for estimated expenses
24-4970-260	Nutrition - building & grounds maint	6,000	1,000		7,000	to adjust for estimated expenses
24-4970-270	Nutrition - utilities	8,820	2,000		10,820	to adjust for estimated expenses
24-4970-270	Nutrition - Telephone	1,200	1,000		2,200	to adjust for estimated expenses

FUND 24 SENIOR CITIZENS FUND EXPENDITURES

ACCOUNT	DESCRIPTION	Current Budget	Recommended Increase DEBIT	Decrease CREDIT	Amended Budget	Reason for Change
24-4970-382	Nutrition - Food Supplement	14,000		(2,000)	12,000	to adjust for estimated expenses
24-4970-383	Nutrition - US Foodservice	20,000	8,000		28,000	to adjust for estimated expenses
24-4970-740	Nutrition-capitalized equipment	-	32,000		32,000	New oven; proofing; hot box and hood
24-4971-110	Center - SALARY	43,932		(3,385)	40,547	to adjust for estimated expenses
24-4971-130	Center - benefits	24,222		(2,247)	21,975	to adjust for estimated expenses
24-4971-210	Center - Subscriptions & Memberships	500	24		524	to adjust for estimated expenses
24-4971-230	Center - travel	500	102		602	to adjust for estimated expenses
24-4971-240	Center - Supplies	5,000	2,000		7,000	to adjust for estimated expenses
24-4971-240	Access - office supplies	1,900	500		2,400	to adjust for estimated expenses
24-4971-250	Center - Transportation	5,000	500		5,500	to adjust for estimated expenses
24-4971-270	Center - Utilities	5,880	400		6,280	to adjust for estimated expenses
24-4971-310	Center - Prof & Tech/HHC Footcare Grant	944	700		1,644	to adjust for estimated expenses
24-4971-331	Center - Recreational Serv & Supp	24,000		(22,000)	2,000	to adjust for estimated expenses
24-4971-381	Center - meals/per diem/Tours /Activities	400	800		1,200	to adjust for estimated expenses
24-4971-485	Center - Publications/Newsletters	2,400	300		2,700	to adjust for estimated expenses
24-4971-680	Center - Activities Expense	500	196		696	to adjust for estimated expenses
24-4973-110	RSVP - SALARY	20,202		(2,095)	18,107	to adjust for estimated expenses
24-4973-130	RSVP - benefits	11,013	2,095		13,108	to adjust for estimated expenses
24-4974-110	Access - SALARY	37,091	1,704		38,795	to adjust for estimated expenses
24-4974-130	Access - benefits	18,514	2,246		20,760	to adjust for estimated expenses
24-4974-270	Access - Utilities	4,900	2,200		7,100	to adjust for estimated expenses
24-4974-280	Access - Telephone	2,300		(600)	1,700	to adjust for estimated expenses
	Totals		71,177	(42,467)	28,710	
	Net Adjustment					

FUND 28 CACHE LIBRARY FUND REVENUES

ACCOUNT	DESCRIPTION	Current Budget	Recommended Decrease DEBIT	Increase CREDIT	Amended Budget	Reason for Change
28-38-75000	Transfers from other funds	-		(2,500)	(2,500)	gateway foundation grant
				(2,500)	(2,500)	

FUND 28 CACHE LIBRARY FUND EXPENDITURES

ACCOUNT	DESCRIPTION	Current Budget	Recommended Increase DEBIT	Decrease CREDIT	Amended Budget	Reason for Change
28-4581-486	Spec Grant Expense	750	2,500		3,250	gateway grant
			2,500		2,500	

FUND 29 CHILDRENS JUSTICE CENTER EXPENDITURES

ACCOUNT	DESCRIPTION	Recommended		Amended		Reason for Change
		Current Budget	Increase DEBIT	Current Budget	Decrease CREDIT	
29-4149-110	Salary	65,316	2,414	67,730		adjust to meet expenses
29-4149-130	Benefits	23,107	816	23,923		adjust to meet expenses
29-4149-990	Contrib to fund reserve	3,593		363	(3,230)	adjust to meet expenses
	Totals		3,230		(3,230)	

FUND 40 CAPITAL PROJECTS -PROJECT LENGTH FUND REVENUES

ACCOUNT	DESCRIPTION	Recommended		Amended		Reason for Change
		Current Budget	Decrease DEBIT	Current Budget	Increase CREDIT	
40-38-20000	TRANSFERS FROM GENERAL	(653,535)		(733,535)	(80,000)	TRANSFER
	Totals				(80,000)	

FUND 40 CAPITAL PROJECTS -PROJECT LENGTH FUND EXPENDITURES

ACCOUNT	DESCRIPTION	Recommended		Amended		Reason for Change
		Current Budget	Increase DEBIT	Current Budget	Decrease CREDIT	
40-4983-741	HISTORIC CRTHOUSE - FURNISHINGS	243,500	80,000	323,500		ATTYS OFFICE FURNISHINGS
	Totals		80,000			

FUND 74 AMBULANCE FUND - EXPENDITURES

ACCOUNT	DESCRIPTION	Recommended		Amended		Reason for Change
		Current Budget	Increase DEBIT	Current Budget	Decrease CREDIT	
74-4262-120	Ambulance - salary	186,000	7,000	193,000		Adjust to meet actual expenses
74-4262-130	Ambulance - benefits	15,000	5,000	20,000		Adjust to meet actual expenses
74-4262-210	Ambulance - subscriptions & memberships	-	984	984		Adjust to meet actual expenses
74-4262-622	Ambulance - JS Assessments	3,000	620	3,620		Adjust to meet actual expenses
74-4262-292	Ambulance- Rent	17,000	7,000	24,000		reclass budget adjustment
74-4262-620	Ambulance - misc services	189,950		188,346	(1,604)	Adjust to meet actual expenses
74-4262-291	Ambulance - lease prnts	7,000		-	(7,000)	reclass budget adjustment
74-4262-510	Ambulance - insurance & surety bonds	12,000		-	(12,000)	transfer to meet expenses
	Totals		20,604		(20,604)	

FUND 77 AIRPORT FUND REVENUES

ACCOUNT	DESCRIPTION	Recommended		Amended		Reason for Change
		Current Budget	Decrease DEBIT	Current Budget	Increase CREDIT	
77-38-70000	Appropriated surplus	(433,154)		(438,297)	(5,143)	Adjust to meet actual expenses
	Totals				(5,143)	
	Net Adjustment				(5,143)	

FUND 77 AIRPORT FUND EXPENDITURES

ACCOUNT	DESCRIPTION	Current Budget	Recommended		Amended Budget	Reason for Change
			Increase DEBIT	Decrease CREDIT		
77-4460-110	Airport - salary	72,108	1,314		73,422	Adjust to meet actual expenses
77-4460-130	Airport - benefits	26,850	3,829		30,679	Adjust to meet actual expenses
	Totals		5,143	-		
	Net Adjustment				5,143	

RESOLUTION NO. 2006-30

A RESOLUTION ESTABLISHING AND APPROVING THE SERVICE MILEAGE DEFINITION OF A FULL SERVICE UNIT FOR BOARD OF TRUSTEE REPRESENTATION ON THE CACHE VALLEY TRANSIT DISTRICT *Utah Code Ann. § 17A-2-1038.*

WHEREAS, Cache County Council (hereafter the County) finds that there is a need to have valley wide transit provided by the Cache Valley Transit District (hereafter CVTD); and

WHEREAS, the County wishes to continue participating in the valley wide transit provided by the CVTD; and

WHEREAS, the County has studied and reviewed the issue of valley wide transit pursuant to Utah Code Ann. § 17A-2-1038 (hereafter Code); and

WHEREAS, the CVTD seeks to establish a board of trustees as defined under the Code; and

WHEREAS, the Code requires a definition of one (1) service unit for representation, on the Board of Trustees (hereafter the Board) of CVTD; and

WHEREAS, it is fair and equitable to County and the CVTD to have one (1) full unit of service defined as follows: two hundred (200) service miles of regularly scheduled passenger routes of service; and

WHEREAS, the Board for the CVTD under this definition, will be composed of thirteen (13) voting members as established by one (1) full unit for each 200 service miles, subject to adjustment of the number of voting members of the Board to continue fair and adequate representation based on one (1) full unit for all cities and unincorporated areas the Board serves; and

WHEREAS, based on the number of units, as defined herein nine (9) members will be from the City of Logan, one (1) member from North Logan, one (1) member from the North Area composed of the cities of Richmond, Smithfield and Hyde Park, one (1) member from the Central Area composed of River Heights, Providence and the unincorporated county, and one (1) member from the Southern Area composed of Millville, Nibley, and Hyrum.

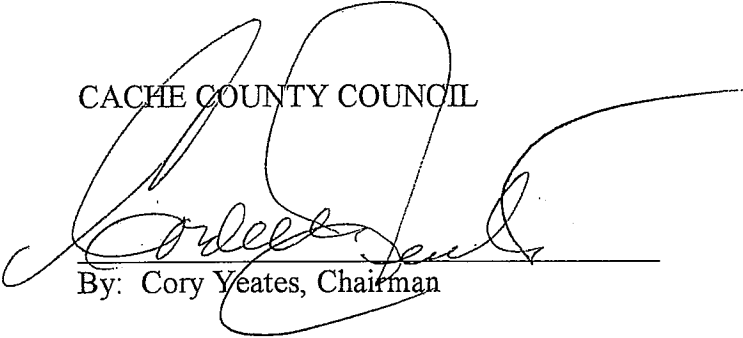
NOW, THEREFORE, BE IT RESOLVED BY THE CACHE COUNTY COUNCIL and hereby adopts the one (1) full service unit definition of 200 service miles of regularly scheduled passenger service for purposes of determining membership on the Board of Trustees of Cache Valley Transit District.

This Resolution shall take effect immediately upon adoption.

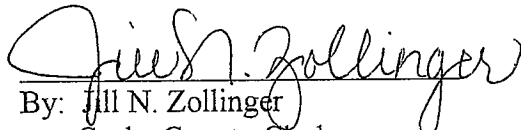
Dated this 28th day of November, 2006.



CACHE COUNTY COUNCIL


By: Cory Yeates, Chairman

ATTEST:


By: Jill N. Zollinger
Cache County Clerk

§ 17A-2-1038. Board of trustees -- Appointment -- Apportionment -- Qualifications -- Quorum -- Compensation -- Terms

(1) (a) All powers, privileges, and duties vested in any incorporated district shall be performed by a board of trustees.

(b) The board may delegate the exercise of any duty to any of the offices created under this part.

(2) If 200,000 people or fewer reside within the district boundaries:

(a) (i) the board of trustees shall consist of:

(A) members appointed by the legislative bodies of each municipality, county, or unincorporated area within any county on the basis of one member for each full unit of regularly scheduled passenger routes proposed to be served by the district in each municipality or unincorporated area within any county in the following calendar year, and

(B) for purposes of determining membership under Subsection (2)(a)(i)(A), the number of service miles comprising a unit shall be determined jointly by the legislative bodies of the municipalities or counties comprising the district, and

(ii) the board of trustees may consist of a member that is a commissioner on the Transportation Commission created in Section 72-1-301 and appointed as provided in Subsection (10), who shall serve as a nonvoting, ex officio member;

(b) members appointed under this Subsection (2) shall be appointed and added to the board or omitted from the board at the time scheduled routes are changed, or as municipalities, counties, or unincorporated areas of counties annex to or withdraw from the district using the same appointment procedures; and

(c) for purposes of appointing members under Subsection (2)(b), municipalities, counties, and unincorporated areas of counties in which regularly scheduled passenger routes proposed to be served by the district in the following calendar year is less than a full unit, as defined in Subsection (2)(a), may combine with any other similarly situated municipality or unincorporated area to form a whole unit and may appoint one member for each whole unit formed.

(3) (a) If more than 200,000 people reside within the district boundaries, the board of trustees shall consist of 15 members appointed as described under this Subsection (3) and one nonvoting, ex officio member appointed as provided in Subsection (10).

Daily Miles per City Total miles

200 miles per one full unit

Logan City 1822 9 votes

Total Board Members

North Logan	205.6	205	1	Vote
-------------	-------	-----	---	------

Logan 9
N. Logan 1
North 1
Central 1
South 1

Hyde Park	59.4			
Smithfield	79.2			
Richmond	61.6	200.2	13	Region 1 Vote

Total board members

Logan board makeup

Unincorporated County	85.8		9	Logan Members
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Logan Members
County Members

9

USU
Seniors
Financial

Providence	99.6		9	Region 2 Vote
------------	------	--	---	------------------

69%

9

Government
Community at large
Disabled

River Heights	18	203.4	4	
---------------	----	-------	---	--

Current service levels by mileage

Business
Religious

Millville	33			Region 3 Vote
-----------	----	--	--	------------------

69%

Logan
County

School District

Nibley	96.8			
Hyrum	83.6	213.4		

	Daily Miles per City	Total miles
Logan City	1822	
North Logan	205.6	
Hyde Park	59.4	
Smithfield	79.2	
Richmond	61.6	
Unincorporated County	85.8	
Providence	99.6	
Nibley	96.8	
Hyrum	83.6	
River Heights	18	Total Miles 51
Millville	33	

	51 miles per one full unit	Number of Members
Logan		35
North Logan		4
Hyde Park		1
Smithfield		1
Richmond		1
Unincorporated County		1
Providence		1
Nibley		1
Hyrum		1
Millville/River Heights		1
Total Board Members		47
Logan Board Members		35
County Board Members		12

Current service levels by mileage

69%	Logan
31%	County

74%	35
26%	12

Cache County-wide Trail & Parkway Master Plan

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DRAFT

Executive Summary

The Cache County-wide Trail and Parkway Master Plan responds to public demand for a network of pathways that connect neighborhoods to parks, schools, natural areas, commercial areas, and other desired destinations. As new development continues at a rapid pace, preserving a remnant of Cache Valley's renowned beauty and quality of life in growth areas is of high importance. With progressive planning strategies, communities can guide development to preserve river corridors, access to public lands, and other strategic open space areas that would enhance a trails system and create regional parkways for future generations.

This plan provides mapping and documentation of future trail and open space corridor opportunities, as well as educational resources to help local communities manage their growth towards a positive outcome for recreational and alternative transportation facilities. The document serves as a strategic plan for each community, while providing background and technical information to assist community officials and the public.

Although the emphasis of this plan is on non-motorized trails, designated **motorized trails** are documented, with the possibility of adding additional motorized routes in the future. The plan will also be enhanced in the near future to include a **bike routes plan** that will also serve as the Bike/Pedestrian plan for the Cache Metropolitan Planning Organization. The bike routes plan will show roads best suited for branding as bikeways, and show the relationship to walking trails that also accommodate cycling.

Public demand for trails and parkways is evidenced by recent projects in multiple communities throughout the county. Smithfield City's Heritage Park Trail and Logan City's Logan River Golf Course Trail are successful examples of urban trails built as part of a broader future community trail network. The 2003 adoption of the Cache County RAPZ tax (Restaurants, Arts, Parks and Zoo) has contributed to recent trail projects at the Elk Ridge Park (North Logan City), Lions Park (Hyde Park City), Wellsville Dam Recreation Area (Wellsville City), and the Bonneville Shoreline Trail highway underpass at First Dam Park (Logan City). RAPZ funding has also been awarded to support planned projects such as the Providence Canyon trail to Von's Park, and the Logan Boulevard Parkway Trail.

The **objectives** of this trail and parkway master plan are: 1) To guide development in a coordinated manner that creates identified recreation, open space, and alternative transportation opportunities, and 2) To improve air quality by promoting walkable development near trails and transit.

The following goals and supporting strategies should be adopted by each community to successfully implement this master plan:

Goal 1. Adopt the County-wide Trail and Parkway Master Plan – Adoption may occur as a general plan amendment, general plan update, or resolution of support. Updates may be provided to the County for trail master plan amendments as required. Zoning ordinances and development codes should be amended to encourage trail and parkway corridors in each community.

Goal 2. Educate the general public, elected officials, stake holders, and tourists – through the development of a County-wide interactive website, and a tourism brochure map.

Cache County-wide Trail & Parkway Master Plan

Goal 3: Educate developers, land owners, utility companies and public land agencies of potential trail and parkway corridors, including unincorporated rural subdivisions along canal or rail corridors. Zoning overlays such as planned unit development codes, cluster development or transferable development rights should be considered to encourage trail corridor and parkway preservation without public expense.

Goal 4. Coordinate trail and parkway efforts between communities and public land agencies - by identifying projects suitable for various funding sources, and by notifying the County-wide Trails committee of intent to apply for funding. The County should support local jurisdiction representatives or committees that represent trail and recreation interests with trail and parkway county-wide plan updates, mapping, ordinance development, trail design, and other planning technical resources.

Goal 5: Obtain funding to implement and maintain a county-wide trail and parkway system - from federal, state, local, private, in-kind sources. An adopted trails plan will attract matching funds to leverage local funding and volunteer labor matches. Priority should be given to projects near rapidly growing areas.

Goal 6: Increase walking and cycling trips to improve regional air quality - by encouraging walkable development near transit stops and trails. Walkable development includes connected streets and sidewalks (no dead ends for pedestrians), a mix of uses (residential and commercial) in a more compact pattern. Communities could encourage more transit and trail trips, and comply with Utah State Code 10-9a-403 by encouraging moderate income and affordable housing neighborhoods near areas that provide transit, trail, and bikeway facilities.

This plan features county-wide trail system maps for each community and surrounding sub-region in the county. The maps are based on existing or planned trail systems of each community, public land agency, or private utility company in our region. Sensitive lands are shown on the map that

might be considered for preservation as part of a parkway system.

Also provided in this plan are educational resources designed to help recreation committees and planning commissions integrate trail and parkway planning into their community general plan, zoning, and development approval processes. Topics covered include the following:

- Public feedback from a preliminary 2006 public input process
- Cache County's 2004 Recreation Master Plan findings of public parkway demand
- An historic overview of the county's travel routes and utility corridors that may provide future trail opportunities.
- An outline of potential parkway benefits, including public health benefits, enhanced property values, reduced automobile dependency and improved air quality, and enhanced quality of life for economic development competitiveness.
- An inventory of implementation strategies for local governments, including development guidelines for preserving strategic open space and trail corridors.
- Legal considerations for trails planning and design, such as liability, public right-of-way determination, designated motorized vehicle routes, and affordable housing (as it relates to walkable development and maximizing trail and transit use for improved air quality).
- Appendix of typical trail cross section illustrations and a table of trail funding sources.

Introduction: Trail Corridor and Strategic Open Space Opportunities



Communities in Cache County are at an important crossroads for planning the future of recreation, open space, and quality of life in our region. Cache County's diverse landscape provides beautiful surroundings and attractive destinations that beckon to community residents and tourists. As new development expands the urban footprints of our communities, important trail corridors, open space areas, or access to public lands and water ways could be lost without a coordinated plan in place. New development will also generate more traffic, and potentially discourage cycling for commuting or recreation.

Growth will in part be attracted to our region because of the quality of life that is currently enjoyed. With access to surrounding public forest lands, views of scenic farmland, wildlife along valley rivers and marshes, and stunning mountain backdrops, new residents will continue to demand recreational opportunities that compliment our region's unique setting.

The County's annual growth rate has remained strong for several decades at 2.5% - which is nearly twice the national average.

In 2004, the County's population surpassed 100,000, spurring a recent wave of business and retail investments. This accelerated activity suggests that Cache County is a regional anchor for economic development, and will continue to attract new businesses, jobs and residents. The County's 2005 population of 102,500 is expected to double in less than 30 years, and the workforce population of nearly 60,000 will likely double in 25 years.¹

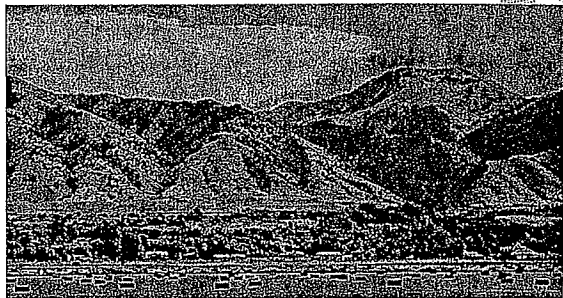
The Need for Accessible Recreational and Natural Open Space

In 2003, over 47 square miles of land had been developed since the County's first settlements took place in 1856. Applying the same per capita rate of developed land, the developed acres for the year 2030 would be 79 square miles for a residential population of 184,000 and a workforce population of 119,000. This projection of land development represents only 7% of the County's 1,165 square mile area, and 17% of the County's 2003 private and municipal land area (including farmland area of 383 square miles).²

Over 478 square miles, or 42% of Cache County's area is Federal and State owned lands that will mostly remain undeveloped. Roughly 676 square miles, or 58% is private land and municipal land that includes local city or county public right-of-ways, parks, & other public property. Additionally, there are private farmland and ranchlands protected under conservation easement (including farmland owned and operated by Utah State University). Recently added to Cache County's public land supply in 2005 was the 604 acre Murray Farm acquisition by the U.S. Forest Service that will provide public access to the Wellsville Mountain Wilderness area and help to facilitate the future Bonneville Shoreline Trail.

Cache County-wide Trail & Parkway Master Plan

Despite the County's large quantity of protected open space coupled with the likelihood that some rural areas will not develop in the foreseeable future, Cache County residents need access to trails and parks and natural open space within walking or biking distance from their homes and neighborhoods. Also needed are safe walking and biking routes to schools, shopping and work. Research documented in the 2004 County Parks and Recreation Plan revealed public desire for a region-wide trails network that provides access to parks, scenic natural areas, and public lands, and that links communities together (see Section 2). The importance of working towards this goal is especially critical as growth continues to encroach on mountain benches and river corridors near our communities.



Source ^x

This County-wide trails and parkway plan encourages communities to work towards a regional trails system that links neighborhoods and business districts to recreation opportunities as well as day to day destinations. The plan outlines strategies for preserving strategic open space areas within our growing communities that can compliment a trails system and enhance the overall recreational experience. Also featured are methods for preserving access to adjacent public lands, creating pedestrian or bike recreation opportunities, and encourage non-automobile travel to access recreational sites.

Trends in Cache County

Trail efforts are well underway as evidenced by previous city trail plans from Richmond, Smithfield, North Logan, Logan, River Heights, Providence, Nibley, Hyrum, and Mendon. Additional trail plans have emerged as part of this County-wide effort for the cities of Hyde Park, Millville, and Wellsville. Trail and recreation committees are active in Smithfield, North Logan, Logan, Millville, Hyrum, Wellsville and Mendon.

A portion of the Cache County RAPZ (Restaurant, Arts, Parks, and Zoos) tax has been allocated to trail and related park projects since the sales tax increase was adopted in 2003. The projects, including funding for the County Trails Coordinator (including this master plan and staff support to communities) is summarized below.

Year	Entity	Project	RAPZ Award
2003	Nibley City	Blacksmith Fork River Park Land	\$ 33,000
2004	Millville City	North Community Park	\$ 25,000
2004	Cache County	Cache County Wilderness Area Access	\$ 10,000
2004	Wellsville City	Wellsville Dam Trail Complex	\$ 21,000
2005	Cache County	Various Trail Projects - Matching Funds	\$ 35,000
2005	Cache County	Cache County Trails Coordinator	\$ 15,000
2005	Logan City	Boulevard Parkway Trail Construction	\$ 25,000
2005	Cache County	Match for Quality of Life Commission	\$ 10,000
2005	Cache County	Trailheads and parking near Public Lands	\$ 20,000
2005	Logan City	Walkways to Link Parks and Trails	\$ 73,041
2005	North Logan City	Multi-use Trail in Elk Ridge Park	\$ 50,000
2005	Hyde Park City	Multi-use Trail in Lions Park	\$ 51,760
2006	Audubon Society	Public Wetlands Park	\$ 30,000
2006	Cache County	Cache County Trails Coordinator	\$ 30,000
2006	Logan City	Boulevard Parkway Trail Construction	\$ 75,000
2006	Nordic United	Marketing of X-Country Ski Trails	\$ 3,000
2006	Providence City	Von's Park to Providence Canyon Trail	\$ 27,500
2006	Wellsville City	Wellsville Dam Trail Complex	\$ 60,000
2006	Logan County	Logan Canyon Underpass	\$ 40,000
Total			\$ 634,301

Previous or current efforts to build projects and related implementation efforts include the following:

- Smithfield City's Heritage Park Trail (from Mack Park through downtown to Forester Acres Recreation Complex).

Cache County-wide Trail & Parkway Master Plan

- Smithfield easement acquisitions through development agreements for future canal trails
- Wellsville City's current Wellsville Dam trail and park complex effort
- The Murray Farm acquisition by the U.S. Forest Service to create public access to the future Bonneville Shoreline Trail and Wellsville Mountain wilderness area.
- Providence City's coordination with new developers for the Bonneville Shoreline Trail
- Providence City's effort to implement a trail from Von's Park to Providence Canyon.
- Logan Golf Course Trail and other street side trails.
- Logan City's awarding of State transportation enhancement funds for the Logan Boulevard Trail (supported by the Cache County Trails Coordinator and County RAPZ Tax funding).
- Cache County and Logan City's joint planning effort for a Logan Canyon pipeline trail (and highway underpass) from 1st Dam to Stoke's Nature Center.
- Logan and North Logan City's implementation of the Bonneville Shoreline Trail Segment from Logan Canyon to Green Canyon.
- North Logan City's acquisition of property near Green Canyon to support the Bonneville Shoreline Trail (BST)
- North Logan City's efforts to coordinate future BST trail and canal trails with new development
- Nibley City's acquisition of Blacksmith Fork River Park land.

New Growth can Generate Trails and Open Space

Through the adoption of fair and thoughtful development approval guidelines, new growth can be a catalyst to create planned trail easements and important open space amenities (See Section 5.3). Without a plan, each new development presents a lost opportunity to create added recreational

value, public enjoyment and access to the natural beauty in our region. Trail and open space amenities can be achieved in a manner that respects private property rights and allows land owners to maximize profit on the sale of their land.

