

Toledo Metropolitan Area Council of Governments

On the Move



2007-2035 TRANSPORTATION PLAN

Transportation Needs and Opportunities: Public Input Summary



March 2006

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I. “On the Move” Seeks Broad Input

To create a regional transportation plan in line with public needs, TMACOG aims for extensive public input. Step one was to create a broadly based task force representing numerous voices in the community. Step two was to reach out to the various “publics” or major sectors of the regional community.

This report summarizes the public input on transportation needs and opportunities conducted fall 2005.

II. Needs Input Strategies

In September–December 2005, the task force asked, “*What are our region’s transportation needs and opportunities, now and into the future?*” Answering this question is part of assessing our transportation system. Public needs comments – along with data and information about our transportation systems – are used to determine what issues the On the Move Plan must address. Public input on needs/opportunities was solicited with a variety of strategies:

- A display in all 35 public libraries showing background information on the state of the region’s multi-modal transportation systems, accompanied by a survey to be completed
- The same survey available on the TMACOG website
- Student surveys conducted at Bowling Green High School, The University of Toledo and Bowling Green State University
- Direct mailings to local governments and other major stakeholders
- An input session for about 100 transportation stakeholders at the TMACOG Transportation Summit in September 2005
- Public meetings around the region, 11 in public libraries and one at a senior center, in October–November 2005 (approximately 200 total participants)

III. Summary of Issues

There were consistent themes across the region. These included:

- Strong concern about insufficient public transit, especially lack of a region-wide system and lack of mobility for senior citizens
- Desire for more passenger rail transportation in all its forms: intercity/high speed rail; and local light rail or trolley. There was interest in the proposed research/travel corridor linking University of Toledo with other institutions
- Concern that the region is not bike/pedestrian-friendly, and desire to provide more infrastructure for bicycle and pedestrian transportation
- Concern about railroad crossings and their impact on safety and delays
- Desire to improve freight transportation (seen as an economic development tool) including rail, water, truck access, and connections between modes
- Concerns about growing traffic congestion (with the increasing volume of trucks noted) and number of accidents both on streets and expressways – and support for solutions like widening, traffic signal timing, ITS information about road conditions, traffic calming, and access management.

- Interest in updating expressways and adding interchanges
- Desire for better maintenance of roads, sidewalks and other infrastructure
- Interest in improvements related to air transportation, such as expanded runways and rail connections to airports

There was recognition of the relationship of transportation to the region's patterns of development. Growing suburban areas want to be sure transportation investments keep up with their needs. Others expressed a desire to make transportation and development decisions that would produce less sprawl and less need to drive. In addition, transportation impacts on air quality, noise, and community aesthetics were noted.

IV. Public Meetings: Summary by Location

All the fall 2005 meetings were open to any member of the public. However, many of the meetings attracted residents, government officials and businesspeople from the immediate community. Thus, distinctly local themes emerged at many sites – in addition to the concerns that were expressed across the region.

“Top transportation issues” listed below represent the top five issues selected by each table discussion group. The number of table groups ranged from one at the smallest meetings (Birmingham and Bedford libraries) to five or six at the largest meetings (in Bowling Green, Sylvania, and downtown Toledo).

At the conclusion of each meeting, all “top five” sheets were posted. Each attendee was given three sticky dots and could “vote” for their three highest priority issues. The “top transportation issues” are therefore listed in order of priority.

South Branch Library, October 25, 2005

General description of neighborhood: older, central city, neighborhood, where challenges include unemployment, aging population, language barriers (Hispanic residents), and old infrastructure.

Top transportation issues (listed in priority order) were:

- More money needed for transportation, and distribute it fairly geographically and among transportation modes
- Need for a north-south truck route in the City of Oregon
- Implement the trolley/people mover linking downtown Toledo and University of Toledo research corridor
- Need for investment to keep up with urban sprawl
- Poor pavement condition
- Rail/highway conflicts (and rail/rail conflicts) in region
- Seniors need transportation to the doctor
- Expand use of waterway shipping (economic development opportunity)
- Running out of freight rail capacity
- Cycling: need more planning for bicycle transportation

Other issues raised included:

- I-280 goes nowhere (dead ends into SR 20)
- Hard for bicyclists and cars to share congested roads
- Opportunities to extend bike paths or create new ones from rail corridors
- Senior citizens driving
- Unnecessary delays at traffic lights: unneeded or not timed to respond to conditions

Birmingham Branch Library, November 1, 2005

General description of neighborhood: older, central city, blue collar neighborhood, where challenges include reduced number of industrial jobs, aging population, and old infrastructure.

