

Utah State University

DigitalCommons@USU

---

Undergraduate Honors Capstone Projects

Honors Program

---

5-2006

## Wellsville City Trails Master Plan

Lindy Bankhead  
*Utah State University*

Follow this and additional works at: <https://digitalcommons.usu.edu/honors>



Part of the [Environmental Design Commons](#), and the [Landscape Architecture Commons](#)

---

### Recommended Citation

Bankhead, Lindy, "Wellsville City Trails Master Plan" (2006). *Undergraduate Honors Capstone Projects*. 820.

<https://digitalcommons.usu.edu/honors/820>

This Thesis is brought to you for free and open access by the Honors Program at DigitalCommons@USU. It has been accepted for inclusion in Undergraduate Honors Capstone Projects by an authorized administrator of DigitalCommons@USU. For more information, please contact [digitalcommons@usu.edu](mailto:digitalcommons@usu.edu).



# WELLSVILLE CITY TRAILS MASTER PLAN

by

**Lindy Bankhead**

**Thesis submitted in partial fulfillment  
of the requirements for the degree**

**of**

**DEPARTMENT HONORS**

**in**

**Landscape Architecture and Environmental Planning**

**Approved:**

---

**Thesis/Project Advisor**

**Peter Kumble**

---

**Department Honors Advisor**

**Michael Timmons**

---

**Director of Honors Program**

**Christie Fox**

**UTAH STATE UNIVERSITY  
Logan, UT**

**2006**

---

# **Wellsville City Trails Master Plan**

**Lindy Bankhead**

**Department of Landscape Architecture and  
Environmental Planning**

**Utah State University**



---

## Executive Summary

Wellsville City is a small, rural community seeking to provide a high quality of life for its citizens. A valuable amenity to accomplish this goal is a trail system, as part of a regional greenway network. Greenways are interconnected linkages between community hubs or open spaces, destinations, parks, neighborhoods and public lands. Trails are a part of greenways, allowing recreational access through the corridors connecting these community hubs. The citizens of Wellsville desire the benefits that are provided by a trails or greenway system.

This document is the Wellsville City Trails Master Plan. Its purpose is to provide information on the greenway and trails system planning and public input process for Wellsville City, and to provide future direction for trail planning in Wellsville City. Specifically, the plan outlines the purpose and benefits of trail planning, as well as the greenway planning framework used for Wellsville City trail planning. The plan also documents the public trail planning process, from the initial public desire for trails to the collecting of public input on Wellsville City trails. This includes public workshop comments on trail preferences and Wellsville City survey data and comments. The plan provides the final Wellsville City Conceptual Trails Plan, with a description of trail types and recommendations for future trail planning and implementation.

A trails system and greenway network is an important component of community development. It provides a tool to obtain a vital economy, a high quality of life for citizens, and preservation of a community's rural and open space qualities. The Wellsville City Trails Master Plan provides a beginning step for trail and greenway planning in Wellsville City.



---

# **Wellsville City Trails Master Plan**

Compiled and written by:

Lindy Bankhead

April 2006

In cooperation with:

Utah State University

Peter Kumble, Assistant Professor


Cache County-wide Planning and Development Office

Tim Watkins, Cache County-wide Trails Coordinator

Wellsville City

Wellsville City Recreation Committee

---




---

## Table of Contents

1.0	Introduction.....	2
2.0	Purpose and Benefits of Trail Planning.....	2
2.1	Quality of Life Benefits.....	3
2.1.1	Health and Well-Being .....	3
2.1.2	Social Values.....	3
2.1.3	Open Space.....	3
2.1.4	History and Culture.....	4
2.2	Economic Benefits.....	4
2.2.1	Economic Growth.....	4
2.2.2	New Residents and Businesses.....	5
2.2.3	Tourism.....	5
2.2.4	Property Value.....	5
3.0	Trail Planning Framework.....	6
4.0	Wellsville City Trail Planning Process.....	7
4.1	Recreation Committee Conceptual Mapping.....	7
4.2	Cache County-wide Public Workshops.....	7
4.3	Cache County-wide Survey.....	8
4.4	Wellsville City Public Input.....	8
5.0	Results of Trail Planning Process.....	8
5.1	Wellsville City Trails Public Preferences.....	9
5.2	Wellsville City Survey Results.....	9
5.3	Overall Conclusion from Workshops and Survey.....	10
6.0	Wellsville City Conceptual Trails Plan.....	10
6.1	Typical Trail Types.....	10
6.1.1	Urban Trails.....	11
6.1.2	Rural Trails.....	11
6.1.3	Bike Routes.....	12
6.1.4	Water Courses.....	12
6.2	Future Recommendations.....	13
6.2.1	Timeframe.....	13
6.2.2	Funding issues.....	13
6.2.3	Other Trail Development Issues.....	14
6.2.4	Trail Development and Open Space Preservation.....	14
7.0	Conclusion and Future Objectives.....	15

---



---

## 1.0 INTRODUCTION

Wellsville City sits at the base of the Wellsville Mountains in the Southwest corner of Cache County in Utah. It is a rural community with an agricultural foundation, yet the area is growing and experiencing increased development pressure. The city strives to manage growth and provide a quality of life for its citizens set forth in its general plan. The Wellsville City General Plan states that each citizen of Wellsville “can expect to have a vital economy, adequate services, a safe environment, and a community where life, for all, can be enjoyed” (Wellsville City, 2004, pp. 1,2).



Figure 1.0 The Wellsville Mountains



Figure 1.1 The Wellsville Tabernacle

In 1994, the city surveyed the citizens of Wellsville in an effort to gather public input as the General Plan was being drafted. Survey results found that 59 percent of the community were in favor of expanded bicycle/walking paths, while 28 percent were against it (Guy, 1994). Nearly a decade later, Wellsville City formed a 2006 Recreation Committee to define and address the recreational needs of Wellsville citizens, including a trails planning effort. Wellsville’s interest in trails as a recreation opportunity is consistent with a 2004 Cache County-wide study that found trails to be the top desired amenity for the future. These findings were based on the input of city and county officials, citizens, and stakeholders. In response to these findings, Cache County hired a Trails Coordinator in 2005 to provide planning and implementation assistance relative to trails, greenways and green space, for all communities throughout the county. Under the guidance of the Wellsville Recreation Committee, Cache County provided assistance to Wellsville City to create a Wellsville City Trails Master Plan, which will serve as an important component of the County-wide Trails Master Plan. The County-wide plan, built in part from the trail plans of local municipalities, is likely to be adopted by fall of 2006 (Watkins, 2006).

## 2.0 PURPOSE AND BENEFITS OF TRAIL PLANNING

Trail system development, as part of an overall greenway master plan, is an important component of community development that can secure a high quality of life for residents and stimulate economic development in a community. The benefits of a trail system increase as a community dedicates time to careful planning, and to providing a quality recreational and open space experience for the user.