County-wide Focus

This plan creates an inter-jurisdictional framework for guiding growth and development to accommodate public demand for trails and strategic open space. Built through the input of participating communities, it represents a county-wide cooperative venture rather than a top-down mandate from the county. By incorporating the plans of each community or agency into a single plan, regional perspective is gained and a greater number of county citizens are served more efficiently.

The plan serves as a reference to help communities work towards the projects that are most important to their jurisdiction, while helping to build a region-wide trails and parkways network. Implementing this plan will require consistent efforts over the coming years, including a watchful eye on annual funding sources and future land development trends and opportunities.

County-wide Trails Coordinator

In October 2005, the new position of Cache County-wide Trails coordinator to involve each community in this planning effort and to provide assistance to coordinate and implement the plan as it applies to each local area. The Cache County-wide Trails Coordinator provides a staff resource to each community, including assistance with funding requests, land planning, trails design, open space preservation, and other related tasks. Each community may also request GIS mapping to support trails and parkway planning and design, or request

Cache County-wide Trail & Parkway Master Plan

updates to the plan as new goals are identified.

Implementation Goals

Trail movements throughout the state of Utah and nation-wide show that consistent efforts to build a trail and parkway system are required to achieve long term success. With few exceptions, an entire trail corridor is rarely secured in a single dialog or planning effort. A continual dialog between cities, landowners, developers, utility companies and public land agencies in reference to this plan will lead to gradual implementation of the plan. New ideas will likely be generated, requiring occasional updates as a planning dialog continues in the future.

Recognizing the unpredictable nature and timing of trails and parkway implementation, this plan does not prescribe a specific timeframe for completion of projects on the ground. Rather, the **objectives of this plan** are:

- 1) To guide development in coordinated manner that creates identified recreation, open space, and alternative transportation opportunities, and
- 2) To improve air quality by promoting walkable development near trails and transit.

These objectives can be accomplished by adopting plan elements through adjustment of general plans, zoning ordinances, and development guidelines as appropriate for each community. This coordinated effort will become known to developers and land owners as they consider future development proposals. Also, communities may use the resources in this plan to involve the public through educational outreach, recreation committee involvement, and other volunteer programs.

The following **goals and strategies** should be achieved on a voluntary basis by participating jurisdictions within one year of the adoption of this plan. They should also be reapplied each following year to continue work towards successful long-term plan implementation:

Goal 1. Adopt the Trail and Parkway Master Plan (or specific elements of the plan).

Strategy 1.1 - Adopt the plan as an amendment to the community's existing general plan, or general plan update, or

Strategy 1.2 - Pass a resolution of support for the plan

Strategy 1.3 - Provide updates to the County for plan amendments as required.

Strategy 1.4 - Amend zoning ordinances and development codes to encourage trail and parkway corridors in each community.

Strategy 1.5 - Obtain Right-of-Way Corridors through purchase or development agreement as occasion permits.

Goal 2. Educate the general public, elected officials, stake holders, and tourists about existing and future trail and recreational open space opportunities in Cache County.

Strategy 2.1 - Develop a County-wide Trails and Parkway interactive website that highlights public benefits, and existing and future locations of trails and recreational areas.

Strategy 2.2 - Print and distribute a trails and parkway brochure map and use information in conjunction with the Cache County Tourism office.

Goal 3: Educate land owners, developers, utility companies and public land agencies of county-wide trail and parkway opportunities.

Cache County-wide Trail & Parkway Master Plan

Strategy 3.1 - Notify developers of potential trail corridors passing through proposed development areas, including unincorporated rural subdivisions along canal or rail corridors.

Strategy 3.2 - Adopt zoning overlays such as cluster development or transferable development rights to create incentives for trail corridor and parkway preservation (Section 5.3).

Strategy 3.3 - Engage in regular trails and parkway dialog with utility companies and public land agencies, including canal companies, Union Pacific Railroad, Rocky Mountain Power, U.S. Forest Service, Utah Division of Wildlife Resources.

Strategy 3.4 - Each community should identify strategic sensitive lands that should be preserved from development, including flood plains, strategic canyon and bench areas, riparian and water edges, and wetlands. Coordination between communities and the county should take place as part of a County-wide Open Space Study and Planning Committee, as recommended in the County Recreation master plan.

Goal 4. Engage in continued trail and parkway coordination between communities and public land agencies.

Strategy 4.1 - Identify projects suitable for various funding sources as described in Section 5.4 and notify the County-wide Trails committee of opportunity to apply for funding.

Strategy 4.2 - The Cache County Trails Committee should provide regular updates to the Cache County Regional Council.

Strategy 4.3 - The County should support local jurisdiction representatives or committees that represent trail and recreation interests in that community. Support may include county-wide plan updates, mapping, ordinance development, development reviews, and other planning technical resources.

Goal 5: Obtain funding from federal, state, county, municipal, and private funding sources to implement and maintain a county-wide trail and parkway system.

Strategy 5.1 - Adopt the County-wide Trails and Parkway Master Plan as a tool to attract funding (See Strategies 1.1 to 1.5).

Strategy 5.2 - Identify and commit volunteer and local match sources (See Section 5.2 - Funding Strategies and Sources).

Strategy 5.3 - Prioritize funding opportunities through inter-local coordination with the County Trails Coordinator. Priority should be given to projects near rapidly growing areas.

Strategy 5.4 - Build quality projects to generate support for trail and parkways in the region.

Goal 6: Increase walking and cycling trips to reduce traffic congestion, increase quality of life, improve regional air quality, and protect public health.

Strategy 6.1 - Recognizing the connection between community walkability and the potential to increase transit and trail use, general plans and development codes may be amended to encourage trail use and transit ridership through transit oriented development, improved street connectivity, and other walkable development strategies.

Strategy 6.2 - To encourage maximum use of trails, transit, and bikeways, encourage communities to comply with Utah State Code **10-9a-403** by designing moderate income and affordable housing neighborhoods near areas that provide transit, trail, and bikeway facilities (See Section 5.2).

1. County-Wide Trails and Parkway Plan

This Section provides mapping of trails and parks along each community or sub-region in the county, and features potential trail and open space connections to neighboring jurisdictions and public land areas. The maps include the sum of all trail plans as adopted by each city, as well as those provided by the U.S. Forest Service, the Utah Division of Wildlife Resources, and Rocky Mountain Power.

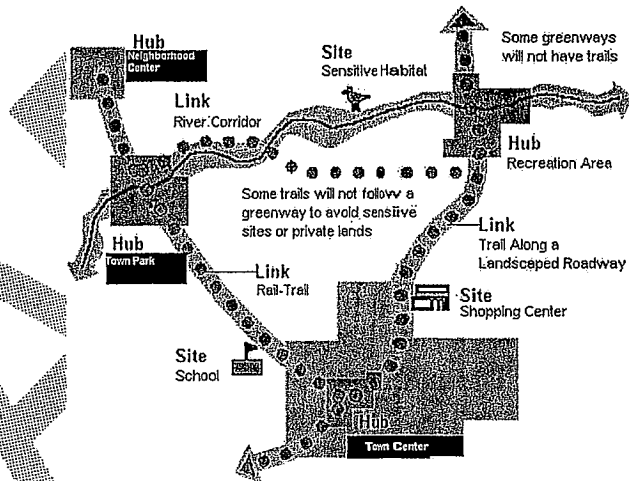
Also displayed are some sensitive land features that may be considered for preservation as part of a parkway trail system. These sensitive areas include FEMA floodplain areas (generally along river and stream corridors), and wetlands. Additional sensitive lands information should be researched for these areas, as well as mountain bench areas with regards to flooding, debris flow, erosion, water source and ground water recharge protection, wildlife habitat protection, urban/wildfire fringe, visual quality, and other considerations.

Cache County Facilitation

As facilitators of the county-wide trails plan, the county could sponsor trail segments that extend beyond the jurisdiction of local governments or federal/state public land agencies. Such trails might include unincorporated portions of the Bonneville Shoreline Trail (BST), or an east/west BST connector trail between the Bear River Mountain Range (east bench) to the Wellsville Mountains (west bench). The county could also sponsor a trail that links the Mendon to the American West Heritage Center.

Trail and Parkway Regional Framework

Parkways are a system of interconnected open spaces and corridors that may be linked by trails. Parkway (also called greenways) include open areas preserved for public access and recreation, resource conservation, or for scenic qualities. As experience may transition from a natural area to parks, and to destinations such as schools, shopping centers, recreation centers, public land or important landmarks.



The goal is to connect these areas through existing corridors in the community (i.e. road right-of-ways, existing trails, utility corridors, water body edges, old rail lines, and river, stream and canal corridors). Within these corridors, varying types of trails can be planned as may be appropriate for each unique setting. Some corridors segments may not be appropriate for trails, such as sensitive wetlands or private land. However, these corridors should still be preserved as important connections or visual amenities in the community parkway system.

Parkway trail types can include urban trails (paved paths), non-paved trails in natural or rural areas, bike routes (bike lane striping or wide paved road shoulders), and water

Cache County-wide Trail & Parkway Master Plan

courses (see Section 6.1). A variety of trail types, experiences, and destinations results in more frequent trail usage.

Summary of Potential Corridor Types

Abandoned rail lines

Canals, river and stream corridors

Water body edges

Utilities

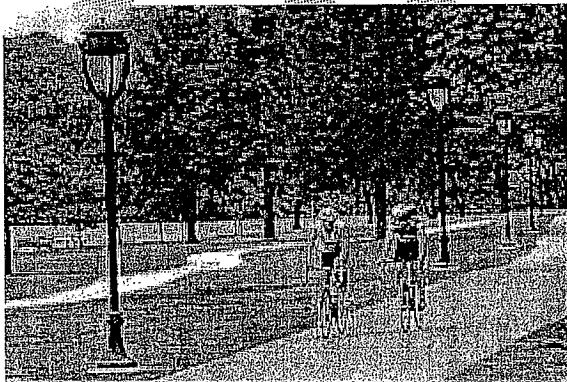
Existing road Right-of-Way

Existing trails

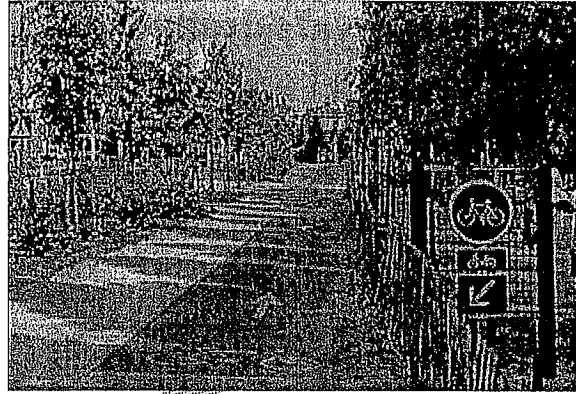
The following description of each trail type supports the legend for each map.

Non-Motorized Trails

Urban Trail: A paved surface of asphalt or concrete that facilitates all types of cycling and rollerblading in addition to jogging and walking. The minimum width should be 10 feet to accommodate a mix of recreational activities. An urban trail is more appropriate for cycling when its course does not follow a street with vehicle traffic. Higher speed cycling is more compatible with automobile traffic than with slower paced trail activities.



Urban trail passing through a regional park.



Trail and bike way as part of an existing right-of-way.

Primitive Trail: A non-paved trail ideal for walking, jogging, off-road cycling, or cross-country skiing. The surface may be dirt, crushed rock, gravel, or wood chip - depending on the expected frequency of use and trail budget. Trail width should be at least 10 feet near urban areas (such as the Bonneville Shoreline Trail).



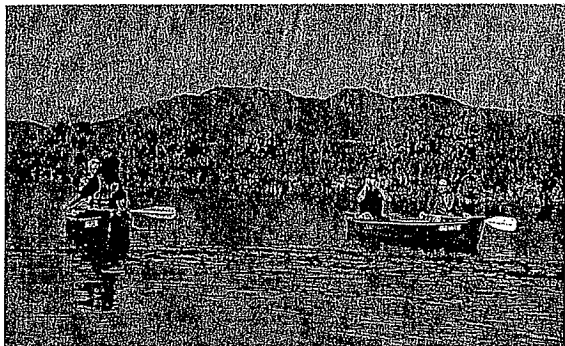
Crushed gravel pathway along abandoned railway.



Photo by Bruce Argyle, Logan River Trail^x

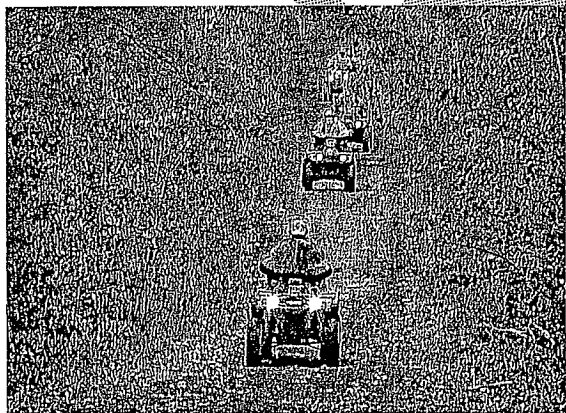
Canoe Trail, or Blue Way: Boating or canoeing courses primarily for non-motorized boating along navigable rivers and waterways. Blue ways do not provide for public access to adjacent river side properties except for authorized docking areas, rest areas or designated public lands.

Bike Routes:

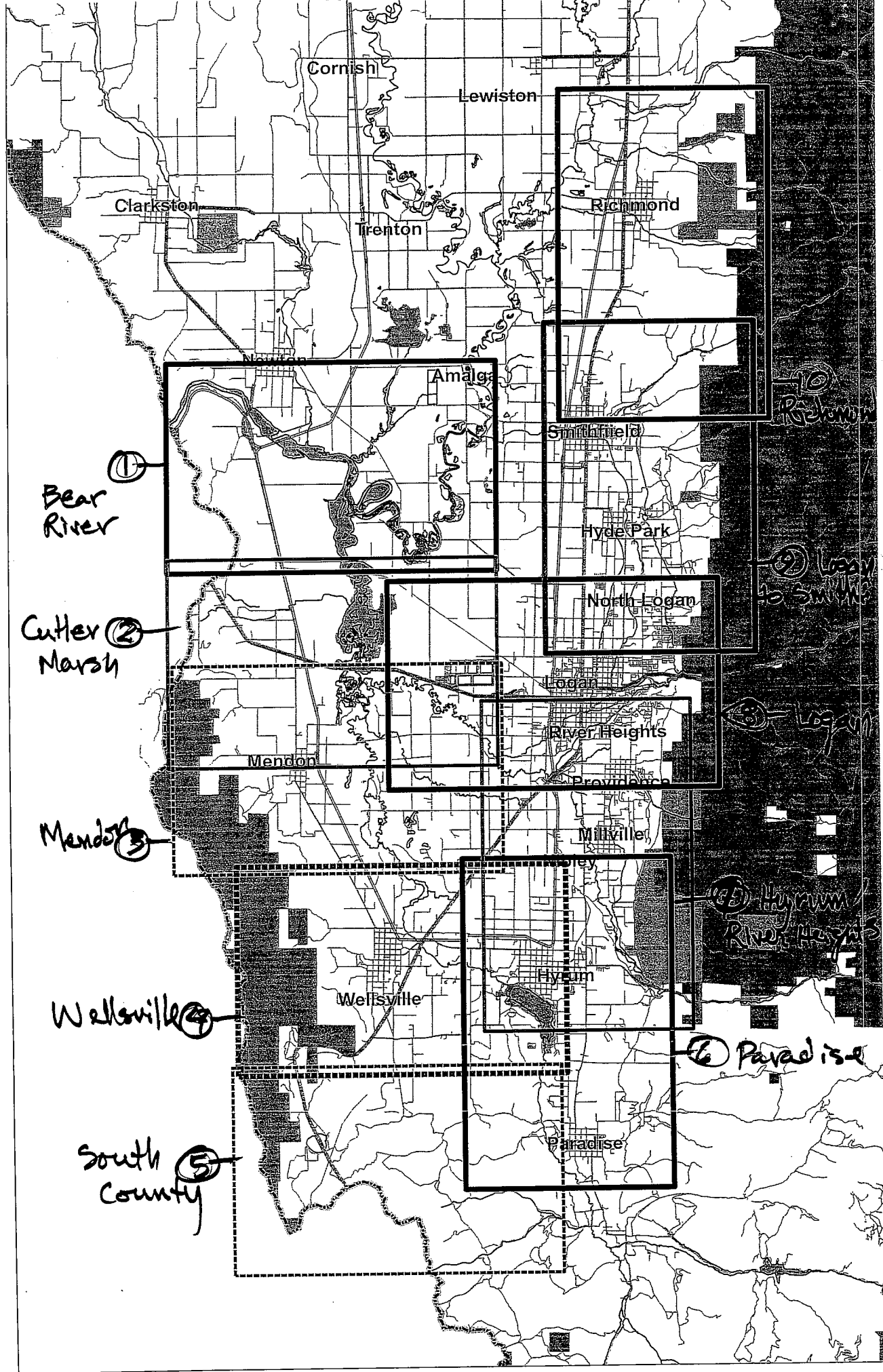


Floating the Bear River Bottoms, Cache Valley.

Motorized Trail: Designated non-paved roads for motorized or non-motorized use. Many of these roads are found along U.S. Forest Service roads, or they are public rights-of-ways traversing private land in Forest recreation areas.



www.co.aitkin.mn.us/.../land-dept/rec-trail.phtm



Cornish

Lewiston

Clarkston

Trenton

Richmond

Amalga

Springfield

Hyde Park

North Logan

Logan

River Heights

Providence

Millville

Wellsville

Hyam

Paradise

① Bear River

② Cutler Marsh

③ Mendon

④ Wellsville

⑤ South County

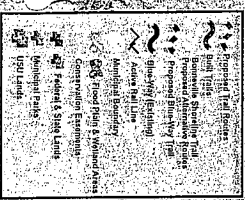
⑥ Paradise

⑩ Redwood

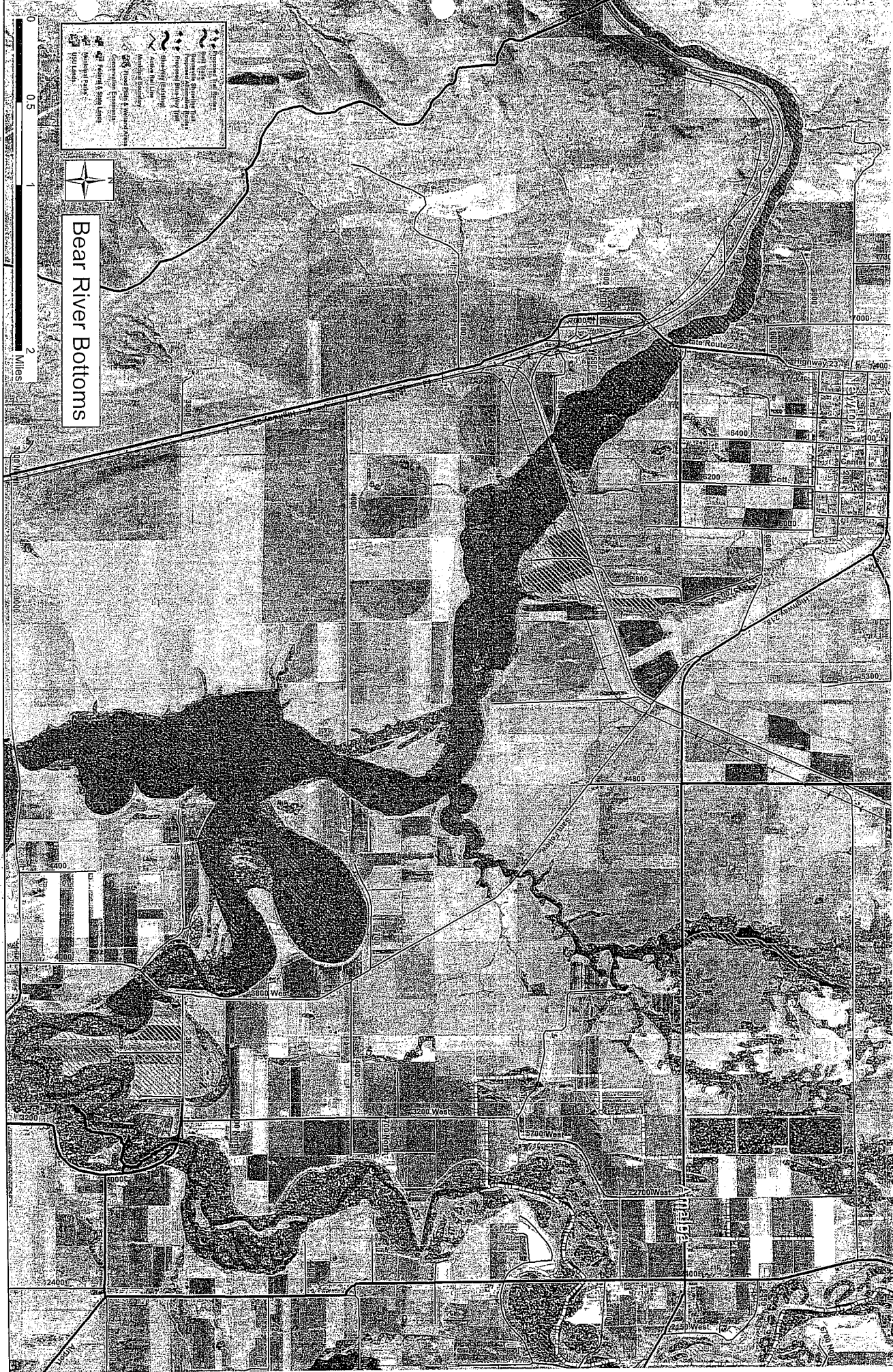
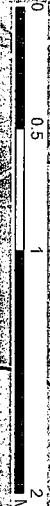
⑫ Logans to Smiths

⑬ Logans

⑭ Hyam River Heights



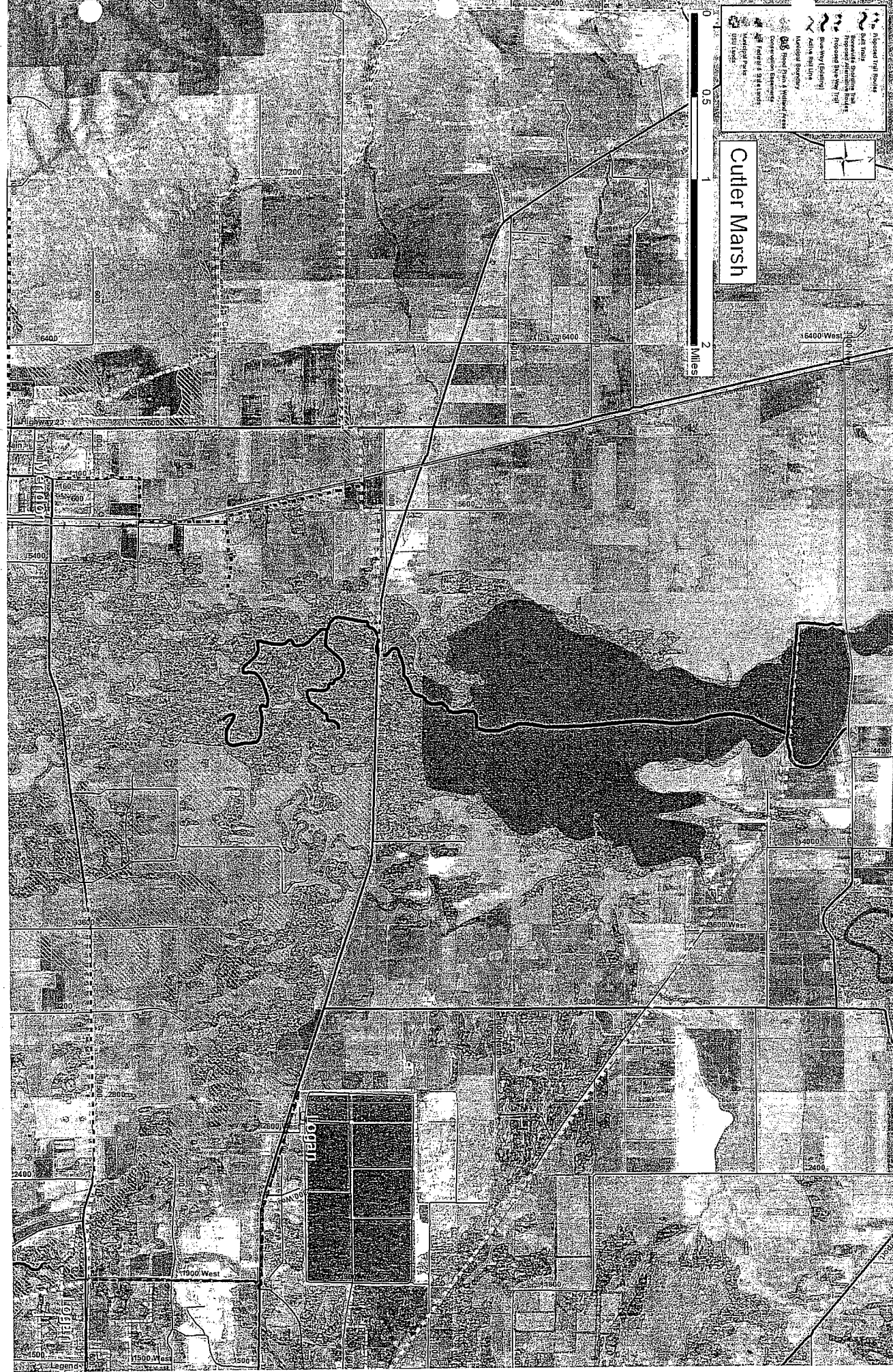
Bear River Bottoms



0 0.5 1 2 Miles

Cutter Marsh

- Proposed Rail Route
- Proposed Station Locations
- Proposed Station Boundaries
- Proposed Right-of-Way (ROW)
- Utility Right-of-Way
- Landowner Property
- City of Fresno Property
- Proposed Station Boundaries
- Proposed Station Locations
- Proposed Station Boundaries
- Proposed Station Locations
- Proposed Station Boundaries
- Proposed Station Locations

