



## **RCRPC Revised 2006 PUBLIC INVOLVEMENT PLAN**

### **INTRODUCTION:**

The purpose of this document is to describe the public involvement process for the transportation planning program in Richland County, Ohio, which is conducted by a designated Metropolitan Planning Organization (MPO). The Coordinating Committee (TCC) of the Richland County Regional Planning Commission (RCRPC) has been designated by the State and Federal governments as the MPO for Richland County. This document sets forth federal requirements, states local goals and objectives, and describes specific public participation procedures to be followed in the development of the Long Range Transportation Plan and the Transportation Improvement Program (TIP).

This Public Involvement Plan is intended to provide direction for public involvement activities to be conducted by RCRPC and contains the policies, goals, objectives, and techniques used by this MPO to solicit public involvement.

### **Purpose of Transportation Planning**

There are two (2) fundamental reasons to undertake transportation planning in Richland County. They are:

1. Planning is the logical and reasonable thing to do.
2. Planning is required to receive Federal and State assistance for transportation projects.

Planning is a logical systematic approach to problem solving and decision making. The process involved in transportation planning includes the following steps:

1. Setting goals and objectives
2. Collection of data
3. Analysis of data to identify problems, needs and available resources
4. Identification of alternative solutions
5. Evaluation of alternatives
6. Selection of alternatives and establishing priorities
7. Implementation

### **History of Transportation Planning in Richland County**

The federal regulations that provide for transportation planning at the local level pertain to urbanized areas. An urbanized area as defined by the U.S. Census Bureau is an area consisting of a central place and adjacent territory with a general population density of at least 1,000 people per square mile of land area that together have a minimum residential population of at least 50,000 people.

The population of the City of Mansfield as determined by the 1960 decennial census was 47,325. In 1965, the Census Bureau conducted a canvas of the annexations to the City of Mansfield from 1960 to 1965. On the basis of the revised boundary, the 1960 population was determined to be 51,418 for the combination of the City and its annexations. The Mansfield urban area therefore was determined to be an urbanized area, and fell under the transportation planning requirements that were described in *the Federal Bureau of Public Roads Policy and Procedural Memorandum (PPM) 50-9*.

In 1966 it was determined that the planning process should be performed by the Richland County Regional Planning Commission. A *Prospectus* and a *Work Program* were developed and approved, a staff was hired, and the study was underway.

The year 1967 was established as the base year for the study. Social and economic data was collected, and an origin and destinations study was performed during that year. In the following years the base year data was analyzed, an ultimate land use plan was developed, socio-economic forecasts (1990) were made, transportation goals and objectives were established, financial resources were analyzed, traffic forecasts were developed and alternative networks were tested. In 1975, the first *Richland County Wide Long Range Transportation Plan (1990)* and *Transportation Improvement Plan* were adopted.

The initial *Long Range Plan* was considered to be a realistic plan that concentrated on improvements to existing facilities. A major project that was a part of the initial plan was the completion of missing or connecting links to the U.S. 30 expressway across the County. This first plan was highway oriented. By the time the *Plan* was completed in 1975 the community's public transportation service had been discontinued, and it did not appear that service would ever be restored to a point that it would affect automobile travel within the area. Through the planning process it was found that public transportation

service was needed, and it was feasible, so in December, 1977, a limited amount of public transportation was restored in Richland County.

As a result of federal rules and regulations promulgated in 1975, the transportation planning of the “Coordinating Committee of the Comprehensive Land Use and Transportation Study” being performed by the Richland County Regional Planning Commission was designated as the Metropolitan Planning Organization (MPO) by the State of Ohio. A “Transportation System Management” element was added to the planning program in 1979. In 1983 the federal rules and regulations recognized the differences between large and small urban areas, and that planning programs should be tailored to meet areas’ varied needs.