---

## 2.1 Quality of Life Benefits

A well designed trail system, with a variety of recreational opportunities, can provide a high quality of life for residents of a community. The potential benefits create a more efficient and well community.

### 2.1.1 Health and Well-Being

A trail system encourages increased health and well-being for citizens. Recreational activities associated with a trails system can increase the mental and physical health of users. Exercise can reduce such health problems as diabetes, osteoporosis, depression, and heart disease. Additionally, trail activities can target obesity which is now a national epidemic prevalent in children and linked to certain types of cancers (Steussy, 2004).



Figure 2.0 Typical recreational activity along a public right of way, without a designated trail/pathway.

### 2.1.2 Social Values

A trail system promotes social interaction of its users, and encourages activities that attract a variety of users, such as families, seniors and other responsible citizens. The presence of people actively using a designated trail decreases opportunities for vandalism, littering, loitering, and other mischievous behavior. A designated trail system will also increase the safety of children and families while biking, walking and doing other recreational activities (Watkins, 2006). Trails provide safe linkages from neighborhoods to community places and public lands (Schwarz, 1993).

### 2.1.3 Open Space

A trail system presents opportunities for preservation of open space in a community in order to allow recreational access to natural areas. Preservation of sensitive lands, such as wetlands or riparian corridors, is desirable not only for ecological functions but also for their recreational amenities through visual or physical access where appropriate.

Protection and management of sensitive lands and natural areas can also provide improved water and air quality, flood protection, wildlife habitat, and preserved scenic views. These types of natural services can translate into economic savings for a city. Open



Figure 2.1 Open space of Wellsville.



---

space and sensitive land services decrease the amount of money needed for built infrastructure to provide clean air and water, flood protection, storm water drainage and other vital human requirements (Fausold & Lillieholm, 1999). According to the American Planning Association (APA), “perhaps one of the greatest values of an interconnected green space system is the financial benefit that may be gained through the reduction of the need for the built environment” (Robinson, 2004).

#### 2.1.4 History and Culture

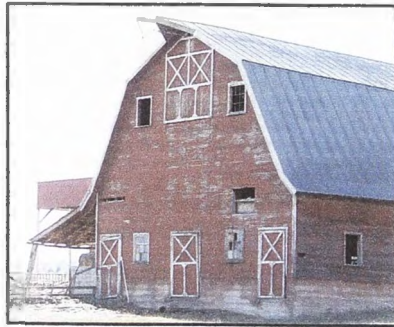


Figure 2.2 Example of significant building in the Wellsville community.

A trail system can also encourage the preservation of historical and cultural features of a community. Community resources, such as historic buildings, significant places and landmarks, can provide areas of interest along the trails and allow for their preservation. Culture in a community is encouraged through increased neighbor interaction, educational signage along the trails, and opportunities for community events (Buffler, 2004).

### 2.2 Economic Benefits

A trail system can add to the economy of a community. Trail systems can spur economic growth through new businesses, residents and visitors. Cost of trail maintenance can be off set by the increased tax base and spending in a community.

#### 2.2.1 Economic Growth

A well developed trail system can increase opportunities for commercial growth and revitalization in 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 money spent returns back into the economy through tax revenue. Communities with a successful trail system have seen an increase in business opportunities, decreased store vacancies, and revitalized downtowns (Robinson, 2004). Harrison,



Figure 2.3 Current downtown commercial area in Wellsville.

---

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 (Watkins, 2006).

### 2.2.2 New Residents and Businesses

A trail system is an attractive amenity to people and businesses looking to relocate. New residents and companies consider recreational opportunities when looking for a relocation area, such as a community with trails which provides quality of life benefits. New businesses and companies translate into increased jobs and taxes for a community (Watkins, 2006).

### 2.2.3 Tourism

A trail system can attract tourists interested in a natural recreational experience. Trail users, including tourists and residents, will spend money at businesses along the trail and in the community. Recreational activities, provided by trails, are a growing national trend; with the U.S. Fish and Wildlife Study reporting that Americans spend \$102 billion dollars annually on wildlife recreation (Watkins, 2006). Recreational tourists will be attracted to the Cache Valley area as communities brand themselves as trail and bike friendly.



Figure 2.4 Bird watching as a recreational activity, either along or accessed by a trail network.  
Source - Cache County

### 2.2.4 Property Value

A trail system can increase the value of property adjacent to the trails. 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).

### 3.0 TRAIL PLANNING FRAMEWORK

The Wellsville City Recreation Committee explored trail planning by following a greenway planning framework (Figure 3.0).

Greenways are a system of interconnected natural areas or open spaces in a community. Greenways may be areas preserved for public access and recreation, resource conservation, or for its scenic qualities. Greenways provide opportunities for trails or linkages through corridors. Trail planning begins with first identifying community open spaces, parks, natural areas, or destinations (i.e. schools, shopping centers, recreation centers, public land, preserved agricultural land, 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. Some corridors may not be appropriate for trails, like sensitive wetlands or private land. However, these corridors should still be preserved as important connections or visual amenities in the community greenway system. Certain corridors will only be appropriate for certain types of trails (Buffler, 2004).

Typical trails, as part of a greenway network, are urban trails (paved paths), non-paved trails in natural or rural areas, bike routes (bike lane striping or wide paved road shoulders), and water courses (see Section 6.1). A variety of trail types, experiences, and destinations results in more frequent trail usage (Watkins, 2006). Greenway planning promotes an interconnected system of trails and open spaces, which can be translated into a master plan ready for public input and implementation.

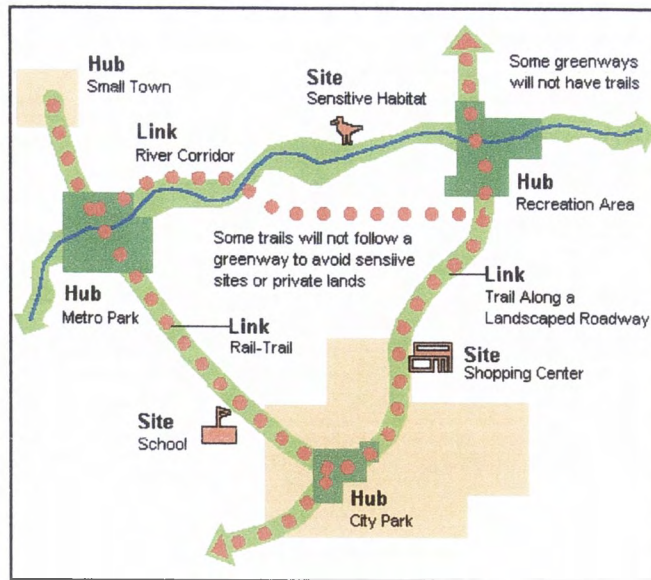


Figure 3.0 The Trail Planning Greenway Framework  
Source – Bear River Greenway Master Plan



Figure 3.1 Examples of trail types and uses. Source - Cache County and Bear River Greenway Master Plan

## 4.0 WELLSVILLE CITY TRAIL PLANNING PROCESS

Wellsville City began trail planning in February of 2006. The Wellsville Recreation Committee discussed trail planning methodology and the benefits of trail planning, with information assistance from the Cache County-wide Trails Planning representative. The methodology discussed was based on the framework set forth previously (see Section 3.0). Cache County provided a conceptual map, to be used in detailing the committee's ideas for trail planning in Wellsville City and connections to the larger county master plan. Trail planning in Wellsville City pursues the goal of providing a trails/greenway network for safe walking and biking routes, which connects neighborhoods to parks, natural areas, and other community destinations.

