

**Passenger Goal Project Evaluation**

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

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

Project #, Project (Goal Group Rank)	P-1 Real time bus arrival information (H)		P-2 Add rural circulators (requires additional funding base) (H)		P-3 Signal prioritization for buses (H)	
	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>						
a. Percent of regional population served by full-service transit (in 2035)	n/a*		68% served (Adds 69,150 = 11% of reg'l pop)		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		Projected # potential work trips: 9,733 / day		n/a	
c. Miles of regional bikeway network to be implemented [rounded to .5 mile] AND importance of completing this bike network link	n/a		n/a*		n/a	
d. Increases/ improves connections between alternative modes	Could provide bus arrival time at train station, airport, etc.		Link to fixed-route transit, bike trails		n/a	
<b>2. Promote alternatives to personal vehicle usage</b>						
a. Availability of traveler information on travel options	Provides transit information		n/a		n/a	
b. Increase in population living within 1/2 mile of paved regional bike path or lanes (year 2035 pop projection)	n/a		n/a		n/a	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	Yes		Yes		Yes (gives approaching bus a green light)	
d. Improves safety for non-drivers [Bikeways: avg daily traffic (AADT) and speed limit on adjoining or parallel road]	**		n/a		n/a	
<b>3. Personal mobility for all</b>						
a. Increases elderly and disabled access to transportation	**		Yes		n/a	
b. Percent of elderly within ¼ mile of transit route	n/a		Adds service to 6,920 elderly = add'l 6%		n/a	
c. Improves access to education facilities for non-drivers (bike=1/2 mile from school, Ped=1/4 mile from School)	**		<b>See school location map</b>		N/A	
<b>4. Balanced and 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– strengthens alternative motorized mode; 3 points- enables use of NONmotorized mode	2		2		2	
(2) Minimizes increase in paved surface (amount of new pavement--rounded to .5 acre)	0 increase		0 increase		0 increase	
<b>5. Support economic health of region</b>						
a. Increases options for business & tourist travel	**		**		**	
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)

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\*\*\* Choke point: road section where bikes possibly can't travel safely

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Project #, Project (Goal Group Rank)	P-4 Fund and build Technology Corridor people-mover; include link to BGSU (H)		P-5 Downtown trolley system and link to UT (H)		P-6 New TARPS paratransit facility adjoining Toledo train station COMMITTED (2008-9] (H)		P-7 Upgrade deteriorating infrastructure at MLK Plaza & improve passenger access to multiple rail lines (H)	
	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>								
a. Percent of regional population served by full-service transit (in 2035)	**		**		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 [rounded to .5 mile] AND importance of completing this bike network link	n/a		n/a		n/a		n/a	
d. Increases/ improves connections between alternative modes	Link to trolley, bus & bike trail		Link to UT people-mover, trail & bus; in future to train station		Adds Greyhound & improves TARTA service at station		May add Greyhound & 50 train/day capacity; connect to trolley	
<b>2. Promote alternatives to personal vehicle usage</b>								
a. Availability of traveler information on travel options	**		**		Will provide transit system info		n/a	
b. Increase in population living within 1/2 mile of paved regional bike path or lanes (year 2035 pop projection)	n/a		n/a		n/a		n/a	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	Yes		Yes		Improves TARPS reliability (better veh. Maintenance)		Yes	
d. Improves safety for non-drivers [Bikeways: avg daily traffic (AADT) and speed limit on adjoining or parallel road]	**		**		n/a		Passengers wouldn't have to cross rail lines to access trains	
<b>3. Personal mobility for all</b>								
a. Increases elderly and disabled access to transportation	**		Improved circulation in downtown Toledo		Serves growth in users; better site for determining eligibility		Possibly	
b. Percent of elderly within ¼ mile of transit route	**		**		n/a		n/a	
c. Improves access to education facilities for non-drivers (bike=1/2 mile from school, Ped=1/4 mile from School)	Yes		Yes		Improves UT & BGSU student access to transit/ Greyhound / train		n/a	
<b>4. Balanced and rational spending on modes</b>								
a. Increases investment in modes with lower environmental costs:	Yes		Yes		Yes		Yes	
(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		2		2		2	
(2) Minimizes increase in paved surface (amount of new pavement--rounded to .5 acre)	Mode not decided; possible monorail (no pavement)		0 increase		Adds pavement for TARPS van storage		Little to no increase	
<b>5. Support economic health of region</b>								
a. Increases options for business & tourist travel	**		Yes		Helps create multi-modal hub for travelers		**	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	**		Intended to support downtown and Monroe corridor dev't		Spurring development of a station environs land use plan		**	
c. Supports synergy between major education and research assets	Yes		Link to Art Museum school & Toledo Hospital		n/a		n/a	
<b>Grand Total</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>

