

**The Bowling Green Township Comprehensive Plan Committee met Wednesday August 18, 2010 at 5:37PM in the Township Building.**

Committee Chairperson Michael Pitcher called the meeting to order at 5:37PM.

In attendance

Committee Members: M. Pitcher, T.Robb, T.Beckett, G. Short, M. Burgess, D. Krier

BGT Trustees: Dan VanBuren, Don Watkins

Members Absent: P. Volland

Guests: Matt Hill, LCATS & Randy Comisford, ODOT

Pitcher reported that the LCPC completed documenting comments from the township survey. Pitcher will send by e-mail to committee. Krier suggested a thorough review by the committee at next meeting. Pitcher to inquire to LCPC when they will start attending meetings.

Matt Hill and Randy Comisford were invited to attend in order to educate the committee regarding any current plans for I-70 & Rte. 40 that would affect BGT. Also, the committee wanted to learn what documentation should be included in the comprehensive plan and how transportation studies are initiated. Mr. Hill and Mr. Comisford indicated that there are no current planned changes to I-70 or Rte. 40 in BGT.

Mr. Hill explained the process required for a study to be initiated and how funding works. The Comp Plan must include a "problem statement" such as "there are X number of accidents each year on Rte. 668 south of 40". The township can, then, request a preliminary study from LCATS for the area. A preliminary study would be followed by a detailed engineering study that includes multiple alternatives to solve the problem. Once an alternative is chosen, roadway modifications can begin. It was made clear that detailed engineering studies and road construction is very expensive (potentially several million dollars) and that the township would need to cover 20% of expenses out of its budget. Each step of the process must include public comment.

One important lesson is that if any study resulted in construction, then only one full interchange between Gratiot and Brownsville would remain. The other exist would be abandoned. Potentially, this actually diminishes traffic that would support small businesses in BGT.

Regarding development, transportation improvements would also need supported by other infrastructure such as electricity, water, sewer, and gas lines.

LCATS & ODOT did agree to the following as described in an e-mail from Mr. Comisford:

Matt will be conducting a safety study of the area over the next couple of weeks and submitting the information to ODOT. The District will then evaluate the study for potential future funding. I will keep you advised of the progress.

The meeting was adjourned at 7:30PM.