



Regional Active Transportation Plan

2026-2030



Lake Erie West
REGIONAL COUNCIL

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Plan Summary

Active transportation is an important part of community planning and development in the Lake Erie West region. Walking, biking, and other non-motorized transportation options are no longer just recreational. They are essential strategies to reduce congestion, improve public health, and create more sustainable, connected neighborhoods.

Public attitudes towards active transportation have shifted to value communities with multiuse paths, well-maintained sidewalks, safe streets, and available public transportation. This makes active transportation infrastructure a key factor in economic development and quality of life. Regional growth and investments in safe, accessible routes for people, not just cars, will shape a healthy and vibrant future.

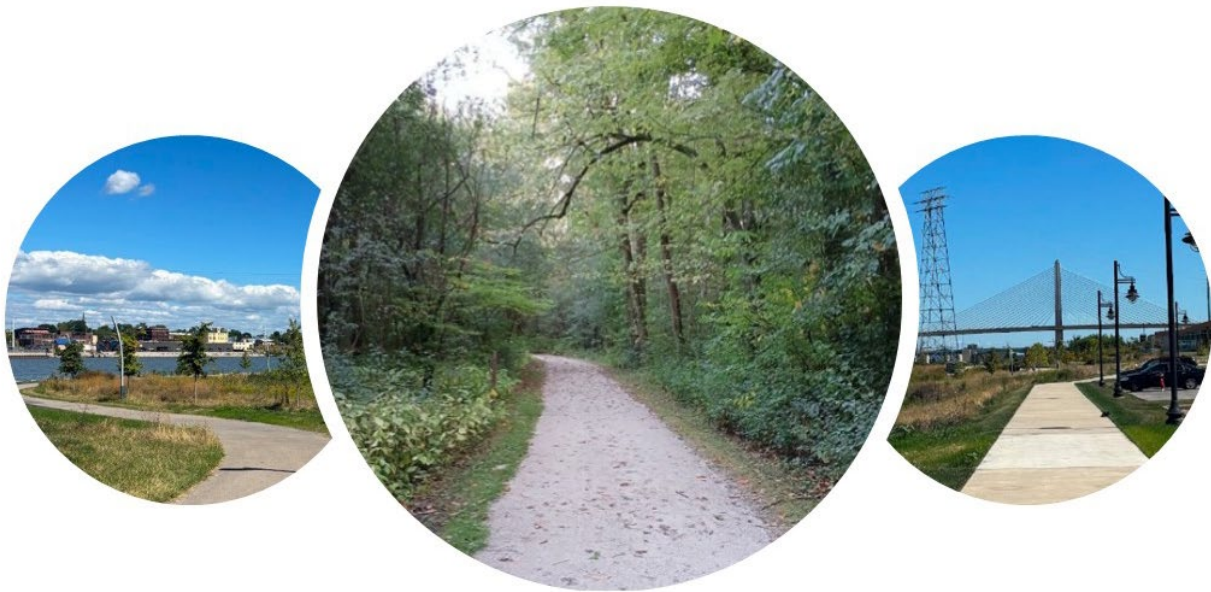
The Regional Active Transportation Plan for the Lake Erie West region outlines a vision to expand safe and accessible transportation options that allow people to walk, bicycle, and roll more easily across their communities. The goal is clear: link neighborhoods, parks, schools, and jobs with routes that are safe and convenient. The plan calls for:

- A network of trails and paths that connect communities across the region and beyond.
- Resources, data, and analysis for local jurisdictions to expand active transportation options.
- Increased use of active transportation through awareness, collaboration, and engagement.

As the Lake Erie West region grows, active transportation is critical to building a sustainable, connected, and economically competitive future. The plan reflects public comment requesting safer streets, better bicycle routes, and more walkable communities. Together, these strategies will create a region where anyone can stride or ride into a healthier, more active future.

Introducing the Region & the Plan

Active transportation refers to any mode of travel that is not motorized, such as walking, biking, and using mobility assistance devices, such as wheelchairs and scooters. These are essential transportation options that many residents use to access jobs, education, retail, and other community locations, either directly or by connecting with public transit to reach their destination. The Regional Active Transportation Plan outlines strategies to improve safety, accessibility, and connectivity for people who either depend on these modes of travel or enjoy them for recreation.



Lake Erie West Regional Council, formerly known as the Toledo Metropolitan Area Council of Governments (TMACOG), is the federally designated Metropolitan Planning Organization (MPO) for Lucas and Wood Counties in northwest Ohio, and three southern townships in Monroe County, Michigan. The Regional Active Transportation Plan also includes three adjacent Ohio counties—Ottawa, Sandusky, and Seneca—to offer a broad look at connectivity across the Lake Erie West region.

This plan is a resource to increase public awareness of active transportation infrastructure across the region and to guide local governments in making informed decisions about public infrastructure and transit connections. Lake Erie West Regional Council created this initial plan in 2026 and will update it every five years.

Benefits of Active Transportation

Increasing active transportation options offer a variety of benefits to residents and the region. From improving physical and mental health to generating economic development and improving community attractiveness, studies have shown numerous benefits from increasing non-motorized infrastructure.

Physical Health & Well-Being

Infrastructure for active modes of travel provides communities with the opportunity for daily physical activity, reducing the risk of developing preventable, chronic diseases. Physical activity has long been shown to reduce anxiety, lower the risk of depression, and improve sleep and cognitive function for older adults.¹

Economic Development

The demand for active transportation infrastructure, such as bicycle lanes and pedestrian paths, drives investment in construction and maintenance jobs, and increased property values in nearby areas can raise local tax revenues. Areas with well-designed active transportation infrastructure can help influence active commuter traffic, encouraging residents to spend at nearby businesses.

Family & Safety

Active transportation infrastructure creates recreational opportunities for families and healthier, safer, and better-connected neighborhoods. It encourages residents to build stronger community ties as they engage more with their surroundings and each other. Shared public spaces may support increased interactions among neighbors, creating a greater sense of safety and belonging and improving social conditions in communities.²

Innovation

With a shift toward active transportation, counties, cities, villages, and townships can design multi-functional spaces serving as both transportation routes and public spaces, improving their utility and efficiency. Promoting alternative transportation options encourages the development of new materials and technologies that are specifically designed for bicycle lanes and pedestrian walkways.

Efficiency

Active transportation projects can be implemented more quickly than car-centric projects since their design and construction is less complex and usually has fewer regulatory hurdles. With fewer delays caused by traffic congestion and reduced complexity in the planning and approval processes, projects can be completed more efficiently, accelerating timelines, and reducing costs.

¹ Physical Activity Guidelines for Americans. "Office of Disease Prevention and Health Promotion" 2018. https://odphp.health.gov/sites/default/files/2019-09/Physical_Activity_Guidelines_2nd_edition.pdf

² National Library of Medicine. 2014. A retrospective study on changes in residents' physical activities, social interactions, and neighborhood cohesion after moving to a walkable community.

Regional Goals

To address the active transportation needs of the region, it's important to establish planning goals. Through collaboration with stakeholders and public involvement, goals were identified to guide this plan forward. The goals of the Regional Active Transportation Plan are as follows:

- **Goal 1:** Develop and expand the regional multiuse path network and connect to other regional or statewide facilities.
- **Goal 2:** Empower jurisdictions and public entities to make data-informed decisions by providing resources to develop active transportation infrastructure.
- **Goal 3:** Ensure perpetual public and private participation through the awareness of available active transportation resources.

The goals start off broadly and then narrow down to the individual. Goal 1 addresses the region as a whole. Goal 2 supports each jurisdiction, whether county, city, village, or township. Goal 3 is established to serve the individual user of active transportation within the region. These goals will be expanded upon further with the addition of objectives and strategies to achieve them. Additional discussion can be found in the Goals and Objectives section of the document.



Existing Conditions

Assessing the region's demographic and socioeconomic data and tailoring transportation improvements accordingly can benefit the region. Understanding who lives and works in the region, as well as how they move around, illustrates if daily needs are being met. It is important to analyze the existing conditions of the Lake Erie West region.

Active transportation facilities are essential for creating livable communities and reducing disproportionate economic and health burdens. Traditionally vulnerable populations, such as children, older adults, low-income individuals, and people with limited English proficiency, rely heavily on active transportation options, specifically walking, biking, and transit.

The following section examines existing infrastructure, demographic characteristics, and key socioeconomic indicators from the Lake Erie West region's service area and three adjacent counties in Ohio.



Regional Demographic Profile

The Lake Erie West MPO, comprising Lucas and Wood counties in Ohio, and three southern townships in Monroe County, Michigan, has a population of 601,286 (2023 estimated population). When combined with the three eastern adjacent counties, the Lake Erie West region's population is estimated to be 755,078. This is taken directly from the 2023 American Community Survey (ACS) estimate of the total population of the defined region. Where population statistics are sourced from the U.S. Census Bureau, these statistics and estimates are from the reported 2020 data.

According to the 2023 ACS estimates, in order of largest to the smallest county in population in the MPO region, these include:

Lucas County	428,748
Wood County	131,795
Monroe County, Michigan, within the Lake Erie West MPO	40,743
Bedford Township	31,851
Whiteford Township	4,593
Erie Township	4,299

The three adjacent counties in the planning region

Sandusky County	58,770
Seneca County	54,861
Ottawa County	40,161

The three largest cities in the planning region

Toledo	268,461
Bowling Green	30,051
Perrysburg	25,065

Source: US Census Bureau ACS 5-year estimates, 2023.

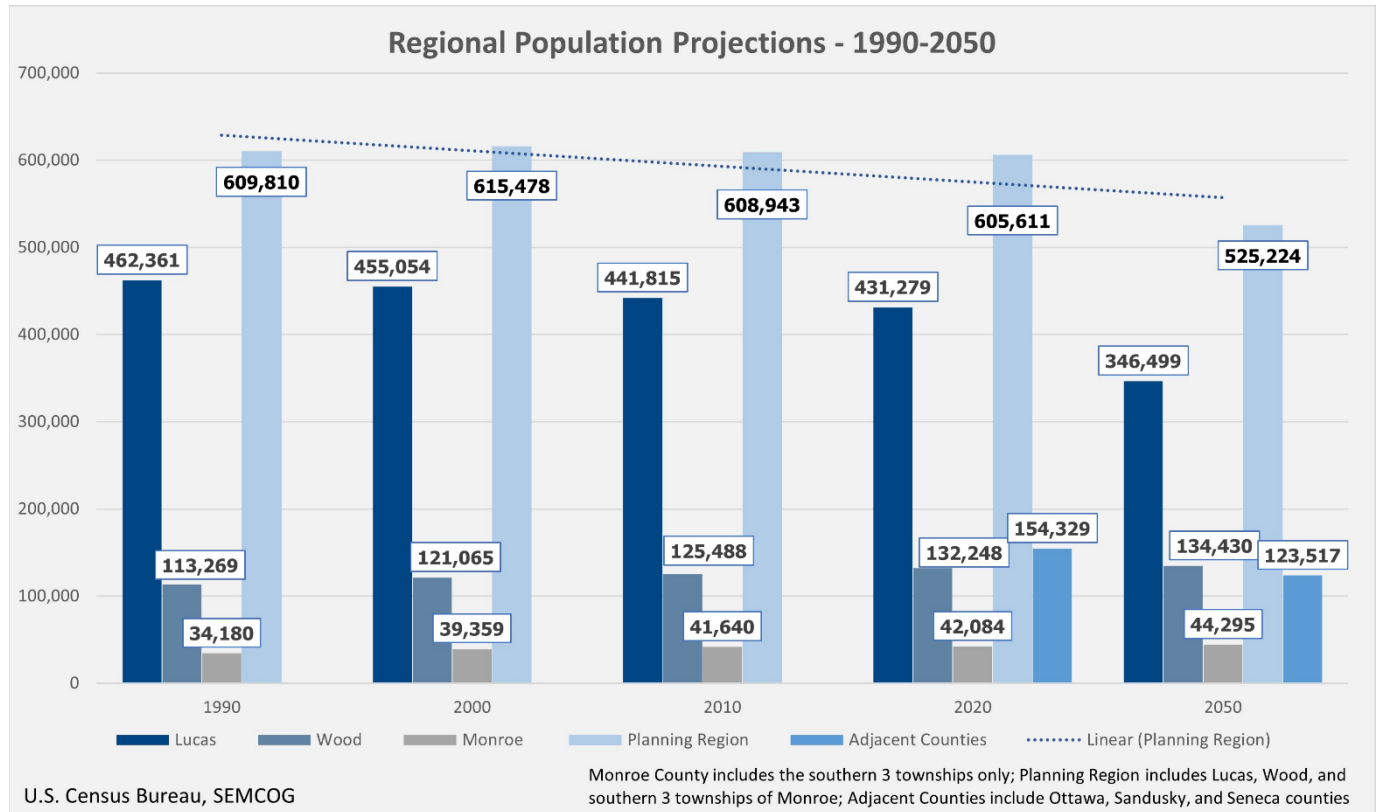


Exhibit 1: Planning region population projection from 1990 – 2050; Source: U.S. Census Bureau, SEMCOG



Regional Population by Age Group

According to the U.S. Census Bureau ACS from 2020, as represented in Exhibit 1, the total estimated population in the defined planning region is 759,940 individuals. Reviewing the population by age group is essential as it relates to the region's active transportation infrastructure and the identification of needs. The highest percentage of the region's population is in the "under 18" group, and the second largest age group is those who are age 65 and over. The third largest age group is 55-64 years old, and in the next 10 years, the senior population will equate to nearly a third of the entire regional population. It will be vital to provide more active transportation facilities, offering a growing elderly population more exercise opportunities and health benefits.