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Project #, Project (Goal Group Rank)	P-8 Vickers rail/rail crossing and new Maumee River bridge for passenger rail (H)		P-9 Toledo Express Airport north-south runway extension (H)		P-10 Provide for passenger connection via water to Lake Erie Islands from Toledo (H)		P-11 Complete Sylv.-Metamora Rd. (Erie St.) bike path west of Centennial Park, and bike lanes south on Kilburn Rd. to Central Ave. (H)	
Objectives & Measures	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>								
a. Percent of regional population served by full-service transit (in 2035)	n/a*		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)	High speed rail proposed, downtown Toledo (EJ area) to BG		n/a		n/a		n/a	
c. Miles of regional bikeway network to be implemented [rounded to .5 mile] AND importance of completing this bike network link	n/a*		n/a		n/a		5 miles Importance __	
d. Increases/ improves connections between alternative modes	n/a		n/a		Link to bus, bike trail; future link to trolley		Connects to weekday bus service at E. end of project	
<b>2. Promote alternatives to personal vehicle usage</b>								
a. Availability of traveler information on travel options	n/a		n/a		n/a		n/a	
b. Increase in population living within 1/2 mile of paved regional bike path or lanes (year 2035 pop projection)	n/a		n/a		n/a		3,500 persons	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	Both bridges reduce conflict & potential delays		adds airport capacity		Increase in travel by water		n/a	
d.Improves safety for non-drivers [Bikeways: avg daily traffic (AADT) and speed limit on adjoining or parallel road]	Eliminates potential rail-rail crashes at Vickers		n/a		n/a		Yes 5,200 veh/da 55 mph	
<b>3. Personal mobility for all</b>								
a. Increases elderly and disabled access to transportation	n/a		n/a		n/a		**	
b. Percent of elderly within ¼ mile of transit route	n/a		n/a		n/a		n/a	
c. Improves access to education facilities for non-drivers (bike=1/2 mile from school, Ped=1/4 mile from School)	n/a		n/a		n/a		No	
<b>4. Balanced and 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– strengthens alternative motorized mode; 3 points- enables use of NONmotorized mode	2		Air travel is least fuel-efficient		2		3	
(2) Minimizes increase in paved surface (amount of new pavement--rounded to .5 acre)	0 increase		7 acres added paving		0 increase		6 acres new pavement area	
<b>5. Support economic health of region</b>								
a. Increases options for business & tourist travel	**		Increases airport capacity		Yes		**	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	n/a		n/a		Could support marina district development		in suburban area	
c. Supports synergy between major education and research assets	n/a		n/a		n/a		n/a	
<b>Grand Total</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>

