

**On the Move: 2007-2035 Transportation Plan**

**Passenger Goal INITIATIVES Evaluation**

Goal: Be a top quality multi-modal passenger transportation hub

Initiative #, Project (Goal Group Rank)	P-init 1 Different / regional funding mechanism - geographically fair - to allow service throughout region as needed (H)		P-init 2 Subsidized bus lines to employment areas (H)		P-init 3 Implement Regional Transit Study recommendation to coordinate transit with adjoining rural & suburban transit systems (H)	
	Information	Score (0-5)	Information	Score (0-5)	Information	Score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>						
a. Percent of population served by full-service transit (in 2035)	Indirect impact (could result in increased pop served -- see P-init 12)		**		** Connects more people to full-service transit	
b. Serves reverse commute (Transit: # of potential trips between EJ /low income & minority areas and job concentration centers with new transit service)	Indirect impact (could result in increase pop served -- see P-init 12)		** Yes: Intent is transportation to currently un-served employment		Possible limited benefit for reverse commute	
c. Miles of regional bikeway network to be implemented	n/a		n/a		n/a	
d. Increases/ improves connections between alternative modes	Indirect impact (could result in increased connections)		**		Yes	
<b>2. Promote alternatives to personal vehicle usage</b>						
a. Availability of traveler information on travel options	n/a		n/a		Would need to include info. component	
b. Increase in population within ½ mile of paved regional bike path or lanes	n/a		n/a		n/a	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	Indirect: More funding could allow improvements		Yes		Yes	
d. Improves safety for non-drivers	n/a		**		**	
<b>3. Insure personal mobility for all</b>						
a. Increased access to transportation for elderly and disabled	Indirect impact (could result in increased pop served -- see P-init 12)		**		Yes	
b. Percent of elderly within ¼ mile of transit route	** (indirect impact)		**		**	
c. Improves access to education facilities for non-drivers	Indirect impact (could result in increased pop served -- see P-init 12)		n/a			
<b>4. Balanced / rational spending on modes</b>						
a. Increases investment in modes with lower environmental costs:	Yes		Yes		Yes	
(1) Reduces air quality impacts: 1 point-reduces congestion/improves efficiency; 2 points -enables use of alternative motorized mode; 3 points- enables use of NONmotorized mode	2		2		2	
(2) Minimizes increase in paved surface	0 increase		0 increase		0 increase	
<b>5. Support economic health of region</b>						
a. Increases options for business & tourist travel	Indirect impact: could produce new options		n/a		Unlikely	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	** Indirect impact		n/a		n/a	
c. Supports synergy between major education and research assets	** Indirect impact		n/a		Unlikely	
<b>Grand Total</b>		<b>0</b>		<b>0</b>		<b>0</b>

\* n/a = Not applicable (in staff's opinion)

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Initiative #, Project (Goal Group Rank)	P-init 4 Work with stakeholders to investigate coordinating transportation resources of senior citizen, workforce development, Medicare, and social service agencies. (H)		P-init 5 Expand public transit hours of service (H)		P-init 6 Increase frequency of buses (H)	
	Information	Score (0-5)	Information	Score (0-5)	Information	Score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>						
a. Percent of population served by full-service transit (in 2035)	n/a		n/a		n/a	
b. Serves reverse commute (Transit: # of potential trips between EJ /low income & minority areas and job concentration centers with new transit service)	Potential to provide transportation to work for clients		n/a		n/a	
c. Miles of regional bikeway network to be implemented	n/a		n/a		n/a	
d. Increases/ improves connections between alternative modes	Potential to provide link to other modes		Yes		Yes	
<b>2. Promote alternatives to personal vehicle usage</b>						
a. Availability of traveler information on travel options	Would need to include info. component		n/a		n/a	
b. Increase in population within ½ mile of paved regional bike path or lanes	n/a		n/a		n/a	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	Yes, could improve availability of specialized transport		Yes: allows access to night & weekend jobs, etc.		Yes: frequency	
d. Improves safety for non-drivers	**		**		**	
<b>3. Insure personal mobility for all</b>						
a. Increased access to transportation for elderly and disabled	Yes		Yes		**	
b. Percent of elderly within ¼ mile of transit route	n/a		n/a		n/a	
c. Improves access to education facilities for non-drivers	Yes, potential to provide transport to school for clients		Yes (example, night classes)		**	
<b>4. Balanced / rational spending on modes</b>						
a. Increases investment in modes with lower environmental costs:	Yes		Yes		Yes	
(1) Reduces air quality impacts: 1 point-reduces congestion/improves efficiency; 2 points -enables use of alternative motorized mode; 3 points- enables use of NONmotorized mode	2		2		2	
(2) Minimizes increase in paved surface	0 increase		0 increase		0 increase	
<b>5. Support economic health of region</b>						
a. Increases options for business & tourist travel	n/a		Yes		**	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	n/a		n/a		n/a	
c. Supports synergy between major education and research assets	n/a		n/a		n/a	
<b>Grand Total</b>		<b>0</b>		<b>0</b>		<b>0</b>