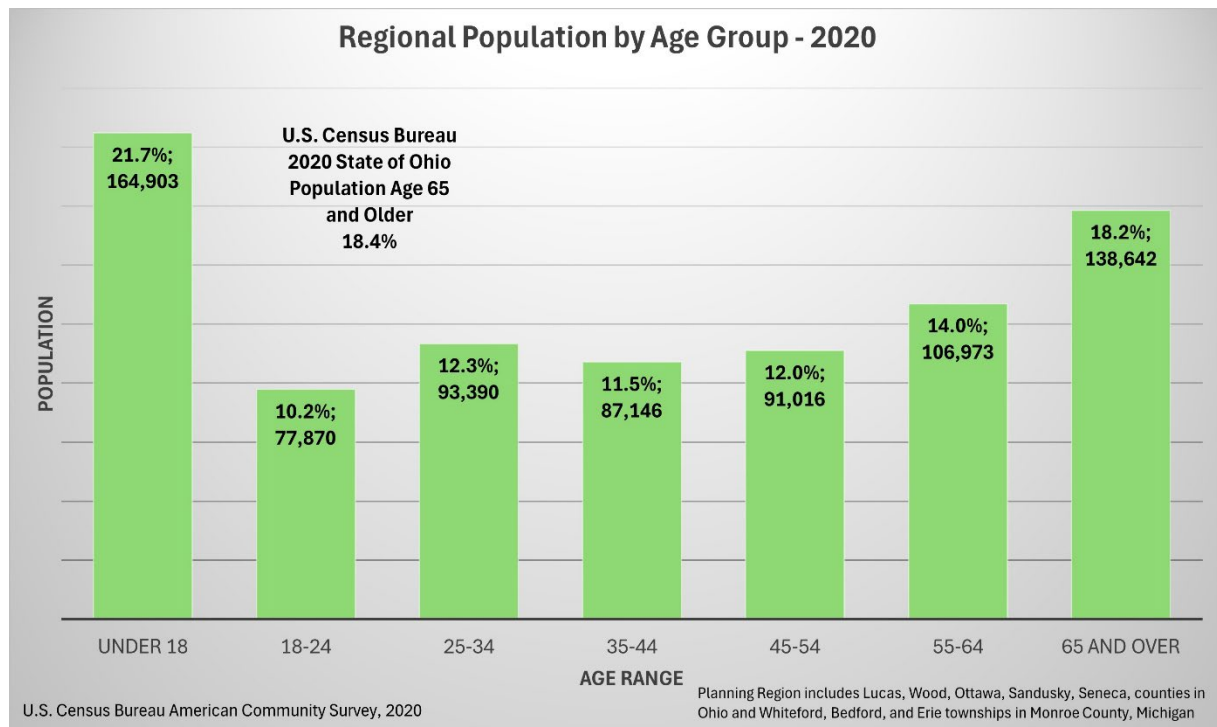
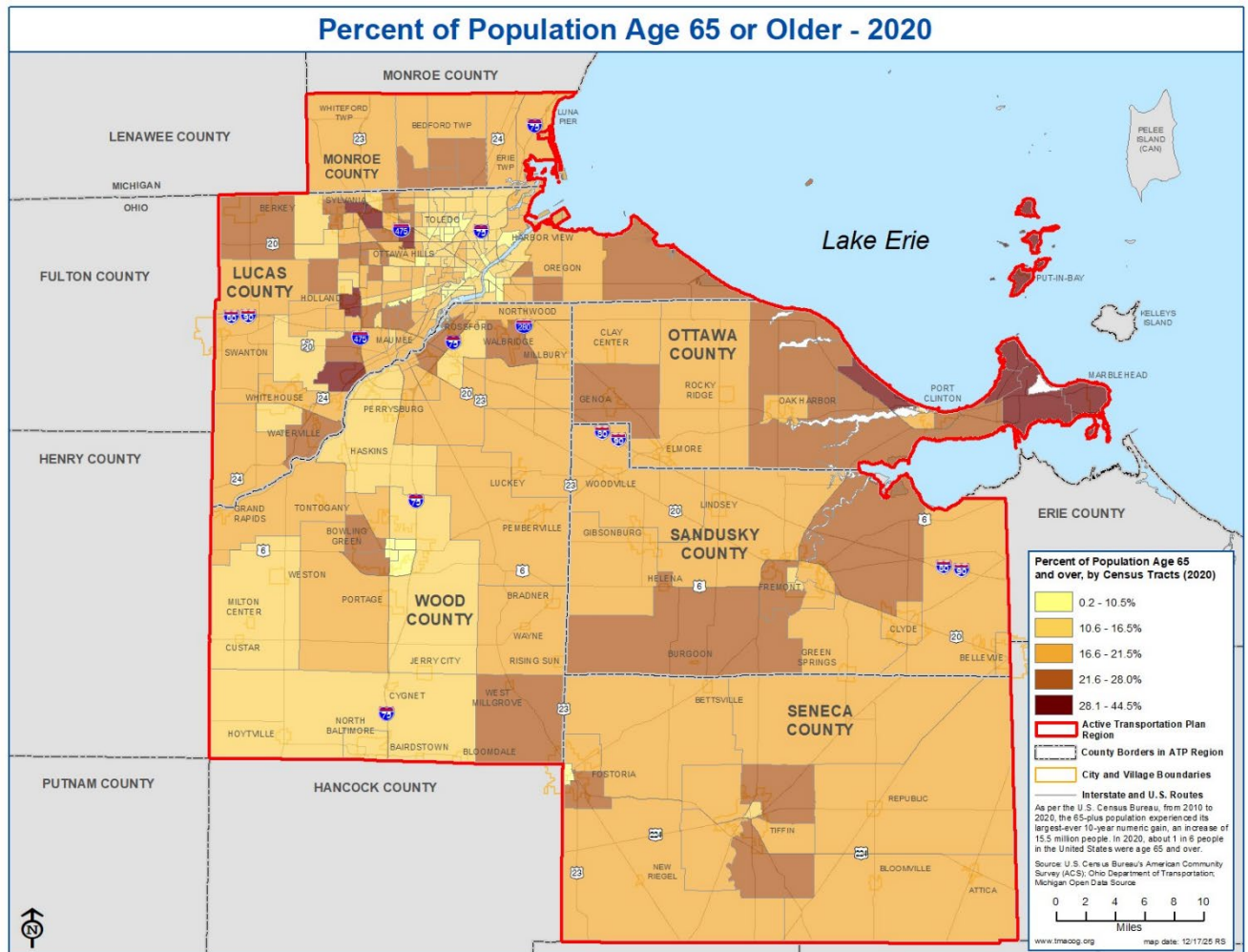


Exhibit 2: Total planning region population by age group.

Map 1 highlights where the population aged 65 and older is located throughout the entire region. The census tracts that are darker contains most of the senior population, between 21.6% – 44.5%, and these areas will benefit from more active transportation facilities to help support an aging population.



Map 1: The planning region senior population, by census tracts.

Regional Population with Disabilities

Statistics for people with disabilities are taken from the Census Bureau's American Community Survey and include the population aged 5 years or older. This data excludes those who serve in the military or are in institutions such as nursing homes, hospitals, and correctional facilities. The current disability rate in the planning region is 14.7%, which is slightly higher than the state of Ohio's rate. This data includes people who are living with a disability (either mental, cognitive, or physical) and may require assistance to meet their transportation needs for daily activities. Since people with disabilities often lack mobility to transport themselves, they often rely on other means of transportation such as family, friends, or use public transit options. Getting to and from their residence to work or necessary services requires specific support from active transportation infrastructure, especially as the disability rate continues to increase as the population continues to age.

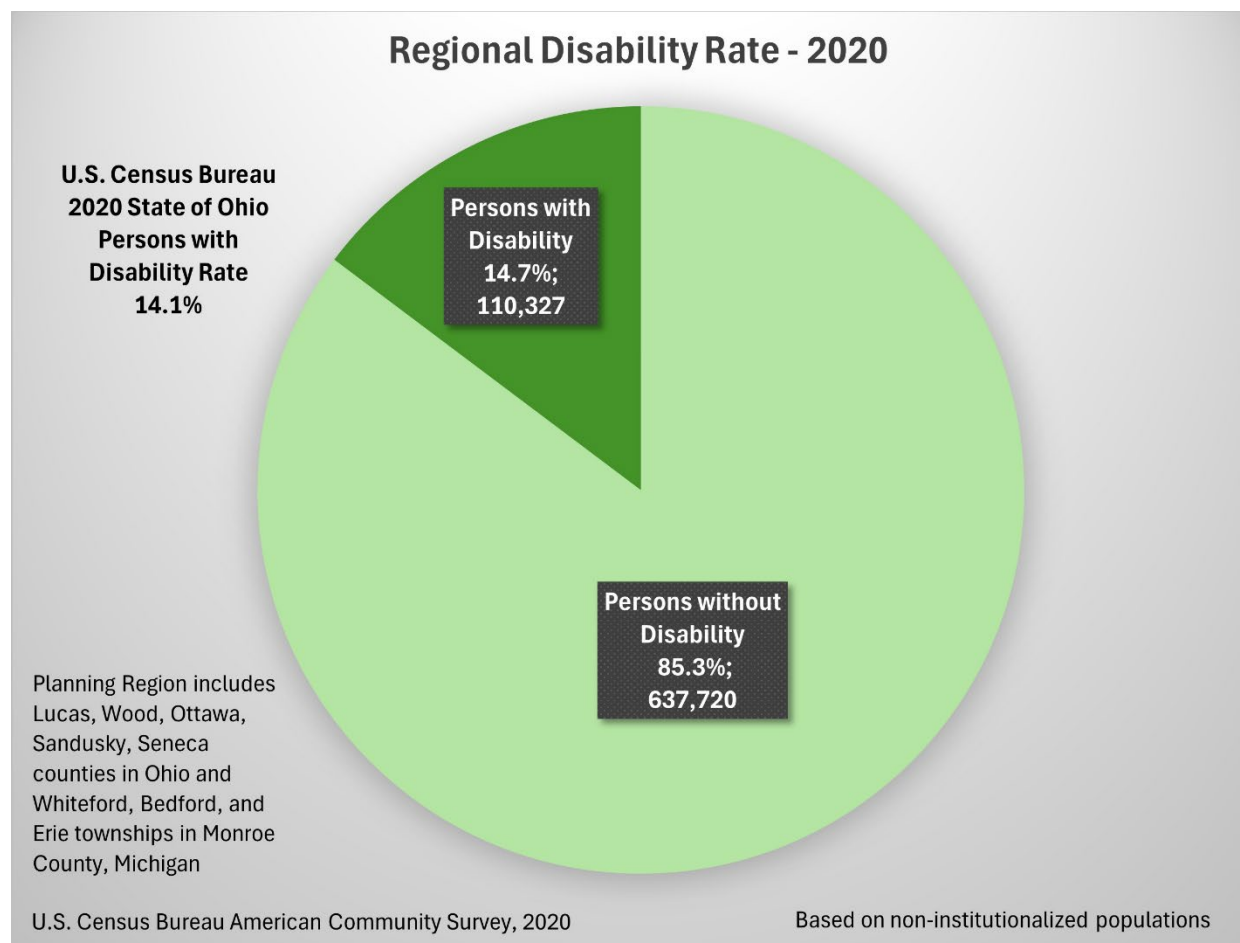
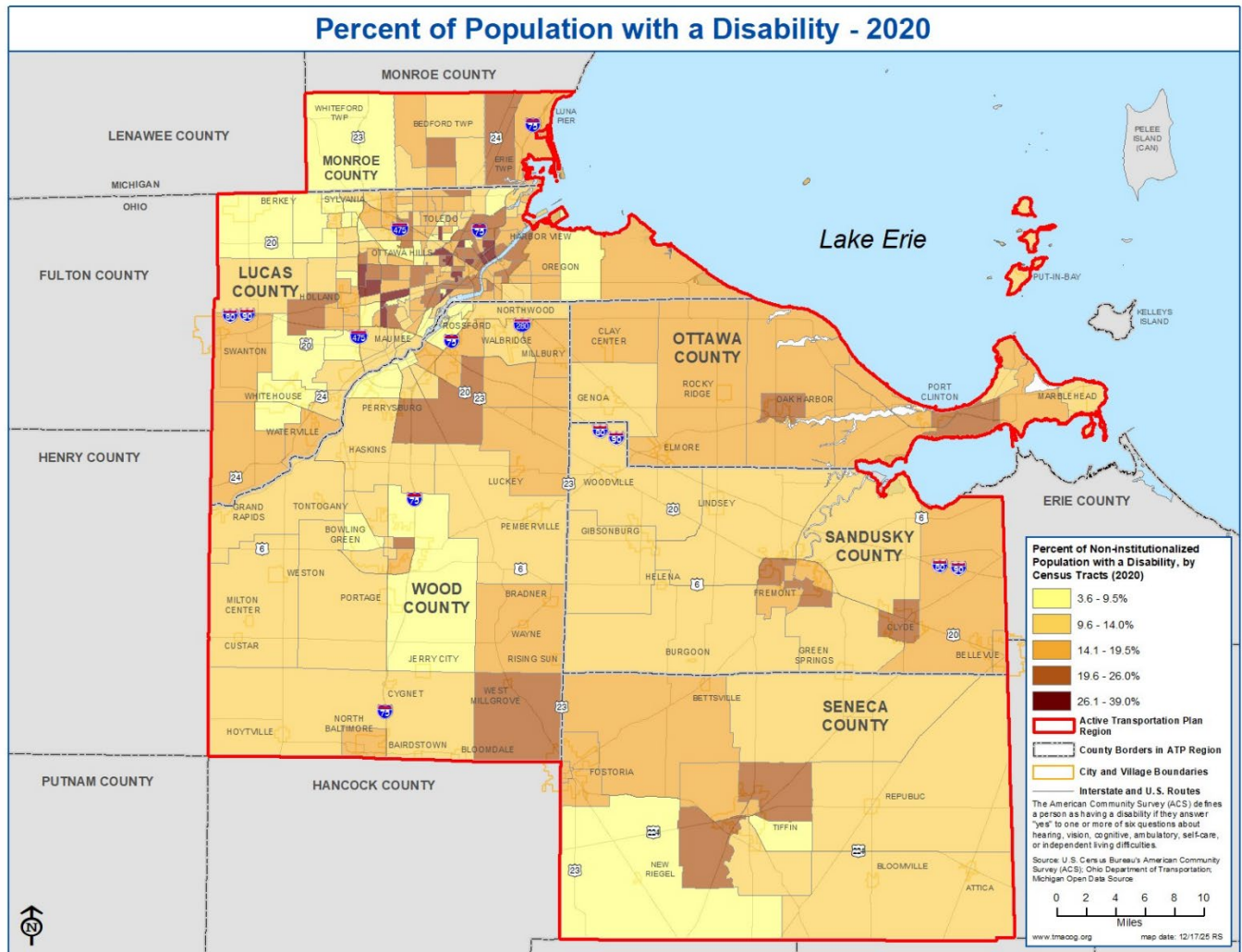


Exhibit 3: The planning region disability rate.

According to Map 2, the darker areas show census tracts with a higher disability rate that can benefit from more active transportation services. The highest concentrations are in and around the City of Toledo and near I-475 and the Ohio Turnpike in Lucas County.



Map 2: The planning region population with a disability, by census tracts

Percent of Individuals with Incomes Below the Federal Poverty Level

The federal poverty level is defined as individuals with an annual income of \$13,171 or less and excludes people in institutions like nursing homes, prisons, college dormitories, military barracks, and anyone who lives in an unconventional shelter. Individuals who live below the poverty level may be unable to afford a personal vehicle and often rely heavily on active transportation services such as walking, biking, using transit, or carpooling. The region has an estimated 15.7% of individuals who live below the federal poverty level, which is slightly higher than the state of Ohio's poverty level. Connecting these individuals with active transportation facilities will strengthen the regional economy by supporting diverse transportation needs.