Top transportation issues raised were:

- Trains back up the street traffic
- Need to preserve the riverfront for public access and bikeways
- Desire for more inter-city passenger rail service
- Need for improved public transit (expand to a regional system; access to medical services for senior citizens)
- Opportunity: proposed downtown Toledo trolley system

Other issues at the Birmingham meeting included:

- A desire to use transportation to spur a better quality of life and better job opportunities
- Sidewalks – maintained better and snow cleared
- Railroad infrastructure maintenance
- Parking costs
- More capacity at river crossings (bridges)
- Impacts of road construction on traffic flow

Pemberville Public Library, November 2, 2005

General description of neighborhood: Village surrounded by rural agricultural lands. Challenges include strengthening commercial center of downtown.

Top transportation issues raised were:

- Lack of railroad access for shippers; need for expanded intermodal facility
- Street and highway safety (need for signal and other improvements at key intersections along SR 6 and US 20; traffic conflicts/crashes on Sugar Ridge Road serving the high school)
- Lack of organized public transit in rural areas; lack of transportation for seniors and disabled

- Lack of funding for highway improvements results in roads and bridges inadequate to handle trucks
- Improve and extend bike paths
- Blocked railroad crossings
- No access from SR 199 to I-75 or I-475

Other issues raised included:

- Poor service from freight railroads
- Trucking challenges: high fuel costs; lack of available trucks
- Conflict between pedestrian, bicycles and rollerblades downtown
- No safe route to school for student pedestrians and cyclists
- Drivers running stop signs at country road intersections
- Lack of berms and high drop off on country roads
- Opportunity for using the New Rochester Road bridge for a bicycle bridge
- Change bike network— use South River, not North River Road
- Need more capacity on I-75 south of Perrysburg

Oregon Branch Library, November 3, 2005

General description of neighborhood: medium-sized suburban style city bordering on Lake Erie, with rural areas adjoining.

Top transportation issues raised were:

- Lack of public transit (including transit to Toledo Express Airport, Mud Hens stadium in downtown Toledo)
- SR 2 needs to be wider and safer (fatalities; economic growth)
- Lack of sidewalks and bike paths
- Traffic management and access management needed (better flow; access roads)
- Develop research/technical corridor (link UT, MUO, Owens, BGSU)
- Need more rail overpasses (congestion)
- Aggressively market region as a transportation hub (pro-business atmosphere)
- Need north-south truck route; and need north-south general purpose road (for access to shopping, extend Coy Road to Woodville Mall?)
- Need regional system of bike paths (connectivity)
- Need traffic calming (excessive speed, accidents)
- Insufficient lake commerce (water shipping)

Other issues at the Oregon meeting included:

- Need to connect I-280 to SR 582 and finish loop road to US 24 around region (both pluses and minuses to this)
- Passenger rail needed to Detroit Metro airport
- Toledo Express needs more passenger flights
- Need aesthetically pleasing gateways to region (Monroe and Broadway corridors)

- Need north-south state route east of river
- High speed monorail
- heavy traffic, truck traffic, and SR 2

Main Library (downtown Toledo), November 4, 2005

General description of neighborhood: central business district; downtown, “uptown,” and warehouse district all working towards revitalization

Top transportation issues raised were:

- Lack of (adequate) public transit:
 - lack of regional access to jobs, hospitals, services, education
 - transportation for senior citizens
 - inconvenient bus routes (downtown no longer primary destination)
 - more user-friendly
 - connections between major retail centers, hospitals, universities, downtown
- Light rail needed linking downtown/airports/suburbs
- More (and more frequent) intercity passenger rail / high speed rail needed
- Lack of walkable environment (crossing safety, lack of sidewalks, amenities)
- Lack of coordinated traffic signal timing
- Need two-way streets in downtown and uptown
- Bike path connectivity
- Eco-friendly, green-designed corridors to reduce pollution
- Increase use of solar-powered signals and related infrastructure
- Green space buffers on arterial routes (separate traffic from neighborhood)
- More intermodal freight facilities (including rail spur to Toledo Express Airport)
- Improve expressways: widen I-475 to three lanes; fix capacity of I-475/US 23 and I-75/I-475 splits
- Pedestrian/bike trail access to riverfront/marina district
- Better truck access to Toledo train station
- Better coordination in roadway construction

