

**St. Clair Township
Planning Advisory Committee
June 23, 2008
Summary of Discussion**

ATTENDED BY:

Marjorie Angst	Steve Bartels	Gary Couch
Pearl Hicks	Bonnie Hobbs	Richard Lindy
Tim McLelland	Eric Pottenger	Bobby Rice
Rich Santefort	Joe Schmidt	Doug Wheelright
Ray Williams		

Staff: Bill Miller and Jane Wittke, OKI ; Mike Ekberg, Miami Conservancy District

The meeting discussion focused on draft goals, objectives and policies regarding Transportation and Intergovernmental Coordination for the St. Clair Township Comprehensive Plan in progress.

To understand the following summary, it may help to know that the draft goals were presented with a letter abbreviation, the related draft objectives with the same letter and a number in sequence, and the related draft policies with the same letter and number, a period and a number in sequence, for example T = goal, T1 = objective, and T1.1 = policy. Those attending responded with the following points and issues:

Transportation

- The year 2012 should be used in Policies T1.1, T1.2, T1.3, T1.4, and T1.5 instead of 2010, because 2012 is the year that the county's thoroughfare plan will be revisited and updated.
- Add a reference to ODOT under T1.1.
- Add a policy under Objective T1 to maintain representation on the county thoroughfare planning committee for updates on a regular basis.
- Add review and updating to Objective T1, e.g. "with review and updates every five years."
- Big changes in the economy are affecting what we're planning for transportation and how realistic it is, because who would have foreseen the price of gas rising to \$4 per gallon when we started this planning process?
- The uncertainty of funding and funding sources for transportation improvements complicates planning in the long term.
- Given the cost of gas, it is much more likely that people will try less-expensive means of transportation such as mopeds or even bicycles.
- For that reason, shouldn't we plan that the township accommodate motorized and nonmotorized vehicles that would operate at lower speeds than cars and trucks?
- The county thoroughfare plan already calls for some roadways in the township to be designated as "shared roadways" for bikes.
- Expense is often a stumbling block to creating bikeways only, and having sufficient right of way (R-O-W) to accommodate bikes is also an issue for "shared roadways."
- T2.3 should be clarified that it applies to proposed roadways.
- R-O-W costs are often beyond what the township can address, and the township's road maintenance budget is already stretched very thin.
- For example, it is costing the township about \$75,000 per mile just to resurface with a one inch asphalt layer.
- If bikes and mopeds and other slower-moving vehicles use township roads, good signage can clarify that the slower-moving vehicles are within their rights.

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Transportation—cont.

- There are private access roads in the township that the township doesn't and can't maintain.
- Don't some of these private access roads provide inadequate access for emergency vehicles?
- Do we need standards for these private access roads to ensure adequate access by emergency vehicles?
- They're already addressed in county subdivision regulations.
- Given the increasing cost of fuel and the increasing burden on the gas tax, which can't possibly generate enough for all transportation improvement needs, we will probably have to consider tolls and privatization of roads at some point, especially for vehicles traveling through the township to get somewhere outside the township.
- We should pursue dedicated R-O-W for shared use roadways and bikeways.
- Even if we are interested in impact fees, they are not realistic on a township basis only.
- Public transit needs to be self-supporting.
- That's not realistic.
- There needs to be more publicity about the demand-response service available through Butler County Regional Transit Authority.
- Existing public transit service only works if you're traveling between 8 a.m. and 5 p.m.; outside of that timeframe public transit service in the township is inadequate.
- In T5.2, take out the reference to fees, since the county already requires dedications of necessary rights-of-way as a condition of plat approval.
- In T5.3, change 2010 to 2012 to be in sync with the County's thoroughfare planning process, and add a reference to identifying funding.

Intergovernmental Coordination

- Policy IG2.2 is not needed because the township doesn't have any authority to deal with water service interruptions and because water purveyors and state regulators are the ones who have to respond.
- Under IG3.1, there's a reference to coordinating with the County Sewer Department, yet some people in the township don't want sewers to be extended because they want the township to remain rural and sewers will bring development.
- Williamsdale sewers are going to become a reality; if the rest of the money can't be found, the county will still extend sewers to Williamsdale and not to Overpeck.
- Sewer extension should be to the developed areas first.
- As in Policy IG4.1, it's a good idea to get schools involved in planning for the township, and to give them the opportunity to look over the township's comprehensive plan, because it may affect their planning and their plans may affect the township's planning.
- Do we have adequate township personnel to do Objective IG5 and the policies under it? We probably need more staff, don't we?
- OKI staff will be consulting with the township zoning administrator to help determine whether or not the proposed objectives and policies are realistic.
- Under IG6.1, providing information and being responsive are the only realistic ways to go.
- At this point, there's a leadership conference every quarter on economic development issues in the township, held in Edgewood Schools, to talk about development and about developing applications for the county's Community Development Block Grant funds.
- Under IG6.2, the Butler County Department of Development should be added.