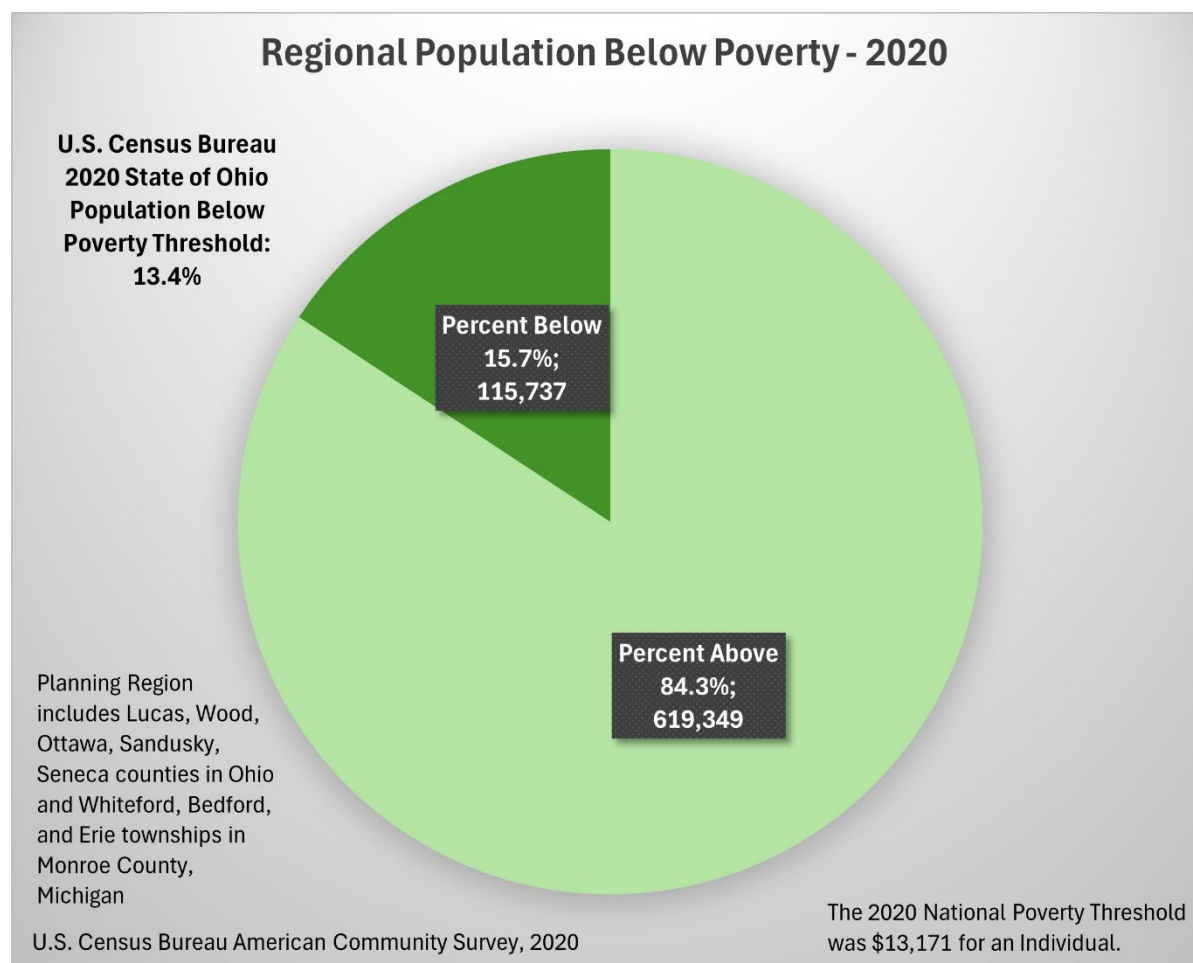
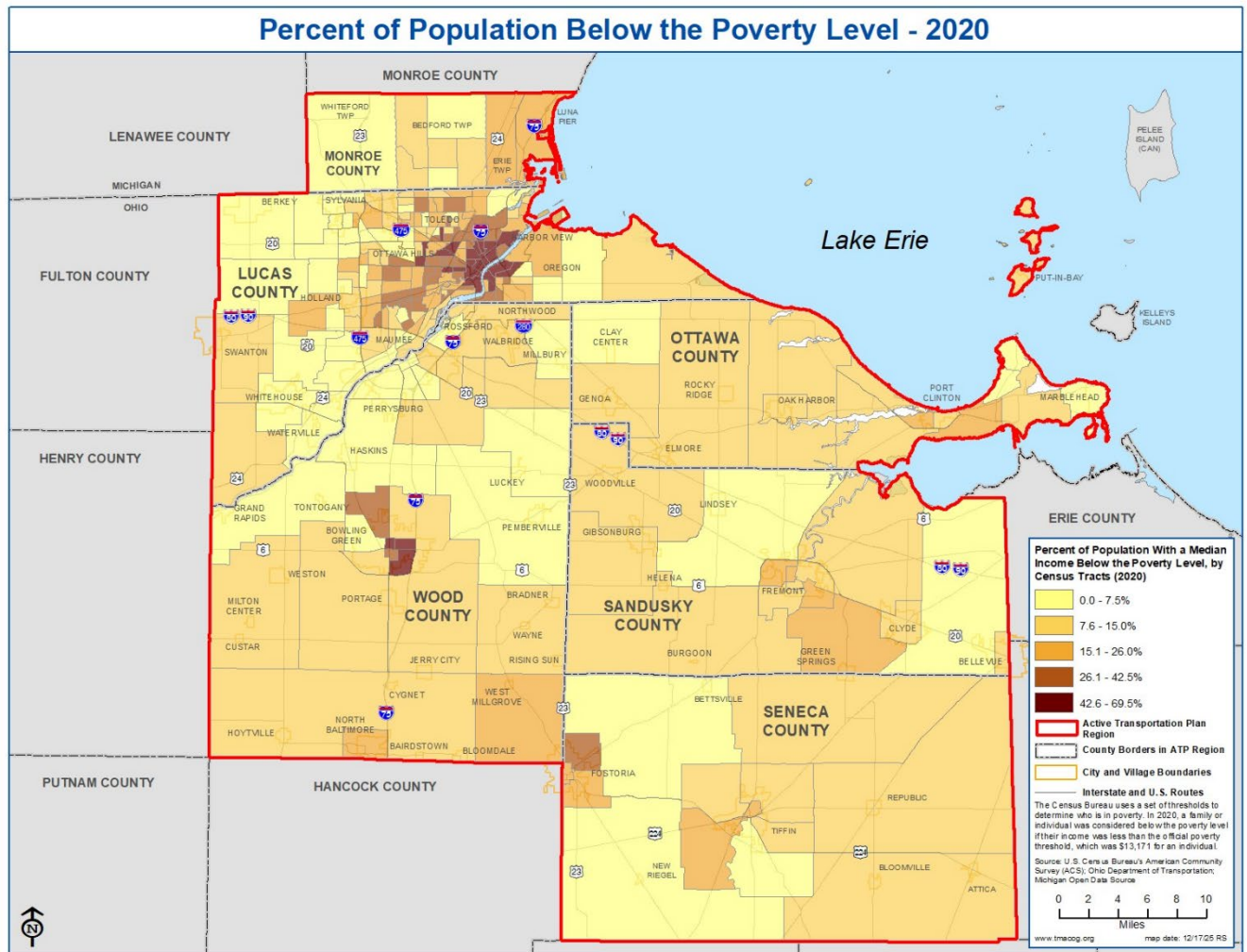


Exhibit 4: The planning region population below the federal poverty level.

Map 3 represents the locations that have a high percentage (42.6% - 69.5%) of the population living below the federal poverty level. The darker census tracts can benefit from more active transportation facilities and connectivity from their residence to their places of employment and any other services they seek.



Map 3: The planning region's percent of population below the federal poverty level, by census tracts.

Regional Population that Speaks English Less than Very Well

The classification of individuals that speaks English less than very well is defined as the population aged 5 and older, typically the age when an individual begins school. At 1.4% of the region's population, it is less than the State of Ohio's rate. Even though the population with a limited English proficiency appears modest, this population accounts for a few thousand residents that can benefit from more available active transportation services as well as multiple language services being readily available.

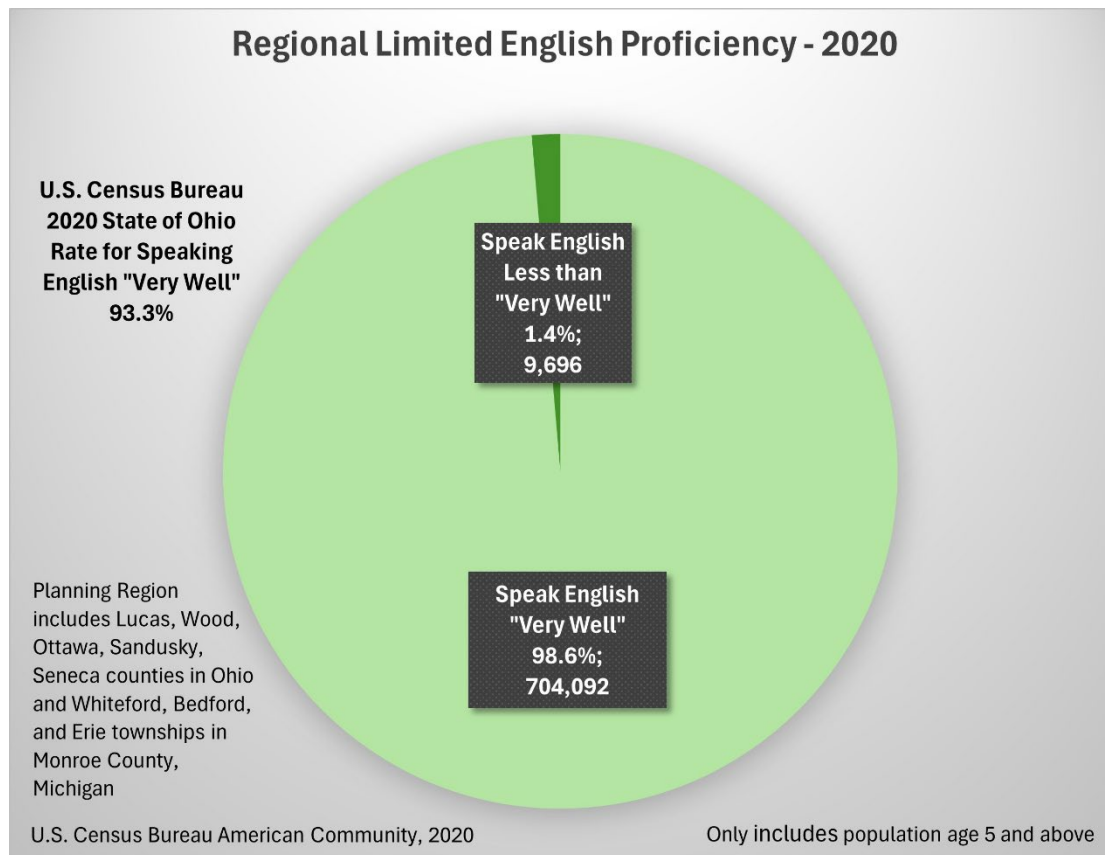
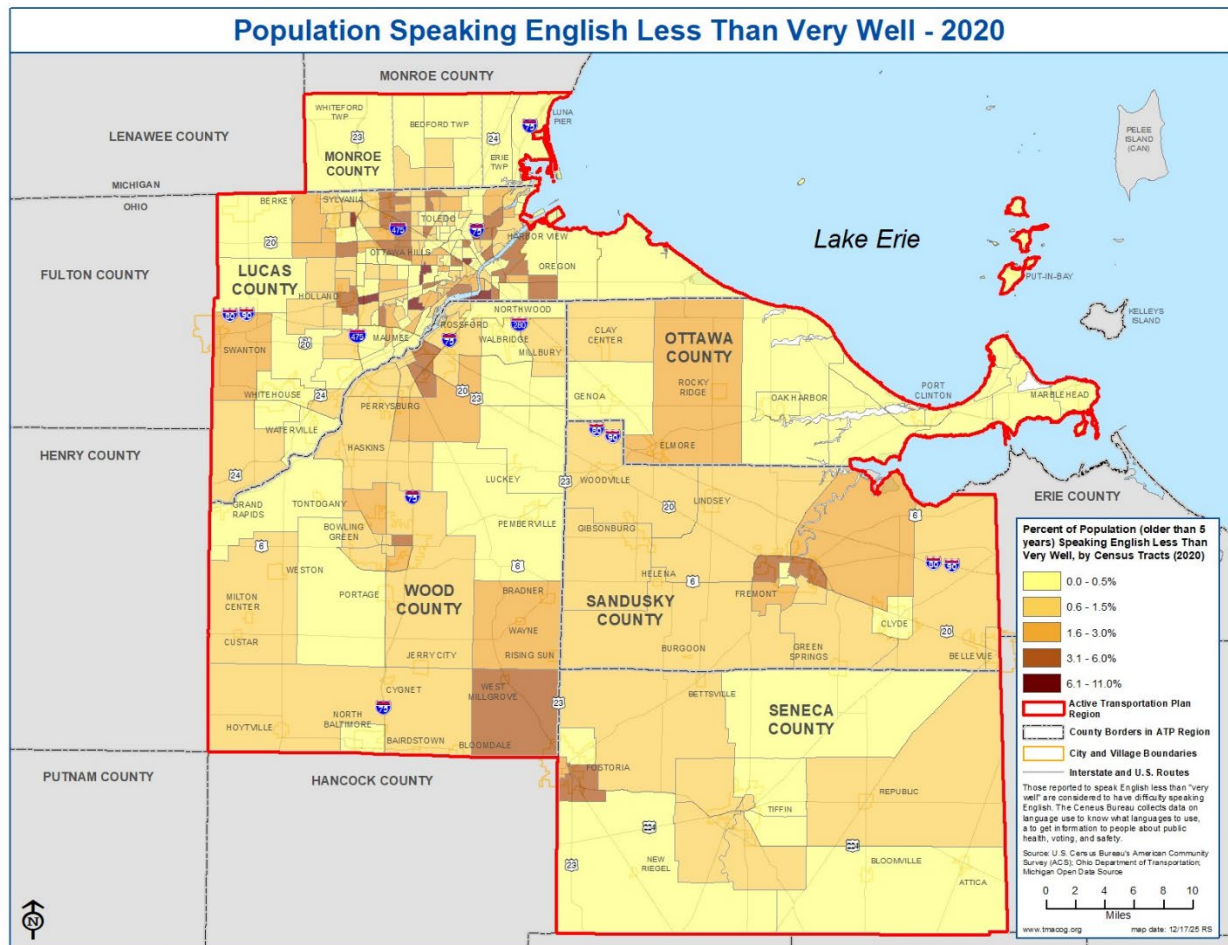


Exhibit 5: The planning region population who "speaks English less than very well".

Map 4 shows the locations of the population with a limited English proficiency spread throughout the planning region. The darkest areas are census tracts where between 6% to 11% of the population speaks English less than very well. This is where the vulnerable population that has limited English proficiency will benefit from more active transportation services, and where signage translated into other languages would be beneficial.



Map 4: The planning region population older than 5 years old that speak English less than very well, by census tracts.

Regional Employment Status

Active transportation facilities are beneficial options for residents who either require or choose alternate modes of transportation to get to and from their places of employment. The labor force is made up of individuals who are 16 years old and older who are either employed or unemployed. In the planning region, the unemployment rate was estimated at 5.6% of the labor force in 2020, which was slightly lower than the state of Ohio's unemployment rate.

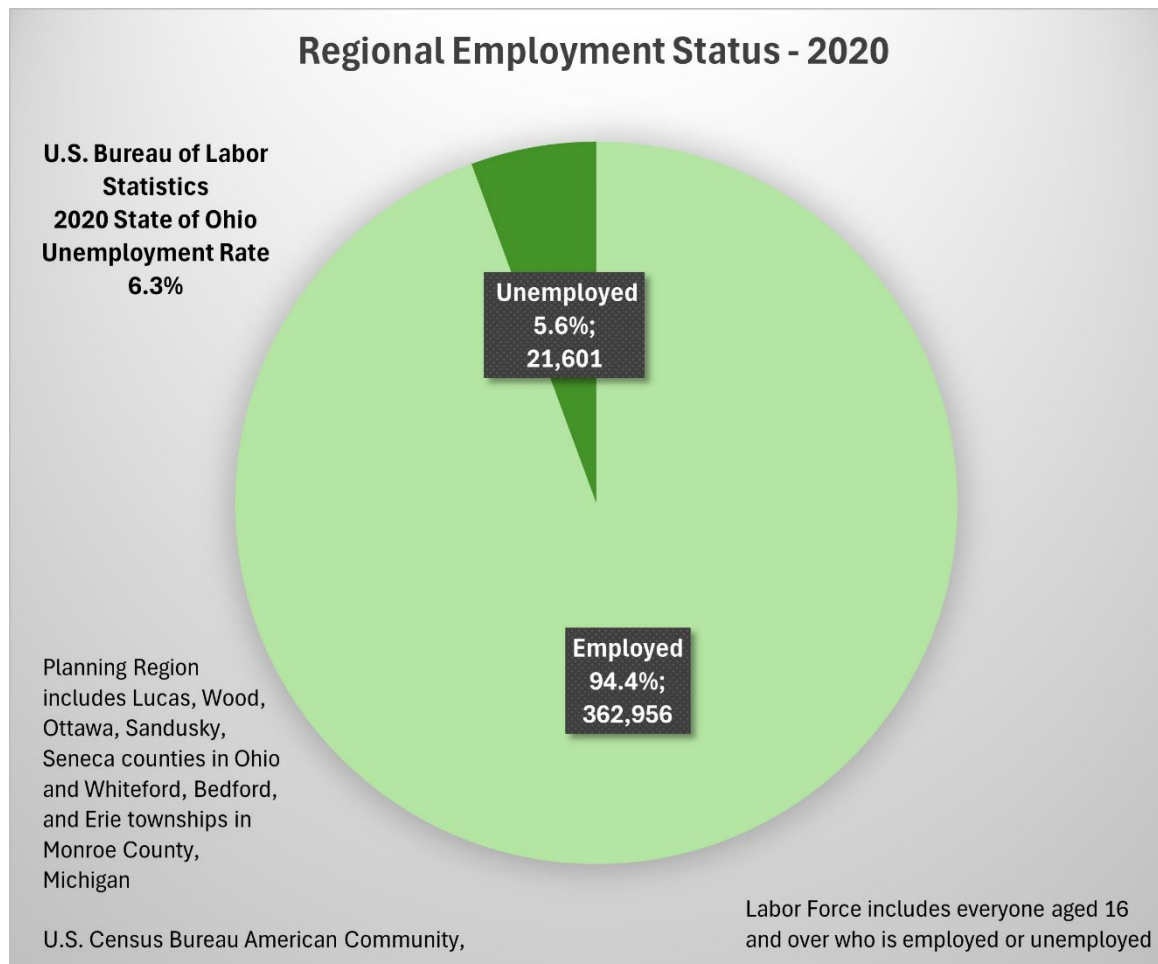
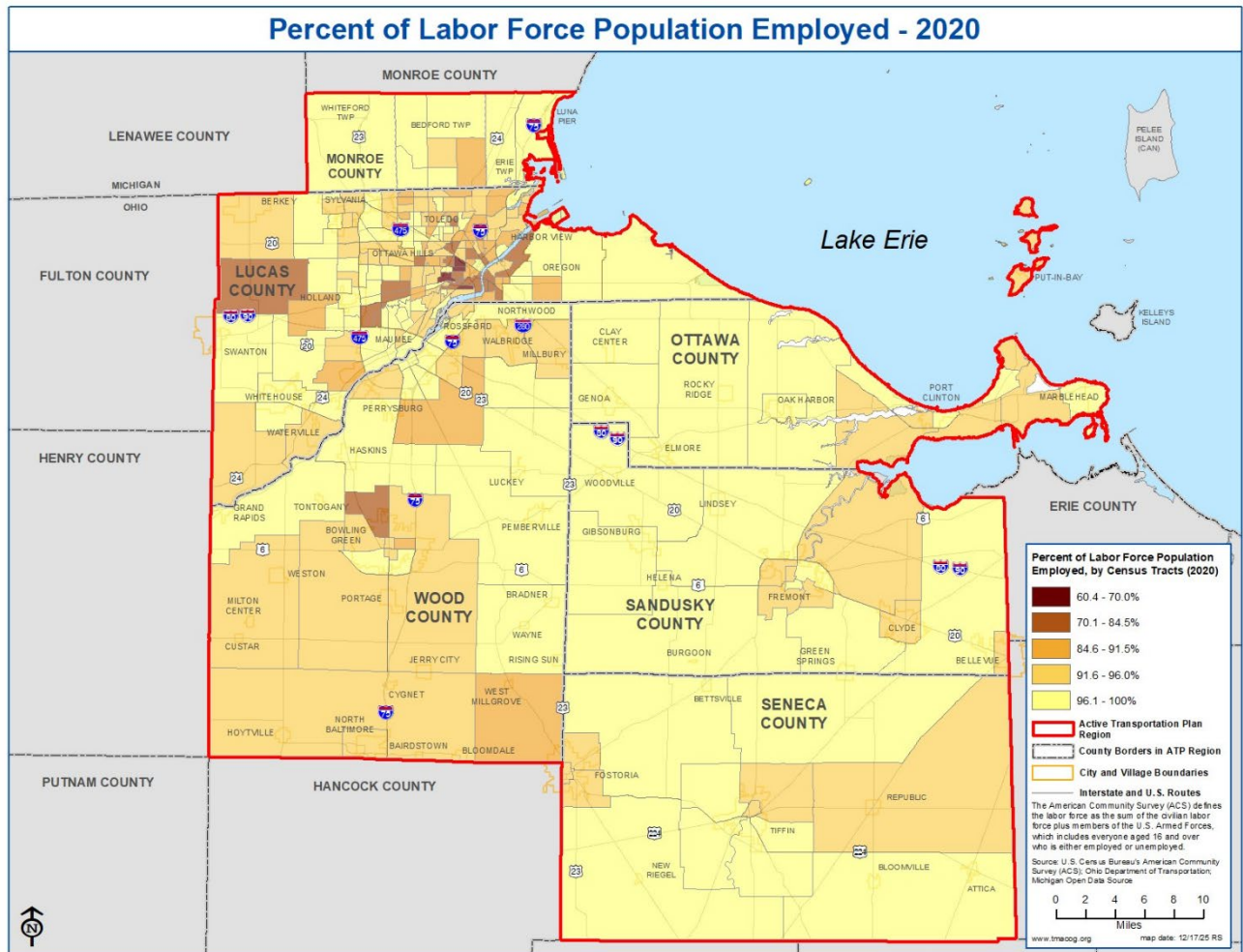