### 4.1 Recreation Committee Conceptual Mapping

The Wellsville City Recreation Committee met on March 8, 2006 to discuss and create a conceptual map of trails for Wellsville City. Produced from that meeting was a map detailing locations of community open spaces, parks, trails, types of trails, and bike routes (see Appendix A). This was then submitted to the county, to be included in the proposed Cache County-wide Trails and Bike Routes Master Plan.

### 4.2 Cache County-wide Public Workshops

The Cache County Planning Department organized two public workshops to gather input concerning the proposed Cache County-wide Trails and Bike Routes Master Plan. These were held in Hyrum City and North Logan City on April 4, 2006 and April 5, 2006, respectively. Although this effort was at a county-wide level, Wellsville City's trail plan was included as part of the County-wide conceptual plan and Wellsville citizens were encouraged to participate. The workshops were advertised at the Wellsville City Offices, the Welcome Mart of Wellsville, and twice in the county newspaper, the Herald Journal (Figure 4.0). The workshops were an open house forum, in which people were signed in and then allowed to study and discuss maps on the proposed county-wide trails plan. Comment sheets were provided, on which people wrote down their comments and suggestions, and then labeled a map with numbered stickers which coordinated to their comments (see Appendix B). Each workshop had a good turnout with an average of 50 people at each. Five people from Wellsville city attended, with a number of citizens from unincorporated areas and other towns commenting on Wellsville City proposed trails.

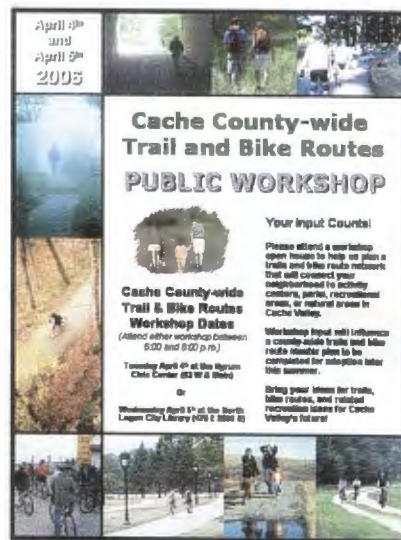


Figure 4.0 Public workshop flyer.

### 4.3 Cache County-wide Survey

The Cache County Planning Department created a survey in order to further gather public input on trails in Cache County. The survey focuses on trail preferences; including trail types, experiences, desired open spaces, trail benefits, constraints, concerns, and available volunteers. The survey also asks opinion on bike route issues and ATV issues. The survey was launched on the Cache County trails website on April 4, 2006. Citizens accessed and completed the survey online. The survey was also printed in paper form and made available at the public workshops (see Appendix C).

### 4.4 Wellsville City Public Input

In order to gather more public input from Wellsville City citizens and surrounding areas, the Cache County Planning Department created a door to door flyer (Figure 4.1). With the help of the Boy Scouts of America and the Wellsville City Recreation Committee, flyers were distributed to the doorsteps of homes in Wellsville. The flyer encouraged citizens to give public input through taking the county-wide survey online, taking the survey at the Wellsville City Offices, or commenting on a map of proposed trails for Wellsville City at the city offices. From April 17, 2006 until April 24, 2006, surveys, maps and comment sheets were available at the Wellsville City Offices for citizens to fill out in response to the distributed flyer.

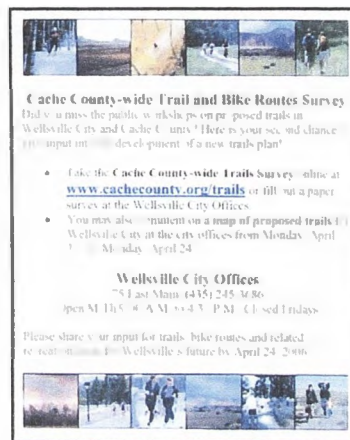


Figure 4.1 Wellsville flyer.

## 5.0 RESULTS OF TRAIL PLANNING PROCESS

The results of the trail planning process in Wellsville City have been included in the compilation of this Wellsville City Trails Master Plan. Specifically, public opinion has been gathered and organized to provide Wellsville City trails preferences and opinion data from the trails survey. This input, along with input from the Wellsville City Recreation Committee, is represented in a final proposed trails map and future recommendations for Wellsville City.

The trail planning process has also resulted in increased public and government awareness and interest in a trail system. This result should help propel the implementation of the proposed trail system.

## 5.1 Wellsville City Trails Public Preferences

The Wellsville City public was excited to be part of the trail planning process, and most encouraged continued action for trail planning. Most citizens were eager to see future trail development and immediate implementation of proposed trails. A complete list of comments concerning proposed trails, from Wellsville City, has been compiled (see Appendix D). The Cache County-wide Trails Coordinator will be mapping all site specific comments and presenting a map of public comments to the Wellsville City Recreation Committee.

Considerable public comment centered on support for development of canal trails, exploration of trails to surrounding public lands, and trails to the Murray Farm. Also, there was support for trail connections between Wellsville City, the American West Heritage Center, the Little Bear River and Mendon City. Some public comments raised concern about bike routes and canal issues.

## 5.2 Wellsville City Survey Results

The Cache County-wide Survey provided data on public opinion for trails (see Appendix E). The information, from Wellsville City, shows that citizens are most interested in walking, both for leisure and fitness, on paved, urban trails. For non-paved trails, they are most interested in hiking and access to preserved scenic areas and public lands. The survey results show that citizens are most interested in the accessibility to and preservation of the mountain bench and public lands.

Wellsville City citizens strongly support trails for the benefit of safer walking, biking and jogging opportunities (Figure 5.0). They also support the ideas that trails would: encourage active living and decrease obesity, promote family oriented recreation and connect urban/residential areas to the mountains.

The majority of those surveyed said that they would use the trail system daily (Figure 5.1). The top two constraints for trail usage were lack of knowledge concerning

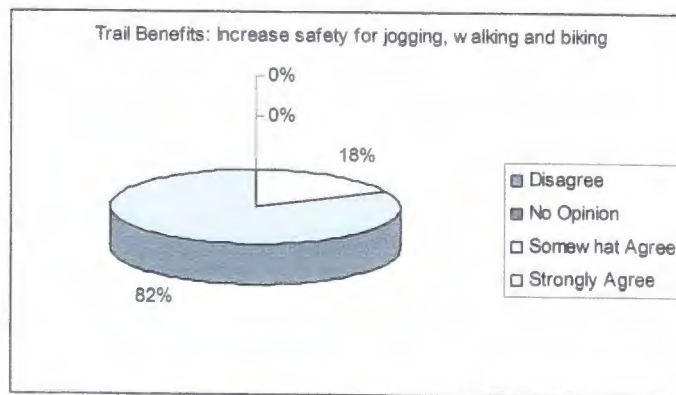


Figure 5.0 Graph of results concerning trail benefits.

