

QUESTION 1_NEEDED PROJECTS - POLL FOR GOVERNMENT SOLUTION SURVEY

Jurisdiction	Contact Person	Project Name	Why is it needed?	Estimated Cost	Probable Lead Agencies
City of Northwood	Pat Bacon	Wales Road Grade Separation	to create an unimpeded drive on Wales Road between I-75 to I-280	\$6.3 mil	ODOT
		Interchange at Route 20 and I-420	The current configuration is obsolete and dangerous	\$16.8 mil	ODOT
		Widening of Route 20 from I-420 to Woodville	The Truck traffic counts, in particular, are exceedingly high.	\$18.5 mil	ODOT
Village of Whitehouse	Dennis Recker	Logan Street Extension to State Route 64	Provide enhanced traffic flow from a commercial/area to State Route 64 access - lessen traffic in a residential area	\$500,000	Village of Whitehouse & ODOT
		Finzel Road - Alignment of the intersection between Finzel Road north of SR 64 and Finzel Road south of 64	Streamline intersection to improve safe, expeditious traffic flow	\$350,000	Village of Whitehouse & ODOT
		Provide Traffic light at the Finzel intersection with SR 64	Streamline traffic flow to enhance safety. Handle traffic backups	\$200,000	Village of Whitehouse & ODOT
		Provide Bridge walking path connections to the Wabash bike trail for all subdivisions in Whitehouse	Ensure safe access to existing bike path from all new Whitehouse residential areas	\$300,000	Village of Whitehouse - Trail Partners - TMACOG & ODOT
		Parallel access roads in subdivision and commercial business districts developing along SR 64	To manage access and curb cuts onto SR 64, inside the SR 64 overlay in Village of Whitehouse	\$1,000,000	ODOT, ODOD, Village of Whitehouse & Lucas County
		Reconstruction and resurfacing Village secondary roads	Safety enhancement - improve residential traffic flow and enhance property values	\$1,000,000	Village of Whitehouse & Lucas County
Sylvania Township	David Simko	Bike Path Expansion: King Road to Timberstone Jr. High School			

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City of Maumee	Larry Gamble	US 20 A Interchange at I-475	Additional access is needed to I-475 in this area	\$30 mil	ODOT
		Additional lane improvement to Dussel Drive between Ford Street and Reynolds Road	Traffic delays, level of service	\$5 mil	Maumee
		Russell Road/Jerome Road connection to Monclova Road	Provide connection between the shops at Fallen Timbers on Russell Road and Monclova Road to the north.	\$2.2 mil	Maumee/Lucas County
Village of Whitehouse	Dennis Recker	Logan Street Extension to State Route 64	Provide enhanced traffic flow from a commercial/area to State Route 64 access - lessen traffic in a residential area	\$500,000	Village of Whitehouse & ODOT
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		Reconstruction and resurfacing Village secondary roads	Safety enhancement - improve residential traffic flow and enhance property values	\$1,000,000	Village of Whitehouse & Lucas County
City of Sylvania	Jeff Ballmer	Widen US 23 Michigan to I-475	Capacity	ODOT	
		Widen I-475 Secor to I-75	Capacity	ODOT	
		Interchange modification US 23 and I-475	Capacity/Safety	ODOT	

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City of Sylvania (Continued)	Jeff Ballmer	Outer belt	Relieve congestion, capacity, moves freight quicker	ODOT	
		Rapid Transit to airport from Park & Ride	Increase airport usage / convenience of traveler	Port Authority	
		Enhanced transit	Price of Gasoline	TARTA	
ODOT	Mike Ligibel	Henry/Lucas US 24: Fort to Port from Napoleon to Waterville (Construct 2008-2009)		\$238.8 mil	ODOT
		Lucas I-475: Upgrade interchange on I-475 at Salisbury Road/Dussel Drive (Construct 2008-2009)		\$35.8 mil	ODOT
		Lucas I-75/474: Upgrade systems interchange Phase 1&2 (2009-2010)		\$137.5 MIL	ODOT
		Lucas/Ottawa SR 2: Safety upgrading from Oregon to Port Clinton (2006-2008)		\$19.1 mil	ODOT
		Lucas/Wood ITS: Toledo ITS - Freeway management system (2011)		\$14.6 mil	ODOT
		Maumee River Crossing: Replace current lift bridge with a new structure (2007; bond pavements 2008-09)		\$410 mil	ODOT
		Wood/Sandusky US 20: Widen US 20 from SR 420 to Lime St. in Woodville (2007)		\$22.2 mil	ODOT
		Lucas I-475/US 23: Upgrade and widen (design 2007)		\$200.0 mil	ODOT

