

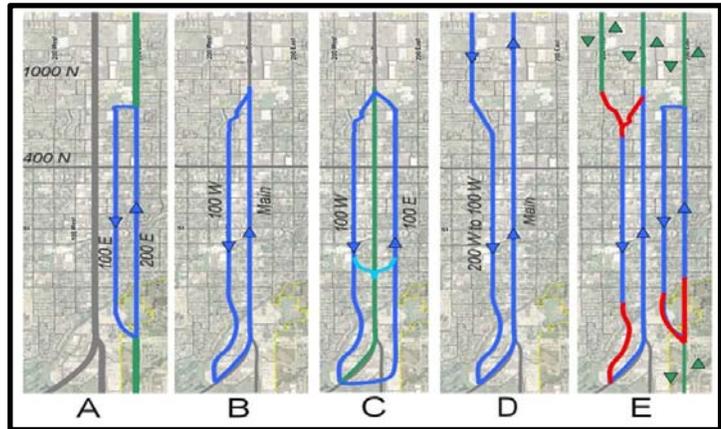
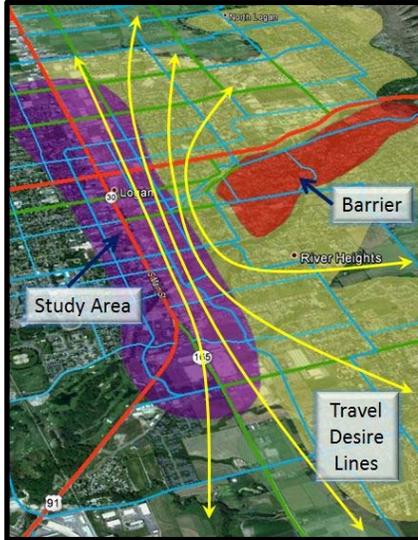
Appendix C

Public Involvement Materials



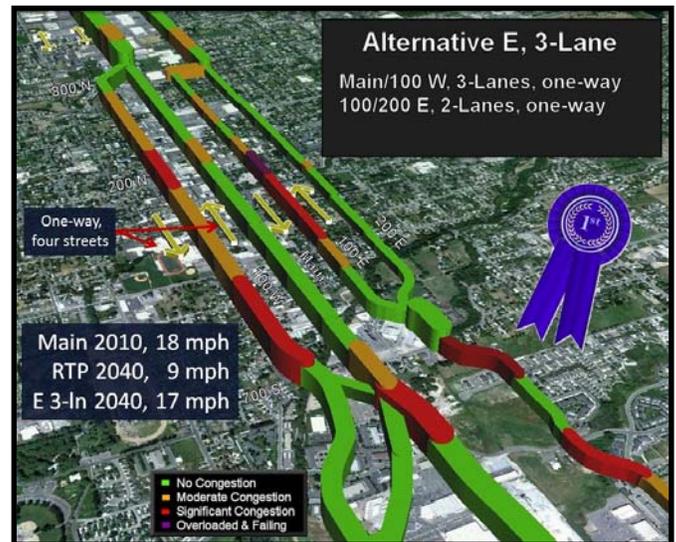
Hand Outs

Volumes are growing because we and our neighbors are developing, and there aren't many roads available.



One-way couplets can handle more traffic with less pavement, saving homes, businesses, and trees.

Residents requested further study of the options recommended for study in Logan's Transportation Master Plan as a means of meeting transportation needs and minimizing impacts.



Above represents 2040 congestion if we keep Main at 5-lanes as it is today (left), vs. converting to a couplet system where Main and 100 West are each 3-lanes, and 100/200 East are each 2-lanes (right).

Travel time between 1200 South and 1400 North for CMPO 2040 is 21 minutes vs. just 11 minutes for the Alternative E, 3-Lane option. This is about 48% travel time savings.

Please visit www.loganutah.org, for complete details.



Positive Aspects of Couplets in Logan

- ✚ **More Green Time:** No left-turn arrows means more time for travel through intersection.
- ✚ **More Capacity:** Each lane can carry up to 30% more traffic.
- ✚ **Less Pavement:** Main has 5-lanes. Option E couplets serve 2040 traffic with just 3-lanes on Main.
- ✚ **More Room:** Space for bike lanes, diagonal parking, better streetscape, outdoor restaurants, etc.
- ✚ **Synchronization:** Signals are easy to coordinate. Get through 4-6 signals every time.
- ✚ **Speed Control:** Perfect timing = speed compliance, so set speed limits fast, medium, or slow.
- ✚ **Shorter cycle lengths:** Cross traffic and pedestrians can cross much faster.
- ✚ **Safer:** Fewer conflict points, and more gaps in traffic for pedestrians and traffic to cross.
- ✚ **Destination Businesses:** Usually improves or unaffected. Property values increase in long run.

Negative Aspects of Couplets in Logan

- ✚ **Out-of-Direction Travel:** Almost insignificant when separated by just 1-block. Reduced congestion saves much more time than the time lost due to out-of-direction travel.
- ✚ **Risk of turning wrong way:** True, but 95% of drivers become aware within first year. Lower speed limits help reduce the severity of accidents.
- ✚ **Convenience/Drive Thru Businesses:** Possible sales reductions when volumes initially drop, but volumes will increase over time, with more efficient use of pavement width causing less congestion. Additional study of the effects to all businesses is recommended.

Neighborhood Effects

Handles *more* traffic, but seems like *less* traffic? Why?

- ✚ With two-way streets, it is hard to get a gap in both directions, making it hard to get out of your driveway even at relatively low volumes. With one-ways, it is easier to get out of the driveway because the gaps are created from one direction.
- ✚ 100 East and 200 East each need 3-lanes today, but with couplets just 2-lanes are needed, since center-turn lane is not needed.

Key Statistics

- ✚ Roughly 40,000 vehicles/day today; 50,000 by 2040, plus spillover to neighborhoods.
- ✚ Couplets drop Main to ~34,000 in 2020 (1990's levels), returning back to roughly 40,000 by 2040.
- ✚ 1400 N to Y via Main: ~7.5 minutes if no congestion; 22 in 2040 CMPO improvements; 10 minutes in 2040 with couplets.

Next Steps

- ✚ Amend Plans to show Alternative E as the preferred configuration.
- ✚ Work with State and Local officials to complete an environmental analysis and identify funding options.
- ✚ Incorporate public input in to Feasibility Study findings and recommendations.

Although the Cache Metropolitan Planning Organization model results were an important factor in helping determine the best concepts to carry forward, there are also many other factors. The steering committee for this effort utilized a spreadsheet to help account for various factors important to the community, and to place a relative importance on each factor.