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Initiative #, Project (Goal Group Rank)	P-init 7 As a first step, investigate feasibility (routing, performance and costs) of multiple hubs (H)		P-init 8 Public transit connecting to rail (bus, trolley or people mover), especially when rail service increases (H)		P-init 9 Better pedestrian facilities linking to transit (H)	
Objectives & Measures	Information	Score (0-5)	Information	Score (0-5)	Information	Score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>						
a. Percent of population served by full-service transit (in 2035)	n/a		n/a		n/a	
b. Serves reverse commute (Transit: # of potential trips between EJ /low income & minority areas and job concentration centers with new transit service)	n/a		Potential rail service to BG		n/a	
c. Miles of regional bikeway network to be implemented	n/a		n/a		n/a	
d. Increases/ improves connections between alternative modes	Potentially yes		Yes		Yes	
<b>2. Promote alternatives to personal vehicle usage</b>						
a. Availability of traveler information on travel options	n/a		n/a		n/a	
b. Increase in population within ½ mile of paved regional bike path or lanes	n/a		n/a		n/a	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	Potentially yes: if feasible, multiple hubs provide more direct trips, reduce time		Yes		n/a	
d. Improves safety for non-drivers	n/a		**		Yes	
<b>3. Insure personal mobility for all</b>						
a. Increased access to transportation for elderly and disabled	**		Yes (currently no transit to 1/2 or 3/4 of trains)		Yes	
b. Percent of elderly within ¼ mile of transit route	n/a		n/a		n/a	
c. Improves access to education facilities for non-drivers	There are potential benefits		Potential rail service to BG		Yes	
<b>4. Balanced / rational spending on modes</b>						
a. Increases investment in modes with lower environmental costs:	Yes		Yes		Yes	
(1) Reduces air quality impacts: 1 point-reduces congestion/improves efficiency; 2 points -enables use of alternative motorized mode; 3 points- enables use of NONmotorized mode	2		2		3	
(2) Minimizes increase in paved surface	0 increase		0 increase		Increase in sidewalks	
<b>5. Support economic health of region</b>						
a. Increases options for business & tourist travel	**		Yes		n/a	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	**		More rail passengers supports station area redevelopment		n/a	
c. Supports synergy between major education and research assets	n/a		**		n/a	
<b>Grand Total</b>		<b>0</b>		<b>0</b>		<b>0</b>

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Initiative #, Project (Goal Group Rank)	P-init 10 Local regulation requiring 15% of fleets (cab, bus, other) to have handicap accessibility (H)		P-init 11 Regional transit to airport (as part of geographically-expanded service) (H)		P-init 12 Increase in TARTA routes, increase geographical area (county wide or region wide) (H)	
	Information	Score (0-5)	Information	Score (0-5)	Information	Score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>						
a. Percent of population served by full-service transit (in 2035)	n/a: full-service transit buses already accessible		58% served (Adds 6,530 = 1% of reg'l pop)		79% served (Adds 142,140 = 23% of reg'l pop)	
b. Serves reverse commute (Transit: # of potential trips between EJ /low income & minority areas and job concentration centers with new transit service)	**		Projected # potential work trips: 962 / day		Projected # potential work trips: 11,420 / day	
c. Miles of regional bikeway network to be implemented	n/a		n/a		n/a	
d. Increases/ improves connections between alternative modes	Yes for disabled		Yes		Yes (airport, bikeways, etc.)	
<b>2. Promote alternatives to personal vehicle usage</b>						
a. Availability of traveler information on travel options	n/a		n/a		n/a	
b. Increase in population within ½ mile of paved regional bike path or lanes	n/a		n/a		n/a	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	Yes		Yes		Yes	
d. Improves safety for non-drivers	**		**		**	
<b>3. Insure personal mobility for all</b>						
a. Increased access to transportation for elderly and disabled	Yes		Yes		Yes	
b. Percent of elderly within ¼ mile of transit route	n/a		Adds service to approx 650 elderly = addt'l 1%		Adds service to 14,220 elderly = addt'l 12%	
c. Improves access to education facilities for non-drivers	Yes		**		Yes	
<b>4. Balanced / rational spending on modes</b>						
a. Increases investment in modes with lower environmental costs:	Yes		Yes		Yes	
(1) Reduces air quality impacts: 1 point-reduces congestion/improves efficiency; 2 points -enables use of alternative motorized mode; 3 points- enables use of NONmotorized mode	2		2		2	
(2) Minimizes increase in paved surface	0 increase		0 increase		0 increase	
<b>5. Support economic health of region</b>						
a. Increases options for business & tourist travel	Yes for travelers with disabilities		Yes		Yes	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	n/a		n/a		n/a	
c. Supports synergy between major education and research assets	n/a		n/a		**	
<b>Grand Total</b>		<b>0</b>		<b>0</b>		<b>0</b>

