

APPENDIX D

Plan Development and Evaluation

TMACOG	
“On the Move: 2007-2035 Transportation Plan”	
Goal Groups Process	
1. Intended Outcomes	
	a. General: for your assigned Goal, propose how we can best accomplish it over the next 20 years.
	b. More specifically: develop a list of proposed projects, initiatives, and policies that will <ul style="list-style-type: none"> ▪ solve existing and expected future problems ▪ take advantage of opportunities ▪ move us in significant and measurable ways towards reaching your assigned Goal
	c. Definitions: <ul style="list-style-type: none"> ▪ Project: requires significant capital funds (usually \$1 million or more); usually has a specific location or a general corridor location (usually of 1 mile or more in length); and one or more possible project sponsors can be named. <i>Examples: new bike path, expressway or highway widening, new transit service area, extended airport runway, railroad overpass.</i> ▪ Initiative: requires actions and funding/other resources to reach a defined outcome. Possible lead agencies can be named; order of magnitude costs and possible funding sources are needed. <i>Examples: a study to identify specific projects that will meet an identified need; an educational initiative to improve transportation safety; developing a new funding strategy; a series of working sessions to bring stakeholders together to solve a problem; extensive series of actions needed to develop a new transportation mode or service.</i> ▪ Policy: Statement of desired actions by the regional community. If followed, this policy will advance transportation goals. <i>Examples: preserve rail corridors; provide for pedestrian transportation; reduce conflicts between the different modes across the Maumee River.</i>
2. Defining the Problems to be Solved	
	a. Review Public Input on Needs/Opportunities. Needs input has been gathered from public meetings, surveys, institutions, etc. Review this information and reach consensus on: <ul style="list-style-type: none"> ▪ Do the proposed summary needs statements capture the concerns expressed? ▪ If not, revise the list.
	b. Review Data related to your Goal. Staff and task force members have gathered information relating to each goal. Review it and discuss/determine: <ul style="list-style-type: none"> ▪ What problems/needs do the maps and data indicate? ▪ Does the information confirm or contradict the public input? ▪ What additional information do you need to understand current/future problems?
	c. Other Concerns/Opportunities. Based on your knowledge of the region, what other issues are we facing related to your goal?

TMACOG	
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	<p>d. Prioritize Needs / Opportunities. Looking at your complete list of issues (from public, from data, and from your own knowledge),</p> <ul style="list-style-type: none"> ▪ roughly prioritize (most, moderately, and least important) <i>in terms of their impact on reaching your goal statement.</i> ▪ Identify any issues that you feel do not pertain to your goal, including those that should be referred to other Goal Groups. ▪ What are the most pressing concerns related to your goal? (Highest importance, largest impact on the region) ▪ What are the remaining concerns related to your goal? (Moderate importance, less impact on region) ▪ What concerns do you feel do not relate to your goal? (You can refer these to another goal group if appropriate)
	<p>e. Refine Problem Statements. The surest way to solve a problem is to define it correctly. After reviewing the above information (including any additional needed data or input):</p> <ul style="list-style-type: none"> ▪ Clarify / refine each Problem Statement. ▪ Complete the chart indicating which needs statements and data led to this Problem Statement.
	<p>d. Reprioritize? Review the refined statements, and adjust the priority order. If appropriate, prioritize <i>within</i> each general priority group (most, moderate and least).</p>
3. Brainstorming and Selecting Solutions	
	<p>a. For each problem/opportunity statement, develop a list of possible “solutions.”</p> <ul style="list-style-type: none"> ▪ Think inside and outside the box. ▪ Carefully consider what the real underlying problems are, and how we might solve them. ▪ List shorter and longer-term solutions ▪ List possible projects, initiatives and policies ▪ Can indicate “no action” or “referral to another agency”
	<p>b. Prioritize solutions based on</p> <ul style="list-style-type: none"> ▪ Effectiveness for shorter-term fixes and ▪ Effectiveness for longer-term solutions that address underlying causes.
	<p>c. Select top solutions and list main reasons you favor them.</p> <ul style="list-style-type: none"> ▪ There can be multiple solutions for a single problem. ▪ There can be solutions that address more than one problem.
	<p>d. Prepare to report out to full group (Goal Groups gathering, June 2006)</p> <ul style="list-style-type: none"> ▪ Who? How?

