Goal 1 – Be a top quality multi-modal passenger transportation hub.

Mode Split

Modal split refers to the proportion of total person trips using various specified modes of transportation. TMACOG compiled mode split data from the Census Transportation Planning Package (CTPP) that is based on 2000 Census long form data. An analysis of modal split in the TMACOG region based on daily work trips shows that the vast majority of commuters drive alone, at over 81%. Nearly 9% of the population use a carpool to get to work with walking ranking third in the list at about 3.5%. Graph 1 and table 1 show the mode split comparisons.

Graph 1: Mode Split

Overwhelmingly, the data shows that people prefer to use their car over mass transit options or alternative modes such as walking or biking. There are a variety of reasons for an individuals mode choice including time, availability of other options, cost, as well as personal freedom.

<table>
<thead>
<tr>
<th>Mode</th>
<th>Number of Trips</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Modes</td>
<td>162488</td>
<td>100%</td>
</tr>
<tr>
<td>Drive Alone</td>
<td>132347</td>
<td>81.45%</td>
</tr>
<tr>
<td>Carpool</td>
<td>14243</td>
<td>8.77%</td>
</tr>
<tr>
<td>Bus</td>
<td>1113</td>
<td>0.68%</td>
</tr>
<tr>
<td>Railroad</td>
<td>4</td>
<td>0.00%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>381</td>
<td>0.23%</td>
</tr>
<tr>
<td>Walk</td>
<td>5764</td>
<td>3.55%</td>
</tr>
<tr>
<td>Taxicab</td>
<td>109</td>
<td>0.07%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>54</td>
<td>0.03%</td>
</tr>
<tr>
<td>All others</td>
<td>664</td>
<td>0.41%</td>
</tr>
<tr>
<td>Work at home</td>
<td>7416</td>
<td>4.56%</td>
</tr>
</tbody>
</table>

Table 1.1: Mode Split
As fuel costs have risen, indications are the individuals are expanding their tripmaking options to include busses, bicycling and walking. TARTA has indicated that bus ridership has increased as the price of gasoline has increased. However, it can be assumed that if prices decrease, so will ridership.

**Average Trip Distance and Time**

Average trip distances within the TMACOG planning region are computed from TMACOG’s Travel Demand Model and reported based on a variety of trip purposes. Overall, the model estimates that commuters make 2 million trips daily in the region. Of those trips, over 1.9 million are automobile related and 12,000 utilize transit.

Trip purposes can be grouped into four basic categories for analysis: home based, non-home based, commercial vehicles and trucks. Home based trips are those that begin at home with a destination of either work, shopping, school or other unspecified destinations. Non-home based trips begin somewhere other than at home, such as work or school, and can end either at work or at any possible location including home, shopping, a restaurant, or soccer practice. Commercial vehicles include all short haul trips made by shipping companies, delivery services, etc. Truck trips are all of the long haul trips that are made within the region.

From the modeling data (Table 1.2), the average distance traveled for any particular trip made within the TMACOG region is 8.5 miles. Home based trips range from 5 miles for shopping trips to nearly 9 miles for work trips. Non-home based trips are generally shorter than home based trips, due largely to trip chaining, such as trips made to drop children off at daycare and then traveling to work. Commercial vehicle trips average under 5 miles and truck trips have the highest average at over 12.5 miles.

<table>
<thead>
<tr>
<th>PURPOSE</th>
<th>Avg Distance (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home Based Work</td>
<td>8.79</td>
</tr>
<tr>
<td>Home Based Shopping</td>
<td>5.05</td>
</tr>
<tr>
<td>Home Based School</td>
<td>7.92</td>
</tr>
<tr>
<td>Home Based Other</td>
<td>5.62</td>
</tr>
<tr>
<td>Non Home Based Work</td>
<td>6.22</td>
</tr>
<tr>
<td>Non Home Based Other</td>
<td>4.5</td>
</tr>
<tr>
<td>Commercial Vehicles</td>
<td>4.89</td>
</tr>
<tr>
<td>Trucks</td>
<td>12.53</td>
</tr>
<tr>
<td><strong>Average, all trips</strong></td>
<td><strong>8.52</strong></td>
</tr>
</tbody>
</table>

Table 1.2: Average Trip Distance

What this data tells us is that people have to make longer trips to work than they are willing to make for shopping and other home based trips. This is often by necessity but it still shows that when evaluating trade-offs for a new home purchase, people are still willing to make a longer
trip to work and live in their desired area than to live somewhere deemed less desirable but have a shorter drive.