Other issues listed at Main Library included:

- Helicopters, for short distances
- Make Toledo airport a bigger air shuttle service to Detroit Metro
- Flooding of streets
- Motorists should give right-of-way to pedestrians in crosswalks
 - Senior motorists need education
- Improve destination signage
- Need roundabouts
- Improve I-475 exits at Cory and Talmadge Roads
- Low income neighborhoods need better engineering/planning of streets
- Eliminate some traffic lights in UpTown; flashing in off-peak hours

- Improve traffic signal timing: on one-way streets; longer left turn time; longer caution light
- Grade-separate rail crossings
- Railroad overpasses dirty, littered
- Abandoned railroads should not be restored without considering community impact
- Local short haul rail
- Transit issues:
 - Encourage transit use for work commute; shop near work
 - low-cost connection to Bowling Green
 - Bi-lingual (Spanish) transit information needed
- Ship and train-building/maintenance facilities
- Superfast boats (hydrofoils?)
- Passenger cruise ship docks
- Sky gondola or pedestrian bridge from downtown to marina district
- Riverwalk/bike paths, downtown to Lake Erie
- Big push for rails-to-trails
- Encourage bicycles, scooters, in downtown area
- Alternative energy; efficient fuel usage
- Improve security at intermodal facilities

Wood County Public Library (downtown Bowling Green), November 10, 2005

General description of neighborhood: medium-size city central business district; county seat; BGSU nearby

Top transportation issues raised, in general priority order, were:

- Lack of public transit (general and special needs transportation)
- New I-75 interchange at Bowling Green needed (industry access)
- Need more bike trails/lanes and regional bike network
- Rail improvements/more capacity needed—high speed passenger rail and freight rail
- New I-75 interchange at Perrysburg needed (Levis Commons)
- Airport improvements needed (longer runways; BG airport expansion)
- I-75 congestion and high truck traffic (widen?)
- US 6 congestion and high truck traffic (widen?)
- Rail access needed for manufacturers
- SR 25 congestion
- BG traffic/parking/pedestrian problems
- Improve highway safety in high crash areas (advance warning signage; signals)
- SR 2 widening needed (safety)
- Need better last-mile street connectors for trucks (congestion in downtowns)
- Rural roads: maintenance, ability to handle heavy trucks
- Pedestrian bridge needed for I-75 in BG
- Need for less traffic (too many individual drivers)

Other issues listed at Bowling Green included:

- Too many trucks in downtown BG
- Dangerous trains in BG; rail crossing problems
- Quiet zones needed at rail crossings
- Traffic on Jackman Rd.
- Gas costs: impact on shipping
- Way-finding signs needed
- Rural roads unsafe for cars/bikes (no berms)
- Sidewalks: many lacking on busy streets
- Computerized highways; coordinated traffic flow
- Interurban transit to airports
- Bypass to downtown BG in conjunction with BG interchange
- Air taxi BG to Columbus
- Transit to BG airport
- Impacts of US 23 bypass of Fostoria
- US 24/ US 30 east-west connection
- Fostoria to I-75 connection

Sylvania Senior Center, November 14, 2005

General description of neighborhood: small city bordered by growing suburbs

Top transportation issues raised, in general priority order, were:

- Improve expressways—congestion, safety and access (I-475/US 23 interchange; more interchanges)
- Traffic/congestion on Sylvania area roads, including truck traffic
- Bicycle transportation: better connectivity/safety; include in master plans and transportation projects
- Public transit: more user-friendly; more park & ride lots; more transportation options for both drivers and non-drivers
- Timing of projects – sooner; finish one project before starting another
- Rail transportation: need rail passenger connections to other cities; rail link to Toledo Express airport for passengers and freight
- Street safety: safer street intersections (roundabouts; protected lefts); reduce speed limits near recreation & other areas
- More and better-maintained sidewalks
- Develop partnerships with other regions
- Maintain local share of construction dollars
- Travel corridor linking UT/MUO (research corridor)
- Resurface Monroe St. in Sylvania
- Freight: Improve existing rail and water corridors

