

On the Move - 2007-2035 Transportation Plan Needs Input

Need/Opportunity	Venue	Rank (High or Moderate)	Priority (Group Top 5)	# Dots (votes)	Non-Transportation Issue
make city more pedestrian and bike friendly. (fewer people in cars, less pollution)	Sanger		Y	12	
Coordinate land use and transportation - planning incentives to growth. -transportation and "sprawl" organized, interlocked	Sanger		Y	10	
less sprawl: tighter regulation for growth. (less need to drive. Revitalize downtown)	Sanger	H	Y	7	X
better bus service: more routes, security on buses, later routes. (more users, fewer cars)	Sanger		Y	5	
I-475 / 75 split reconfigure. (safety)	Sanger		Y	5	
Bike lanes, more in rural areas. (safety, encourages good health, commute to work)	Sanger	H	Y	4	
maintain both streets and sidewalks better (fewer people in cars, save energy)	Sanger		Y	3	
more environmentally friendly mass transit	Sanger		Y	3	
Improve public transportation connectedness. Regional and cross town busses. (access)	Sanger		Y	2	
Conflicts between various transportation modes (and how they relate to each other) - high truck accidents design streets -limited bike and pedestrian facilities	Sanger		Y	2	
Sidewalk improvements: repair, maintenance / expand into areas where there are none	Sanger	H	Y	2	
Grade crossing on Summit / Manhattan / Point Place (safety)	Sanger		Y	1	
Better pavement. More concrete surfaces in heavy traffic area. (roads less likely to need frequent paving)	Sanger		Y	1	
more awareness of public transit (people wouldn't have to drive. -[make it] less intimidating. -less pollution -less stress)	Sanger	H	Y	1	
light rail for Toledo area / expansion of passenger rail to other cities. (less pollution, better connectivity with others)	Sanger	H	Y	1	
encourage more shipping by sea. (fewer trucks and trains)	Sanger		Y	1	
Improved driver education -conflict in user mindset and use desire	Sanger		Y	0	
reactive vs. proactive design. Original designs do not foresee todays transportation requirements (not just volumes)	Sanger		Y	0	
More pedestrian friendly facilities. (safety, access)	Sanger		Y	0	
Old jeep plant area accessibility (economic development)	Sanger		Y	0	
limited mass transit -drive mindset of "independence" -no real recognition of mass transit, benefit(?) plans Amtrak	Sanger		Y	0	
all streets in Lucas county need to be better maintained	Sanger				
Major sidewalk replacement program	Sanger				
Reactive design vs. proactive. Conflict in user mindset and choices and desires.	Sanger	M			

more bike paths	Sanger				
Bike trail expansion, corridor to downtown, to Richfield Township	Sanger	M			
More awareness of public transit. Simpler bus schedule (schedules in the bus stops) (in Braille). -easier accessibility for the disabled. -airport shuttle	Sanger	H			
Riverfront looking a little rundown. Better pedestrian facilities. -safety issues. -better access to river for recreational purposes. Ferry service to Windsor, Sandusky, Cleveland.	Sanger	M			
Improve public transit connectedness (move away from no hub and spoke) , regional and cross-town buses.	Sanger	H			
More bike friendly facilities / bikes allowed on sidewalks	Sanger	H			
City needs to be more pedestrian friendly. More sidewalks and traffic calming	Sanger				
Street lighting increase	Sanger				
More convenient public transportation, both routes and times	Sanger				
Improvements in traffic in South Toledo. No direct route to or through South Toledo	Sanger				
Buses do not run late enough at night. Last bus leaves downtown at 10:50. Trial late buses in summer when people stay out later	Sanger				
More bus shelters and larger	Sanger				
Sidewalk improvements (like in the UT area)	Sanger	H			
75 /475 split -how that affects exit / entrance ramps and accessibility of the area.	Sanger	M			
Too many traffic lights on Sylvania between Lewis and Jackman, rethink timing. (brings traffic into neighborhoods)	Sanger	M			
Light timing on Tremainsville / Sylvania / Jackman	Sanger	M			
At grade crossing Manhattan / Summit / Point Place	Sanger	H			
Monroe / Secor congestion	Sanger	M			
reconfigure 75 / 475 Jeep split	Sanger	H			
Limited mass transit (not just rail)	Sanger				
Improve Amtrak	Sanger				
Limited bike and pedestrian facilities	Sanger				
Improve interstate entrances and exits	Sanger				
Improve drivers education	Sanger	M			
Turnpike is still not "free". More and better maintenance	Sanger				
Original designs did not foresee today's transportation requirements. (not just volume)	Sanger				
Improve transportation efficiency with more intelligent traffic signals	Sanger				
Truck accidents (design effects)	Sanger				
Conflicts between various transportation modes (how fit together)	Sanger				
Better access management. Parks safety other high volume destinations. Pond design vs. unlimited curb cuts - safety	Sanger				
Use concrete in heavy weight traffic areas.	Sanger				

Bus motors run when buses are stationary for long periods	Sanger				
Cleaner fueled mass transit (hybrid)	Sanger				
Encourage things to be closer together: fight sprawl	Sanger	H			
Transportation and "sprawl" are interlinked (and zoning)	Sanger				
Driver mindset of "independence" - no real recognition of mass transit benefit.	Sanger				
Coordinate land use and transportation incentives to control growth.	Sanger	H			
more freight movement by lake ships	Sanger				
Light rail system	Sanger				
Circular light rail system with intermodal transfer points	Sanger				
Ohio intra-city rail system	Sanger				
Transit to suburbs / outlying areas. -more stops	Sanger	H			
bike lanes, more. Extended to more rural areas	Sanger	H			
More trains / more stops. -around Toledo to BG. -to other cities, Detroit, Columbus, better connectivity. -on time	Sanger	M			
Better airport, more flights. -connectivity	Sanger	H			
Centralized carpooling data base and advertised more aggressively	Sanger	M			
Lack of pedestrian facilities along Alexis Rd. included in number 5 example	Sanger				
impact of multiple jurisdictions	Sanger				X