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Jurisdiction	Contact Person	Project Name	Why is it needed?	Estimated Cost	Probable Lead Agencies
ODOT (Continued)	Mike Ligibel	Lucas I-75: Add lane from Philips Ave. interchange to I-280 (order development)		\$18 mil	ODOT
		Lucas I-75/I-475: Upgrade systems interchange Phase 3 (order development)		\$40 mil	ODOT
City of Perrysburg	Nelson Evans	US 23/I-475 and SR 25 Interchange Modification	The improvement and modification of the interchange is of critical importance to Northern Wood County. Given the impact that the volume of existing traffic is having at this interchange and the planned future (within the next five years) development in this area, we trust that the project will be given a high degree of priority.	\$7.2 mil	
		SR 25 Closed Loop Signal	Roachton Road to Front Street (US 20) for closed loop signals	\$444,000	
		Roachton Road-West	Reconstruction of Roachton Road, east of Fort Meigs Road to SR 25	\$2,160,000	
		Pedestrian and Bikeway Facilities	A policy initiative that provides for sufficient consideration and funding for bikeways and pedestrian sidewalks to be included in community planning and road projects.		
		Fort Meigs Road - Ekel Junction Road to five Point Road	Improvements needed for increased traffic volume		50% City 50% Township
		Eckel Junction Road - SR 199 to Thompson Road	Improvements needed for increased traffic volume		25% City 75% Township
		Cross-town Connector	Carronade Drive terminus to Scheider Drive which will direct local traffic from expressway		

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Jurisdiction	Contact Person	Project Name	Why is it needed?	Estimated Cost	Probable Lead Agencies	
Monroe County Road Commission	Janeen Abar	Sterns Road - Expand to at least three lanes from US 24 to US 23*	To help ease congestion along this corridor	\$1.5 mil per mile	Monroe County Road Commission	
		Lewis Avenue - Expand to three lanes from Sterns Road to just north of Temperance Road*	To help ease congestion along this corridor	\$1.5 mil per mile	Monroe County Road Commission	
		Secor Road - Expand number of lanes to five from Ohio State Line to Temperance Road*	To help ease congestion along this corridor	\$4 million per mile	Monroe County Road Commission	
		Lavor Road - Replace structure between US 24 & M125	Has reached service life of structure	\$500,000	Monroe County Road Commission	
		Summerfield Road - Expand number of lanes between Smith Road and just northwest of Secor Road*	To help ease congestion along this corridor	\$1.5 million per mile	Monroe County Road Commission	
		* Southern Monroe County has been a hotbed of development - commercial and residential. As such, most of the above roads are plagued with multiple accesses on a two-lane road way. These two lane roads suffer from great delay when a vehicle is turning and the multiple accesses cause more conflict points for possible crashes. It is the hopes of Monroe County that some of the above projects will help to eliminate some of the congestion and conflict issues.				

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Jurisdiction	Contact Person	Project Name	Why is it needed?	Estimated Cost	Probable Lead Agencies
City of Toledo	Kent Gardam	Truck Traffic accommodation	The ADTT appears to be growing at a geometric rate and the weights of the loads are also increasing. The existing transportation systems are not designed for the current traffic let alone the far future. Special considerations need to be specifically made for trucks. Some considerations would be specific truck lanes on interstate systems, specific urban routing on accommodating streets and heavier constructed roadways and bridges.		
		Adoption of better design practices to have much longer lasting infrastructure	Changing design practices to have much longer lasting infrastructure		
		Plan for more than a 20 year ADT	Observation shows that it takes more than 10 years of an overcrowded transportation system to even conduct a study then another 10 years to fund and construct. Transportation system new or upgrades should be designed for 30 to 40 years with 10-year reviews.		
		Plan for bikeways to provide realistic alternative to vehicular commuting.	Inefficient usage of natural resources with single occupancy vehicles.		
		Linkage between Toledo and Detroit Metro Airport	To provide effective alternative to driving.		
Providence Township	Steve Kendall, Trustee or Gail Perry, Fiscal Officer	Township roads with access or roads connected to relocated US 24.	Increased traffic volume concentrated on roads designed for light volumes of rural traffic. Increased congestion on these roads.		

