

**TMACOG 2035 Transportation Plan-Update 2011
Wednesday, March 24 —Public Input Meeting
Wood County Library, Bowling Green**

What should be changed for the 2035 Plan update?

TABLE 1

Changes that have occurred in our region in the past 3 years:

Top changes:

- 1) North Baltimore facility and impact on region
- 2) Truck movement resulting from intermodal facility
- 3) Salisbury – Perrysburg congestion on 475-75

Other changes:

- 4) BG no longer served by intercity bus transportation (Greyhound)
- 5) I-75 (Perrysburg-Findlay), impact on Hoytville Rt 18 – Rt 35
- 6) Turnpike toll rate up — pushed traffic to adjacent roads
- 7) Deep ditches are safety issues
- 8) Dunbridge rail crossing closing below 582
- 9) Passenger rail in Ohio – what’s going to happen in Toledo?
- 10) Economic impacts on Rt 18 corridor/around intermodal site

Top priorities for the Plan update:

1. Expansion of I-75 from Perrysburg to Findlay
2. I-75/582 interchange not truck-friendly. Fix concurrent with I-75 widening
3. New north BG I-75 interchange – Sugar Ridge or Poe Road

Other ideas for Plan update (not in priority order):

4. Add shuttle transportation from BG to Toledo, Findlay, others
5. Improve safety of expressway
6. Expand transit options
7. Monorail
8. Widening of Route 25 – Perrysburg to BG (address safety)
9. River crossing in Tontogony–Route 235; could possibly move trucks from intermodal facility

TABLE 2

Changes in past 3 years:

Top changes:

- 1) New CSX Intermodal Hub near N. Baltimore: more trucks = congestion/accidents on I-75
- 2) Drop in passenger service at Toledo Express Airport
- 3) Fluctuating fuel costs — gas tax income is down

Other changes:

- 4) BG Bike transportation plan – needs to be integrated into regional plan
- 5) Need better road maintenance
- 6) Increased focus on alternative fuel vehicles.

Top priorities for the Plan update:

1. Intra-state passenger rail system between Toledo & Columbus (include the Ohio higher education rail network linking universities)

2. Create bikeways and pedestrian trails that connect residents with schools and work places throughout the region
3. Additional funding

Other:

4. Integrate north-south bike trail – Slippery Elm Trail to Waterville bridge crossing
5. Create pedestrian–friendly ways to get to schools – safe routes plan and funding streams

TABLE 3

Changes in past 3 years:

Top changes:

- 1) Economy went south!
- 2) Job loss

Other changes:

- 3) Increase in container shipments
 - a. more trucks
- 4) Fewer cars – lost \$ to fix roads and bridges
- 5) More trucks on I-75
- 6) Fuel cost up
- 7) More fuel efficient cars
- 8) Less air travel
- 9) Trouble maintaining infrastructure
- 10) Solar power – wind power – LEDs (“greener” energy)
- 11) More trains – unit containers
- 12) More \$ for new while less for old (maintenance?)
- 13) Increase in labor and maintenance cost

Top priorities for the Plan update — How to invest \$ (on what):

1. Support economic development by providing \$ for infrastructure
2. Make Toledo Express competitive or drop passenger service – freight only
3. Stronger roads and bridges to support heavier wheel loads
4. Maintain our (National) port facilities

Other:

5. Roads and bridges
6. Need funding for item #1
7. I-75 widening Perrysburg – Findlay
8. \$ for ITS on major highways

TABLE 4

Changes in past 3 years:

- 1) Maumee River Crossing
- 2) CSX RR intermodal yard
- 3) State Route 18 and I-75 (increased truck traffic expected from 2)
- 4) Increased bike traffic
- 5) State Route 25/Levis Commons development traffic

Top priorities for the Plan update:

1. State Route 18 improvements from I-75 interchange to the west (bypass of North Baltimore and Hoytville). Development should be built for future

2. Eagleville and Cygnet interchange into 1 – off I-75
3. Bike path along River Road

Other:

3. Bike path from BG to Perrysburg
4. Liberty-Hi to Route 6 improvements (because of increased CSX traffic)

Table 5

Recent changes / opportunities:

Top issues

- 1) Need for mobility, access to future jobs in region
- 2) North Baltimore gateway project
- 3) Availability of transit decreasing from lack of funding – bus routes reduced (Greyhound)

Other issues

- 4) Opportunities to go green (solar/biomass/wind alternate energy)
- 5) Auto industry decline
- 6) Opportunity to connect universities by existing rails
- 7) Fuel costs and less vehicle miles traveled
- 8) New US 24 corridor impacts

...so we should invest in:

1. a. Ohio Hub – passenger rail into NW Ohio
b. Bus routes connecting outlying communities (such as North Baltimore and train crews)
c. Transportation around casino
2. I-75 widening for North Baltimore SR 18/ SR235/ SR25 CSX trucks
3. Public–private partnership to promote mega bus stop in Toledo with better park/ride facility and pick up location
4. a. Sustainability for transportation facilities
b. Connectivity between transit modes (multimodal) – less dependence on auto
5. Alternative energy industry
6. Higher education rail network