Alternatives	Multi-Modal Circulation		Economic Development		Minimize Impacts		Totals w/o Costs		Costs		Total plus Costs		Alternatives
	Total Points	Rank	Total Points	Rank	Total Points	Rank	Total Points	Rank	Total Points	Rank	Total Points	Rank	
Possible Points	37		27		24		88		10		97.7		Possible Points
RTP 2040	6	10	7	10	17	2	31	10	10	1	40.8	9	RTP 2040
Two 2-ways	16	8	15	8	4	10	35	9	3	6	38.2	10	Two 2-ways
A, 2-In	12	9	9	9	20	1	41	8	9	2	50.3	8	A, 2-In
B, 3-In	22	7	21	4	14	4	57	3	6	3	63.2	3	B, 3-In
B, 4-In	26	4	21	4	10	7	57	4	4	5	61.0	4	B, 4-In
C, 3-In	22	5	24	1	8	8	55	7	6	4	60.1	5	C, 3-In
D, 3-In	22	6	21	4	11	6	55	6	3	7	57.2	6	D, 3-In
D, 4-In	28	3	21	4	7	9	56	5	0	9	55.9	7	D, 4-In
E, 3-In	30	2	24	2	16	3	70	1	2	8	71.6	1	E, 3-In
E, 4-In	33	1	23	3	13	5	68	2	0	9	68.3	2	E, 4-In

The below goals and objectives were evaluated in order to compare each couplet scenario:

Goal: Promote Regional Multi-Modal Mobility

Objectives:

- Solve the immediate problem (or prevent it from getting worse by 2020)
- Find the best performing scenarios over the long run (post 2040) and minimize delay times
- Improve Level of Service (LOS) on Main Street
- Improve LOS on adjacent roadways
- Meet Local and State Requirements and Standards
- Improve mobility for bikes, pedestrians, and transit
- Develop logical termini to roadways that can handle future traffic
- Address “missing links” in the transportation grid with project areas

Goal: Foster Positive Land Change and Economic Development

Objectives:

- Good access to local businesses (multi modal)
- Compatible with related/approved plans (*Transportation Master Plan, Downtown Specific Plan, Envision Cache*)
- Foster quality commercial and residential development
- Reduce pavement required for managing traffic

Goal: Minimize Neighborhood and Environmental Impacts

Objectives:

- Community support
- Maintain effective emergency service access
- Minimize displacements and relocations
- Maintain or improve parking for businesses
- Minimize noise and air quality impacts (surrounding neighborhoods)
- Minimize impacts to parks, schools, and recreation areas
- Avoid or minimize impacts to historic buildings/properties

Goal: Minimize Overall Cost of Implementation

Assumptions/Objectives:

- Existing local roads will require only regular scheduled pavement maintenance (No pavement cost for implementation)
- 100 West will be constructed to meet minimum pavement standard for an arterial facility
- Main Street will require only regular scheduled pavement maintenance (No pavement cost for implementation)
- Main Street will not be widened (No cost for implementation)
- Sidewalk, curb and gutter will only be replaced in locations that the roadway is widened
- Right of way will be acquired only if roadway (Asphalt Pavement) requires widening (No Right of way will be acquired for sidewalk, park strip, or curb and gutter)

Couplet scenarios were evaluated in the context of how well they fulfill the project's goals and meet its objectives. The public input gathered during this outreach process will also be factored in to the evaluation matrix and overall findings of the Feasibility Study.

Thank you for your time and input!

Common Arguments in Support of One-Way Couplets

- 1. Frees up Right-of-Way!** Couplets do not need a center turn lane or left-turn arrow. This can result in up to 30% more overall green-time. The former turn lane can be put to other uses, and you may even be able to move the same traffic with fewer through lanes and avoid widening!
- 2. Drive Slower, Travel Faster!** Couplets can have near-perfect signal coordination. People quickly discover that if you drive exactly the speed limit, you will hit all the green lights! With 11ft or even 10ft lanes capacity is barely reduced, but still calms traffic through sensitive areas. Plus you may still end up traveling faster because congestion delay is minimized.



- 3. Multi-modal flexibility.** Incorporating couplets can be a tool to create mixed-use “Places” using narrower, pedestrian-friendly streets that also allow good traffic circulation. It may become more feasible to implement Complete Streets uses and improved transit amenities within the existing right-of-way.

- 4. Friendlier and safer for pedestrians and cyclists!** Narrower one-way streets are easier to cross than two-way arterials with left-turn arrows. Pedestrian and cyclists have far fewer movements that threaten to strike them and slower traffic is less intimidating.

- 5. Town Center, “Place Making:”** Couplets expand the grid and increase accessibility. Good visibility from more streets encourages mixed-use growth beyond just a single arterial. Couplets keep traffic in the Town Center instead of diverting traffic away due to bypasses or road-diets that may cause businesses to suffer. Portland, Denver, Boulder, Palm Springs, New Orleans – couplets are much of the reason some of the most popular high-density, mixed use environments are succeeding.



Common Arguments *Against* One-Way Couplets

1. **Couplets require out-of-direction travel!** This is an extremely minor issue when couplets are separated by only a block or two, but becomes more of an issue with wider separation. Inconvenience may be minor compared to travel time improvements from reduced congestion.

2. **Couplets create blight!** With some older couplets, land uses and multi-modal features were completely ignored resulting blight. Recent couplet success in Palm Springs, Boulder, Portland and a myriad of other locations demonstrates how it is possible to integrate modern couplets with adjacent land uses and multi-modal environments to support economic development.

3. **Couplets will cut traffic counts in half, and be bad for business!** Couplets do not cut traffic in half. Actually, traffic may be the same as before, even with fewer lanes. If traffic does drop initially, there is some evidence that convenience businesses such as gas stations and fast-food restaurants that depend on high counts at their front door may see a slight reduction.

Couplets use two streets to carry a lot more people. The secondary street may go up, which is good for business expansion on that street, and elevates the overall area's activity and importance.

4. **Couplets increase traffic near homes!** Couplets usually increase traffic on at least one of the two streets. This can be good if the intent is to expand a Town Center to that street, but controversial if it is mostly owner-occupied single-family homes. But even in residential areas, more traffic can seem like less traffic. It is easier to get out of the driveway, since you need a gap in just one direction.

5. **Couplets increase the number of signals & violate access management guidelines!** Couplets can result in more signals than the two candidate streets have already. But couplets actually move traffic better with more signals, because it is easier to hold automobile platoons together and synchronize signals. Frequent signals create more crossing opportunities for pedestrians. It is often possible to demonstrate within highly accurate simulation software that even with more signals and less stringent access management rules, the overall amount of system delay will be significantly less with a couplet system than with a large two-way arterial system.



Email comments to holmesdana@stanleygroup.com by July 31, 2013.

