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The contents of this report reflect the view of the Toledo Metropolitan Area Council of Governments which is responsible for the facts and accuracy of the data presented herein. The contents do not reflect the official views or policies of the Ohio Department of Transportation or the U.S. Department of Transportation. This report does not constitute a standard, specification, or regulation.
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MEMBERS OF THE “ON THE MOVE: 2007-2035 TRANSPORTATION PLAN” TASK FORCE

A group of volunteers from businesses, neighborhood groups, transportation operators representing different modes, and state and local governments worked together through the Toledo Metropolitan Area Council of Governments (TMACOG) to plan for our future. They reviewed forecasts of development and traffic; they listened to input from area residents on what is wrong and what opportunities are before us. They spent 27 months developing this plan. Without their efforts this plan would not have been completed.

TASK FORCE MEMBERS

Keith Avers, Township of Freedom
Brian Babcock, Citizen Representative
Jeff Ballmer, City of Sylvania Task Force Chair
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GOAL GROUPS: For members of the seven goal subcommittees, see Chapter VI.
ABSTRACT

TITLE   On the Move: 2007-2035 Transportation Plan

AUTHOR  Toledo Metropolitan Area Council of Governments

SUBJECT  This report presents the “On the Move: 2007-2035 Transportation Plan” and briefly describes the overall development and the significant citizen involvement process used to create the plan for the TMACOG transportation study area. The eight chapters discuss plan requirements; development and evaluation; plan projects, initiatives and policies; and implementation. The plan reviews goals and objectives, financial and air emission constraints, and environmental considerations. Regional initiatives and policies to be implemented through studies, short-term projects and other actions are listed. Projects are listed and accompanied by maps. Projects are classified as funded (within the fiscal constraint) and reserve (needed projects that will only proceed if other than the Anormal@ funding included in the fiscal constraint is found).

The plan is also presented in a popular summary booklet and a technical summary booklet. A companion report, “On the Move: 2007-2035 Transportation Plan Development Report,” provides more in-depth description of plan analyses, task force evaluation, and public involvement meetings. All are available from TMACOG.

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EXECUTIVE SUMMARY

“We envision a vibrant region with a dynamic economy and high quality of life where transportation is a core strength.” On the Move: 2007-2035 Transportation Plan Vision Statement

What will the Toledo metropolitan area look like in 30 years? Over the next three decades, what improvements in transportation do we need for better freight movement, personal mobility, and regional strength?

These are the core questions that TMACOG and the people of our region (Lucas and Wood counties in northwest Ohio, plus southern Monroe County, Michigan) addressed in developing the “On the Move: 2007-2035 Transportation Plan.”

The purpose of the “On the Move: 2007-2035 Transportation Plan” is to provide a program of transportation projects, initiatives, and policies that will guide nearly $8 billion of public investment over 28 years to enhance our regional transportation system. This plan takes a total modal view as all transportation modes are included, and there is a focus on integrating improvements to further develop an intermodal transportation system moving both people and goods.

There was also a focus throughout plan development on full participation by local governments, businesses, and citizens. The On the Move plan task force coordinated creation of this plan. The task force was a broad-based group consisting of representatives of governments, economic development and planning agencies, institutions and service agencies, the private sector, transportation stakeholders, and citizen advocates from neighborhoods. For more than two years, the task force worked with staff to make decisions on plan content and direction and develop an innovative public involvement process. The plan task force looked at technical analysis, brainstormed solutions, and made tough decisions on priorities. All public input was evaluated by the full task force and special working subcommittees (called goal groups) and incorporated into the problem statements that were the basis of the plan.

The plan is structured around seven goals, which were used to evaluate and rank proposed projects and initiatives based on impacts to the region and its transportation system:

“Our region and its transportation system will:

- Be designed and operated to promote safe and efficient travel across all modes,
- Protect the region’s investment by maintaining and preserving the existing system,
- Protect and sustain community and natural environments,
- Be a top quality multimodal passenger transportation hub,
- Be a world-class multimodal freight transportation hub,
- Be a center of transportation research and innovation, and
- Be successful in obtaining adequate funding for transportation facilities.”
Measures of effectiveness were developed and used to evaluate and select plan projects based on these goals. Plan development also was guided by the planning factors and other requirements of the federal “Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users” (SAFETEA-LU). The 2035 Plan is fully compliant with SAFETEA-LU, incorporating the new emphases on consultation with environmental and planning agencies, use of visualization methods to more clearly communicate plan content to the public, and working towards a safer and more secure transportation system. As with previous plans, the impacts on air emission constraints and on low income and minority neighborhoods were evaluated to insure compliance with federal requirements. The “On the Move: 2007-2035 Transportation Plan” is fiscally constrained based on expected federal, state, and local resources. A fiscal balance analysis table (Chapter II-4) shows anticipated transportation revenue against future project needs.

At the heart of the plan are 82 projects with funding already committed or expected to be available during the life of the plan. These are listed according to regional priority and identified by the goal they most directly address. There are 26 projects, representing an investment of $985 million, with the primary goal of improving safety and system efficiency, including rail-highway overpasses, and expressway improvements. To address the system preservation goal, $26.6 million is set aside for 33 pavement reconstruction projects and an unspecified number of bridge improvement projects.

An Intelligent Transportation System freeway management system addresses both the safety and efficiency goal and the goal of protecting the environment by improving traffic flow and reducing pollutant emissions from stalled traffic. To implement the goal of a multimodal system for personal mobility (“passenger goal”) the plan calls for nine transit projects including a downtown trolley, one passenger rail project (infrastructure needed for the proposed Ohio Hub high speed rail system), a passenger marina, two pedestrian projects, 18 bikeway projects, and nine “complete streets” upgrades to improve bicycle and pedestrian access to specific street locations.

Fourteen freight transportation-related projects will support development of and improve road access to intermodal hubs, increase air freight capacity (runway extension), and introduce an innovative freight monorail. One project related to the research goal is included, a people-mover providing a transportation connection within a new research and technology corridor. A reserve list with six projects represents more than $265 million in needs that cannot be funded under the anticipated federal and state dollar allocations to the Toledo metropolitan area.

In addition to projects, the plan encompasses 18 initiatives (major studies, other strategic actions) and 41 policies (to guide future action in the region). These are also based on meeting the seven plan goals.

An implementation schedule concludes the plan. The implementation schedule lists lead agencies, the time period during which the projects can be funded for construction, and the estimated cost in dollars.
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