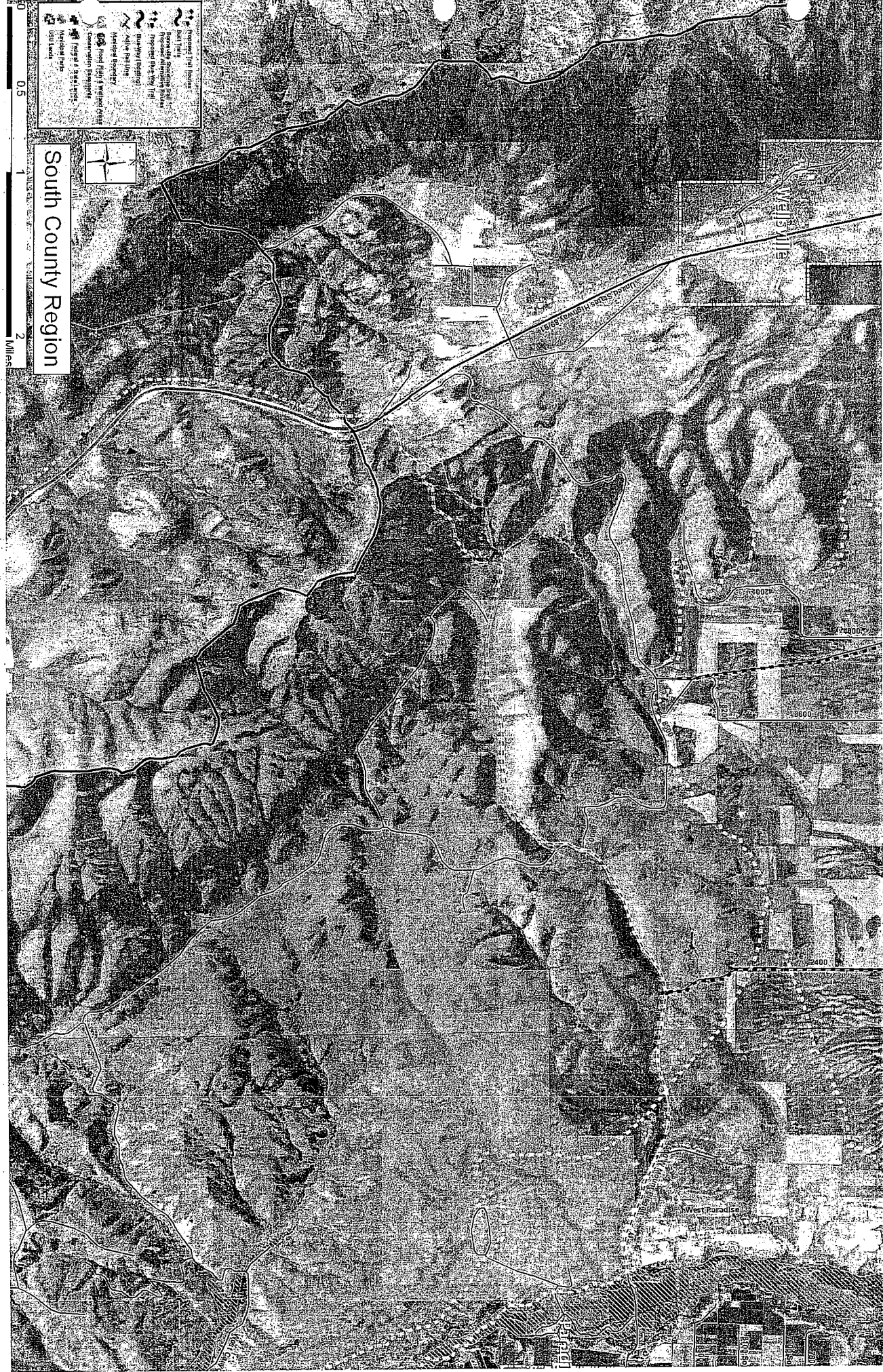




Mendon Region



- Proposed and Existing Roads
- Proposed and Existing Railroad
- Active and Inactive Lots
- Municipal Boundary
- Fire Department
- Construction Easements
- Municipal Park



South County Region

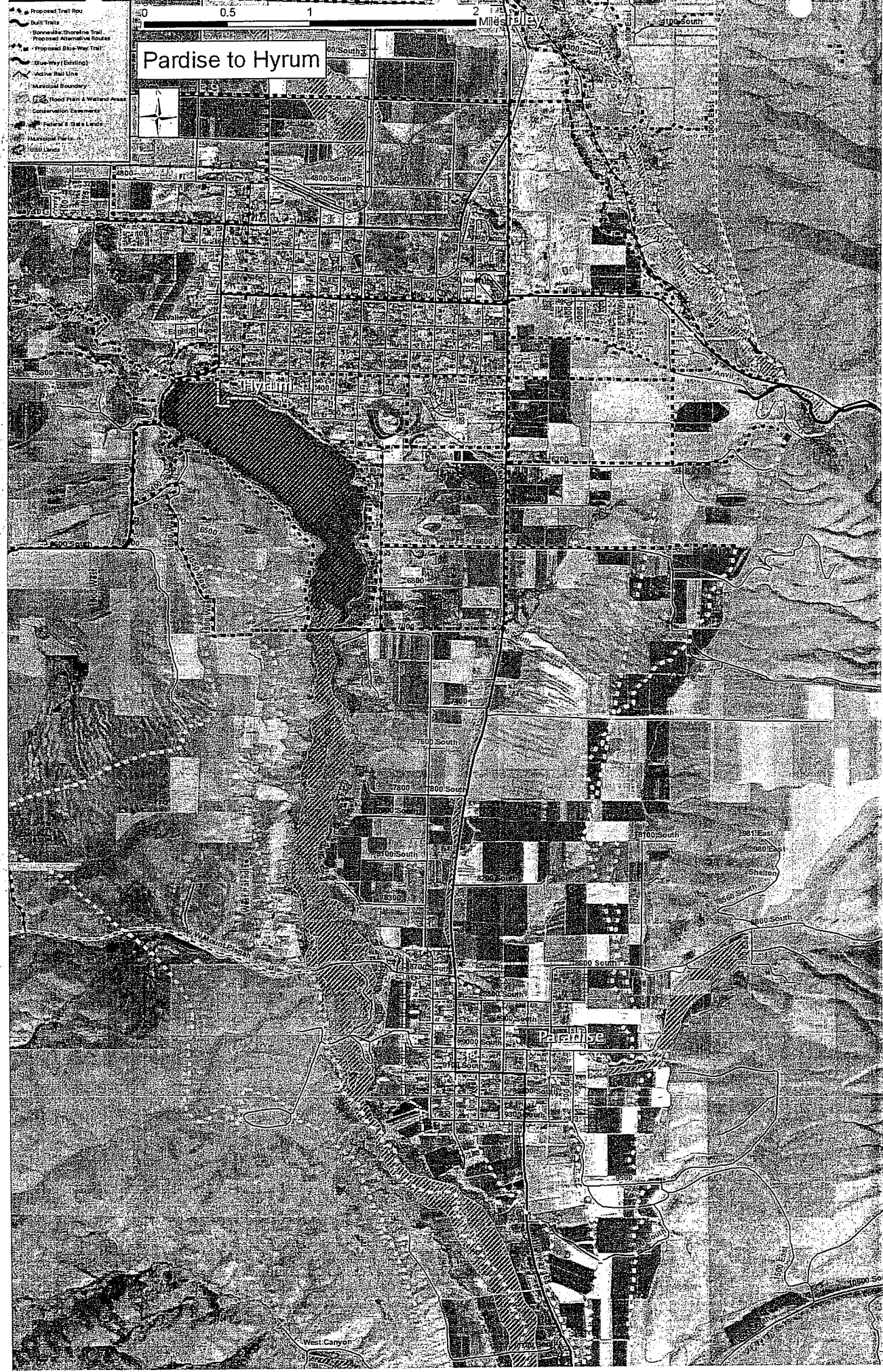
- Proposed High Speed Rail
- Proposed Light Rail
- Proposed Bus Rapid Transit
- Proposed Bicycling
- Active Ped Lines
- Major Roadways
- Conservation Easements
- Wetlands
- Waterways



Pardise to Hyrum

0 0.5 1 2 Miles

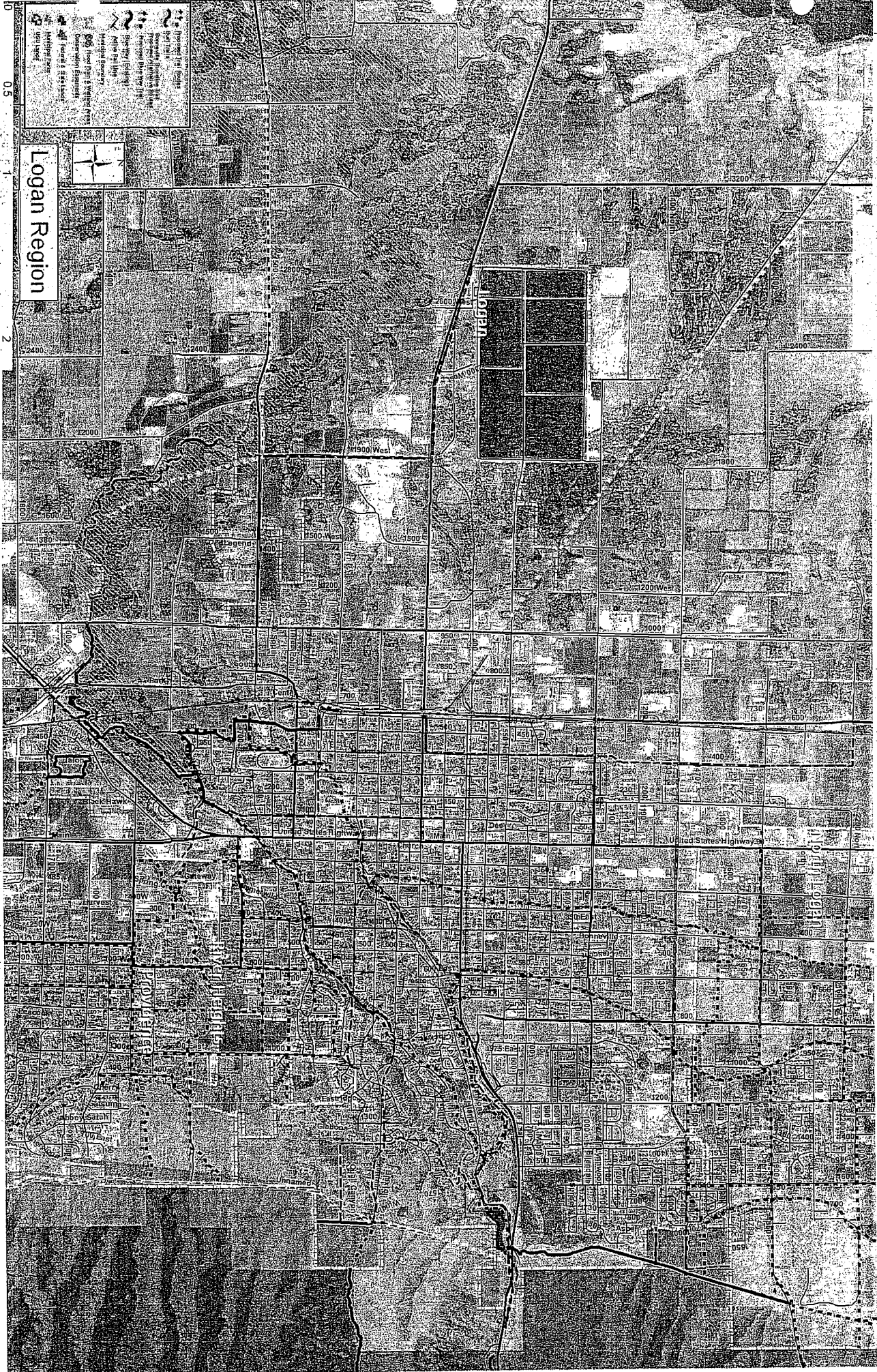
- Proposed Trail Route
- Built Trails
- Donna Udell Shoreline Trail
- Proposed Alternative Routes
- Blue Way (Existing)
- Active Rail Line
- Municipal Boundary
- Flood Plain & Wetland Areas
- Conservation Easements
- Federal & State Lands
- Historical Parks
- USFS Lands



West Canyon

Paradise

Chelan



Logan Region

10
0.5

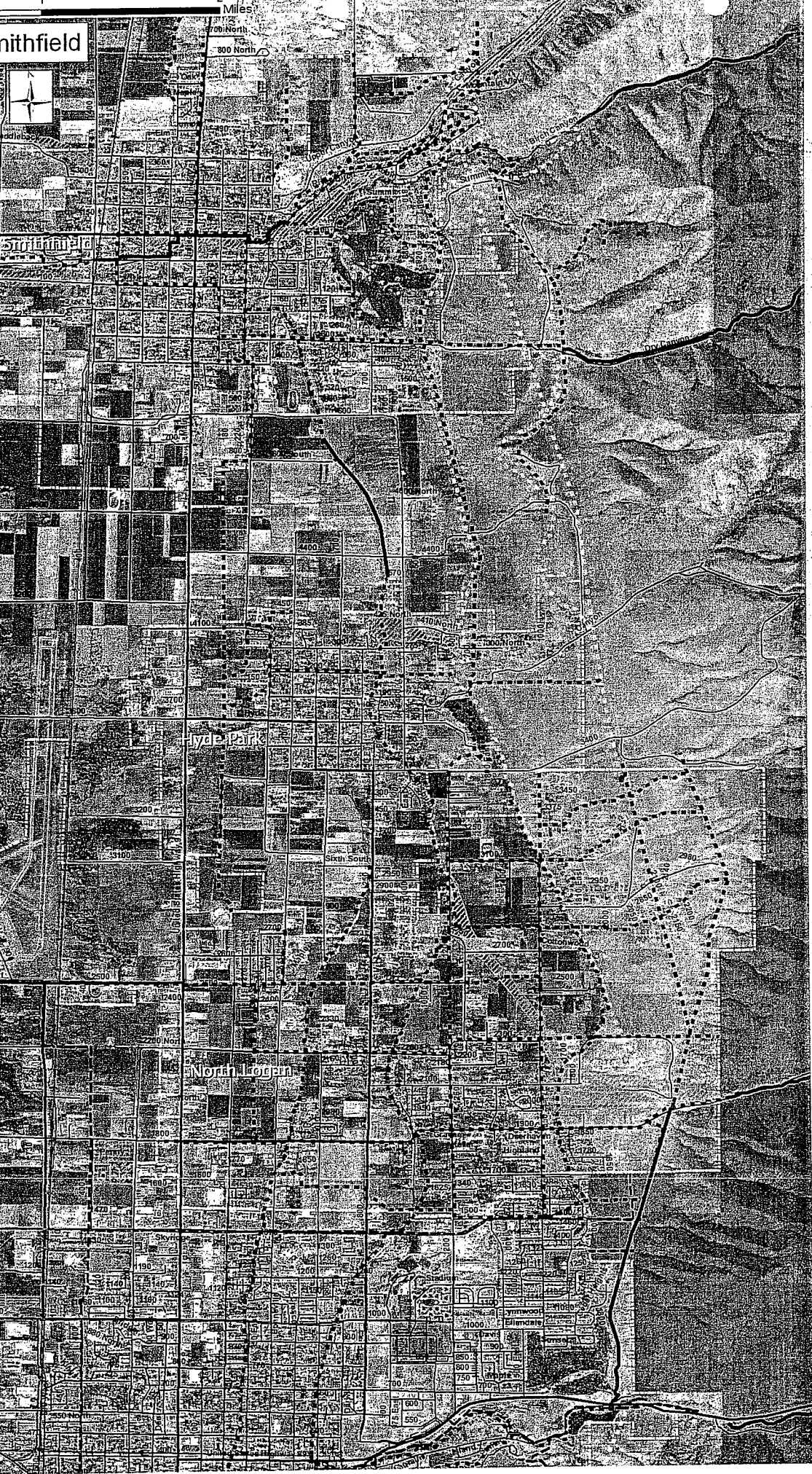
2

10
0.5

2

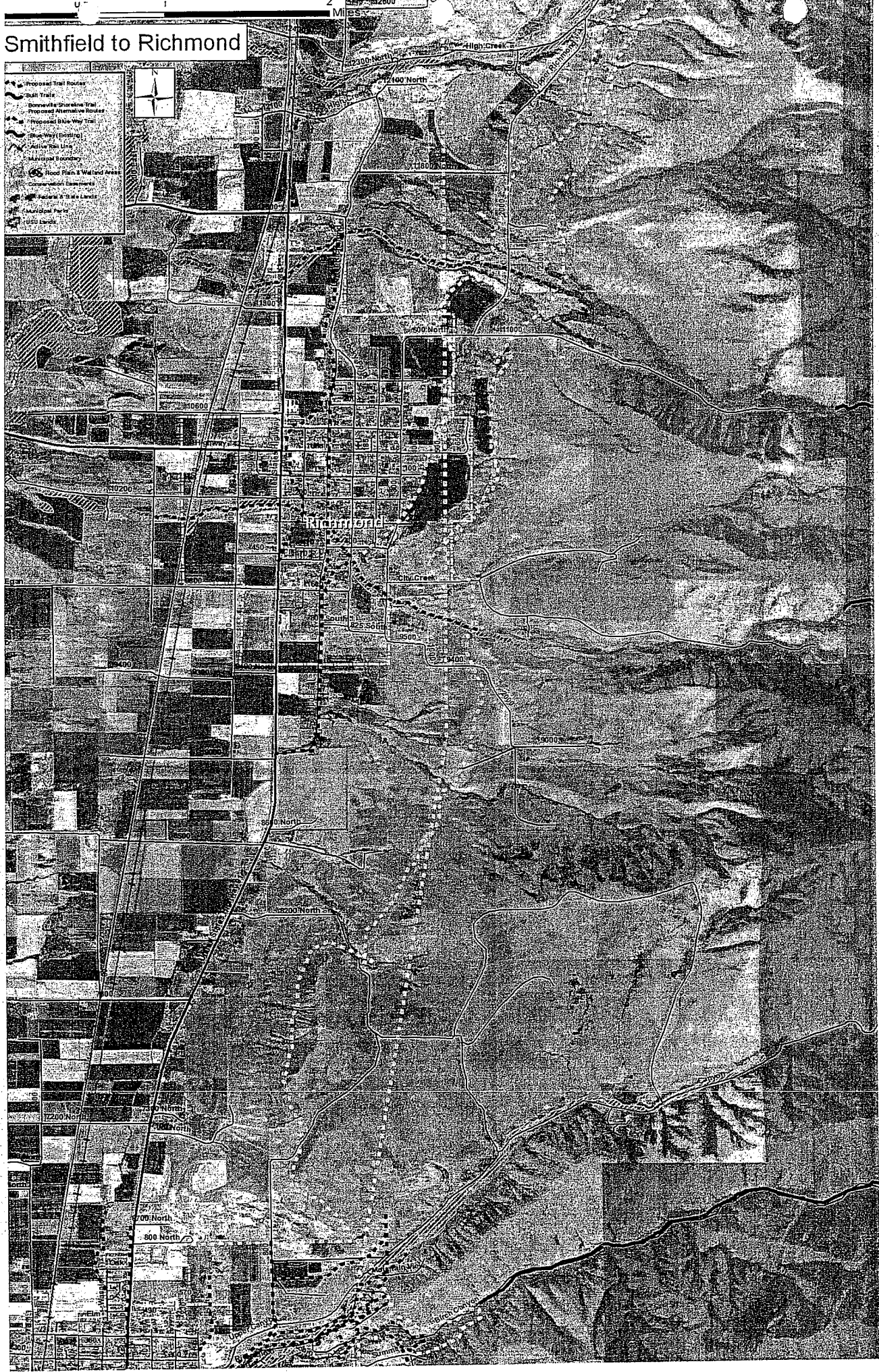
Logan to Smithfield

- Proposed Trail Routes
- Belt Trail
- Bonneville Shoreline Trail
- Proposed Alternative Routes
- Proposed Blue Way Trail
- Blue Way (Existing)
- Active Rail Line
- Historical Resources
- Flood Plain & Wetland Area
- Conservation Easement
- Federal & State Land
- National Park
- USFS Land



Smithfield to Richmond

- Proposed Trail Routes
- Trail Trunk
- Proposed Alternative Trail
- Proposed Alternative Routes
- Proposed Blue Way Trail
- Blue Way (Existing)
- Active Fish Lines
- Wildlife Corridors
- Hood Plan & Wetland Areas
- Conservation Easements
- Federal & State Lands
- Proposed Park
- USGS Contour



2. Cache County's Trail Implementation Efforts

2.1 County Recreation Research

Cache County's focus on a Trail and Parkway plan responds to public demand for a trails system as documented in the 2004 County Parks and Recreation Master Plan. This plan identifies public involvement efforts from 1998 to 2004 that were conducted by the county, City of Logan, Smithfield City, City of Hyrum and USU. A variety of public input methods, such as surveys, public hearings, and/or focus groups were employed to measure public demand from all jurisdictions in the county for parks and recreation services. Results from these studies revealed trails development with access to open space and parks to be the top desired recreational resources for the future.

The top desired resource priorities identified in the County Parks and Recreation Master Plan are:

1. Trails: that provide for many types of uses, interconnect communities, are scenic in nature, are clearly signed and provide appropriate trailhead parking
2. Open Space: that is carefully selected and purposely used with long range value
3. Parks: that are available for local use, providing picnic and play area resources. Some consideration for special use parks or areas for off lease dog use.
4. Sports Fields: that are multi-use and multi-age designed
5. ATV/ORV/Motocross: limited use area for special use that accommodates noise,

dust and use restrictions (*Trends, Future Resources, pg. 48*)

The opportunity to integrate trail corridors with parks and open space is described in the plan's implementation summary. The following items are recommended as funding priorities for the next five to 10 years:

TRAILS: The County should consider proposals that highlight adding to and enhancing the trail system for walking, biking, jogging, cross county skiing and equestrian purposes. The trails should interconnect the cities throughout the County and seek scenic routes. The trails should be well signed and have occasional and appropriate trail head parking stations. Efforts should be made to connect with already existing trail systems where possible.

OPEN SPACE: The County should consider programs that highlight an increase in the purchase of open space land to be used wisely in the provision of passive recreation experiences. The land must be carefully selected, cautiously purchased with clear and specific purposes identified. A maximum cost should be established so that only a percentage of available fiscal resources go to this priority.

PARKS: The County should consider proposals that support improvements to existing parks that have certain key features such as trails throughout and interconnecting to other sites, multipurpose sport fields, playground equipment and picnic areas. Connected to this priority would be proposals that enhance and further develop parks and these associated key features.

(Implementation, Resources, pg.55)

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The Parks and Recreation plan suggests that some parks, recreation resources and facilities are currently provided. These include individual city recreation sites, private institutions (local churches with parks), schools (with playgrounds, in-door gymnasiums, or pools), private businesses (such as fitness clubs, dancing) or volunteer groups (such as sponsors of picnic pavilions or pocket parks). The plan suggests that the county provide a facilitative role as opposed to a "direct provider role." This strategy would maximize efficiency by reducing community planning costs, and by avoiding unnecessary duplication or competition of recreation resources.

Cache County can support existing private recreational businesses and existing municipal recreational services by helping to link these amenities through a trails system, and by assisting in preserving strategic open space areas. A successful trails system could connect trail users from neighborhoods and hotels to fitness clubs, bike and rollerblade rental shops, restaurants, entertainment venues, public services, shopping, parks and other services. Cache County should not seek to duplicate services provided by municipalities or private businesses.

2.2 Cache County's Support of Trails and Parkways

Cache County has responded to public demand for trails and associated open space by establishing a County Trails Coordinating Committee, and by hiring a Trails Coordinator in October of 2005. Funding for this position came from 2004 County RAPZ tax, and with a planning grant from the Utah Quality Growth Commission. With unprecedented input from communities in the Valley, and under the guidance of the committee, the trails coordinator provides

this county-wide trails master plan to serve as a technical resource to each jurisdiction in the county.

County-wide Trails Plan

This plan is adoptable by each local government. Plan is built from the direct input of each community, and either provides a trails master plan general plan component or enhances the city's trails master plan component. Adoptable by resolution for the sections that apply to each respective community.

RAPZ Tax Funding

(See description and summary in the introduction). This funding source can be used to leverage additional grant funding as described in Section 5.4.

Committee Representation/Composition

The Cache Trails Coordinating Committee is comprised of local citizens and public officials representing a variety of trail and open space related interests throughout the county. The committee meets monthly to discuss implementation opportunities and strategies in all jurisdictions of the County. Membership includes the following individuals:

David Rayfield – Committee Chairman, Chairman of the Cache Outdoor's Coalition
Craig Peterson – Cache County Council
Wendell Morse – Cache County-wide Planning and Development Director
Richard Hopkins – Health Care Professional, Logan citizen volunteer
David Kotter – Outdoor recreation specialist, Mendon citizen volunteer
Ron Vance – U.S. Forest Service, Cache Wasatch

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Scot Datwhyler – Outdoor recreation specialist, Smithfield citizen volunteer

Jeff Gilbert – Cache County Metropolitan Planning Organization

Russ Akina – Logan City Parks and Recreation

Kevin Kobe – Utah State Campus Recreation

Kelly Allen – Utah Division of Forestry, Fire, and State Lands

Brian Carver – Bear River Association of Governments

Cache County's goal is to coordinate and support trails development efforts by combining – rather than duplicating the goals of each individual community. The County will support local community trail systems by sponsoring regional trails that connect communities to each other or to other management areas, such as the U.S. Forest Service or state lands.