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Project #, Project (Goal Group Rank)	P-12 Expansion of University/ Parks Trail to the north into Michigan (H)		P-13 Wabash Cannonball Trail - North-South Connector COMMITTED (H)		P-14 "Westside" Trail acquisition and construction, Laskey Rd. to Knight Preserve COMMITTED (H)		P-15 Rehab or replace "upriver" rail bridge as ped-bike crossing (part of Westside Corridor project) (H)	
Objectives & Measures	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>								
a. Percent of regional population served by full-service transit (in 2035)	n/a		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)	** (Extends urban trail into Michigan)		n/a		** (Extends from central Toledo to Perrysburg)		Connects Toledo to Perrysburg	
c. Miles of regional bikeway network to be implemented [rounded to .5 mile] AND importance of completing this bike network link	5 miles Importance ___		4 miles Importance High		11 miles Importance: Very High		.5 miles Importance: High to Very High	
d. Increases/ improves connections between alternative modes	Connects to bus service, downtown Sylvania		n/a		Connects from Perrysburg Twp across river to TARTA rtes		Connects from Perrysburg Twp across river to TARTA rtes	
<b>2. Promote alternatives to personal vehicle usage</b>								
a. Availability of traveler information on travel options	n/a		n/a		n/a		n/a	
b. Increase in population living within 1/2 mile of paved regional bike path or lanes (year 2035 pop projection)	12,300 persons		900 persons		57,600 persons		2,100 persons	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	n/a		n/a		n/a		n/a	
d. Improves safety for non-drivers [Bikeways: avg daily traffic (AADT) and speed limit on adjoining or parallel road]	Yes Holland-Sylvania: 18,000 veh 55 mph		Yes 250 veh 55 mph		Yes Douglas: 31,000 veh 40 mph		Yes **	
<b>3. Personal mobility for all</b>								
a. Increases elderly and disabled access to transportation	**		Adjoins residential facility for disabled		**		**	
b. Percent of elderly within ¼ mile of transit route	n/a		n/a		n/a		n/a	
c. Improves access to education facilities for non-drivers (bike=1/2 mile from school, Ped=1/4 mile from School)	Bike, 1 School Ped, 0 Schools		No		Bike, 16 Schools Ped, 9 Schools		No	
<b>4. Balanced and rational spending on modes</b>								
a. Increases investment in modes with lower environmental costs:	Yes		Yes		Yes		Yes	
(1) Reduces air quality impacts: 1 point– reduces congestion / improves efficiency; 2 points– strengthens alternative motorized mode; 3 points- enables use of NONmotorized mode	3		3		3		3	
(2) Minimizes increase in paved surface (amount of new pavement--rounded to .5 acre)	7.5 acres new pavement area		5 acres new pavement area		16 acres new pavement area		.5 acre new pavement area	
<b>5. Support economic health of region</b>								
a. Increases options for business & tourist travel	Extends major regional trail		Extends major regional trail		Adds major reg'l trail		Component of new major trail	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	in suburban area; extends trail that serves urban area		in suburban area		in urban area		**	
c. Supports synergy between major education and research assets	n/a		n/a		Connects UT-MUO campuses		Could serve future connection from UT to Owens	
<b>Grand Total</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>

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Project #, Project (Goal Group Rank)	P-16 Riverside Trail-Phase 1, downtown Toledo to Craig Bridge <b>COMMITTED</b> (H)	P-17 Riverside Trail-Phase 2, Craig Bridge to Point Place (H)	P-18 Point Place Connector Bike Trail (H)	P-19 Craig (former I-280) Bridge - Convert to street with paths <b>COMMITTED</b> (H)				
Objectives & Measures	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>								
a. Percent of regional population served by full-service transit (in 2035)	n/a		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		n/a	
c. Miles of regional bikeway network to be implemented [rounded to .5 mile] AND importance of completing this bike network link	1.5 miles Importance		1.5 miles Importance		1.5 miles Importance		.5 miles Importance: High	
d. Increases/ improves connections between alternative modes	Improved bike access to downtown transit loop?		Connects to TARTA routes		Connects to transit routes		Connection betw. bus routes on either side of river	
<b>2. Promote alternatives to personal vehicle usage</b>								
a. Availability of traveler information on travel options	n/a		n/a		n/a		n/a	
b. Increase in population living within 1/2 mile of paved regional bike path or lanes (year 2035 pop projection)	9,500 persons		6,400 persons		7,400 persons		5,100 persons	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	n/a		n/a		n/a		n/a	
d.Improves safety for non-drivers [Bikeways: avg daily traffic (AADT) and speed limit on adjoining or parallel road]	Yes Summit: 11,800 veh 40 mph		Yes Summit: 8,800 veh 40 mph		Yes Summit: 8,800 veh 40 mph		Yes MLK Bridge: 29,000 veh 35 mph	
<b>3. Personal mobility for all</b>								
a. Increases elderly and disabled access to transportation	**		**		**		**	
b. Percent of elderly within ¼ mile of transit route	n/a		n/a		n/a		n/a	
c. Improves access to education facilities for non-drivers (bike=1/2 mile from school, Ped=1/4 mile from School)	Bike, 3 Schools Ped, 1 School		Bike, 2 Schools Ped, 1 School		Bike, 2 Schools Ped, 2 Schools		Bike, 2 Schools Ped, 0 Schools	
<b>4. Balanced and rational spending on modes</b>								
a. Increases investment in modes with lower environmental costs:	Yes		Yes		Yes		Yes	
(1) Reduces air quality impacts: 1 point– reduces congestion / improves efficiency; 2 points– strengthens alternative motorized mode; 3 points- enables use of NONmotorized mode	3		3		3		3	
(2) Minimizes increase in paved surface (amount of new pavement--rounded to .5 acre)	2.5 acres new pavement area		2 acres new pavement area		2.5 acres new pavement area		no increase	
<b>5. Support economic health of region</b>								
a. Increases options for business & tourist travel	**		Provides river corridor trail into downtown		Connects downtown and potential natural area		Provides river corridor trail into downtown	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	in central urban area		In blighted central urban area		In blighted central urban area		In blighted central urban area	
c. Supports synergy between major education and research assets	n/a		n/a		n/a		n/a	
<b>Grand Total</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>

