

Active Transportation and Bike Infrastructure in Logan

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Barriers and Benefits of Active Transportation

Barriers:

- Weather (rain, snow, heat, cold, etc)
- Less convenient than driving
- Potential safety hazards (traffic, unprotected lanes, potholes)
- Takes more time
- Requires supportive infrastructure for best use



Barriers and Benefits of Active Transportation

Benefits:

- Leads to a healthier lifestyle
- Better air quality
- No road rage
- Significantly more environmentally friendly
- Can be used to build relationships within the community



Image Credit: <http://momentummag.com/top-10-tips-for-first-time-bicycle-commuters/>

Does Biking Really Increase Happiness?

- The US has fallen out of the top 20 happiest countries (now 23)
- Primarily due to mental health issues

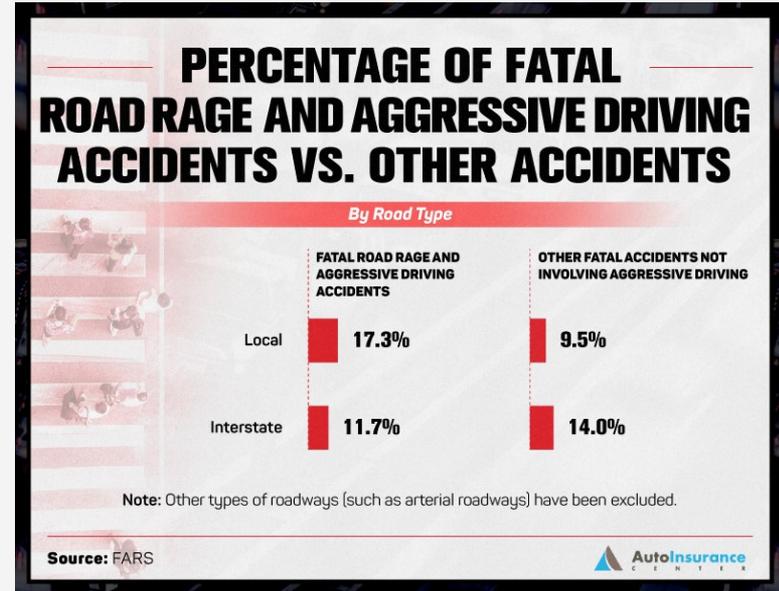
Biking could be a solution

- A survey of 13,000 people in the United States by researchers from Clemson University in 2014 showed that cyclists were the happiest commuters (Hidalgo, 2018)



Could Biking Help Solve the Growing Road Rage Problem?

- Road rage is a growing problem (incidents increased by 135% since 2018)
- Utah is ranked as the worst state for road rage (Fox13 2022)
- HB30 (2024) addresses the consequences of road rage but not the root cause
- Biking does not inspire road rage
- Gives road rage prone drivers another transportation option
- Biking leads to a safer, happier community



Why Protected Bike Lanes?

- Safety
 - Real - A physical, hard separation
 - Perceived - Flexible barriers, candlesticks
 - Can “slow down” cars
 - Gets bikes off sidewalks
- Equality
 - Parents and children
 - Women surveyed stated significant comfort level improvements in protected lanes



Which Lane Would You Use?



Which lane would you let your kids use?

Social and Economic Benefits

- Biking in Downtown SLC
 - 30% biking increase
 - 1.79% sales increase
 - 84% special cycling increase
- Design
 - Protected lanes *and* intersections
 - Pedestrian safety
 - Bike infrastructure is cheaper and is cheaper to maintain



Don't Just Check a Box...



Our Proposal: Protected Bike Lane on 500 N

- Beginning at 100 W and going up until where the road ends at Old Main
- Various types of protection possible
 - Candlesticks
 - Parked cars
 - Concrete barriers
- Details on snow removal, roundabouts, and driveways can be found in the report



Why 500 North?

- **Safety**
 - 500 North has heavy traffic flow, and cyclists currently have minimal protection from vehicles. A protected bike lane will create a safer environment for cyclists.
- **Connectivity**
 - Implementing a protected bike lane will enhance connectivity, allowing easier access to key destinations such as groceries, restaurants, childcare, and education.
- **Promotion of healthy activity**
 - Encouraging cycling as a mode of transportation aligns with the city's goals for sustainability and health. A protected bike lane will promote active transportation, reducing reliance on cars and mitigating traffic congestion.
- **Enhanced livability**
 - Implementing infrastructure that prioritizes cyclists enhances the livability of a city. Residents and visitors will enjoy a more pleasant and accessible urban environment which could attract investors and businesses to the area.

Actual and Anticipated Impacts

Actual:

- Raised community awareness
- Collected and collated important data

Anticipated:

- Reduction in single car commuting
- Decrease in air pollution
- Quality of life improvements
- Diversity increase in bike ridership
- Increased safety for cyclists
- Other bike lane projects could pass with more ease

How You Can Help Us and Logan

- 500 N Protected Bike Lane in Master Transportation Plan
- Prioritization of active transportation in general
- Read through our report



References

- <https://www.fox13now.com/news/local-news/new-report-ranks-utah-as-worst-state-for-road-rage-nationwide>
- <https://le.utah.gov/~2024/bills/static/HB0030.html>
- <https://www.slcdocs.com/transportation/Project/300South/300SouthProgressReport.pdf>

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