Other issues listed at the Sylvania Senior Center Library included:

- Access (shuttle?) to Detroit Metro Airport
- Transit improvements needed: coordinate with growth areas; fine tune Call-A-Ride; expand senior center transportation; etc.
- During snow removal need alternate parking nearby
- Traffic lights need to be “smarter”
- Better link from Toledo brownfield area to Expressway
- Improve Toledo Express passenger terminal
- Capacity of local roads at expressway interchanges
- Include sidewalks in road projects
- Alternate fuel: encourage use
- If you advertise a work zone, work in it
- Speed bumps too high

Way Library, Perrysburg, November 14, 2005

General description of neighborhood: small city bordered by growing suburbs and commercial development.

Top transportation issues raised, in priority order, were:

- Fix merges at I-75/I-475/SR 25
- Lack of public transportation for region
- Lack of alternatives to auto travel
- Decrease truck traffic in downtown Perrysburg and Maumee
- Traffic congestion (widen?) Lime City and Buck roads
- I-75, expand to 3 lanes Perrysburg to Findlay
- Funding for necessary improvements
- Decrease number of U-turns to access US 20 businesses
- Need pedestrian access across 4-lane SR 795 to Woodlands Park
- Plan does not respond to specific community needs (growth, stability, decline)
- Fix SR 795/I-280 interchange

Other issues raised:

- Technology corridor between universities (rail?)
- Bike paths to connect cities and suburbs
- Connector needed between SR 420 and SR 582
- Truck traffic SR 25 (Perrysburg–Bowling Green)
- Too many train whistles in Perrysburg
- Rail crossing delays (ex., Lime City Rd.)
- Improve road system to handle expected development (SR 582, BG–Perrysburg, Tracy Rd.)
- Buck Rd. – Ampoint business park access
- Air taxi?

- High speed rail between Midwest cities
- Grain capacity at terminals
- Balance the needs...speed vs. access
- Connectivity in transportation planning
- Separate the modes? (trucks, cars, bikes, pedestrians)

Lagrange Branch Library, November 15, 2005

Old central city neighborhood, working on redevelopment.

Top transportation issues raised, in priority order, were:

- Add / connect sidewalks for pedestrian access
- Public transit – increase emphasis on
- Schools should teach safe bicycle transportation to kids
- Improve street lighting (safety, quality of life)
- Rail / highway crossing conflicts

Other issues raised:

- Increase capacity of Hill Avenue from Reynolds to Holland-Sylvania (heavy school bus use)
- Increase transit connections between TARTA and Bedford Dial-A-Ride
- Complete MLK bridge improvement
- Bike paths: connect Buckeye Basin and Ottawa River paths
- Need alternative fueling stations
- Improve traffic light timing, crosswalk timing
- Add and enclose bus stops
- Congestion is hurting air quality
- Upgrade Greyhound station – promote intercity bus as alternative transportation

Bedford Library, MI, November 17, 2005

General description of neighborhood: growing suburban area.

Top transportation issues raised, in priority order, were:

- Poor road pavement
- Economic development opportunity for Monroe County from new freight link (bridge or tunnel) to Canada
- Public transit link missing between Monroe County Community College and branch campus in Bedford Twp.
- Lack of sidewalks/path connectivity between communities
- Safety and congestion problems from mixing heavy car and truck traffic

Other issues raised:

- Opportunity: Monroe County regional trail system plan and MDOT funds to build it; link to Toledo area network
- Wheelchairs and scooters driving in the road (safety)
- Opportunity: “blue trails” (marked waterways) to connect to planned refuge
- Congestion at weigh station
- Opportunity: solve congestion with “trains” of cars or trucks linked together
- Need better quality road work (improved materials; warranty the work?)
- Opportunity: research & develop better road materials
- Trail liability for local governments
- “Gateways” needed on highways

Holland Branch Library, November 21, 2005

General description of neighborhood: Village and growing suburban area.