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Project #, Project (Goal Group Rank)	P-20 Bike connector, North Coast Inland Trail to Wabash Cannonball Trail across northern Wood Co. (H)	P-21 Eliminate Monroe/Alexis/ Main St bike choke point*** (H)	P-22 SR 64 - paved berms from Whitehouse to Waterville (H)	P-23 SR 65 - paved berms from Grand Rapids to Rossford excluding curbed sections and areas within City of Perrysburg (H)				
Objectives & Measures	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>								
a. Percent of regional population served by full-service transit (in 2035)	n/a		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		n/a	
c. Miles of regional bikeway network to be implemented [rounded to .5 mile] AND importance of completing this bike network link	8.5 miles Importance:		1 mile Importance:		4.5 miles Importance:		19 miles Importance:	
d. Increases/ improves connections between alternative modes	Connects twp area to Perrysburg TARTA service		Gives cyclists more transit options		Connects into Waterville TARTA route		Connects non-transit areas into existing bus service areas	
<b>2. Promote alternatives to personal vehicle usage</b>								
a. Availability of traveler information on travel options	n/a		n/a		n/a		n/a	
b. Increase in population living within 1/2 mile of paved regional bike path or lanes (year 2035 pop projection)	** (Corridor, route to be determined)		**		6,500 persons		17,600 persons	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	n/a		n/a		**		**	
d.Improves safety for non-drivers [Bikeways: avg daily traffic (AADT) and speed limit on adjoining or parallel road]	Yes SR 795: 20,100 veh 55 mph		Yes 15,900 veh 35 mph		Yes 6,700 veh 55 mph		Yes 12,000 veh 55 mph (Winding, poor visibility)	
<b>3. Personal mobility for all</b>								
a. Increases elderly and disabled access to transportation	**		**		**		**	
b. Percent of elderly within ¼ mile of transit route	n/a		n/a		n/a		n/a	
c. Improves access to education facilities for non-drivers (bike=1/2 mile from school, Ped=1/4 mile from School)	Unknown - no rte location yet (see School Map)		Bike, 5 Schools Ped, 2 Schools		Bike, 2 Schools Ped 0 Schools		Bike, 1 School Ped, 1 School	
<b>4. Balanced and rational spending on modes</b>								
a. Increases investment in modes with lower environmental costs:	Yes		Yes		Yes		Yes	
(1) Reduces air quality impacts: 1 point–reduces congestion / improves efficiency; 2 points– strengthens alternative motorized mode; 3 points- enables use of NONmotorized mode	3		3		3		3	
(2) Minimizes increase in paved surface (amount of new pavement--rounded to .5 acre)	12.5 acres new pavement area		** (Solution not yet determined but could incl bike lanes)		6.5 acres new pavement area		27.5 acres new pavement	
<b>5. Support economic health of region</b>								
a. Increases options for business & tourist travel	Provides link in major N. Ohio trail system		n/a		**		Very popular scenic biking route	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	in suburban area		n/a; in suburban area		in suburban area		in suburban area	
c. Supports synergy between major education and research assets	n/a		n/a		n/a		n/a	
<b>Grand Total</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>