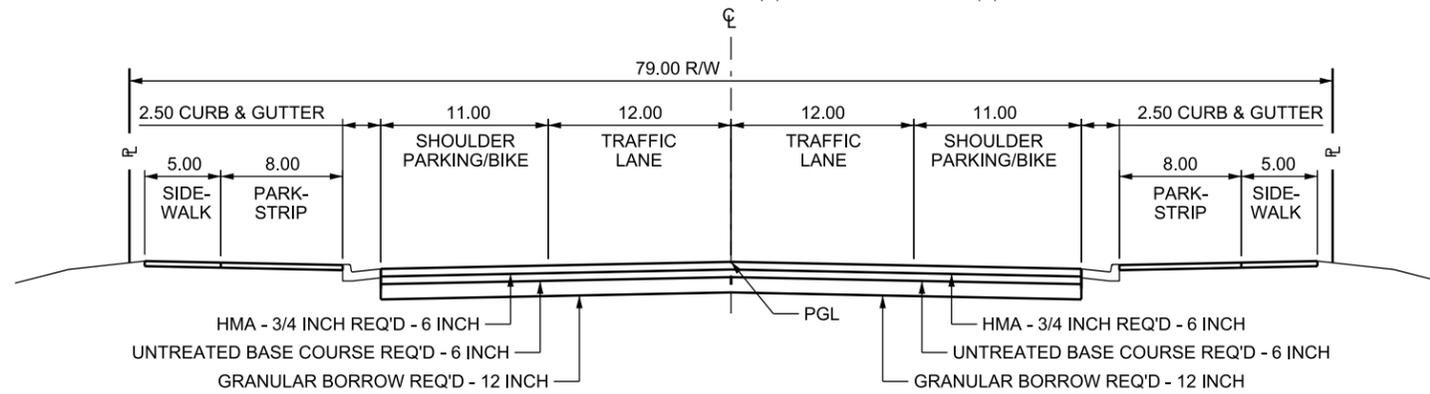


Display Boards

TYPICAL SECTION 1

LOGAN COUPLET

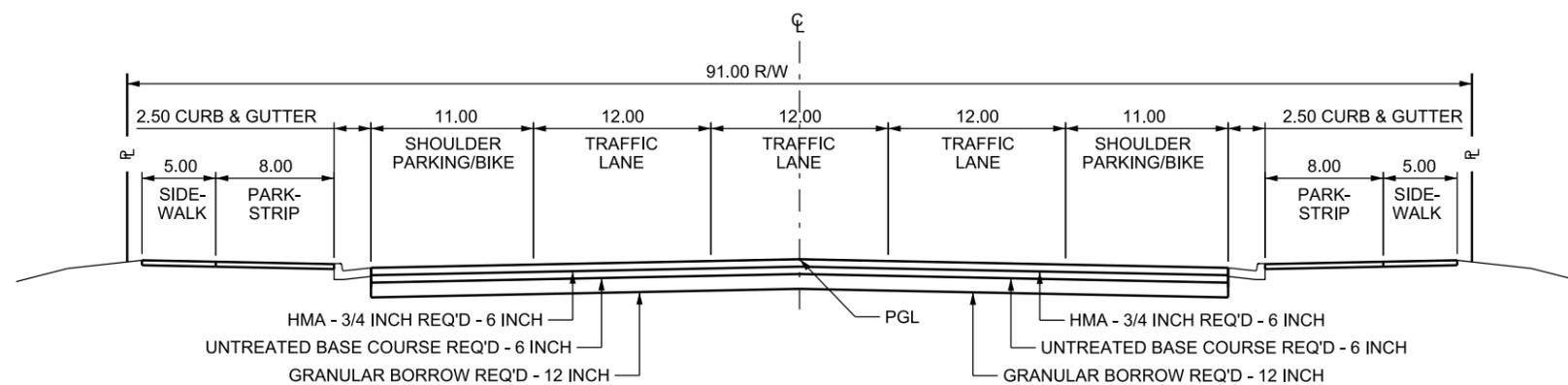
2 LANES
COUPLET A, COUPLET E - 3 LANE (A), COUPLET E - 4 LANE (A)



TYPICAL SECTION 2

LOGAN COUPLET

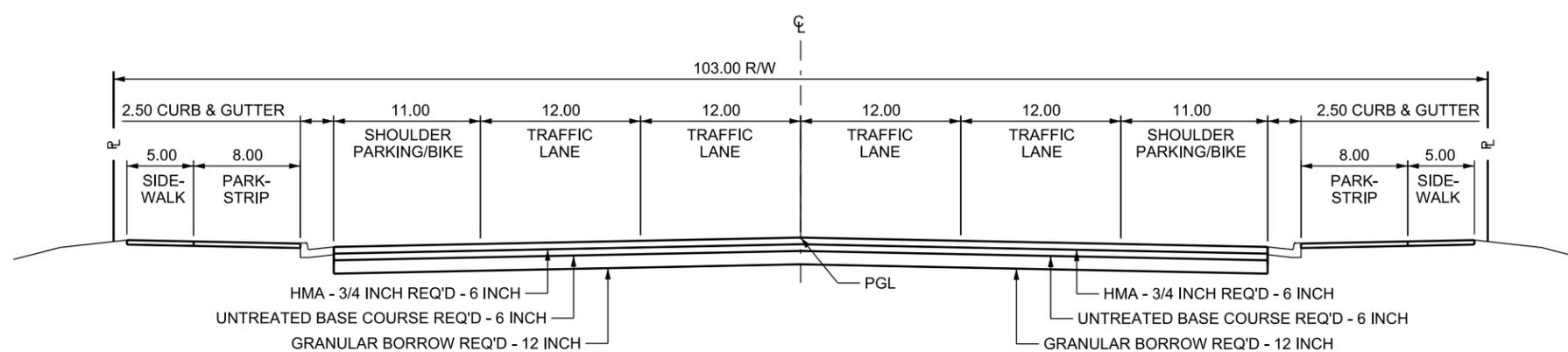
3 LANES
COUPLET B - 3 LANE, COUPLET C - LOCAL, COUPLET C - UDOT, COUPLET D - 3 LANE, COUPLET E - 3 LANE (B)



TYPICAL SECTION 3

LOGAN COUPLET

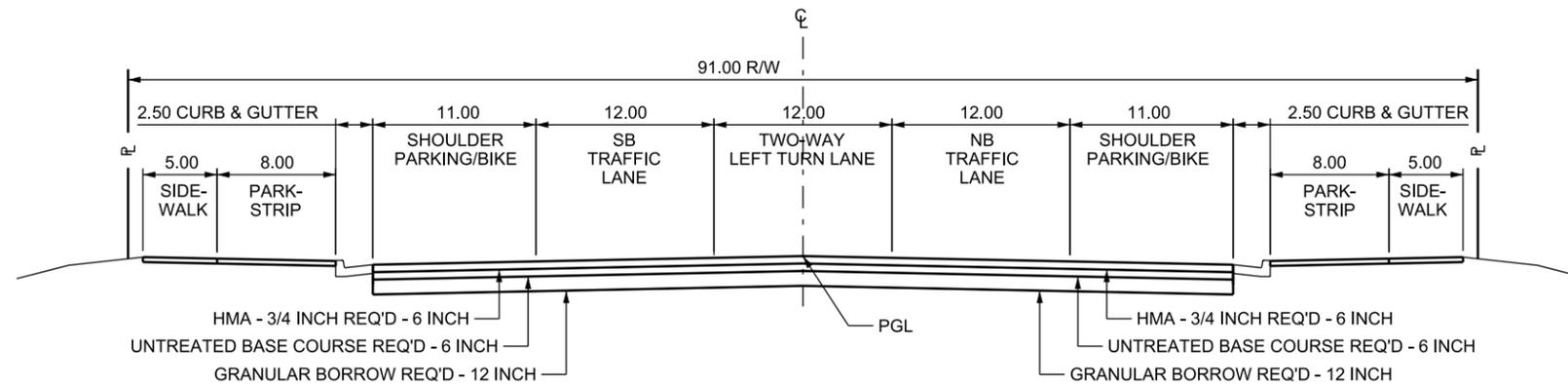
4 LANES
COUPLET B - 4 LANE, COUPLET D - 4 LANE, COUPLET E - 4 LANE (B)