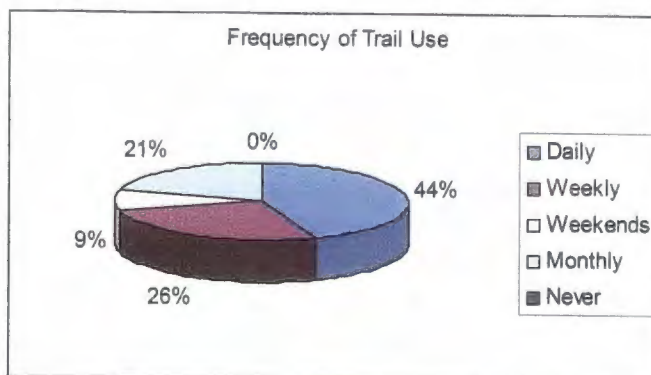


Figure 5.1 Graph of survey results concerning frequency of use.

trail locations and trails not being conveniently located. Most people surveyed were in favor of trails, but expressed concern for issues such as unleashed pets, trespassers, and litter.

Concerning motorized vehicle trails, those surveyed were in favor by a small margin; 55% said yes there needs to be motorized trails, with 45% against motorized trails. Citizens surveyed about bike routes were more interested in wider paved shoulder widths, than striped bike lanes or bike signage.

Those surveyed were very interested in volunteering to help with a trail

system; with 68% interested in volunteering (Figure 5.2). The area

with the most interest was Adopt a Trail (neighborhood litter control service).



Figure 5.2 Graph of survey results concerning trail volunteer opportunities.

### 5.3 Overall Conclusion from Workshops and Survey

The citizens of Wellsville City are in favor of continued trail planning and implementation. They are excited for the opportunities which trails will offer their community and families. Many view a trail system as a positive amenity in their community, with only minor issues such as adequate management, maintenance, and respect for private property at key locations. They are also willing to get involved with implementing trails and support continued development of the trails master plan.

## 6.0 WELLSVILLE CITY CONCEPTUAL TRAILS PLAN

The Wellsville City conceptual trails plan illustrates proposed trails for the Wellsville area (see Appendix F). The purpose of the map is to provide a conceptual basis for trail planning in Wellsville City. Continued trail planning can refer to this map for future direction for trail section implementation. Specific trail types have not been specified, except for bike routes, and future planning can focus on identifying types for each trail section (see Section 6.1). The trails plan will provide a guide for future trail planning, design and implementation in Wellsville City.

### 6.1 Typical Trail Types

A variety of trail types and trail experiences is important and necessary for a successful trail system. Different trail types are appropriate for different trail

section locations and users. A variety of considerations will determine which trail type is appropriate for a section of the trail system. Some of these considerations may be: location of the trail section, expected users, funding, privacy issues and liability. Following is a description and illustration of each individual trail type.

### 6.1.1 Urban Trails

Urban trails are paved paths, typically made of concrete or asphalt. Typical uses for these types of trails are walking, passive bike riding, rollerblading, and jogging. Urban trails are located in more developed areas of a community. The suggested widths for urban trails are 10 feet minimum, but this can vary based on individual needs (Figure 6.0).

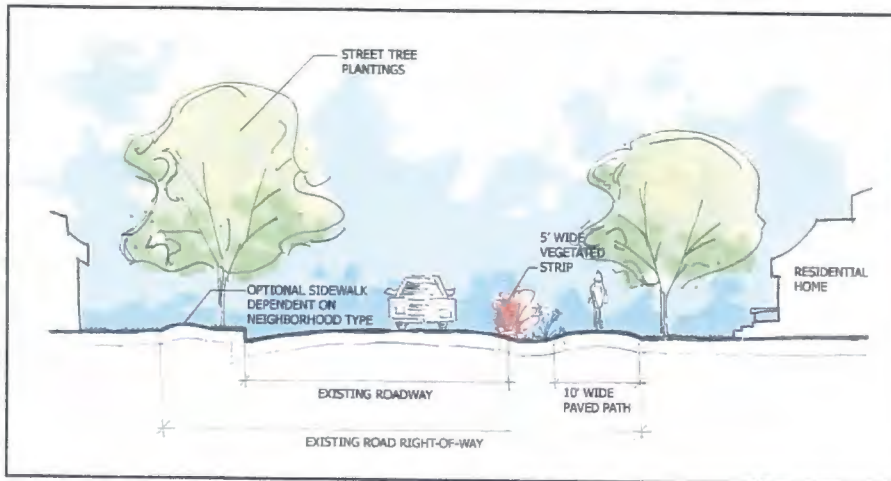


Figure 6.0 Urban Trail (paved path).

### 6.1.2 Rural Trails

Rural trails are non-paved paths, made of crushed gravel, limestone, granite, mulch or earth. They are typically in less developed areas of the community, allowing visual or physical access to open space and natural areas. Typical uses for these trails are hiking, mountain biking, or horseback riding. Rural trails have varied widths (Figure 6.1, 6.2).

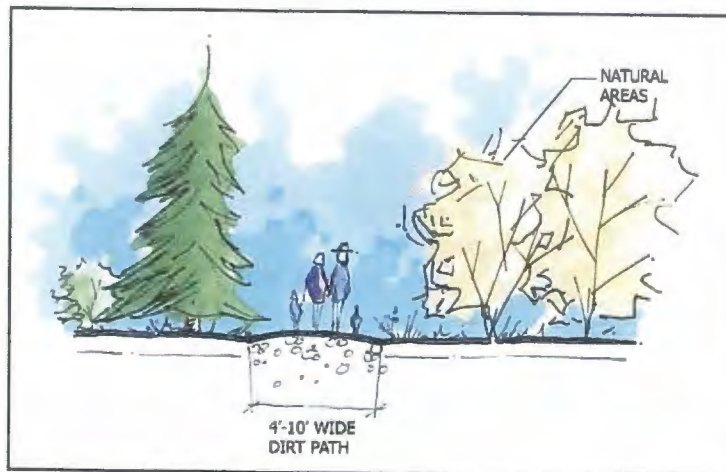


Figure 6.1 Non-paved Trail (Rural or Natural Areas).