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Project #, Project (Goal Group Rank)	P-24 Bike facility on Coy Rd (Oregon) - corporation limit to Corduroy Rd (H)	P-25 Bike facility on Seaman Rd. (Oregon) - Wheeling St to Stadium Rd (H)	P-26 Bike facility on Pickle Rd. (Oregon) - Wheeling St to Wynn Rd (H)	P-27 Bike facility on Wheeling St. (Oregon) - Woodville Rd to Pickle Rd (H)				
Objectives & Measures	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>								
a. Percent of regional population served by full-service transit (in 2035)	n/a		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		n/a	
c. Miles of regional bikeway network to be implemented [rounded to .5 mile] AND importance of completing this bike network link	3 miles Importance:		4 miles Importance:		3 miles Importance:		1 miles Importance:	
d. Increases/ improves connections between alternative modes	n/a		Links current non-transit area to 1/4 mi from E. Tol. transit route		n/a		n/a	
<b>2. Promote alternatives to personal vehicle usage</b>								
a. Availability of traveler information on travel options	n/a		n/a		n/a		n/a	
b. Increase in population living within 1/2 mile of paved regional bike path or lanes (year 2035 pop projection)	8,900 persons		7,800 persons		5,700 persons		3,800 persons	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	n/a		**		n/a		n/a	
d. Improves safety for non-drivers [Bikeways: avg daily traffic (AADT) and speed limit on adjoining or parallel road]	Yes 9,800 veh 35 mph		Yes 4,400 veh 35 mph		Yes 5,200 veh 35 mph		Yes 9,800 veh 35 mph	
<b>3. Personal mobility for all</b>								
a. Increases elderly and disabled access to transportation	**		**		**		**	
b. Percent of elderly within ¼ mile of transit route	n/a		n/a		n/a		n/a	
c. Improves access to education facilities for non-drivers (bike=1/2 mile from school, Ped=1/4 mile from School)	Bike, 3 Schools Ped, 2 Schools		Bike, 4 Schools Ped, 2 Schools		Bike, 2 Schools, Ped, 2 Schools		Bike, 1 School Ped, 1 School	
<b>4. Balanced and rational spending on modes</b>								
a. Increases investment in modes with lower environmental costs:	Yes		Yes		Yes		Yes	
(1) Reduces air quality impacts: 1 point– reduces congestion / improves efficiency; 2 points– strengthens alternative motorized mode; 3 points- enables use of NONmotorized mode	3		3		3		3	
(2) Minimizes increase in paved surface (amount of new pavement--rounded to .5 acre)	3.5 acres new pavement area		5 acres new pavement area		3.5 acres new pavement area		1 acre new pavement area	
<b>5. Support economic health of region</b>								
a. Increases options for business & tourist travel	**		**		**		**	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	in suburban area		in suburban area		in suburban area		in suburban area	
c. Supports synergy between major education and research assets	n/a		n/a		n/a		n/a	
<b>Grand Total</b>		0		0		0		0

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Project #, Project (Goal Group Rank)	P-28 Bike facility on Whittlesey St. (Oregon) - Starr Ave to Seaman Rd (H)		P-29 Bike path along NS rail line to Wynn Rd to Bayshore Rd to Hancock Senior Center (Oregon)(H)		P-30 Bike path connecting Pickle and Seaman Rds between Coy and Lallendorf Rd (Oregon) (H)		P-31 Bike path along Amolsch Ditch between Brown Rd and Pickle Rd (Oregon) (H)	
Objectives & Measures	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>								
a. Percent of regional population served by full-service transit (in 2035)	n/a		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		n/a	
c. Miles of regional bikeway network to be implemented [rounded to .5 mile] AND importance of completing this bike network link	.5 miles Importance:		7 miles Importance:		1.5 miles Importance:		.5 miles Importance:	
d. Increases/ improves connections between alternative modes	n/a		n/a		n/a		n/a	
<b>2. Promote alternatives to personal vehicle usage</b>								
a. Availability of traveler information on travel options	n/a		n/a		n/a		n/a	
b. Increase in population living within 1/2 mile of paved regional bike path or lanes (year 2035 pop projection)	7,000 persons		4,000 persons		3,900 persons		3,600 persons	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	n/a		n/a		n/a		n/a	
d.Improves safety for non-drivers [Bikeways: avg daily traffic (AADT) and speed limit on adjoining or parallel road]	Yes Neighborhood street, low traffic		Yes 3,100 veh 35 mph		Yes 9,800 veh 35 mph		Yes 5,000 veh 35 mph	
<b>3. Personal mobility for all</b>								
a. Increases elderly and disabled access to transportation	**		**		**		**	
b. Percent of elderly within ¼ mile of transit route	n/a		n/a		n/a		n/a	
c. Improves access to education facilities for non-drivers (bike=1/2 mile from school, Ped=1/4 mile from School)	Bike, 2 Schools Ped, 0 Schools		Bike, 1 School Ped, 0 Schools		No		Bike, 2 Schools Ped, 1 School	
<b>4. Balanced and rational spending on modes</b>								
a. Increases investment in modes with lower environmental costs:	Yes		Yes		Yes		Yes	
(1) Reduces air quality impacts: 1 point–reduces congestion / improves efficiency; 2 points– strengthens alternative motorized mode; 3 points- enables use of NONmotorized mode	3		3		3		3	
(2) Minimizes increase in paved surface (amount of new pavement--rounded to .5 acre)	.5 acre new pavement area		9.5 acres new pavement area		2 acres new pavement area		1 acre new pavement area	
<b>5. Support economic health of region</b>								
a. Increases options for business & tourist travel	**		** (Links to Maumee Bay State Park)		**		**	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	in suburban area		in suburban area		in suburban area		in suburban area	
c. Supports synergy between major education and research assets	n/a		n/a		n/a		n/a	
<b>Grand Total</b>		0		0		0		0