Shopping has the lowest average among home based trips indicating that people prefer to shop at locations relatively close to home. This can be seen in the locations of the regions major grocery chains. For example, in the urbanized area, most grocery stores are located with four to five miles of each other, knowing that shoppers are seldom willing to drive longer distances to make purchases.

Commercial vehicles have the shortest average trip length and trucks had the longest at over 12.5 miles per trip.

![Graph 1.2: Average Travel Time to Work](image)

**Graph 1.2: Average Travel Time to Work**

Another measure of tripmaking tendencies to work is travel time. TMACOG analyzed data from the Census Transportation Planning Package which reported travel time for people that drove alone, in carpools of two or three people, rode a bus or a train, or that bicycled, walked, took a cab, rode a motorcycle or used some other transportation option (Graph 1.2 & Table 1.3). Within the City of Toledo and Lucas County, the average commute to work is 21 minutes.

<table>
<thead>
<tr>
<th>Mode</th>
<th>All Means Of Transportation</th>
<th>Drove Alone</th>
<th>2-Person Carpool</th>
<th>3-Or-More-Person Carpool</th>
<th>Bus</th>
<th>Railroad</th>
<th>Bicycle, Walk, Taxicab, Motorcycle Or Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Time (Minutes)</td>
<td>26.13</td>
<td>25.64</td>
<td>25.75</td>
<td>29.50</td>
<td>37.63</td>
<td>33.96</td>
<td>20.96</td>
</tr>
</tbody>
</table>

**Table 1.3: Average Travel Time to Work**
The average trip length of all the modes identified is a little over 26 minutes. Workers who drove alone were slightly below the average at 25.64 minutes. However, workers that drove in a two person carpool took only slightly longer to get to work than single drivers at 25.75 minutes. A three person carpool averaged only four minutes longer than single drivers and two person carpools.

People that take a bus to work took nearly 38 minutes to get there. The trade-off with bus riders is travel time versus vehicle operation and maintenance costs which generally far exceed that of a bus fare. Studies show that riding the bus is usually a financial consideration more than a philosophical choice of utilizing mass transportation.

The workers that had the shortest trips were those that either bicycled, walked, motorcycled, took a cab or some other means. Their trips averaged just under 21 minutes.

**Regional Core Circulator Study**

The Toledo Regional Core Circulator Study (RCCS), initiated in July 2002, began as an effort to address transportation-related questions raised in the Downtown Toledo Master Plan, unveiled in 2002. Issues pertained to street operations, a central transfer center, parking expansion and Toledo Area Regional Transit Authority (TARTA) bus operations needed additional study. These proposals spawned additional questions as to what is the best downtown transportation system. Stage 1 of the RCCS focused on this downtown area analysis.

As alternatives were developed and refined, it became apparent that an economic analysis for the benefits of the proposed streetcar would facilitate the decision-making process. Stage 2 contained such an assessment. A third stage was added in mid-2004 to investigate transit options between the University of Toledo and downtown. This final analysis was prompted by the University of Toledo’s plans for a Science, Research and Technology Corridor.

An initial screening of alternatives included a wide range of modes such as tram trains, SMRTram, light rail, bus rapid transit and monorails that were not carried over as detailed alternatives. Modes reflected in the alternatives subject to detailed evaluation include: transit-

