

POLICIES RANKING FOR ON THE MOVE - 12-5-2006

Please "rank" PROPOSED POLICIES and PROBLEM STATEMENTS: 1 = YES include; 2 = Neutral or undecided; or 3 = NO don't include.

| Problem Statement | Rank | Proposed Policy | Rank | Comments |
|---|------|---|------|----------|
| Research Goal Statement: Be a center of transportation research and innovation. | | | | |
| Problem Statement 3-1 (High Priority): Need to Diversify fuels for transportation. This addresses long term availability, dependence on foreign sources. | | 1. Support consortium of universities to develop and commercialize hybrid vehicles. <i>(High)</i> | | |
| | | 2. Analyze current state and federal policies to propose changes and/or take advantage of policies to enhance alternative fuels production and use in our region. | | |
| | | 3. Require a percentage of public auto/truck fleets to be hybrids. | | |
| Problem statement 3-5 (High Priority): Need for innovative ways for trucks/freight to get where they/it need to go more easily. | | 1. Townships/municipalities/county planning commissions should seek to locate industrial and distribution facilities near existing transportation terminals and interchanges. <i>(High)</i> | | |
| | | 2. Encourage development for multi-trailer terminals at Ohio Turnpike interchanges. | | |
| | | 3. Research examples of collaboration of trucking companies on deliveries and facilitate implementation. | | |
| | | 4. Research means to improve efficiency of transfer of goods between modes. | | |
| Problem Statement 3-11 (High Priority): Need to support/expand transportation logistics and supply chain research in the region. | | 1. Look for potential to coordinate transportation to common suppliers/locations to improve efficiency. | | |
| Problem Statement 3-9 (High Priority): Facilitate Toledo Science and Technology corridor identity and movement of people and ideas. | | 1. Promote share rides for connections between entities. | | |
| | | 2. Regular, good transit connections between universities. | | |
| | | 3. Institutional Rearranging (allow people to stay in one location but available services of different institutions at that one location). | | |
| Problem Statement 3-3 (Moderate Priority): Need to research innovative traffic systems to improve traffic flow. | | 1. Support implementation of roundabouts. | | |
| | | 2. Support coordinated signal timing on all major arterials (especially numbered routes). | | |
| | | 3. Support ITS applications in our region including "Freeway Management Systems". | | |
| Environment Goal: To Protect and Sustain Community and Natural Environments | | | | |
| Problem Statement 1: Transportation Choices and | | 1. Better tax incentives to use hybrids | | |

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| Options Impact the Environment | | 2. Encourage fuel efficient modes (rail, water, hybrids, etc.) of transportation 3. Regulations – Require idle trucks/buses to shut engines off/anti-idling at truck stops and parking facilities | | |
| Problem Statement 2: Transportation/Land Use Planning Affect Quality of Life and Sprawl | | 1. Reduce driving by planning livable/workable communities (higher density, mixed use, transit oriented development) 2. Coordinated county master plan and zoning plan 3. Encourage state enabling legislation for transportation impact fees (for development) – reflect real costs 4. Require multi-use paths in site plans, with connectivity | | |
| Problem Statement 3: Improve quality of life by expanding pedestrian and bicycle options | | 1. Make commercial areas people-friendly 2. Require sidewalks community-wide 3. Acquire property for rail-trail extensions & completion of system | | |
| Problem Statement 4: Quality of Life Issues are Important to the Community | | 1. Reduce scatter lighting - more focused lighting (light pollution) 2. Mitigate surface run-off with BMP's: Grass swales (rain gardens), storm-water detention, pervious surfaces, open pavers, trees/native grasses – improve water absorption | | |
| Problem Statement 5: Traffic congestion and signalization impact communities | | 1. Put more freight on rails to lighten roadways 2. Make developed areas more conducive to pedestrians 3. Consider roundabouts as the preferred alternative for intersection improvements | | |
| Problem Statement 6: Urban sprawl is consuming farmland and disrupting rural life | | 1. Require greater land use density (cluster housing, tax incentives for density) in developed areas and include parkland in plans 2. Provide financial incentives and tools to preserve farmland and natural areas 3. Encourage county plan commissions to adopt 20 acre rule | | |
| Safety & Efficiency Goal: Designed and operated to promote safe and efficient travel across all modes | | | | |
| Reduce congestion on arterials (non-expressway) [Priority - High] | | Use as appropriate: 1. Speed and load limit rules; 2. Zoning; 3. Coordination of signals; 4. ITS; 5. Roundabouts; 6. Provide better and more convenient access to transit; 7. Access management; 8. Corridor Studies | | |