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Initiative #, Project (Goal Group Rank)	P-init 13 Education to change social patterns of one car-one driver (H)		P-init 14 Educate public on alternative development patterns and benefits (H)		P-init 15 Explore connection of high-speed rail to Toledo Express Airport (H)	
Objectives & Measures	Information	Score (0-5)	Information	Score (0-5)	Information	Score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>						
a. Percent of population served by full-service transit (in 2035)	n/a		n/a		n/a	
b. Serves reverse commute (Transit: # of potential trips between EJ /low income & minority areas and job concentration centers with new transit service)	n/a		n/a		Downtown Toledo to Toledo Express is a "reverse commute" trip	
c. Miles of regional bikeway network to be implemented	n/a		n/a		n/a	
d. Increases/ improves connections between alternative modes	n/a		n/a		Yes (rail to air)	
<b>2. Promote alternatives to personal vehicle usage</b>			Higher density urban development supports transit rail bike/ped use			
a. Availability of traveler information on travel options	Education campaign could include information on travel options		n/a		n/a	
b. Increase in population within ½ mile of paved regional bike path or lanes	n/a		Potential (indirect) benefits		n/a	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	Indirect impact: could lead to increased ridership		Potential (indirect) benefits		Potential to increase rail ridership	
d. Improves safety for non-drivers	n/a		More "eyes on street"?		n/a	
<b>3. Insure personal mobility for all</b>	**					
a. Increased access to transportation for elderly and disabled	n/a		Potential (indirect) benefits		Yes	
b. Percent of elderly within ¼ mile of transit route	n/a		Potential (indirect) benefits		n/a	
c. Improves access to education facilities for non-drivers	n/a		**		n/a	
<b>4. Balanced / rational spending on modes</b>						
a. Increases investment in modes with lower environmental costs:	Potential indirect impact		n/a		Yes	
(1) Reduces air quality impacts: 1 point-reduces congestion/improves efficiency; 2 points -enables use of alternative motorized mode; 3 points- enables use of NONmotorized mode			n/a		2	
(2) Minimizes increase in paved surface	n/a		n/a		0 increase	
<b>5. Support economic health of region</b>						
a. Increases options for business & tourist travel	n/a		**		Yes	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	n/a		Potential benefits		**	
c. Supports synergy between major education and research assets	n/a		n/a		n/a	
<b>Grand Total</b>		0		0		0

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Initiative #, Project (Goal Group Rank)	P-init 16 Research future of Toledo Express (freight/passenger/expand?). Roles /relationship, Toledo & Detroit. (Connect via bus/rail?) (H)		P-init 17 Increase transit-oriented development (H)		P-init 18 Incorporate transit into new and refurbished developments (H)	
	Information	Score (0-5)	Information	Score (0-5)	Information	Score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>						
a. Percent of population served by full-service transit (in 2035)	n/a		n/a		Im Jim Gee	
b. Serves reverse commute (Transit: # of potential trips between EJ /low income & minority areas and job concentration centers with new transit service)	n/a		n/a		**	
c. Miles of regional bikeway network to be implemented	n/a		n/a		n/a	
d. Increases/ improves connections between alternative modes	Potential benefit		n/a		**	
<b>2. Promote alternatives to personal vehicle usage</b>					Yes	
a. Availability of traveler information on travel options	n/a		n/a		Potential for informational component	
b. Increase in population within ½ mile of paved regional bike path or lanes	n/a		n/a		n/a	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	n/a		Denser dev't around transit or rail stops = increased ridership		Improved amenities; Potential to increase ridership	
d. Improves safety for non-drivers	n/a		**		Potential benefit	
<b>3. Insure personal mobility for all</b>						
a. Increased access to transportation for elderly and disabled	**		Potential benefit		Potentially yes	
b. Percent of elderly within ¼ mile of transit route	n/a		**		**	
c. Improves access to education facilities for non-drivers	n/a		n/a		**	
<b>4. Balanced / rational spending on modes</b>						
a. Increases investment in modes with lower environmental costs:	Mostly n/a (except bus/rail connections)		**		Yes	
(1) Reduces air quality impacts: 1 point-reduces congestion/improves efficiency; 2 points -enables use of alternative motorized mode; 3 points- enables use of NONmotorized mode	Possibly 2		**		2	
(2) Minimizes increase in paved surface	n/a		n/a		n/a	
<b>5. Support economic health of region</b>						
a. Increases options for business & tourist travel	Possible indirect benefit		n/a		**	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	n/a		Yes		**	
c. Supports synergy between major education and research assets	n/a		Potential benefit		**	
<b>Grand Total</b>		0		0		0