Top transportation issues raised, in priority order, were:

- Lack of public transit in suburbs including Springfield; connection to airport needed
- Modal conflicts, esp. highway/rail crossings (student safety, congestion at McCord)
- Leap-frogging: how transportation system can address it
- Congestion around retail centers in region
- Sustainable, long-term funding availability
- Maintain infrastructure (all modes)
- Signage / information needed (ITS)
- Not taking advantage of our strategic location and transportation assets
- Lack of effective intermodal facilities
- Airport Hwy. west is unsafe
- Freeway congestion and safety problems: I-475/US 23 Sylvania interchange; Salisbury Rd. exit

Other concerns listed at Holland:

- Need more effective connectivity to Detroit Metro airport
- Phase traffic signals and enforce red light running for improved safety
- St. Lawrence Seaway not competitive (size, depth)
- Is public transit a realistic alternative?
- Increase pedestrian access
- Central / I-475 off-ramp concerns
- Support more development at airport
- Passenger rail connection to airport needed
- Need a new I-475 interchange (“Dorr” area)
- Parking downtown and near UT
- Connections to Columbus (US 23 congested)
- Train horns disruptive

- Passenger rail: more trains, in daytime; make train station feel safe
- Wales / Buck Rd. congestion
- Need more scenic roadways

Sanger Branch Library (West Toledo), November 22, 2005

General description of neighborhood: Affluent and middle class homes, shopping centers and other retail development.

Top transportation issues raised, in priority order, were:

- Coordinate transportation & land use planning for less sprawl, less need to drive
- Make region more pedestrian and bicycle friendly (increase, improve facilities)
- Increase / improve public transit (incl. cleaner fuels)
- Reconfigure I-75 / I-475 split (while keeping good access to old Jeep plant)
- Maintain streets and sidewalks better (and stronger materials)
- Conflicts between various modes (trucks, cars, ped/bike)
- Light rail (local) and more intercity passenger rail needed
- Rail crossing safety concerns Summit / Manhattan / Point Place
- Encourage more shipping by sea
- Improved driver education
- Design for future needs (proactive vs. reactive)
- Improve expressway entrances/exits
- Improve Turnpike maintenance

Additional concerns at Sanger:

- Traffic calming
- Street lighting increase
- No direct route to South Toledo
- More / better bus shelters
- Better airports, more flights
- Improve riverfront: run down; better pedestrian facilities; access to river for recreation; ferry service to other cities
- Too many traffic lights / poor timing on Sylvania
- Improve and push car pooling program
- Monroe/Secor congestion
- Better access management; safety at parks, other major destinations

V. Additional Meetings

2035 Task Force meeting, September 20, 2005

Transportation issues raised (not prioritized, but issues with the most mentions among the four discussion groups are listed first):

- Lack of maintenance, poor pavement conditions; cost of materials
- Public transit: county-wide system needed
- Pedestrian issues: need crosswalks and sidewalks (properly located); suburban streets not ped-friendly
- Direct connection needed from US 20A to Toledo Express Airport (truck access)
- Congestion and delay, I-475 in western Lucas and I-475/Salisbury exit
- Sprawl increases traffic
- Signal coordination needed to move traffic
- Rising price of fuel
- Connectivity in regional bike network
- Need central location for intermodal hub (airport)
- Connectivity of modal facilities for freight
- Roundabouts for traffic calming
- Local revenue to fund projects
- Lots of truck traffic
- Railroad crossings: delays, safety; including northern Wood County and McCord Road
- Accidents/lack of information about detours
- Development and appropriate access to streets (access management)

TMACOG Transportation Summit, September 29, 2005

Top transportation issues raised, in priority order, were as follows. As with the fall public meetings at libraries, table discussion groups had to reach consensus on which were their top five issues. The “top 5” sheets were then posted and each participant could vote with three sticky dots.

- Public transit: lack of effective region-wide system and links to other cities; need to insure mobility for all
- Funding: Need more funds to maintain and improve existing infrastructure
- Fuel: high cost and dependence on fossil fuel
- Toledo Express Airport: expand & make it a multi-modal hub, improve truck access
- Maintenance: Life span of roads and bridges is too short
- Update freeway system—more interchanges, more capacity (US 23/I-475/I-75)
- Sprawl and low density land use; lack of planning in townships (makes it more difficult to be served by transit)
- Rail congestion at Vickers rail-rail crossing
- Bias against non-vehicular (bike) and multi-modal (freight) transportation
- Congestion, poor traffic flow, on freeways & highways (ex., Central/McCord/I-475)
- US 20, Wood County, needs more capacity
- Rail: lack of capacity and poor operating efficiency
- Rail crossings conflict with street traffic; add grade separations
- Freight transportation, improve: magnet for economic development
- Port: Enhance water bound transportation; improve multimodal connections to Port
- Choke points for pedestrians and cyclists
- Not enough crossings of Maumee River