Exhibit 6: The planning region employment status.

According to Map 5, the darker census tracts include a population with a higher unemployment rate. Factors that can impact employment are the availability of a reliable vehicle, convenient transit options, and access to active transportation infrastructure. Providing a variety of transportation options gives workers the ability to choose the mode that suits their needs most effectively.



Map 5: The planning region percent of labor force population employed, by census tracts.

Commuters by Mode

How employees move to and from their place of employment is vital data that relates to the need for transportation infrastructure and services. Commuters identified in this data are taken from the active labor force. To understand commuter data more accurately, based on the reporting year, the data was divided into separate exhibits: one for the MPO region and another for the three eastern adjacent counties. The MPO region includes commuter data from the 2021 ACS, whereas the commuter data from the adjacent three counties is from the ACS between 2021 – 2023, depending on the county.

Exploration of commuters by mode in the MPO Region shows that the majority get to work by personal vehicle. Of the active transportation users, those who walked or bicycled to work were an estimated 1.7% of all commuters. The low percentage may be due to personal choice or the lack of availability of active transportation facilities for walking, running, or biking.

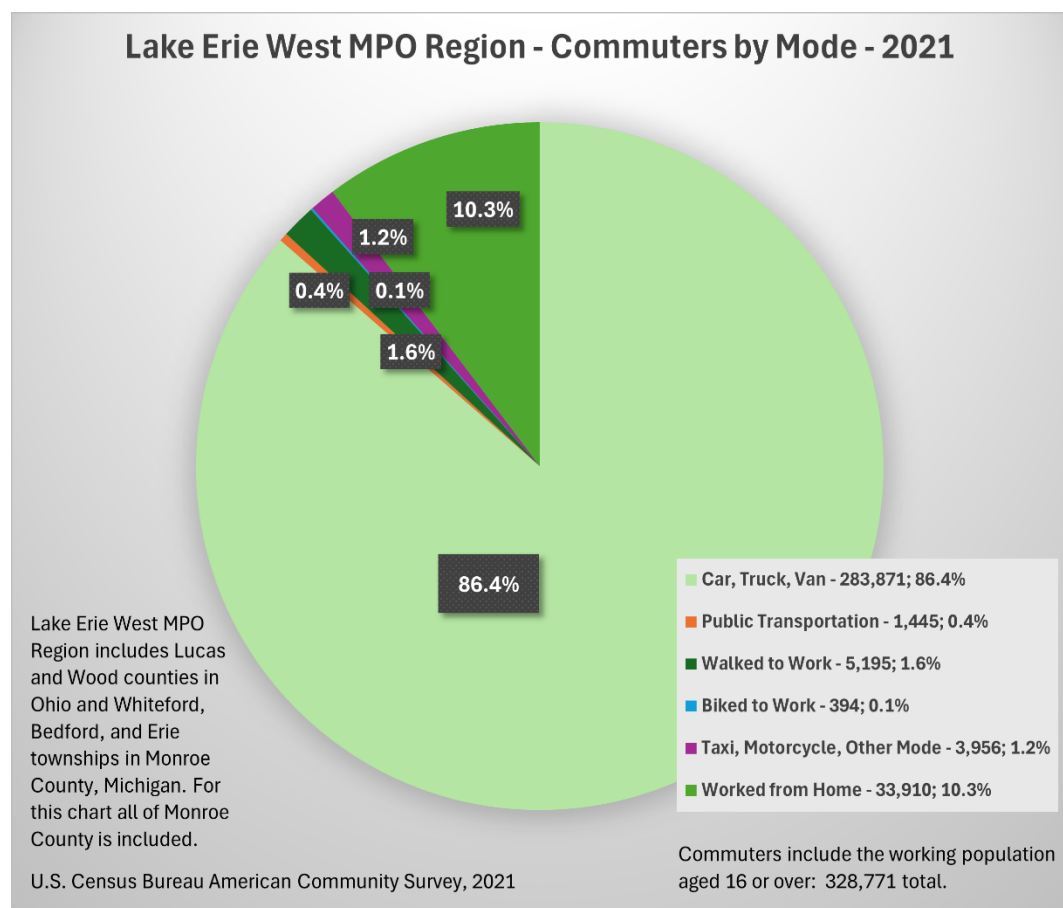


Exhibit 7: The Lake Erie West MPO region commuters by mode 2021.

Comparatively, the three eastern adjacent, non-MPO counties have a smaller commuting population compared to the MPO region. An estimated 91.1% of the labor force use their own automobile to get to and from their place of work. Active transportation users that walked or bicycled to work were estimated to be 3.0% of all commuters. More active transportation facilities, or more awareness, may help increase the number of walkers or cyclists in Ottawa, Sandusky, and Seneca counties.

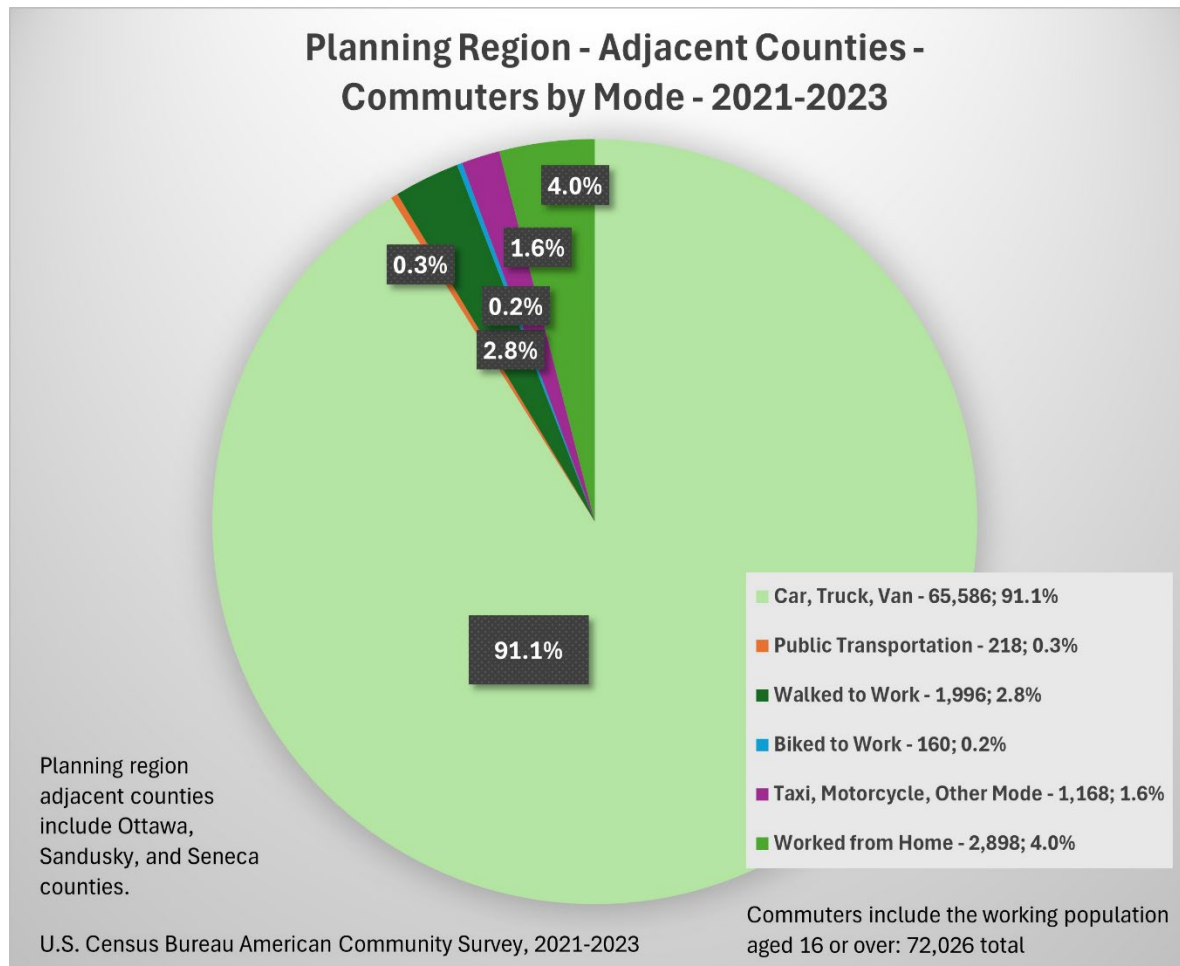


Exhibit 8: The three eastern adjacent counties commuters by mode, 2021-2023.

Zero-Vehicle Households

One of the leading indicators of where a more efficient active transportation network is needed are the households that don't own a vehicle, or "zero-vehicle" households. People who don't own a vehicle must rely on the active transportation network or family, friends, coworkers, or public transit to help them get to work or other services they seek. In the planning region, it is estimated that 7.1% of all households have no available vehicle, which is slightly lower than statewide statistics.

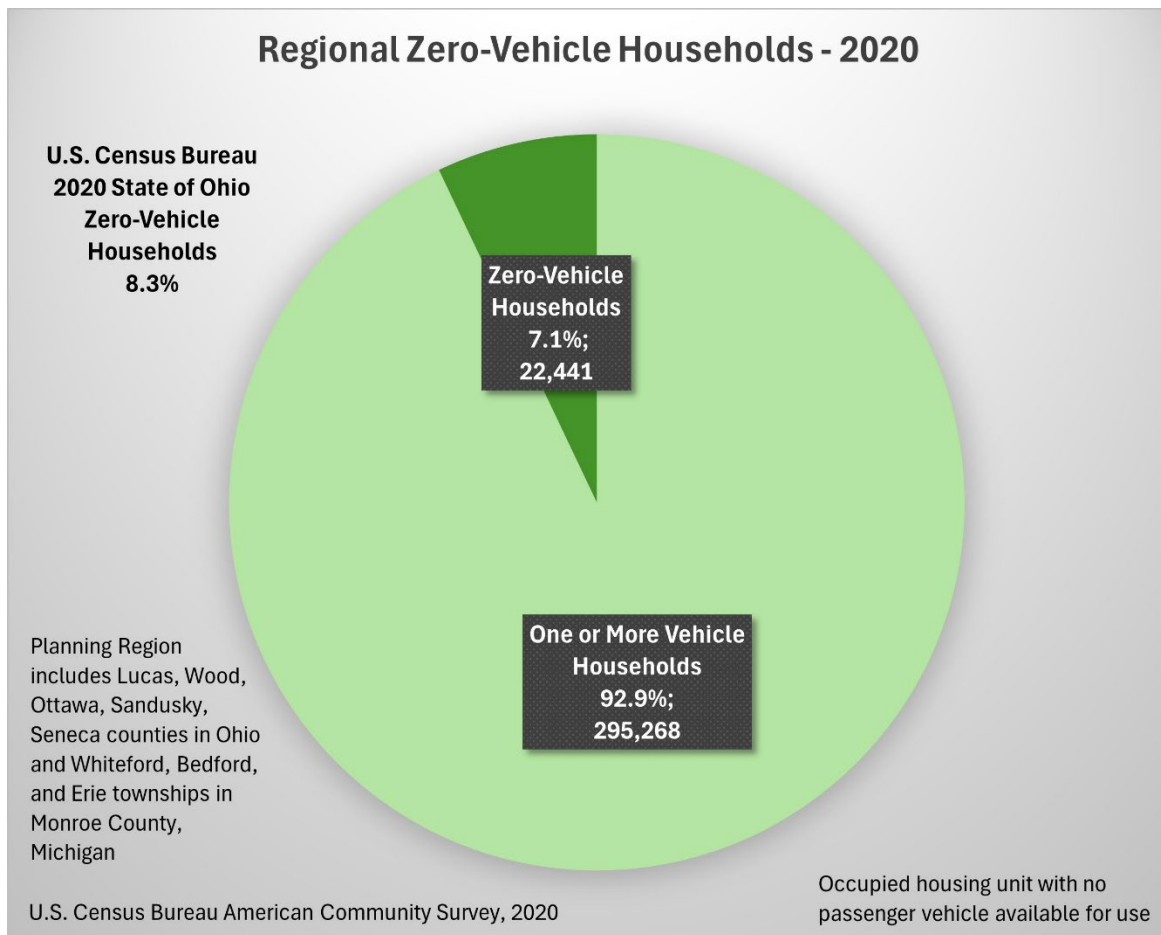
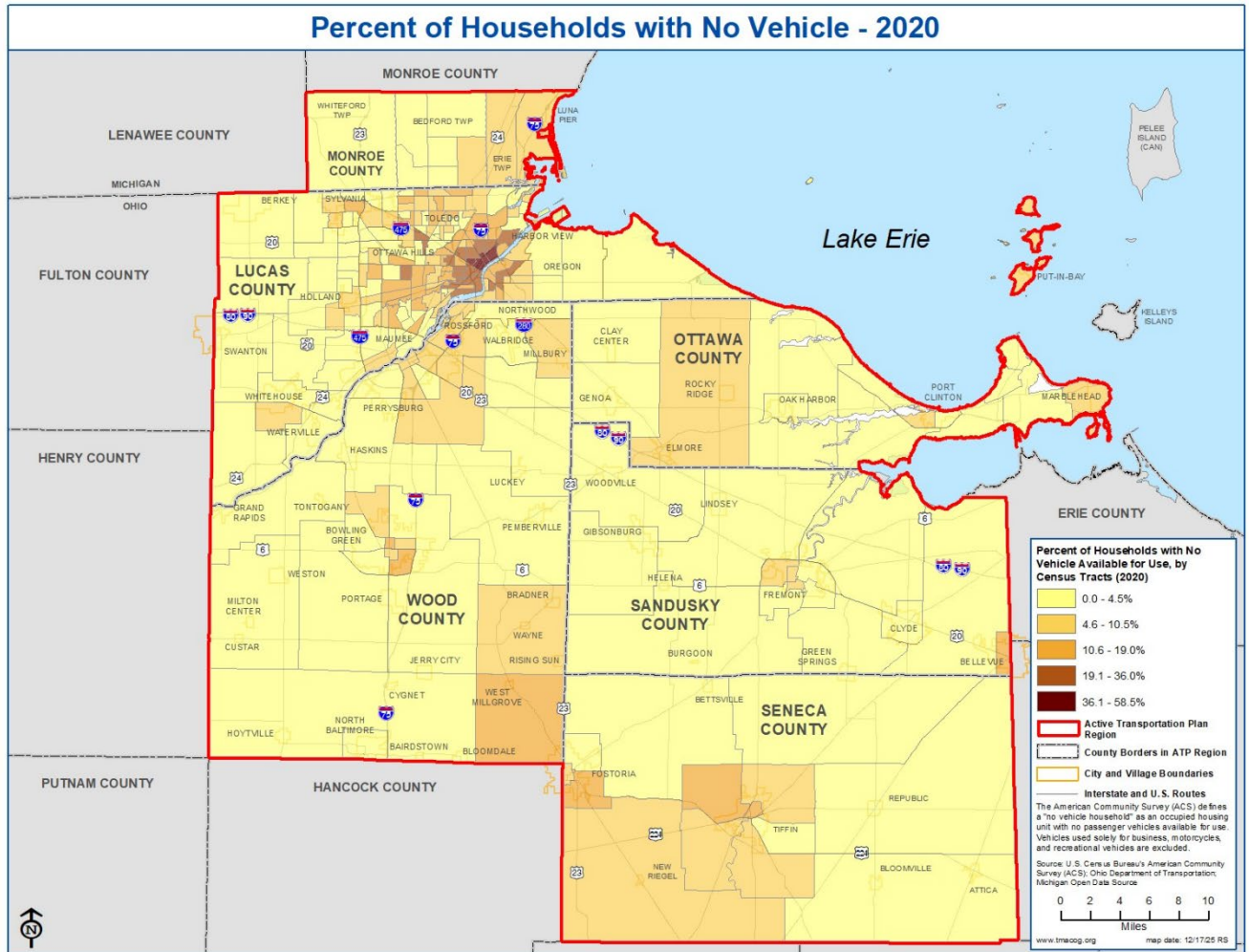