The Richland County Regional Planning Commission’s transportation planning program has continued through the years to be flexible, and has adapted to changing state and federal requirements, policies, and program emphasis areas. The program also has been flexible in its capacity to adapt to local planning needs, and balancing its appreciation of the local issues, with the requirements from the state and federal level. This approach would seem to support the concept of the MPO planning, in that local decision makers understand the needs and priorities of an area, and can best decide how limited resources can be allocated to meet these needs.

## **II. Agency Description**

The Metropolitan Planning Organization (MPO) for the Mansfield Urbanized area is the Coordinating Committee of the Continuing Comprehensive Land Use and Transportation Program. The MPO is organized through the Richland County Regional Planning Commission, which operates under the provisions of Section 713.21 & 713.23 of the Ohio Revised Code.

In 1959, a group of Richland County community leaders saw the need for planning. They envisioned that the issues a regional planning agency could address would range from infrastructure to zoning. They wanted to deal with issues affecting the development of the region as a whole, or more than one political subdivision within the region, and which do not begin and terminate within the boundaries of any single municipality.

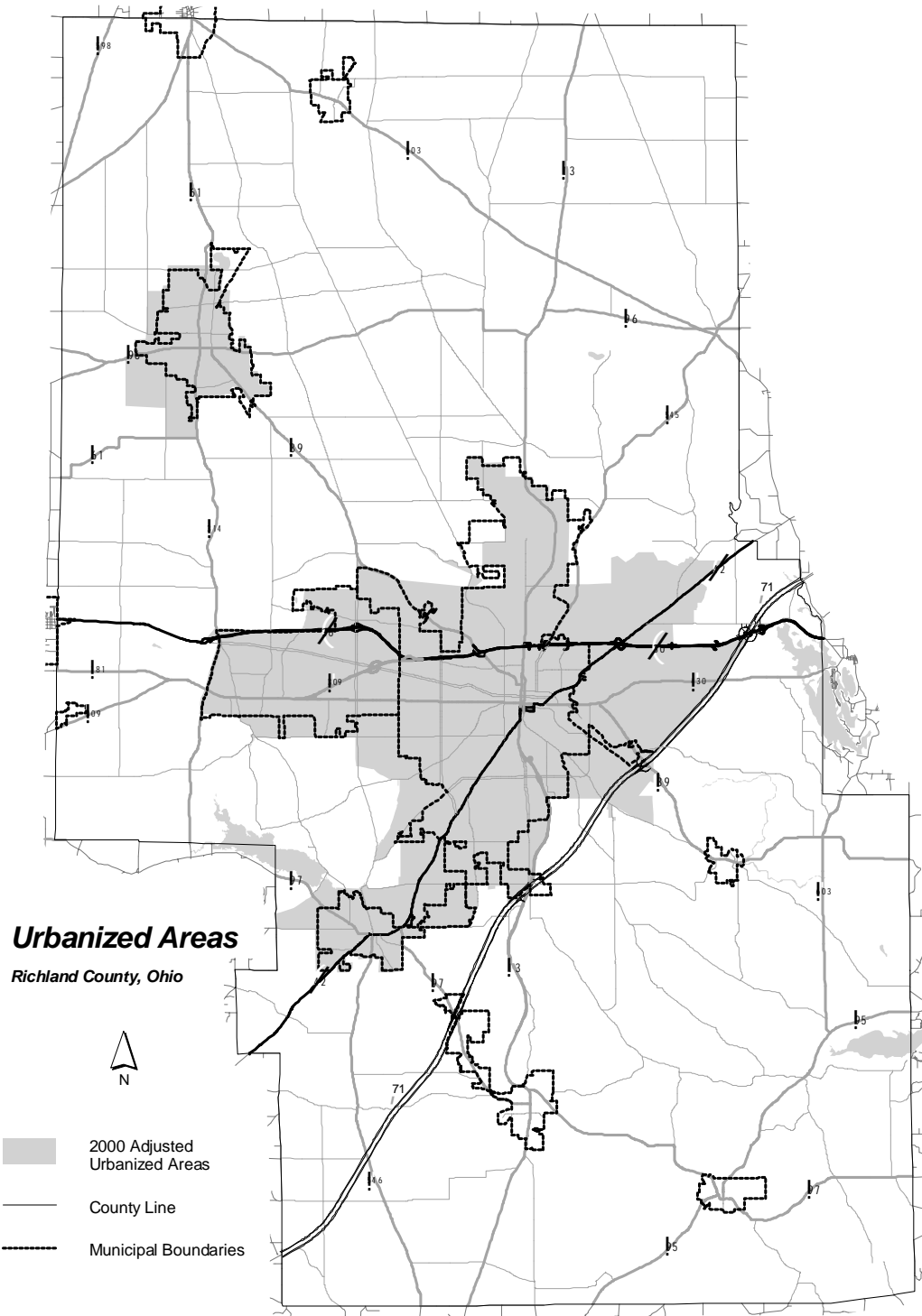
The City of Mansfield and Richland County jointly created the Richland County Regional Planning Commission in 1959 to undertake this planning. The organization carries on today, still true to its original purpose -- most notably the ongoing focus on issues that *affect the development of the Region as a whole*.

