

APPENDIX A: PUBLIC INVOLVEMENT

Following is a summary of public comment received related to a draft version of this plan. A response is provided for each comment.

Person	Comment	Section	Response
Laraine Swenson	Expressed concern for proactive air quality planning with specific suggestions for promoting alternative fuels and setting a target date for rail transit.	p. 1-3 E.	Comment noted. Future updates of the RTP can include more detailed rail transit analysis.
	Thanked MPO for freight study and suggested a freight bypass.	p. 1-14	Comment noted.
	Encouraged MPO to promote TOD in high growth areas of Nibley and Providence.	p. 1-15	The CMPO supports residential and commercial development that promotes transit use and infrastructure. However, land use decisions in Utah are determined at the local government level and the CMPO has no control over such decisions.
	Requests MPO to build on the concept of promoting downtown growth with solid policies and plans to achieve the concept.	p. 2-1	The CMPO supports the concept of focused downtown growth. However, land use and economic development decisions in Utah are determined at the local government level and the CMPO has no control over such decisions.
	Encourages MPO to create plans and policies to promote concept of mixed use development.	p. 2-1 I.	The CMPO supports the concept of mixed use development. However, land use decisions in Utah are determined at the local government level and the CMPO has no control over such decisions.
	Questions whether statement limiting parking lots to less than 25% of the block is MPO policy and whether this policy is being promoted to cities.	p. 2-4	Land use decisions are made by local governments in Utah.
	Questions whether statement promoting new growth not impacting downtown Logan is being acted upon by CMPO. Suggests changes to text reference to LTD and CVTD.	p. 2-5	Text has been revised to reflect changes to LTD and CVTD.
	Questions what CMPO will do to create countywide vision for future transportation facilities.	p. 3-1	Chapter 2 identifies an "Ultimate Vision" for both roads and transit. These are intended to be longer-term "roadmaps" for a scope beyond that of this planning process.
	Thinks it is wonderful to include trails component in projects master plan.	p. 3-6	Comment noted.
	Likes the 1400 West bypass option. Suggests alignment be sensitive to landfill and future plans as an ecological and educational center. Suggests calling Issa Humud at DEQ to coordinate alignment. Suggests ROW acquisition on this road.	p. 4-2	A NEPA environmental study will be required prior to construction of this facility. This study will assess alternatives and the impacts of each including landfills and plans for ecological and educational centers.
	Disagrees with term "noncontroversial" and suggests residential concerns on 400 North project.	p. 4-3	Text has been revised to reflect this comment.
	Asks whether 5 cent gas tax in 2016 and 2026 is approved by legislature.	p. 7-1	This increase is one of the planning assumptions to estimate future funding as reflected in the first paragraph of Chapter 7. These assumptions are based on "reasonable" future scenarios agreed upon by UDOT and other Utah MPOs.
	Wants to see a plan to resolve capacity funds available conflict between UDOT planning allocation and available State Highways in area.	p. 7-2	Comment noted. Increased coordination with UDOT in long range planning may help in resolving conflict.
	Suggests discussion of CMAQ fund eligibility and best practices so that projects can be in place as soon as funds are available.	p. 7-3	Cache County is likely to become a non-attainment area for PM2.5 in the near future which makes it eligible for CMAQ funds although there is no funding for CMAQ at this time.
	Suggests that the 1/4 cent sales tax is critical and wants to see plan to make this happen.	p. 7-3	Additional sales tax must be passed by public referendum.
	Questions Canyon Road project in Phase 3 from 300 North to 300 South, since Canyon road is parallel to these.	p. 8-1	Between 300 North and 300 South, Canyon Road curves to run nearly east/west, but project limits are between 300 N and S.
	Would like to see plans to reduce percentage of SOV commuters as stated in the plan.	p. 10-3	Comment noted. Future updates of the RTP could address specific strategies to reduce SOV commuters.
Asks when and how the CMPO will develop an index to promote the goal of reducing vehicle miles of travel per person.	p. 10-3	Comment noted. Future updates of the RTP could address specific strategies to reduce SOV commuters.	
Questions the types of "longer term controls" that will assist in conformity issues.	p. 10-6	Text has been revised to reflect this comment.	
Michael Jablonski	Concerned that commercial interests outweigh neighborhood concerns on 100 East DEIS project	100 East DEIS	All NEPA projects (such as a DEIS) have strict public involvement requirements. These comments are most effective in the NEPA process for this project.