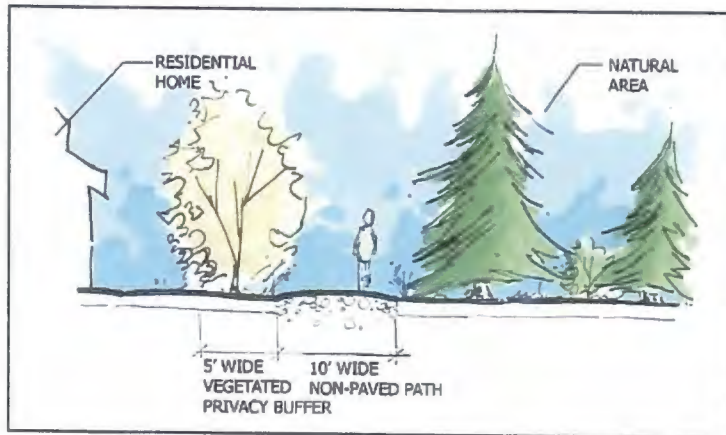


Figure 6.2  
Non-paved Trail  
(Privacy Buffer).

### 6.1.3 Bike Routes

Bike routes are distinguished by bike lane striping or wide paved road shoulders. A bike route will often have signage to indicate the route is part of a larger bike route system. Typical uses for bike routes are touring or commuting cyclists (Figure 6.3). Bike routes should be one way and carry bike traffic in the same direction as adjacent vehicular traffic (American Association of State Highway and Transportation Officials, 1999). Bike routes will be included in a county-wide bike route brochure.

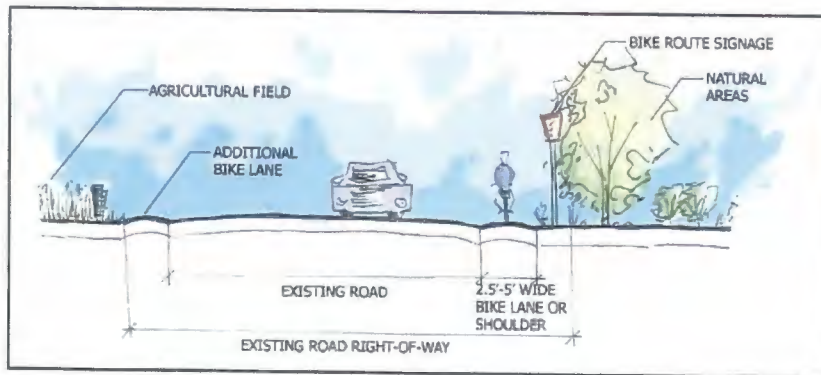


Figure 6.3 Bike Route

### 6.1.4 Water Courses

Water courses are typically accessed from canoe launch points (Figure 6.4). Recommended launch points are Wellsville Dam and areas of the Little Bear River.

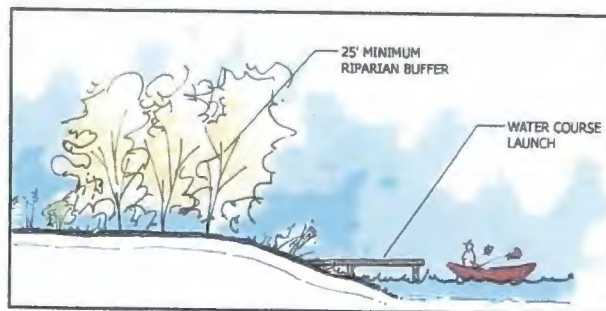


Figure 6.4 Water Course

## 6.2 Future Recommendations

A trail system is an important goal for Wellsville City, and further planning and development for trails is required in order to provide an adequate trail system. As future trail development and planning is undertaken, Wellsville City and the Wellsville Recreation Committee should refer to this plan, the Wellsville City Trails Master Plan, for location of trails, types of trails, and public opinion on trails. An additional resource for the city is the Cache County Trails Coordinator. The trails coordinator can provide assistance for trail planning, funding, management, and implementation. The County-wide trails planning effort is for every city in the county and individual cities need not hire an individual trails director.



Figure 6.5 - Example of future trail activities.  
Source - Cache County

### 6.2.1 Timeframe

The Wellsville City Trails Master Plan is to be used as a current vision for a future, quality trail system in Wellsville. It is a long term guide for trail planning over a thirty year period. Trail sections of the plan should be detailed and implemented annually or as funding becomes available. The Wellsville Recreation Committee should determine priority for trail sections based on public need, funding resources, and ability for a trail to be successfully implemented.

### 6.2.2 Funding issues

An important issue for trail development is available and adequate funding. Current funding is available through the RAPZ tax. An additional funding option is through UDOT's annual Transportation Enhancements funding. This funding should be pursued through Cache County each year, with an effort to alternate and coordinate communities each year. Other federal, state and local funding options can be explored through cooperation with the Cache County Trails Coordinator, as individual trails are implemented (Watkins, 2006).



Figure 6.6 Example of future trail use.  
Source - Cache County

Another asset in trail development is the availability of willing volunteers. Through the Cache County-wide survey, a list of volunteers has been created as a resource for trail development and maintenance, where funding is lacking. Areas that people have volunteered for are: Adopt a

---

Trail (neighborhood litter control service), Adopt a Trail (neighborhood safety patrol), detailed trail planning (signage, features, property owner coordination), and trail construction.

### 6.2.3 Other Trail Development Issues

Trail system development and implementation requires discussion and resolution of other issues. Currently, Mendon City and Cache County are proposing a trail along the Wellsville/Mendon Canal. The Bureau of Reclamation and the South Cache Water Users Association are not supportive based on several issues. However, the County is working to resolve the issues raised and are seeking public input concerning the trail. Decisions on future trail development, along the Wellsville/Mendon Canal, should consider the county's solutions and the opinion of the public (Watkins, 2006).

Individual trail sections will require resolution of many specific issues. However, some general issues that require attention are trail liability, policing, dog nuisance, and privacy concerns. Cache County has assumed liability for trails in the county, with the Cache County Attorney negotiating agreements with canal companies and landowners on a case-by-case basis (Watkins, 2006). Policing of trails for litter control, dog nuisance, vandalism and other criminal activities can be established on a city level, with assistance from the Cache County Trails coordinator. Options for policing include: signage, tickets, neighborhood watch, and neighborhood litter pick-up (Figure 6.7).



Figure 6.7 Typical trail sign addressing dog nuisance issues.

Another trail issue is way finding for trail users. Surveyed residents of Wellsville City cited lack of knowledge about trail locations as a constraint to using trails. Signage provides the information required for users to use a trail and includes such things as: way finding information, trail name and type, and the rules and regulations of the trail (Schwarz, 1993). Appropriate signage can also provide educational information about natural or historic areas. Uniform signage can emphasize the interconnectedness of a greenway or trails network.

### 6.2.4 Trail Development and Open Space Preservation

Trail development, as part of an overall county-wide greenway master plan, is an important component in helping a community preserve its open space and encourage quality development. The Wellsville General Plan encourages the "grouping of homes" in order to preserve the "resources important to the City" (Wellsville City, 2004, p. 2). The clustering of new

development allows for the valuable physical characteristics and open space of Wellsville City to be preserved. As open space is preserved in each new development efforts should be made to connect these pieces together. Trail corridors can be established in the preserved land, and also used to connect these pieces of open space. This type of planning allows for a quality greenway system of interconnected open space, parks, natural areas and trails; instead of a developed community with scattered, piecemeal patches of preserved land.



