

Problem Statement	Project	Initiative	Policy
<b>Transit</b>			
<b>Geographic coverage</b>			
Lack of sufficient geographic reach of public transit across region (lacking in Oregon, rural areas, Springfield Twp area)		Different / regional funding mechanism - geographically fair - <b>to allow service throughout region as needed</b>	Truly integrated system that services all areas / people
		Subsidized bus lines to employment areas	More state / county transit funding
		Implement Regional Transit Study recommendation to coordinate transit with adjoining rural & <b>suburban</b> transit systems	Plan for greater development densities that will create higher demand
		<b>Work with stakeholders to coordinate transportation resources of senior citizen, workforce development, Medicare, and social service agencies.</b>	
<b>Transit improvements</b>			
Make transit more user-friendly; improve operations and hours of service	Real time bus arrival information	<del>&lt;--[Change to a Project] Investigate the applicability of</del> signal prioritization for buses	Better "policing" of bench condition at bus stops
	Add rural circulators <b>(requires additional funding base)</b>	Increase frequency of buses	Businesses & other transit generators required to provide transit amenities
	Expand hours of service <i>[Change to Initiative; don't need to buy more buses to add night &amp; weekend service; OR per Dave D., leave as an operations project] --&gt;</i>	<del>Increase funding in order to add</del> <b>As a first step, investigate feasibility (routing, performance and costs) of multiple hubs</b>	More money for transit
<b>Transit Innovations &amp; Connections</b>			
Opportunity to improve region with transit innovations and intermodal connections	Fund and build Technology Corridor people-mover; include link to BGSU	Public transit connecting to rail (bus, trolley or people mover), <b>especially when rail service increases</b>	
	Downtown trolley system and link to UT (boost to economic development)		Urge continuation or increase of service for intercity bus service for interconnections between NW Ohio and SE Michigan communities
<b>Personal Mobility</b>			
<b>Mobility Needs: Seniors / Special Needs / Other Nondrivers</b>			
Lack of sufficient transportation for seniors, people with	Regional transit to airport <b>(as part of geographically-expanded service) [Change to Initiative]--&gt;</b>	Better pedestrian facilities linking to transit	All transit should be more senior-friendly, and accessible to seniors/disabled

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disabilities / special needs, and other nondrivers	New TARPS paratransit facility adjoining Toledo train station [scheduled/funded 2008-2009]	Local regulation requiring 15% of fleets (cab, bus, other) to have handicap accessibility	User-friendly traveler information on all modes and connectivity
		Increase in TARTA routes, increase geographical area (county wide or region wide)	Paratransit needs to provide faster service (zones or call-a-ride), one hour or less service [Jim G thinks may already be doing this; will call Shelley to clarify]
<b>Transportation choices</b>			
Provide more viable personal transportation choices		Education to change social patterns of one car-one driver	Regional policy: Support development of a passenger transportation system providing full range of integrated, interconnected modal choices to insure mobility of all citizens and options that improve community and natural environments.
		Educate public on alternative development patterns and benefits	Adopt a regional complete streets policy including ped/bike and transit
			Increase density of development -- incl. Infill housing in urban areas -- to make multiple transportation modes feasible
<b>Passenger Rail</b>			
Lack of fast, convenient & affordable intercity passenger rail	Upgrade deteriorating infrastructure at MLK Plaza and improve passenger access to multiple rail lines	<---Support Vickers rail/rail crossing and new Maumee River bridge for passenger rail [Jim G: Move to a PROJECT]	Join with other regions to push for Ohio Hub Plan (high speed rail) -- incl. Toledo-Detroit connection via Detroit airport
		Explore connection of high-speed rail to Toledo Express Airport	Support Chicago Hub Plan (high speed rail)
<b>Air</b>			
Clarify Toledo Express's role in air passenger transportation –finding a way for Express and Detroit Metro to complement each other– and improve service	Support the extension of the north-south runway	Need to research future of Toledo Express (freight? passenger? expansion?). Look at relationship / roles of Toledo and Detroit. (As appropriate, look at bus/rail connection between airports.)	Maintain or grow passenger service at Tol Express because majority of Airport funding tied to passenger use
<b>Economic Development</b>			

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Use transportation to support economic development	Provide for connection to Lake Erie Islands from Toledo	Increase transit-oriented development	Tie in the bike network to all major development areas
		Incorporate transit into new and refurbished developments	Tie in multiple modes of transportation to major development areas

**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 (see attached)		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		

**Bike Planning**

Bike facilities are not routinely included in community and street project plans		Include or strengthen points in the TIP and OPWC scoring criteria for ped/bike facilities	Require bike facilities in community master and comprehensive plans
			Support implementation of ODOT bicycle/ped facilities policy (inclusion in street projects)
			All new and improved bridges should have bike/ped provisions
			All bikeways ADA accessible
<b>Maumee Riverfront</b>			