	Suggest that 200 East project from 300 South to 1400 North has neighborhood concerns between 200 South and 300 South so that project should be reviewed as an EIS and not as a Categorical Exclusion.		Comment noted. At this time, we do not know what level of NEPA analysis this project will require.
	Suggests waiting on the 200 East projects in Phase I (300 South to Center Street Logan) and Phase II (300 South to 100 North Providence) based on results of 100 East extension to the south. Questions need for 200 East with 100 East extended just one block away. Raises the concern of riparian features.		Comment noted. Four-year cycle of RTP revisions/updates will allow plan to revisit project priorities in the future and re-evaluate based on 100 East extension. Riparian impacts will be detailed in a required NEPA process.
Cindy Johnson	Opposed to 200 East extension south of Center Street in Logan. Raises concerns of Y intersection with 100 East, other parallel roads (Main Street and SR-165) in close proximity, riparian zone, neighborhood impacts. Questions whether River Heights City will pay for road. Questions value of congressional earmark on this road.		Comment noted. Four-year cycle of RTP revisions/updates will allow plan to revisit project priorities in the future and re-evaluate based on 100 East extension. Riparian impacts will be detailed in a required NEPA process.
	Suggests 1200 East project should be moved up to prior to beyond 2030.		Comment noted. Four-year cycle of RTP revisions/updates will allow plan to revisit project priorities in the future and re-evaluate their priority.
	States that the West Side Route is located in an area with many wetlands.		Wetlands impacts will be analyzed in detail in project-level environmental (NEPA) process.
	Questions accuracy of map as compared to Table 8-1, such as 400 East during Phase I.		Map has been updated based on comment.

Person	Comment	Section	Response
Russell Goodwin	General concern that this fourth plan update reflects less scientific data and poor writing quality.		Comment noted.
	Raises concerns with different population growth rates, four year versus five year planning cycle, overall intent of plan update, mixing of language between Regional Transportation Plan and Long Range Transportation Plan, title headings and numbering.	Chapter 1	Text has been revised to address some of these concerns.
	States concern that SAFETEA-LU refers to the future. Thinks land use planning section is not specific to area.	Chapter 1	Comment noted.
	Agrees with proactively applying solutions to problems before they become crippling.	Chapter 1 I	Comment noted.
	Text discusses 2003 while table shows 2004 data.	Tables 1-1 and 1-2	Text has been revised to refer to 2004.
	Wants to be involved in visioning process of plan.	Chapter 2	Comment noted.
	Thinks case study section should use specific local examples, encourages CMPO to promote city support of these principles.	Chapter 2	
	Thinks the Ultimate Classification Map, Figure 2-3, would benefit from public input. Raises specific concerns of environmental impacts of river crossing and floodplains, lack of street naming of Sam Fellow Road, and overall concept of drawing traffic and activity away from downtown Logan. Thinks the ultimate plan is overly ambitious and needs a true citizen visioning process.	Chapter 2	A public open house was held on March 26, 2007 to receive public comment on the plan. At this open house, the Ultimate Classification Map was on display and available for comment. Besides Mr. Goodwin's, no additional comments were received regarding the map.
	Suggest that 1400 West and SR-23 will promote sprawl and impact wetlands and suggest Bear River Rangeway as an eastbench road as alternative to be focused on.	Chapter 2	SR-23 is not a project in this plan. 1400 West is still being explored and acts as more of a westside bypass "placeholder" than a specific alignment.
	Questions if there are really chronic congestion problems on 100 East and questions whether widening the road is a solution.	Chapter 3	Please refer to Figure 3-2, Existing Level of Service map.
	Believes the no-build and build level of service maps are from the second MPO plan and should be labeled as the year 2025.	Figures 3-2 and 3-3	These figures are from 2005 plan. However, they do reflect 2030 congestion conditions and conclusions remain the same.
	Suggests expanding the title of item IV to Alternative Modes of Transportation since Chapters 4.5, and 6 use the word Alternative in the title.	Chapter 3 IV	Text has been revised to reflect comment.
	Thinks the Ultimate Trails map is too busy and not financially constrained.	Chapter 3	Comment noted.
	Likes inclusion of bike routes and trails but suggests review of his 1999 comments to CMPO Long Range Pedestrian/Bicycle Plan.	Chapter 3	Comment noted.
	Supports rail transportation including planning for Commuter Rail extension to Cache County and high-speed bullet trains.	Chapter 3	Comment noted.
	Suggests re-title section to Development of Alternatives.	Chapter 4	Chapter titles have been coordinated to be consistent among all MPOs and UDOT.