TYPICAL SECTION 4

LOGAN COUPLET

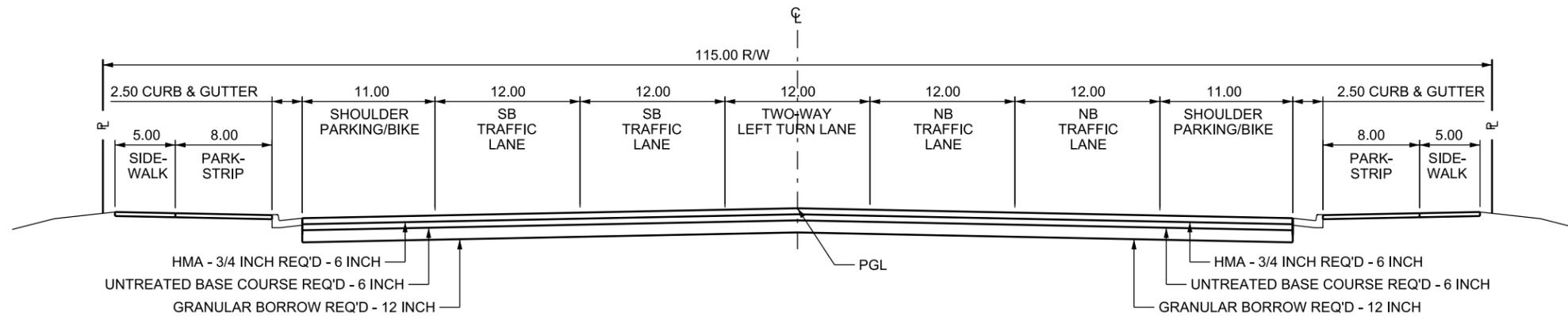
1 LANE (TWO-WAY)



