

## APPENDIX D: PUBLIC OPEN HOUSES

The project team hosted two public open houses held immediately following the workshops described in Appendix C. The focus of these open houses was to give participants an active way to discuss and prioritize transportation components, and to understand the limitations of the planning processes.

For each of the open houses, public notices and advertisements were placed in the local newspaper, and announcements were sent to individuals involved in the workshops and to the region's cities. To the extent possible, cities were actively involved in inviting people to the open house. Large maps were available for attendees to draw their ideas and comments. In addition, ample opportunity was given for people to offer written and spoken comments regarding the transportation plan. Comment forms were available at each of the open houses. Project team staff was available to answer questions throughout the display area on both evenings.

### July 7, 2004

The first of the open houses was held the evening of Wednesday, July 7<sup>th</sup> in the Logan City Police Justice Building. Fifteen people attended. This open house was held relatively early in the plan update process so that public comment could be incorporated into the project analysis and prioritization. The focus of this open house was providing information on topics such as LRP requirements for MPOs, population and employment growth, existing plans and priorities, trails, and transit.

General sentiments expressed through the course of the evening included that there was not a unified vision of how the valley should be planned for the next thirty years and that there was disagreement over long-term transportation priorities such as a western by-pass road. Specific comments received during or after the open house included:

- "...find a way to mesh transportation services for the disabled and seniors into a central agency. The LTD and CVTD seem to be the logical agency to do this with pooled resources from agencies such as CETC, Senior Citizens, and Sunshine Terrace. UTA currently operates a FlexTrans system for these needs."
- "We must plan for an east bench north/south corridor...We must do this."
- "Complete 200 East north and south."
- "The plan on 2<sup>nd</sup> East north of 4<sup>th</sup> North must keep the existing trees. Take out the parking but not the trees."
- "6<sup>th</sup> East Dragway (sic) is too steep to keep that plan. An alternative needs to be considered."
- "The Cache Valley Transit District is a fine service for outlying areas. As the population ages, accessible transit becomes more critical and especially alternatives to driving one's own car. I hope it is a given that all road and street improvements will be accessible to people with disabilities – forcing people who use wheelchairs or push strollers to use the roads is a problem for drivers as well as those who use chairs."
- "If building is to continue on the east bench – Logan, R.H., Providence, Millville – a road access must be included in planning along 1000 E or 1400 E. Cliffside is a hazard or disaster waiting to happen with one access down Center Street – as is the Thrashwood Area (sic) – with one old bridge to take care of all accesses. In as much as Logan is

near the centers of all activity of Cache County – consideration needs to be given to 100 East, 200 East, 1000 West to improve flow through valley.”

**September  
29, 2004**

The second open house was held nearer the end of the project when the basic elements of a draft plan were available for discussion. It was held Wednesday, September 29<sup>th</sup> in the Cache County Building and 22 people attended. Items of information presented for the community included future funding assumptions, the ultimate functional class map, the ultimate transit map, the ultimate trails map, and level of service maps for the existing, build, and no-build scenarios.

Similar to the first open house, there was continued discussion of a western by-pass route by both proponents and opponents. Also, debate took place over the priority of short-term projects such as signal coordination and 200 East. Specific comments received at the meeting included:

- “Bus (LTD) system to Paradise at least during commuter hours (8:00 and 5:00). There are older people and commuters who would use this service.”
- “With added traffic in Nibley (population growth) and East Hyrum (new school) the commute for Paradise residents will get longer, and more dangerous. A twice-a-day bus service out there would be great!”
- “Work on widening existing inner arterial to be major arterials in place of creating new routes. Preserve future and existing corridors.”
- “Look closer at geographical constraints. Many proposed routes would cost too much to actually use. Consider property lines. Show rivers and streams for reference. Look at potential of toll routes to assist in financing arterial routes – would people actually use them in Cache Valley?”
- “Massive increase in mass transit capacity. Let future road construction be developer mandated. No public funding for new infrastructure.”
- “Traffic and congestion could be solved by a change in transportation behavior.”
- “By-pass road to get traffic out of Logan.”
- “You need to move traffic through the valley faster.”
- “Need to move traffic out of Logan.”
- “Take the blinders off and coordinate with planning and zoning. We can’t build our way out of this without making other changes.”
- “Complete the sidewalks! What is a bike trail for? We already have streets.”
- “Striped bike lanes do three things: accumulate debris; encourage cars to pass closer to bicyclists; encourage the false belief that the biggest hazard to cyclists is overtaking traffic.”
- “The red lights on Main were supposed to be synchronized to facilitate smoother traffic. I am glad they took some of the lights out but I think some of the other roads need to be opened up and speed increased! Not decreased as the county seems to revel in.”
- “I am a farmer. At the moment I feel really pushed by Logan with the sewer ponds, UP&L for new power transit line and by roads for the 1600 to 2400 by-pass.”