	Questions whether modeling was done using TP+ or MINUTP and questions what other roadway improvements were thought to be completed by the year 2030.	Chapter 4	Modeling was done using TP+. Please refer to page 4-1 of plan document for explanation of assumptions in addition to Tables 4-1 and 5-1.
	Questions whether Table 4-1 is the Baseline list of projects, would like more clarification of baseline and what projects were modeled with what assumptions.	Chapter 4	Please see page 4-2 of document for explanation of projects and assumptions.
	States that 1200 East parallels US-91 but does not connect to it. Questions whether 100 East is a 3 lane collector or a new 2 lane construction as per table 4-1	Chapter 4	No project which connects 1200 East and US-91 was identified.
	Thinks Table 4-1 is controversial and raises questions on 100 East, the Dugway project, and 400 North/Canyon Road.	Table 4-1	
	Suggests avoidance of using phrase "final solution."	Chapter 5	Text has been revised to reflect comment.
	Questions results in Table 5-1,2 and 3 and raises specific example of traffic volume reducing on 100 East from the second Long Range Transportation Plan as well as large regional benefits of VMT and VHT from localized projects. States that cost use in Table 5-3 on 100 East is inconsistent with cost in Table 8-1. Points to results which reflect small changes in regional VMT and VHT and thinks project 9 is inconsistent. Believes that subjective analysis lead to decisions not objective data.	Chapter 5	
	Questions why the highest cost/benefit ratio has the highest benefits and states skepticism over top project being in Logan City.	Chapter 5	Comment noted.
	Would like to see a recommended alternative and believes that poor work in Chapter 5 is the reason.	Chapter 6	Chapter 6 of this plan is a recommended alternative.
	Notes that UDOT has estimated insufficient funding to increase traffic carrying capacity.	Chapter 7	Comment noted.
	Questions dollars available for new capacity by phase, pointing to \$88 million in first 8 years, \$374 million in next 9 years, and \$299 million in last 4 years.	Chapter 8	Funding estimates assume that increased funds (e.g. gas tax) are available in future years. Please note that Chapter 7 provides funding estimates for discreet years.
	Suggests CMPO should work with local governments to define road alignments for provide development construction.	Chapter 8	Comment noted.
	Figure not identified.	Figure 8-1	Figure number has been added.
	Suggests consistent terminology of words tiers, priorities, and phasing.	Chapter 8	Some revisions to text were made, although this comment is somewhat unclear because "tier" does not appear in Chapter 8 text.
	Supports principles in Chapter 9 but thinks chapter can be omitted or re-written to indicate a commitment by the CMPO.	Chapter 9	Comment noted.
	Supports chapter 10. Questions reference of Airport Road, 2500 North, as SR-217. Questions relevance of CMPO public involvement policy and cross sections. Questions purpose of this plan update. Suggests names and addresses of preparers and assistors.	Chapter 10	Text has been revised to reflect Airport Road comment. This is an update of a plan that had extensive public involvement in its original adoption process. Future revisions of this document should undergo rigorous public involvement as well. The CMPO adopts this plan and should be noted as the preparer of this plan.
	Emphasizes the need to bring back reference to the Bear River Rangeway for the east bench and add Wellsville Rangeway for a west bench road. Promotes a more open public process.		Comment noted.
John Powell	Supports local government update of Transportation Plans to reflect CMPO plan.		Comment noted.
Peter Brunson	Supports improvement of Logan to I-15 as a major route.		Comment noted.
Adam Christensen	Supports CMPO working with Cache Valley Bicycle Advisory Committee to examine criteria for Bicycle Friendly Communities and Safe Routes to School and also supports careful examination of bicycle facilities on any planned road improvement.		Comment noted.
Kathy Robinson	Thanks the CMPO for doing a great job and supports further coordination elements of CMPO.		Comment noted.
Monica Swapp	Supports LTD extending service to Menden, Trenton, and other neighborhoods in area. Believes CMPO should be more active in transit and air quality planning.		Comment noted.
Eris Swapp	Supports transit and alternative routes through town, believes traffic on Main Street is poorly serviced by too many left turns, not enough turn lanes, confusing 4-way stops, and potholes.		Comment noted. Specific traffic issues including turn lanes, left turns, stop signs, etc are controlled by Logan City.
Erica Harper	Expressed concern of Highway 89-91 from Wellsville to Logan. Supports access control on this road to preserve its function.		Municipalities have entered into a corridor preservation agreement with UDOT on this road.
Dennis Parks	Emphasizes that growth is south of Logan in Providence, Mendon, College Ward, and eventually Wellsville. Believes Walmart will explode growth.		Comment noted.