- Too many one-way streets downtown
- National Highway System Connectors (last-mile truck routes)–need to improve
- People/freight mover in UT research corridor
- Car/pedestrian crashes at signaled intersections–lack of traffic law knowledge
- Expand carpool programs
- Shallow Maumee River channel
- Environmental impacts of Great Lakes shipping
- Toledo Hospital entrance is confusing and dangerous

Toledo Regional Chamber of Commerce Infrastructure Subcommittee meeting, December 2, 2005

Transportation issues raised; not prioritized:

- I-75 congestion, Toledo–Cincinnati; I-75 Corridor Coalition (business & government) need to work together to get it widened
- Backups at I-475/I-75 (“Jeep split”)
- Passenger rail – higher speed, dependable – needed to link Toledo to Columbus, Cincinnati, Detroit, and other Midwest cities
- Exciting different transit mode (trolley, etc.) to help create “exciting electric region”
- Transportation hub requires information technology related to logistics, in addition to good transportation infrastructure
- Auto-based transport will still be basis of mobility
- Enforce highway laws to address safety, congestion, etc.
- Bike paths in City of Toledo (safe, clean, connected)
- Get politically stronger to get more state and federal money
- Tie I-280 to I-75 across northern Wood County

Other issues raised, not directly related to transportation, were:

- Create digital-based communities (computer-based workers)
- Need fiber optic networks to tie region together
- Capitalize on quality of life assets (museum, etc.); add winter attractions
- Facilitate access to Lake Erie; develop water recreation asset

VI. Surveys

A needs survey was developed based on plan goals and input from the On the Move task force. Survey forms were available at all public libraries in the region (except Rossford, which was under renovation). The forms were also made available to groups on request, and an interactive version was posted on the TMACOG website.

The summary of survey results for check-off questions is attached. A total of 385 surveys were received from around the region. This included 150 responses from Bowling Green High School. (The write-in comments from all the surveys were added to a needs table that was created to record public meeting responses.)

Student surveys were conducted at the University of Toledo (UT) and Bowling Green State University (BGSU). Summary reports on these student surveys are available from TMACOG. University student top concerns included:

- rising gas prices,
- the lack of public transportation,
- bicycle safety, and
- local walking conditions.

At BGSU, researchers found evidence that most students walk as their primary means of transportation. Three-quarters of the BGSU students expressed interest in a shuttle service between Bowling Green and Toledo, and one-third would like to see more public transit in Wood County. BGSU students favor dedicated bike lanes or other ways to improve bicycle transportation.

At UT, 25 percent of the respondents listed some aspect of public transportation as the most important transportation problem in the region. They cited inefficient routes and limited hours of service. UT students found driving in downtown Toledo confusing and parking problematic. Their top suggestions for improving transportation included better roads and more efficient bus schedules.

VII. Needs Input Critical to the On the Move Plan

The fall 2005 public input campaign on transportation needs for the TMACOG regional transportation plan provided a broad range of comment from across the region. The responses, whether from public meetings or surveys, followed consistent themes. The issues raised included all transportation modes. They focused on improved mobility for citizens – including improved options for walking, bicycling, public transit and passenger rail; strengthening freight transportation; better safety and maintenance; improving system operations (dealing with congestion, for example); and better connections between modes.

The On the Move task force was instrumental in conducting the process. The members were charged with carefully considering the public's concerns as they forged the 2007-2035 Transportation Plan. In total, public comment was gleaned from 385 TMACOG surveys, more than 700 university student surveys, more than 300 meeting participants, and 15 letters or comment sheets from individuals and agencies. The critical task is to thoughtfully combine this public input with technical analysis of our multi-modal system in order to produce a meaningful and effective plan for investing time and dollars in our region's transportation future.



On the Move



2007-2035 TRANSPORTATION PLAN

Summary of:
Survey 2, Transportation Needs and
Opportunities
Fall 2005

Revised 2/8/2006 FINAL

1. Top problems and opportunities

a. Problems: What is the transportation problem you are most concerned about?

297 responses

b. Opportunities: What is the best change we could make for our community's future, related to transportation?