In 1966 it was decided that the most appropriate existing agency in Richland County to perform the Comprehensive Land Use and Transportation Study was the Regional Planning Commission. However, due to the fact that there were conflicts in the rules and regulations governing membership on the RCRPC and membership on the Policy Body of the Comprehensive Land Use and Transportation Study, it was necessary that a separate autonomous body, the “Coordinating Committee” be formed to oversee this new transportation responsibility.

### **Agency Geography & MPO Boundary**

The Richland County Regional Planning Commission’s geographic area of responsibility is all of Richland County, including every municipality and all of the unincorporated territory. The urbanized area geography for the MPO is identified on the following map, and generally corresponds to the more densely populated areas in and around Mansfield and Ontario. It includes the following political subdivisions.

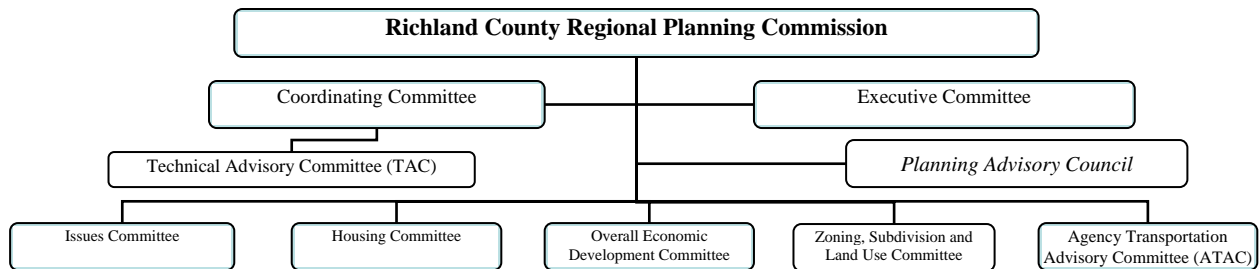
| <b>Richland County Political Subdivision</b> | <b>All or Partial</b> |
|--|-----------------------|
| City of Mansfield                            | All                   |
| City of Ontario                              | All                   |
| City of Shelby                               | All                   |
| Village of Lexington                         | All                   |
| Madison Township                             | Partial               |
| Washington Township                          | Partial               |
| Springfield Township                         | Partial               |
| Troy Township                                | Partial               |
| Mifflin Township                             | Partial               |
| Sharon Township                              | Partial               |
| Franklin Township                            | Partial               |
| Jackson Township                             | Partial               |
| City of Galion                               | Partial               |



### III. Agency Organizational Structure

The Richland County Regional Planning Commission is the organizational unit for transportation planning in Richland County. The Coordinating Committee is the decision making “Policy Body” for Transportation Planning.