Evaluation Measures

Environment Goal	
Objectives	Measures
1. Optimize the use of existing built infrastructure	<ul style="list-style-type: none"> a. Will environmentally sensitive areas (prime, farmland, wetlands, floodplain, parkland, forest) be impacted? b. Does the initiative support redevelopment of urban core areas (EJ + high density + CBD)? c. Does the initiative conform the Principles of Growth Strategies?
2. Quality of life/ sustainability/ livability	<ul style="list-style-type: none"> a. Does the initiative encourage sidewalks or street connectivity; incorporation of bike lanes?
3. Look creatively at issues - examine alternative development methods that protect and sustain community and natural environments.	<ul style="list-style-type: none"> a. Increases system efficiency (reduces congestion, delay; improves traffic flow) b. Does the initiative support alternative (more fuel efficient, non-motorized) modes of travel? c. Does the initiative improve motor vehicle fuel efficiency (improved mpg or increased use of hybrids)?

Freight Goal	
Objectives	Measures
1. Supports economic development in our region	<ul style="list-style-type: none"> a. Estimated number of new businesses, jobs or acres of commercial development that will result from this investment b. Number of transportation modes to be provided or upgraded at site c. Establishes public-private partnership d. Other information
2. Reduces freight modal conflict	<ul style="list-style-type: none"> a. Number of conflicting vehicular moves (AADT or other modal counts) eliminated or ameliorated
3. Improves connectivity	<ul style="list-style-type: none"> a. Increases capacity of a connector to freight facilities (# added lane miles; # improved intersections; current/future congestion; AADT; percent trucks) b. Adds or upgrades connectivity between transportation modes
4. Improves safety at location with high truck crash levels	<ul style="list-style-type: none"> a. Number of truck crashes [ODPS/ODOT data]
5. Reduces demand on highway system (modal shift)	<ul style="list-style-type: none"> a. Increases capacity of freight rail b. Increases seaport usage/capacity. (Increases land access to port; addresses other port limiting factors such as shipping season length, vessel availability) c. Other

Passenger Goal	
Objectives	Measures
1. Region-wide transportation system for both auto & non-auto	<ul style="list-style-type: none"> a. Percent of regional population served by full-service transit (in 2035) b. Serves reverse commute (Transit: # of potential trips between EJ /low income & minority areas and job concentration centers with new transit service) c. Miles of regional bikeway network to be implemented [rounded to .5 mile] AND importance of completing this bike network link d. Increases/ improves connections between alternative modes
2. Promote alternatives to personal vehicle usage	<ul style="list-style-type: none"> a. Availability of traveler information on travel options b. Increase in population living within 1/2 mile of paved regional bike path or lanes (year 2035 pop projection) c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership d. Improves safety for non-drivers [Bikeways: avg. daily traffic (AADT) and speed limit on adjoining or parallel road]
3. Personal mobility for all	<ul style="list-style-type: none"> a. Increases elderly and disabled access to transportation b. Percent of elderly within ¼ mile of transit route c. Improves access to education facilities for non-drivers (bike=1/2 mile from school, Ped=1/4 mile from School)
4. Balanced and rational spending on modes	<ul style="list-style-type: none"> a. Increases investment in modes with lower environmental costs: <ul style="list-style-type: none"> (1) Reduces air quality impacts: 1 point – reduces congestion/improves efficiency; 2 points – strengthens alternative motorized mode; 3 points- enables use of NONmotorized mode (2) Minimizes increase in paved surface (amount of new pavement – rounded to .5 acre)
5. Support economic health of region	<ul style="list-style-type: none"> a. Increases options for business & tourist travel b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure) c. Supports synergy between major education and research assets

Safety & Efficiency Goal	
Objective	Measures
1. ACCESS AND OTHER High priority for special programs targeted to improving safety and service/ Efficient transportation to all parts of the region	1. ITS road monitoring & traveler information 2. Access management 3. Signal coordination 4. Advance warning signs at RR crossings 5. Access to key destinations
2. CONGESTION Reduce travel time (congestion and delay) by improving system operations	Current Average Daily Traffic In a congested area in 2035 (LOS E- Moderate LOS F-Heavy)
3. SAFETY Safe transportation to all parts of the region/ Truck traffic - safely and more efficiently move freight/ Reduce or eliminate conflicts between modes of transportation	No. of crashes and crash rate (No. of crashes / Avg Daily traffic)