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

\*\* Measure left blank = Subjective or data not available; up to Task Force member to decide if relevant

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**Passenger Goal Project Evaluation**

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

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

Project #, Project (Goal Group Rank)	P-32 Connection between Oregon trail system and trail crossing Craig Bridge (H)	P-33 Connection between Oregon trail system and North Coast Inland Trail (H)	P-34 Ped/bike connection across I-475 on SR 25 (Perrysburg) (H)	P-35 Bike network signage project (H)				
Objectives & Measures	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>								
a. Percent of regional population served by full-service transit (in 2035)	n/a		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)	Connects N. & E. Toledo with Oregon		n/a		n/a		**	
c. Miles of regional bikeway network to be implemented [rounded to .5 mile] AND importance of completing this bike network link	1.5 miles Importance:		4.5 miles Importance:		.5 miles Importance:		NEED THIS #	
d. Increases/ improves connections between alternative modes	Connects Oregon (non-transit) to TARTA system		n/a		Links to one transit route south of bridge		Provides navigational assist across region	
<b>2. Promote alternatives to personal vehicle usage</b>								
a. Availability of traveler information on travel options	n/a		n/a		n/a		Signage provides information	
b. Increase in population living within 1/2 mile of paved regional bike path or lanes (year 2035 pop projection)	10,100 persons		** (Corridor, route to be determined)		2,200 persons		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 [Bikeways: avg daily traffic (AADT) and speed limit on adjoining or parallel road]	Yes Seaman/Ravine/ Dearborn: 7,600 veh 35 mph		Yes Woodville Rd: 11,200 veh 55 mph		Yes 21,100 veh 40 mph		Directs cyclists to safe routes; alerts drivers of bike use	
<b>3. Personal mobility for all</b>								
a. Increases elderly and disabled access to transportation	**		**		**		**	
b. Percent of elderly within ¼ mile of transit route	n/a		n/a		n/a		n/a	
c. Improves access to education facilities for non-drivers (bike=1/2 mile from school, Ped=1/4 mile from School)	Bike, 4 Schools Ped, 3 Schools		Yes (trail location not determined; see School Map)		No		N/A	
<b>4. Balanced and rational spending on modes</b>								
a. Increases investment in modes with lower environmental costs:	Yes		Yes		Yes		Yes	
(1) Reduces air quality impacts: 1 point– reduces congestion / improves efficiency; 2 points– strengthens alternative motorized mode; 3 points- enables use of NONmotorized mode	3		3		3		3	
(2) Minimizes increase in paved surface (amount of new pavement--rounded to .5 acre)	2 acres new pavement area		6.5 acres new pavement area		.5 acres new pavement area		0 increase	
<b>5. Support economic health of region</b>								
a. Increases options for business & tourist travel	**		**		**		**	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	in suburban area		in suburban area		in suburban area		**	
c. Supports synergy between major education and research assets	n/a		n/a		n/a		n/a	
<b>Grand Total</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>

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**Passenger Goal Project Evaluation**