#### Organizational Chart



#### Outline of Organizational Arrangements & Relationships

| Organizational Unit  | Role & Responsibility  | Membership  |
|--|--|---|
| Richland County Regional Planning Commission   | Organization established under Ohio Law.   | Established by the Bylaws- Elected and appointed government officials as well as “at-large” membership representing various county interests.   |
| Coordinating Committee of the Continuing Comprehensive Land Use and Transportation Program | As the Metropolitan Planning Organization, it is the decision making body for the transportation planning program. | All members of the RCRPC plus additional membership seats for additional elected officials from the urbanized area so that the MPO decision making is by a group with at least 50% elected officials. Also membership positions for ODOT representatives. |
| Planning Advisory Council  | All past presidents of the RCRPC.  | Those who choose to remain active are entitled to voting privileges on the RCRPC  |

#### Agency Committees and Roles

| Committee                                | Role   |
|--|--|
| Technical Advisory Committee (TAC)       | Technical oversight of Transportation Planning Program |
| Executive Committee                      | Administrative and financial oversight of the RCRPC    |
| Issues Committee                         | Special studies of issues of region-wide significance  |
| Housing Committee                        | Oversight and guidance of housing studies and plans    |
| Overall Economic Development Committee   | Oversight of economic development planning             |
| Personnel Committee                      | Staff employment, compensation and policy issues       |
| Zoning, Subdivision & Land Use Committee | Technical assistance to RCRPC on matters relating      |

|   |   |
|---|---|
|   | to subdivision regulations and zoning, recommendations                              |
| Agency Transportation Advisory Committee (ATAC) | Guidance and oversight of personal transportation coordination efforts and programs |

Generally speaking any transportation planning activity that the RCRPC undertakes follows the following basic steps:

1. The staff, along with the involvement of other technical persons, completes the necessary studies and develops recommendations that are forwarded to the TAC.
2. The TAC reviews the status and progress of work, considers the staff recommendations to TAC.
3. The TCC considers the results of the studies along with recommendations of staff and TAC and adopts plans and programs including the Transportation Plan and the Transportation Improvement Program.

### **Voting Representation**

| <b>Richland County Regional Planning Commission Membership</b> |                             |
|--|-----------------------------|
| <b>Representing</b>  | <b>Appointed By</b>         |
| County Commissioner  | <i>Office</i>               |
| County Commissioner  | <i>Office</i>               |
| County Commissioner  | <i>Office</i>               |
| County Engineer  | <i>Office</i>               |
| Mansfield-Ontario Richland Health Department                   | <i>Office</i>               |
| Appointed/Elected County Official                              | <i>County Commissioners</i> |
| Appointed/Elected County Official                              | <i>County Commissioners</i> |
| County Priority Interest                                       | <i>County Commissioners</i> |
| Mansfield Mayor  | <i>Office</i>               |
| Mansfield Service Director                                     | <i>Office</i>               |
| Appointed/Elected Mansfield Official                           | <i>Mansfield Mayor</i>      |
| Appointed/Elected Mansfield Official                           | <i>Mansfield Mayor</i>      |
| Mansfield City Engineer  | <i>Office</i>               |
| Chair, Mansfield Council Zoning Committee                      | <i>Office</i>               |
| President Mansfield City Council                               | <i>Office</i>               |
| Mansfield City Priority Interest                               | <i>Mansfield Mayor</i>      |
| Shelby Mayor   | <i>Office</i>               |
| Shelby Planning Commission                                     | <i>Shelby Mayor</i>         |
| Shelby Council Member  | <i>Shelby Council</i>       |
| Bellville Mayor Or Appointee                                   | <i>Office</i>               |
| Lexington Mayor Or Appointee                                   | <i>Office</i>               |
| Lexington Council Or Appointee                                 | <i>Lexington Council</i>    |
| Ontario Mayor Or Appointee                                     | <i>Office</i>               |
| Ontario Council Or Appointee                                   | <i>Ontario Council</i>      |
| Plymouth Mayor Or Appointee                                    | <i>Office</i>               |
| Shiloh Mayor Or Appointee                                      | <i>Office</i>               |
| Butler Mayor Or Appointee                                      | <i>Office</i>               |