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Initiative #, Project (Goal Group Rank)	P-init 19 Encourage community participation in TMACOG and other ped/bike committees (H)		P-init 20 Develop/enforce [street] design standards that are safe for cyclists (H)		P-init 21 Maintain pavement/ fix potholes/ install bicycle-safe grates (H)	
	Information	Score (0-5)	Information	Score (0-5)	Information	Score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>						
a. Percent of population served by full-service transit (in 2035)	n/a		n/a		n/a	
b. Serves reverse commute (Transit: # of potential trips between EJ /low income & minority areas and job concentration centers with new transit service)	n/a		n/a		n/a	
c. Miles of regional bikeway network to be implemented	Potential indirect benefit		n/a		n/a	
d. Increases/ improves connections between alternative modes	**		n/a		Potential benefit if more streets are cyclable	
<b>2. Promote alternatives to personal vehicle usage</b>						
a. Availability of traveler information on travel options	n/a		n/a		n/a	
b. Increase in population within ½ mile of paved regional bike path or lanes	**		n/a		n/a	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	n/a		n/a		n/a	
d. Improves safety for non-drivers	Potential indirect benefit		Yes		Yes	
<b>3. Insure personal mobility for all</b>						
a. Increased access to transportation for elderly and disabled	Potential indirect benefit		**		**	
b. Percent of elderly within ¼ mile of transit route	n/a		n/a		n/a	
c. Improves access to education facilities for non-drivers	Potential indirect benefit		Yes		Yes	
<b>4. Balanced / rational spending on modes</b>						
a. Increases investment in modes with lower environmental costs:	Potential indirect benefit		Yes		Yes	
(1) Reduces air quality impacts: 1 point-reduces congestion/improves efficiency; 2 points -enables use of alternative motorized mode; 3 points- enables use of NONmotorized mode	Potential indirect benefit (3)		3		3	
(2) Minimizes increase in paved surface	**		**		0 increase	
<b>5. Support economic health of region</b>						
a. Increases options for business & tourist travel	Potential indirect benefit		Potential benefit		**	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	n/a		n/a		n/a	
c. Supports synergy between major education and research assets	n/a		n/a		n/a	
<b>Grand Total</b>		<b>0</b>		<b>0</b>		<b>0</b>

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Initiative #, Project (Goal Group Rank)	P-init 22 Study the need for additional pedestrian-bikeway river crossings (H)		P-init 23 Include or strengthen points in the TIP and OPWC scoring criteria for ped/bike facilities (H)		P-init 24 Develop bike route/user maps (H)	
	Information	Score (0-5)	Information	Score (0-5)	Information	Score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>						
a. Percent of population served by full-service transit (in 2035)	n/a		n/a		n/a	
b. Serves reverse commute (Transit: # of potential trips between EJ /low income & minority areas and job concentration centers with new transit service)	n/a		n/a		n/a	
c. Miles of regional bikeway network to be implemented	Potential indirect benefit		Potential benefit		n/a	
d. Increases/ improves connections between alternative modes	Potential indirect benefit		**		n/a	
<b>2. Promote alternatives to personal vehicle usage</b>						
a. Availability of traveler information on travel options	n/a		n/a		Yes (maps are traveler info)	
b. Increase in population within ½ mile of paved regional bike path or lanes	Potential benefit		Potential benefit		n/a	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	n/a		n/a		n/a	
d. Improves safety for non-drivers	Potential indirect benefit		Potential indirect benefit		Yes-shows safe routes	
<b>3. Insure personal mobility for all</b>						
a. Increased access to transportation for elderly and disabled	Potential indirect benefit		Potential indirect benefit		**	
b. Percent of elderly within ¼ mile of transit route	n/a		n/a		n/a	
c. Improves access to education facilities for non-drivers	Potential indirect benefit		Potential indirect benefit		Potential benefit	
<b>4. Balanced / rational spending on modes</b>						
a. Increases investment in modes with lower environmental costs:	Potentially yes		Yes		Yes	
(1) Reduces air quality impacts: 1 point-reduces congestion/improves efficiency; 2 points -enables use of alternative motorized mode; 3 points- enables use of NONmotorized mode	3		3		3	
(2) Minimizes increase in paved surface	**		**		0 increase	
<b>5. Support economic health of region</b>						
a. Increases options for business & tourist travel	**		**		Potential benefit	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	**		n/a		n/a	
c. Supports synergy between major education and research assets	n/a		n/a		n/a	
<b>Grand Total</b>		<b>0</b>		<b>0</b>		<b>0</b>