As a facilitator of trails and open space corridors, the county will provide personnel services to assist with planning, coordination, grant application, and other implementation efforts to help realize recreational resources and activities for all jurisdictions. The following positions and professional resources are available to each jurisdiction to help implement the county-wide trails system:

County Liability Coverage for Trails

In response to potential concern over trail liability along utility corridors such as canals, roads, power line or rail ways, the Cache County Council voted in favor of allowing Cache County Attorney George Daines to explore indemnification agreements with utility companies and private land owners. The county is thus positioned to indemnify other parties and propose that liability would be covered by

Cache County's road liability coverage (see section 6.1).

Bike Routes

A comprehensive bicycle routes plan should be added in the near future to this plan. Additional study of public input generated for cycling routes and further engagement of the cycling community are needed to complete to successfully integrate cycling routes with trails and s. The Cache County Metropolitan Planning Organization (CMPO) participated in public input workshops, and questionnaire activity with the aim of integrating cycling routes with a trails plan. The additional integration of the two plans will serve as the CMPO's bike and pedestrian and bicycle facilities plan update. This plan will identify key roads (and trail corridors) that should be enhanced to encourage cycling and to educate drivers of cycling rights on public roads.

2.3 Creating the 2006 Trail and Parkway Master Plan

From October 2005 to March 2006, existing trail plans from local city general plans or from recreation committees were collected and digitized into the County's GIS mapping system. Plans were gathered from Richmond, Smithfield, Hyde Park, North Logan, Logan, River Heights, Providence, Nibley, Hyrum, Wellsville, and Mendon. Also included were conceptual trail routes provided in the Bonneville Shoreline Master Plan from 2002, Rocky Mountain Power (formerly Utah Power), and the U.S. Forest Service. Popular cycling routes will be added in the future to integrate the trails plan with the Cache Metropolitan Planning Organization pedestrian and bicycle facilities plan.

A concept map was created showing the potential network of trail routes on one regional map of Cache Valley and adjacent mountain areas. The map showed ground detail by displaying aerial imagery, and by adding important open space and sensitive land features such as streams, wetlands, floodplains, preserved land, and parks.

Public Input

From April to September 2006, public comments were collected to guide the plan development. Research focused on the type of trail experiences desired in different communities, where desirable trail opportunities were located, or where concerns of safety or privacy were of issue. The public input workshops and questionnaire were based on previous research that measured high public demand for trails and recreational open space (see Section 2.1). Questions did not focus on the comparison of trails to other recreational amenities, and support for funding of trails

was not discussed, due in part to the variety of future partnerships and funding sources that could occur once a trails master plan has been adopted, and to avoid perception that all trails will be built entirely by local tax dollars (See Section 5 for a summary of trail implementation and funding strategies. Additional study will be required to detail costs of trail construction relative to different trail types and locations in the region).

Workshops

Two public workshops were held at the Hyrum Civic Center on April 4th, and the North Logan Library on April 5th (2006).



Workshop participants were invited to make comments by placing labeled stickers or drawing trail ideas on the county-wide concept map, and then writing corresponding remarks on a comment sheet. An input questionnaire was also provided to participants with a variety of multiple choice and open ended responses.

Announcement of the workshops occurred in two feature articles on the County's trail planning efforts prior to the workshops. Emails were sent with encouragement to forward the workshop dates to planning commissioners, council members, and planning administrators of each city. Emails were also sent to recreation committee members, planners, and other recreational

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interest groups in the county. Workshops were attended by about 90 individuals (55 in North Logan and 35 in Hyrum) from communities throughout the county.

County-wide Public Input Questionnaire

Following the workshops, an extensive effort to collect more public input was implemented. The questionnaire was made available on the County's website. Kiosk stations with paper questionnaires and a county-wide map were provided at three locations, including the Logan Recreational Center, the Logan Library, and the County Administration building. The Logan Library and Recreational Center kiosks helped to gather responses mostly from Logan City residents, while the County Administration building gathered input from citizens representing communities throughout the entire county.

Notices of the online survey and county kiosk display were distributed to households by Boy Scouts as part of three Eagle Scout service projects. Eagle Scout candidates contacted local troops to distribute fliers in their respective neighborhoods. This networking activity helped to provide notice to the majority of residents in Richmond, Smithfield, Hyde Park, North Logan, River Heights, Providence, and Hyrum.

The total questionnaire input amounted to 550 responses collected between April and September 2006, and over 200 other comments provided on a county-wide conceptual trails map.

Public Input Results – Findings and Recommendations

The results of the questionnaire show a wide variety of interests and activities associated

with future trails. Although the responses vary by each community, opinions are generally consistent with the following county-wide results. Results by community may be downloaded from the Cache County website at www.cachecounty.org.

1. Please rank the desirability of the following urban or paved trail opportunities for your personal or family lifestyle (Ranked by total support level).

Leisure walking	91%
Leisure cycling	91%
Paths connecting schools, parks and open spaces	90%
Access to the open public lands in foothills and mountains	89%
Access to preserved natural and scenic areas	88%
Fitness (walking)	87%
Fitness (cycling)	85%
Walking or cycling to work	80%
Fitness (jogging)	75%
Walking or cycling to shopping areas	74%
Tours between communities in the valley	70%
Fitness (rollerblading)	41%

Finding: Trails and bike routes are desired primarily for recreational walking or cycling purposes, especially to access parks, natural areas, and nearby mountains. Trails are also desired for accessing work, school and shopping areas by foot or bicycle.

Recommendation: Plan trails to link residential neighborhoods to preserved natural areas, public lands in the mountains, and to schools, shopping, and employment centers.

2. Please rank the importance of the following non-paved trail opportunities for your personal and family lifestyle (Ranked by total support level).

Hiking	94%
Access to open public lands in foothills and mountains	93%
Access to preserved natural and scenic areas	93%
Biking	89%
Jogging	68%
Tours between communities in the valley	67%
X-country skiing	66%
Canoeing trails	51%
Horseback riding	29%

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Finding: Non-paved trails are associated with public lands in the foothills and mountains above communities, or with natural areas within a community. Hiking and mountain biking activities would be pursued on these trails, as well as jogging and cross country skiing.

Recommendation: Work with land owners and developers by creating development incentives to help implement the Bonneville Shoreline trail as a continuous trail around the valley, and to preserve important natural areas within communities with nearby trail access (See Section 5.3).

3. Please rate the top five types of natural or scenic areas that should be preserved and remain accessible by a trails network. 1=Less Important 5=Most Important (Ranked by total support level).

Mountain Bench	83%
Access to public lands	82%
Riparian/River Corridor	77%
Ridge tops	75%
Lake Shore (Water Bodies)	72%
Wetlands	64%
Farmland in rural areas	49%

Findings: Preservation of strategic mountain benches areas and ridge tops are desired to retain visual quality and to encourage pedestrian access to public lands. River corridors with associated water bodies and wetlands are also viewed as important corridors for visual or physical trail access.

Recommendation: Adopt zoning ordinances and development codes that encourage trail easements as part of new development, and that encourage preservation of strategic lands that allow access to a future Bonneville Shoreline trail, U.S. Forest Service trails, or public rights-of-ways into private and public forest land areas. River corridors should also be preserved from development to retain

parkway visibility or physical access and protect new development from flooding hazards. Development guidelines should discourage development from prominent ridge tops, water edges, and wetlands to retain visual quality, water quality, and public access to natural features (See Section 5.3).

4. To what extent do you agree or disagree with the following statements (Ranked by total support level).

A trails system would ...

increase safety for walking, jogging & biking.	96%
Promote family oriented recreation.	95%
encourage active living and reduce obesity.	94%
enhance value of connected recreation facilities (parks, other trails, etc.)	91%
encourage less driving and more walking or biking.	90%
connect urban/residential areas to mountains.	87%
increase neighboring property values.	75%
provide a tourist attraction.	70%
reduce crime through increased presence of responsible people.	60%

Findings: Trails are viewed as an important community feature to encourage a more active lifestyle, and better health. Trails use is recognized as a low-cost recreation activity that appeals to all ages, and could reduce local automobile trips to parks and open space areas.

Recommendation: Prioritize trail development that connects new and existing neighborhoods to parks, accessible open space, recreation facilities, and other trails.

5. How frequently would you use a trail system? (Ranked by total share of responses to this question)

Daily	50%
Weekly	32%
Weekends	9%
Monthly	7%
Never	1%

6. Which constraints would discourage you from using the future Cache County-wide trails system? (Ranked by percentage of responses to this question)

Lack of knowledge of trail locations and trailheads	66%
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Trails aren't conveniently located	58%
Concerns about safety	28%
Lack of parking	28%
Lack of time	24%
Other, Please Specify	18%
Presence of leashed pets	13%
Poor health	7%
Lack of access for disabled	4%
No comment	4%
Lack of interest	2%

Findings: Current demand for trails suggests that new trails will attract users when built near residences and businesses, and when they provide linkage to a variety of recreational and commercial destinations.

Recommendation: Promote the benefits and opportunities of trail use through a county-wide website that displays existing and future trail opportunities throughout the region. As more trails develop, a brochure map for residents and tourists can detail all trail opportunities available to the public.

7. Would you be interested in having a designated trail system for motorized vehicles?

Yes	38%
No	62%

Findings: Over one third (or nearly two fifths) of respondents recognized local demand for designated motorized vehicle trails, and support motorized trails that are separated from non-motorized trails.

Recommendation: Plan for motorized vehicle parking facilities near designated motorized trail heads to encourage trailer transport of ATV's to new facilities, and to encourage screened and orderly parking. Non-motorized trails should be marked with signs prohibiting motorized use.

8. Please indicate the features that you believe would be desirable for bike routes (Ranked by percentage of responses to this question).

Wider paved shoulder widths	93%
Bike route signage	85%
Replacement of dangerous gutter grates	83%
Striped bike lanes	82%
Bicycle safety education program	65%

Findings: Cyclists' primary safety need is sufficient road lane width along busy streets and narrow highways to share with motorists. The addition of bike route signage could help to promote cycling and educate drivers of cyclists' rights to share road surface. Replacement of unsafe linear gutter grates with grid grates can help to prevent unnecessary accidents. Striped bike lanes may be appropriate in urban areas – particularly on arterial roads with higher traffic volumes and speeds.

Recommendation: Add a Bike Routes plan as an additional element to this master plan. The new mapping should show trails, s, bikeways and blue-ways as one inter-related network.

Once this additional element is added, a uniform system of bike route signage throughout the county should be added to promote cycling, and to educate drivers of cyclists' rights to share the paved road surface. Unsafe gutters should be identified and replaced on all streets in the county. Narrow highway stretches that are popular for cycling should be examined for future upgrade and pavement width addition.

9. If you would be interested in participating in general trail system development, please specify your area of interest.

Not interested	25%
Adopt a Trail (neighborhood litter control service)	47%
Adopt a Trail (neighborhood safety patrol)	23%
Detailed trail planning (signage, features, property owner coordination)	32%

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Trail Construction	36%
Other, Please Specify	11%

Findings: A significant number of respondents would like to volunteer time and effort to support trails planning, design, development, and maintenance.

Recommendation: Create a trail volunteer's web page that encourages additional members to sign up, and that provides email notice for volunteer work and planning opportunities.

DRAFT

3. Background

3.1 Historic Sketch of Trails, Utility Corridors and open space in Cache County

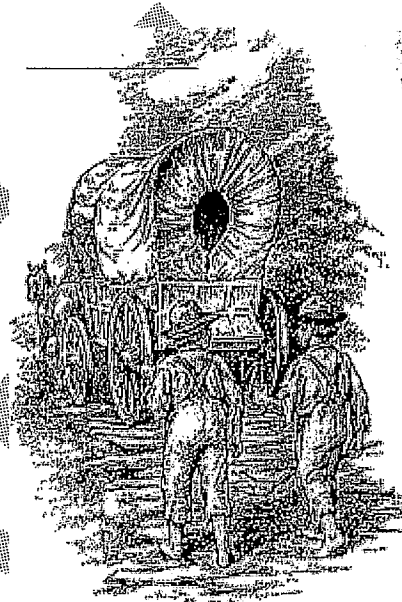
The first established travel routes in Cache County were marked by Shoshone Indians bands that followed existing animal trails, or established their own paths in search of native edible plant areas, favorable fishing locations and encampment sites. After centuries of nomadic travel to access dispersed food locations, the Shoshone culture had established a well defined network of trails that marked practical passes through mountains and the best places to cross streams (Weber).¹

Fur traders and explorers followed Indian trails in search of valuable beaver pelts and other animal furs. In the summer of 1824, John Henry Weber led trappers, including Jim Bridger to Cache Valley. Jim Bridger recorded his voyage down the Bear River on a bullboat that same summer, believing that the salty water of the Great Salt Lake was the Pacific Ocean.

In 1825, Peter Skene Ogden led Hudson Bay Company trappers to the present day Ogden Valley in eastern Weber County by traveling over a well-worn Indian trail out of Cache Valley. Jedediah Smith traveled south from present day Idaho through Cache Valley en route to Southern Utah and California in 1826. This route today marks HWY 91 from southern Idaho to Provo. Other trappers followed suit, and eventually held Mountain Men Rendezvous Camps in Cache Valley and the south end of Bear Lake between 1826 and 1831.

Trappers Moses "Black" Harris and Thomas "Peg Leg" Smith happened to meet Brigham Young and the Mormon Pioneers en route to

the Utah Territory. The mountain men suggested that the fertile lands in Cache Valley would provide a good place for a new settlement. In 1856, Peter Maughan led a group of Mormon settlers to Cache Valley along routes reported by trappers, and established the community of Wellsville at the southwest entrance into the valley.



Regional Routes to Cache County

By 1859, about 150 families had begun a new life in Cache Valley in the settlements of Wellsville, Providence, Mendon, Logan, Richmond, and Smithfield. Travel routes were created between settlements and further established as new immigrants came to the valley.

Agricultural products from Cache Valley were transported outside of the region when gold and other metals were discovered in Montana and northern Idaho. A migration of miners, settlers, and merchants to Montana and Idaho mining camps founded cities such as Virginia City and Helena. These camps focused on precious metals rather than agriculture, creating a demand for the import of food and other agricultural

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products. Heeding Brigham Young's council to stay on their farms and avoid the pursuit of gold mining, many Cache Valley farmers exported their produce by joining freight lines between Salt Lake City and Montana. This trade generated profits that helped to stimulate the local economy.

The **Overland Stage route** entered Cache County in 1866 by passing near Collinston in Box Elder County, climbing over the hill to Cache Junction, and then crossing the Little Bear River on the Ricks Ferry before heading east to the Logan station. The stage line continued north to Idaho stations in Franklin, Preston, Swan Lake, Gentile Valley and Soda Springs.

Local Routes, Trails, and Streets

Prior to 1870, Cache Valley settlers were squatters on public lands in the Utah and Idaho Territories. The federal government enabled cities and towns to incorporate on public lands in 1867 which allowed settlers to claim legal title to their lots. Legal lots descriptions defined wide public right-of-ways or streets between the square blocks that were typical of Mormon Settlements.

With the opening of the federal land office in 1869, homesteading farmers were required to live on their own lands. This rule altered the Mormon settlement pattern that encouraged families to live in a village while cultivating the surrounding fields. New outlying homesteads created more travel routes to connect points of settlement to villages.

Some of these early right-of-ways and travel routes are today's paved highways and local streets that connect communities and neighborhoods, while others remain as public or private gravel or dirt farm roads.

Logan Canyon Highway

The 41-mile Logan Canyon Highway (US 89) began as a trail in 1860 to harvest timber for Logan and other growing settlements. Today it connects County residents and tourists to extensive recreation opportunities such as trails and camping grounds in the Cache Wasatch National Forest, skiing at Beaver Mountain, and water sports at Bear Lake.

A completed trail through Logan Canyon to Bear Lake was completed in 1877, driven by the need to bring timber for construction of the temple and to provide railroad ties for construction of the Utah Northern Railroad line. Mail was delivered to settlements in the Bear Lake region on cross country skis through the canyon. Previously, travel through Logan Canyon to the Bear Lake Valley required passage through less direct routes such as Cub River and Strawberry Canyons in Idaho, or through Blacksmith Fork Canyon.

By the 1920's, increased recreational demand in Logan Canyon and the growing trucking industry required significant upgrade for regular automobile travel. The County completed and paved the highway's present alignment through the canyon in the late 1930's with the assistance of federal and state funding. The highway was kept open year-round for the first time in 1939 – the same year a ski tow was installed at Beaver Mountain. 77

Logan Canyon highway was one of the first routes designated by the U.S. Forest Service as a National Forest Scenic Byway in 1989. It was also designated a Scenic Byway by the Governor of Utah in the fall of 1988. This status increases opportunities for federal funding of trail related projects that connect to the highway (See Chapter 5.4, funding strategies).

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Roads and Trails in the County Forest Recreation Area

With a growing demand for timber, precious metals, and with increases in the county's sheep herds (10,000 sheep in 1870, and 300,000 sheep by 1900), trails through Cache County's forested mountain areas were expanded. With a new rail line connecting to Logan in 1873, prospectors scoured the mountains for precious metals with hopes of selling ore to smelter companies in the Salt Lake area. The best known mining operations in Cache Valley were short lived silver rushes, including La Plata (1891 to 1894 near Weber County), and the "Amazon" silver mine near present day Beaver Mountain (1892).

Private and Public Land Matrix

Much of the ranching and mining activity was encouraged through privatization of significant amounts public domain lands (federal lands that had not been homesteaded). The Federal Land Grant Act of 1862 granted large land blocks to states or territories for the purpose of selling land and establishing a fund to support the development of an agricultural or mechanical arts college. Sale of forest area lands allowed the State of Utah to establish the Utah Agricultural College (USU) in 1888.

Also creating private land in Cache County were the Pacific Railroad Acts of 1862 and 1864 that granted land to the Pacific and Central Railroad companies. This land was not strategic for actual railways, but rather was granted to railroad companies as an incentive to sell for financing of the Transcontinental Railroad - considered at the time to be a risky investment. The resulting checkerboard pattern of private and public land is still visible in Cache County's forest area ownership patterns today.

Establishment of the U.S. Forest Service

Open access to timber on public domain land, overgrazing and uncontrolled forest fires made for a severely damaged regional forest by the time Utah became a state in 1896. Extensive flooding and damage to public drinking water resulted, prompting the Cache County Council to petition the United States to protect the remaining public domain and create the Logan Forest Reserve in 1904. The reserve later became the Cache National Forest in 1905 (1907?) which manages the land today to protect the watershed and wildlife populations.³

Later, around 1923, a landslide between Mendon and Wellsville sent debris down onto dry farmland that was never reclaimed for crop planting. Over-use again threatened the local communities and farmers relying on mountain-fed culinary and irrigation water. The Chamber of Commerce and the Forest Service worked together to reclaim the Wellsville Mountain watershed.

Today, the Forest Service seeks public input as it creates policies to manage use of roads and trails, grazing permits, and timber harvesting in an effort to balance an array of public interests. With extensive annual visits to the forest, some routes and areas are restricted seasonally or year round to motorized vehicles (including snowmobiles, ATVs, and truck/vehicles), while other areas are encouraged for motorized use.

Two wilderness areas - Mt. Naomi and the Wellsville Mountain are off-limits to vehicles and mechanized transportation. These wilderness areas resulted from a congressional act in 1984 in response to a growing national interest in preserving National Forest areas as pristine wilderness. The wilderness areas may be accessed by

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foot or by horse from several single track trail routes.

Forest Service Roads, Private Forest Roads, and County Public Right-of-Ways

The Forest Service manages a network of motorized and non-motorized mountain roads and trails that provide incredible recreational value to this region (See Chapter 4). Some routes have been improved with gravel or road base, while some remain as a primitive double track road or single track trail.

Random ownership patterns of federal, state, and private land have created a complex system of roads and trails through mountain terrain. Many of the trails and roads established to access ranches, timber stands, mining claims, and hunting areas through private and public forest lands remain with us today. The status of these travel routes whether roads are private or public – has lacked legal definition since the first trails were first established. For example, travel to a private property parcel may have required passage through a canyon or along hillside owned by another property owner, or by the public.

Study of historic use of roads and trails will help to establish a clear definition of public right-of-ways vs. private roads. The Cache County Surveyor's office is researching historic property records to determine the legal status of roads and trails throughout the county. Driving this research is an effort to research public rights-of-way on federal lands that were established between 1866 and 1972 under the United States' RS-2477 law of 1866. This law encouraged settlement of the west by allowed public roads to be created on public domain or federal lands for homesteading, access to private lands, timber, mining, or grazing

leases, or recreational purposes. RS-2477 was repealed by Congress in 1976 to better manage public use of federal lands under the Federal Land Management and Protection Act (FLPMA – pronounced as "Flipma"). However, FLPMA specifically stated that all existing RS-2488 rights of ways were not affected by the repeal of RS-2477, and remained valid.

Extensive research is required to determine which roads were recorded as public right of ways while RS-2477 was in effect. Cache County seeks to work with the Forest Service in a cooperative effort to determine roads or trails on Federal lands that are county public rights-of-ways.

Protecting Natural Areas from Over Use

The legacy of roads and trails given to us by our predecessors reminds us that our safety and recreational enjoyment rely on a healthy watershed, including forests and streams in the mountains and valley. Trails and road management requires consideration of water quality, wetlands and wildlife populations, as well as regard for a variety of recreation interests.

The early degradation of the mountain forest lands diminished not only the public health and safety of communities, but also delayed the growing demand for recreation in this region. By the early 1900's, elk and big horn sheep populations had vanished, and deer and native fish populations were greatly reduced. Wolf and grizzly bears were extirpated by hunters and ranchers to protect livestock. Elk were reintroduced in Logan Canyon from Jackson Hole, Wyoming in 1916 by the Cache Valley Boosters Club.

As described in Chapter 2, wildlife is a very important part of the American recreational experience, with more than \$100 billion

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spent annually on related consumer goods and activities. Thanks to efforts by the Forest Service, the State Division of Wildlife Resources, and various private initiatives, Cache Valley's forest areas and waterways support abundant wildlife.

Maintaining healthy wildlife populations in the forest and near our communities will require that we balance growth and recreation activities with strategic preservation and management efforts as more development and people are attracted to our region.

Deer populations are declining today as urban development encroaches on south and west facing benches. These areas provide deer and elk with winter foraging range as the snow depth is reduced by direct sunlight. Preserved state and private lands intended for habitat preservation may require seasonal closure to allow for deer and elk winter and spring feeding or breeding. Riparian corridors (river-ways) in Cache Valley have traditionally provided wildlife viewing, duck hunting, non-motorized boating, and scenic outdoor quality. Communities may wish to work with land owners and partners to encourage additional land preservation to support wildlife habitat, improve water recharge areas, visual quality, trail access, and other public benefits, etc. To the extent that communities promote preservation of streams corridors through conservation-minded development, wildlife habitat and may be conserved, and new trail and recreation opportunities may be created to enhance the quality of life. Development strategies that support land preservation are summarized in Section 5.

Abandoned and Active Rail Lines

Cache County once claimed a broader network of railways than exists today. Prior

to extensive automobile use, rail lines were often referred to as roads because of their regular use for freight and passenger transport. Abandoned rail grades are still visible throughout the valley, and county property records reveal traces of former railway corridors now mostly absorbed into adjacent private land ownership.

Sections of previous rail corridors could become trails if local governments are prepared to properly negotiate with land owners. Trails running parallel to active rail lines with sufficient separation may also be explored as a possibility. (See conclusion of this section and Chapter 6).



Historical Railways and related agricultural industries can also be the focus of interpretive trail signage points as a cultural enrichment activity associated with trail recreation.

The Utah Northern Railroad

In 1873, the Utah Northern Railroad - a narrow gauge line branching from the transcontinental railroad (completed at Golden Spike, Box Elder County in 1869), was completed to connect Logan to Brigham City, and Ogden. The completion of this rail line sparked new trading opportunity for Cache Valley farmers who started shipping agricultural products such as butter, eggs,

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and wheat out of the valley. The Utah Northern Railroad was extended north to Preston, Idaho, short of its planned goal to Soda Springs. The railroad helped to standardize time in Cache Valley, which previously could vary by as much as ½ hour between communities (ref).

The Oregon Short Line/Union Pacific

By 1890 the old Utah Northern Railroad grade was abandoned and a new standard gauge line was built from Box Elder to Cache Junction by the Oregon Short Line & Utah Northern Railway (Later the Oregon Short Line). The Oregon Short Line (O.S.L.) was controlled by Union Pacific, and was also extended to Cache Junction and Logan from Weston, Idaho.

The Logan O.S.L. train station was also started in 1890 at its present location on 6th West and Center Street in Logan. A total of three branch lines were eventually added, primarily to freight sugar beets to local refineries. One branch built in 1907 was a loop connecting Logan to Mendon, Wellsville, and Hyrum. Another branch connected Smithfield to the former "King town," located three and a half miles northwest of Smithfield in 1924.

The Oregon Short Line became today's Union Pacific rail system that links to Cache Valley east from Box Elder County and south from Dayton Idaho at Cache Junction. The Union Pacific line heads south from Cache Junction on a valley loop to Mendon and Wellsville, east to Hyrum, then north to Logan, Smithfield and Richmond, with a terminus in Preston, Idaho.