System Preservation Goal	
Objective	Measures
1. Optimize use of existing built infrastructure	a. Number of lane miles reconstructed, maintained, or upgraded for more effective use on existing alignment b. Current and projected traffic volume in project area (Most recent AADT/CY2000 Trucks) c. Pavement Condition Rating (PCR/Structural Deduct from 2005) d. Extent to which upgrades existing rather than building new: -Maintains/ reconstructs -Upgrades on existing alignment -Upgrades existing facility-adds new capacity
2. System preservation	a. Expected effectiveness for maintaining/preserving existing infrastructure: -Highly effective (large impact in region) through low level of effectiveness (localized or slight impact in region)
3. Coordinate Transportation & Land use planning	a. Development density of area served

Draft Plan Evaluation, January 2007

The following data was used to evaluate the draft plan as of January 2007, comparing traffic forecasting model results with and without draft plan projects. There were a few changes to the plan following this analysis (primarily the addition of new project 60, Reynolds Road improvements), so final numbers for the 2035 Plan would be slightly different.

VEHICLE MILES TRAVELLED COMPARISON

Facility Type	2035 No Build	2035 Build
Freeway	9,444,815	9,577,283
Arterials	11,914,052	11,771,828
Intrazonal	42,390	42,347
TOTAL	21,401,236	21,391,452

Reduction in vehicle miles traveled = 9,784 miles/day

VEHICLE HOURS TRAVELLED COMPARISON

Facility Type	2035 No Build	2035 Build
Freeway	161,572	162,320
Arterials	395,833	391,170
TOTAL	557,405	553,490

Reduction in vehicle hours traveled = 3,915 hours/day

LEVEL OF SERVICE COMPARISON

Level of Service (LOS)	2035 No Build (lane-miles)	2035 Build (lane-miles)	CHANGE (lane-miles)
A	1,659	1,745	86
B	1,869	1,879	10
C	731	825	94
D	308	371	63
E	302	173	-129
F	100	92	-8

Reduction in congestion (LOS E or F) = 137 lane-miles

Funding Goal Groups Recommendations – June 2006

Goal: Be successful in obtaining adequate funding for transportation facilities.

Background: An efficient and well-maintained transportation system is essential to the continued prosperity and quality of life of this region. This system is a capital-intensive investment that requires significant public expenditures for maintenance and improvement. The needs report documents that, as a regional community, we are not currently spending enough on required maintenance to keep the system in a state of good repair. In addition, there are numerous improvements in each of the modes that will be required to provide a safe and efficient system for future generations that will allow our area to prosper.

The Problem: Reviewing information from the needs report and input from the needs meetings held in the fall of 2005, the Funding Goal Group refined all that input into one problem statement.

Funding for transportation is not sufficient to continue to maintain existing systems let alone upgrade them for future demands.

General Solutions: Success in addressing the shortfall in funding for transportation in our region will require understanding and support of local policy makers. To obtain this support the general public must better understand the importance and urgency of finding ways to increase funding for investment in transportation. The Goal Group recommends two general initiatives and six more specific sets of solutions to address this need.

Funding Initiative 1: Local transportation stakeholders must educate policy makers and local tax payers on the lack of adequate resources for maintenance and improvement of the current system (all modes - highway, transit, seaway, rail, air, pedestrian/bikeway) and the disproportionate inflation in material and other costs for maintenance, construction, and operation of the system that has eroded the buying power of current funding. This requires a consistent and factual message.

Funding Initiative 2: Local transportation stakeholders must educate policy makers and the public on the inadequacy of the current fuel tax mechanism as a means to support highway and transit investments in the future and the relationship between reduced fuel use (a positive trend) and reduced funding for transportation (a negative trend).

Transportation stakeholders will make a concerted and ongoing effort to present these messages. The following mechanisms to accomplish this will be undertaken:

- a regional speakers bureau will be coordinated by TMACOG;
- brochures and materials on funding needs will be developed;
- a media campaign will be jointly funded by local agencies;
- a “state of the streets” presentation will be developed and presented, and
- an educational message for schools will be developed.

Specific Solutions: Six more specific sets of recommendations are suggested by the group.

A. More efficiently use currently available funds and maintain appropriate balance between system preservation and capacity expansion

Initiatives

- Facilitate education of engineers on new materials, technologies, and practices to extend pavement life and address needs in other modes
- TMACOG will convene a regional forum on projects to be built in next year (TIP program announcement) and present unified message on needs beyond what is being accomplished.
- Research efficient standards for system preservation goals, estimate required resources to maintain existing systems, and ensure that project selection criteria place priority on maintaining the system effectively while still leaving some resources for needed capacity expansion.