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Opportunity to make river corridors bike/ped friendly	Build trails for connectivity--Maumee River [Connect I-280/Craig Bridge, Marina District, Olive Branch RR / International Park]		Make sure ped/bike provisions are in site plans for waterfront development
	Preserve grade separated crossing at Main Street		
	Build trails for connectivity -- Swan Creek [Extend Riverwalk from Erie St. Market to Swan Cr. Metropark]		
<b>Bike-Ped Safety &amp; Information</b>			
Inappropriate behavior, and need for information		Develop bike route/user maps	Support existing laws and encourage community enforcement
		Create a web based interactive map for bike routing	
		Education campaign for both cyclists and drivers	
		Education for school kids on bike and pedestrian safety	
<b>Pedestrian Transportation</b>			
Lack of pedestrian facilities / lack of access to destinations)	Pedestrian bridge across Douglas Rd at UT tied to Westside corridor	Use wear paths in grassed areas to plan sidewalks	Promote/support development of a complete sidewalk system throughout region. (People walking on the street: need sidewalks.)
	Project: ped/bike facilities on Airport Hwy across I-475 and accessing Spring Meadows shopping center	Develop and campaign for a uniform zoning and development code	Require communities have fully ADA compliant sidewalks/curb cuts
			Recommend that access be provided to all existing and future commercial developments, and that pedestrian facilities be in all site plans
			Require transit-friendly pedestrian facilities in zoning codes & site design; and coordinate projects with transit
Lack of maintenance and clearing of sidewalks		Develop program to assist residents to clear and maintain sidewalks - community action program to help elderly, disabled, etc	Require communities to require residents to maintain sidewalks

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<b>School transportation issues</b>			
Problems with safe ped/bike access, and car/bus/pedestrian conflicts		Develop a regional safe routes to school program addressing ped/bike routes, funding, infrastructure, etc. [ <i>addresses concerns of TMACOG Ped School Survey</i> ]	All new construction should provide for safe bicycle/pedestrian access and parking
			Separate the pedestrian/bicycle flow from vehicular (both bus and car) flow on school sites
			Promote neighborhood walkpooling to school
			Provide adequate crosswalks and signals proximate to schools and other special need locations
<b>Auto and Roadway Issues</b>			
<b>Auto / Efficiency</b>			
Improve traffic flow, reduce congestion.	Institute regional ITS system with robust traveler information for highway and transit modes	Coordinate with area stakeholders to implement traveler information components of the regional ITS plan	Support/encourage access management planning on busy street corridors
	Arterial traffic signal coordination, including arterials that cross multiple jurisdictions		Reduce demands on highway system through increased provision of public transit, bicycle and pedestrian facilities, carpooling and telecommuting options.
	Need grade separated rail crossings regionwide (Northwood south of city limits, Westwood Ave, Summit St, Suder, Lime City Rd, East Broadway by Tracey Rd, Oregon, McCord Rd)		Roundabout is the preferred alternative for all intersection studies since it will reduce delays
			Better coordination of construction projects
<b>Auto / Fuel/ Environmental Impacts</b>			
Reduce negative environmental impacts of autos and fossil fuels		Increase / improve public transportation	Encourage shift to fuel efficient modes (rail, water, hybrids, etc.)
		Continued support for TMACOG Share A Ride program	More efficient autos, purchase more efficient fleet vehicles
			Better vehicle maintenance

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			Statewide emission/maintenance check (like Ohio Highway Patrol vehicle safety checks)
			Stronger land use & zoning controls
			Uniform license fees for all jurisdictions (critical for roadway funding and fairness issues)
			Education (eg. Ozone Action Days) choices to reduce environmental impacts (various actions)
<b>Street Safety</b>	Eliminate bicycle choke points ( <i>specific projects being considered by Ped-Bike Committee</i> )	Considerations of counter measures for reduction of crashes at signalized intersections	Signal timing phasing to improve safety (extend time between red on one side to green on the other)
		Increase professional development (road crews, administrators, practitioners, etc.) on traffic safety	Trim trees to improve visibility at intersections and on roadways
		Research ped-bike crash locations and recommend solutions	Better educate the public to follow traffic rules
			Encourage paved berms on urban & rural roads to improve safety for motorized & nonmotorized modes
			Encourage jurisdictions to have regular sign replacement programs
			Enact and enforce legislation prohibiting the use of cell phones while driving ( <i>see statistics</i> )
			Promote design for safer highways (policy like NY, Wisconsin that roundabouts have to be considered before other alternatives)
<b>Improve Roadways</b>			
		Establish regional "steady state" system: attainment of an acceptable level of street pavement and bridge condition and maintain that level	Support implementation of regional Stormwater Management Plan -- reduces storm run-off, improved storm water detention/retention, improved stream capacity -- to reduce community flooding
			Maintain rail crossings

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<b>Transportation System Security</b>			
Improve safety and security for passenger transportation		As needed, facilitate coordination among transportation modes and local emergency management agencies regarding transportation safety and security	
<b>Funding and Cooperation</b>			
		Push transportation funding needs at the state and federal level	Change taxing structure for funding transportation
		Develop partners and coalitions to push funding needs	Coordinate with adjoining MPO's to improve transportation options
<b>ADDITIONAL BIKEWAY PROJECTS REFERED TO PED-BIKE COMMITTEE FOR RECOMMENDATION:</b>			
1	<b>Kilborn extended to Sylvania-Metamora (also extend Sylv.-Metamora)</b>		
2	<b>Expansion of University Parks trail to the north into Michigan</b>		
3	<b>Bike connection into airport</b>		
4	<b>Connection between Oregon trail and North Coast Inland Trail</b>		
5	<b>Connection into Southwyck Mall</b>		
6	<b>Connection down SR 25 into Levis Commons</b>		
7	<b>Connection between Oregon trail to trail across Craig Bridge</b>		
	<b>PLUS: Projects on existing 2025 Plan</b>		