

APPENDIX C: WORKSHOPS

The Cache MPO LRP team hosted two workshops that involved local officials, staff, and other interested parties in the plan development process. Specific activities were designed for each of the workshops and the details of those activities are described below. These workshops were meant to be active sessions of discussion rather than passive informational lectures. Workshops were organized and lead by the project team, but the main intent was to gain information, ideas, strategies, and concepts from the participants.

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The focus of the first workshop was to offer participants an opportunity to identify their transportation priorities over the next 30 years as well to develop a “wish list” of transportation-related projects including road, transit, intersection, and alternative mode improvements. Participants were divided into three groups of about 8-10 persons each (19 people attended the first workshop). Each group had two large base maps to work with which cover the entire Cache MPO area.

The first base map showed the major road network by functional classification. Participants were given “chips” that represented various types of transportation improvements such as road widening, new road construction, park and ride lots, etc. Each of these chips also showed the cost associated with that specific improvement. For example, the park and ride lot chip indicated that each park and ride costs \$300,000 and road widening chips showed the cost of improving that length of road. These chips were placed on the map where participants would like improvements to take place over the next 30 years. However, the total of all projects placed on the map could not exceed the projected funding sources until 2030.

The second base map indicated anticipated residential and commercial development to 2030. Workshop participants again used chips to represent transportation projects, but were not constrained by anticipated available funds. For this exercise, all reasonable transportation projects and priorities were represented on the maps, giving an unconstrained “wish list” of transportation projects. Following these activities, each group presented to the others the basic components of each of their two plans.

From the results of these activities, a master project list was developed. Each of the six maps (two for each of the three groups) was studied and a detailed description of each project was recorded including project location, start, end, type of project, functional classification, length, and cost. This master list had 100 projects, totaling over \$850 million dollars. The list included all the projects placed on constrained and unconstrained maps from all three groups and several other projects deemed necessary to complete the long-term goals for the Cache MPO region. Through several iterations of travel demand modeling and coordination with Cache MPO staff and the MPO’s Technical Advisory Committee, the priority project list contained within this plan (see Chapter 4) was developed.

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29, 2004**

The goal of the second workshop was two-fold. First, the transportation plan was presented outside of the formal adoption setting to allow for an open dialogue of questions and comments. Second, much of the value of the transportation plan is in the action of “planning” rather than the document that embodies the plan.

In response to the second goal, the second half centered on an activity for workshop participants to begin considering and discussing 'Corridor Vision Plan' for the region's major transportation facilities. These Corridor Vision Plans are identified in Chapter 8 as a future work activity for MPO staff and officials with the intent of defining the future character of a corridor so that there can be consistency among local governments in planning for transportation facilities. Participants were divided into three groups based on geography with each of the northern, Logan area, and southern groups having a map to aid in the process. Because groups were divided by geography, the size of the groups varied. There were 23 attendees at this workshop.

Workshop participants considered a pre-determined list of questions for each of several previously-identified corridors for each group. Questions included:

- What general need does the corridor serve?
- Is the future Functional Classification and number of lanes appropriate for the estimated need?
- What potential environmental barriers exist that might affect the alignment?
- How do other projects in the area, planned or unplanned, serve similar needs?
- What types of land uses are appropriate adjacent to and in the general area of this corridor?
- Where should traffic signals be allowed and what restrictions should be placed on access?
- How does this corridor serve bicycles, pedestrians, transit and alternative modes?
- Are there specific median types or side treatments that are appropriate for this corridor?
- How can projects in this corridor be phased to stretch limited funds?
- What is the priority of this project/corridor compared to others in your areas?

Because much of the value of the planning process is in the actions rather than the document, the results of this workshop are not included as part of this plan but instead set the stage for the group's continued participation in the future. As with the first workshop, the time spent getting input did not fully do justice to the value of that input. With the strong foundation of the Long Range Transportation Plan Update, each successive meeting of the community leaders can build on the input of earlier meetings.