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Initiative #, Project (Goal Group Rank)	P-init 25 Create a web based interactive map for bike routing (H)		P-init 26 Education campaign for both cyclists and drivers (H)		P-init 27 Education for school kids on bike and pedestrian safety (H)	
	Information	Score (0-5)	Information	Score (0-5)	Information	Score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>						
a. Percent of population served by full-service transit (in 2035)	n/a		n/a		n/a	
b. Serves reverse commute (Transit: # of potential trips between EJ /low income & minority areas and job concentration centers with new transit service)	n/a		n/a		n/a	
c. Miles of regional bikeway network to be implemented	n/a		n/a		n/a	
d. Increases/ improves connections between alternative modes	n/a		n/a		n/a	
<b>2. Promote alternatives to personal vehicle usage</b>						
a. Availability of traveler information on travel options	Yes-personalized traveler info		n/a		n/a	
b. Increase in population within ½ mile of paved regional bike path or lanes	n/a		n/a		n/a	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	n/a		n/a		n/a	
d. Improves safety for non-drivers	Yes-gives safe routes		Yes		Yes	
<b>3. Insure personal mobility for all</b>						
a. Increased access to transportation for elderly and disabled	**		n/a		n/a	
b. Percent of elderly within ¼ mile of transit route	n/a		n/a		n/a	
c. Improves access to education facilities for non-drivers	Potential benefit		n/a		n/a	
<b>4. Balanced / rational spending on modes</b>						
a. Increases investment in modes with lower environmental costs:	Yes		Possible indirect benefit		Possible indirect benefit	
(1) Reduces air quality impacts: 1 point-reduces congestion/improves efficiency; 2 points -enables use of alternative motorized mode; 3 points- enables use of NONmotorized mode	3					
(2) Minimizes increase in paved surface	0 increase		n/a		n/a	
<b>5. Support economic health of region</b>						
a. Increases options for business & tourist travel	Potential benefit		n/a		n/a	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	n/a		n/a		n/a	
c. Supports synergy between major education and research assets	n/a		n/a		n/a	
<b>Grand Total</b>		<b>0</b>		<b>0</b>		<b>0</b>

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Initiative #, Project (Goal Group Rank)	P-init 28 Use wear paths in grassed areas to plan sidewalks (H)	P-init 29 Develop and campaign for a uniform zoning and development code [to help address pedestrian needs] (H)	P-init 30 Develop program to assist residents to clear and maintain sidewalks - community action program to help elderly, persons with disabilities, etc (H)			
Objectives & Measures	Information	Score (0-5)	Information	Score (0-5)	Information	Score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>						
a. Percent of population served by full-service transit (in 2035)	n/a		n/a		n/a	
b. Serves reverse commute (Transit: # of potential trips between EJ /low income & minority areas and job concentration centers with new transit service)	n/a		n/a		n/a	
c. Miles of regional bikeway network to be implemented	n/a		n/a		n/a	
d. Increases/ improves connections between alternative modes	Potential benefit (connect to transit, bikeways)		Potential benefit		Potential benefit	
<b>2. Promote alternatives to personal vehicle usage</b>						
a. Availability of traveler information on travel options	n/a		n/a		n/a	
b. Increase in population within ½ mile of paved regional bike path or lanes	n/a		n/a		n/a	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	**		n/a		n/a	
d. Improves safety for non-drivers	Yes		Potential benefit		Yes	
<b>3. Insure personal mobility for all</b>						
a. Increased access to transportation for elderly and disabled	Yes (access to bus stops)		Potential benefit		Yes	
b. Percent of elderly within ¼ mile of transit route	n/a		n/a		n/a	
c. Improves access to education facilities for non-drivers	Yes		Potential benefit		Yes	
<b>4. Balanced / rational spending on modes</b>						
a. Increases investment in modes with lower environmental costs:	Yes		Potential benefit		Yes	
(1) Reduces air quality impacts: 1 point-reduces congestion/improves efficiency; 2 points -enables use of alternative motorized mode; 3 points- enables use of NONmotorized mode	3		3		3	
(2) Minimizes increase in paved surface	**		**		**	
<b>5. Support economic health of region</b>						
a. Increases options for business & tourist travel	**		**		n/a	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	n/a		n/a		n/a	
c. Supports synergy between major education and research assets	n/a		n/a		n/a	
<b>Grand Total</b>		<b>0</b>		<b>0</b>		<b>0</b>