Exhibit 9: The planning region zero-vehicle households.

In Map 6, the darkest census tracts in the planning region have between a third to half of their households without a vehicle. These areas are concentrated mostly in and around central Toledo. This population can benefit from a better, more connected, and efficient active transportation network and a wider variety of available transportation options.



Map 6: The planning region zero-vehicle households, by census tracts.

Existing Recreation System

The location of existing recreation is important for the public when they prefer to exercise by walking, running, biking, paddling, or boating. What matters most with these location points is if and how they are connected to existing trails. Ideally, potential trails, projects, initiatives, or ideas can come forward to increase the connectivity of existing resources.

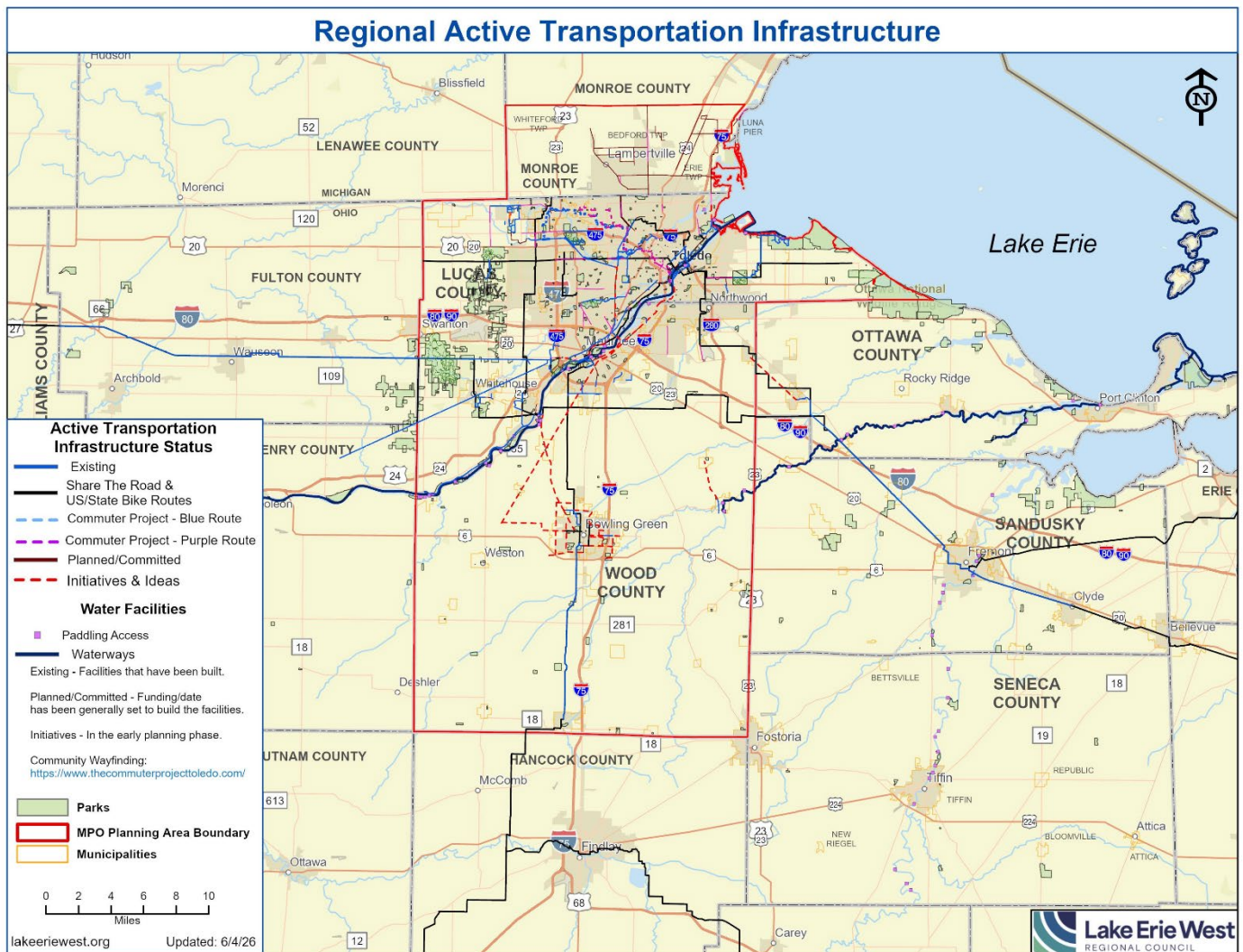
The regional active transportation infrastructure map, Map 7, displays this information. To better understand this map, according to the legend:

- All bicycle lanes are identified by the light pink lines.
- Any multiuse paths are identified by the blue lines.
- Any park trail is identified by the green lines.
- All wayfinding paths are identified by the gold lines.
- Any “Share The Road” routes are identified by the salmon lines.
- Any commuter project – blue route is identified by the dashed blue lines.
- Any commuter project – purple route is identified by the dashed purple lines.
- Any “Planned or Committed” project is identified by the maroon lines.
- All initiatives and ideas are identified by the dashed red lines.
- All sidewalks are identified by gray lines.
- All water trails are identified by dark blue lines.
- All paddling access areas and boat launches are identified by the blue sailboat icon.
- Any regional park is highlighted in light green with a gray border.

Map 7 is for public information and may be better visualized on the Lake Erie West Regional Council website, which can be accessed here:

[Lake Erie West Regional Active Transportation Infrastructure](#)

For more detailed maps of active transportation infrastructure in each county, please refer to **Appendix I**.



Map 7: The regional active transportation infrastructure as it exists, planned, or being initiated for the planning region.

Public Transportation Services

The planning region provides a diverse range of accessible transportation options for connecting bicyclists and pedestrians to the active transportation system. Mobility Managers are personnel who connect users to the transportation services they seek and help them plan trips. See below for Mobility Managers that serve the planning region:

COUNTY	MANAGER	EMAIL	PHONE	ORGANIZATION SITE
Lucas	Brandon Waites	bwaites@tarta.com	567-666-5250	https://www.tarta.com/
Ottawa	Mindy Birkholz	mabirkholz@glcap.org	419-333-5087	https://www.glcap.org/programs/transportation/mobility-management/
Sandusky				
Seneca				
Wood				

Each county is required to complete a Coordinated Public and Human Services Transportation Plan that contains an inventory of transportation providers with their service type, contact information, hours of service, and service area. See below for the link to each county's coordinated transportation plan:

COUNTY	COORDINATED TRANSPORTATION PLAN WEBLINK
Lucas	https://tarta.com/about-us/special-projects/coordinated-plan/
Ottawa	https://dam.assets.ohio.gov/image/upload/transportation.ohio.gov/transit/coordinated-plans/OttawaCounty.pdf
Sandusky	https://dam.assets.ohio.gov/image/upload/transportation.ohio.gov/transit/coordinated-plans/SanduskyCounty.pdf
Seneca	https://www.transportation.ohio.gov/wps/portal/gov/odot/programs/transit/transit-repository-coordination/seneca+county+coordinated+plan
Wood	https://dam.assets.ohio.gov/image/upload/transportation.ohio.gov/transit/coordinated-plans/WoodCounty.pdf

The Toledo Area Regional Transit Authority (TARTA) provides essential fixed-route, on-demand, and micro transit services to residents and visitors in Lucas County, ensuring that communities remain connected to jobs, education, and essential services. See following:

INFORMATION	WEBSITE LINK
Existing services/main website	https://tarta.com/
2026 Proposed Public System Map	(PUBLIC)TARTA Winter2026 System Change - Remix

There are two intercity bus providers that serve those who want to travel to and from the region. Greyhound currently operates from Downtown Toledo, offering riders access to 2,400 destinations across North America. Meanwhile, GoBus, in coordination with the Ohio Department of Transportation, provides service into Northwest Ohio, further improving mobility in the region. For more information on GoBus, visit their website: [Home | Ride GoBusRide GoBus](#).

Amtrak provides nationwide rail connections, linking travelers to destinations in nearly every state. Toledo's Amtrak station ranks among the busiest in Ohio, serving approximately 100 passengers each day. For more information on the Amtrak Station in Toledo, visit their website: [Toledo, OH \(TOL\) | Amtrak](#).

Micromobility providers offer other active transportation options to connect throughout the region. Veo is a paid, 24/7 self-service scooter and bicycle-sharing program available in the Toledo area, used for both point-to-point trips and leisurely scenic rides. To learn more about Veo, visit their website: [Veo | We All Ride | Veo Micromobility](#).

These multimodal services play a key role in connecting people to employment, education, healthcare, and recreational destinations. This connection is part of the foundation for existing and planned sidewalks, bicycle routes, and other active transportation networks. Current and future regional transportation services help provide connections to developing active transportation networks. As infrastructure investments grow, coordination between transit and active transportation networks will be important to shape a connected regional mobility system.

A further review of current public transit services as it supports the existing conditions in the region is beneficial. Researching TARTA and the U.S. Census American Community Survey has provided more information on the percent of the region's commuters who use public transportation.

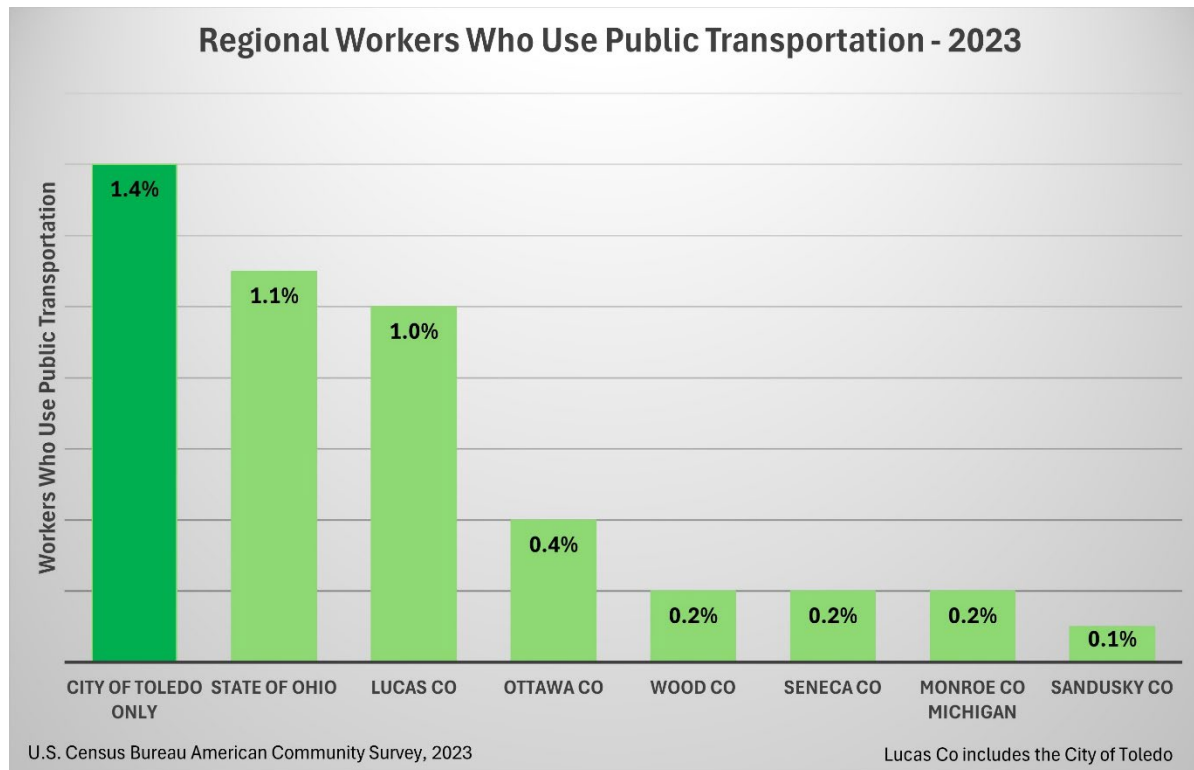


Exhibit 10: Percent of workers in the planning region use public transportation to get to and from work.

As seen in Exhibit 10, the percentage of commuters using public transportation in the City of Toledo and Lucas County is comparable to the rate in the State of Ohio. This is supported by public transit services managed by TARTA. The counties that are below 1.0% indicate either a lack of transit services or commuter preference to drive or carpool.

During the drafting of this plan, TARTA was supportive of Lake Erie West staff members' public outreach efforts. TARTA partnered with Lake Erie West staff to conduct a "HUB & Ride Along Day" on October 20, 2025. Staff surveyed TARTA riders who provided information about their transportation needs and offered input to help improve services.