TYPICAL SECTION 5

LOGAN COUPLET

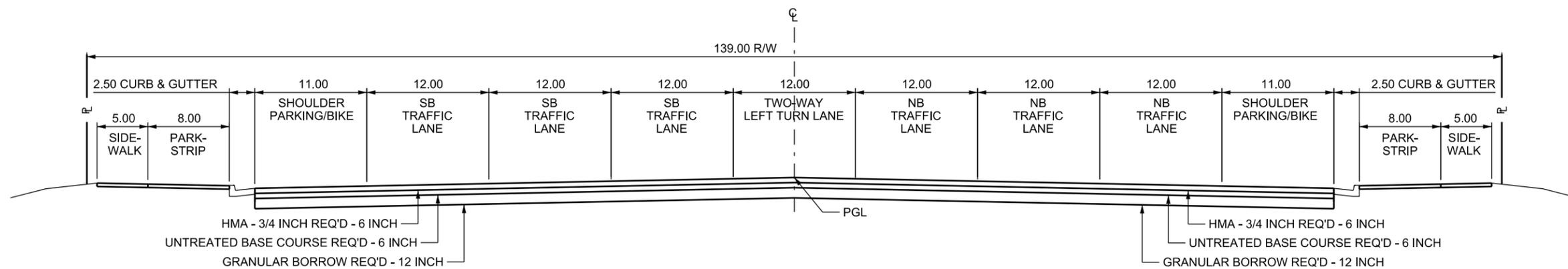
2 LANES (TWO-WAY)
TWO 2-WAY



TYPICAL SECTION 6

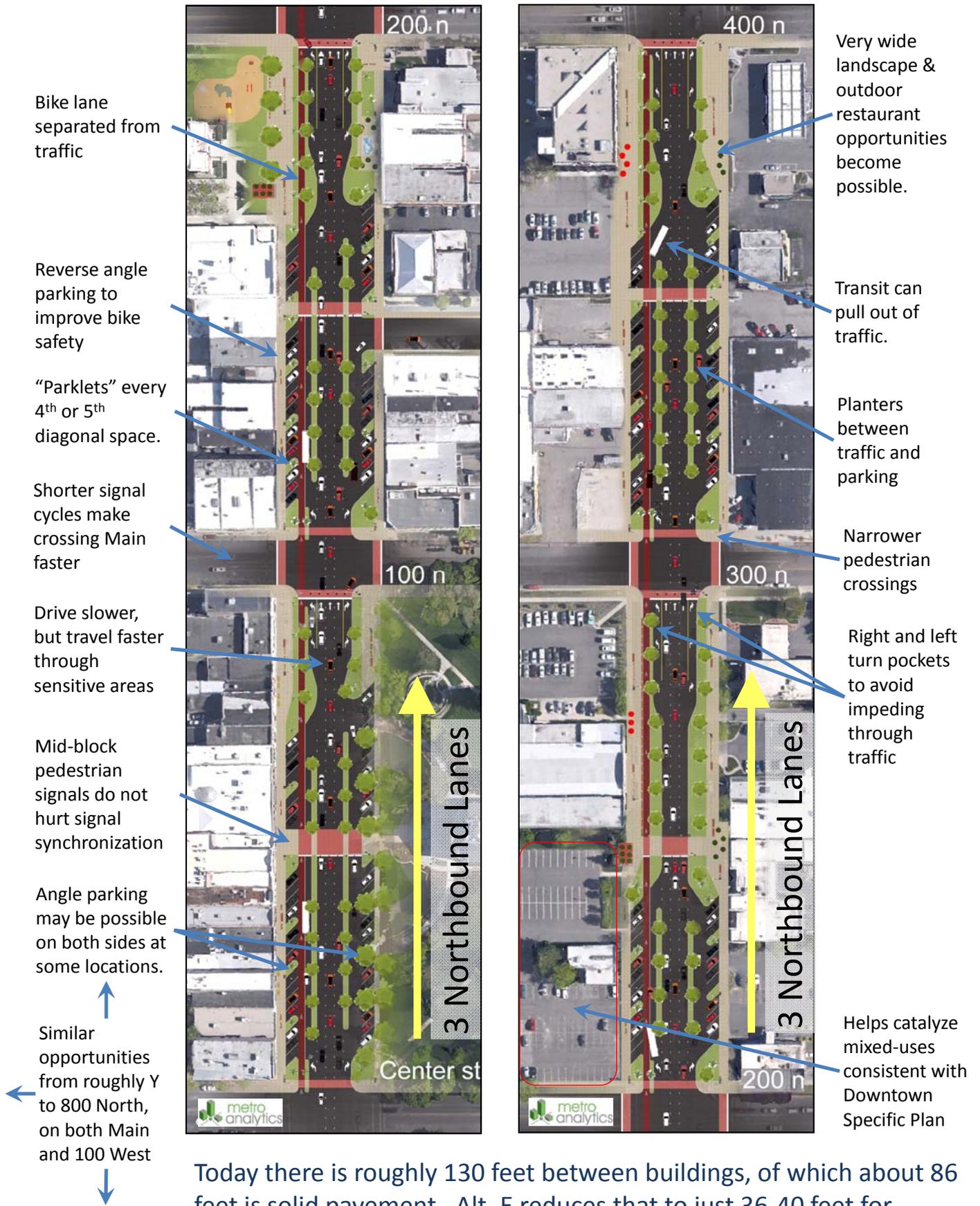
LOGAN COUPLET

3 LANES (TWO-WAY)



Concept Sketch for Main

One of dozens of ways it could be arranged under Alternative E



Today there is roughly 130 feet between buildings, of which about 86 feet is solid pavement. Alt. E reduces that to just 36-40 feet for traffic, leaving roughly 90 feet available for the imagination!

Main Street

As it could be...



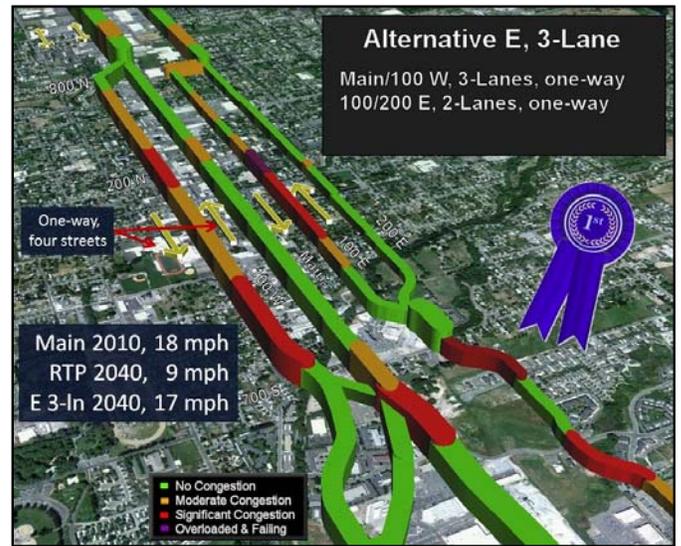
As it is...



Pedestrian Scale



Predicted Congestion

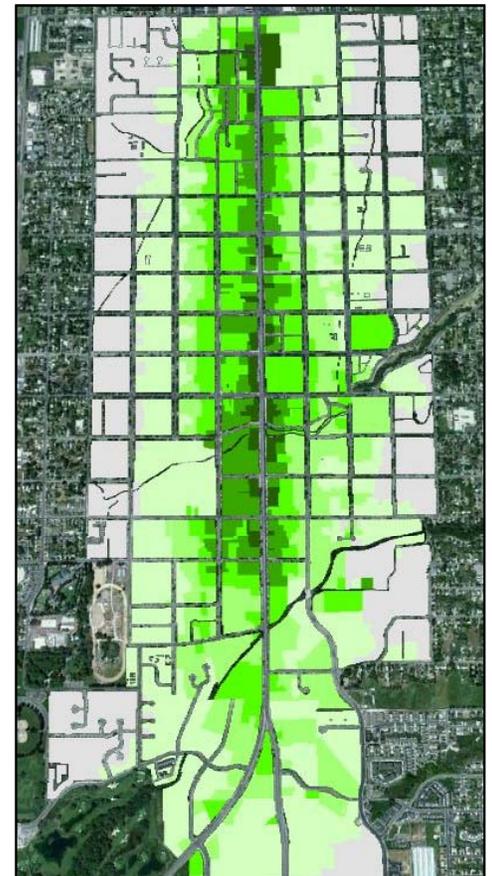
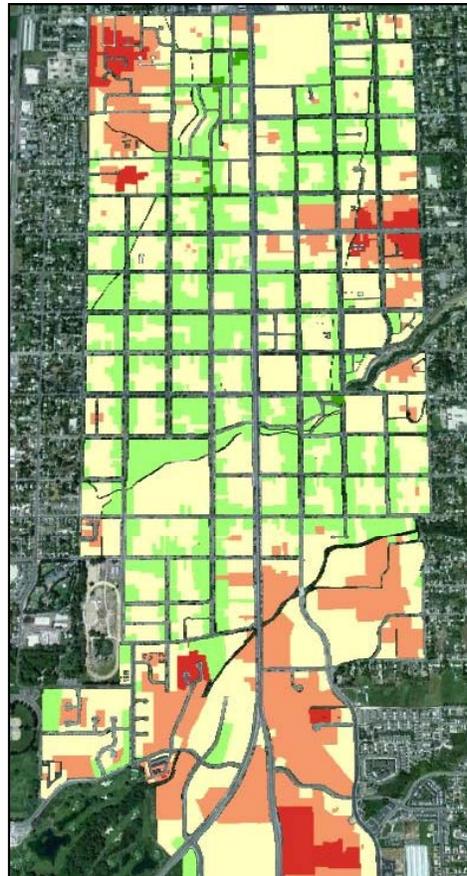
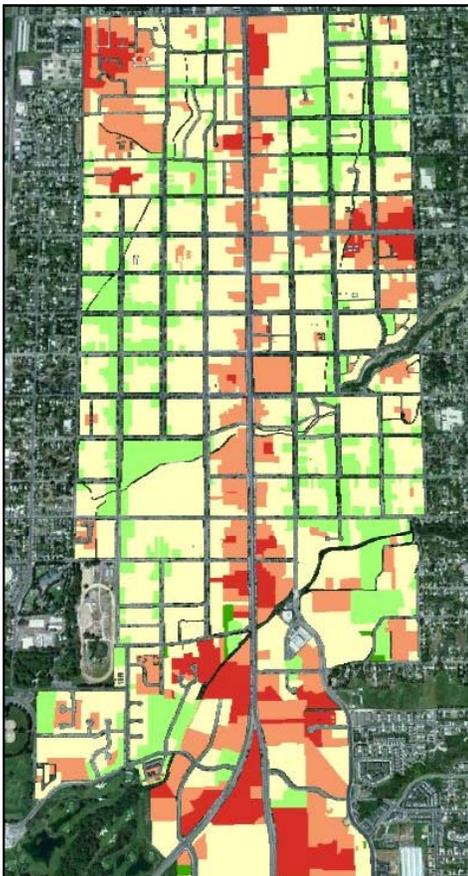


Change in Pedestrian Environment

Before

After

Change



Green = Pleasant, safe, direct walk experience to/from each property.
Red = Unpleasant, less safe, slow, and circuitous walk experience.