| <b>Richland County Regional Planning Commission Membership</b> |  |
|--|--|
| <b>Representing</b>  | <b>Appointed By</b>                    |
| Lucas Mayor Or Appointee                                       | <i>Office</i>                          |
| Township Trustee   | <i>Township Association</i>            |
| Madison Township   | <i>Madison Township Trustees</i>       |
| Mifflin Township   | <i>Mifflin Township Trustees</i>       |
| Washington Township  | <i>Washington Township Trustees</i>    |
| Industry   | <i>At Large By Executive Committee</i> |
| Industry   | <i>At Large By Executive Committee</i> |
| Business   | <i>At Large By Executive Committee</i> |
| Civic  | <i>At Large By Executive Committee</i> |
| Industry   | <i>At Large By Executive Committee</i> |
| Business-Mansfield-Richland Area Chamber                       | <i>At Large By Executive Committee</i> |
| Business -Shelby Chamber                                       | <i>At Large By Executive Committee</i> |
| Civic  | <i>At Large By Executive Committee</i> |
| Education  | <i>At Large By Executive Committee</i> |
| Civic  | <i>At Large By Executive Committee</i> |
| Civic-REDeC  | <i>At Large By Executive Committee</i> |
| Minority Interests   | <i>At Large By Executive Committee</i> |
| Minority Interests   | <i>At Large By Executive Committee</i> |
| Richland County Transit Board                                  | <i>At Large By Executive Committee</i> |
| Elderly/Senior Citizen's Interests                             | <i>At Large By Executive Committee</i> |
| Persons With Disabilities                                      | <i>At Large By Executive Committee</i> |
| Agriculture  | <i>At Large By Executive Committee</i> |
| Civic  | <i>At Large By Executive Committee</i> |
| Coordinating Committee - In addition to all RCRPC Members      | Appointed By                           |
| Coordinating Committee-ODOT District 3                         | <i>ODOT</i>                            |
| Coordinating Committee-ODOT County Manager                     | <i>ODOT</i>                            |
| Coordinating Committee-Madison Township Trustee                | <i>Madison Township</i>                |
| Coordinating Committee-Washington Township Trustee             | <i>Washington Township</i>             |
| Coordinating Committee-Springfield Township Trustee            | <i>Springfield Township</i>            |
| Coordinating Committee- Trustee Association                    | <i>Township Association</i>            |
| Coordinating Committee-Mansfield Council                       | <i>Council President</i>               |
| Coordinating Committee-Mansfield Council                       | <i>Council President</i>               |
| Coordinating Committee-Mansfield Council                       | <i>Council President</i>               |
| Coordinating Committee-Mansfield Council                       | <i>Council President</i>               |
| Coordinating Committee-Mansfield Council                       | <i>Council President</i>               |

## **SAFETEA-LU**

The 1991 federal transportation act (ISTEA) required public involvement in the planning process. In 2005, the new surface transportation act (SAFETEA-LU) requires additional efforts in the transportation planning process to engage stakeholders in the process. Administrative guidelines require that the public involvement be a proactive process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and TIPs and meets the requirements and criteria specified as follows:

1. Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects;
2. Provide reasonable public access to technical and policy information used in the development of plans and TIPs and open public meetings where matters related to multi-modal transportations issues are being considered;
3. Seek out and consider the needs of those traditionally underserved by existing transportation systems, including but not limited to the transportation disadvantaged, minorities, elderly, persons with disabilities, and low-income households. SAFETEA-LU requires that the MPO shall provide reasonable opportunities for affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties to comment on the transportation planning process.
4. When significant written and oral comments are received on the draft transportation plan or TIP (including the financial plan) as a result of the public involvement process or the interagency consultation process required under the US EPA's conformity regulations, a summary, analysis, and report on the disposition of comments shall be made part of the final plan or TIP.
5. If the final transportation plan or TIP differs significantly from the one which was made available for public comment by the MPO, and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised plan or TIP shall be made available.
6. Public involvement processes shall be periodically reviewed by the MPO in terms of their effectiveness in assuring that the process provides full and open access to all.
7. The MPO public involvement processes shall be coordinated with statewide public involvement processes wherever possible to enhance public consideration of the issues, plans, and programs, and to reduce redundancies and costs.
8. Provide a public comment period of not less than 30 calendar days prior to adoption of the Long Range Transportation Plan, the Transportation Improvement Program, the Unified Planning Work Program, and significant amendments or updates to the documents.