<table>
<thead>
<tr>
<th>Study Question</th>
<th>Alternatives</th>
</tr>
</thead>
<tbody>
<tr>
<td>What is the best overall mode of downtown transportation?</td>
<td>Status quo, rubber-tired circulators, streetcar, personal rapid transit (PRT)</td>
</tr>
<tr>
<td>What is the best transportation connection to the Toledo Museum of Art and Zoo?</td>
<td>Status quo, improved TARTA connections, dedicated bus or streetcar service</td>
</tr>
<tr>
<td>What is the best transportation connection across the Maumee River?</td>
<td>Status quo, rubber-tired circulator, water taxi, aerial gondola</td>
</tr>
<tr>
<td>Should the existing bus loop operations and stations be changed, and if so how?</td>
<td>Status quo, central transfer station, modified loop, modified stations</td>
</tr>
<tr>
<td>What is the impact of changing streets from one-way to two-way? Are there new roadway connections that should be provided?</td>
<td>Status quo, all streets two-way, modified two-way operation, improvements to Clayton, Michigan and 11th streets</td>
</tr>
</tbody>
</table>

Table 1.4: Study Alternatives
supportive modes, including pedestrian and bicycle improvements, water taxi service and an
aerial gondola; surface, flexible modes including rubber-tired trolleys and electric/hybrid buses;
surface, fixed modes including vintage streetcar; and elevated modes including personal rapid
transit (PRT).

The variety of issues identified in the purpose and need analysis prompted a customized process,
tailored specifically to Toledo conditions. The resulting process evolved around five key
decisions, as reflected in Table 1.4.

A major recurring theme in the stakeholder interviews was that downtown Toledo needs to be
more pedestrian-friendly, easier to navigate on foot and by car. There are adequate sidewalk
widths, but no interesting streetscape theme to make the walk attractive and interesting. Recent
streetscape improvements on Adams Street have been successful in bringing more life and
vitality to that corridor. There are information signs directing motorists to major activity centers,
but the system is not complete or integrated. Also, there are no signs oriented to pedestrians.

A package of relatively low-cost basic improvements that address
these issues became known as the “Fundamentals.” Summarized in
Table E-3, the improvements enhance walking and biking as
well as add a sense of place to downtown Toledo with improved
wayfinding for pedestrians and motorists.

<table>
<thead>
<tr>
<th>DESCRIPTION OF FUNDAMENTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Element</td>
</tr>
<tr>
<td>Streetscape Improvements</td>
</tr>
<tr>
<td>Auto-oriented Wayfinding</td>
</tr>
<tr>
<td>Pedestrian Wayfinding</td>
</tr>
<tr>
<td>Greenway Improvements</td>
</tr>
<tr>
<td>Bicycle Improvements</td>
</tr>
<tr>
<td>Total</td>
</tr>
</tbody>
</table>

Table 1.5: Fundamentals

The alternatives impact mobility, the environment and economic conditions in different ways or
degrees. Both quantitative and qualitative measures were used to define the alternatives and then
compare them against a status quo, no-build condition. An economic impact analysis performed
for the downtown streetcar measured the increased economic activity if built, but currently
vacant property along the streetcar route became occupied.

The Locally Preferred Alternative (LPA) is based on the evaluation results presented to the
Steering Committee and Task Force as well as input received during public meetings in
Map 1.1: Streetcar Alignment
**Overall Mode** - The streetcar is the foundation of the LPA. There are two lines – a Downtown line that extends from a proposed Transportation Center at Cherry Street to the Erie Street Market (1.7 miles) and the Toledo Museum of Art (TMA) line (1.4 miles) that runs from Erie Street Market to the TMA. Service would operate at approximately 15-minute frequencies from 7 a.m. to midnight every day on the Downtown line and every 20 minutes on the TMA line.

The Transportation Center would house administrative offices and the maintenance facility for the streetcars. It has been designed to accommodate structured parking in the future.

There are two rubber-tired circulator routes that supplement the streetcar service. The lunchtime Adams/Monroe route operates the same hours as TARTA’s current lunchtime trolley (11 a.m. to 2 p.m. on weekdays) but on a simplified route to make it more understandable to passengers. There is another route, The Docks/Oliver House route, that crosses the river, operating the same hours as the streetcar and at 10-minute frequencies.

The total capital costs for the streetcar system depicted in Map 1.1 include:

- **Downtown Line** $18.6 million
- **TMA Line** $17.7 million
- **Transportation Center** $7.9 million
- **Circulators** $2.4 million
- **Total** **$46.6 million**

**Connection to Toledo Museum of Art and Zoo** – The streetcar line to the TMA connects this attraction and the future Glass Pavilion with downtown, and at the same time serves portions of the West End neighborhood area. Wrapping buses with a theme such as A to Z (Museum of Art to Zoo) is a short-term, low-cost measure ($60,000) that makes it clear to visitors what buses to use from downtown to the TMA or Zoo.