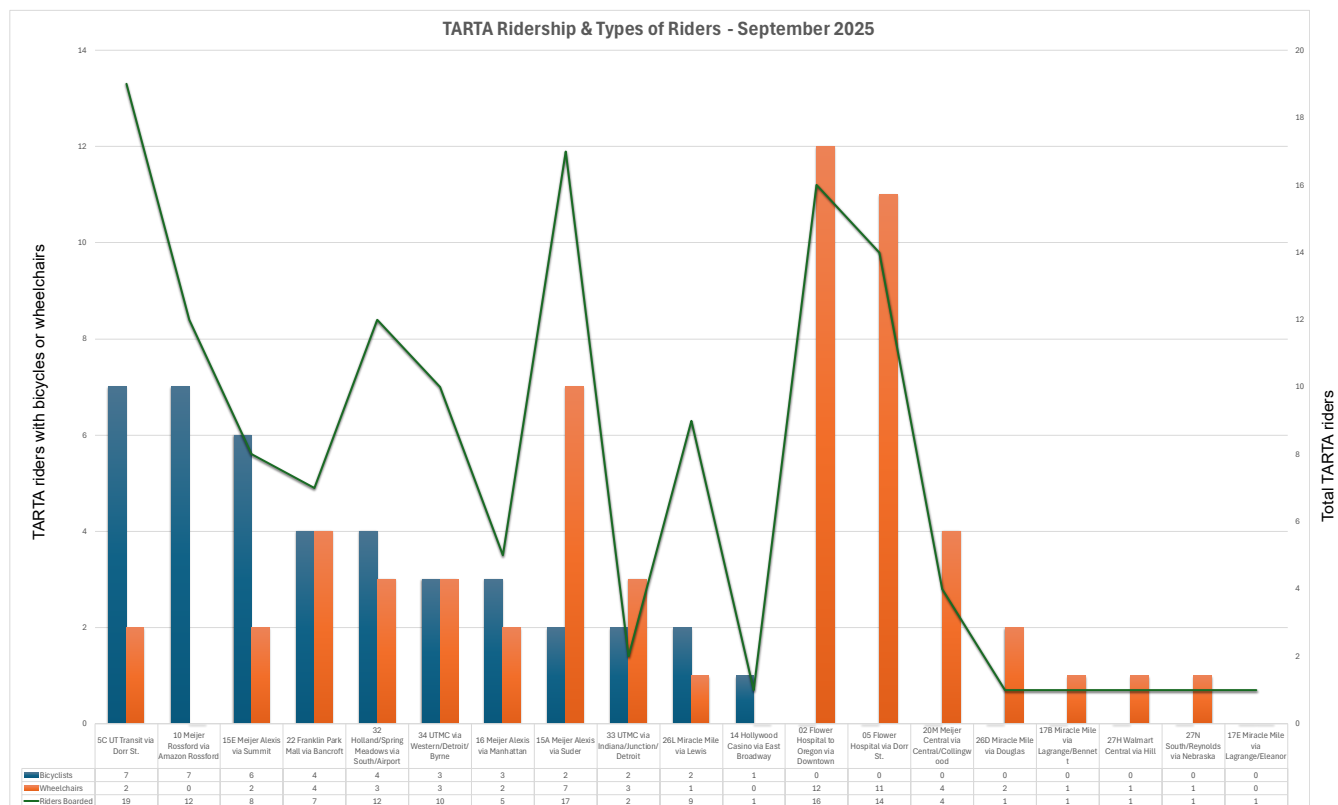


Exhibit 11: TARTA Ridership per fixed route lines. This data was collected in September of 2025 that accounts for overall ridership, and those who boarded with bicycles or wheelchairs. Source: TARTA, 2025

TARTA provided recorded counts on their fixed route lines for overall riders and those who boarded wheelchairs or used bus-mounted bicycle racks. These counts were driver-entered operational data stored by the AVL (automatic vehicle location) system that also powers arrival-time predictions. These numbers do not represent bicycles wheeled onto the bus and/or that a driver failed to record.

According to TARTA's counts, the top three fixed routes for overall ridership in September 2025, inclusive of bicyclists and people with wheelchairs, were:

Route Number	Route Name	Count
5C	University of Toledo Transit via Dorr St.	19
15A	Meijer Alexis via Suder	17
02	Flower Hospital to Oregon Downtown	16

Utilizing this data, a few Lake Erie West and TARTA staff members did a “ride along” on the three fixed routes that had the highest number of riders who boarded the bus after mounting their bicycle to the bus rack. This is a key element to active transportation for someone who rides their bicycle to work or on trails for exercise. The bus acts as a better, quicker, and safer option when traveling on arterial roads that have high traffic congestion.

During the ride along, staff engaged riders with bicycles and wheelchairs by distributing surveys and postcards with QR codes to each rider willing to complete the survey. This analysis will be addressed later in the plan in the Survey Analysis section.



TARTA Transit vehicle fleet, EV buses and the TARTA Move van. Source: TARTA, October 202

Pedestrian & Bicyclist Mobility

Pedestrian and cyclist mobility play a vital role in promoting sustainable, healthy, and accessible transportation networks. Understanding regional pedestrian and cyclist mobility trends provides valuable insight into how active transportation patterns are changing over time. Using automated counter data, this section analyzes walking and cycling activities across different locations.

Lake Erie West staff collected pedestrian and bicycle count data along multiple trails throughout the planning region for daily active users from 2018 through 2024. The most consistent data that was analyzed across all trails was from the summers of 2022 through 2023 for pedestrians and bicyclists. Based on the data collected, these are the counts with the most daily active users per trail:

Trail Name	Date	User Count
Chessie Circle – Anthony Wayne Trail	June 27, 2022	540
Chessie Circle North – Tremainsville Road	July 5, 2023	685
Chessie Circle North of Copland Boulevard	August 31, 2023	654
North Summit Sidepath – 101 st Street	June 28, 2022	306
Pearson Metropark – Starr Avenue	July 25, 2022	935
Side Cut Metropark – Wagener Sledding Hill	August 29, 2023	717
Slippery Elm Trail – W. Gypsy Lane Road	July 2, 2022	2,557
Slippery Elm Trail – Rudolph Park	July 4, 2023	325
Sylvan Prairie Trail – Brint Road Entrance	August 8, 2023	285
University/Parks Trail – Wildwood Entrance	June 24, 2022	1,312
Wabash Cannonball – S. Fulton-Lucas Road	June 29, 2022	2,608
Wabash Cannonball – Providence Street	July 1, 2023	2,305

Source: Lake Erie West Regional Council Miovision counters, collected from 2018 through 2024. This initial collection of data revealed incomplete counts due to lost, damaged, or malfunctioning sensors.

By examining regional mobility data, planners can better understand travel behavior, support equitable access, and prioritize trail improvements that enhance connectivity for all users.

Data regarding bicycling and pedestrian volumes were found on the Street Light database for Ottawa, Sandusky, and Seneca counties. Streetlight data is collected from cell phones across various modes, including pedestrians and cyclists, to help analyze traffic patterns and volume counts. Due to the differences in data collection, comparing data from Streetlight and Lake Erie West counters was challenging. For future updates to this plan,

bicycle and pedestrian counter data will be collected in the adjacent counties. Lake Erie West staff will be working toward consistent counter data for all major trails and corridors year-round and shared regularly on an interactive map on the website.

Existing Plans

The Regional Active Transportation Plan builds on prior plans and initiatives developed by entities within the Lake Erie West region planning boundary. Referencing them for existing conditions data, issue identification, and recommendation support can help with any overlap and indicate connectivity needs.

Existing Plans and Policies

Plan/Policy	Lead Agency	Year (s)	Description
<i>Moving Forward 2055:</i> Regional Transportation Plan	Lake Erie West	2025	Comprehensive long-range plan outlines regional goals for the next 30 years, including a list of fiscally constrained projects/initiatives that will shape transportation investments in the Lake Erie West region.
Recreation and Trails Plan	Metroparks Toledo	2021-2023	Metroparks Toledo Strategic Plan and long-term vision.
School Travel Plan	YMCA	2019	Plan outlining community action plans to engage students in active transportation, addressing a nationwide trend toward child inactivity.
Complete Streets Policy	Lake Erie West	2020	The incorporation of complete streets concept and policy for all regional transportation infrastructure in all phases of their development, planning and land use control, scoping, design approvals, implementation, and performance monitoring.
Vision Zero Policy	City of Toledo	2023	Plan initiative seeking to eliminate avoidable loss of life to zero by 2031 through health, safety, and mobility equity.
Lucas County Active Transportation Plan	Lucas County Health Department	2020	The Lucas County Active Transportation Plan serves as Lucas County's current guiding document for improving walking and biking infrastructure.

Existing Supportive Programs

Program	Lead Agency	Target Audience	Description
Walk/Bike to School Days	YMCA	Families and Schools	Safe Routes to School program promotes physical activity by encouraging active transportation to and from school.
Open Street Map	Lake Erie West	Regional Communities	Collects community information about trails for existing trails network.
Trail/Bicycle Maps	Coordination with Partner Agencies	Public and Partner Agencies	Online interactive maps for regional trails and cycle users.
Bicycle/Walk Friendly Community	Metroparks Toledo	Regional Communities	Local coordination.
Slow Roll Ride	Multiple Community Advocates	Bicycling Enthusiasts and the Public	Local coordination.

Adjacent Counties Existing Plans and Policies

Plan/Policy	Lead Agency	Year (s)	Description
Ottawa County			
Oak Harbor Parks Improvement Study	Village of Oak Harbor	2025	A description of current parks and recreation issues, identified needs and realistic recommendations.
Strategic Plan	Park District of Ottawa County	2025	Friends of Ottawa County Parks assisted the park district with its mission and conducted a strategic plan with stakeholders for operation and future planning of the park district.
Marblehead Peninsula Trail Feasibility Study	Park District of Ottawa County	2025	A plan for implementing an active transportation network that connects all the peninsula's assets and attractions.
Catawba Park Areas Master Plan	Park District of Ottawa County	2024	Master plans for accessibility and environmental preservation for Islander Woods and Trailhead and the West Harbor Preserve, incorporating ADA guidelines ensuring accessibility to all park amenities.
City of Port Clinton Recreation Amenities Plan	City of Port Clinton	2024	A framework for park system improvements, expansions, and connections to ensure sustainable and equitable green space.
Catawba Islander Trail and Greenway Master Plan	Park District of Ottawa County	2023	Master plan for approximately six to seven miles of multiuse path from the north end to the south end of Catawba Island, known as the Catawba Islander Trail and Greenway.
Sandusky County			
Development Plan for Active Transportation	Sandusky County Park District	2017	A plan to expand the existing trail system and create an environment where walking and bicycling are a safe, convenient, viable transportation or recreation option for residents of all ages and skill levels and to provide connections to neighboring counties and encourage active transportation beyond Sandusky County.
Sandusky County Comprehensive Plan 2020	Sandusky County Commissioners, Regional Planning, and Economic Development Corporation	2020	A plan that presents an opportunity to promote collaboration and cooperation among all local governments in the county in matters such as industrial location decisions, workforce "labor sheds", transportation corridors, utility service-area planning, and recreational trail extensions.
Seneca County			
Seneca County Active Transportation Plan	Seneca Regional Plan Commission (SRPC) through ODOT Funding	2018	A plan to improve quality of life and promote safety, recreation, environmental sustainability, health, equity, and economic development by developing high-quality, integrated surface transportation infrastructure that increases active transportation options for people of all ages and abilities.
Seneca County Multi-Jurisdictional Plan (2020)	SRPC, City of Tiffin, City of Fostoria, Seneca County Park District	2020	A plan for Seneca County, Tiffin, Fostoria, and the Seneca County Park District serves as a guide for long-term decisions based on shared vision and values and future collaboration between jurisdictions.

Regional Trails

The Lake Erie West region features a diverse and growing network of multiuse trails and greenways that provide accessible routes for walking, running, and cycling. These corridors connect parks, neighborhoods, and business centers, serving as critical links between communities and natural destinations across the region. There are several local trails within the Lake Erie West region, such as the Overland Trail, Riverside Trail, and the Anthony Wayne Sidepath that will act as future connectors to the regional trail as the network develops. The trail system supports active transportation, recreation, and economic development leading to a more connected, healthy, and sustainable region.

Wabash Cannonball Trail

The Wabash Cannonball Trail is a repurposed railroad corridor that now spans over 60 miles across Northwest Ohio. The trail features two branches: the 45-mile North Fork and the 18-mile South Fork. These branches offer a mix of paved and crushed stone surfaces, suitable for cyclists, walkers, runners, and in certain areas horseback riders. The trail passes through woodlands, farmland, and small towns, providing a scenic corridor for recreation and commuting. Additionally, the trail stretches across four counties: Lucas, Henry, Fulton, and Williams. This vital multiuse path is part of a broader network connecting nearby communities including Maumee, Whitehouse, and Wauseon.



Aerial view of the Wabash Cannonball Trail as it exists in Lucas County, Source: Ohio Statewide Imagery Program (OSIP), 2023.



A surface view from the trail; Source: Photo courtesy of Metroparks Toledo, May 2020

University/Parks Trail

The University/Parks Trail is a 7-mile trail stretching from The University of Toledo campus to Silica Road in Sylvania Township. It offers a lush greenway, passing savannas, meadows, and wetlands. The level, paved path is suitable for joggers, cyclists, and inline skaters, and can easily accommodate wheelchairs. The trail has several neighborhood access points, a trail connecting to the Wildwood Preserve Metroparks trail system, and designated roadway connections to Ottawa Park, Olander Park, and the Franklin Park Mall shopping center.



University/Parks Trail, August 7, 2025

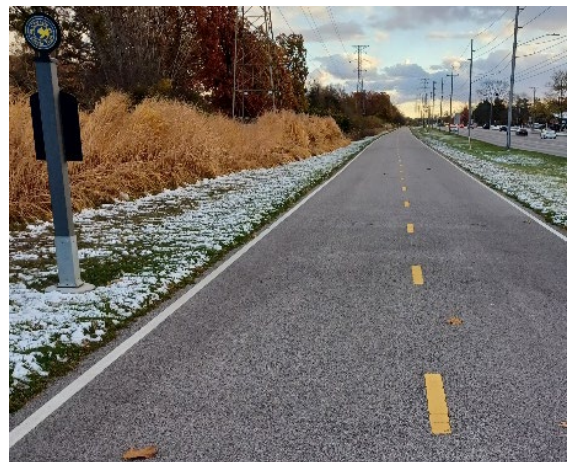
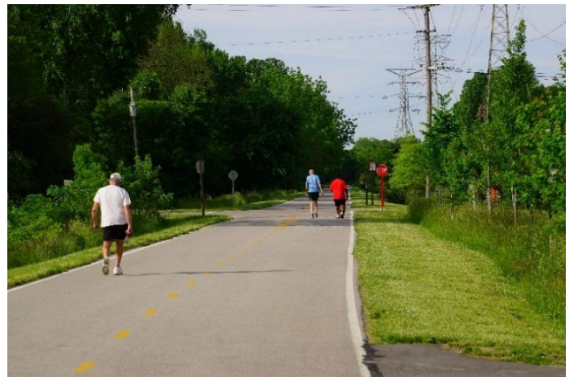


University/Parks Trail, August 7, 2025

Chessie Circle Trail

The Chessie Circle Trail is a unique 11-mile corridor that was built on the footprint of a historic Toledo railroad line. This multiuse path connects North Toledo to the southern edge of the city near Maumee. It passes through urban and suburban landscapes, crossing the Maumee River via the historic Norfolk Southern railroad bridge. It also links neighborhoods, parks, university campuses, hospitals, and shopping areas. Key access points include Bowman Park, Highland Park, and The University of Toledo Medical Center, with connections to the University/Parks Trail and the Scott Park Campus under the Toledo Public Schools. A major priority in the future of the trail is to connect Glanzman Road to Arlington Road at The University of Toledo College of Medicine and Life Sciences campus.

Source: Photos courtesy of Metroparks Toledo, Chessie Circle Trail, June 2020



Slippery Elm Trail

The Slippery Elm Trail is a 13-mile multiuse asphalt trail between Bowling Green and North Baltimore. It features a fully paved, asphalt surface that is accessible for cyclists, walkers, runners, and inline skaters. The trail provides a flat, scenic route through a mix of rural landscapes, including farmland, woodlands, and wetlands, making it ideal for both recreation and active transportation. Amenities along the route include rest areas, interpretive signage, and trailheads with parking and restrooms. The route also includes access to natural sites for fishing, hiking, and hunting such as Cricket Frog Cove and Rudolph Savanna.