Policies

- Encourage agencies to accurately research the cost of maintaining and improving their roads with public staff and compare those costs to contractors and use most efficient approach.
- Encourage agencies to cost out rehabilitation strategies using life-cycle considerations not just initial capital comparisons and not always a “worst first” strategy.
- Encourage agencies to use new methods to stretch funding including design/build; construction warranties for extended periods.
- Encourage agencies to use best available technology to build long-lasting roads.

B. Encourage more regional cooperation to get the most out of current funding

Initiatives

- Research current joint projects and group purchasing to determine if they could be expanded to other jurisdictions for even greater overall cost savings. Potential project types include:
 - Purchase/fabrication of signs and signals
 - Mill and fill along jurisdictional boundaries (e.g. city-twp)
 - Contracting projects and services
 - Salt purchase (bring in by ship – sell to other local jurisdictions)
 - Materials purchases (e.g. asphalt)
 - Purchase of equipment (e.g. milling machines)
- Research current joint projects for operations and maintenance to determine if they could be expanded to other jurisdictions for even greater overall cost savings. Potential project types include:
 - Snow plowing
 - Signal coordination (e.g. Airport Highway)
- Educate public on many examples of already existing cooperation to save resources

- Create a regional database of existing cooperative governmental ventures and opportunities

Policies

- Reward cooperative projects via regional project selection criteria
- Encourage jurisdictions to use state purchasing agreements and/or local multi-jurisdictional agreements
- Encourage local jurisdictions to specialize in services or materials where they are particularly efficient and make these available to other jurisdictions rather than duplicate efforts

C. Ensure that the region gets its fair share from current funding sources

I Initiatives

- Use the annual Legislative Agenda to push for more funding for needed projects and programs
- Monitor current distribution of funding throughout the state and “benchmark” against other regions

Policies

- Support efforts to reduce/eliminate earmarks (“0” sum game with finite resources – doesn’t add to program)

D. Increase dedicated funding from traditional sources to meet growing transportation demands

Initiatives

- Research existing dedicated transportation tax mechanisms for the potential to provide additional funding for transportation needs including such things as:
 - Sales tax on bigger, heavier, and/or more expensive personal vehicles
 - Use taxes (e.g. licenses or vehicle registrations)
 - Fuel taxes
- Research if there is a direct correlation between transportation investment and economic development and demonstrate how using funds efficiently leads to more investment
- Research the importance of transportation expenditures related to the benefits (esp. to support increased tax initiatives)
- Educate elected officials and staff on how local jurisdictions are using current dollars efficiently to maintain and improve the current system

Policies

- Continue to ensure that dedicated transportation taxes are used for transportation purposes
- Support efforts to implement a mechanism to maintain the purchasing power of current transportation related taxes over time

E. Find innovative ways to get additional funding for transportation system upgrades

Initiatives

- Research burden and implications of mechanisms to raise additional transportation funding locally for priorities in our region (local self-help) as funding sources in Washington and Columbus produce less funding for local needs and focus primarily on higher level highway facilities (e.g. federal funding on Interstates and National Highway System, state funding on state routes in rural areas). Some possibilities include:
 - impact fees and tax increment financing districts on new development (including residential) especially where new transportation facilities or improvements will be required
 - multiple jurisdiction transportation improvement districts (TID)
 - multiple jurisdiction property tax for transportation uses
 - multiple jurisdiction general or fuel sales tax for transportation uses
 - multiple jurisdiction income tax for transportation uses
 - statewide mechanisms directed to local jurisdictions
 - expand statewide bond issues for local jurisdictions
- Research burden and implications of new, different region-wide mechanisms to fund a truly regional public transit system over the long term
- Research burden and implications of mechanisms to raise additional transportation funding locally for paratransit and shared ride services for the whole region
- Research issues related to larger regional coordination / funding / compact across state line to address transportation issues on a truly regional basis
- Research methods to provide funding to smaller jurisdictions – Townships and more rural areas need “small projects” funds

F. Balance the split of funding between modes based on regional priorities and needs

Initiatives

- Research methods to determine fair and effective balance of funding between modes
- Include information on multimodal and holistic transportation planning in the training that TMACOG offers to newly elected public officials.
- Implement a mechanism for a jurisdiction that is contemplating initiating a project to notify adjoining jurisdictions, transit agencies, bicycle and pedestrian planning groups to work together on holistic design solutions
- Educate officials on need for balanced investment at Transportation Summit

- Develop and implement a method to require a jurisdiction to notify key modal and other stakeholders (e.g. nearby jurisdictions, transit agencies, bicycle/pedestrian groups) when a new project concept is being developed to allow coordination with plans or projects envisioned by these other groups
- Research ways to increase effectiveness of each mode and fund most effective solutions
Example: is transit a more effective solution to a problem than major street widening?