\* n/a = Not applicable (in staff's opinion)

\*\* Subjective or data not available

**On the Move: 2007-2035 Transportation Plan**

**Passenger Goal INITIATIVES Evaluation**

Goal: Be a top quality multi-modal passenger transportation hub

Initiative #, Project (Goal Group Rank)	P-init 31 Develop a regional safe routes to school program addressing ped/bike routes, funding, infrastructure, etc. [addresses concerns of TMACOG Ped School Survey] (H)		P-init 32 Coordinate with area stakeholders to implement traveler information components of the regional ITS plan (H)		P-init 33 Increase / improve public transportation (H)	
Objectives & Measures	Information	Score (0-5)	Information	Score (0-5)	Information	Score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>						
a. Percent of population served by full-service transit (in 2035)	n/a		n/a		Potential benefits	
b. Serves reverse commute (Transit: # of potential trips between EJ /low income & minority areas and job concentration centers with new transit service)	n/a		n/a		Potential benefits	
c. Miles of regional bikeway network to be implemented	n/a		n/a		n/a	
d. Increases/ improves connections between alternative modes	Potential benefit		n/a		Potential benefits	
<b>2. Promote alternatives to personal vehicle usage</b>						
a. Availability of traveler information on travel options	Would make safe route info available		Yes (at minimum highway and transit info)		**	
b. Increase in population within ½ mile of paved regional bike path or lanes	Potential benefit		n/a		n/a	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	n/a		n/a		Potential benefits	
d. Improves safety for non-drivers	Yes		Benefit mostly for drivers		Potential benefits	
<b>3. Insure personal mobility for all</b>						
a. Increased access to transportation for elderly and disabled	**		n/a		Potential benefits	
b. Percent of elderly within ¼ mile of transit route	n/a		n/a		Potential benefits	
c. Improves access to education facilities for non-drivers	Yes		n/a		Potential benefits	
<b>4. Balanced / rational spending on modes</b>						
a. Increases investment in modes with lower environmental costs:	Yes		Yes		Yes	
(1) Reduces air quality impacts: 1 point-reduces congestion/improves efficiency; 2 points -enables use of alternative motorized mode; 3 points- enables use of NONmotorized mode	3		1		2	
(2) Minimizes increase in paved surface	**		0 increase		0 increase	
<b>5. Support economic health of region</b>						
a. Increases options for business & tourist travel	n/a		**		Potential benefits	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	n/a		n/a		Potential benefits	
c. Supports synergy between major education and research assets	n/a		n/a		Potential benefits	
<b>Grand Total</b>		<b>0</b>		<b>0</b>		<b>0</b>

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**On the Move: 2007-2035 Transportation Plan**

**Passenger Goal INITIATIVES Evaluation**

Goal: Be a top quality multi-modal passenger transportation hub

Initiative #, Project (Goal Group Rank)	P-init 34 Continued support for TMACOG Share A Ride program (H)		P-init 35 Considerations of counter measures for reduction of crashes at signalized intersections (H)		P-init 36 Increase professional development (road crews, administrators, practitioners, etc.) on traffic safety (H)	
	Information	Score (0-5)	Information	Score (0-5)	Information	Score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>						
a. Percent of population served by full-service transit (in 2035)	n/a		n/a		n/a	
b. Serves reverse commute (Transit: # of potential trips between EJ /low income & minority areas and job concentration centers with new transit service)	Car pooling can provide access to suburban jobs		n/a		n/a	
c. Miles of regional bikeway network to be implemented	n/a		n/a		n/a	
d. Increases/ improves connections between alternative modes	n/a		n/a		n/a	
<b>2. Promote alternatives to personal vehicle usage</b>						
a. Availability of traveler information on travel options	Program provides carpool & transit info		n/a		n/a	
b. Increase in population within ½ mile of paved regional bike path or lanes	n/a		n/a		n/a	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	n/a		n/a		n/a	
d. Improves safety for non-drivers	**		Yes		Potential benefit	
<b>3. Insure personal mobility for all</b>						
a. Increased access to transportation for elderly and disabled	True for those employed or attending school		n/a		n/a	
b. Percent of elderly within ¼ mile of transit route	n/a		n/a		n/a	
c. Improves access to education facilities for non-drivers	Some benefit		n/a		n/a	
<b>4. Balanced / rational spending on modes</b>						
a. Increases investment in modes with lower environmental costs:	Yes		Yes		Potential indirect benefit	
(1) Reduces air quality impacts: 1 point-reduces congestion/improves efficiency; 2 points -enables use of alternative motorized mode; 3 points- enables use of NONmotorized mode	1		Some benefit in all three categories		Potential indirect benefit	
(2) Minimizes increase in paved surface	0 increase		0 increase exc roundabouts		n/a	
<b>5. Support economic health of region</b>						
a. Increases options for business & tourist travel	n/a		n/a		n/a	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	n/a		n/a		n/a	
c. Supports synergy between major education and research assets	n/a		n/a		n/a	
<b>Grand Total</b>		<b>0</b>		<b>0</b>		<b>0</b>