Electric Rail – (Utah Idaho Central Railroad)

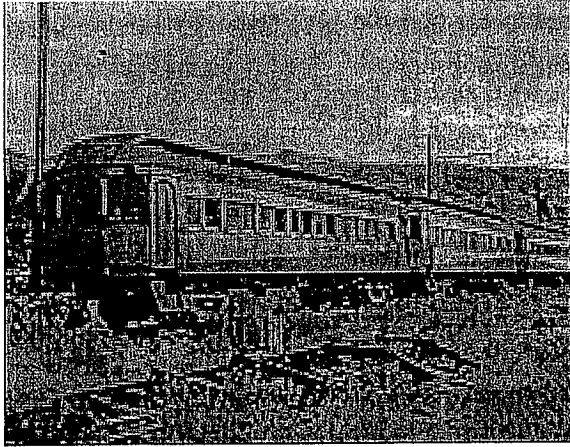
The Logan Rapid Transit Company was created in 1910 (by David Eccles of Ogden) to link the O.S.L. train station to the Utah

State Agricultural College (USU) with electric street car rail service. The line headed east on Center Street, north on Main Street, east on 400 North, and then north on 600 East to 900 North. A one block spur also ran along 700 East below Old Main Hill, dropping passengers off at the grand stair case entrance to the campus. Electric rail transit service was extended south to Providence, and north to Hyde Park and Smithfield. The original Logan Rapid Transit station building still stands at 75 North Main Street in Logan.

A new interurban electric line was built in 1914 that consolidated the Logan Rapid Transit service. The line was first called the Ogden Logan & Idaho Railroad (O.L.I.R.), and later called the Utah Idaho Central Railroad (U.I.C.R.) when service reached as far south as Payson (Utah County) in 1919.

U.I.C.R. recycled the abandoned Utah Northern Railroad line by converting the grade to electric rail. This new service helped to transport valley residents and freight from Preston, Idaho, through Smithfield, Logan, and then to Brigham and Ogden. Branches were added to connect Logan to Providence, Wellsville, Hyrum, and Mendon. High schools in Logan, Hyrum (South Cache), and Richmond (North Cache) were completed around 1918 near electric rail corridors. Over 80 percent of U.I.C.R.'s passenger business was contracted with school districts to transport students from remote areas to these schools. The U.I.C.R. may have serviced the lowest population density for a large interurban system in the nation, with fewer than 400 people per square mile (ref).

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Electric rail leaving Preston Idaho for Lagoon in Farmington, Utah (<http://www.sugarhousetrolley.org/utahinterurbans.html>.)

Another branch line, the Eccles' Cache Valley Railroad was built at this time to transport sugar beets to the Amalgamated Sugar Company in Quinney (Later Amalga). Other refineries included David Eccles and partners' Logan sugar plant (1901) and the Morgan Canning Company (Later Del Monte), founded in Smithfield in 1920.

Dairy refineries in Utah started in Cache County in 1889 when Lorenzo Hansen created Utah's first creamery and cheese factory in Wellsville. The Utah Condensed Milk Company followed in Richmond (1904) and Hyrum (1925). Other milk companies such as Borden Milk in Logan (1916) and Morning Milk in Wellsville (1923) helped the dairy industry in Cache County become the state's third largest agricultural-based industry in the late 1920's.⁵

The O.L.I. and U.I.C.R. railway networks shipped the products of Cache County farmers, dairymen, and refineries to statewide and national markets, including fruits and vegetables, grains and processed flour, dairy products, sugar beets and processed sugar, gravel, brick and livestock. Products were also imported to Cache

County such as coal, cement, and automobiles.

Decline of Electric Rail

Just as the electric rail system had reached its enlarged status by 1919, many residents were driving to work as automobile ownership proliferated and public highway investments made driving more attractive. U.I.C.R. Street car transit spurs in Logan were removed in 1926 and replaced with gas buses when U.I.C.R. could not afford to pave their privately owned sections of urban streets. Motor bus service, known as auto stage service, gradually replaced rail service between Preston, Logan, and Ogden.

U.I.C.R. was losing passengers, competing for bulk freight business with Union Pacific, and losing freight and package express business as trucking companies became the new standard for delivering goods along a public highway network. The railroad company ended its operations in 1947 after a WWII era restriction on fuel consumption increased vehicle and truck travel on parallel roads and highways after the war. Warehouse properties were sold and right-of-way corridors were deeded to adjacent landowners and farmers.

Railway Trails

The decline of rails in Cache County has contributed to a reduction of the 300,000 railroad miles that connected our nation's communities during the early 20th century - with less than 140,000 rail miles remaining today.

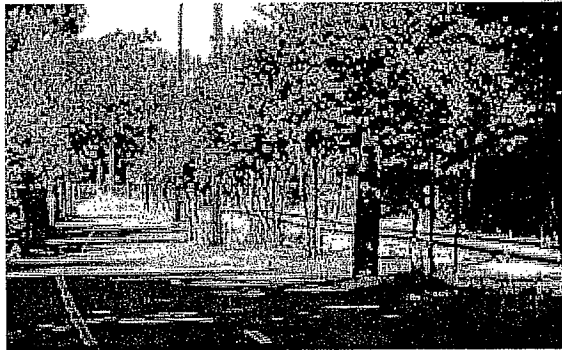
The Rails to Trails Conservancy reports that 1,359 rail trails across America have been created from abandoned rail lines, a trend that started as early as 1939. Rail trails are found in Utah, including a 28-mile Union Pacific trail from Park City to Echo Reservoir, (Davis County, Park

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City, WoodsX?) Rail trails offer a traffic-free experience, scenic views, linkages to historic places, and usually connect the country to urban down town and industrial areas.

Unfortunately in Cache County, abandoned rail lines such as the former (U.I.C.R.) deeded all but a few remaining fragments of unclaimed right-of-way property to adjacent land owners. Unclaimed right-of-way pieces may be useful in negotiating a trail right-of-way along the historic railroad grade, and may help to encourage assembly of the old corridor as new development occurs.

A new trend is to explore trail opportunities alongside active rail lines. In 2001, around 60 active rail trails existed in 20 states, created over 230 miles trails along active lines.



The Federal Railroad Administration (FRA) published a best practices report to facilitate the planning, design and operation of new "Rails-with-Trails" (RWT) (see section 5.x). RWT's could become a point of discussion between Cache County and Union Pacific with the County's recent interest to assume liability for trails as part of its trails liability coverage (See Section 6).⁴

Canals and Reservoirs

As more pioneers settled in Cache Valley, the need for irrigation water to support livelihoods launched the building of an extensive system of canals and ditches to bring water to homes, gardens, and farming areas. Without the water, very scanty and sometimes no crops would be grown.⁶ Canals were primarily built along easements on private land that allowed for the construction and maintenance of a water ditch. An adjacent road was built next to many of the canals to allow for regular inspection and maintenance.

Similar to railways, canals roads create traffic free corridor through communities. Many individuals have walked along canal roads even though legal public access is not established. Canal companies usually lack the resources to monitor public trespassing, and in many cases ignore the activity.

Chapter 5 highlights opportunities to explore share use of canal roads for trails with canal companies. This section highlights some of the valley's prominent canals to shed light on the important cultural resource and present day function that canals offer.

In 1860, the valley's first regional canal – the **Logan Hyde Park Canal**, was built to divert water west from the Logan River (near 200 North and 1000 East) to the toe of temple hill at 200 East, and then north through Logan City to Hyde Park. The canal was later extended to Smithfield.

The first apple tree was carried into Cache Valley in the late winter of 1865 on snowshoes. The apple orchard industry grew to significant proportions, as did other crops between Hyde Park and Logan with the support of irrigation water.

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The **Logan and Richmond Canal, or the Logan Northern Canal** (1865) delivered water at a higher elevation along the mountain bench, diverting water west from the Logan River near the present day state power dam at 1600 east, just below the mouth of Logan Canyon. The canal was built along a challenging stretch of steep hillside above the Logan district know as the "Island" and below present day HWY 89 and university campus. The canal turns north at 600 East, and passes below today's university campus, en route to North Logan, Hyde Park, Smithfield, and Richmond. Despite the hillside challenge, more workers and better equipment allowed water delivery to Hyde Park after only two months of construction.⁴ The segment of canal road along the hillside has been used for decades by pedestrians accessing the campus and for recreational activity.

Settlers later discovered that soil quality was good above the Logan Hyde Park canal, and a plan was developed to construct the **Logan Hyde Park Smithfield Canal** (18xx?) to transport water to the upper bench. Thomas Ricks and others with previous railroad construction experience made plans and invested resources to construct along the north mountainside of Logan Canyon. The diversion from Logan River occurred about one mile up Logan Canyon, and required painstaking effort to construct the canal bed, tunnels, and a wooden flume along a solid rock embankment. The completed project introduced water to many additional farms and homesteads, and brought prosperity to an increasing number of pioneers (Sorenson). This canal today is a recreational draw for floating on tubes along national forest land up to the Logan Country Club golf course.

Because of the limited water supply from Spring Creek, Settlers of Providence and

Millville cooperated to construct a canal that would divert water from the Blacksmith Fork River. Ref. . The first survey was faulty and the canal was not a success so another survey was made and a new Canal – the Milleville-Providence Canal was dug that proved successful.

http://www.pcu.net/web/mendon/mendon_uta_h_history/an_early_history_of_cache_county/12.htm Later, another canal drawing water from the mouth of Blacksmith Fork Canyon, the Blacksmith Fork Providence Canal was dug with cooperation from the settlers at Millville and brought many more acres of land under irrigation in both settlements (ref).

Newton Dam

After a shortage of moisture in 1870, settlers began construction on **Newton Dam**, the first large body of irrigation storage in Utah, and probably the first in the United States.⁷

The Bureau of Reclamation became involved in 1938, and completed expansion of the reservoir in 1946 by building a new dam 1.5 miles downstream of Clarkston Creek. Newton reservoir is a popular recreational destination for boating, fishing, camping, and picnicking.

Hyrum Dam and Canals

The Bureau of Reclamation created the **Hyrum Reservoir** in 1935 by constructing an earth-fill dam on the Little Bear River. This water body is one of Utah's few urban reservoirs in the state, providing recreation, water storage, wetlands for birds and aquatic life, and waterfowl habitat and refuge.

Three canals divert from the reservoir, including the Hyrum Feeder Canal which delivers water north to the Hyrum Irrigation Company, the 14-mile Hyrum-Mendon Canal which carries water west to Wellsville

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and then north to Mendon, and the 5.4-mile Wellsville Canal. The Hyrum-Mendon Canal and the Wellsville Canal cross the Little Bear River Flood Plain through inverted siphons. A pumping plant in Wellsville allows a portion of the Wellsville Canal to deliver water to properties that lie up to 70 feet above the Hyrum Mendon Canal.

Unlike most canals in Cache Valley, the Hyrum-Mendon Canal lies on a 20-foot wide corridor of property owned by the Federal Government. All other canals in the Valley were built through an easement on private land.

Power Line and Utility Corridors

In the early 1890's, Logan was one of five Utah cities that had electricity, including Salt Lake, Ogden, Provo, and Park City. With the development of new technology, more local power plants began to appear that provided more reliable power to customers. Logan City's power plant at the mouth of Logan Canyon was established in 1904.

In 1912, Utah Power and Light (UP&L) began to acquire power stations, and consolidated isolated power plants to create a large interstate power system. Logan City retained ownership of its power plant and still provides electricity to customers today. Expanded UP&L power service enabled the development of the U.I.C.R. electric rail service, and allowed many manufacturing industries convert electric motor equipment. By 1922, UP&L served 205 communities in four states, with much of the power being generated from hydrologic power plants along the Bear River/Bear Lake hydrological system.

Utah Power and Light (Rocky Mountain Power) Trail and Recreation Opportunities
As of 2006, PacifiCorp operates as Rocky

Mountain Power in Utah. The company manages the Cutler Reservoir and hydroelectric power plant in Cache County, as well as a broad network of regional power line facilities. The reservoir creates a vast system of marshes and wetlands, which requires management of water levels to support plants and animal habitats. PacifiCorp works with public and resource agencies to create and implement management plans that address the needs of sensitive species and their habitat to promote preservation. Program partners include the Briderland Audubon Society, and the Utah Division of Wildlife Resources, who jointly focus on wildlife protection, wetlands preservation, and efforts to reduce hydroelectric facility impacts on fish, and power line interactions with birds (www.pacifiCorp.com).

Utah Power and Light (Rocky Mountain Power) Trail and Recreation Opportunities

In addition to providing hydro electric power, storing irrigation water for agriculture, and agricultural grazing on surrounding pastures, PacifiCorp has created significant recreation opportunities throughout the reservoir/marsh system, including canoeing, hunting, fishing, and bird watching (See County-wide Trails and Parkway Plan Map, Section 1).

3.2 Trends Reflect Demand for Trails and Recreation

Several established trends in Cache County contribute an increasing demand for self directed recreation opportunities provided by trails and corridors. The applicability of these trends varies with the unique characteristics of each community in the valley.

Rapid Growth in Utah

A general trend of rapid growth to the intermountain states during the 1990's was revealed by the 2000 U.S. Census. Utah ranked fourth at 29.62% out of the five fastest growing states – all of which were in the Intermountain West. This is over twice the national growth average of 13.2%.

Top five state growth rates in the United States:⁶

- | | |
|----------------|---------------|
| 1. Nevada | 66.27% |
| 2. Arizona | 39.98% |
| 3. Colorado | 30.56% |
| 4. Utah | 29.62% |
| 5. Idaho | 28.53% |

Cache County's 5-year growth rate from 2000 to 2005 (at 12.7%) is just below Utah's recent 5-year statewide average at 13.5%.

Much of the attraction to the intermountain west is considered to be amenity-driven as individuals and job providers seek the availability of mountains and public lands in the back yards of communities. Employers increasingly compete for an educated workforce, and consider recreation opportunities and local quality of life when evaluating a new location. Increasingly, more workers are able to live long distances from work through telecommuting arrangements that split time between a remote home office and work headquarters.

In Utah, one third of new residents migrate from other states, while two thirds of Utah's growth occurs through the natural increase of residents. Utah's internal growth stems from a large average family size at 3.67 (compared to 3.16 nationally) and the highest household size in the nation at 3.13 per household (compared to 2.62 nationally).

As more jobs are created in Cache County, prospective employees will compete with candidates from out of state, in state, and locally for a chance to work in this desirable area. Some from other regions may include those who left their Cache Valley home for a job elsewhere, and retained hopes of returning.

Lifestyle of a Service Workforce

Steady job growth in Cache County points to increased daily commutes between home and businesses that add to the many work hours spent each week behind a desk, computer, or assembly station. This lifestyle can lead to penned up stress and physical energy, which converts to a demand for spontaneous recreation opportunities before or after work, or on weekends.

Demand for sports, parks, and passive recreation in America grew in the late 19th century industrial revolution period as workers from rural areas migrated into urban centers to work in factories. A growing urban work force lacked the rural connection to visual scenery, fishing, hunting, horseback riding and hiking activities. This trend surfaced in Logan when the population had reached over 4,000. In 1886, a petition of 74 signatures was presented to Logan City in request of a public pleasure ground. The City Council announced in December of 1887 that 160 acres was to be purchased from John Nelson for \$12,000. The land

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became known as Willow Park, and has evolved into the recreational complex utilized by residents from the entire Cache Valley region.

Cache County's regional workforce will continue to grow in service professions such as technology, information, manufacturing, retail, education, and government sectors. Although agriculture will continue to be an important industry in the rural parts of the valley, smaller family farms will likely continue to give way to larger consolidated farms that rely on large machinery and less man power. Many who live in rural towns will commute to job centers in Logan and North Logan.

Planning for a network of more public trail corridors could make rural and mountain scenery available within minutes from growth areas by walking, jogging, hiking, or biking.

Logan River Trail Example

(Image)

Public demand for spontaneous, user-guided recreation is illustrated by a recent UDOT count of pedestrian use along the Logan River Golf Course Trail from August 21st to August 29th, 2006. Sensors placed along the trail revealed popular use hours for weekdays and weekend activity. The top three hours were between 7:00 and 8:00 p.m. on Monday the 21st (106 people per hour), Thursday the 24th (95 people per hour), and Sunday the 27th (86 per hour). It should be noted that the total number of individuals per hour may be around half the number of trips counted because the trail is not a continuous loop, and users tend to return from their departure point.

Of the total 3,391 trips recorded over an eight day period, the most popular average use hours were between 7:30 a.m. and 12:30

p.m. (around 30 round trips per hour), and between 4:00 and 8:00 p.m. (between 32 and 46 round trips per hour). 7:00 p.m. was the highest average use hour with a measured 46 round trips per hour.

The Logan River trail provides an example of a natural parkway trail that draws families and individuals to recreate along a preserved natural area in an urban community. Many of the trail users are parents walking with young children while a spouse is at work, or professionals sneaking in a brief jog on a lunch break. Such trail activity might not otherwise occur without convenient access - compared to the additional time and effort required to drive to a National Forest area trail.

Physical and Mental Health Awareness

Awareness is growing in America that a healthy and active lifestyle is the best preventative cure to our nation's struggle with obesity. Every year as many as 255,000 U.S. adults die from causes that may be attributed to physical inactivity alone and 300,000 from inactivity and poor diet combined; these figures do not include others who suffer from chronic disease and impaired quality of life (Powell and Blair, 1994).

Obesity is a national epidemic that is becoming more prevalent in children and adults. From 1990 to 2005, Utah's obese population percentage increased from 9.3% to 20% (Burbidge, 2006a). Utahns are also not getting enough physical activity during their workday. Currently 65% of Utah adults (over age 18) are employed, and of that group 66% reported mostly sitting or standing at work (Utah Department of Health, 2004).

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Physical inactivity exacts an enormous public health toll. Lack of physical activity is thought to be a primary factor in more than 25% of all chronic disease deaths and 10% of all deaths (Killingsworth and Schmid, 2001). According to an estimate, 32-35% of all deaths in the United States attributed to coronary heart disease, colon cancer, and diabetes could be prevented if all members of the population were physically active (Powell and Blair, 1994). The Surgeon General recommends that all people over age two accumulate at least 30 minutes of endurance-type activity, of at least moderate intensity, on most- preferably all- days of the week (United States Department of Health and Human Services, 1996).

America's reliance on automobile travel coupled with the popularity of high fat or sugar foods, increased television, video games, reliance on personal vehicle use, along with work in employment sectors that require little or no physical activity, is contributing to this trend. Nationally, twenty five percent of trips taken are of a distance one mile or less, but 75% of these trips are made by car (Burbidge, 2004). For most individuals, becoming moderately active can provide a meaningful health benefit, and trails are an efficient way to promote physical activity for community residents. A trails system that connects neighborhoods to desirable destinations can help to reduce the number of local vehicle trips, and encourage walking and cycling. In addition to promoting physical activity and thus motivating individuals to maintain a healthy weight, trail exercise can reduce such health problems as diabetes, osteoporosis, depression, and heart disease, while maintaining positive mental health.

Evidence of consumer demand for a more healthy and active lifestyle can be observed

in our everyday lifestyle. A surge of memberships at health clubs, participation on team sports for children and adults, purchase of home exercise equipment, and purchase of bicycles and active stroller gear, show that an active lifestyle is in strong demand.

Reduced Safety with Growing Vehicle Traffic

As growth continues in Cache Valley, each new home and business will generate more automobile trips to existing roads, and create demand for new roads or road upgrades with more driving lanes. Without trail corridors, pedestrian and bicycle circulation must increasingly compete with additional vehicle traffic to walk, exercise and to access recreational areas by foot or bike.

Sidewalks are typically too narrow to accommodate the faster pace of recreation with normal pedestrian flow. However, a 10' to 12' wide trail facility can support a variety of pedestrian or bicycle travel at slower or faster paces of walking, jogging, cycling, or rollerblading.

Rising Fuel Prices

Rising oil prices are drastically increasing transportation costs world-wide. To the extent that other forms of transportation (such as cycling and transit routes) are made available to the public, more vehicle trips are likely to convert to bus rides, and/or bicycle rides.

Air Quality

Reduced air quality due to thermal inversions and the Valley's growing traffic threatens the health of Valley residents and increases the potential for reductions in federal aid for transportation improvements. The combination of trails, bike routes,

transit and planned land uses can make walking and biking more practical between neighborhoods and communities, and entice drivers into other viable commute options. (see section 5.2, Walkable Development).

Cache County Transit District, Logan Transit District (CVTD and LTD), and the Utah State Shuttle Service provide public transit services that could integrate more cycling and bus riding throughout Logan, and regionally between Richmond, Logan and Hyrum. Cycling to work or other destinations is supported by buses with bike racks. Bike racks encourage cycling to a bus stop, and then riding the bus to a transit stop near an end destination.



The Breeze bus service in Santa Maria, CA supports three bikes per bus on a first come first serve basis (source www.breezebus.com)

Buses with bike racks aid cyclists in colder or wetter months when weather patterns are less predictable. Bike lanes and trails that connect residential neighborhoods to employment areas encourage commuter cycling, while parallel transit service can support cycling and promoting transit trips along trails that link parks, schools, employment and shopping areas.

Housing Costs and Public Recreation Demand

A statewide and national trend of increasing housing costs is evident in Cache County, and contributes to public demand for recreation. Dramatic increases in housing costs are outpacing more modest increases in personal income. This growing divide in housing affordability increases the demand for reduced lot sizes or attached housing to match household budgets. Smaller lots and attached housing generally reduces housing costs, reduces yard maintenance, and provides less yard space for outdoor activities and exercise. As the housing market shifts to a smaller average acreage unit per home, so will public demand increase for local and regional recreational opportunities.

4. Trail Routes and Open Space: Fact & Fiction

This section provides general information about trails, including the advantages, typical challenges associated with a trails program, and common misperceptions about trails prior to implementation. Although the majority of Cache County residents are supportive of a future trails system, concerns expressed by affected land owners and nearby residents will surface. The information provided in this section may be referred to as an educational resource to address initial concerns about trails, and to inspire long term support for the development of a regional trails system.

The Regional Big Picture – Quality of Life and Economic Development

A trails and system will require significant long term commitments to meet public demand, yet investments will also support the regional and local economy. Trails are typically not a form of recreation that can justify a direct user fee to generate a profit or recuperate start up costs, but they do bring customers to adjacent businesses (see next section), and they can make an area more attractive for new business location.

A county-wide trails and parkway system would enhance Cache County's quality of life to attract good employers in our increasingly competitive economy. As outlined in Section 3.1, the residential appeal, or quality of life in a region is considered by corporations that compete for a well trained and educated workforce as they consider business headquarters or branch locations.

When selecting a new location, companies focus less on an individual city, and more on a metropolitan region where the workforce

may choose to live in a variety of communities. Businesses tend to cluster in metropolitan areas where they can draw upon resources provided at the regional level, such as transportation systems, research and technology, skilled labor, and supplier networks.

Emerging research suggests that a company cannot expect people to locate to a region that is undesirable, and that desirability includes recreational activities, natural amenities, safety, and affordable housing as attractive draws for sought-after employees. Former HP CEO Carly Fiorina suggested to governors at the 2002 National Governor's Association Conference to "Keep your tax incentives and highway interchanges. We will go where the highly skilled people are. They will go where they want to live."

Successful economic development in Cache County means more than competing with other cities for sales tax dollars through retail development. It requires a vision to bring more jobs with livable wages to our residents – which create more disposable income to support local retail and businesses through the exchange of goods and services.

Cache County (or the Logan, UT-ID Metropolitan Statistical Area) must compete with other metropolitan regions, such as Idaho Falls, St. George, and Fort Collins/Loveland, as well as neighboring counties such as Weber, Davis, and Utah. These other areas have closer proximity to a commuter or international airport, and a larger workforce to draw from. Communities in Cache County must capitalize on the region's quality of life by working together to retain and enhance the inherent beauty and recreational appeal in our region.

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Trails Users and Tourists Supporting Retail

A well developed trail system can increase opportunities for commercial growth and revitalization within a community, particularly when in proximity to trailheads and destination points along a trail network. Trail users, including visitors and residents, increase the demand for services and businesses in a community, and spend money that converts into local tax revenue.

Communities with a successful trail system have seen an increase in business opportunities, decreased store vacancies, and revitalized downtowns (Robinson, 2004). Harrison, Idaho, which recently implemented a Centennial Trail and extensive bike trail, attributes trails to the "economic spark" that has revived their downtown (Geranios, 2004). In Dunedin, Florida store vacancy rates dropped from 35 percent to zero after a trail was built through town (). In another study, the National Park Service found that three rail trails--in Iowa, Florida, and California--contributed between **\$1.2 million and \$1.9 million per year** to their home communities.

The Cost of trail maintenance can be reduced by the increased tax base and spending in a community from trail use.

A 20-mile Northern Central Rail Trail near Baltimore cost \$191,893 to maintain and operate in 1993; that same year it returned **\$304,000** in state and local taxes.^x

It has also been shown that trails have a positive economic impact on the community. A study prepared by PKF Consulting for the Maryland Department of Natural Resources showed that while the Northern Central Rail Trail had a 1993 budget of \$192,000, it provided direct economic inputs to State via tax revenue alone of \$304,000. The value of the goods purchased in 1993 as a result of the trail,

was estimated to be in excess of three million dollars.²

Tourist Demand for Wildlife Related Recreation

Today in the United States, more people photograph wildlife than play golf. A U.S. Fish and Wildlife Survey (1996) reports that Americans spend **\$102 billion annually on wildlife recreation**, far exceeding the **\$81 billion spent for new cars** each year.³

Eight percent of Americans, or 17.5 million ages 16 and older participate in away-from-home birding each year. Nationally, \$7.8 billion was spent in 2005 on bird-related expenditures, including food, lodging, transportation and guide fees. Utah ranks 10th for birding participation per capita. The U.S. Fish and Wildlife Service estimates that there are 432,700 residents and nonresidents who watch wildlife in Utah each year, including **286,400 who watch birds**. There are nearly twice as many bird-watchers as hunters in Utah. One third of birders in Utah are estimated to visit from other states.⁴

Public Safety

Trails help to increase public safety by discouraging crime through the presence of people, by reducing accident risk through separation of pedestrian routes with traffic, and by providing fire break where trails separate housing development from wildlands.

Crime Reduction

A trail system promotes social interaction of its users, and encourages activities that attract families, seniors and other responsible citizens. The presence of people actively using a designated trail decreases opportunities for crime, vandalism, littering, loitering, and other mischievous behavior.