Green = significant improvements
Grey = no significant effect



Sign In Sheets

Sign In Sheet
Public Meeting
July 17, 2013

Name	Address	Affiliation
Randy Park	758 East Anderson Ave Hyrum	CVTD
Anne Hedrich	397 N 300 W Logan	Ellis Neighborhood Area
Theo Thomas	1361 Mt Logan Hwy	Wilson Westside Area
Gene Needham	141 No. Main Logan Ut.	Downtown Alliance
Laurie Johnson	410 S. 200 W. LOGAN	WOODRUFF NEIGHBORHOOD
Ray Robison	335 N. 400 W Logan	Ellis Neighborhood
TOM WEAVER	1766 E 1140 N LOGAN	HILLCREST + WOODRUFF
Marilyn Griffin	630 W 200 E Logan	Adams Neighborhood
John Powell	160 W 500 N, wellsville	County Resident

Sign In Sheet
Public Meeting
July 17, 2013

Name	Address	Affiliation
Peter	911 W 400 S Logan	Logan Resident
Jennifer Rembertson	91 W 400 S Logan	CITIZEN
Jeff Gunther	116 W 500 N Logan	Resident
Katie Wylarz	116 W 500 N Logan	Resident
Brent Nyman	1155 E. 1900 N. Logan.	Resident
Ted Nyman	524 E 1100 N Logan	Resident
Janai Serinowski	109 E. 100 N Logan	Planning Commission
Josh Reinhart	179 RAIL WAY, LOGAN	Carter County
Steve Sturgeon	85 E 100 N Logan	St. John's Episcopal Church

Sign In Sheet
Public Meeting
July 17, 2013

Name	Address	Affiliation
Kee Hale	862 W. 330 S. Logan	Resident
JARED LEATHAM	1554 Talon Dr Logan	Resident
MARTIN CARRILLO	485 W 880 N LOGAN	RESIDENT
JAMES OLSON	50 Brookside Logan	Resident
GACY SAXTON	160 N MAIN STREET	LOGAN DOWNTOWN ALLIANCE
Amanda Castillo	190 W 500 S	Resident/ ^{Downtown} Business emp.
Grant + Linda Bergsjö	109 E 300 S	RESIDENTS
Shirley Mitchell	135 W 400 S	Resident
JOY REYES	343 W 400 N	Resident



Comments Received

holmeskna@stanleygroup.com

Comment Form
Public Meeting
July 17, 2013

Name:

RUSSELL GOODWIN

Address:

1505 EAST 1900 NO.

Comment:

ONE-WAY STREETS ARE HORRIBLY
AN EXTREMELY BAD IDEA. WE
CANNOT AFFORD THESE GRANDiose
EXTRAVAGANZAS ANYMORE!

Comment Form
Public Meeting
July 17, 2013

Name: Melissa Wegener

Address: 405 S. 100 W.

Comment: Our south Logan neighborhood is struggling. There are lots of rentals & properties (including commercial) that are unkempt. People like us, who want to live in ~~Logan~~ downtown & have improved & maintained our homes are being pushed out. What is the use of a "walkable" community if no one lives within walking distance?! We support turning 100 W into a one way street, but any plan that calls for stealing land from our front yard will be vigorously opposed. The end result will ~~also~~ push south Logan into more of an inner city slum than it already is. Why do I feel like the downtown businesses, bikers etc. have a voice, but the people who LIVE here don't?

Comment Form
Public Meeting
July 17, 2013

Name:

Jeff Gunther

Address:

116 W 500 N Logan

Comment:

- Bicycle infrastructure seems like an afterthought (put with parking, left of travel lanes, no way to turn) and either not existing on 100w or requiring taking property).
- Truck traffic on 100w is a concern
- ~~A~~ 3 lanes on 100w is a lot of traffic in a residential area

Comment Form
Public Meeting
July 17, 2013

Name:

JARED LEATHAM

Address:

1554 Talon Dr Logan

Comment:

I am excited and hopeful for this progressive step. The couplet option is the proper way to go. I would like to see the project scope expanded further north. The concepts for main street from center to 400 North would be an amazing realization in function and aesthetics.

Comment Form
Public Meeting
July 17, 2013

Name: MARTIN CARRILLO	Address: 485 W 880 N. LOGAN
Comment: I AGREE THAT THE COUPLETS SCENARIOS WOULD BE OUR BEST OPTION FOR ALLEVIATING TRAFFIC CONGESTION IN LOGAN. THE QUESTION AREAS MAY NEED TO BE RESEARCHED THOROUGHLY BEFORE ANYONE BUYS OFF ON IT. YOU HAVE MY SUPPORT.	

Comment Form
Public Meeting
July 17, 2013

Name: Bergsjo's (Grant/Marfy)	Address: 250 S. 100 E 109 E 300 S.
Comment: Make main a 6 lane hwy. Leave residential alone. Main is the logical thorough fare through Logan. Don't cut traffic from Main. Right now we can't back out of our driveway on 100 East.	

Comment Form
Public Meeting
July 17, 2013

<p>Name: <u>Tom Tweet</u></p>	<p>Address: <u>440 N 200E</u> <u>P.O. Box 749</u> <u>Millville, VT 05326</u></p>
<p>Comment: <u>Thank you for finally taking a potentially serious look</u> <u>at the concept one t-way couplets in Logan. I have been</u> <u>convinced for years that this is the only real solution</u> <u>to Main St. traffic issues. Please keep looking even</u> <u>though only short steps are probably feasible at first.</u></p>	
<p> </p>	
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<p> </p>	

Here are my thoughts from this evening. I think the Stanley Group brought some great ideas to the table. I am, however, disappointed that our council members waited until this point to solicit public input. I would hope that some of the following ideas would garner serious thought. I am no engineer or city planner. I have lived in this city for 32 years. I grew up east of the university, I attended USU, my wife and I lived for four years on Main Street, and in 2008 we bought a home on 100W. We choose to live in Logan.

We need a multi-faceted approach to solve this issue. Essentially asking 100W to bear the extreme negative quality of life change is inequitable because it means the sure destruction of our neighborhood. In some ways we are already hanging by a thread down here (socio-economically). Moving all/most southbound traffic from Main Street to 100W would, well, turn us into the homes currently on south Main Street... blighted and depressed (we know because we lived in the basement of one of them). The quality of life costs must be shared by more than just one street.

I don't think that any of the three current options solve *the problem*. The problem is simply that there is only one way to traverse Logan effectively, and that way is still Main Street. A multiple option approach allows for traffic redundancy and choice based on origin and destination. I have come up with a plan that could potentially solve many of the issues discussed tonight and provide better overall options for future proofing access to Logan.

- 1.) Leave Main essentially as is. If, in the future, more lanes are necessary, look at removing parking and adding two extra lanes. But the following options might make it unnecessary. Certainly don't remove lanes... unless this works better than I think it will.
- 2.) Complete the couplet on 100E and 200E.
- 3.) Connect 100W through the existing church on 600S. Leave it two-way. Yes I know that it is the church I attend, and I know that would increase flow on 100W but I'm serious about everyone needing to share the load. Traffic will increase, but not nearly as bad as the other options.

Here is the key: If Logan has a beastly traffic problem.... *stop feeding the beast*. Change the artery and you change the game. Logan has rarely had an east-west flow problem. It has a north-south flow problem.