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**On the Move: 2007-2035 Transportation Plan**

**Passenger Goal INITIATIVES Evaluation**

Goal: Be a top quality multi-modal passenger transportation hub

Initiative #, Project (Goal Group Rank)	P-init 37 Research ped-bike crash locations and recommend solutions (H)		P-init 38 Establish regional "steady state" system: attainment of an acceptable level of street pavement and bridge condition and maintain that level (H)		P-init 39 Facilitate coordination among transportation modes and local emergency management agencies regarding transportation safety and security (H)	
Objectives & Measures	Information	Score (0-5)	Information	Score (0-5)	Information	Score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>						
a. Percent of population served by full-service transit (in 2035)	n/a		n/a		n/a	
b. Serves reverse commute (Transit: # of potential trips between EJ /low income & minority areas and job concentration centers with new transit service)	n/a		n/a		n/a	
c. Miles of regional bikeway network to be implemented	Solutions may incl street improvmts and new paths		n/a		n/a	
d. Increases/ improves connections between alternative modes	n/a		Potential benefit if more streets are cyclable		n/a	
<b>2. Promote alternatives to personal vehicle usage</b>						
a. Availability of traveler information on travel options	n/a		n/a		Possible indirect benefits (more info to public on security alerts)	
b. Increase in population within ½ mile of paved regional bike path or lanes	Solutions may incl street improvmts and new paths		n/a		n/a	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	n/a		n/a		n/a	
d. Improves safety for non-drivers	Yes		Yes		Yes	
<b>3. Insure personal mobility for all</b>						
a. Increased access to transportation for elderly and disabled	n/a		n/a		n/a	
b. Percent of elderly within ¼ mile of transit route	n/a		n/a		n/a	
c. Improves access to education facilities for non-drivers	Yes		Yes (if more streets cyclable)		n/a	
<b>4. Balanced / rational spending on modes</b>						
a. Increases investment in modes with lower environmental costs:	Yes		Yes		n/a	
(1) Reduces air quality impacts: 1 point-reduces congestion/improves efficiency; 2 points -enables use of alternative motorized mode; 3 points- enables use of NONmotorized mode	3		3		Specific impact: congestion/efficiency for evacuation or during crisis	
(2) Minimizes increase in paved surface	**		0 increase		n/a	
<b>5. Support economic health of region</b>						
a. Increases options for business & tourist travel	n/a		n/a		n/a	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	n/a		** (good bridges & pavement support development)		n/a	
c. Supports synergy between major education and research assets	n/a		n/a		n/a	
<b>Grand Total</b>		<b>0</b>		<b>0</b>		<b>0</b>

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**On the Move: 2007-2035 Transportation Plan**