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As with any public park or street, trail users should exercise caution to accompany children, and to avoid solitary use during late night hours when other responsible citizens are less likely to use the trail. A policy of closing parks and trails to the public between 10:00 p.m. and 5:00 a.m. aims to help police or adjacent residents recognize unauthorized activity.

Trail locations that are vulnerable to crime tend to be blighted areas that were crime ridden prior to the establishment of the trail. The added presence of a trail through a blighted area is one deterrent to crime – but additional investment and redevelopment of the area may be required to further transform the environment.

A 1998 study of 372 trails conducted by the National Park Service and the Rails to Trails Conservancy measured a low crime rate for trails across the country. 5 million people were estimated to use 36 Urban Trails covering 332 miles each year. The national crime rate for muggings in urban areas was 335 muggings per 100,000 inhabitants compared to only 1 per 100,000 trail users. Similar comparisons were reported for assaults, forcible rape and murder. Minor crimes such as trespassing on urban property were mentioned for only five percent of the trails. About one fourth of the trails reported problems that are commonly associated with public streets, including graffiti and littering.⁶

Some land owners may oppose a trail going through their vacant property because of negative trespassing incidents experienced in the past. The assumption may be that more people using a trail would increase the same negative activity. "Experience with properly managed public trails elsewhere indicates that in fact the reverse is true: more

of the right kind of use by the right kind of people generally tends to drive out trouble-causers who thrive on seclusion and anonymity. More use usually means fewer problems (BST)."

After constructing the Bonneville Shoreline Trail in Ogden, previous problems in the foothills of gunfire, beer parties, campfires, transients, and 4x4 vehicles destroying vegetation disappeared (date). Trail installation included buckrail fences, large rock barriers, and gates to prevent vehicle access. (BST)

Neighborhood Trail Watch

A neighborhood trail watch program is a low-cost, highly effective neighborhood security program that is run by adjacent property owners. The idea is to encourage multiple eyes and ears to be open and observant of any suspicious trail activity. Undesired trail activity can be discouraged by posting trail segments that are under a neighborhood watch program.

Jay Hudson, Assistant to the Mayor of Ogden City in 1996 reported a high level of satisfaction by residents along the city's trail system who have become users, advocates, and volunteers who help to lock gates at night and keep the trails groomed. With a neighborhood watch program in place, Hudson reports that "the development of the trail system has virtually eliminated crime and unwanted behavior" along the Ogden River Parkway Trail. Only one incident along the three-mile parkway required police report in the past twelve months."

Traffic Safety

A trails system will also increase the safety of children and families while biking, walking and doing other recreational activities by separating bike and pedestrian use from vehicle road use to provide safe

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linkages from neighborhoods to community places and public lands (Schwarz, 1993).

Fire Safety

“From a fire safety standpoint, trails at the urban-wildland interface offer a quick attack for fire suppression. More importantly, they also offer a quick and safe escape route if the wind shifts and the fire ‘hooks’ back toward the firefighter.”

Richard Rusk
Asst. Zone Fire Management Officer
Salt Lake District
Wasatch-Cache National Forest
February, 1996

Understanding Trails Opposition

Although home value and salability are enhanced by the close proximity of a trail, trails are none the less difficult to establish through existing neighborhoods, compared to the opportunity to negotiate a trail through new development.

While some existing residents might welcome a trail adjacent to their residence, others view it as a loss of personal privacy. This is typical of neighborhoods where homes back onto a canal or river. Many of these homes have been purchased with the idea of privacy in mind, and public access along a back yard is not a welcomed concept. If a minority of established home owners oppose a trail easement across their property, the opportunity of a continuous trail is blocked.

Chapter 6 discusses Utah’s code xx that prevents use of eminent domain to establish trail corridors across private property. Chapter 5 describes how a local government can create incentives for vacant land owners and developers to provide a

planned trail easement through new development.

Opposition to a proposed trail may surface by land owners or nearby residents not familiar with the benefits of a trail. Concerns by nearby residents should be considered and acknowledged to build a dialog, and to create the opportunity to resolve concerns. Factual information and examples from other communities should be provided to separate fear and negative perception from the real experiences of others. Examples of popular trails and s are provided in this section, and additional website or published resources provide many examples of successful trail projects.

Privacy from Trail User Requests

Home owners living adjacent to a trail can post a sign that either encourages or discourages trail users from stopping to ask for a drink of water, or an emergency need for use of a telephone or restroom facility. Similar to a “McGruff-type” sign that identifies homes where children can go for help, a sign displayed as “Trail Users – Ask Here if You Need Help,” could help trail users avoid homes desiring full privacy. (Ogden Chief, Surveys)

Active Living - Health

Residents and visitors in a community are more likely to exercise if their home or lodging is located near a trail (Giles-Corti and Donovan, 2002). Also, if community development patterns encourage walking through a safe and convenient network of continuous sidewalks to safe desirable destinations, more individuals are likely to walk or bike to a trail (see Section 5.2 – Walkable Communities).

Public Health Benefit: A cost-benefit analysis of trail users in Lincoln, Nebraska measured significant health benefits to the

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trail users counted in the city's 1998 Recreation Trails Census Report. Per capita annual cost of using the trails was \$209.28 (\$59.28 construction and maintenance, and \$150 of equipment and travel), compared to the direct medical benefit of using the trails at \$564.41. The ratio of 2.94 suggests that every \$1 dollar invested in trails lead to \$2.94 in direct medical benefit for trail users – indicating that trails are cost beneficial in reducing health care costs associated with inactivity. [X] (Authors: Guijing Wang, PhD, Caroline A. Macera, PhD, Barbara Scudder-Soucie, Med, Tom Schmid, PhD, Michael Pratt, MD, MPH, David Buchner, MD, MPH Journal: *Health Promotion Practice*; April 2005 Vol. 6, No. 2, 174-179)

Home Values

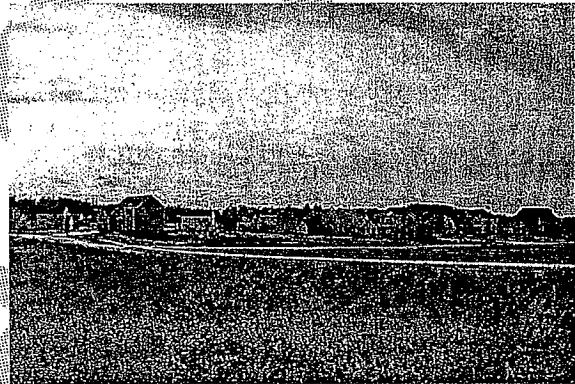
Americans will pay more live near amenities that provide for a more active lifestyle. Studies show that prospective homeowners are attracted to neighborhoods with trail or open space opportunities within a short walk or bike ride (XXXX). A 2002 survey by the National Association of Realtors found that trails ranked second for the most sought after amenity in a community when purchasing property. Another survey, found that 65.7% of realtors reported that trails made the sale of a home easier (Robinson, 2004).

“Some developers (in St. George, Utah) have found that property sells faster if it is connected to the trail system. Some property values increase almost 20 percent if homes are located near a trail. Along the trail there are places where homeowners have built connecting trails from their property for easier access.”

Tom Wharton in 'St. George Open Space,'
Salt Lake Tribune,
March 12, 1996

Property Values near Open Space

Homes bordering the 12-mile Burke Gilman trail in Seattle, WA sold for 6 percent more than other houses of comparable size. Denver residents who said they would pay more to live near a greenbelt or park rose from 16 percent to 48 percent between 1980 and 1990. A three-mile greenbelt around Lake Merritt, near Oakland's city center, was found to add \$41 million to the surrounding property values. [X] Trust for Public Land's 1999 report *Economic Benefits of Parks and Open Space*



Butler Farms, South Burlington Vermont

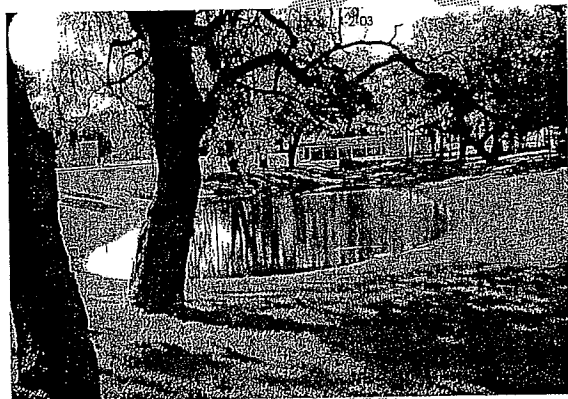
A linear trail, park, or parkway contains an abundance of boundary 'edge' compared to a more square or circular park area. For example, a 1 mile long corridor with an average width of 30 ft. (3.64 acres) creates just over two miles of park edge for adjacent development to enjoy. A square shaped park of the same size would create only 400 feet of park edge. To achieve the same park edge as a 1 mile long corridor, a square park would have to be close to 2600 acres. The visibility along a linear park can help to detect and monitor misuse, such as dumping of garbage or waste compared to a larger square park setting. ⁸

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Additional Public Benefits of Strategic Open Space Preservation

Open Space and parks as part of a parkway trail system can provide other natural services beyond recreational that can translate into economic savings for a city. Planned strategically, preservation of sensitive lands, such as wetlands or buffers along riparian corridors can decrease the amount of money needed for built infrastructure to mitigate flooding, storm water drainage and other vital human requirements (Fausold & Lillieholm, 1999).

Rather than increasing the risk of flooding by building near wetlands and floodplains for example, open space could instead provide critical storm water absorption. Functioning as storm water retention or detention, space can filter sediments and pollutants out of water flow, and allow water to filtrate as ground water to improve water quality. (Insert pictures from Utah County Presentation).



*Open space functioning as detention pond for storm water management. **

Communities could achieve multiple benefits of open space – both for utility and recreation along a parkway corridor. Parks and storm water impact fees may be explored to acquire strategic open space that addresses both public needs. The likelihood of integrating a trail and detention area is

good given popularity of trails along water courses.

Vegetation in open space areas helps to draw carbon dioxide from the air to improve air quality, provides wildlife habitat, helps to reduce increased temperatures from reflective urban development, and provides scenic views. These types of natural services can translate into economic savings for a city.

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A Sample of Trail Programs in Utah

Jordan River

The Jordan River Parkway master plan was first conceptualized as a continuous regional parkway amenity over 30 years ago. The goal is to provide a trail connection from the shoreline of the Great Salt Lake to Utah Lake, and then from Utah Lake along the Provo River to Provo Canyon. The Jordan River also provides Kayaking, non-motorized boating, and both rivers provide fishing opportunities. The parkway is a work in progress, with many completed trail segments and recreational amenities that attract residents from the region. Salt Lake County, Utah County, and city governments continue to coordinate efforts to manage growth and raise funding each year to advance this important project.



This section of trail and bridge along the Jordan River Parkway in South Salt Lake County provide a natural escape from surrounding urban development (Utah County Public Works).

<http://www.co.utah.ut.us/apps/WebLink/Dept/PUBWRKS/JRParkway3.bmp>

The Jordan River Parkway is open from 5:00 a.m. to 11:00 p.m. Motorized vehicles, fire arms, archery, and alcoholic beverages are prohibited. Pet owners must keep animals on a leash, and clean up animal waste.

Utah County

Utah County offers over 30 miles of trails that provide access to parks and parkways, and over 20 miles of completed Bonneville Shoreline Trail (BST). More trail connections are planned, including extension of the BST, Utah Lake trail, and other locations. Parkway trails include the Provo River, Jordan River, Hobble Creek, Skipper Bay.

~~Provo River Parkway Image Here!~~

The Utah County Engineering department reports over 1 million visits to the Provo River trail each year. The county promotes their trails program through a trails patch that can be earned by children who demonstrate use and knowledge of trails, provide service, and identify natural features found along the system.

<http://www.utahcountyonline.org/dept/com/msh/scoutpatches/trailsrequire8%2D10.asp>



Weber Pathways

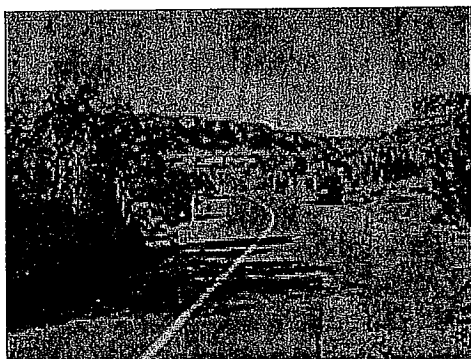
Weber Pathways is a non-profit organization in that works closely with communities in Cache County to plan and implement a network of non-motorized trails and parkways throughout Weber County. The organization promotes hiking trails, mountain biking trails, and pathways for horseback riders, cross-country skiers, snow-shoers, and other non-motorized trail users. Weber Pathway's mission is to "promote, plan, and preserve a network of non-motorized public pathways

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and related open spaces throughout Weber County, Utah.”

St. George City

About 30 miles of paved or natural surface trail are available to residents and visitors of St. George. One trail is designated for horses, while dogs are allowed on leashes on all trails. In the future, the city expects the trail system to link major population centers throughout the city and provide alternative transportation in addition to recreation.



<http://sgcity.org/parks/sgtrailsinfo.php>

Trails in St. George City accommodate a variety of non-motorized activities including walking, jogging, cycling, and skating.

Bonneville Shoreline Trail

The ideal alignment of the Bonneville Shoreline Trail (BST) is along mountain bench terraces formed by the eastern shoreline of ancient Lake Bonneville. Although existing development or unwilling land owners may prevent this alignment along the entire length of the trail (from Spanish Fork, UT to the Utah-Idaho border, and beyond), the goal is to seek a continuous path as close to the shoreline as possible. Sections of trail that follow motorized roads or streets should not be termed as “Bonneville Shoreline Trail” to maintain distinction between roads or bikeways and the more primitive BST experience.

The goals of the BST are to provide the following opportunities:

- Access to the canyons, streams, mountains and other features in public lands.
- Separation between recreational walkers, runners, bicyclists and horse users from automobiles for safety and pleasing aesthetics. (Not all sections of the BST may be appropriate for all uses)
- Opportunity for quiet and scenic recreational use near homes and employment.
- A fire break between the urban and wildland interface that also allows for rapid deployment of fire fighting resources to the foothills.
- Preservation of foothill aesthetics, wildlife, historic and educational values.

The Northern Bonneville Shoreline Trail (NBST) Master Plan was completed in 2004, and focus on the potential of the BST from Willard (Box Elder/Weber county border), to the Utah/Idaho border north of Cache County. This plan more than doubles the original BST vision (from Utah County to Weber County), and would likely allow for more equestrian use than the original southern portion.

The NBST Master Plan provides alternative routes that are included in this Cache County-wide Trails and Master Plan. Both Master Plans will help local governments and other organizations engage in additional trails planning dialogue with land owners, and help to generate funding for construction.

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<http://www.bonneville-trail.org/vision.htm>

http://www.brag.utah.gov/BST_north.htm

DRAFT

5. Implementation Strategies

This chapter provides a variety of implementation strategies to help communities plan, design, implement, fund, or increase use of trails in their community. This information is outlined as a resource for each jurisdiction to consider and choose the most appropriate course of action for a community or project. Communities may wish to develop some of these strategies into their general plans, development ordinances, or resolutions of support.

(Provide a list here of the titles and topics covered in this section)

A new trail intended for the benefit of the whole community should not be confused with a private trail created exclusively for residents of a development's home owners association. Rather than requiring a public trail along a planned trail through or adjacent to a proposed development, a local government may negotiate with a developer to encourage a trail corridor or open space to be deeded to the city. The following zoning techniques provide developers with the option to develop without trails and open space with fewer dwelling units per acre, or to pursue zoning options with a greater number of dwelling units per acre in exchange for the provision of public trail or open space amenities.

5.1 - Strategic Development Codes to Preserve Corridors and Open Space

Purpose: Create development codes that encourage developers to preserve critical corridors for trail easement, recreation, or land conservation.

A local government cannot require a developer to create a public trail corridor as part of the development without offering some additional incentives as part of a development agreement. This is based on case law that protects a developer from being required to provide new amenities for residents other than those that will live in the proposed development. Some services such as water delivery, sewer, arterial roads, and parks may require impact fees to reimburse the public for provision of these external services to the developer (See section 6).

Planned Unit Development Agreement:

"The City of Saratoga Springs (located on the western shoreline of Utah Lake) encourages developers to build the Utah Lake Trail through its Planned Unit Development (PUD) ordinance option. The PUD ordinance allows four (4) dwelling units per acre compared to three (3) dwelling units per acre allowed on the existing "Low Density Residential 3 Land Use Zone." This additional unit per acre, and more flexibility in lot size and configuration provide incentives for the developer to design and build a regional trail and associated open space as part of the new development."

A PUD may encourage open space that is owned and maintained by a local government, or by a home owners association (HOA). A public trail or

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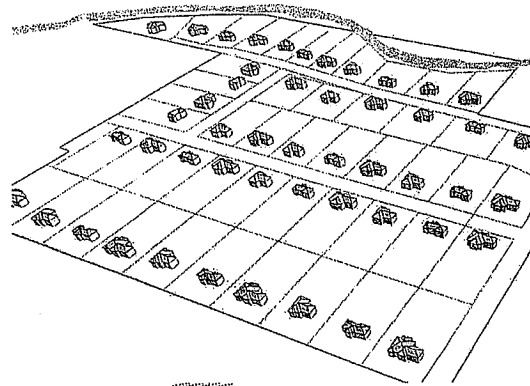
park intended for community-wide use should be owned and maintained by the local government, whereas club houses and grounds intended for the development only would be owned and maintained by the HOA.

Cluster Development:

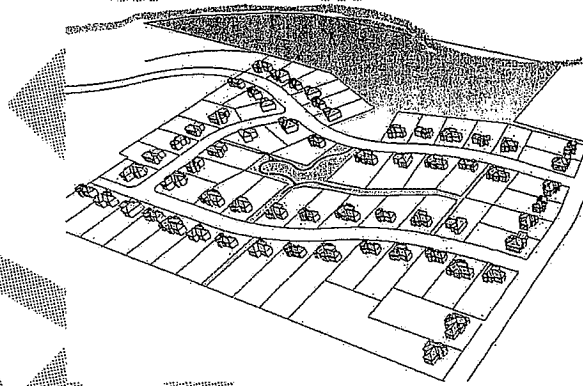
Similar to a planned unit development, cluster development provides an additional option to existing zoning, and can be used to create incentives for preservation of trail corridors, natural areas, or other types of open space. Cluster Development allows for significant reduction in lot size to preserve a remaining open space area. Smaller lot sizes with reduced frontage widths tend to reduce the street related infrastructure costs, including roads, sidewalks, sewer, and water lines. Additional incentive can be created by offering more dwelling units through a density bonus (such as 10 percent or more) if the clustering option is pursued.

In contrast to a PUD ordinance, cluster development usually places less emphasis on full public ownership, maintenance and access to the open space. A public trail easement can still be provided next to preserved open space that allows "visual access," as opposed to physical access to the open space.

Cluster development ordinances have been adopted by a number of Utah communities, including Marriot Slaterville, Farmington, Hooper, Weber County, and Cache County.



Development of 49 1-acre lots without public access along the river corridor, and with some homes lying in a flood plain.

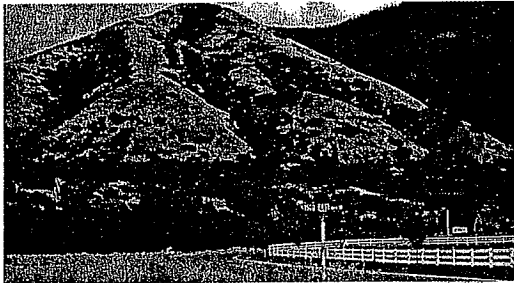


Cluster development on 1/2 acre lots with a 25% density bonus creates 61 homes while protecting homes from flooding, and preserving public access along the river. (Source: Envision Utah)

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Transfer of Development Rights (TDR):

A transfer of development rights program may be adopted by a community to allow developers the option of purchasing additional development rights from other land owners to increase the number of dwelling units in a proposed development, while preserving sensitive lands elsewhere in the community.



Mapleton City's TDR program has been successful in preserving much of the privately owned upper bench area next to U.S. Forest Service land. This will help to reduce service costs in the community, preserve critical winter deer habitat, and allow for development of the Bonneville Shoreline Trail.

A TDR program establishes areas where increased density would be appropriate (receiving zones), and areas desired for preservation (sending zones). Land owners in sending zones may choose to sell their development rights to developers if they agree to a conservation easement that would restrict future development on their property. A TDR tends to equalize land values as opposed to zoning some land as open space and low density agriculture (lower value zoning), and other areas as low, medium or high density single family, multi-family, or commercial zoning (higher value zoning). The transfer (or sale) of development rights helps to preserve strategic sensitive land areas that might otherwise be disrupted through a partial

preservation achieved with cluster development. Target preservation goals for TDR might include sensitive mountain bench areas, water shed protection, floodplains, mixed wetland and upland areas, riparian corridors, and agland.

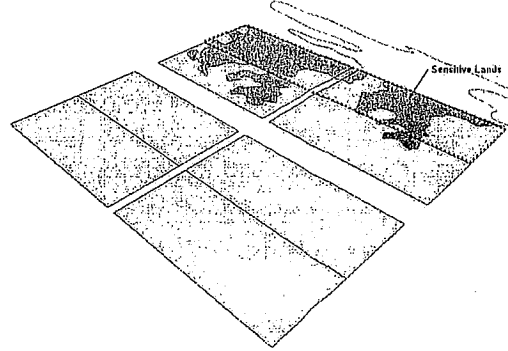


Image a. Vacant land with sensitive land areas shown in the background.

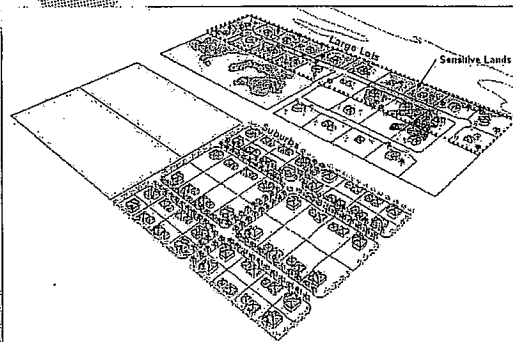


Image b. Typical growth pattern with suburbs in foreground and low density development occurring on sensitive lands.

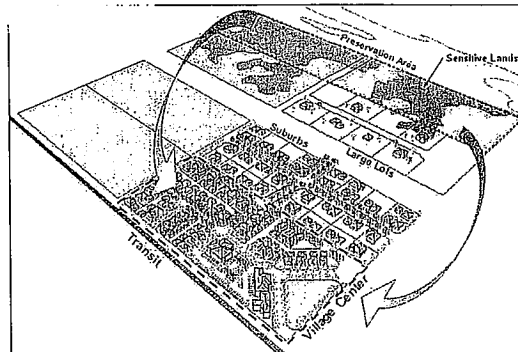


Image c. TDR application including more compact development in foreground, suburbs and lower density growth in the mid ground, and preserved sensitive lands in the background (Source: Envision Utah).

5.2 - Walkable Communities

Purpose: Design neighborhoods to be friendly to pedestrians and cyclists, and promote non-vehicle trips to access trail and transit facilities.

a. Sidewalks – should be continuous in developed areas, especially along school routes and other popular walking area. Where cul-de-sacs are necessary, an easement should be provided between lots to provide pedestrian linkage to another street or trail.

Rural areas without sidewalks should strive for a sidewalk on at least one side of streets with heavier traffic. Sidewalk width should increase as the intensity of land use increases. For example, lower to medium density residential sidewalks might be four to five feet wide, while sidewalks fronting commercial buildings should be eight to twelve feet wide. The Americans with Disabilities Act (ADA) requires that walks accessing public buildings or parks be at least five feet wide to accommodate two-way wheel chair passage.

b. Neighborhood Design for Pedestrians– Neighborhoods with smaller block sizes, street trees, and pocket parks are attractive for walking. Attractive housing design with deemphasized garages, neighborhood commercial, transit service and trails add to the walkability of a neighborhood.

c. Mixed Use Development and Compact Housing near Transit lines and Trails – When more individuals live within a walkable distance of transit stops and desired destinations - walking and transit trips increase (proven correlation Burbidge). The presence of

nearby commercial land-uses is also associated with relatively low vehicle ownership rates and short commuting distances among residents of a mixed-use neighborhood. Walking trips are most likely to occur when a destination is within ¼ mile of a residence or workplace. Walking trips become much less likely when located more than ½ mile from points of origin or destination (Cervero, 1996). Additionally, multiple research studies have shown that residents of areas with higher rates of walking and cycling experience lower rates of obesity, and fewer cases of diabetes and hypertension (Ewing, Schmid, Killingsworth, Zlot, and Raudenbush, 2003).

Mixed use development promotes walking by encouraging housing, retail, and jobs to be integrated in one neighborhood, block, or building. Mixed use neighborhoods are beneficial for walking when a transit stop is located within the development (also known as transit oriented development) that connects the neighborhood to other destinations throughout the community or region (Ewing, 2005). A recent survey asked people why they chose to walk. Of the sample, 40% stated that it was because there were places to walk to (Pikora, Giles-Corti, Bull, Jamrozik, and Donovan, 2003). The presence of “destinations” or activity opportunities is ranked as one of the top influences contributing to people’s desire to walk (Burbidge, 2006b).

While many individuals walk or bike frequently as a means to get from one place to another, others may walk or bike solely for recreation with no particular destination in mind. Regardless of the utility for active travel,

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much of the infrastructure used remains the same (Burbidge, 2006a).