- 1.) Coming from SLC, make US Highway 89/91 divert to 1000 W. Connect them. If you want to proceed to Logan directly, make an exit or a light that makes you go that way. But flow traffic from the south onto 1000W.
- 2.) 1000W could connect to 2500 N via a large curve.
- 3.) 2500N would connect with Main Street (US Hwy 91) as it does now only via a large curve. Traffic coming to Logan from Smithfield would be routed to 1000 W. Traffic from the north should be incentivized to traverse the valley via 1000W, but could divert to Logan.
- 4.) Beef up 600W. Make it a traversable north south artery. Focus on the north end of 600W connecting to 2500N and the other E-W arteries.
- 5.) 1000 West could feed Logan at the following points: 200N, 400N, 1000N, 1400N, 1800N, 2200N

- 6.) A couplet could be created using 200 N and 400 N running east and west all the way to 200E. Also 1000N and 1400N could do something similar. Future access streets could be completed along 600S, 200S-300S, and Center Street.

You could remove a significant portion of traffic from central Logan that never intended to go there by changing the artery from Wellsville - Smithfield. Traffic could be metered into the city from 1000W depending on destination. The 100E - 200E couplet would serve a good portion of the east side of Logan. Traffic from northbound from Hyrum, Providence, or Nibley would have the option of Main St., 100W, or 200E depending on your origin. Southbound out of Logan would be similar (except it would be 100E) and your choice would again depend on your destination. Three options are better than one. Northbound traffic out of Logan could use traditional routes with the only significant barrier being the interchange at 2500N. Logan's East - West traffic could receive a boost from the couplet and traffic leaving Logan for SLC could travel west to 1000W much more smoothly.

I understand that business on Main might not like this idea. It seems like traffic is too busy now, which is apparently bad for business. Increasing lanes and removing parking might be bad for business too, but apparently reducing traffic is also bad for business. Change is what businesses fear, and I get that. But I'd rather see Main Street a destination rather than the main thoroughfare.

It's just an idea. Main Street will still be busy, which businesses will like, but if it reduced loads by 20% or more (pure guess) I imagine great gains could be had.



Local Press

Logan officials eye one-way street couplets as possible traffic solution

By Lis Stewart | Posted: Saturday, July 13, 2013 9:39 pm

An open house to discuss the feasibility of making certain major roads in Logan one-way streets has been scheduled from 5:30 to 7:30 p.m. Wednesday at the Logan council chambers at 290 N. 100 West.

Three scenarios in which two major Logan streets, a “couplet,” are made one-way to decrease north and southbound traffic congestion near Main Street will be presented to the public, according to Jeff Gilbert, Transportation Planner for the Cache Metropolitan Planning Organization.

“The bottom line is, (one-way couplets) seem to have some potential for dealing with the volume of traffic issues we have and will continue to have for years and years,” Gilbert said.

However, the meeting is only to decide whether the idea could work, Gilbert said. Turning major roads into one-way streets would require land purchases, cooperation with UDOT and a lot of money, he said.

“The idea now is to not just be afraid of the big idea and explore its potential and see if it has value,” Gilbert said.

The roads being considered are 100 West, Main Street, 100 East and 200 East. Three scenarios using these four streets as one-way couplets will be available for public review at the open house.

The blocks east and west of Main Street are already used as alternative routes to Main Street, said Tom Jensen, a Logan councilman involved with the operation.

One scenario makes 100 East and 200 East one-way streets, Jensen said. Another scenario uses 100 West and Main Street. The third option considers 100 West and Main Street as a one-way couplet.

A draft report that lists the scenarios in question is on Logan Public Works’ webpage, according to Gilbert.

A couple of projects to improve mobility, such as widening 200 East, are already underway, but unless more is done the traffic problems will only increase as the years go by, Jensen said.

Gilbert said there are pros and cons to a one-way couplet street system. On one hand, a one-way street is more efficient and better for neighborhoods, since people only have to worry about watching one direction of traffic when crossing and pulling out of the driveway. The lights can also be timed so there are surges of traffic and minutes when no traffic is moving.

A downside is that people have to think further ahead when considering where to go and when to turn, Gilbert said. If someone misses the entrance to a parking lot, they would have to go around the block and come back the same way. This brings into consideration of what the impact on businesses would be, Gilbert said. Making a street like 100 West a main thoroughfare could increase traffic through the back of the businesses, where many people park already, he said.

Jensen said one-way streets could make it more difficult for people to access businesses, though.

Jensen said he is optimistic about one-way couplets being implemented in the far future.

“I think that these are good alternatives,” Jensen said. “Some are not so optimistic, but I think that based on what I know I think that they have a good probability of implemented.”

lstewart@hjnews.com

Twitter: @CarpetComm

4 comments:

Top of Form

•

Bottom of Form

- [Reader](#) posted at 8:36 am on Wed, Jul 17, 2013.

Posts: 159

They aren't interested in increasing volume of traffic, they are interested in REDUCING the lanes on main street to promote walking, biking, and public transport.

- [Log In](#) to report.
- [Link](#)
- [Reply](#)

- [PeterBrunson](#) posted at 7:56 am on Wed, Jul 17, 2013.

Posts: 2598

What is the problem being solved by the "Big Idea"?

IF it is the volume of traffic on Main then Denver Doug identifies the best option. 100 West one way south, 100 East one way North, Main stays two way.

If my memory serves, Denver did something like this decades back.

- [Log In](#) to report.
- [Link](#)
- [Reply](#)

- [AceOfSpadesKB](#) posted at 8:45 am on Mon, Jul 15, 2013.

Posts: 447

I've never considered 1st West a major transportation street given that it doesn't go all the way through Logan.

How about disallowing parking on Main street and making it a 6 lane road with a median? I'm sure there are issues, but to my ignorant knowledge on the topic matter it makes sense at first glance. Given I don't shop at any of the over priced mom and pap stores, and I'm sure I'll anger a lot of people with this suggestion.

- [Log In](#) to report.

- [Link](#)

- [Reply](#)

- **DenverDoug** posted at 1:59 pm on Sun, Jul 14, 2013.

Posts: 597

What about just leaving Main as a two-way, and making 1st E. & 1st W. one-way couplets, giving drivers the option of one-way or two-way? What is the difference between option 2 and option 3 above? Does option 2 keep Main as two-way and convert 1st W. to one-way?

Logan resident reaction mixed on one-way street issue

By Lis Stewart | Posted: Friday, July 19, 2013 1:15 am

Community leaders were met with mixed reactions at Wednesday night's open house for a study to determine if a pair of one-way streets in Logan is the solution to downtown traffic problems.

"It's kind of like roundabouts," said Mark Nielsen, Logan Public Works director. "Some people like them, some people don't."

Three couplet options were presented at the open house. The first is making 100 East a southbound one-way street and 200 East a northbound one-way street. Both would be two lanes.

The 100 East/200 East option is the easiest to implement because the roads wouldn't have to be widened, said Brad Humphreys, the senior transportation project manager for Stanley Consultants, part of the team that worked on the Logan one-way couplet feasibility study.