Figure 6.8 Open space of Wellsville.

## 7.0 CONCLUSION AND FUTURE OBJECTIVES

A greenway and trails system will greatly benefit the community of Wellsville City. It is a greatly desired amenity by the citizens of the community, and has proven economic and quality of life benefits. Future planning should emphasize trails as part of a regional greenway plan; which provides interconnected linkages to community open spaces and destinations. Following are future objectives for greenway and trail planning:

- ✓ Identify trail types specific to proposed trail sections.
- ✓ Identify priority of trail section planning and implementation (i.e. Wellsville Dam trail, Wellsville/Mendon Canal trail, American West Heritage Center trail).
- ✓ Work with Cache County-wide Trail Coordinator to explore implementation, funding, maintenance and management options for trails.
- ✓ Outline implementation strategies for proposed trail sections.
- ✓ Discuss benefits of future trail sections and trailheads, as engine for economic revitalization of downtown Wellsville.

The continued planning, design and implementation of a trails and greenway network will allow Wellsville City to establish a legacy of trails and open space that preserves the rural nature of the community.

---

## References

- American Association of State Highway and Transportation Officials. (1999). *Guide for the Development of Bicycle Facilities*. Washington, DC: Author.
- Buffler, Susan, C. Kennedy, K. Kvarfordt, L. McCoy, L. Porreca, and S. Sevy. (2004). *Bear River Greenway Master Plan*. Department of Landscape Architecture and Environmental Planning, Utah State University. Logan, Utah: Utah State University.
- Fausold, C. J., and R.J. Lillieholm. (1999). The Economic Value of Open Space: A Review and Synthesis. *Environmental Management*, 23(3), 307-320.
- Geranios, Nicholas. (2004). *West Wire: Lengthy new bike trail reinvigorates Harrison, Idaho*. Retrieved April 24, 2006, from the Indiana Trails website: <http://www.indianatrails.org/benefits.htm>.
- Guy, Stan, in cooperation with Wellsville City Council, Wellsville Planning Commission and Utah State University Extension Office. (1994). *Wellsville City Community Survey*. Retrieved April 4, 2006, from the Utah State University Extension website: <http://extension.usu.edu/files/surveys/1994/wellsv.htm>.
- Robinson, Rory. (2004). *Indiana Leadership Summit Presentation*. Retrieved April 24, 2006, from the Indiana Trails website: <http://www.indianatrails.org/benefits.htm>.
- Schwarz, L. (Ed.). (1993). *Greenways: A Guide to Planning, Design, and Development*. Washington, DC: The Conservation Fund.
- Steussy, Helen. (2004). *Raintree Trails: Health Benefits*. Retrieved April 24, 2006, from the Indiana Trails website: <http://www.indianatrails.org/benefits.htm>.
- Watkins, Tim. (2006). [Personal communication with Tim Watkins, Cache County-wide Trails Coordinator, Cache County Planning Office].
- Wellsville City. (2004). *Wellsville City General Plan*. Wellsville City, Utah: Author.

## Picture References

- Cache County-wide Planning Office. (2006). *Cache County-wide Trails: Wellsville City Powerpoint*. Logan City, Utah.
- Buffler, Susan, C. Kennedy, K. Kvarfordt, L. McCoy, L. Porreca, and S. Sevy. (2004). *Bear River Greenway Master Plan*. Department of Landscape Architecture and Environmental Planning, Utah State University. Logan, Utah: Utah State University.

Appendix A  
Recreation Committee Conceptual Mapping





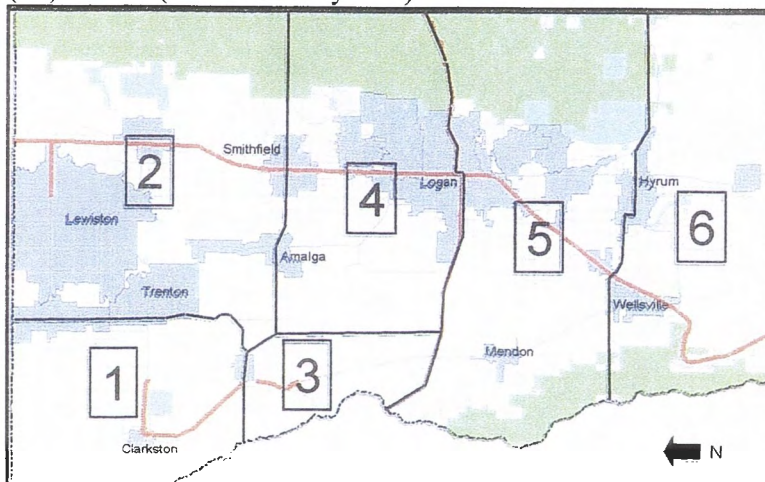
## Appendix C Cache County-wide Trail and Bike Routes System Survey

In order to have your survey counted, please state your name: \_\_\_\_\_  
(You will not be contacted, unless requested)

**1) Please circle the City or Town in which you reside.**  
(None - County Unincorporated) / Amalga / Avon / Clarkston / Cornish / Hyde Park  
Hyrum / Lewiston / Logan / Mendon / Millville / Newton / Nibley / North Logan  
Paradise / Providence / Richmond / River Heights / Smithfield / Trenton / Wellsville

**2) If you reside in the unincorporated portion of the county, please circle the area in which you reside. (See map)**

- ( 1 ) Northwest (N of Hwy 218, W of Hwy 23)
- ( 2 ) Northeast (N of Hwy 218, E of Hwy 23)
- ( 3 ) Petersboro (Between Hwy 218 & Hwy 30, W of Marsh)
- ( 4 ) Benson (Between Hwy 218 & Hwy 30, E of Marsh)
- ( 5 ) Central (Between Hwy 30 & Hwy 101)
- ( 6 ) South (South of Hwy 101)



**3) Please rank the desirability of the following urban or paved trail opportunities for your personal or family lifestyle.**  
1=Not desirable 2=No Opinion 3=Somewhat Desirable 4=Very Desirable



- ( ) Leisure walking
- ( ) Leisure cycling
- ( ) Fitness (rollerblading)
- ( ) Fitness (jogging)
- ( ) Fitness (walking)
- ( ) Fitness (cycling)
- ( ) Walking or cycling to work



## Appendix C

### Cache County-wide Trail and Bike Routes System Survey

- Walking or cycling to shopping areas
- Paths connecting schools, parks and open spaces
- Tours between communities in the valley
- Access to preserved natural and scenic areas
- Access to the open public lands in foothills and mountains

**4) Please rank the importance of the following non-paved trail opportunities for your personal and family lifestyle.**

1=Not important 2=No opinion 3=Somewhat important 4=Very important



- Jogging
- Hiking
- X-country skiing
- Biking
- Horseback riding
- Canoeing trails
- Tours between communities in the valley
- Access to open public lands in foothills and mountains
- Access to preserved natural and scenic areas

**5) 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

- Mountain Bench
- Lake Shore
- Riparian/River Corridor
- Wetlands
- Ridge tops
- Access to public lands
- Farmland in rural areas

**6) To what extent do you agree or disagree with the following statements: A trails system would ...**

1=Disagree 2=No opinion 3=Somewhat agree 4=Strongly agree

- encourage active living and reduce obesity.
- increase safety for walking, jogging & biking.
- encourage less driving and more walking or biking.
- increase neighboring property values.
- reduce crime through increased presence of responsible people.