9. In addition, SAFETEA-LU requires the Metropolitan Planning Organization to provide for consideration of projects and strategies that will serve to advance eight (8) transportation planning factors identified as follows:

- A. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- B. Increase the safety of the transportation system for motorized and non-motorized users
- C. Increase the security of the transportation system for motorized and non-motorized users
- D. Increase the accessibility and mobility of people and freight
- E. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- F. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- G. Promote efficient system management and operation; and
- H. Emphasize the preservation of the existing transportation system.

This Public Involvement Plan should be considered a “living” document and will be continually reviewed for possible revisions.

The mere character and make-up of the RCRPC, TCC and TAC, with their diverse membership, regular publicized open meetings, and the designation as the Metropolitan Planning Organization for transportation, go a long way towards providing opportunity for the public to be notified and to become involved in the transportation planning and programming activities in Richland County.

In addition to continuation of existing policies that promote regular open meetings and public notice of these meetings and their agendas, the RCRPC hereby adopts the following goals, objectives, and policies relative to the development and adoption of the transportation planning activities.

## PUBLIC INVOLVEMENT GOALS, OBJECTIVES and POLICIES

*Goals are broad objectives are narrow.  
Goals are general intentions; objectives are precise.  
Goals are intangible; objectives are tangible.  
Goals are abstract; objectives are concrete.  
Goals can't be validated as is; objectives can be validated.*

*GOAL: The ultimate purpose of an effort stated in a way that is general in nature and not easily measured. They are general expressions of community values. Goals set the direction rather than define the action needed.*

*OBJECTIVE: A more specific, measurable task to achieve the goal. Objectives set more specific directions.*

*POLICY: A specific task or statement guiding decision-making and actions and implying clear commitment. At this level the policies become more detailed.*

### **The Goals of the RCRPC regarding public participation in the planning process are as follows:**

1. Provide the public with thorough information on transportation planning services and project development in a convenient and timely manner.
2. Assure that plans and activities have the support of those affected by them and those who must implement them.
  - a. Those affected by plans and programs should have the opportunity to learn about them and review and comment.
  - b. Those responsible for development of the plans and programs should have the responsibility to hear comments and respond.
  - c. Those responsible for implementation should have the opportunity to know what the public has said about the plan and how those comments have been responded to by plan developers.
3. Achieve a level and mix of public involvement appropriate to the scope and nature of planning activities or projects.
4. Meet the letter and spirit of SAFETEA-LU public participation requirements.

The public involvement process establishes goals, objectives and policies to be carried out at three distinct but interacting tiers, or levels of activity. These can be described as ***Identify, Inform, and Involve***. Stakeholders and affected populations must first be ***Identified***, then ***Informed***, and finally ***Involved***.

This Public Involvement Plan outlines ways to **identify** and contact the community affected by the plan or activity; **inform** them of the need for the plan or activity through

brochures, draft plans and activity summaries; and **involve** them in the decision-making process.

To **identify** the public, we have or can create an inventory of neighborhoods and school organizations, businesses, church groups, ethnic organizations, and special interest groups. The RCRPC has analyzed US census data using Geographic Information System (GIS) to identify targeted populations for Environmental Justice in the past and will continue to do so under SAFETEA-LU requirements.