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| Reduce congestion or improve safety at specific locations | | <i>[in addition to projects and initiatives, specific "policy" approaches are recommended for specific locations, such as access management]</i> | | |
| Reduce truck-related congestion [Priority - Medium] | | Use as appropriate: 1. Signage (trucks on right lanes); 2. Uniform speed limits among all vehicles; 3. Increase freight railroad usage | | |
| Improve safety for commuters [Priority - High] | | 1. Look at mass transit options; 2. Consider roundabouts as the preferred alternative for intersection improvements | | |
| Improve safety at railroad crossings [Priority - High] | | Standardization of gates/approaches (crossing itself) | | |
| | | <i>[Originally proposed as initiatives:]</i> 1. Research better signaling technology (horns, lights, gates); 2. Identify locations for grade separation | | |
| Improve safety through better utilization of traffic control devices [Priority - High] | | <i>[Originally proposed under Projects]</i> Add traffic control devices (i.e. warning lights and gates) | | |
| | | 1. Consideration of roundabouts at all possible intersections 2. Encourage video detection systems at signalized intersections (aiding detection of motorcycles and bicycles) | | |
| | | <i>[Originally proposed as initiatives:]</i> Review quantity and location of signs and removal of unwarranted traffic signals and other traffic control devices | | |
| Improve safety for pedestrians and bicyclist on busy streets [Priority - High] | | <i>[Originally proposed under Projects]</i> Regular upkeep of signage | | |
| | | 1. Consideration of bike facilities (bike lanes/bike paths) with roadway construction projects 2. Look at ped/bike access as bridges are redecked/built | | |
| Improve safety for pedestrians and bicyclist on busy streets [Priority - High] | | <i>[Originally proposed as initiative]</i> Education/enforcement of uniform vehicular code for bicycles | | |
| | | <i>[Originally proposed as initiative]</i> Technology to increase throughput (electronic pass) | | |
| Improve safety at I-80/90/SR795 and I-75 interchange [Priority - High] | | Suggest following Ohio Manual of Uniform Traffic Control Devices procedures for work zones | | |
| | | <i>[Originally proposed under Projects]</i> 1. ITS for construction zones; 2. Enforce assured clear distance; 3. Enforce speed limits in construction zones | | |
| Increase operational efficiency in work zones [Priority - Medium] | | Region-wide access management policy | | |
| | | Include effective access management in land use plans | | |

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| Traffic management on freeways [access Priority - Medium] | | Signage (trucks in right lanes) | | |
| System Preservation Goal: Maintain/preserve existing system | | | | |
| Need to maintain bicycle/pedestrian systems | | Need to have a policy that political jurisdictions enforce their laws about construction and maintenance of walks | | |
| | | Jurisdictions should have a policy concerning public owned walks/trails in their snow/ice removal plans and have/enforce laws regarding clearing facilities adjacent to private property. | | |
| | | Promote a mechanism for township authority regarding maintaining and clearing sidewalks | | |
| | | Promote regional consistency in sidewalk/trail maintenance regulations | | |
| Lack of funds to implement appropriate fixes | | Appropriate impact fees | | |
| | | Place emphasis on maintaining the system vs. capacity improvements | | |
| | | Maintain seaport, airport, public transit, and rail facilities in good condition | | |
| | | Support sufficient and appropriate funding to maintain our multi-modal system | | |
| Passenger Goal: Be a top quality multi-modal passenger transportation hub | | | | |
| Lack of sufficient geographic reach of public transit across region (lacking in Oregon, rural areas, Springfield Twp area) | | Truly integrated system that services all areas / people | | |
| | | More state / county transit funding | | |
| | | Plan for greater development densities that will create higher demand | | |
| Make transit more user-friendly; improve operations and hours of service | | Better "policing" of bench condition at bus stops | | |
| | | Businesses & other transit generators required to provide transit amenities | | |
| | | More money for transit | | |
| Opportunity to improve region with transit innovations and intermodal connections | | Urge continuation or increase of service for intercity bus service for interconnections between NW Ohio and SE Michigan communities | | |
| Lack of sufficient transportation for seniors, people with disabilities / special needs, and other nondrivers | | All transit should be more senior-friendly, and accessible to seniors/disabled | | |