**Across the Maumee River** – Crossing the river can be accomplished using The Docks/Oliver House rubber-tired circulator route that supplements the streetcar system and is part of the overall streetcar system. The limited seasonal nature of water taxi service and the costs of the aerial gondola suggest these modes are more suitable when demand to cross the river is much greater than currently anticipated.

**Bus Loop Operations** – The current operation is a good balance of bus and traffic operations. As highlighted in Figure ES-3, the LPA includes an improvement with an extension of the loop one block south to Monroe Street to provide better connections to Fifth Third Field and the Warehouse District. This change eliminates the confusing Jefferson Avenue operation where the one-way street pattern is eastbound, but buses operate westbound. Eliminating the TARTA bus loop and adding parking would have a serious impact on traffic safety and bus operating costs. Keeping the loop and adding parking increases traffic congestion. Vistas along Madison Avenue
are improved and development potential enhanced by the relocation of the Park and Promenade stations.

Estimated capital costs of the bus loop changes include:

- Repave streets to extend transit lane and add new bus shelter on Monroe Street: $210,000; and
- Relocate Promenade and Park stations: $650,000.
**Street Operations** – The conversion of many of the one-way streets to two-way will make it easier for visitors to the city to navigate downtown streets, without incurring any significant change in travel time. This, in turn, fosters and facilitates downtown growth potential. Improvement in traffic operations by adding new roads or making major capacity modifications was not sufficient to offset the anticipated capital cost or community disruptions.

The Erie/Michigan streets and 11th/14th streets one-way pairs remain one-way. As illustrated in Map 1.3, major one-way streets changed to two-way include Huron Street, 12th Street, Jefferson and Madison avenues. The cost to implement the changes in street operation by grinding out street markings and restriping, signing, reconstructing intersections and changing signals for two-way operation is estimated at $3.8 million.
Air Facility Inventory

The TMACOG region is serviced by eight air facilities located within the region and by a multitude of others throughout Northwest Ohio and Southeastern Michigan. The facilities in the region are Bradner, Wood County, Metcalf, Toledo Express, Erie Aerodrome, Toledo Suburban, Seagate Helistop, and the Deshler Muni Landing Strip. The largest of these is Toledo Express Airport which transported 600,000 passengers in 2004.

Although located roughly an hour from Toledo, 976,000 passengers are drawn away from Toledo Express Airport and fly out of Detroit Metropolitan Airport annually. The reason cited by many travelers using Detroit Metro is the number of direct flights and the wider range of flight times. Toledo Express Airport is the primary air freight service in the region and is home to Burlington Air Express (BAX).

Most of the air facilities in the region provide only private air service. Toledo Express and Detroit Metropolitan Airports are the primary provider of commercial airline service for regional air passengers.
Map 1.1: Air Facilities Inventory
Passenger Rail

Passenger rail service through the TMACOG region is provided by Amtrak which in 2005 operated four trains per day into Martin Luther King Jr. Plaza, two east bound and two west bound. Over 80,000 passengers per year utilize the Toledo station, the most of any Amtrak station in Ohio. The Lake Shore Limited travels from Chicago through Toledo with destinations in Boston and New York and the Capital Limited travels from Chicago through Toledo to Washington DC.

Ohio & Lake Erie Regional Rail
Cleveland Hub

Amtrak’s service through Toledo has remained consistent over the past decade despite the ongoing funding issues surrounding Amtrak nationally. Regardless of the uncertainty of Amtrak's future, passenger rail has received a great deal of support in the region and a plan has been developed by the Ohio Rail Development Authority (ORDC) that proposes a high speed rail line linking Toledo with numerous other destinations in the Midwest.
The Ohio Rail Development Commission (ORDC) and the Ohio Department of Transportation (ODOT) recognized the potential for intercity passenger rail service and completed a feasibility study of a regional rail system of four corridors with a central hub in Cleveland. The study goal was to determine, at a conceptual level, the financial and economic feasibility of developing a system serving four intercity travel corridors:

- Cleveland – Columbus – Dayton – Cincinnati
- Cleveland – Toledo – Detroit
- Cleveland – Pittsburgh
- Cleveland – Buffalo – Niagara Falls – Toronto

The rail system concept involves constructing and operating an 860-mile intercity passenger service with 32 passenger stations. It would serve over 22 million people in four states and southern Ontario, Canada. The four corridors connect nine major metropolitan areas and many smaller cities and towns. Stations would be located in downtown centers, in suburban areas near interstate highways, and adjacent to major international airports. Feeder bus service to smaller communities, colleges and university towns would enhance the reach of the rail system.

The envisioned passenger rail system would provide same-day, round-trip service throughout the region by reducing downtown-to-downtown travel times and increasing train speeds. The rail service would complement both automobile and air travel by offering a modern transportation option with competitive travel times, reliable and frequent schedules and new, comfortable passenger trains.

**Pedestrian and Bike**

As the price of gasoline increased in 2005, the number of people walking and riding a bicycle noticeably increased as a result. There are a variety of reasons that residents choose to walk or bicycle instead of driving a car, such as cost, physical fitness, accessibility, or personal preference, and it is vital that their transportation needs be addressed in the overall transportation picture. Under state law, bicycles are vehicles and are legally able to operate on roadways unless explicitly stated otherwise. Within the TMACOG region, only a few roadways prohibit bicycles, including interstate routes and the Anthony Wayne Trail.

In the development of the 2025 Regional Transportation Plan, a key component was the regional bicycle network (Map 1.3). The bicycle network identifies existing paths and streets that are ideal for cyclists and proposes additional paths and streets that need minor improvements or are under development that will become part of the network in the future. The bike network helped to set the future direction of bicycling infrastructure and to ensure that an interconnected system exist for the community.

In addition to the bicycle network, another important reference is the 2025 Trail Component of the bicycle network (Map 1.4). This map shows the locations of existing and proposed trails in the TMACOG region. What this map is particularly useful for is identifying where linkages
could be pursued in order to more fully connect the trail system. A major connection that still needs to be made is the completion of the Northcoast Inland Trail to connect with existing trails in the region. When this connection is made, there will be a nearly complete system of trails extending across Ohio from Indiana to Pennsylvania.

Another desirable connection would be from the Wabash Cannonball Trail, through the Oak Openings, and connecting with the University Parks Trail and the Olander Park System.

There are three basic types of bicycle facilities that are most commonly provided - bike lanes, bike paths or trails, and bike routes.

A bike path or trail is usually 10-12 feet wide, paved or unpaved. It is separate from the road and usually designed for two-way travel. All in our region are multi-purpose trails for non-motorized uses (biking, walking, rollerblading, etc.). The more rural trails usually permit horseback riding.

A bike lane is a one-way specially-marked lane, usually 5 feet wide, adjoining each side of the road.

A signed bike route is a numbered or named route that cyclists can follow. It often connects to major destinations. A route may include streets, bike lanes, and paths.
Map 1.3: 2025 Regional Bicycle Network

**LEGEND**

- Bicycle Paths
  - Existing Path
  - Proposed Path
  - Path Under Development

- Streets with Bicycle Lanes
  - Existing Lane

- Other Bike Network Streets
  - Network Street
  - Network Street - Minor Improvements Needed*
  - Network Street - Improvement Needed to Reduce Hazards**
  - Other
    - Proposed Bike Facility - Type to be Determined***

* Minor improvements generally mean paved berms (preferred) or widened sidewalks (4 ft. wide) to increase the safety and security of the cyclists.

** Improvements to reduce hazards include adding bike lanes on streets and bridges that are narrow and/or heavily traveled, plus eliminating hazards to cyclists caused by angled exit tracks, sudden changes in road width, merging traffic, dangerous intersections, etc.