Policies

- Encourage multi-modal design of all projects (“complete streets”) and change project selection criteria to reward projects that incorporate multimodal elements such as:
 - bike lanes or paths with street upgrades
 - street upgrades with transit shelters, bump outs, and other accommodations
 - Park and Ride Facilities

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Safety and Efficiency Goal Groups Recommendations – June 2006

Congestion Priority - High

MAP NO.	PROBLEM STATEMENT	PROJECT	INITIATIVE	POLICY
not mapped	Reduce congestion on arterials (non-expressway)		Study to find candidates for reversible lanes	<ol style="list-style-type: none"> 1. Speed and load limit rules 2. Zoning 3. Coordination of signals 4. ITS 5. Roundabouts 6. Provide better and more convenient access to transit 7. Access management
CH-13	Additional capacity on US20 (Perrysburg to SR420)	Obtain right of way for widening/access roads	Develop an access management plan (to be included in zoning and planning documents/ordinances)	
CH-01	Reduce congestion on Central/McCord/I-475/US23 (Lucas County line to Reynolds Rd.)	<ol style="list-style-type: none"> 1. Widen Central Ave. from Centennial to Crissey Rd. 2. Implement construction from ODOT study 	<ol style="list-style-type: none"> 1. Study the possibility of Nebraska/I-475 overpass/underpass 2. To follow through with ODOT study 	<ol style="list-style-type: none"> 1. Work with the county in conjunction with the township to continue to develop land use plans and enforce the plan that is already present 2. Revisit the access management plan annually and rework the plan every 3 to 5 years
CH-02	Reduce congestion at I-475/SR25 and on SR25 from Perrysburg to Bowling Green (Perrysburg to Five-Point Rd. and Poe Rd. to Bishop Rd.)	<ol style="list-style-type: none"> 1. Widen to 5 lanes and add turn lanes from Poe to Newton (TIP pipeline) 2. Follow through with the interchange modification study and implement the recommendations (complete the systems interchange modification I-475/SR25) 	Study the feasibility of roundabouts at some of the intersections on SR-25 in Perrysburg	Coordinated land use/access management plan along SR25 from the river to US6 with emphasis on unincorporated areas
CH-03	Increase capacity on SR2 from Port Clinton to Oregon	Continue implementation of the recommendations from the 442 committee	Evaluate the corridor to find additional locations that need to be addressed	To implement or develop an access management plan
CH-04	Increase capacity on US23/I-475	<ol style="list-style-type: none"> 1. Incorporate recommendations from ODOT study 2. Incorporate ODOT ITS project 		

Safety and Efficiency Goal Groups Recommendations – June 2006

Congestion

Priority - High

MAP NO.	PROBLEM STATEMENT	PROJECT	INITIATIVE	POLICY
CH-05	Increase capacity on I-75 from state line to North Baltimore	Add lanes from Findlay to Perrysburg	Study the possibility of a south link from I-280 to I-75	
CH-06	Reduce congestion on US24 Fort to Port	Follow through with ODOT project		
CH-07	Maumee River Crossing - replace current lift bridge with a new structure	Complete the current project		
CH-08	I-75/I-475 systems interchange (Phase 1,2, and 3)	Follow through with ODOT study		
CH-09	I-475 at Salisbury/Dussel	Follow through with ODOT project		
CH-10	Toledo ITS-Freeway Management System	Implement the current ITS plan		
CH-11	I-75 widen from Philips Ave. to I-280	Follow through with ODOT study		
CH-15	Reduce congestion on Alexis Rd. (Gage Rd. to US24)	Follow through with ODOT study		
CH-16	Reduce congestion on US20 (Rapids Rd. to SR25)	Follow through with ODOT study		