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| | | User-friendly traveler information on all modes and connectivity | | |
| | | Paratransit needs to provide faster service (zones or call-a-ride), one hour or less service | | |
| | | Local regulation requiring 15% of fleets (example, cabs) to have handicap accessibility | | |
| Provide more viable personal transportation choices | | Regional policy: Support development of a passenger transportation system providing full range of integrated, interconnected modal choices to insure mobility of all citizens and options that improve community and natural environments. | | |
| | | Adopt a regional complete streets policy including ped/bike and transit | | |
| | | Increase density of development -- incl. Infill housing in urban areas -- to make multiple transportation modes feasible | | |
| Lack of fast, convenient & affordable intercity passenger rail | | Join with other regions to push for Ohio Hub Plan (high speed rail) -- incl. Toledo-Detroit connection via Detroit airport | | |
| | | Support Chicago Hub Plan (high speed rail) | | |
| Clarify Toledo Express's role in air passenger transportation –finding a way for Express and Detroit Metro to complement each other– and improve service and terminal. | | Maintain or grow passenger service at Toledo Express because majority of Airport funding tied to passenger use | | |
| Use transportation to support economic development | | Tie in the bike network to all major development areas | | |
| | | Tie in multiple modes of transportation to major development areas | | |
| | | Increase transit-oriented development [<i>Orig proposed as initiative</i>] | | |
| | | Incorporate transit into new and refurbished developments [<i>Orig proposed as initiative</i>] | | |
| Freight Goal: World class intermodal freight hub | | | | |
| Implement Lake Erie West Global Logistics Center | | Identify needed improvements/ resources; support public \ private infrastructure investment for 4 sites & connectivity between sites (on public roads and off-road) | | |

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| Expand air facilities as intermodal hubs, with good road access (<i>Lake Erie West 1: Toledo Express Global Logistics Park - Transportation Opportunity District</i>) | | Develop Toledo Express Airport as a major intermodal hub -- including needed infrastructure improvements | | |
| Increase use of & multi-modal access to rail freight | | Support development of Trans-Pacific Inland Port (Canadian National container facility) [<i>selected as an initiative; bears repeating here as part of overall Lake Erie West four-part center</i>] | | |
| Opportunity to expand waterborne freight movement (<i>Toledo Seaport</i>) | | Extend shipping season: international cooperation on research towards year-round shipping (important for Short Sea Shipping). Include new maintenance system for Canada's Welland Canal (uses 3-mo. winter shutdown to maintain 22 locks) | | |
| | | Actively pursue increased funding for dredging | | |
| | | Increase rail access to seaport | | |
| | | Extend shipping season: breakwater ice protectors for power plants/ locks/ other facilities along lake/ Seaway/ river | | |
| | | Support maximized use of the Seaway / Great Lakes water system | | |
| Opportunity for expansion of air freight mode | | Support increased airport capacity at airports throughout the region for the expansion of airfreight and related activities | | |
| Opportunities to increase rail freight use, and reduce conflicts | | Nationalize railroad infrastructure | | |
| | | Support implementation of "Ohio Hub Study" (will increase freight capacity) | | |
| Improve road access and capacity for trucks, and reduce modal conflicts | | Turnpike: policy for "Easy Pass" and quantity discounts (political pressure) | | |
| | | Require Agri-business to meet same constraints as other industries - eliminate exemptions that allow producers to use township roads without defraying costs of upgrades and maintenance | | |
| | | Change Turnpike mission to support local development | | |
| | | Increase federal funding to construct/maintain NHS connectors at top level of functionality | | |
| | | Support the development of a new Canadian border crossing | | |
| | | Support real time info via ITS that is suitable to trucker needs | | |