*** Types of facilities include bike paths, bike lanes, paved berms and widened (4 ft. width) sidewalk lanes.
Map 1.4: Trail Component of the Bicycle Network
Public Transit

Recognizing that there are potentially a host of unmet needs for public transportation in the region, TMACOG formed a Transit Study Committee made up of key regional stakeholders and decision makers in the transportation, governmental and human services sectors, TMACOG and transit agency staff, and concerned citizens, to study the transit needs of the region. The analysis by the consultant team, TMACOG staff and the study committees began in April 2003. The Transit Study report documents the results of that study and summarizes the unmet needs in the region, and proposes next steps in the process. Map 1.5 shows the existing transit service area.

The TMACOG region is service by three main providers of public transit. They are the Toledo Area Regional Transit Authority (TARTA), the Toledo Area Regional Paratransit Service (TARPS), and the Bedford Dial-a-Ride. The University of Toledo, Bowling Green State University, the Area Office on Aging and the Mental Retardation and Developmental Disabilities Board (MRDD) also operate transit services.

The Toledo Area Regional Transit Authority (TARTA) operates an extensive system of 54 fixed-routes and services (including route branches and variations, school-oriented routes and the Maumee and Perrysburg Call-a-Ride services) in the Toledo region. The agency’s mission is to be the most innovative and responsive public transit system, by providing transit in a reliable, timely, safe, accessible, affordable and friendly manner. In addition to the City of Toledo, TARTA also serves the City of Sylvania and Sylvania Township, Ottawa Hills, Maumee, Perrysburg, Rossford, Spencer Township and Waterville. TARTA’s ridership is approximately 4.6 million riders per year.

TARTA also operates a door-to-door, on-demand paratransit service called TARPS (Toledo Area Regional Paratransit Service) providing over 86,000 rides per year. TARPS provides paratransit service to persons with disabilities throughout the communities it serves. This standard exceeds the requirements of the Americans with Disabilities Act of 1990 (ADA), which requires that transit systems serve only trips within ¾ mile of fixed route bus routes. TARTA contracts with Laidlaw Transportation Services to provide the TARPS service. TARTA owns the vehicles, radios, and scheduling software but does not directly employ the operators of the TARPS service. Laidlaw employees operate and maintain the vehicles and schedule the services, and Laidlaw owns the operating and maintenance facility in West Toledo.

The Bedford Dial-a-Ride provides 13,000 rides per year of curb-to-curb service for Bedford Township (Michigan) residents, for trips within the township, nearby locations in adjacent Erie and Whiteford Townships, and connections to TARTA at transfer points in Toledo. Bedford Dial-a-Ride is a one-bus operation, operating as a route deviation circulator bus service. Lake Erie Transportation Commission operates the service. The Commission also operates Lake Erie Transit (LET), the seven-route, public bus system in Monroe County, Michigan; the Essential Transportation Service (ETS), a fully accessible door-to-door demand responsive service in Monroe County designed to serve handicapped persons and senior citizens. ETS is a contracted service that primarily serves community mental health and the Commission on Aging. The fixed route service and ETS is focused on the City of Monroe, located about 10 miles north of Bedford Township, and provides no service to Bedford Township or connection to the Bedford Dial-a-Ride service. Bedford Dial-a-Ride is a dial-a-ride service that links to the TARTA fixed-route service.
The Regional Transit Study is the region’s response to perceived shortcomings in the public transportation systems. These include a perceived lack of transportation options for growth areas and a lack of mobility for seniors, persons with disabilities, and other people who need or desire public transportation.

The purpose of the study was to determine whether there are unmet needs for public transportation in the region and the extent and nature of these needs. The study area includes Lucas and Wood Counties in Ohio and Erie, Bedford and Whiteford Townships in Monroe County, Michigan. Project sponsors include a wide range of local governmental agencies, transit providers, and non-profit entities from throughout the study area.

The following table (Table 1.5) outlines recommended objectives related to key concerns. They are organized by whether they are recommended for short or longer-term action, and whether they primarily are issues of existing or new service areas. Within these categories, the objectives are listed in general priority order for implementation, reflecting both the importance of the objective and the time, funding, and political factors that will impact how soon it can be implemented.