Appendix C

**Cache County-wide Trail and Bike Routes System Survey**

- promote family oriented recreation.
- connect urban/residential areas to mountains.
- provide a tourist attraction.
- enhance value of connected recreation facilities (parks, other trails, etc.).

**7) Please circle how frequently you would use a trail system.**

Daily / Weekly / Weekends / Monthly / Never

**8) Which constraints would discourage you from using the future Cache County-wide trails system? (Mark all that apply)**

- Lack of knowledge of trail locations and trailheads
- Trails aren't conveniently located
- Concerns about safety
- Lack of parking
- Lack of access for disabled
- Presence of leashed pets
- Poor health
- Lack of time
- Lack of interest
- No comment
- Other, Please Specify

**9) What concerns would you have with a future trail passing near your property or through your neighborhood?**

**MOTORIZED VEHICLE TRAILS**

**10) Would you be interested in having a designated trail system for motorized vehicles?**

- Yes
- No

Additional Comment:

Appendix C  
**Cache County-wide Trail and Bike Routes System Survey**

**BIKE ROUTES**

**11) Please indicate the features that you believe would be desirable for bike routes.**

1=Not desirable 2=No Opinion 3=Somewhat desirable 4=Very desirable

- Striped bike lanes
- Wider paved shoulder widths
- Bike route signage
- Replacement of dangerous gutter grates
- Bicycle safety education program

**12) What other comments do you have concerning bike routes?**

**13) If you would be interested in participating in general trail system development, please specify your area of interest. (Mark all that apply)**

- Not interested
- Adopt a Trail (neighborhood litter control service)
- Adopt a Trail (neighborhood safety patrol)
- Detailed trail planning (signage, features, property owner coordination)
- Trail Construction
- Other, Please Specify

**14) If you would like to be involved, please provide your contact information.**

Name:  
Address:  
Phone Number:  
E-mail:

**15) What other information would you like to know about the Cache County-wide Trails System?**

**16) What other general comments do you have about the Cache County-wide Trails System?**

Thank you for participating in this survey.

Appendix D  
**Wellsville City Trails Public Preferences**

Comments:
Great opportunity to have trail around Hyrum Reservoir. It is all on public land (Bureau of Reclamation).
Wellsville-Mendon Canal – great opportunity
Mt. Pisgah Road (ready to use now)
Good old roads that are new trails (private land, probably not available)
Old Sardine Highway. Church owned – make good bicycle route.
American West Heritage Center suggested route from Wellsville across the river on the way to Mendon via the AWHC.
Connect the Murray Farm trails with the Rattlesnake Trail; there is a sort of deer trail up a small canyon
Potential trail up Pine Canyon – would cross private property
Continue bike route up to SR-30
Develop the Murray Farm as a major trailhead.
The Wellsville-Mendon Canal is an ideal route on public land.
Trail from Mendon to the Jensen Historical Farm
Let's develop the Murray Farm as a major trailhead for the southwest corner of the valley.
The proposed Mendon-Wellsville Canal is an ideal route on public land. Should be developed.
Let's develop a trail from Mendon to Jensen Historical Farm.
Strong supporter of Mendon-Wellsville canal on Bureau Right of Way.
American West Heritage Center could be tied to Mendon-Wellsville canal trail
Let's get the west spur of the BST rolling! Ask me how!
Would like to see a cooperative effort to develop a trail system at the Historical farm that could eventually meet up with the trail system over to Mendon, mostly non paved, but if paved wide shoulder to run, jog and "off" road bike on.
This "bottom land" by the river (Little Bear River) would be a great area to connect Wellsville to Mendon through the Historical farm
Name intersections and parking areas after local community heroes! i.e. Peggy Bankhead (4 <sup>th</sup> grade teacher), Kent Brenchley (City manager, councilman), IlaRea Wright (Historic Wellsville Foundation). Each community has a hero! Make it a huge community event with ribbon cutting, media, public awareness. Call me, I'd really like to help.
Keep all the bikers out of Wellsville.
Trail areas: Wellsville (because it's local), Hyrum (because of son living there and scenery), and Logan (because of shopping and other scenery).
The idea of walking and cycling I like, because I've walked along roads and sidewalks and this seems to be safer and I bicycled in bike areas and hike and feel the safety from motor vehicle and I know I would thoroughly enjoy it.

Appendix E  
**Cache County-wide Survey Results for Wellsville City**

**Question 1)**

Please circle the City or Town in which you reside.

Wellsville: 28 people

**Question 2)**

If you reside in the unincorporated portion of the county, please circle the area in which you reside. (See map)

South (South of Hwy 101): 4 people

Central (Between Hwy 30 & Hwy 101): 2 people

**Question 3)**

Please rank the desirability of the following urban or paved trail opportunities for your personal or family lifestyle.

	Not desirable	No Opinion	Somewhat desirable	Very desirable
Leisure walking	3%	3%	20%	73%
Leisure cycling	9%	9%	32%	50%
Fitness (rollerblading)	21%	41%	24%	14%
Fitness (jogging)	6%	12%	32%	50%
Fitness (walking)	3%	9%	9%	79%
Fitness (cycling)	12%	14%	18%	56%
Walking or cycling to work	18%	32%	24%	26%
Walking or cycling to shopping areas.	15%	30%	21%	34%
Paths connecting schools, parks and open spaces.	12%	6%	24%	58%
Tours between communities in the valley.	9%	29%	26%	36%
Access to preserved natural and scenic areas.	0%	14%	24%	62%
Access to the open public lands in foothills and mountains.	3%	3%	26%	68%
Total	9 %	17%	23%	51%

**Question 4)**

Please rank the importance of the following non-paved trail opportunities for your personal and family lifestyle.

