

Cache Planning News

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Planning Principle – Connected Streets

This month we explore the planning principle of “Connected Streets”. The *Utah Streets Connectivity Guide* gives five reasons we should go back to traditionally designed, highly connected neighborhoods:

- 1) Connectivity improves mobility – For each 1% increase in connectivity, we get the same benefits as 1 lane mile of additional roadway
- 2) Connectivity creates transportation choice – High intersection density is the **BEST Predictor** for the use of Active Transportation
- 3) Connectivity Improves Emergency Service – Adding 300’ of roadway between 2 subdivisions in Charlotte increased a Fire Station’s service area by 17%
- 4) Connectivity improves safety – Highest risk of fatal and severe crashes are in areas with low intersection density
- 5) Connectivity improves the Economy – Compact, connected, walkable neighborhoods command a price premium of 40 to 100 % compared to nearby less-connected neighborhoods

“For each 1% increase in connectivity, we get the same benefits as 1 lane mile of additional roadway”

The report discussed the aspects of Connectivity which are: The relative level of connection, (i.e. how many roads does your intersection serve?) a cul-de-sac only serves two, while a gridblock intersection serves four. The second part of connectivity is density, how long are your blocks? The shorter the block length the more options commuters are given, thus increasing the connectivity

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Logan Rapid Transit Company

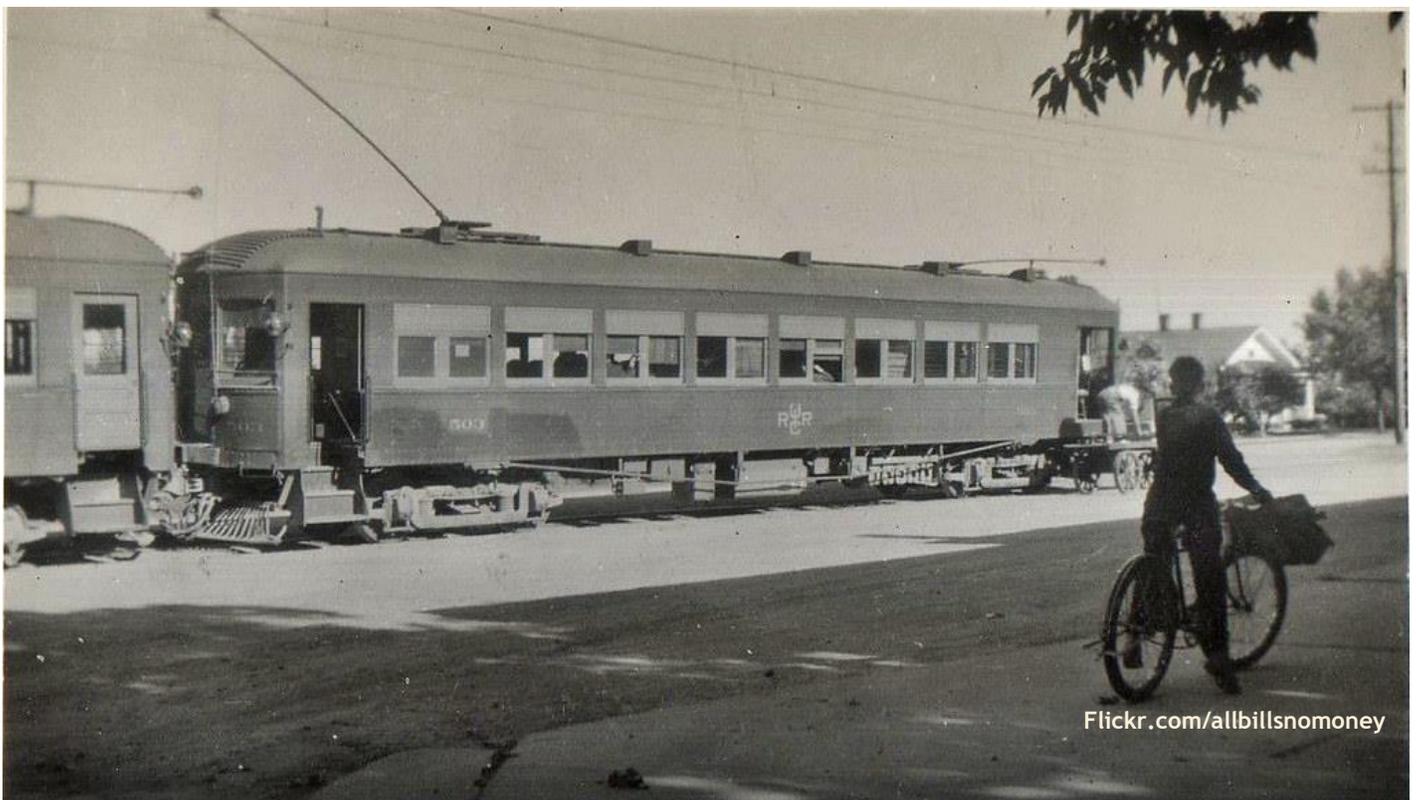
On August 16th the *Herald Journal* reported that the ongoing Center Street project in Logan exposed buried trolley tracks, a relic from the early 1900's when Cache Valley was home to an expansive street-car and rail system. In this month's edition of *Cache Planning News* we take a look back at this system that was ahead of its time.