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| Funding Goal: Be successful in obtaining adequate funding for transportation facilities. | | | | |
| A. More efficiently use currently available funds and maintain appropriate balance between system preservation and capacity expansion | | <ul style="list-style-type: none"> Encourage agencies to accurately research the cost of maintaining and improving their roads with public staff and compare those costs to contractors and use most efficient approach. | | |
| | | <ul style="list-style-type: none"> Encourage agencies to cost out rehabilitation strategies using life-cycle considerations not just initial capital comparisons and not always a "worst first" strategy. | | |
| | | <ul style="list-style-type: none"> Encourage agencies to use new methods to stretch funding including design/build; construction warranties for extended periods. | | |
| | | <ul style="list-style-type: none"> Encourage agencies to Use best available technology to build long-lasting roads | | |
| B. Encourage more regional cooperation to get the most out of current funding | | <ul style="list-style-type: none"> Research current joint projects and group purchasing to determine if they could be expanded to other jurisdictions for even greater overall cost savings. Potential project types include: <ul style="list-style-type: none"> Ø Purchase/fabrication of signs and signals Ø Mill and fill along jurisdictional boundaries (e.g. city-twp) Ø Contracting projects and services Ø Salt purchase (bring in by ship – sell to other local jurisdictions) Ø Materials purchases (e.g. asphalt) Ø Purchase of equipment (e.g. milling machines) | | |
| | | <ul style="list-style-type: none"> Research current joint projects for operations and maintenance to determine if they could be expanded to other jurisdictions for even greater overall cost savings. Potential project types include: <ul style="list-style-type: none"> Ø Snow plowing Ø Signal coordination (e.g. Airport Highway) | | |
| | | <ul style="list-style-type: none"> Educate public on many examples of already existing cooperation to save resources | | |
| | | <ul style="list-style-type: none"> Create a regional database of existing cooperative governmental ventures and opportunities | | |
| | | <ul style="list-style-type: none"> Reward cooperative projects via regional project selection criteria | | |
| | | <ul style="list-style-type: none"> Encourage jurisdictions to use state purchasing agreements and/or local multi-jurisdictional agreements | | |

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| | | <ul style="list-style-type: none"> · Encourage local jurisdictions to specialize in services or materials where they are particularly efficient and make these available to other jurisdictions rather than duplicate efforts | | |
| C. Ensure that the region gets its fair share from current funding sources | | <ul style="list-style-type: none"> · Support efforts to reduce / eliminate earmarks ("0" sum game with finite resources – doesn't add to program) | | |
| D. Increase dedicated funding from traditional sources to meet growing transportation demands | | <ul style="list-style-type: none"> · Continue to ensure that dedicated transportation taxes are used for transportation purposes · Support efforts to implement a mechanism to maintain the purchasing power of current transportation related taxes over time · [Support as a policy rather than an initiative] Research if there is a direct correlation between transportation investment & economic development and demonstrate how using funds efficiently leads to more investment · [Support as a policy rather than an initiative] Research the importance of transportation expenditures related to the benefits (esp. to support increased tax initiatives) · [Support as a policy rather than an initiative] Educate elected officials and staff on how local jurisdictions are using current dollars efficiently to maintain and improve the current system | | |
| E. Find innovative ways to get additional funding for transportation system upgrades | | <ul style="list-style-type: none"> · [Support as a policy rather than an initiative] Research burden and implications of mechanisms to raise additional transportation funding locally for priorities in our region (local self-help) as funding sources in Washington and Columbus produce less funding for local needs and focus primarily on higher level highway facilities (e.g. federal funding on Interstates and National Highway System, state funding on state routes in rural areas). Some possibilities include: <ul style="list-style-type: none"> Ø impact fees and tax increment financing (tif) districts on new development (including residential) especially where new transportation facilities or improvements will be required Ø multiple jurisdiction transportation improvement districts (TID) Ø multiple jurisdiction property tax for transportation uses Ø multiple jurisdiction general or fuel sales tax for transportation uses Ø multiple jurisdiction income tax for transportation uses | | |

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| | | <ul style="list-style-type: none"> ∅ statewide mechanisms directed to local jurisdictions ∅ expand statewide bond issues for local jurisdictions | | |
| | | <ul style="list-style-type: none"> · <i>[Support as a policy rather than an initiative]</i> Research burden and implications of new, different region wide mechanisms to fund a truly regional public transit system over the long term | | |
| | | <ul style="list-style-type: none"> · <i>[Support as a policy rather than an initiative]</i> Research burden and implications of mechanisms to raise additional transportation funding locally for paratransit and shared ride services for the whole region | | |
| | | <ul style="list-style-type: none"> · <i>[Support as a policy rather than an initiative]</i> Research issues related to larger regional coordination / funding / compact across state line to address transportation issues on a truly regional basis | | |
| | | <ul style="list-style-type: none"> · <i>[Support as a policy rather than an initiative]</i> Research methods to provide funding to smaller jurisdictions – Townships and more rural areas need “small projects” funds | | |
| <p>F. Balance the split of funding between modes based on regional priorities and needs</p> | | <ul style="list-style-type: none"> · Encourage multi-modal design of all projects [<i>“complete streets”</i>] and change project selection criteria to reward projects that incorporate multimodal elements such as: — bike lanes or paths with street upgrades; street upgrades with transit shelters, bump outs, and other accommodation; Park and Ride Facilities | | |