Congestion

Priority - Medium

MAP NO.	PROBLEM STATEMENT	PROJECT	INITIATIVE	POLICY
CM-01	Lane improvement Dussel Dr. between Ford St. and Reynolds Rd.		Recommended for study	
CM-02	Increase capacity on Sterns Rd. (US24 to US23)		Recommended for study (Monroe County Road Commission)	
CM-03	Increase capacity on Lewis Ave. (Sterns Rd. to north of Temperance Rd.)		Recommended for study (Monroe County Road Commission)	
CM-04	Increase capacity on Secor Rd. (Ohio state line to Temperance Rd.)		Recommended for study (Monroe County Road Commission)	
CM-05	Increase capacity on US6 (Napoleon to Fremont)	<ol style="list-style-type: none"> 1. Add turn lanes 2. Add through lanes 		Enforce access management
not mapped	Reduce truck-related congestion			<ol style="list-style-type: none"> 1. Signage (trucks on right lanes) 2. Uniform speed limits among all vehicles 3. Increase freight railroad usage
CM-07	Increase capacity on Summerfield Rd. (Smith Rd. to northwest of Secor Rd.)		Recommended for study (Monroe County Road Commission)	
not mapped	Outerbelt around I-475		Recommended for study	

Safety

Priority - High

MAP NO.	PROBLEM STATEMENT	PROJECT	INITIATIVE	POLICY
not mapped	Improve safety for commuters	Traffic signal coordination/traffic signal timing	Look at FHWA crash reduction factor items and choose appropriate factors for our region for implementation	<ol style="list-style-type: none"> 1. Look at mass transit options 2. To consider roundabouts as the preferred alternative for intersection improvements
SH-02	Grade separation at McCord Rd.	Follow through to completion (TIP)		
SH-03	Improve safety at I-280/I-75 interchange	Follow through with ODOT study		
SH-04	Improve safety on US20 (Perrysburg to SR420)	<ol style="list-style-type: none"> 1. Turn lanes 2. Through lanes 3. ITS 		Access management
not mapped	Improve safety at railroad crossings	Add traffic control devices (i.e. warning lights and gates)	<ol style="list-style-type: none"> 1. Research better signaling technology (horns, lights, gates) 2. Identify locations for grade separation 	Standardization of gates/approaches (crossing itself)
SH-08	Grade separation at Wales Road	Follow through with ODOT project		
not mapped	Improve safety through better utilization of traffic control devices	Regular upkeep of signage	Review quantity and location of signs and removal of unwarranted traffic signals and other traffic control devices	<ol style="list-style-type: none"> 1. Consideration of roundabouts at all possible intersections 2. Encourage video detection systems at signalized intersections (aiding detection of motorcycles and bicycles)
not mapped	Improve safety for pedestrians and bicyclist on busy streets		<ol style="list-style-type: none"> 1. Acquire ped/bike counts in selected locations 2. Education/enforcement of uniform vehicular code for bicycles 	<ol style="list-style-type: none"> 1. Consideration of bike facilities (bike lanes/bike paths) with roadway construction projects 2. Look at ped/bike access as bridges are redecked/built

Safety
Priority - High

MAP NO.	PROBLEM STATEMENT	PROJECT	INITIATIVE	POLICY
SH-09	Improve safety on Alexis Rd. (Detroit Ave. to Flanders Rd.)	Follow through with ODOT safety study		
SH-10	Improve safety on Reynolds Rd. (Central Ave. to 0.3 mi W of Norfolk Southern RR)	Follow through with ODOT safety study		
SH-11	Improve safety on Central Ave./Cherry St. (Parkwood Ave. to SR25)	Follow through with ODOT safety study		
SH-12	Improve safety on Central Ave. (Emmick Dr. to St Bernard Dr.)	Follow through with ODOT safety study		
SH-13	Improve safety on Anthony Wayne Trail (South Ave. to Erie St.)	Follow through with ODOT safety study		
SH-14	Improve safety on Dorr St. (Reynolds Rd. to Monroe St.)	Follow through with ODOT safety study		
SH-15	Improve safety on SR51 from (SR2 to Vineyard Rd.)	Follow through with ODOT safety study		
SH-16	Improve safety on SR51 (Earl St. to Wheeling St.)	Follow through with ODOT safety study		
SH-17	Improve safety on Airport Hwy. (Roycroft Rd. to Byrneport Dr.)	Follow through with ODOT safety study		
SH-18	Improve safety on SR2 (Champion St. to White St.)	Follow through with ODOT safety study		
SH-19	Improve safety on US24 (Detroit Ave. to 13th St.)	Follow through with ODOT safety study		
SH-20	Improve safety on US24 (Monclova St. to Key St.)	Follow through with ODOT safety study		