According to *UtahRails.net* the Logan Rapid Transit company operated two lines, the first from Smithfield in the north (later the line was extended to Preston Idaho) to Providence in the south (later the line was extended to Wellsville). The second line started at the Union Pacific Depot in Logan and ran 18 blocks to the Utah Agricultural College (Utah State University). When completed the Logan Rapid Transit system operated 38.7 miles of track serving a total population fewer than 23,000.

The Logan Rapid Transit company merged with the Ogden Rapid Transit company and a link between Logan and Ogden was formed via the Collinston summit (Utah Highway 30 today), this new company was originally known as the Ogden, Logan & Idaho Railway, and was later known as the Utah Idaho Central Railway. By 1912 it was possible to ride electric interurban railroads from Preston Idaho in the north to Payson, in the southern end of Utah County.

Unfortunately as was so often the case, the Utah Idaho Central railroad went out of business as more and more people chose to drive automobiles. The dream of the UIC lives on today with new transit developments including Frontrunner by UTA that provides train service from Provo to Ogden, and the CVTD providing bus service throughout the Cache Valley, but we can only wonder how the valley might be different today if this impressive system hadn't been abandoned.

“By 1912 it was possible to ride electric interurban railroads from Preston Idaho in the North to Payson in the southern end of Utah County”



Compliance Corner

Limits on Single Family Designation

State Code requires most municipalities to allow up to 4 non-related individuals to live within a single-family dwelling, this is defined in **10-9a-505.5 of Utah State Code** which states:

- 1) *As used in this section “Single-family limit” means the number of unrelated individuals allowed to occupy each residential unit that is recognized by a land use authority in a zone permitting occupancy by a single family.*
- 2) *A municipality may not adopt a single-family limit that is less than:*
 - a. *Three, if the municipality has within its boundaries:*
 - i. *A state university; or*
 - ii. *A private university with a student population of at least 20,000; or*
 - b. *Four, for each other municipality*

Thus, every municipality in the county (Except Logan) must allow up to 4 non-related individuals to live in a single-family home or unit. The Countywide Planning Office has drafted a compliant definition if you're unsure if you are compliant contact Taylor.Jensen@CacheCounty.org for assistance



“(Except for Logan) we must allow up to 4 non-related individuals to live in a single-family home”

Upcoming Events

Save the Dates

APA Utah Fall Conference: The Utah Chapter of the American Planning Association (APA) is holding its annual fall conference on Thursday October 3rd and Friday October 4th at the *Viridian Events Center* in West Jordan Utah. **APA has put together a group rate that allows any municipality to send as many Citizen Planners (Non-Professional Planners) including Council members, Mayors, Planning Commissioners, for only \$250.** Register here: <https://www.apautah.org/>

Cache Summit 2019: The Cache Summit presented by the Bear River Association of Governments (BRAG) will be held for the 5th time on *Thursday November 7th* The Cache Summit provides a forum for discussing critical growth issues, provides education addressing local planning needs, and brings people together to tackle tough issues. This year the theme is **Economic Development and Conservation.** More information about the summit can be found at <https://www.cachesummit.com/>



County GIS Services

Cache County GIS (Geographic Information Systems) department works with all municipalities that participate in Countywide Planning. The GIS department maintains Parcel and Zoning maps, and can provide your city with updated zoning maps. Floodplain maps, voting precinct, trails, road closure, and canal maps are just a few of the maps that the department provides. Interactive maps are available for anyone to access at www.cachecounty.org/gis/map-viewers.html.

For communities that would like to leverage the GIS team and get the biggest impact, you may enter into an agreement with the County to map and track public assets and improvements, for more information contact Cary Jenkins at Cary.Jenkins@CacheCounty.org

Connected Streets

(Cont. from Page 1)

Why is connectivity important? It allows us to connect to specific destinations easier, and it improves the quality of the network for all users (Cars, Bikes, Pedestrians). Rather than bikes being on the same road as high speed traffic, cyclists can use a parallel road 1 block away from the major road separating them from high speed cars increasing safety for both the cars and cyclist.

Access to destinations is very important to people.



Both *neighborhood* and *regional* destinations are important to access.

One of the top barriers for walking is destinations are too far and *"it takes too long to get where I want to go."*

For the whole report visit:

<https://mountainland.org/img/transportation/Studies/Utah%20Street%20Connectivity%20Guide.pdf>

The Cache Countywide Planning Department has drafted a framework Connectivity Code, contact Taylor.Jensen@CacheCounty.org for more information.

"Someone's sitting in the shade today because someone planted a tree a long time ago"

- Warren Buffett



These two examples show the different types of maximum pedestrian block lengths in different networks. In the example on the left, the longest gap in the spacing of pedestrian links is caused by the cul-de-sac streets, whose dead ends form one large "block" for pedestrians. In the example in the right, the longest gap is caused by a barrier street whose crossings are relatively far apart.



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