Specific projects and policy changes resulting from these efforts will be implemented through the coordinated efforts of regional stakeholders. These projects and policies will join other transit-related initiatives currently underway in the region and incorporated into regional and local plans and programs. The Regional Transportation Plan (RTP) includes major project and policy initiatives. The current RTP is the “2025 Regional Transportation Plan—Update 2004.” Federal funding is coordinated through the regional Transportation Improvement Program (TIP). Each transit agency maintains a multi-year program of projects.
### Table 1.5: Transit Study Recommendations

<table>
<thead>
<tr>
<th><strong>A. Existing Transit Areas</strong></th>
<th><strong>Short Term (1-3 years)</strong></th>
<th><strong>Longer Term (4-10 years)</strong></th>
</tr>
</thead>
</table>
| 1) Investigate options and fund service improvements to address the following: | 1) Investigate options and fund service improvements to address the following: | 1) Add connection between Bedford and Monroe City area
| • Add direct service between non-downtown destinations (crosstown routes) in the TARTA service area | • Add direct service between non-downtown destinations (crosstown routes) in the TARTA service area | 2) Add connection between Bowling Green and the metro area
| • Add/expand evening, night, weekend, and holiday service in all transit service areas | • Add/expand evening, night, weekend, and holiday service in all transit service areas | 1) Reorganize transit to operate and fund it as a county-wide or multi-county system, allowing areas of need to be served
| • Increase service frequency in all service areas | • Increase service frequency in all service areas | 2) Pursue coordination and connectivity with adjoining rural county transit systems (Ottawa County, etc.)
| • Expand the Bedford Dial-a-Ride service area, and add more connections to TARTA | • Expand the Bedford Dial-a-Ride service area, and add more connections to TARTA |
| 2) Work with stakeholders to coordinate transportation resources of senior citizen, workforce development, Medicare, and social service agencies to address transportation needs | 2) Work with stakeholders to coordinate transportation resources of senior citizen, workforce development, Medicare, and social service agencies to address transportation needs |
| 3) Continue to provide ADA-compliant paratransit service to the growing disabled population in transit service areas | 3) Continue to provide ADA-compliant paratransit service to the growing disabled population in transit service areas |
| 4) Improve transit marketing / public information | 4) Improve transit marketing / public information |
| 5) Work with local governments to improve pedestrian access to bus stops (sidewalks, paved pads, snow removal, etc.) | 5) Work with local governments to improve pedestrian access to bus stops (sidewalks, paved pads, snow removal, etc.) |

<table>
<thead>
<tr>
<th><strong>B. New Transit Areas</strong></th>
<th><strong>Short Term (1-3 years)</strong></th>
<th><strong>Longer Term (4-10 years)</strong></th>
</tr>
</thead>
</table>
| 1) Work with local stakeholders to investigate alternatives for providing service, and pursue new service in the following areas: | 1) Work with local stakeholders to investigate alternatives for providing service, and pursue new service in the following areas: | 1) Reorganize transit to operate and fund it as a county-wide or multi-county system, allowing areas of need to be served
| 1. Oregon area | 1. Oregon area | 2) Pursue coordination and connectivity with adjoining rural county transit systems (Ottawa County, etc.)
| 2. Northwood | 2. Northwood |
| 3. Holland/Springfield | 3. Holland/Springfield |
| 4. Perrysburg Township | 4. Perrysburg Township |
Transit Supportive Areas

Based on the existing characteristics of the TMACOG region and areas served by transit, industry standards and standards established by other transit systems, the transit study consultant team developed a transit-supportive area standard for the TMACOG region. This standard stipulated a minimum density of employment and population:

• Gross employment density of 3 persons per acre.
• Gross population density of 4 persons per acre.

Such densities are consistent with national guidelines for transit supportiveness, though on the lower end of the standards, befitting the relatively lower density of much of the TMACOG region. Areas meeting these density standards are considered transit supportive, and could support transit service within walking distance, ¼ mile of the transit route.

Map 1.6: Transit Supportive Areas

Map 1.6 show these transit-supportive areas and compare them with the fixed transit routes in the area. While many of these transit supportive areas are located near downtown Toledo and within the City of Toledo, many are located far from downtown Toledo, and some are located outside...
the fixed-route transit service area. Oregon, Northwood, Perrysburg Township, Monclova Township and Springfield Township, and much of Bowling Green are among the locations of significant concentrations of transit-supportive development that are not served by fixed-route transit.