Safety
Priority - Medium

MAP NO.	PROBLEM STATEMENT	PROJECT	INITIATIVE	POLICY
SM-01	Improve safety at Finzel Rd. and SR64 intersections		Recommended for study	
SM-02	Improve safety northbound ramp from Woodville to Curtice to I-280		Recommended for study	
SM-03	Improve safety at Point Place railroad crossing (Summit St./CSX)	Grade separation or complete Greenbelt Parkway (Galena to Manhattan)		
not mapped	Increase operational efficiency in work zones	<ol style="list-style-type: none"> 1. ITS for construction zones 2. Enforce assured clear distance 3. Enforce speed limits in construction zones 	Driver education	Suggest following Ohio Manual of Uniform Traffic Control Devices procedures for work zones
SM-05	Improve safety Arrowhead Rd. at Dussel Dr.		Recommended for study	

Access

Priority - High

MAP NO.	PROBLEM STATEMENT	PROJECT	INITIATIVE	POLICY
AH-01	SR25 closed loop signal (Roachton Rd. to Front St.)	Follow through to completion (TIP)		
not mapped	Access to Springfield Township	Follow through with ODOT study		
not mapped	Traffic management on arterials	ITS (improve signal coordination, coordinate diversion routes between arterials and freeways)	Include effective access management in land use plans	Region-wide access management policy
not mapped	Traffic management on freeways	ITS (freeway management system)		Signage (trucks in right lanes)
AH-05	Access to US20A/ US20A interchange at I-475	Follow through with ODOT study		

Access

Priority - Medium

MAP NO.	PROBLEM STATEMENT	PROJECT	INITIATIVE	POLICY
not mapped	Russell Rd./Jerome Rd. connection to Monclova Rd.		Recommended for study	
not mapped	Access north of Bowling Green	Add a new interchange	Facilitate stakeholders meeting	
AM-03	Additional pedestrian crossing around University of Toledo campus	Construct grade-separated pedestrian crossing across Douglas Rd. and tie into Westside Technology Corridor		
not mapped	Parallel access roads (SR64 and SR295) in subdivision and developing commercial business districts in Whitehouse		Hire a consultant to develop the access management plan	<ol style="list-style-type: none"> 1. Corridor access management plan 2. Overlay zoning districts
not mapped	Better ped/bike access from Whitehouse to Wabash bike trail		Recommended for study	

Excerpt from Passenger Goal Group Solution Chart

Problem Statement	Project	Initiative	Policy
Bicycle Transportation			
More bicycle facilities needed			
Not enough bicycle facilities in the region	Wider outer lanes and paved berms to accommodate bicycle travel	Encourage community participation in TMACOG and other bike committees	Require bike parking facilities in zoning codes
	Continued construction of the bike network -- priority to critical links <i>[Specific proposed projects being evaluated by Ped-Bike Committee]</i>	Develop/enforce design standards that are safe for cyclists	Need a policy for addressing incomplete links in communities
	Complete regional signed bike routes	Maintain pavement/ fix potholes/ install bicycle-safe grates	Need bike lanes/other bikeways to reduce conflict with motor vehicles
	Bike parking facilities at transit, intercity bus and rail stations		Require bike parking facilities in zoning codes
	Additional specific bike projects: under review by Ped-Bike Committee		Recommend employers install showers/ lockers at larger facilities
	Westside Corridor: purchase and develop bike path in corridor		Preserve linear corridors as they become abandoned
More river crossings needed	Rehab or replace the existing “upriver” rail bridge as a pedestrian-bike crossing, as part of the Westside Corridor project		

One the Move Plan – Freight Goal Group		Goal: World Class Intermodal Freight Hub	
Problem Statement	Project	Initiative	Policy
Opportunity: Lake Erie West (LEW) Global Logistics Center			
Implement Lake Erie West Global Logistics Center		Identify needed improvements/ resources; support public \ private infrastructure investment for 4 sites & connectivity between sites (on public roads and off-road)	
LEW 1: Toledo Express Global Logistics Park (Transportation Opportunity District)			
Expand air facilities as intermodal hubs, with good road access	US 20A, from I-475 to Toledo Express: Relocate, widen & limited access for improved access to freight terminals	Develop Toledo Express Airport as a major intermodal hub -- including needed infrastructure improvements	
	Extend north-south runway		
	Build US 20A / I-475 interchange		
	Redevelop private roads providing access to air freight facilities at Toledo Express		
LEW 2: Trans-Pacific Inland Port (Erie Township, MI)			
Increase use of & multimodal access to rail freight	Access to Inland Port: I-75 ramps in Erie Twp -- widen to 4-5 lanes	Support development of Trans-Pacific Inland Port (Canadian National container facility)	
	Upgrade utilities / entrance roads (From I-75 to Inland Port)		