Strategic zoning of mixed use development or compact housing near transit and trails can occur on a small percentage of a community's land total land area while creating multiple advantages to the community and the region, including

- An increase of Transit and trail trips increase for commuting and reduction of automobile trips.
- Encouragement of local shopping and employment opportunities, and potential increase of sales tax revenues
- A community's share of moderate or affordable income housing can be accommodated in strategic mixed use locations to comply with Utah HB 295. Mixed use development can include both higher end or and moderate to low income housing types (See Chapter 6 Summary of HB 295).
- Individuals and families of moderate to lower income tend to have less income for a second vehicle, and may not have income to purchase and maintain a significant yard area. Access to trail and transit for recreation, commuting or other travel for these individuals helps to maximize trail and transit use.
- Creating a safe and inviting environment for day and night time use. Workers and shoppers by day and residents at night keep people in a neighborhood during all hours to discourage crime.

d. Street Hierarchy and connectivity – Narrow road pavement widths where appropriate encourage slower driving by motorists, making pedestrian walking

and crossing safer and more desirable. Streets in low to medium density residential areas require less street width compared to commercial or higher density residential areas. This is due to fewer people, visitors and cars traveling to fewer homes per square mile. Narrower Local streets (24 ft to 30 ft pavement width, not including curbs) provide sufficient width in any size city as long as sufficient Collector and Arterials are provided to accommodate accumulated traffic.

Residential neighborhoods of medium to more compact densities may also be serviced by narrow street pavement widths if alleys with rear parking are provided.

d. Street Connectivity – fewer Collector and Arterial streets are required when blocks are well connected and contain fewer dead-ends or cul-de-sacs. This allows a higher proportion of narrow local streets that provide more route choices and disperse traffic.

Where cul-de-sacs are required, pedestrian right-of-way between the cul-de-sac and the next street should be provided.

e. Complete Streets – A complete street profile requires all transportation modes to be present in a street profile design, including automobile, cycling, and pedestrian. Complete street profiles will vary between Local, Collector, and Arterial Streets, and will vary with the type of land use fronting the street. For example, a commercial land use fronting an arterial street would require wider sidewalks, and a wider bike lane for more frequent on-street parking.

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5.3 - Potential of Canal Trails

As described in Section 3, canal roads create a traffic free corridor through neighborhoods and communities. Local governments should seek to engage canal companies in a dialog over shared use of a canal road, examine shared canal road agreements from other jurisdictions, and explore solutions to any concerns. This could lead to a shared understanding and eventual agreement, such as the agreement between Smithfield City and the Logan-Hyde Park-Smithfield Canal Company.

Some canals in the county have been used regularly by pedestrians for decades with little concern expressed by the managing canal companies, or land owners. Other canal companies post no-trespassing signs in an effort to minimize motorized vehicles and accidental drowning. Because canal companies usually lack the resources to monitor public trespassing, preventing use of restricted canal roads is difficult to enforce.

Canal Easements on Private and Public Land

Most of the canals in Cache County traverse private property through a canal easement that provides for the canal water channel and an adjacent maintenance road. The canal road allows canal company personnel to drive along the canal road and remove litter and debris from grates, inspect for bank failure, and to dredge the bottom of the canal.

Private land owners who own the land along the canal may grant permission to guests or the public to use the maintenance road across their land. Conversely, land owners may also

restrict public access across their property and prevent users other than the canal company on their property.

Canals that traverse public lands are often available to the public, such as the ditch that passes through the Cache Valley Fair Grounds and Willow Park in Logan, the popular tubing activity on the Logan-Hyde Park-Smithfield in Logan Canyon that traverses U.S. Forest Service property (the Logan Golf and Country Club restricts public canal access at the mouth of Logan Canyon), and the Logan Northern Canal that runs along the steep embankment below Highway 91 owned by UDOT.

Canal Right-of-Way Corridor owned by the Federal Government

The United States Bureau of Reclamation owns a continuous 20-foot wide corridor of property along the 14-mile Hyrum-Mendon Canal (see description in Section 3). The Bureau of Reclamation relies on a local water board – the South Cache Water User's Association and subsidiary canal companies to perform operation and maintenance of water delivery to share holders. The Bureau and the Board must both agree to share the canal maintenance road as a trail as an agreement with Cache County before public access is permitted. The canal board and Bureau are not supportive at this time, and the public should avoid trespassing on this property.

The Bureau has entered into a shared use agreement with the federally owned Stienaker Canal in Uintah County, near Vernal, Utah. The agreement between the United States, the Uintah Conservancy District (water board), the Uintah County Recreation District, and

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Vernal City indemnifies the canal board of any liability, and spells out details of access rights and responsibilities for shared trail or road use. The Uintah Water district canal managers report that the agreement is successful for all parties, that water delivery and maintenance routines are not impeded by trail use, and that motorized vehicle use is discouraged by pedestrians using the facility.

Additional discussions to forward the idea of a canal trail along the Hyrum – Mendon canal should focus on Cache County's interest in assuming full liability of the canal road, and in detailing shared responsibilities of operation and maintenance.

New Development Opportunities along Canal Corridors

Developers typically recognize the marketing advantage of a canal trail passing through or adjacent to their proposed development. Local development codes may not be able to require a trail easement from developers as part of the design review process, but incentives can be created to encourage a canal setback with public access, or to encourage a right of way to be deeded to into local government ownership. The local government may then work with the canal company to share use of the canal maintenance road for a public trail.

At least two communities in Cache County encourage developers to create trails along canals in their general plan, and development codes. Smithfield City's general plan shows existing canal trail segments and future planned canals trails. The city planned unit development codes encourage developers to deed ~~xx~~ feet along the

canal to the city, after which the city may construct a new trail service as agreed upon with the canal company.

North Logan City has adopted a trails component to their general plan showing future desired trails along three canals passing through the city's jurisdiction. Although sections of the canal are restricted to the public by some home owners along the canal, the city is pursuing trail development along other canal segments where land owners are more supportive. This gradual, "piece by piece" approach works towards a more complete canal trail in the future.

Although land owners will always have the right to restrict public access across their private property, alternatives such as bridge crossings to the other side of the canal, or detours onto a public street along a canal segment may be pursued to maintain trail continuity.

Resolving Canal Company Concerns

Interest in shared use of canal roads for trails is growing nationwide, and a number of existing agreements between local governments and canal companies exist to serve as examples. Canal company concerns should be addressed through the actual positive experience of existing agreements in force today, rather than unfounded opinion.

Typical canal company concerns may be addressed as follows:

1. **Litter:** The Stienaker Canal Company in Vernal Utah has not observed an increase of litter from trail users sharing the canal road. Local governments could provide periodic trash cans and

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dog bag stations to encourage cleanup by trail users.

2. Vandalism and motorized vehicle abuse: The Stienaker Canal Company has not experienced vandalism, and finds that increased presence of trail users discourages illegal motorized use and vandalism. The company reports not abuse or tampering with head gate locks.

3. Liability: Cache County hopes to pursue agreements with canal companies or other utility companies that would indemnify the company from any potential lawsuit for damages sustained from public access along the corridor.

Urban Canal Opportunities

Canals and ditch line diversions may be used to enhance urban down town environments as part of an enhanced streetscape opportunity. Decorative water channels and water features may be integrated into parks and commercial streets or complexes, to enhance the walking or cycling experience as part of a trail way system.^[x]

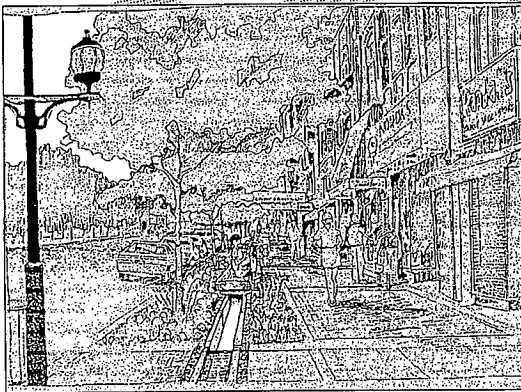


Illustration of Irrigation water enhancement in downtown Logan (Lavoie, Nicholson, Streetscape Analysis, Historic District: Logan, UT)

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5.4 - Funding Strategies & Sources

Funding for trails and parkways can be gathered from both private and public sources. Donations of labor, equipment and expertise should not be overlooked as large expanses of trail can be built with these low cost resources. The County Trails Coordinator and Trails Coordinating Committee will seek to collect a growing list of potential donation and volunteer donors to refer to specific projects throughout the county.

Local Private Funding Sources

As the Cache County Trails and Parkway plan becomes better known, and the benefits more evident, local family or corporate foundations may wish to donate to certain trail, park, or land preservation projects. This is more likely to occur if non-profit agencies partner with local governments given the typical donation pattern of foundations to private 501 (c)(3) non-profit organizations. Working with local wildlife or land trust organizations, or health and wellness organizations could attract additional private funding towards the regional parkway cause.

Development Agreements

Negotiations for Planned Unit Developments with a public trail could result not only in the provision of a trail easement by the developer, but also in trail construction built as part of the community infrastructure (Section 5.1). This may occur by the local government waiving sidewalks on one side of the street in low traffic volume areas, or by providing additional density as an incentive to build the trail. Trail

building can help the developer sell lots more quickly, particularly when the trail system growth is underway.

Utah Conservation Corps

The Utah Conservation Corps (UCC), an environmental service program based out of Utah State University, can be utilized in the planning, construction, and maintenance of Cache County trails. Staff from the UCC can assist with writing funding proposals and the on-ground design of trails. Hand crews from the UCC can also be utilized to construct and maintain trails. In most cases the costs of UCC assistance can be written into funding proposals.

In the past, the UCC has helped the City of Logan construct 2-mile Bonneville Shoreline Trail segment from Green to Logan Canyons. UCC staff also helped the City of Logan write a successful UDOT Transportation Enhancement proposal for construction of the Boulevard Trail. In addition, the UCC has helped the Logan Ranger District build and maintain over 50 miles of backcountry trails. UCC crews can also assist with re-vegetation, habitat restoration, and invasive weed removal efforts along trail corridors. For more information call Sean Damitz at (435) 797-0964 ext 1 or e-mail ucc@cc.usu.edu.

Grant Funding Sources

The Appendix provides a summary of known funding sources from state, federal, and private sources. As a National Scenic Byway, Logan Canyon is uniquely positioned to apply for National Scenic Byway funding that is available each year for visual and recreational enhancement.

6. Planning Resources

This section provides reference materials to help local governments update general plans, or enact zoning ordinances to help implement trail construction and corridor preservation. The section outlines 1) design guidelines for various trail types, and 2) a summary of relevant case law and state statutes that will aid in land owner and developer dialogs, ordinance revisions, or other implementation efforts.

Liability

Cache County's intent to accept liability was discussed by the county council on February 28, 2006. The county attorney will negotiate terms of indemnification with all affected parties on a case by case basis. One example of an agreement could be a canal trail that is jointly sponsored by a city and the county, with vehicle access rights maintained only by the canal company. The county could indemnify land owners, the canal company, and the city through an agreement signed by multiple parties, and specify shared maintenance responsibilities by each party.

Potential indemnification by the county is an additional assurance to land owners and utility companies that are protected by common law, state law, and the following case law when allowing public trail access across their property.

The following case law summary illustrates that land owners are not liable for accident or harm of general public recreational use on their property unless specific invitation is made, or unless a fee is charged for commercial recreational use on the property.

(This summary is derived from the Bonneville Shoreline Trail website ^x).

1. The land owner has no duty to warn, no duty to protect and is liable only for malicious injury to a trespasser (someone who illegally enters posted or enclosed property). *Weber v. Springville City*, 725 P.2d 1360 (Utah 1986).
2. To a licensee (an invited social guest or someone who is allowed on property but not invited), the landowner has a duty to warn of known dangers, but has no duty to protect or to make the property safe for the licensee. *Stevens v. Salt Lake County*, 478 P.2d 496 (Utah 1970).
3. The landowner has an affirmative duty to protect and to make the property safe for an invitee (a business patron or someone who enters the property in response to a public invitation). *Steele v. Denver & Rio Grand Western R.R. Co.*, 396 P.2d 751 (Utah 1964).
4. These common rules are effective in promoting safety and in providing compensation for injuries, but they tend to motivate landowners to post property and prosecute trespassers in order to get highest level of liability protection. Thus, they conflict with modern society's interest in encouraging public access to undeveloped private land.
5. Landowner Liability Act (U.C.A.)
The Utah Legislature passed the Landowner Liability Act in order to modify the common law rules and to encourage owners to allow public access to private land. The act applies where:
 1. The use of the land is recreational

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2. The landowner does not charge a fee to users, and
3. the property is open to general public

This case law suggests that liability is only for malicious injury, and not for trespassing or open public recreational use on private property.

6. Liability of Public Landowners Sovereign Immunity

Under common law, government agencies are not liable for discretionary functions unless immunity has been waived by statute. *Madsen v. Borthick*, 658 P.2d 627 (Utah 1983)

7. Immunity has been waived by statute for injuries caused by a "defective, unsafe, or dangerous condition of any highway, road, street, alley, crosswalk, sidewalk, culvert, tunnel, bridge, viaduct, or other structure located on them" (U.C.A. sssss) or by "any public building, structure, dam, reservoir, or other public improvement" (U.C.A. xxxx).

Move – Property Rights and Trails

Land owners are not required to participate in trails - The Utah State Legislature amended eminent domain law in the 2006 general session to exclude trails, paths, and other recreation uses outside of public right of ways as a valid and legal use of eminent domain. Section 78-34-1 was amended to read as follows:

(Only one case occurred)

Uses for which right may be exercised.
Subject to the provisions of this chapter, the right of eminent domain may be

exercised behalf of the following public uses:

- (1) All public uses authorized by the Government of the United States.
- (2) Public buildings and grounds for the use of the state, and all other public uses authorized by the Legislature.
- (3) Public buildings and grounds for the use of any county, city or incorporated town, board of education; reservoirs, canals, aqueducts, flumes, ditches, or pipes for conducting water for the use of the inhabitants of any county or city or incorporated town, or for the of any county, city or incorporated town; the raising of the banks of streams, removing therefrom, and widening, deepening or straightening their channels; bicycle paths and sidewalks adjacent to paved roads; roads, streets and alleys for public vehicular use, excluding trails, paths, or other ways for walking, hiking, bicycling, equestrian use, or other recreational uses; and all other public uses for the benefit of any county, city or incorporated town, or the inhabitants thereof.

RS-2477, Public R-O-W

Most major roads and highways in the Western United States were established under an 1866 federal law, passed by Congress as an open-ended grant of "the right of way for the construction of highways over public lands, not reserved for public uses." This statute, commonly referred to as "R.S. 2477" was in effect for 110 years until it was repealed under the Federal Land Policy and Management Act of 1976 (FLPMA). This new law responded to a new national interest to protect and conserve remaining public lands and resources.

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However, FLPMA did protect existing R.S. 2477 rights-of-way established from 1866 to 1976.^x
<http://www.rs2477roads.com/2uacwkbk.htm#2wkbk1>

Cache County has responded to a 1994 federal regulation requiring efforts to inventory R.S. 2477 rights-of-way on Forest Service and BLM lands. To avoid losing ownership of some routes, the county's research aim is intended to (1) **Determine which categories of rights-of-ways the county intends to assert and maintain;** (2) **Determine how many rights-of-way the county has and where they are located;** and (3) **Gather documentation** to show that each right-of-way is valid.^x (Utah Association Of Counties Rs 2477 Workshop Handbook).

RS 2477 rights of way can exist on private land if the right of way existed on public land before it passed into private hands, it might still be a valid RS2477 right of way.^x
<http://www.icie.org/idxrec.htm>

State of Utah 10-Year Continuous Use Rule

Another relevant measurement to determine private vs. public status of a road (or trail) is to prove whether a route has been used 10 continuous years prior to 1976. Utah's definition of a public right-of-way designation requires historic proof to determine whether public access was available on a road traversing private or public land. Some of the difficulty in resolving such disputes is inherent in the interconnected ownership pattern of Forest Service and private lands. A random pattern of public and private ownership can make the beginning and ending points of a

road difficult to establish - particularly when additional roads to other public lands branch from a primary route.

Affordable Housing Law

The Utah State Legislature passed House Bill 295 – “Affordable Housing” in 1996 in response to growing concerns over rising housing costs in the state. From 1992 to 1997, increases in Utah's housing costs led all other states at 70%, compared to the second ranking state, Oregon at 50%. 10 years later, housing costs have continued to grow dramatically, and the need for affordable housing continues to grow as income rates continue to lag behind housing costs (see section 3.2).

HB 295 states that “the availability of moderate income housing is an issue of statewide concern. . . to this end municipalities should afford a reasonable opportunity for a variety of housing, including moderate income housing, to meet the needs of people desiring to live there.”

The bill defines moderate-income housing as “housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income of the metropolitan area.” And by “December 31, 1998, each municipal governing board shall, as part of its general plan, adopt a plan for moderate income housing within that municipality.”

The state does not enforce HB 295, but recent case law suggests that local governments must adjust general plans and supporting ordinances to avoid

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lawsuits from developers, or other groups advocating affordable housing

To comply with the State's affordable housing law, communities should 1) Estimate the existing supply of moderate income housing located within the municipality or county, 2) estimate the need for moderate income housing within the next five years, 3) A survey of residential zoning, 4) evaluate the existing zoning densities affect opportunities for affordable housing, and 5) a description of the municipality's or county's program to encourage an adequate supply of moderate-income housing.

Techniques to implement findings may include rezoning of density (such as mixed use development described in Section 5), inclusionary developments (mandatory set asides or density bonus), infrastructure expansion or rehabilitation, rehabilitation of existing uninhabitable housing stock, consideration of waiving construction related fees (impact fees), tax incentives, utilization of state programs, such as the Utah Housing Finance Agency, and the Department of Economic Development.

Off-Highway Vehicle Law

Utah Code Section 41-22 allows local governments to enact ordinances that designate and supervise routes for off-highway vehicles (also called all-terrain vehicles - ATV's), and snowmobiles. Mendon City adopted an ordinance that allows for ATV or snowmobile use of public local streets to connect to public unimproved roads and National Forest lands located west of town. The purpose of the ordinance is to control vehicle speeds, define minimum age standards

for vehicle operation, and prevent use along State HWY 23.

The State code 41-22-10.5. provides the following guidelines.

(1) A municipality or county may adopt ordinances designating certain streets and highways under its respective jurisdiction as off-highway vehicle routes to allow off-highway vehicle operators to gain direct access to or from a private or public area open for off-highway vehicle use.

(2) A municipality or a county may adopt an ordinance requiring an operator who is under 16 years of age to be under the direct visual supervision of an adult who is at least 18 years of age while using a route designated under Subsection (1).

(3) A route designated under Subsection (1) may not be along, across, or within the boundaries of an interstate freeway or limited access highway.

(4) Except as provided under Section 41-22-10.3, a person may not operate an off-highway vehicle on any street or highway that is not designated or posted as open for off-highway vehicle use in accordance with Subsection (1) or Section 41-22-10.1.

(5) Subsection (4) does not apply to off-highway implements of husbandry used in accordance with Section 41-22-5.5

Section 41-22-10.1. describes conditions for ATV's to **operated on posted public land.**

(1) Currently registered off-highway vehicles may be operated on public land, trails, streets, or highways that are posted by sign or designated by map or description as open to off-highway

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vehicle use by the controlling federal, state, county, or municipal agency.

(2) The controlling federal, state, county, or municipal agency may:

(a) provide a map or description showing or describing land, trails, streets, or highways open to off-highway vehicle use; or

(b) post signs designating lands, trails, streets, or highways open to off-highway vehicle use.

(3) Liability may not be imposed on any federal, state, county, or municipality relating to the designation or maintenance of any land, trail, street, or highway open for off-highway vehicle use.

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Notes

Section 1

1. <http://freepages.genealogy.rootsweb.com/~archibald/providnc.gif>
3. www.utahmountainbiking.com/trails/logan-rv.htm

Ch. 3

1. ~~Patti Bimbambo Madsen (Cultural director: 435-734-2286 by 4:50)~~
3. <http://www.fs.fed.us/r4/wcnf/about/history.shtml>
4. <http://www.walkinginfo.org/rt/history.htm>
5. (<http://www.onlineutah.com/railroadhistory.shtml>)
6. Sorenson online
http://www.pcu.net/web/mendon/mendon_utah_history/an_early_history_of_cache_county/15.htm
7. http://www.censusscope.org/us/rank_popl_growth.html
- http://www.kc.frb.org/RuralCenter/mainstreet/MS_E_0200.pdf
7. <http://www.usbr.gov/dataweb/html/newton.html>
8. Bruce Blair, manager of the Cannon Valley Trail.
<http://www.framinghamtrails.org/politics.htm>

Ch. 4

- xx. (Natalie Cohen, Brookings Institution, (2000) Business Location Decision-Making and the Cities: Bringing Companies Back)
2. <http://www.framinghamtrails.org/politics.htm>
4. Trostle, Pat Bohm. Birders give economy a boost. Herald Journal, Friday September 23, 2005, Section C – Page 2.
6. <http://www.framinghamtrails.org/politics.htm>

Ch 6.

- x. Utah League of Cities and Towns, online summary of Utah's Affordable Housing Law www.ulct.org

x. Affordable Housing in Utah Cities: New Construction, Building Fees and Zoning
James A. Wood, University of Utah, 2003.
http://www.business.utah.edu/updir/Jul_Aug2003.pdf

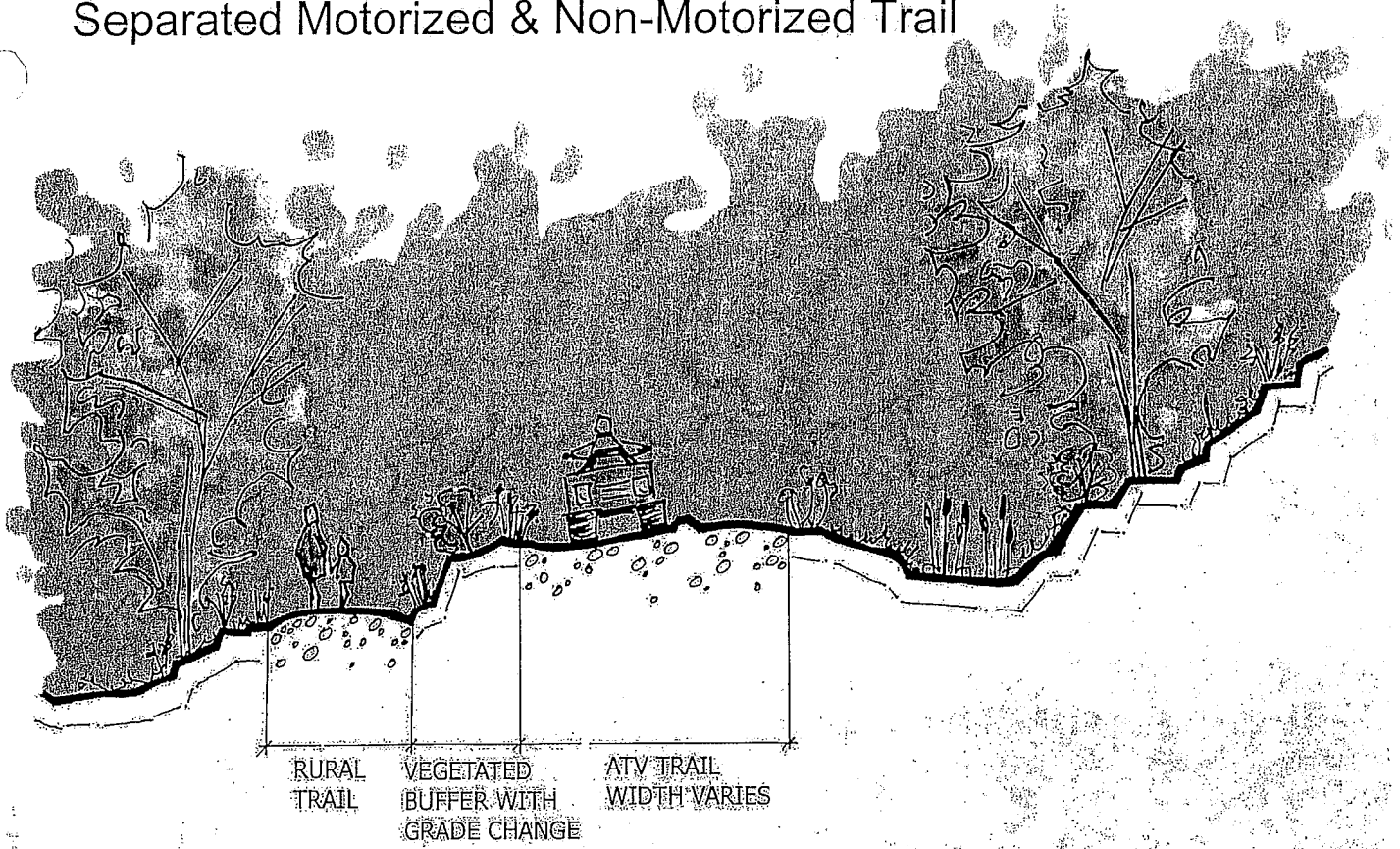
x. Bonneville Shoreline Trail Liability Issues, presented by Cullen Battle - Fabian & Clendenin, SLC. cbattle@fabclen.com.
www.bonneville-trail.org/battle.htm