	Not important	No opinion	Somewhat important	Very important
Jogging	6%	20%	38%	36%
Hiking	3%	6%	26%	65%
X-country skiing	24%	26%	18%	32%

Appendix E  
**Cache County-wide Survey Results for Wellsville City**

Biking	3%	9%	50%	38%
Horseback Riding	26%	29%	20%	24%
Canoeing trails	9%	47%	12%	32%
Tours between communities in the valley	3%	29%	44%	24%
Access to open public lands in foothills and mountains	6%	6%	40%	48%
Access to preserved natural and scenic areas	3%	9%	38%	50%
Total	9%	20%	32%	39%

**Question 5)**

**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	2	3	4	5=Most important
Mountain Bench	3%	3%	21%	15%	58%
Lake Shore	6%	9%	14%	38%	33%
Riparian/River Corridor	12%	6%	15%	21%	46%
Wetlands	6%	15%	30%	15%	34%
Ridge tops	6%	3%	14%	29%	48%
Access to public lands	6%	9%	12%	15%	58%
Farmland in rural areas	12%	21%	31%	18%	18%
Total	7%	9%	20%	22%	42%

**Question 6)**

**To what extent do you agree or disagree with the following statements: A trails system would ...**

	Disagree	No Opinion	Somewhat agree	Strongly agree
encourage active living and reduce obesity.	0%	0%	41%	59%
increase safety for walking, jogging & biking.	0%	0%	18%	82%
encourage less driving and more walking or biking.	12%	0%	53%	35%
increase neighboring property values.	9%	20%	24%	47%
reduce crime through increased presence of responsible people.	14%	36%	20%	30%
promote family oriented recreation.	0%	0%	41%	59%
connect urban/residential areas	0%	20%	30%	50%

Appendix E  
**Cache County-wide Survey Results for Wellsville City**

to mountains.				
provide a tourist attraction.	12%	24%	32%	32%
enhance value of connected recreation facilities (parks, other trails, etc.).	0%	6%	50%	44%
Total	5%	12%	34%	49%

**Question 7)**

**Please circle how frequently you would use a trail system.**

	Percentage
Daily	44%
Weekly	26%
Weekends	9%
Monthly	21%
Never	0%

**Question 8)**

**Which constraints would discourage you from using the future Cache County-wide trails system? (Mark all that apply)**

	Percentage
Lack of knowledge of trail locations and trailheads	26%
Trails aren't conveniently located	22%
Concerns about safety	12%
Lack of parking	15%
Lack of access for disabled	2%
Presence of leashed pets	5%
Poor health	5%
Lack of time	11%
Lack of interest	0%
No comment	2%
Other, Please Specify	0%

Other comments:
Trails are too short (less than 0.5-1 mile long)
We would use them, no possible discouragement
Road to Coldwater isn't maintained! Poor condition

Appendix E

**Cache County-wide Survey Results for Wellsville City**

**Question 9)**

**What concerns would you have with a future trail passing near your property or through your neighborhood?**

Comments:
I don't want a trail passing "through" my property!
I feel it would only increase the value of the neighborhood.
Trail abuse, littering
Trash, trail not maintained properly. Not really many other concerns. Lighting- if crime were to increase.
Safety (Lighting) Loose Pets Upkeep & Trash
No Concerns
None
I would love to have a trail close to my house so that I wouldn't have to drive to get to it.
I don't feel concerned. I think it would be great and voted for a bond to create trails a few years ago.
None
Having strangers around myself and my children, who may pose a risk to our safety and/or may cause trouble (i.e. vandalism).
none
Lose privacy
maintenance of trails and respect by the users for the landowners.
none
Resolving conflict between motorized vehicles and foot traffic.
Security and access to other property.
I would like to see it.
unleashed pets
would love it
vandalism, etc.
litter by users increased noise

**MOTORIZED VEHICLE TRAILS**

**Question 10)**

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

	Percentage
Yes	17/55%
No	14/45%

Additional Comment:

Comments:
The trails should accommodate ATV's as well as bike riders.
ABSOLUTELY! Please!!
I see a need for ATV trails. These could be positioned at strategic locations within the



Appendix E  
**Cache County-wide Survey Results for Wellsville City**

valley. South end, northwest & northeast are the areas I could see trails being provided. In addition to and connecting to existing forest service routes.
Need more ATV trails. Compared to central Utah there are not many trails in the northern part of the state.
The noise, smell, and pollution from such vehicles destroys the quiet and fresh air that I seek when I go hiking.
Off road motorcycles, ATVs, snowmobiles.
Motorized vehicle users already have the reputation for lack of respect for private property and other users.
Would this include motorized golf carts? Give the motorized vehicle system for the same reasons as non-motorized.
This is always a hot topic, but I am most interested in preserving a motorized trail system (singletrack for motorcycles) at least in the foothills and in the mountains. I don't think it is very practical in the valley, but it should be considered in any planning with existing or new trails system near the mountains.

**BIKE ROUTES**

**Questions 11)**

**Please indicate the features that you believe would be desirable for bike routes.**

	Not desirable	No Opinion	Somewhat desirable	Very desirable
Striped bike lanes	6%	26%	30%	38%
Wider paved shoulder widths	6%	20%	24%	50%
Bike route signage	6%	20%	44%	30%
Replacement of dangerous gutter grates	6%	24%	32%	38%
Bicycle safety education program	9%	50%	26%	15%
Total	6%	28%	31%	34%

**Question 12)**

**What other comments do you have concerning bike routes?**

Comments:
The greatest need that I see is providing a wider shoulder on the main routes. 4' paved shoulder would be sufficient and wouldn't necessarily need to be striped. Instead of having signing, providing free detailed maps of bike routes would go much further in getting a good, well used route.
Just enforce a speed limit if the path is for walkers/joggers also.
It would be tons safer if we had wider shoulder widths or an actual trail on Highway 23. I was on the other side of the yellow boundary line and was almost hit by a cattle truck while riding from Mendon to Wellsville.
I would like to see some off-road single track mountain biking trails.
My main concern is for safety of bicyclers when crossing areas where cars are driving.
They would be nice to have in town for our children to use as well.
The one on highway 101 is very dangerous because of the narrow road.

Appendix E  
**Cache County-wide Survey Results for Wellsville City**

I worry about motorized vehicles using bike trails

**Question 13)**

**If you would be interested in participating in general trail system development, please specify your area of interest. (Mark all that apply)**

	Percentage
Not interested	14%
Adopt a Trail (neighborhood litter control service)	31%
Adopt a Trail (neighborhood safety patrol)	19%
Detailed trail planning (signage, features, property owner coordination)	20%
Trail Construction	16%
Other, Please Specify	0%

Other comments:

Trail Construction, if ATV's are included.

Design information

Call me. I'd really like to help.

**Question 14)**

**If you would like to be involved, please provide your contact information.**

(The names and contact information of volunteers is available through the Cache County Trails Coordinator.)

**Question 15)**

**What other information would you like to know about the Cache County-wide Trails System?**

Comments:

Where I can go to run, I run on the road now and am afraid of getting hit.

As much as possible.

**Question 16) What other general comments do you have about the Cache County-wide Trails System?**

Comments:

Happy to see the program getting a start.

I think it would be a wonderful addition to our town, I have children that have no place to ride their bikes, when we go on family bike rides I am afraid of someone getting hit or when I run, I run on the road and am afraid of getting hit myself

I believe this would be a great addition to Cache Valley.

Great idea.

This is very important for the general health of citizens and quality of life in Cache Valley.