One the Move Plan – Freight Goal Group		Goal: World Class Intermodal Freight Hub	
Problem Statement	Project	Initiative	Policy
Opportunity: Lake Erie West (LEW) Global Logistics Center			
LEW 3: Golden Triangle Distribution Corridor			
Improve intermodal connectivity and highway access	Improve local roads off SR 795 serving industry	Extend Michigan weight limit to SR 795 (Golden Triangle distribution center)	
		Access management and/or limited access, SR 795 (esp. Tracy to Lime City Road)	
LEW 4: Toledo Seaport			
Opportunity to expand waterborne freight movement		Extend shipping season: international cooperation on research towards year-round shipping (important for Short Sea Shipping). Include new maintenance system for Canada's Welland Canal (uses 3-mo. winter shutdown to maintain 22 locks)	Actively pursue increased funding for dredging
			Increase rail access to seaport
			Extend shipping season: breakwater ice protectors for power plants/ locks/ other facilities along lake/ Seaway/ river
			Support maximized use of the Seaway / Great Lakes water system
Opportunity: Automotive Industry			

One the Move Plan – Freight Goal Group		Goal: World Class Intermodal Freight Hub	
Problem Statement	Project	Initiative	Policy
Opportunity: Lake Erie West (LEW) Global Logistics Center			
Improve multimodal access to rail freight transportation	Eliminate rail/highway conflict that impedes access to proposed Jeep supplier park	Market big 3 automakers - get them to put distribution in Toledo, not in Detroit (like Fostoria's mixing facility), or large scale, multi-company mixing facility	
		Identify / research our logistics competitive advantage	
		Research container / intermodal moves to Chrysler	
Opportunity: Air Freight			
Opportunity for expansion of air freight mode			Support increased airport capacity at airports throughout the region for the expansion of airfreight and related activities
Opportunity: Rail Freight			
Opportunities to increase rail freight use, and reduce conflicts	Bigger better intermodal terminal	Research alternatives to local inability to control crossing blockages at higher governmental levels	Nationalize railroad infrastructure
	Vickers crossing (flyover)		Support implementation of "Ohio Hub Study" (will increase freight capacity)
Opportunity: Highway / Trucking			

One the Move Plan – Freight Goal Group		Goal: World Class Intermodal Freight Hub	
Problem Statement	Project	Initiative	Policy
Opportunity: Lake Erie West (LEW) Global Logistics Center			
Improve road access and capacity for trucks, and reduce modal conflicts	McCord Road separation	Market unique advantages of Turnpike	Turnpike: policy for "Easy Pass" and quantity discounts (political pressure)
	Reconstruct Alexis Road pavement, Hagman to US 23	For inclusion in planning work program: obtain and analyze data pertaining to car / truck crashes	Require Agri-business to meet same constraints as other industries - eliminate exemptions that allow producers to use township roads without defraying costs of upgrades and maintenance
	Summit St. separation or completion of Buckeye Basin	Research impact of turnpike tolls on economic competitiveness	Change Turnpike mission to support local development
	Consaul St separation	Study need/feasibility of limited access Hwy east-west connector, I-75 to US 23 (Michigan)	Increase federal funding to construct/maintain NHS connectors at top level of functionality
	Efficient road connector (new NHS connector) from I-75 to US Post Office & MLK Plaza	Evaluate / upgrade SR 295 from US 24 to SR 2	Support the development of a new Canadian border crossing
	Widen DiSalle bridge I-75	Investigate the utility of truck-only lanes	Support real time info via ITS that is suitable to trucker needs
	Improve ramps South Ave/I-75		
	Improve on ramp Miami St. to south bound I-75		

One the Move Plan – Freight Goal Group		Goal: World Class Intermodal Freight Hub	
Problem Statement	Project	Initiative	Policy
Opportunity: Lake Erie West (LEW) Global Logistics Center			
	New I-75 interchange, north side Bowling Green		
	Widen I-475		
	Upgrade I-80/90 / I -75 interchange		