**Passenger Goal INITIATIVES Evaluation**

Goal: Be a top quality multi-modal passenger transportation hub

Initiative #, Project (Goal Group Rank)	P-init 40 Push transportation funding needs at the state and federal level (H)		P-init 41 Develop partners and coalitions to push funding needs (H)		P-init 42 Regional committee to examine current sidewalk policies & regulations re. installation, maintenance & enforcement and to develop a regional policy. (H)	
	Information	Score (0-5)	Information	Score (0-5)	Information	Score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>						
a. Percent of population served by full-service transit (in 2035)	Potential indirect benefit (more funding for all modes)		Potential indirect benefit (more funding for all modes)		n/a	
b. Serves reverse commute (Transit: # of potential trips between EJ /low income & minority areas and job concentration centers with new transit service)	ditto		ditto		n/a	
c. Miles of regional bikeway network to be implemented	ditto		ditto		n/a	
d. Increases/ improves connections between alternative modes	ditto		ditto		Potential benefit	
<b>2. Promote alternatives to personal vehicle usage</b>						
a. Availability of traveler information on travel options	Potential indirect benefit (more funding for all modes)		Potential indirect benefit (more funding for all modes)		n/a	
b. Increase in population within ½ mile of paved regional bike path or lanes	ditto		ditto		n/a	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	ditto		ditto		n/a	
d. Improves safety for non-drivers	ditto		ditto		Yes	
<b>3. Insure personal mobility for all</b>						
a. Increased access to transportation for elderly and disabled	Potential indirect benefit (more funding for all modes)		Potential indirect benefit (more funding for all modes)		Potential benefit	
b. Percent of elderly within ¼ mile of transit route	ditto		ditto		n/a	
c. Improves access to education facilities for non-drivers	ditto		ditto		Potential benefit	
<b>4. Balanced / rational spending on modes</b>						
a. Increases investment in modes with lower environmental costs:	Potential indirect benefit (more funding for all modes)		Potential indirect benefit (more funding for all modes)		Potential benefit	
(1) Reduces air quality impacts: 1 point-reduces congestion/improves efficiency; 2 points -enables use of alternative motorized mode; 3 points- enables use of NONmotorized mode	ditto		ditto		3	
(2) Minimizes increase in paved surface	ditto		ditto		**	
<b>5. Support economic health of region</b>						
a. Increases options for business & tourist travel	Potential indirect benefit (more funding for all modes)		Potential indirect benefit (more funding for all modes)		n/a	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	ditto		ditto		n/a	
c. Supports synergy between major education and research assets	ditto		ditto		n/a	
<b>Grand Total</b>		<b>0</b>		<b>0</b>		<b>0</b>

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**On the Move: 2007-2035 Transportation Plan**

**Passenger Goal INITIATIVES Evaluation**

Goal: Be a top quality multi-modal passenger transportation hub

Initiative #, Project (Goal Group Rank)	P-init 43 Wider outer lanes and paved berms to accommodate bicycle travel [moved from Projects] (H)		P-init 44 Continued construction of the bike network -- priority to critical links [moved from Projects] (H)		P-init 45 Need grade separated rail crossings regionwide (ex: Northwood s. of city limits, Westwood, Summit, Suder, Lime City Rd, E. Broadway by Tracy Rd, Oregon Rd) (H)	
Objectives & Measures	Information	Score (0-5)	Information	Score (0-5)	Information	Score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>						
a. Percent of population served by full-service transit (in 2035)	n/a		n/a		n/a	
b. Serves reverse commute (Transit: # of potential trips between EJ /low income & minority areas and job concentration centers with new transit service)	Potential benefit for bicycle commuting		Potential benefit for bicycle commuting		n/a	
c. Miles of regional bikeway network to be implemented	Potential benefit		** Increased miles		n/a	
d. Increases/ improves connections between alternative modes	Potential benefit		Potential benefit		**	
<b>2. Promote alternatives to personal vehicle usage</b>						
a. Availability of traveler information on travel options	n/a		n/a		n/a	
b. Increase in population within ½ mile of paved regional bike path or lanes	Potential benefit		** Increased population		n/a	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	n/a		n/a		n/a	
d. Improves safety for non-drivers	Yes		Yes		Yes	
<b>3. Insure personal mobility for all</b>						
a. Increased access to transportation for elderly and disabled	**		Yes		**	
b. Percent of elderly within ¼ mile of transit route	n/a		n/a		n/a	
c. Improves access to education facilities for non-drivers	Yes		Yes		Yes if provides more direct safe route to school	
<b>4. Balanced / rational spending on modes</b>						
a. Increases investment in modes with lower environmental costs:	Yes		Yes		Yes	
(1) Reduces air quality impacts: 1 point-reduces congestion/improves efficiency; 2 points -enables use of alternative motorized mode; 3 points- enables use of NONmotorized mode	3		3		1	
(2) Minimizes increase in paved surface	**		**		n/a	
<b>5. Support economic health of region</b>						
a. Increases options for business & tourist travel	**		Yes		n/a	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	n/a		n/a		Yes: better access supports business/industry development	
c. Supports synergy between major education and research assets	n/a		**		Yes (Westwood overpass betw UT & MUO)	
<b>Grand Total</b>		<b>0</b>		<b>0</b>		<b>0</b>

\* n/a = Not applicable (in staff's opinion)

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