

Corridor Improvements Considered	Potential Improvements	Consistency with CMPO Long Range Plan	Meets Project Purpose and Need	Independent Utility	Pedestrian Safety	Priority Project for Logan	Key Public Concerns						Estimated Project Costs
							Increases Safety	Removes Trees	Environmental Impacts	Maintains Neighborhood Character	Low Speed Traffic – Continuously Moving	Promotes Alternative Transportation	
200 East and Center Street Intersection Extension to 100 South	Signal or Roundabout; Pedestrian/bike Tunnel	YES - promotes a north-south regional facility	YES - improves mobility and addresses safety	YES	YES - may accommodate Logan trail system; future alternative modes of transportation	IMMEDIATE	YES - eliminates unsafe turning movement	NO - some trees will be impacted at intersection	UNKNOWN – however, irrigation canal & park have potential impacts	UNKNOWN - could increase use of the corridor	YES - promotes continuous flow; address speed with final design	YES - would promote bus transit, pedestrian crossings, and cyclists	\$4 million to \$5.5 million
200 East from 200 South to 300 South	Widening to match width from 100 South to 200 South	YES - promotes a north-south regional facility	YES	NO - is dependent on Center Street improvements	NEUTRAL	IMMEDIATE	YES – consistent cross section helps	YES	UNKNOWN - potential impact to cultural properties	NO - potential impacts to neighborhood residents	YES - promotes continuous flow; address speed with final design	YES - would promote bus transit, and cyclists	\$1.3 million to \$2 million
200 East and 500 North Intersection (Signalized or Roundabout)	Signalized intersection or roundabout; turn lanes; crosswalks	YES	YES	YES	YES	0-10 YEARS	YES	YES	UNKNOWN - potential impact to cultural properties	YES - could have isolated property impacts	YES - promotes continuous flow; wouldn't affect the speed	YES - would promote bus transit, pedestrian crossings, and cyclists	\$400,000 to \$800,000
200 East and Mt. Logan Middle School Crossing	Crosswalk improvement; reconstruction of bus pullout	NO	NO	NO	YES	0-10 YEARS	YES	NO	NO	YES	promotes low speeds; continuous flow could be interrupted	No change	\$200,000 to \$400,000
200 East and 1000 North Intersection (Signalized or Roundabout)	Signalized intersection or roundabout; turn lanes; crosswalks	YES	YES	NO- is dependent on widening 1000 N. to 1250 N.	YES	5-15 YEARS	YES	YES	UNKNOWN	YES - could have isolated property impacts	YES - promotes continuous flow; wouldn't affect the speed	YES - would promote bus transit, pedestrian crossings, and cyclists	\$800,000 to \$1.2 million- may include realigning, signal, roundabout, and/or pedestrian crossings

Corridor Improvements Considered	Potential Improvements	Consistency with CMPO LRP	Meets Project Purpose and Need	Independent Utility	Pedestrian Safety	Priority Project for Logan	Key Public Concerns						Estimated Project Costs
							Increases Safety	Removes Trees	Environmental Impacts	Maintains Neighborhood Character	Low Speed Traffic – Continuously Moving	Promotes Alternative Transportation	
200 East from 1000 North to 1250 North	Widening to minor arterial	YES	YES	NO - dependent on improvements to 1000 North intersection	YES	5-15 YEARS	YES	YES	UNKNOWN	YES - could impact some residences	YES - promotes continuous flow; wouldn't affect the speed	YES - would promote bus transit, and cyclists	\$2.5 million to \$4 million- includes widening for a consistent cross-section
One-Way Couplet	Center Street alignment; intersection modifications on northern and southern ends of the couplet	YES	YES	NO - dependent on improvements to several intersections including extension from Center to 100 S.	YES	5-20 YEARS	YES	UNKNOWN	UNKNOWN	YES - could have isolated property impacts	YES - promotes continuous flow; address speed with final design	YES - would promote bus transit, and cyclists	UNKNOWN - is dependent on several spot improvement projects being completed
200 East/ East-West Crosswalks: Merlin Olsen/ Pioneer Park, 600 N, 700 N 800 N, 900 N	Crosswalks	NEUTRAL	YES - improves safety only	YES	YES	0-20 YEARS	YES	UNKNOWN	UNKNOWN	YES	YES - promotes lower speeds; could maintain continuous flow	UNKNOWN	\$100,000 to \$250,000 per location

Definitions

Consistency with Cache Metropolitan Planning Organization's Long Range Plan: This improvement was specifically identified in the Long Range Plan for the Cache Metropolitan Planning Organization. The LRP is a comprehensive evaluation of the regional transportation network. It evaluates crash data, congestion, mobility, system linkage, and the level of service to determine improvements throughout the transportation network. Much of the information used in the LRP development is data and information collected from individual municipalities. Each municipality typically has a transportation master plan that identifies future projects based on need, maintenance, and keeping pace with future development.

Meets Project Purpose and Need: 'Purpose and Need' is the crux of an environmental process. Through a NEPA process, the identified improvements must meet the project Purpose and Need to be considered as the proposed action.

Independent Utility: The improvement location can be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made. For example, this requirement asks: if a roadway is widened to an intersection, is the intersection adequate to accommodate the additional lanes or would the intersection need to be improved as well with additional lanes and/or signals?

Priority Project for Logan: Each municipality prepares a comprehensive Transportation Plan which identifies future projects based on data collected, maintenance, travel demand, and future development. Although Logan City has identified several improvements along 200 East with equal importance to providing and maintaining an efficient transportation network, some projects are more critical to accomplish sooner than others. This is based on relieving existing congestion, increasing existing and future mobility and improving the efficiency of the transportation network.

Estimated Project Costs: With a limited amount of project money, not every project can be funded. Therefore, based on similar project costs, these were estimated for the conceptual improvements along the corridor. We will not know precise costs until we develop detailed project information. These estimates however provide us with some general costs to be used in determining the project parameters.