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Jurisdiction	Contact Person	Project Name	Why is it needed?	Estimated Cost	Probable Lead Agencies
Providence Township (Continued)	Steve Kendall, Trustee or Gail Perry, Fiscal Officer	Change planned overpass on relocated US 24 and CR 109 to an interchange	Access for safety, emergency services, improve local transportation grid, and economic development.		
		Separate bicycle/pedestrian traffic from motor vehicle traffic	Increased bicycle and pedestrian traffic is creating safety issues on narrow rural roads with unpaved or inadequate berms.		
		Traffic signals at US 24 and SR 578 (Grand Rapids Bridge)	Traffic attempting to access US 24 has increasing waiting periods with backups on bridge. Safety hazard.		
		US 24 from CR 109 to Jeffers Road lighting and warning signage.	Rollover accidents on curves due to lack of adequate lighting and warning signage.		
		Buffer zones along relocated US 24	Add sound and visual buffers to mitigate damage to adjacent properties/residents.		
		Change planned cul-de-sac on Heller Road and relocated US 24 to an overpass	Access for safety, emergency services, improve local transportation grid, and economic development.		

QUESTION 2_NEEDED INITIATIVES -POLL FOR GOVERNMENT SOLUTION SURVEY

	Contact Person	Initiative	Why is this needed?	Estimated Cost	Probable Lead Agencies
Village of Whitehouse	Dennis Recker	Expeditious - initiation and completion of traffic studies	lag time is well into a year or two to get a traffic study completed	unknown	ODOT, Local jurisdictions
City of Sylvania	Jeff Ballmer	Master zoning/land use plan for county	better land use, save resources		Toledo-Lucas County Plan Commissions
Monroe County Road Commissions	Janeen Abar	Better Road Committee	The Monroe County Better Roads Committee was re-established in April 2005 for the purpose of uniting government, business, and citizens together to address the issues surrounding inadequate road funding in Michigan and specifically Monroe County. A similar committee operated with the same purpose in the late 1980's and early 1990's with the purpose of getting a county-wide income tax established. The group is about 20 members strong and several other members who have expressed interest but are not regular attendees to the meetings	Ongoing	Monroe County Road Commission

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	Contact Person	Initiative	Why is this needed?	Estimated Cost	Probable Lead Agencies
Monroe County Road Commission (Continued)	Janeen Abar		The committee developed a PowerPoint educational presentation and has chosen a limited number of members to present it to various groups throughout the county. The presentation has been made to township government Board Members, PTA meetings, Rotary meetings and several other groups. It is the goal of the committee to help the public understand road funding, to educate the public on the distribution of Michigan Transportation funds, and to gain support to lobby Michigan Legislators to investigate and make changes to the current funding structure.		
			The committee plans to work with township and county government to investigate and educate citizens on road funding. The committee has done research to determine the benefits of a county-wide or individual township millage for roads. This idea was made a part of the PowerPoint and has been disseminated to the public. It is yet to be decided whether a township of the county will pursue a ballot proposal.		
City of Toledo	Kent Gardam	Funding	Existing financial resources are totally inadequate to maintain the current infrastructure		

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	Contact Person	Initiative	Why is this needed?	Estimated Cost	Probable Lead Agencies
City of Toledo (Continued)	Kent Gardam	Rural development surcharge to insure funding of infrastructure enhancements in developing areas.	Rural sprawl increases demand on supplementing existing infrastructure without increasing the population base.		
Providence Township	Steve Kendall, Trustee or Gail Perry, Fiscal Officer	Bicycle and pedestrian routes	Increasing bicycle and pedestrian traffic on roads ill-equipped for these uses.		

QUESTION 3 _NEEDED POLICIES - POLL FOR GOVERNMENT SOLUTION SURVEY

Jurisdiction	Contact Person	Policy	Why is it needed?
City of Northwood	Pat Bacon, Administrator	Preserve rail corridors for public use	These corridors can be used for bike paths. This redirects pedestrian and/or bicycles off the highways and streets to a more natural, rural setting.
		Possible legislation for railroads to prevent long blockages at rail crossings	An obvious impact on safety and strong impact on freight transportation by trucks and vehicles.
City of Sylvania	Jeff Ballmer	Multi-modal aspect for projects (bikeway, transit, sidewalks)	Safety, accommodate multi-use
		Purchase land for future R/W and widening	Buy now-save later
		UT-MUO corridor	Economic Development
Monroe County Road Commission	Janeen Abar	Not aware of any formal policies* * The Mission statement of Monroe County Road Commission is to utilize available resources in the most efficient manner to maintain and improve Monroe County's roadway system for the safe and convenient use of our customers. Each year, the Monroe County Road Commission will continue to provide new construction, general maintenance and upkeep of the roadway system, as needed, and is under our jurisdiction.	
City of Toledo	Kent Gardam	Controlling rural/urban sprawl	Rural sprawl increases demand on supplementing existing infrastructure without increasing the population base.
		Investment in maintenance of existing infrastructure before expansion of system.	Inadequate available resources for system preservation.