To **inform** the public, RCRPC provides memorandums to local governments, press releases, display ads, agendas, marketing materials and flyers. The RCRPC shall distribute transportation plans, agendas and brochures that are written to familiarize the public with transportation projects and publish newsletters or newspaper inserts describing ongoing transportation planning. Future plans may be distributed to local high school seniors as part of school government curriculum

To **involve** the public, the RCRPC holds public hearings and workshops or transportation summits. Staff will participate in established community events, create surveys and comment forms, and find opportunities to gauge public sentiment. Our public involvement plan philosophy and process will evolve to “take transportation planning to the people” rather than expecting them to find their way and attend formal meetings.

## **Goal 1**

**Objective 1:** The RCRPC shall actively engage the public in the transportation planning process according to the policies, objectives and goals contained in this Public Participation Plan.

**Policy 1:** RCRPC shall maintain an up-to-date database of contacts including at a minimum the following persons to provide that all interested parties have reasonable opportunities to comment on the transportation planning process and products:

- A. Elected Officials
- B. Transportation Agencies (Port, Airports, Transit, etc.)
- D. Local Media (TV, Radio, Print, etc.)
- E. Board of Realtors
- F. Civic Groups
- G. Special Interest Groups (Other Interested Parties)
- H. Libraries (For Public Display)
- I. Federal, State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation and other environmental issues for consultation on Transportation Plans and Transportation Improvement Programs.
- J. Private Freight Shippers
- K. Private Providers of Transportation
- L. Representatives of Public Transportation

- M. Representatives of Bicycle/Pedestrian Walkways Groups
- N. Representatives of Social Service Agencies involved in Transportation

**Policy 1.2:** RCRPC shall maintain an email list of persons who have requested updated information developed through the transportation planning process.

**Policy 1.3:** The RCRPC shall employ *visualization techniques* to depict transportation plans. Examples of visualization techniques include: charts, graphs, photo interpretation, maps, use of GIS technology, artist renderings, physical models, and / or computer simulation.

## Goal 2

**Objective 2:** The RCRPC shall keep the public *informed* of significant on-going transportation related activities on a continuous basis through notices to the media.

**Policy 2:** News media will be notified of any significant transportation activity that may affect the region.

**Policy 2.1:** RCRPC staff shall be available to provide general and project-specific information at a central location during normal business hours, and after hours at the request of community interest groups with reasonable notice.

**Policy 2.2:** RCRPC shall produce a transportation report for distribution to the public a minimum of **once every two years** and published and/or advertised in the media.

**Policy 2.3:** The RCRPC shall maintain an internet web site to provide the most current and accurate transportation planning information available. The web site shall, at a minimum, contain the following information:

- A. Contact information (mailing address, phone, fax, and e-mail)
- B. Current RCRPC committee membership
- C. Meeting calendars
- D. Work products and publications (Transportation Improvement Program, Long Range Transportation Plans, Unified Planning Work Program, etc.)
- E. An annual listing of multimodal transportation projects funded by SAFETEA-LU for each federal fiscal year.
- F. Comment/Question Form (See Appendix A)
- G. Links to related Federal and State agencies

**Policy 2.4:** The RCRPC will publish on an annual basis a listing of projects funded by the State and Federal Highway Administration and Federal Transit Administration.

## **Goal 3**

**Objective 3:** RCRPC shall encourage the involvement of all area citizens in the transportation planning process.

**Policy 3:** The RCRPC shall, whenever feasible, hold public meetings at a site convenient to public transportation and is handicapped accessible.

**Policy 3.1:** The RCRPC shall continuously evaluate public involvement techniques. This Public Participation Plan shall be reviewed and adopted, with revisions if necessary; at least every 3 years in order to improve the effectiveness of public involvement (see evaluation section).

Public participation is an ongoing activity of the RCRPC. Public participation is also an integral part of one-time activities, such as corridor studies, and regularly repeated activities, such as the biennial Transportation Improvement Program, and Long Range Transportation Plan updates that occur every five years.