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

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

Project #, Project (Goal Group Rank)	P-36 Eastside Maumee River trail (Connect I-280/Craig Bridge, Marina District, former Olive Branch RR / International Park) (H)		P-37 Preserve grade separated bike-ped crossing at Main Street (H)		P-38 Swan Creek trail (Extend Riverwalk from Erie St. Market to Swan Cr. Metropark) (H)		P-39 Pedestrian bridge across Douglas Rd at UT tied to Westside corridor (H)	
Objectives & Measures	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>								
a. Percent of regional population served by full-service transit (in 2035)	n/a		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		n/a	
c. Miles of regional bikeway network to be implemented [rounded to .5 mile] AND importance of completing this bike network link	1.5 miles		less than .5 mi.		7 miles		less than .5 mi.	
d. Increases/ improves connections between alternative modes	Limited: connects to water taxi and future marina district		Limited: connects to water taxi and future marina district		n/a		Connect to future Westside corridor path & people mover	
<b>2. Promote alternatives to personal vehicle usage</b>								
a. Availability of traveler information on travel options	n/a		n/a		n/a		n/a	
b. Increase in population living within 1/2 mile of paved regional bike path or lanes (year 2035 pop projection)	9,600 persons		**		34,800 persons		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 [Bikeways: avg daily traffic (AADT) and speed limit on adjoining or parallel road]	Yes Front St.: 22,000 veh 35 mph		Yes Main St: 17,000 35 mph		Yes Airport Hwy: 19,000 veh 45 mph		Yes 24,000 veh 40 mph	
<b>3. Personal mobility for all</b>								
a. Increases elderly and disabled access to transportation	**		**		**		**	
b. Percent of elderly within ¼ mile of transit route	n/a		n/a		n/a		n/a	
c. Improves access to education facilities for non-drivers (bike=1/2 mile from school, Ped=1/4 mile from School)	Bike, 6 Schools Ped, 2 Schools		No		Bike, 14 Schools Ped, 7 Schools		Bike, 1 School Ped, 1 School	
<b>4. Balanced and rational spending on modes</b>								
a. Increases investment in modes with lower environmental costs:	Yes		Yes		Yes		Yes	
(1) Reduces air quality impacts: 1 point–reduces congestion / improves efficiency; 2 points– strengthens alternative motorized mode; 3 points- enables use of NONmotorized mode	3		3		3		3	
(2) Minimizes increase in paved surface (amount of new pavement--rounded to .5 acre)	2 acres new pavement		.5 acres new pavement		10 acres new pavement		.5 acres new pavement	
<b>5. Support economic health of region</b>								
a. Increases options for business & tourist travel	Link to existing & future tourist attractions		Link to existing & future tourist attractions		Link from downtown to major park		**	
b. Spurs development / redevelopment in urban areas (to maximize use of existing infrastructure)	in urban core area		in urban core area		starts in urban core area		in urban area	
c. Supports synergy between major education and research assets	n/a		n/a		n/a		Yes -- links to tech corridor	
<b>Grand Total</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>

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

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

Project #, Project (Goal Group Rank)	P-40 Airport Hwy Ped/bike facilities across I-475 and accessing Spring Meadows shopping center. (H)	P-41 Pedestrian facilities on Wooster Street crossing of I-475 accessing stores (H)	P-42 Institute regional ITS system with robust traveler information for highway and transit modes (H)	P-43 Arterial traffic signal coordination, including arterials that cross multiple jurisdictions (H)				
Objectives & Measures	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>								
a. Percent of regional population served by full-service transit (in 2035)	n/a		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)	Allows access to a suburban employment center		n/a		n/a		n/a	
c. Miles of regional bikeway network to be implemented [rounded to .5 mile] AND importance of completing this bike network link	1 mile		.5 mile		n/a		n/a	
d. Increases/ improves connections between alternative modes	Connects Spring Meadows to transit rte at Holl-Sylv Rd		n/a		n/a		n/a	
<b>2. Promote alternatives to personal vehicle usage</b>								
a. Availability of traveler information on travel options	n/a		n/a		Provides transit information		n/a	
b. Increase in population living within 1/2 mile of paved regional bike path or lanes (year 2035 pop projection)	4,500 persons		5,000 persons		n/a		n/a	
c. Non-auto (motorized) transportation: Improves frequency, reliability, amenities; increases ridership	**		n/a		Improves transit traveler information		**	
d.Improves safety for non-drivers [Bikeways: avg daily traffic (AADT) and speed limit on adjoining or parallel road]	Yes 48,600 veh 45 mph		Yes 11,100 veh 45 mph		Primary focus is highway safety & efficiency (freeway management syst)		n/a	
<b>3. Personal mobility for all</b>								
a. Increases elderly and disabled access to transportation	**		**		**		n/a	
b. Percent of elderly within ¼ mile of transit route	n/a		n/a		n/a		n/a	
c. Improves access to education facilities for non-drivers (bike=1/2 mile from school, Ped=1/4 mile from School)	Bike, 1 School Ped, 1 School		Bike, 1 School Ped, 1 School		N/A		N/A	
<b>4. Balanced and rational spending on modes</b>								
a. Increases investment in modes with lower environmental costs:	Yes		Yes					
(1) Reduces air quality impacts: 1 point– reduces congestion / improves efficiency; 2 points– strengthens alternative motorized mode; 3 points- enables use of NONmotorized mode	3		3		1		1	
(2) Minimizes increase in paved surface (amount of new pavement--rounded to .5 acre)	1.5 acres new pavement		1 acre new pavement		0 increase		0 increase	
<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)	in suburban area		in suburban area		n/a?		n/a?	
c. Supports synergy between major education and research assets	n/a		n/a		n/a		n/a	
<b>Grand Total</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>