Appendix

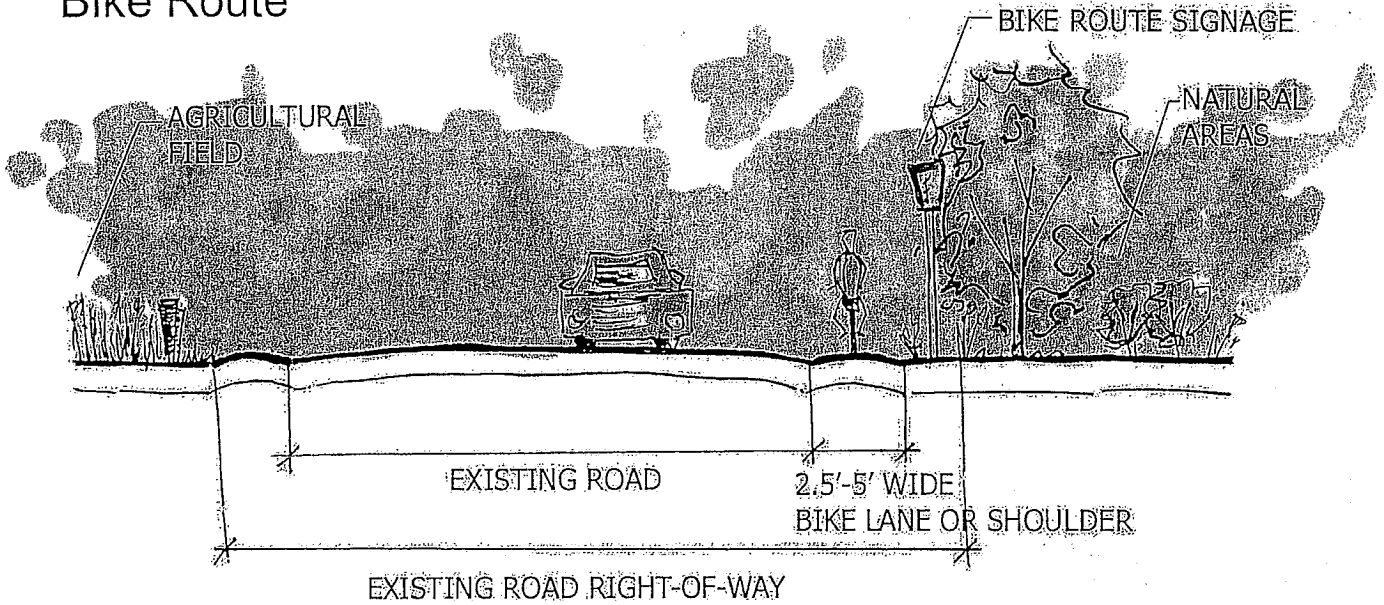
1. Trail Cross Sections
2. Funding Sources

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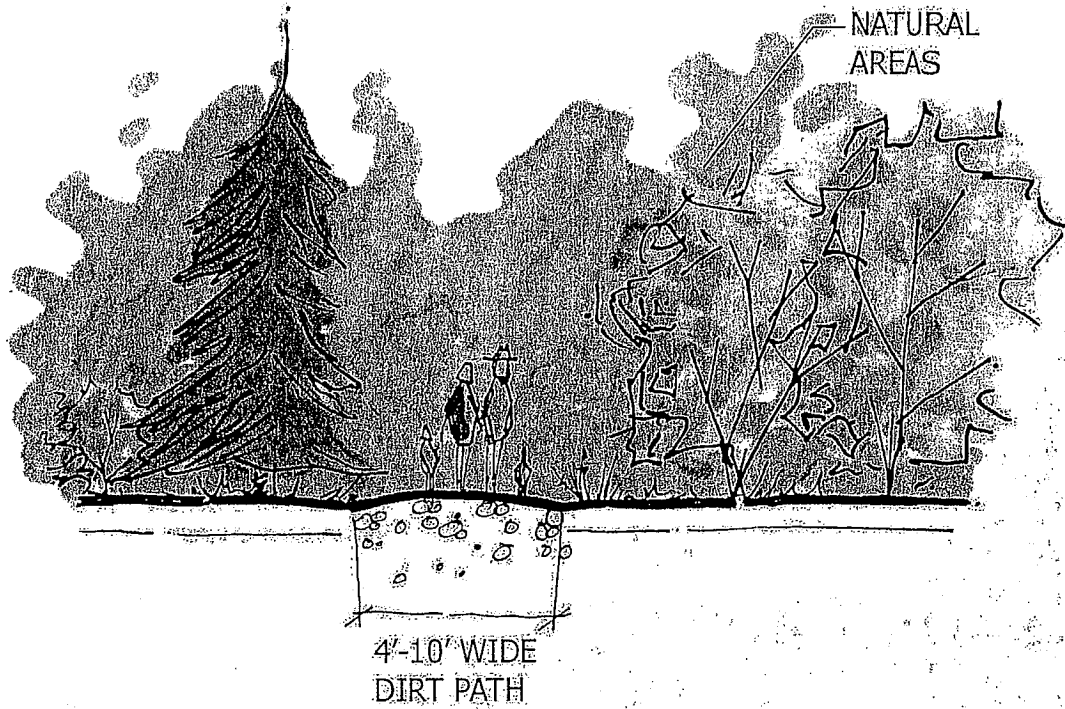
Separated Motorized & Non-Motorized Trail



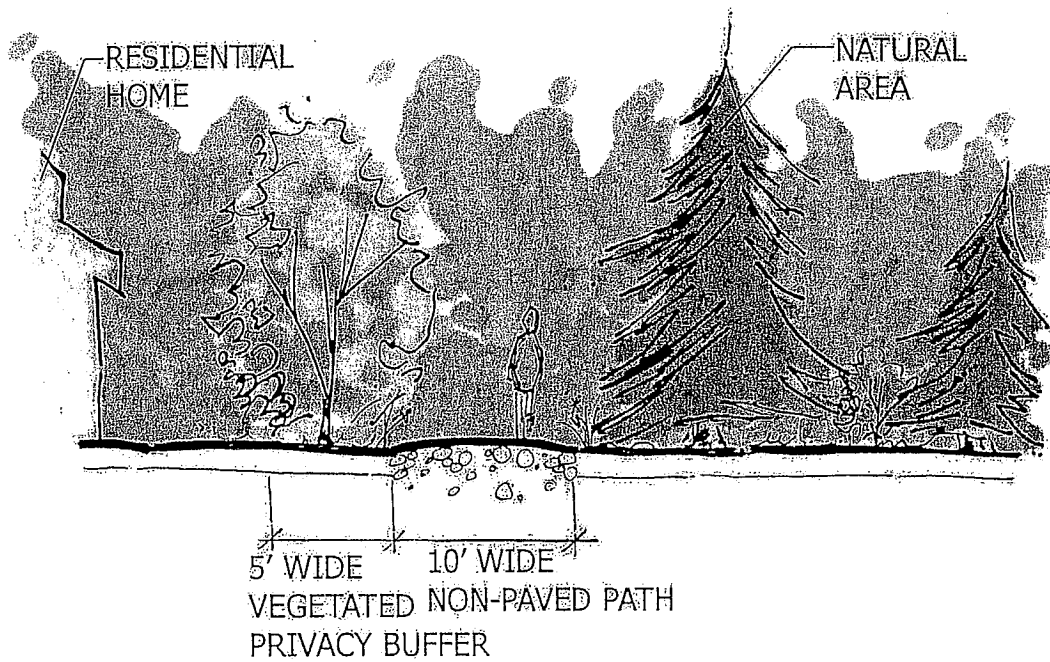
Bike Route



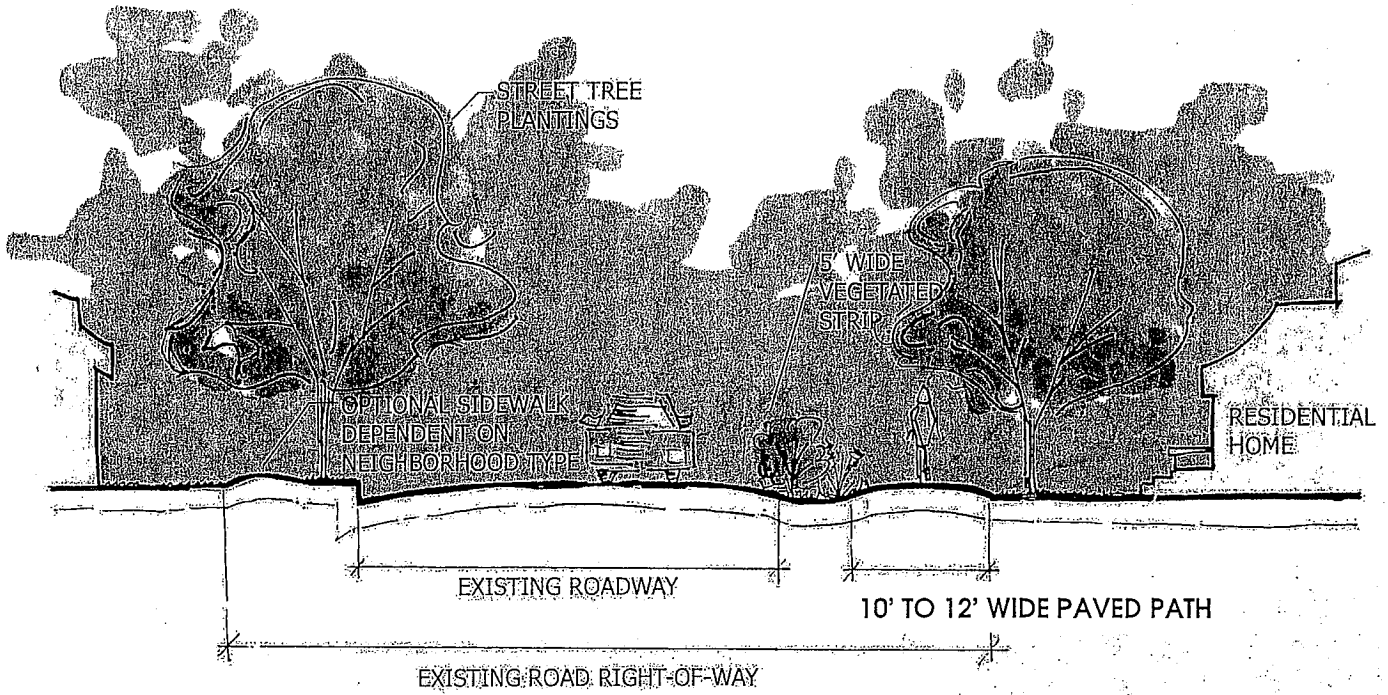
Primitive Trail



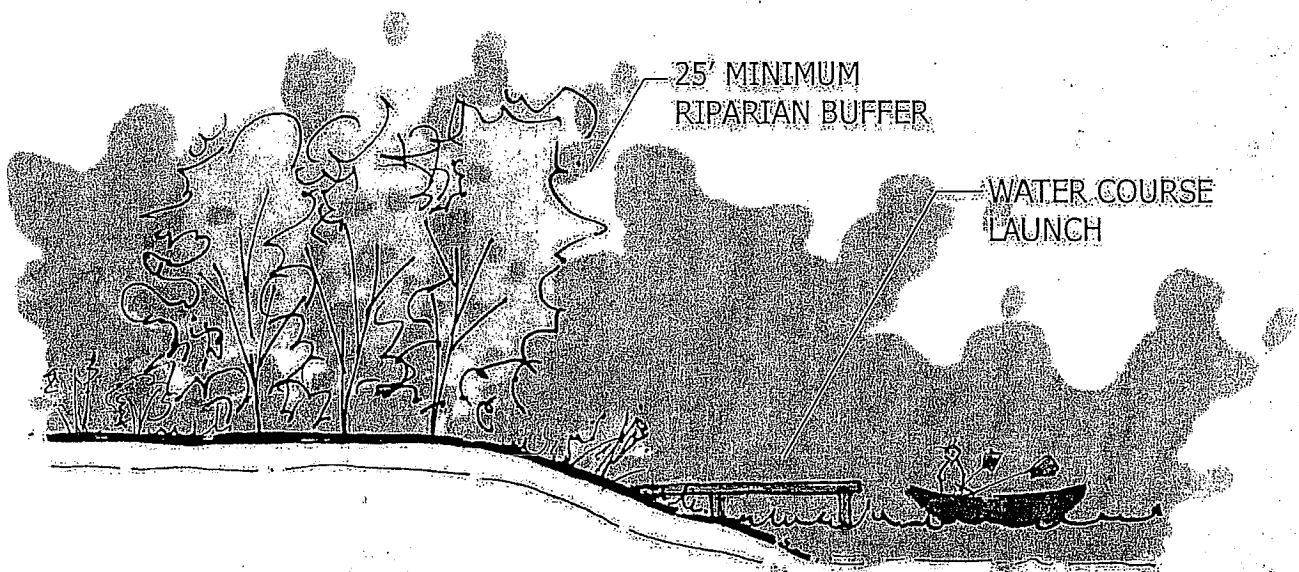
Primitive Trail Near Homes



Urban Trail



Blue-Way with Water Course Launch



General Professional Trail Construction Estimate

Trail Width (ft)	Surface	\$ per Foot		\$ / s.f.
		Low	High	
3 to 4	Natural	\$ 1.52	\$ 2.50	\$ 0.57
10	Crushed Aggregate (4-inch depth)	\$ 7.01	\$ 9.09	\$ 0.80
10	Asphalt	\$ 23.67	\$ 56.82	\$ 4.02
10	Concrete	\$ 35.61	\$ 113.64	\$ 7.46

Funding Source	Contact Information	Amounts Available	Eligible Applicants	Eligible Projects	Application Due Dates
<p><i>Non-motorized Trails Fiscal Assistance Program</i></p> <p>Source: State of Utah</p>	<p>c/o John Knudson - Trails Coordinator Utah Division of Parks and Recreation 1594 West North Temple, Suite 116, Box 146001 Salt Lake City, Utah 84114-6001 phone: (801) 538-7344, fax: (801) 538-7378 nrdrpr.jknudson@state.ut.us http://www.stateparks.utah.gov/parks/trails/trails.htm</p>	<p>\$5,000 to \$200,000 on a 50 percent matching basis. Cash, volunteer hours, private and nonprofit donations, or in-kind services may be used by the applicant for their match. One-half of the awarded amount is advanced when the project begins, the other half is reimbursed upon successful review of expenditures after project completion.</p>	<p>Counties, incorporated cities and towns, Federal agencies, and special improvement or service districts.</p>	<p>Planning, property acquisition, and development of non-motorized trails. New trail/trailhead construction, major trail/trailhead rehabilitation, roadway overpass or underpass, river or stream crossing.</p>	<p>May 1 - Applications available in March. Successful projects awarded in the Fall.</p>
<p><i>Riverway Enhancement Fiscal Assistance Program</i></p> <p>Source: State of Utah</p>	<p>c/o Lyle Bennett - Grants Coordinator Utah Division of Parks and Recreation 1594 West North Temple, Suite 116, Box 146001 Salt Lake City, Utah 84114-6001 phone: (801) 538-7344, fax: (801) 538-7378 nrdrpr.lbennett@state.ut.us http://parks.state.ut.us/parks/trails/trails.htm</p>	<p>\$10,000 to \$100,000 on a 50 percent matching basis. Cash, volunteer hours, Private and nonprofit donations, and in-kind services may be used by the applicant for their match. One-half of the awarded amount is advanced when the project begins, the other half is reimbursed upon successful review of expenditures after project completion.</p>	<p>Counties, incorporated cities and towns, special improvement or service districts on rivers and streams prone to flooding and/or impacted by high density population.</p>	<p>General recreational development along a river or stream corridor (greenways), which could include trails, land scaping, streambank/channels tabilization, wetlands creation/restoration.</p>	<p>May 1. Successful projects awarded in the fall.</p>
<p><i>Federal Recreational Trails Program</i></p> <p>Source: Federal</p>	<p>Contact John Knudson State Trails Coordinator (see above)</p>	<p>\$10,000 to \$100,000 on a 50 percent matching basis. Fifty percent of total project cost from applicant. This can be a combination of sponsor cash expenditures, in-kind services, or value of volunteers and donations. At least 5 percent of the total project cost must come from nonfederal sources if the project sponsor is a Federal agency.</p>	<p>Cities, counties, special service districts, and State and Federal agencies.</p>	<p>Motorized and non-motorized trail development and maintenance projects, educational programs to promote trail safety and trail-related environmental protection projects.</p>	<p>Contact State Trails Coordinator</p>

Funding Source	Contact Information	Amounts Available	Eligible Applicants	Eligible Projects	Application Due Dates
<p><i>Utah Department of Transportation Enhancement Program</i></p> <p>Source: Federal</p>	<p>c/o George Thompson Local Government Programs Engineer UDOT Program Development 4501 South 2700 West Box 143600 Salt Lake City, Utah 84114-3600 phone: (801) 965-4366, fax: (801) 965-4551 email: gthompso@dot.state.ut http://www.dot.utah.gov/progdev/enhance/ http://www.dot.utah.gov/progdev/enhance/</p> <p>Sandy Weinrauch Bicycle and Pedestrian Planner UDOT Program Development (801) 965-3897 (801) 965-4551 sweinrauch@dot.state.ut.us http://www.dot.state.ut.us/progdev/bike/</p>	<p>\$50,000 to \$500,000 on an 80/20 match. Applicant's 20 percent match must be a hard match (cash or real estate that is integral to the proposed project), and must be non-federal monies.</p>	<p>Public agencies only, such as Federal, tribal, State, county, and city governments. Private groups, such as non-profit organizations, use groups, or private companies are encouraged to participate by applying through the appropriate public agency.</p>	<p>Bicycle/pedestrian paths and associated facilities (bridges, roadway overpasses and underpasses, staging areas, etc.), preservation of abandoned railway corridors (including the conversion and use thereof for pedestrians or bicycle trails).</p>	<p>Usually in February or March with awards in May or June.</p>

Funding Source	Contact Information	Amounts Available	Eligible Applicants	Eligible Projects	Application Due Dates
<p><i>National Scenic Byways Program (NSBP)</i></p> <p>Source: Federal</p>	<p>Dennis Adams FHWA Edward.woolford@dot.gov http://www.bywaysonline.org/grants/application/</p>	<p>National Funding amounts: \$35 million - fiscal year 2007, \$40 million - 2008, and 43.5 million - 2009. Federal share to be no more than 80 percent.</p>	<p>Application occurs through UDOT, the state transportation agency.</p>	<p>Applicable to National Scenic Byway (Logan Canyon), and includes the construction along a scenic byway of a facility for pedestrians and bicyclists, rest area, turnout, highway shoulder improvement, overlook, or interpretive facility, and the improvement to a scenic byway that will enhance access to an area for the purpose of recreation, including water-related recreation.</p>	<p>Fall to winter timeline to be announced.</p>

Funding Source	Contact Information	Amounts Available	Eligible Applicants	Eligible Projects	Application Due Dates
<p><i>National Park Service Challenge Cost-Share Program</i></p> <p>Source: Federal</p>	<p>Rivers and Trails Bill Farrand 324 South State, Room 218 Salt Lake City, Utah 84145-0155 phone: (801)539-4253, fax: (801) 539-4250 bill_farrand@nps.gov www.nrcr.nps.gov/rta</p>	<p>Up to \$40,000 on a 50 percent matching basis. Matches may be in cash, volunteer hours, or in-kind services</p>	<p>Non federal government entities, private individual/organization, business, or philanthropic or charitable group). An organization that receives Federal funding is eligible, providing their contribution is not derived from Federal monies.</p>	<p>Projects that are intended to increase awareness and participation by neighboring Communities and the public in the preservation and improvement of National Park Service (NPS) cultural, natural, and recreation resources. The program applies to all NPS units and NPS outreach programs. The program applies to projects of regional significance and is currently being used for planning purposes on the existing BST.</p>	<p>Fall/winter - check with program managers.</p>
<p><i>The Conservation Alliance</i></p> <p>Source: Private</p>	<p>http://www.conservationalliance.com/grants.html</p>	<p>Varies, averages \$20-35,000, no official limit for proposals.</p>	<p>Nonprofit organizations, who receive sponsorship by one of the Alliance members (listed on the website).</p>	<p>The project should be focused primarily on direct citizen action to protect and Enhance our natural resources for recreation, have quantifiable, with specific goals, objectives and action plans and should include a measure for evaluating success; have a good chance for closure or significant measurable results over a fairly short term (1 to 2 years); not emphasize general operating expenses or staff payroll.</p>	<p>Varies, but awards are usually made twice yearly, in January and August.</p>
<p><i>Recreation and Conservation Grants</i></p> <p>Source: Private</p>	<p>Grants Administrator - REI PO Box 1938 Sumner, Washington 98390-0800 (253) 395-7100</p>	<p>Average Grant - \$3,000</p>	<p>Local REI store employees nominate projects and accepted proposals are invited from nonprofit organizations, cities, counties, and State agencies (excluding research and educational institutions).</p>	<p>Great Outdoors Grants - identify and protect specific places for climbing, camping/hiking, bicycling, and cross-country skiing, connected regionally to REI's Salt Lake City store. Greenways - urban trail resource encouragement. Mediation - projects that will address user conflicts in the muscle-powered recreation arena. General Grants - assisting conservation and outdoor user groups with membership drives, constituency building, improving communication technology for grassroots organizing purposes. None of these grants will be for staff salaries or general support.</p>	<p>Accepted throughout the year.</p>

Funding Source	Contact Information	Amounts Available	Eligible Applicants	Eligible Projects	Application Due Dates
<p><i>Recreation Equipment Inc.</i> Source: Private</p>	<p>Public Affairs Dept. PO Box 1938 Sumner, Washington 98390-0800 (253) 395-7100</p>	<p>\$250 to \$2,500</p>	<p>Local REI store employees nominate projects and accepted proposals are invited from nonprofit organizations, cities, counties, State agencies (excluding research or educational institutions).</p>	<p>Community Recreation Grants - Outdoor programs that increase access to outdoor activities, encourage involvement in muscle-powered sports for all people; education-based programs that address specific safety issues and proper care for outdoor resources relating to activities in climbing, camping/hiking, cycling, skiing and paddling; community parks and recreation projects that involve local REI stores in a partnership effort; support of community organizations working on outdoor recreation public policy initiatives; supports programs that offer outdoor opportunities for children ages 5-18 who would not otherwise have an opportunity to gain experience or skills in the outdoors.</p>	<p>Accepted throughout the year.</p>
<p><i>Kodak American Greenways Awards Program</i> Source: Private</p>	<p>The Conservation Fund c/o Leigh Anne McDonald 1800 North Kent Street, Suite 1120 Arlington, Virginia 22209 (703) 525-6300 lmcdonald@conservationfund.org www.conservationfund.org</p>	<p>Maximum grant \$2,500, most range from \$500 to \$1,000.</p>	<p>Local regional or statewide nonprofit organizations. Although individuals and public agencies may also apply, community organizations will receive preference.</p>	<p>Mapping, ecological assessments, surveying, conferences, and design activities; developing brochures, interpretive displays, audio-visual productions or public opinion surveys; hiring consultants, incorporating land trusts, building a foot bridge, planning a hiking path, or other creative projects. In general, grants can be used for all appropriate expenses to complete a greenway project including planning, technical assistance, legal, and other costs. Grants may not be used for academic research, general institutional support, lobbying, or political activities.</p>	<p>June 1. Announcement of awards by October 1.</p>
<p><i>International Mountain Bicycling Association (IMBA) Club Assistance Fund</i> Source: Private</p>	<p>Judd de Vall PO Box 7578 Boulder, Colorado 80306-7578 judd@imba.com www.imba.com (888) 4442-4622</p>	<p>Maximum grant \$500</p>	<p>IMBA-affiliated clubs</p>	<p>Funds to purchase trail maintenance equipment, mountain bike patrol supplies (uniforms, radios, first aid kits), and/or education materials such as IMBA's multiple use trail signs or <i>Rules of the Trail</i> booklets. Can be used to support coalition building efforts that maintain or enhance mountain bicycling opportunities.</p>	<p>August 1 with August 15 decision announcement. October 1 with October 15 decision announcement.</p>
<p><i>Bikes Belong</i> Source: Private</p>	<p>368 Beacon Street, Suite 102 Brookline, MA 02446-2800 (617) 734-2800 EMail: Mail@Bikesbelong.org Website: www.bikesbelong.org</p>	<p>Up to \$10,000</p>	<p>Local organizations, agencies, and citizens</p>	<p>Bicycle facilities projects that will be funded by TEA-21, the Transportation Equity Act for the 21st Century. Successor grants for continuing projects will be considered.</p>	<p>Funding decisions are made on a rolling basis.</p>

Funding Source	Contact Information	Amounts Available	Eligible Applicants	Eligible Projects	Application Due Dates
<p><i>Healthy People 2010 Community Implementation Grants Program</i></p> <p>Source: Coalition Government</p>	<p>Ms. Sally Jones, Administrative Officer Office of Disease Prevention and Health Promotion Hubert H. Humphrey Building Room 738-G 200 Independence Avenue, SW Washington, DC 20201 www.health.gov/healthypeople/implementation</p>	<p>Up to \$2,000</p>	<p>Community nonsectarian and faith-based organizations</p>	<p>Prevention efforts to promote health education, quality care, access to care and other projects that support the far-reaching national health goals of Healthy People 2010.</p>	<p>Ongoing</p>
<p><i>PowerBar's Direct Impact on Rivers and Trails Program (D.I.R.T.)</i></p> <p>Source: Private</p>	<p>Powerfood, Inc. Attn: DIRT Program 2150 Shattuck Avenue Berkeley, CA 94710 http://www.powerbar.com/whoweare/</p>	<p>\$2,000 to \$5,000</p>	<p>Unrestricted</p>	<p>Efforts to protect, preserve and restore recreational lands and waterways.</p>	<p>Ongoing</p>
<p><i>National Trails Endowment Awards</i></p> <p>Source: Private</p>	<p>American Hiking Society 1422 Fenwick Lane Silver Spring, Maryland 20910 Liz Dooley, Alliance Programs Manager (301)-565-6704 x 212 EMail: Ldooley@AmericanHiking.org www.AmericanHiking.org</p>	<p>\$500 to \$10,000</p>	<p>Trail clubs</p>	<p>Securing trail lands, including acquisition of trails and trail corridors, and the costs associated with acquiring conservation easements; building and maintaining trails that will result in visible and substantial ease of access, improved hiker safety, and/or avoid environmental damage; and constituency building surrounding specific trail projects – including volunteer recruitment and support.</p>	<p>November 30. Decisions announced May 1.</p>