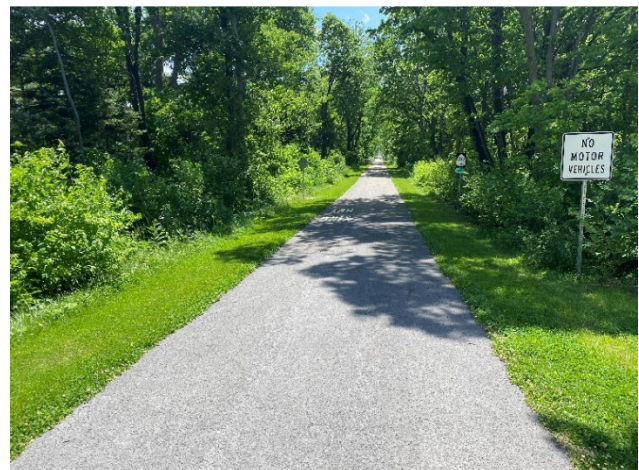


Source: Wood County Park District, Slippery Elm Trail, June 2017

North Coast Inland Trail

The North Coast Inland Trail (NCIT) is a developing regional trail ultimately planned to span over 100 miles across northern Ohio, connecting communities from the western Lake Erie shore inward. Currently, completed sections pass through Lorain, Huron, Sandusky, and Ottawa counties, with a mix of paved and crushed limestone surfaces suitable for biking, walking, and running. The trail currently offers a mostly flat, scenic route through farmland, small towns, and woodlands. A majority of the NCIT uses a combination of dedicated multiuse paths and designated bicycle lanes. Sharrows are minimally used as connectors. Key access points include Norwalk, Fremont, Elmore, and Genoa with future connections planned to link trails westward to the Wabash Cannonball and the Chessie Circle Trail in Wood County and Lucas County. Eastward, the Cleveland Metroparks has planned connections into Cuyahoga County.

The North Coast Inland trail is part of larger trail networks, including the North Coast Trail system and U.S. Bike Route 30. As development continues, this trail will emerge as a critical east-west spine for active transportation in northern Ohio.



Source: Ottawa County Park District; September 2025

Gordie Howe Bridge

A key part of the regional network is the Gordie Howe International Bridge, opening in 2026, which will include a toll-free multiuse path between Detroit, Michigan, and Windsor, Canada. This connection will seamlessly integrate with Michigan's Iron Bell Trail to form a cross-border active transportation corridor. The bridge will allow trail users to continue into Canada and connect with the Trans Canada Trail and Ontario's Waterfront Trail, forming a continuous international corridor for active transportation.

On the United States side, the multiuse path will connect into Detroit's active transportation network with the long-term goal of connecting the cities of Detroit and Toledo with a multiuse path and a waterway along the Lake Erie Coast. The Detroit and Toledo connection is part of a collaborative agreement between Lake Erie West Regional Council and Southeast Michigan Council of Governments (SEMCOG) called the Great Lakes Way.



Source: Windsor-Detroit Bridge Authority, 2025; <https://gordiehoweinternationalbridge.com/gallery/photo-gallery/bridge-site-progress-november-2025/>

Safety Analysis

Safety is the primary consideration when planning, designing, and constructing transportation infrastructure. Roadway safety planning has multiple factors that must be considered, including current laws, design guidelines, best practices, and the education and awareness of users. Addressing safety issues for all users requires a comprehensive analysis of crash data, facility design, traveling conditions, and user behavior to understand and address why incidents have occurred. Methods such as improved design, complete streets, traffic calming, and user education are needed to provide safe conditions for system users. Ultimately, the goal is to achieve zero fatalities among all travel modes throughout the planning region.

Crash data is collected statewide through police reports and is made available by the Ohio Department of Public Safety (ODPS). The Ohio Department of Transportation (ODOT) utilizes a crash data system called AASHTOWare Safety to analyze where crashes occur, the severity, number of people involved, crash type, weather conditions, etc. AASHTOWare Safety was used to query crash data; in this case, pedestrian and bicycle crashes, which was then analyzed. The first set of data involved crashes with pedestrians and bicyclists in the planning region from 2018 through 2024 (data acquired from Monroe County, Michigan, is through 2023).

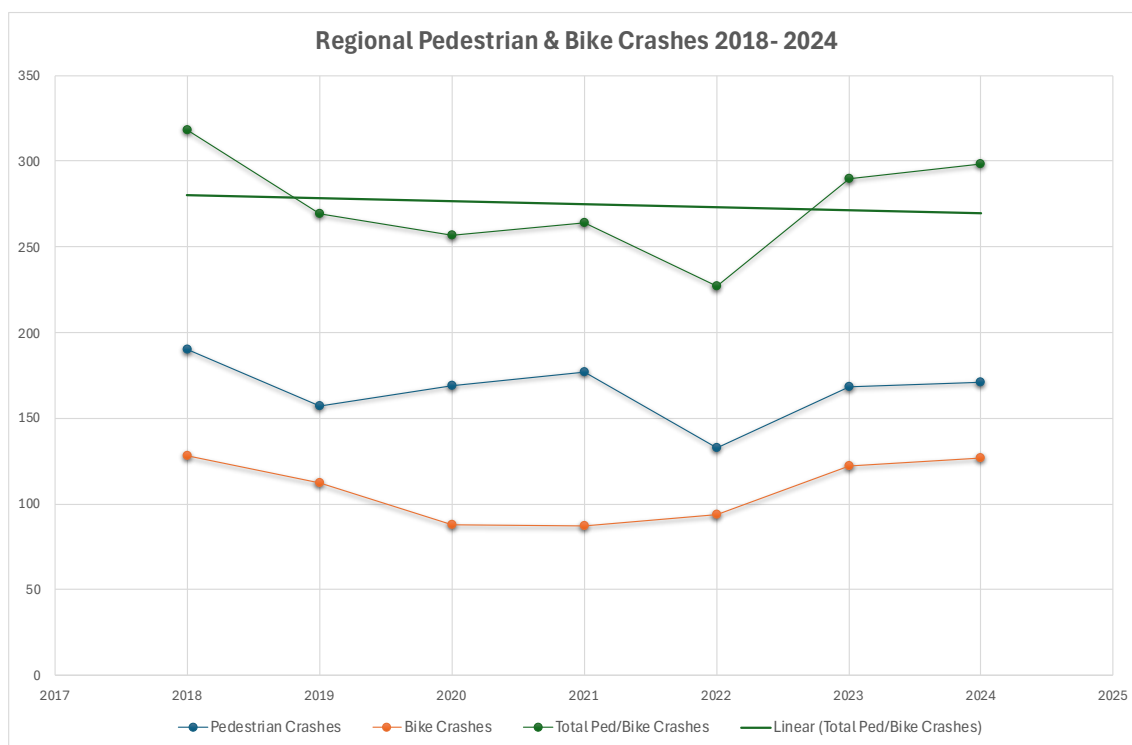


Exhibit 12: Annual pedestrian and bike crash totals for the planning region, 2018-2024.

The total number of pedestrian or bicycle involved crashes, Exhibit 12, averaged 275 annually from 2018 thru 2024. The observed decrease from 2021 to 2022 could be attributed to the COVID pandemic, especially since there was a sharp increase in 2023. Overall, a majority of the total crashes involved pedestrians, which correlates to the sharp decrease in total crashes from 2021-2022.

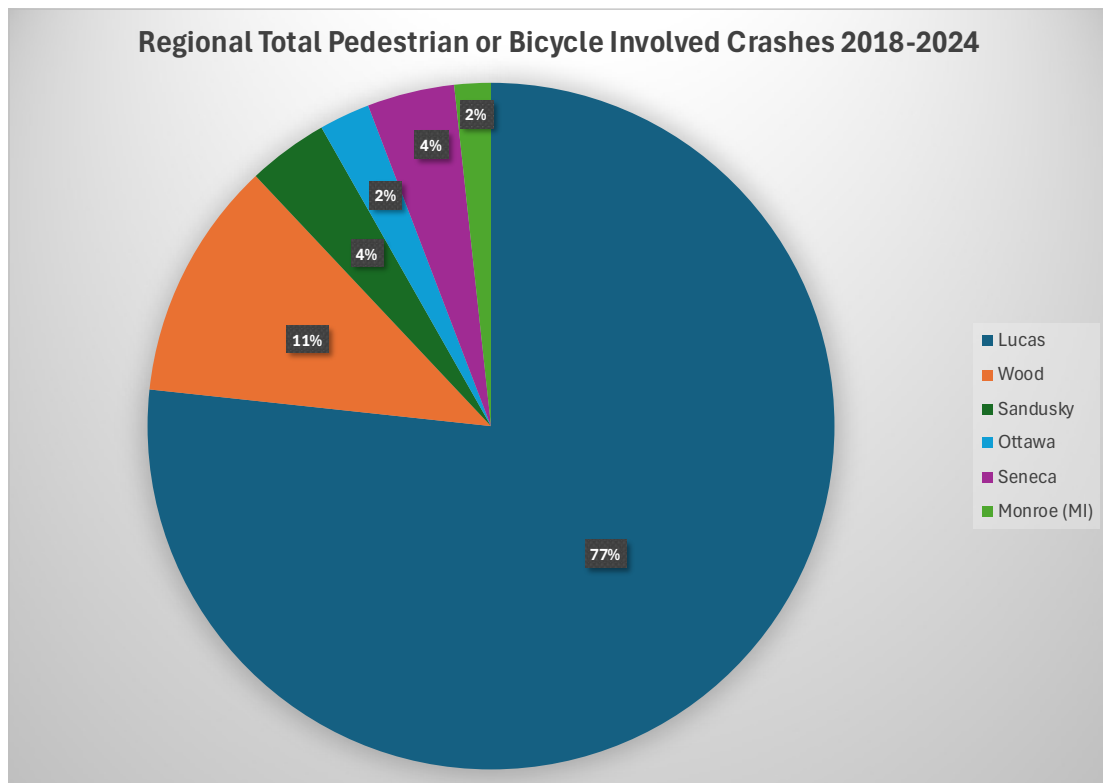


Exhibit 13: Percentage of total pedestrian or bicycle crashes per county in the planning region.

The locations of crashes of both pedestrian and bicyclists involved crashes are important to understanding safety data, instead of just the overall count of crashes. From 2018 to 2024, a majority of the total pedestrian and bicycle crashes in the planning region occurred in Lucas County. This correlates with the population size and the urbanization of Lucas County. As expected, the counties that are less populated and have lower densities had fewer observed crashes.

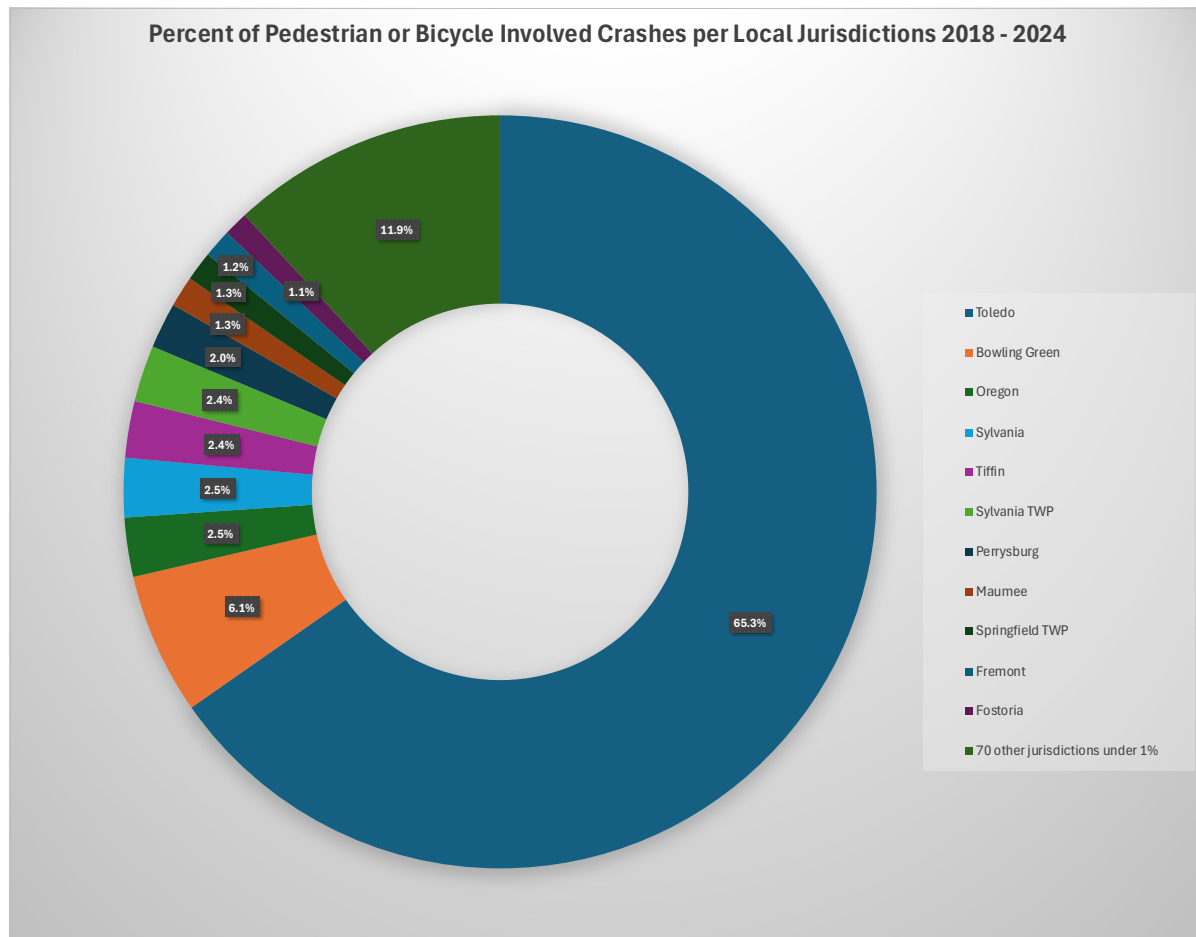


Exhibit 14: Percentage of total pedestrian or bicycle crashes per jurisdiction in the planning region, 2018-2024.

Total pedestrians or bicycles involved crashes were collected for each local jurisdiction in the planning region. Just as Lucas County accounted for most of the crashes due to its population and density, Toledo, the most populous city in the region, had the most pedestrian or bicycle involved crashes. There were 70 other individual jurisdictions that reported less than 1.0% of all the total crashes in the region. Greater population, along with higher density, correlates to a higher incidence of pedestrians and bicyclists experiencing crashes. The jurisdictions experiencing higher crashes can benefit from an increase in safety measures in their active transportation system.

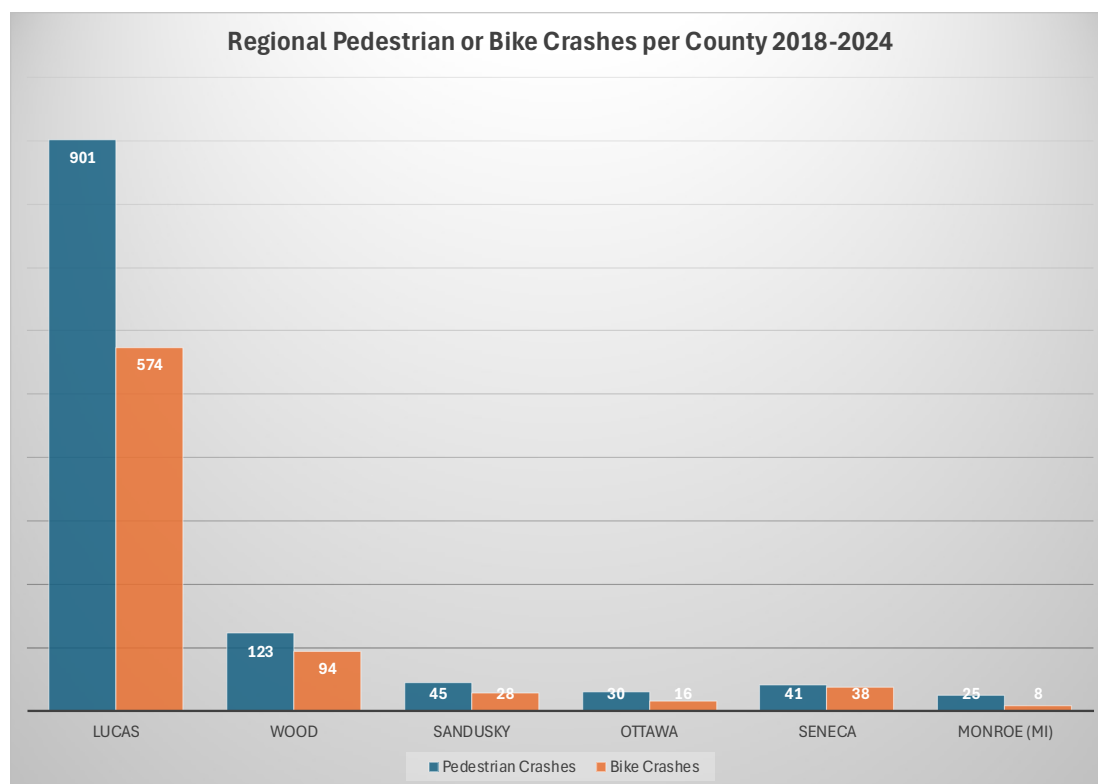


Exhibit 15: Total bicycle or pedestrian crashes from 2018-2024 for each county in the planning region.