"The problem is, if you just do those on 100 East and 200 East, you don't get a whole lot of congestion relief on Main Street," Humphreys said.

The second couplet option would make Main Street a one-way, three-lane northbound road, and 100 West a three-lane southbound one-way road.

The third option combines the first two.

Humphreys said the third option, which uses all four roads, would provide the most traffic relief.

As residents examined the models of the three options chosen by the feasibility study group, many talked about how the increase of traffic on side roads could impact their neighborhoods and businesses. Several said that while they did see a problem with traffic on Main Street, bringing more traffic to neighborhoods was not ideal.

Humphreys said while there has been concern that making 100 West a three-lane one-way road could increase traffic, traffic will increase on that road anyway as the years go by.

People like the benefits that a one-way, three-lane couplet on Main Street and 100 West could bring, Humphreys said. Since the road already has four traffic lanes and a turning lane, the extra space could be used to implement a bus lane, bike lane and slanted parking, he said.

Making Main Street and 100 West both one-way streets could affect businesses as well, said Grey Turner, who worked on the feasibility study team.

"A lot of people say it's going to hurt the businesses, but I think that can be turned into a positive," Turner said.

Another issue under consideration is how to construct the transition from one-way to two-way streets. According to maps of the couplet options provided by Humphreys, 100 West would need to be connected from where it ends at 600 South by the nearby LDS church and Ellis Equipment so it goes uninterrupted to U.S. Highway 89.

Turner said he brought up one-way couplets seven years ago when he was working on Logan's transportation master plan. Five scenarios for one-way couplets were presented, three of which are the options the later one-way couplet feasibility study chose.

"It was not well received because it was something that was new, and people had a mindset of what it would be, and that it didn't fit here in Logan," Turner said.

That mindset, however, has changed over the years, Turner said. Just the fact that a feasibility study was done shows that city leaders are warming to the idea of one-way couplets.

The next step for the potential project is to examine public comment, the environmental impact and possible funding, Turner said.

Nielsen, the Logan public works director, said the open house was conducted to see how the public feels about the matter.

"We're just trying to plan for the future and see if this is a possibility, and it might not," Nielsen said.

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- [texashta](#) posted at 12:11 pm on Sat, Jul 20, 2013.

Posts: 1

I could not be more dismayed my this possibility. My family chose to live in the historic district because it is a pleasant, walkable, mixed use neighborhood. I'm sure that this type of redirection of traffic would never be considered through more affluent neighborhoods. The last thing we need is an increased amount of traffic channeling down the residential streets. Traffic will only continue to grow until city planners have killed all of the side streets through the historic neighborhoods. They should figure out a way to encourage 600 West and 1000 West routes and to improve mass transit options.

I am also horrified by the destruction of 200 East, which was formerly a charming residential street filled by sweet bungalows, ripe for redevelopment. Why is Logan city killing its historic neighborhoods to facilitate commuting by people in surrounding townships?

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- [stranger](#) posted at 2:25 pm on Sat, Jul 20, 2013.

Posts: 3262

Nimby Jennifer.

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- [AceOfSpadesKB](#) posted at 4:41 pm on Sun, Jul 21, 2013.

Posts: 447

Planners have obviously done all they can to encourage use of 10th west. The problem is that the source of a lot of main street traffic is from the east side of main street. Between residential areas, the university and places of work, there needs to be some relief on the East side. For instance, I work on the east side of main. I also live on the East side of the valley. There is no way I'm going all the way to 6th or 10th west to drive home.

All that said, there is no perfect answer. This is why I chose not to live in downtown "historic" Logan.

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• **scientia** posted at 2:10 pm on Mon, Jul 22, 2013.

Posts: 28

I live in "historic" downtown Logan (close to 100 W) and would welcome a 100 W/ 100 E solution. I don't think you would see the overwhelming influx of traffic one might think. I think we would still find our neighborhood pleasant and walkable, and perhaps it would spur some mixed use development, much like what occurs on 100 E. In the end traffic will increase on these streets. It would be nice to have some sort of plan and control in place prior to the situation getting out of hand and the city patching something together quickly and with little thought.

One thing, which has only a little to do with the one-way issue, is the use of road-center planting strips. Many cities use these to slow traffic and beautify neighborhoods. I think Logan would do well to install these on some select streets such as Center (east and west), 100 North (east to 200 E and west to 600 W), and, in my opinion, I would like to see them on Main Street starting as far south as the SpringHill Suites and as far North as 1400 N. Likely wishful thinking, but one can dream. And yes, I realize it costs money and takes time to manage these "green" areas.

I do agree with the sentiment on 200 E. Having also lived on that side of Main, the neighborhood currently resembles a war zone.

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• **PeterBrunson** posted at 9:39 pm on Fri, Jul 19, 2013.

Posts: 2598

What is the problem that needs to be solved?

Is it the amount of traffic?

Is it not the amount of traffic that will grow?

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- **kimmette1 posted at 12:44 pm on Fri, Jul 19, 2013.**

Posts: 3

I live just a couple houses off of 100 West, and am sickened by the idea. I am well aware of how congested Main is, but putting in a 3-lane road (which will probably be with speeds faster than 25 mph) seems really, really awful to me. I don't want my young children so close to traffic. This is a low-income area, which is going to greatly impact residents and their properties. Surely homes are going to be destroyed to make room for the widened road. Where will they go? I love that our family can go on walks/bike rides on 100 West, because it is a quiet street. I love that we can walk to church just down the street. I love living in a quiet neighborhood, because I feel that my children are safe and protected. I know that traffic is a problem, but I'm really reluctant to give up the quiet street that is a part of my neighborhood.

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- **Jazz posted at 8:16 pm on Sun, Jul 21, 2013.**

Posts: 18

The couplet idea as a whole seems reasonable. It would not require widening of the streets (100 West, 100 East, 200 East) since they already have 5 lanes. Also parking can remain on both sides of the street. Traffic, while higher volume, could be pulsed and kept at a moderate speed. There would be gaps in the car flow due to the one way and timing of signals. This is better for neighborhoods than two way.

I think Main needs to remain two-way. Probably should try the east couplet and see how it works. It shows no loss of property.

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• [scientia](#) posted at 9:50 am on Fri, Jul 19, 2013.

Posts: 28

I'm sure there is a reason that the option of leaving Main a two way street (as it should be) and using 100 West (South) and 100 East (North) as one way streets wasn't on the table, right? Having lived in that general part of Logan for a number of years, those seem like reasonable options to me. Maybe someone can fill me in on the details.

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• [AceOfSpadesKB](#) posted at 11:36 am on Fri, Jul 19, 2013.

Posts: 447

1 way couplets work best when they adjacent.

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• [DenverDoug](#) posted at 1:51 pm on Sat, Jul 20, 2013.

Posts: 597

Without having had a chance to review the data, the 100 E. / 100 W. couplet (leaving Main two-way) seems like the logical conclusion to me as well.

Congestion on Main has been an issue for many years. I'm mystified that now there are so many apparently denying this congestion issue.

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