
SECTION 3: TASK FORCE AND PUBLIC PARTICIPATION

This section of the report will review the achievements of the *ACCESS CLERMONT*, Advisory Task Force, and the public involvement participation process.

ADVISORY TASK FORCE

As mentioned in Section 1, the *ACCESS CLERMONT* Advisory Task Force began meeting in October 1993. Members of the Advisory Task Force are outlined in Appendix B. Some of the objectives of the task force included the initiation of a public participation process for the update, review implementation efforts underway from the 1987 *Official Thoroughfare Plan*, goal and objective development, and identify potential intermodal opportunities. Following are some highlights of the task force:

- At the initial meeting of the task force, a public involvement process was identified.
- At the second meeting of the task force in November, the status of priority projects identified in the 1987 *Official Thoroughfare Plan* was reviewed.
- In December, task force members were asked to identify in a brainstorming session the problems and concerns with Clermont County's transportation system. The following were identified:
 - Lack of money
 - North-south connections
 - Public information and education
 - Jurisdictional
 - Funding sources
 - CART function and availability
 - County diversity
 - Urban—rural
 - Development—non-growth
 - Conflicts between needs and zoning
 - Consistency in applying standards
 - Uniformity in impact studies
 - Acceptance and availability of public transit
 - Develop plan for public transportation
 - Need updated land use plan
 - What are future development trends?
 - Legislative limitations
 - Taxing authority—impact fees
 - County engineer—roadways

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- Access controls
 - Mechanism for prioritization
 - Hierarchy of system
 - County-township
 - Also in December, the task force developed a mission statement, goals, and objectives for *ACCESS CLERMONT*. These goals, along with objectives to support them, are presented in Section 4 of this update. Further, task force members were asked to propose changes to the 1987 *Official Thoroughfare Plan*.

CITIZENS' IDENTIFICATION OF MULTI-MODAL PROJECT NEEDS

In May 1994, a series of four public meetings were held throughout Clermont County. The meetings were held at the following times and locations:

- May 9, 1994—Clermont College
- May 10, 1994—Grant Career Center
- May 11, 1994—Union Township Hall
- May 12, 1994—Live Oaks Idea Room

At these meetings, the citizens of Clermont County were asked to identify potential multi-modal projects. The following list was developed (full descriptions of these projects are included in Appendix C:

- Park-and-ride lots
- Regularly scheduled bus service
- Improve east-west corridor
- Access point management
- Retail center shuttle
- Special event transport
- Right-of-way preservation
- Pedestrian projects
- Telecommuting/shopping
- New north/south corridor
- Zoning/subdivision regulations
- Neighborhood travel centers
- State law changes
- Rail freight improvements
- Light rail: Cincinnati
- Smart highways, smart cars
- Restricted lanes
- Light rail: I-275
- Bikeways
- Business class airport

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- Variable parking rates
 - Ohio River port access
 - Toll facilities

At the conclusion of these meetings, the citizens who attended were asked to complete a short questionnaire of the county's transportation system (a copy of the questionnaire is included in Appendix C). The results of this questionnaire are summarized below:

- Most of the respondents thought improving the safety of Clermont County's transportation system was very important.
- Most of the respondents felt the development of an action plan for the timely and cost-effective implementation of *ACCESS CLERMONT* was very important.
- Most of the respondents felt it was very important to develop transportation improvements that would improve the County's industrial and agricultural competitive advantage.
- There appeared to be limited support for the enhancement of the quality of life through transportation investments which contribute to improved air quality.
- Also, limited support was shown for the development of non-automobile modes—buses, light rail, airports, as well as mass transit.
- Most of the respondents felt that Clermont County's transportation system served the people of the county well.

A copy of the questionnaire distributed at the public meeting was also published in a local paper. The results of questionnaires that were returned to the County Engineer's office are as follows:

- There appeared to be strong agreement that Clermont County should develop a thoroughfare system for the county's road system.
- The respondents strongly agreed that improving safety was a priority of *ACCESS CLERMONT*.
- Most of the respondents strongly agreed that an action plan should be developed for implementing the thoroughfare system.
- There seemed to be limited support that the improvement of air quality and the environment should be a priority of *ACCESS CLERMONT*.
- Limited support was expressed for non-highway modal development in Clermont County.

APPENDIX B: ACCESS CLERMONT ADVISORY TASK FORCE MEMBERS

The following local and regional officials served on the *ACCESS CLERMONT* Advisory Task Force:

Clermont County:

- Carl Hartman, Engineer
- Steve Wharton, Commissioner's Representative
- Paul Quinn, Planning Commission
- Linda Fraley, Planning Commission

CART:

- Ann Furgeson

OKI:

- Richard Wiggins

ODOT:

- Hans Jindal

Clermont County Homebuilders:

- Brian Bramble

Clermont County Chamber of Commerce:

- Ron Roberts

Clermont County Township Clerks and Trustees Association:

- Edwin Humphrey
- James Bushman