

CMPO Long Range Pedestrian/Bicycle Plan

1. Project Background

The Cache Metropolitan Planning Organization (CMPO) Pedestrian/Bicycle Plan is a planning effort to develop a comprehensive system of bikeways, pedestrian facilities, and non-motorized transportation related policies that will serve existing and future users. The purpose of this document is to provide direction for establishing and implementing programs and policies.

The Pedestrian/Bicycle Long Range Plan fits within a larger framework of planning efforts by the CMPO. The agency was formed in 1992 with the designation of the Logan Urbanized Area (LUA). The CMPO is responsible for the long range transportation planning and programming in the LUA, and by Federal law (Title 23 U.S.C.), must establish a continuing, cooperative, and comprehensive planning process. For Federal funds to be programmed and dispersed, the CMPO must develop and maintain three products:

- 1) Unified Planning Work Program, which outlines the budget the MPO will work with over the next year and must be updated on a yearly basis,
- 2) Transportation Improvement Program (TIP) which is a programming tool to identify and manage upcoming transportation projects over the next three to five years. This is usually updated on a yearly basis. Any Federal transportation project must be included in the TIP, and
- 3) Long Range Transportation Plan, which has a twenty-year planning horizon. Depending on the local issues, this plan is usually updated every three to five years.

The Long Range Transportation Plan was traditionally a 20 year plan of highway and transit improvements, usually based on a travel demand modeling process. Since the passage of previous Federal transportation funding legislation (the Intermodal Surface Transportation Efficiency Act of 1991, or ISTEA), more emphasis has been placed on multi-modalism; including bicycle, pedestrian, transit, automobile, and air travel, for which the CMPO is responsible.

In addition to the formal planning processes undertaken by the CMPO, there are active non-traditional transportation advocates. These advocates have pushed for designated facilities as well as more awareness of alternate modes of transportation. Additionally, as a community grows, so do the needs for additional urban amenities such as pedestrian and bicycle facilities. This Plan will provide the needed first step for the eventual implementation of those amenities. This planning effort is the first cooperative planning effort for alternative modes of transportation in Cache County.

This Plan will specifically address the following:

- It will identify both short and long term bicycle and pedestrian needs and appropriate solutions to increase alternative mode use in the LUA. The plan focuses primarily on the needs of these two modes as they relate to transportation. Transportation-related means not only the commuter, but also the student or the shopper, or anyone who makes a trip by walking or cycling instead of by automobile. These two modes do overlap into recreation, and the recommendations in the plan will certainly be a benefit to the recreational cyclists and walker.
- It will address the safety of the two modes. This is a foremost consideration in the planning and implementation of any facilities.
- It will present an over-reaching Goal, and supporting Objectives and Policies, which can be used to guide local jurisdictions in planning and implementing projects.
- It will also be the basis for securing needed funds from local, state and federal sources, necessary to implement any recommended improvements.

As with any plan, it should be re-visited periodically. As conditions change and new facilities are built, the Plan should be updated to reflect the changes. It is recommended that the Plan be updated whenever the balance of the Long Range Transportation Plan is updated, which is every three to five years.