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Jurisdiction	Contact Person	Policy	Why is it needed?
Providence Township	Steve Kendall, Trustee or Gail Perry, fiscal Officer	Action plan to mitigate damage to areas and residents adjacent to relocated US 24.	Environmental and quality-of-life issues for those who live next to the relocated road.
		Include buffer zones in all planning for new transportation construction.	Protect residents who have new transportation project construction destroy their neighborhoods and communities.
		Follow green space and farmland preservation plans for Lucas County regarding taking of land for transportation projects.	Existing policy is consistently ignored.

QUESTION 4_ NEEDED SAFETY - POLL FOR GOVERNMENT SOLUTION SURVEY

Jurisdiction	Contact Person	Location of safety concern	What is the problem	Suggested Solutions
City of Northwood	Pat Bacon	Woodville/Lemoyne Road intersection	Side impact crashes and speed.	Red light/cameras
		Northbound ramp from Woodville to Curtice to I-280	One of the only entrance ramps to I-280 that intersects a residential street (Curtice Road) with a stop sign before proceeding northbound to I-280. High crash area with extensive backups of traffic on ramp to stop sign	Install a traffic signal at Curtice Road north and southbound entrance and exit ramps.
Village of Whitehouse	Dennis Recker	Finzel and SR 64 intersection	Finzel road north and south sections do not align into a straight 4-way intersection at SR 64	Purchase right-of-way and construct a straight connection
		Cemetery Road and SR 64 intersection	Traffic control requires signalization - Whitehouse Square and Residential growth is heading to congestion	Enhance intersection traffic flow and safety through a traffic signal system.
City of Maumee	Larry Gamble	US 24 interchange at I-475	Crashes	
		Dussel Drive at Reynolds Road/US 20	Crashes	
		Arrowhead Road and Dussel Drive	Crashes	
		US 24 and Michigan Avenue	Crashes	
		US 24 and Conant Street	Crashes	
City of Sylvania	Jeff Ballmer	Cell phone usage in vehicles	Driver non attentive	Cars should have jamming devices
		4-way stop intersections (rural and/or semi-rural)	Signs not always seen (sun glare)	roundabouts/signals/signage

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Jurisdiction	Contact Person	Location of safety concern	What is the problem	Suggested Solutions
Monroe County Road Commission	Janeen Abar	Area wide*	Mixing heavy car and truck traffic	Develop a plan for truck routes in Monroe County and in conjunction with "NO TRUCKS" policy for all other roads
		* In response to a public meeting held on November 19, 2005 at the Bedford Library.		
		Expressways	Conflict between trucks and passenger vehicles.	Separate lanes for trucks and passenger vehicles
Providence Township	Steve Kendall, Trustee or Gail Perry, Fiscal Officer	US 24 & SR 578	SR 578 traffic access to US 24	Traffic control devise. Location meets warrants.
		US 24 - CR 109 to Jeffers	Rollover accidents	Lighting and signage
		US 24 and SR 295	Poor redesign/construction of intersection has yielded bad sight lines and dangerous lane alignments	Reconstruct intersection with quality design and proper lighting and signage.
		Bike paths- Yawberg, P-N-S, Manore, Jeffers, Neowash	Increasing bicycle and pedestrian traffic on inadequate rural roads.	Develop bike paths connecting Wabash to Providence Metropark.

QUESTION 5_POLL FOR GOVERNMENT SOLUTION SURVEY

Jurisdiction	Contact Person	Project Name	Why is it needed?	Estimated Cost	Probable Lead Agencies
Monroe County	Janeen Abar	With the financial struggles of most agencies of today, it is an utmost concern of the Monroe County Road Commission that the resources available for transportation funding are rapidly depleting. The general concept of being able to do more, with less is being applied to the point where many agencies are failing to meet their own responsibilities. This raises concerns for agencies determining what is priority, which affects both the structure of the working environment and the community it serves.			
City of Toledo	Kent Gardam	Diesel exhaust needs to be addressed. It will be come more and more important with the ever increasing truck traffic that this sort of pollution is controlled. When using expressway systems now, the smell of the diesel fumes are prevalent.			