This appendix contains descriptions of public participation tools currently being used or with potential for use by the RCRPC:

### **RCRPC Web Site**

*Description:* The site was/is established to provide basic information about the RCRPC process, members, meeting times and contact information. Work products, such as the Draft, and Adopted, Public Participation Plan, Unified Planning Work Program, Transportation Improvement Program and Long Range Transportation Plan are/will be available from the site. Also, citizens will be able to submit comments and sign up to be added to the contact lists maintained by the RCRPC. The site can/will provide links to other transportation related sites at the local and national level. The website address is [www.RCRPC.org](http://www.RCRPC.org). The web site is maintained and updated by the RCRPC Web Site Coordinator and regularly reviewed.

### **Biennial Transportation Report**

*Description:* RCRPC staff produces a Biennial transportation report that is published and distributed through mailings and/or news media and posted at [www.rcrpc.org](http://www.rcrpc.org).

### **Direct Mailings**

*Description:* Used to announce upcoming meetings or activities or to provide information to a targeted area or group of people. Direct mailings are usually post cards, but can be letters or flyers. An area may be targeted for a direct mailing because of potential impacts from a project developed through the transportation planning process. Groups are targeted that may have an interest in a specific issue, for example avid cyclists and pedestrians may be targeted for pathways and trail projects.

### **Project Workshops/Open Houses/Transportation Summits**

*Description:* These are targeted public meetings that are open and informal, with project team members interacting with the public on a one-on-one basis. Short presentations may be given at these meetings. The purpose of project-specific meetings is to provide project information to the public and to solicit public comment and a sense of public priorities.

### **E-mail Announcements/Internet Message Boards**

*Description:* Meeting announcements and RCRPC information can be e-mailed to interested persons that have submitted their e-mail addresses to RCRPC staff.

### **Public Hearings/Open Houses**

*Description:* These are public meetings used to solicit public comment on a project or issue being considered for adoption by the Coordinating Committee. Hearings provide a formal setting for citizens to provide comments to the RCRPC or another decision-making body.

**Comment Forms**

*Description:* Comment forms are often used to solicit public comment on specific issues being presented at a workshop or other public meeting.

**Surveys**

*Description:* Surveys are used when very specific input from the public is desired. A survey can be used in place of comment cards to ask very specific questions such as whether a person supports a specific alignment in a corridor study. Surveys are also used to gather technical data during corridor and planning studies. For example, participants may be asked about their daily travel patterns.

# APPENDIX A (STILL UNDER DEVELOPMENT)

## Public Comment

The RCRPC welcomes public comment and feedback on regional transportation issues. There are three ways that you can submit comments:

1. Fill out the form below and submit your comments electronically.
2. Call Richland County Regional Planning Commission at 419-774-5968.
3. Participate in the public comment period at the beginning of each RCRPC meeting.

All comments submitted via this form, U.S. mail, e-mail, telephone or fax will be posted on this web site for review by the RCRPC and interested members of the public. [Click here to view comments that have been received and processed, to date.](#)

This is a moderated comment board. All comments submitted will be reviewed by RCRPC staff prior to being posted. It may take up to one business day for your comments to appear after submitting.

\* - required fields

\* **This comment is being submitted on behalf of:**

*Please select "individual" unless you are speaking in an official capacity for one of the listed entities.*

- An individual
- A government body
- A non-profit organization
- A business

\* **First Name:**

\* **Last Name:**

**Agency/Organization:**

**Street Address:**

\* **City:**

\* **State:**

\* **Zip Code:**

**Phone:**

**E-mail:**

\* **Subject:**

\* **Please characterize your comment with one of the options below:**

- General comments to the RCRPC

**Comments:** Comments greater than 3,000 characters should be submitted in a

\* Microsoft Word or Adobe PDF format at [www.rplanning.org](http://www.rplanning.org)

A large, empty rectangular text area with a vertical scrollbar on the right side. The scrollbar is positioned on the right edge of the text area, with a small arrow at the top and bottom. The text area is otherwise blank.

Submit Comment