228 recommendations

2. General concerns. Percentage is equal to the number of specific responses divided by the total number of responses to a question (figures are rounded to the nearest whole percent).	Total responses	Yes, very big problem	Yes, medium problem	Not a problem / Not sure
If you don't have a car or can't drive, you can't get places	342	35%	29%	36%
Lack of real transportation choices	341	33%	38%	29%
Street and highway congestion	348	22%	43%	34%
Lack of information about freeway conditions	336	13%	38%	49%
Air pollution or noise from traffic	345	19%	34%	48%
Too many trucks in neighborhoods and downtowns	346	19%	34%	47%
Roadways not attractive	347	19%	34%	47%
We're not maintaining road system	348	25%	43%	32%
Safety issues: too many crashes and injuries	343	23%	39%	38%
Too many railroad crossings	339	17%	31%	53%
Other: 36 problems 19 comments				

3. Specific types of transportation. *√ if this is a problem for you or our region and give comments.* Percentage is equal to the number of responses divided by 385 (total number of surveys received). The number of responses appears in parentheses

Driving: 25% (96) Traffic backups 26% (101) Traffic lights not timed 44% (168) Bad pavement 19% (72) Dangerous street / highway locations 28% (109) Snow removal 64% (247) Gas prices 5% (18) Other: 18 problems 82 comments

Public Transit 30% (117) Doesn't go where needed 27% (105) Doesn't run enough hours 22% (86) Lack of connections between transit services 34% (132) Lack of information 8% (32) Other: 32 problems 84 comments.

Bicycling: 47% (182) Not safe to ride on streets 27% (103) Bicyclists don't follow rules 49% (189) Not enough bike paths to get places 4% (16) Other: 16 problems 64 comments.

Walking: 25% (97) No sidewalks 27% (104) Sidewalks in bad repair 30% (116) Snow on sidewalks 25% (97) Can't cross streets safely 2% (8) Other: 8 problems 79 comments

SEE OTHER SIDE

Travel to other cities: 20% (76) Too few trains per day **22% (83)** Trains don't go to enough cities **13% (51)** Trains not on time **14% (53)** Not enough Greyhound bus service **21% (80)** No transit or rail to airports **4%(15)** Other: 15 problems
71 comments

Freight transportation: 7% (26) Trucks can't get there on time (congestion, rail crossings, etc.) **7% (26)** Bad roads damage freight **6%(23)** Not enough rail capacity **4% (16)** Poor road connections to airport **5% (20)** Poor road connections to industries **12% (47)** Turnpike tolls or speeds for trucks **6% (22)** Lack of Michigan load routes **1% (4)** Other: 4 problems
52 comments

4. Specific locations of problems / opportunities: What locations are you concerned about? Give additional locations you did not already list.

Location	Problem or Opportunity
114 locations mentioned	97 opportunities / comments mentioned

Demographic Information

Percentage is equal to the number of responses divided by 189 (the total number of demographic entries received).
The number of responses appears in parentheses

Age: (check age range)	Under 16 9% (26)	17-24 30% (90)	25-39 10% (30)	40-59 33% (98)	60-74 12% (36)	75+ 5% (16)
Employed 61% (181)	Currently retired or unemployed 24% (70)					
Student:	Full-time 30% (89)			Part-time 7% (21)		
I usually get around by:	Car 88% (261)	Bus or Taxi 8% (25)	Bicycle 9% (28)	Walk 18% (54)	Other: 1% (4)	
This year I also used:	Car 32% (94)	Bus or Taxi 17% (51)	Bicycle 25% (74)	Walk 42% (125)	Train 8% (23)	Airplane 24% (72)

Response Summary

Surveys from Libraries / Other.... **293**
 Surveys by mail..... **19**
 Surveys by web..... **9**
 Public meetings..... **64**

Total number of surveys received: **385** (as of 2/8/2006)

Please send any comments on this informational summary to:

Toledo Metropolitan Area Council of Governments
 PO Box 9508
 Toledo, OH 43697-9508
 FAX: 419-241-9116; E-mail onthemove@tmacog.org

For more information

- Call the **On the Move** hotline: 419-241-9155 ext. 250 (Español ext. 260)
- Visit our website: www.tmacog.org



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**Research, reports, and other information about
“On the Move: 2007-2035 Transportation Plan”
can be found on the TMA COG website.**

www.tmacog.org