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Project #, Project (Goal Group Rank)	P-44 Eliminate McCord Road choke point***, Angola to Airport Hwy <b>COMMITTED (M)</b>		P-45 Eliminate Detroit Ave, Waggoner to Lagrange choke point ***(M)		P-46 Eliminate Berdan, Martha to Cherry choke point*** (M)		P-47 Eliminate Detroit/Glendale, Harvard to Schneider choke point*** (M)	
Objectives & Measures	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>								
a. Percent of regional population served by full-service transit (in 2035)	n/a		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		n/a	
c. Miles of regional bikeway network to be implemented [rounded to .5 mile] AND importance of completing this bike network link	1 mile Importance:		.5 mile Importance:		.5 mile Importance		1 mile Importance	
d. Increases/ improves connections between alternative modes	n/a		** Would give access to bus rte. south of choke pt		**		n/a	
<b>2. Promote alternatives to personal vehicle usage</b>								
a. Availability of traveler information on travel options	n/a		n/a		n/a		n/a	
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	n/a		n/a		n/a		n/a	
d.Improves safety for non-drivers [Bikeways: avg daily traffic (AADT) and speed limit on adjoining or parallel road]	Yes: incl RR Xing 24,000 veh 35 mph		Yes 9,900 veh 35 mph		Yes 11,500 veh 35 mph		Yes 24,000 veh 35 mph	
<b>3. Personal mobility for all</b>								
a. Increases elderly and disabled access to transportation	**		**		**		**	
b. Percent of elderly within ¼ mile of transit route	n/a		n/a		n/a		n/a	
c. Improves access to education facilities for non-drivers (bike=1/2 mile from school, Ped=1/4 mile from School)	Bike, 2 Schools Ped, 2 Schools		No		Bike, 3 Schools Ped, 2 Schools		Bike, 3 Schools Ped, 1 School	
<b>4. Balanced and rational spending on modes</b>								
a. Increases investment in modes with lower environmental costs:	Yes		Yes		Yes		Yes	
(1) Reduces air quality impacts: 1 point– reduces congestion / improves efficiency; 2 points– strengthens alternative motorized mode; 3 points- enables use of NONmotorized mode	3		3		3		3	
(2) Minimizes increase in paved surface (amount of new pavement--rounded to .5 acre)	1 acre new pavement		** (Solution not yet determined but could incl bike lanes)		** (Solution not yet determined but could incl bike lanes)		** (Solution not yet determined but could incl bike lanes)	
<b>5. Support economic health of region</b>								
a. Increases options for business & tourist travel	n/a		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		n/a	
c. Supports synergy between major education and research assets	n/a		n/a		n/a		n/a	
<b>Grand Total</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>

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Project #, Project (Goal Group Rank)	P-48 Eliminate Alexis, Hagman to Suder choke point*** (M)		P-49 Eliminate SR 51 (Woodville Rd), Oak to Curtice choke point*** (M)		P-50 Eliminate Wheeling, Navarre to Woodville choke point*** (M)	
Objectives & Measures	Information	Measure score (0-5)	Information	Measure score (0-5)	Information	Measure score (0-5)
<b>1. Region wide transportation system for both auto &amp; non-auto</b>						
a. Percent of regional 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 [rounded to .5 mile] AND importance of completing this bike network link	.5 mile Importance		2.5 miles Importance		1.5 miles	
d. Increases/ improves connections between alternative modes	n/a		Connects unserved area to 2 bus routes		n/a	
<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 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	n/a		** (see 1.d.)		n/a	
d. Improves safety for non-drivers [Bikeways: avg daily traffic (AADT) and speed limit on adjoining or parallel road]	Yes 25,000 veh 50 mph		Yes 19,000 veh 35 mph		Yes 9,800 veh 35 mph	
<b>3. Personal mobility for all</b>						
a. Increases elderly and disabled access to transportation	**		**		**	
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 (bike=1/2 mile from school, Ped=1/4 mile from School)	Bike, 1 School Ped, 1 School		Bike, 6 Schools Ped, 4 Schools		Bike, 1 School Ped, 1 School	
<b>4. Balanced and 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– strengthens alternative motorized mode; 3 points- enables use of NONmotorized mode	3		3		3	
(2) Minimizes increase in paved surface (amount of new pavement--rounded to .5 acre)	** (Solution not yet determined but could incl bike lanes)		** (Solution not yet determined but could incl bike lanes)		** (Solution not yet determined but could incl bike lanes)	
<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>

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

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