Exhibit 15 is a comparison of automobile crashes with pedestrians or bicyclists per county in the planning region from 2018 through 2024. Lucas County experienced the greatest number of total crashes with 76.7% of the region's crashes. Of these reported crashes, approximately 61.1% are crashes with pedestrians, which can be caused by driver or pedestrian behavior, the general safety of the infrastructure, or vulnerabilities in the conflict area. Wood County has the second highest number of total crashes followed by Seneca County. Monroe County, Michigan reported the lowest number of total crashes in the planning region.

Most of the bicycle crashes in the area were reported in Lucas County; however, the highest percentage of total crashes that involving bicyclists were reported in Seneca County at 48.1%. The second highest percentage of bicyclist crashes was reported in Wood County at 43.3%. The lowest percentage of bicycle crashes were reported in Monroe County, Michigan at 8%.

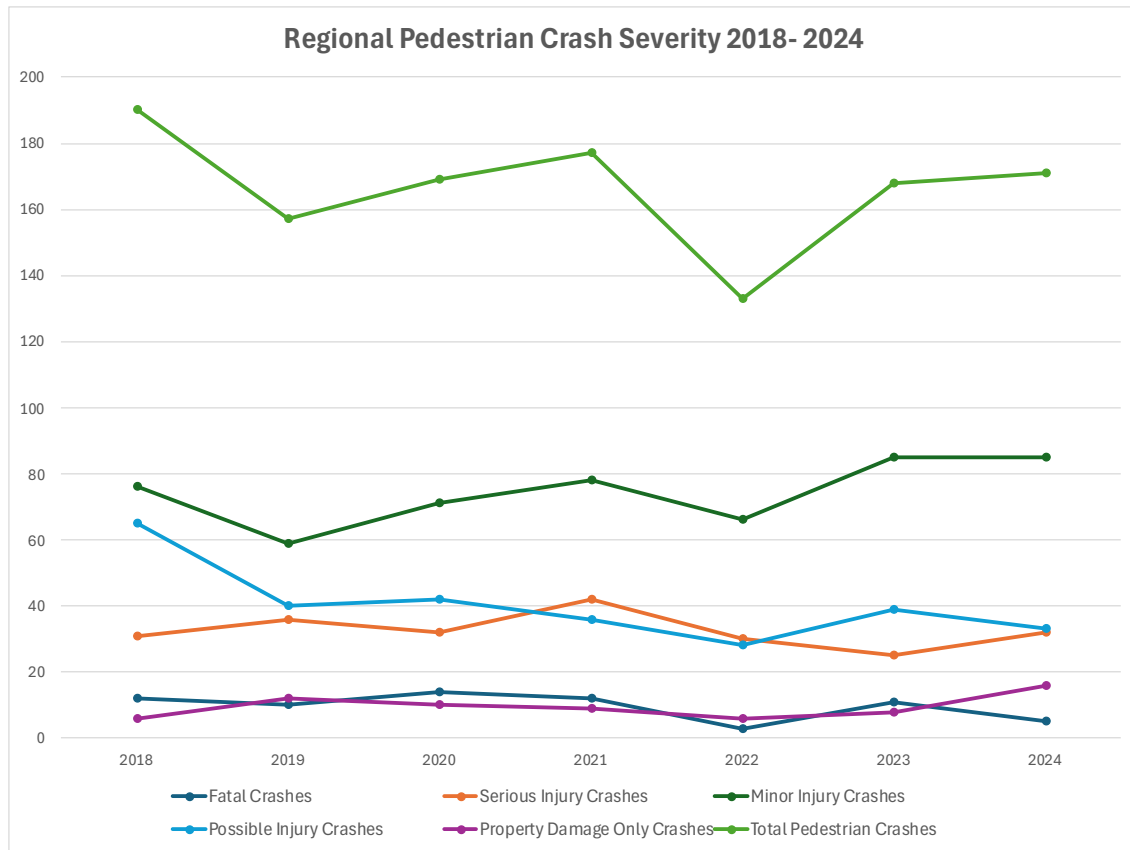


Exhibit 16: Annual total pedestrian crash severity in the planning region, 2018-2024.

The severity of the crashes is important information to assess. According to Exhibit 16, the highest percentage of pedestrian involved crashes resulted in minor injuries. Crashes resulting in possible injuries to pedestrian have declined overall since 2018, showing nearly a 50% decrease. Serious injury crashes have fluctuated annually but the trend has remained fairly consistent from 2018 to 2024. The least numerous crashes were property damage only and fatal crashes. However, the overarching goal in any transportation system is reducing fatal crashes to zero and one is too many.

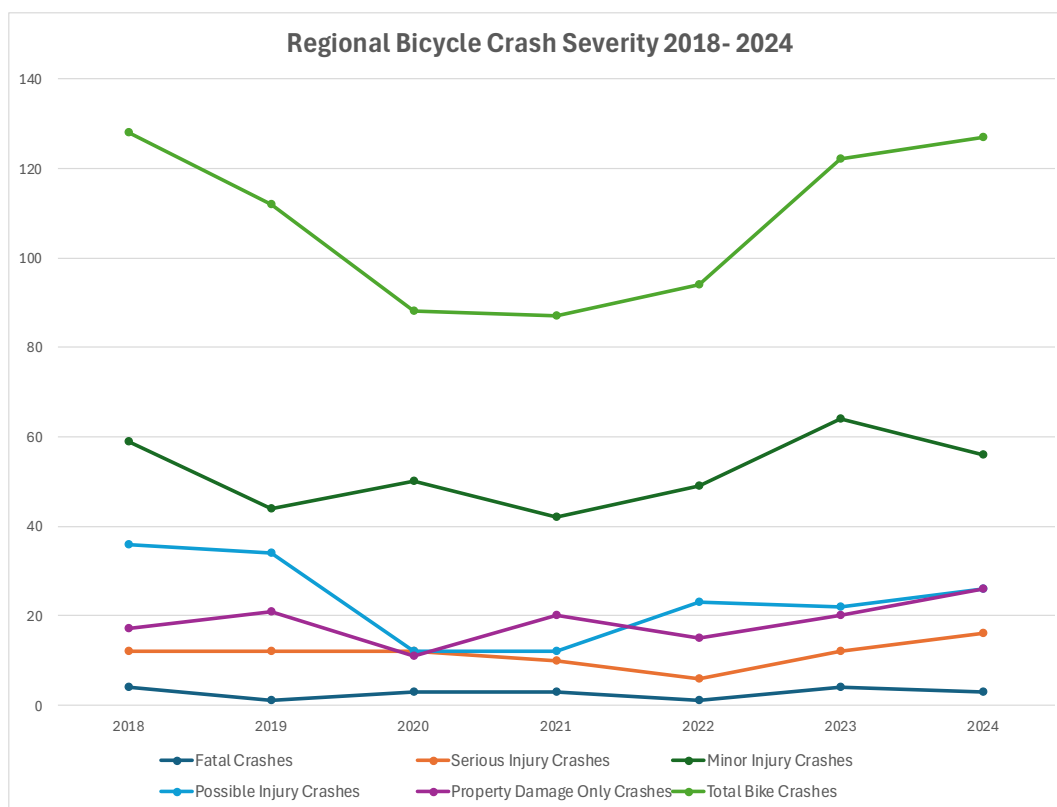


Exhibit 17: Annual total bicycle crash severity in the planning region, 2018-2024.

Analyzing the severity of bicycle involved crashes is essential, since cyclists often share the road with motor vehicles. According to Exhibit 17, the total crashes that involved a bicyclist decreased significantly from 2018 to 2021, partially attributed to the COVID pandemic, and then increased by 31% from 2021 to 2024. Of the total crashes, the highest number of crashes were minor injury crashes. Crashes resulting in injuries decreased by 28% from 2018 through 2024. Crashes that involved property damage changed very minimally throughout the six years of reporting. Compared to pedestrians, there were fewer serious injury crashes that involved bicyclists, ranging from six in 2022 to 16 in 2024. Fatalities have ranged from a high of four in 2018 to as low as one in both 2019 and 2022. These crash statistics indicate that additional safety countermeasures, and education of all users are needed for the safety of those utilizing active transportation infrastructure.

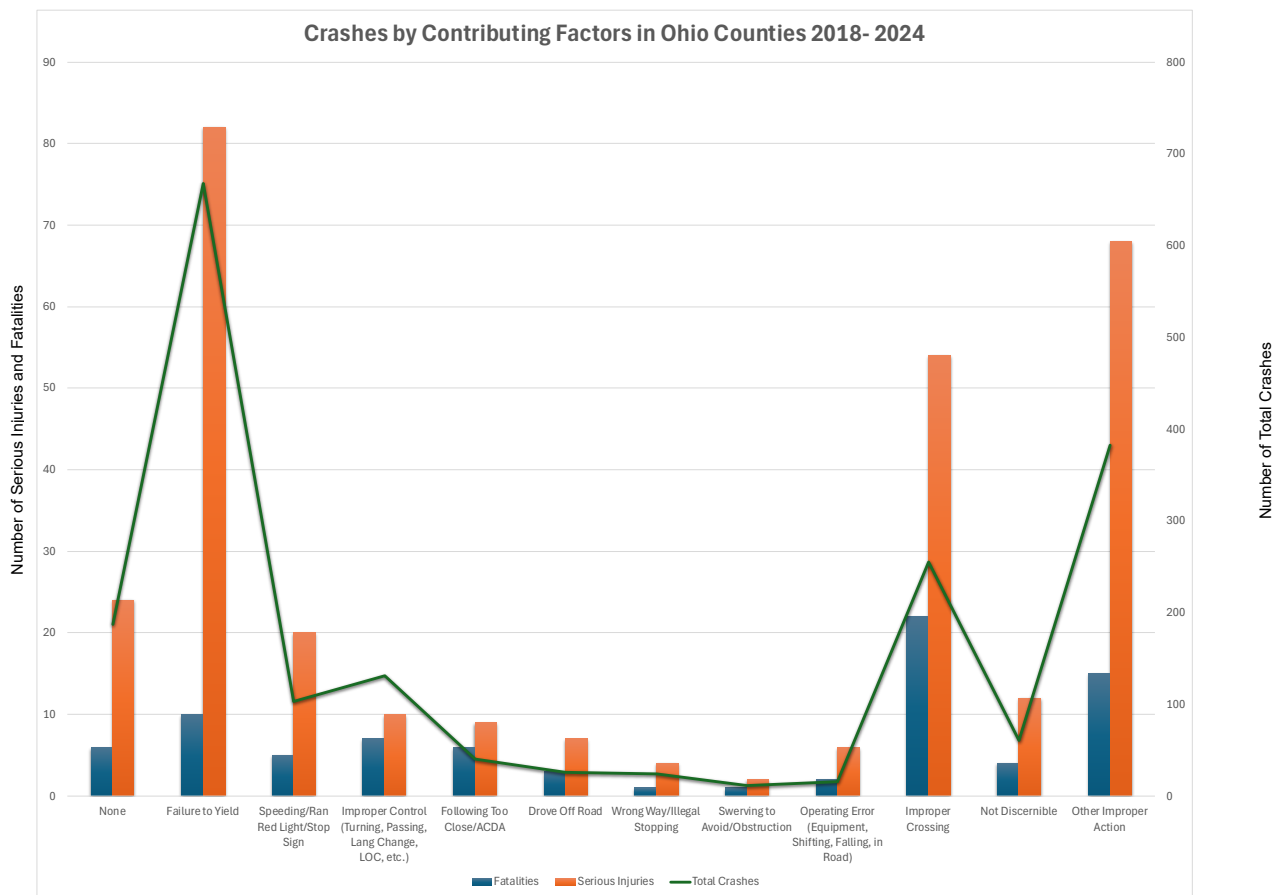


Exhibit 18: Contributing factors to pedestrian or bicycle crashes, 2018-2024.

For total accidents, the highest contributing factor at 35.1% of all vehicle crashes with pedestrians or bicyclists was a “failure to yield”. At 20.1% of all crashes, the second most frequent contributing factor was “Other Improper Action”. The category of “Other Improper Action” can include a variety of actions, including failing to stop, failing to control vehicles in bad weather, road conflicts, pedestrian/bicyclists disobeying road signs, or other crashes that involved victims working on cars or bicycles in the street or curb lanes. This contributing factor shared a common outcome: the majority of the resulting crashes were hit and run incidents. The third highest contributing factor to crashes was “improper crossings” at 13.4%.

Exhibit 19 shows the percentage of fatal crashes by contributing factors. The majority of fatalities of pedestrians or bicyclists were a result of improper crossing at 26.8%. The next highest cause was other improper action at 18.3%, and the third was a failure to yield at 12.2%.

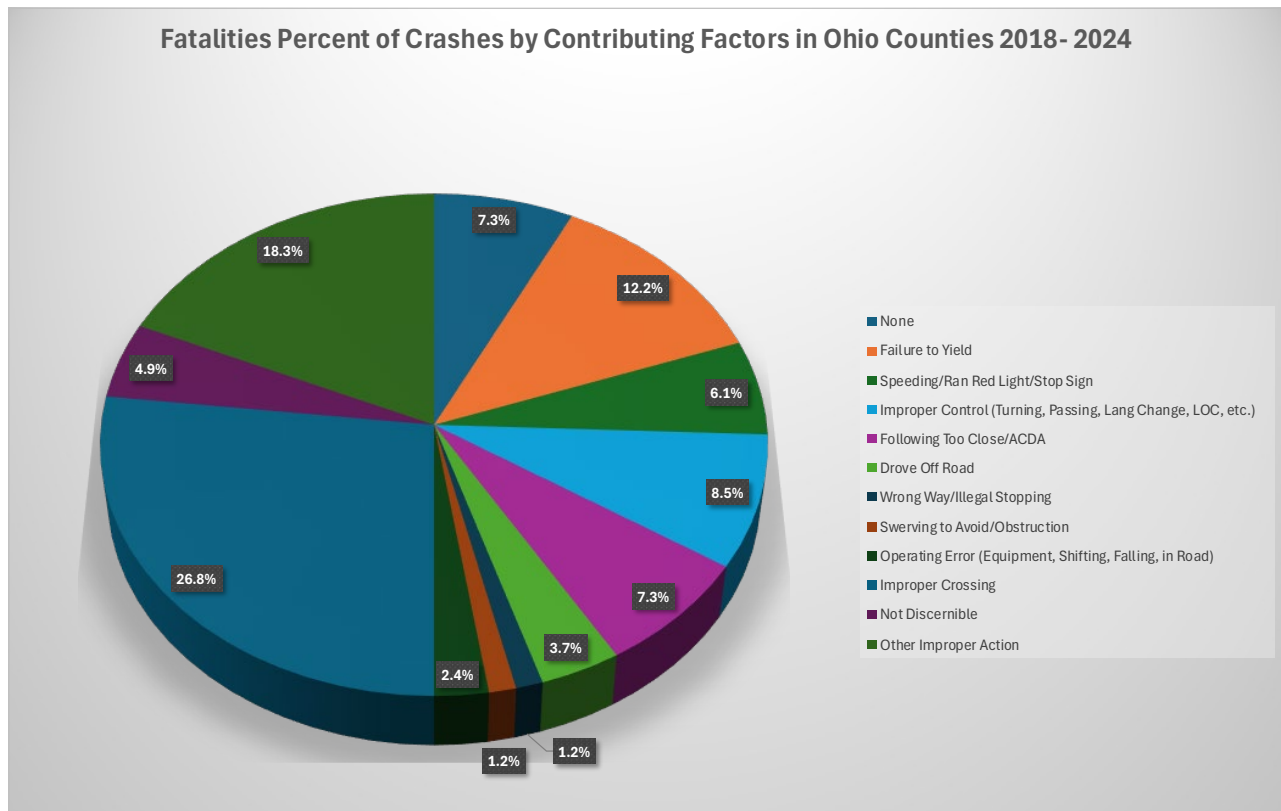


Exhibit 19: The contributing factors percentage of fatalities in both pedestrian or bicyclist crashes.

According to Exhibit 20, there is a slightly different order for contributing factors in relation to crashes that cause serious injuries. The leading cause for serious injuries at 27.5% was failure to yield, followed by other improper action at 22.8% and then improper crossing at 18.1%.

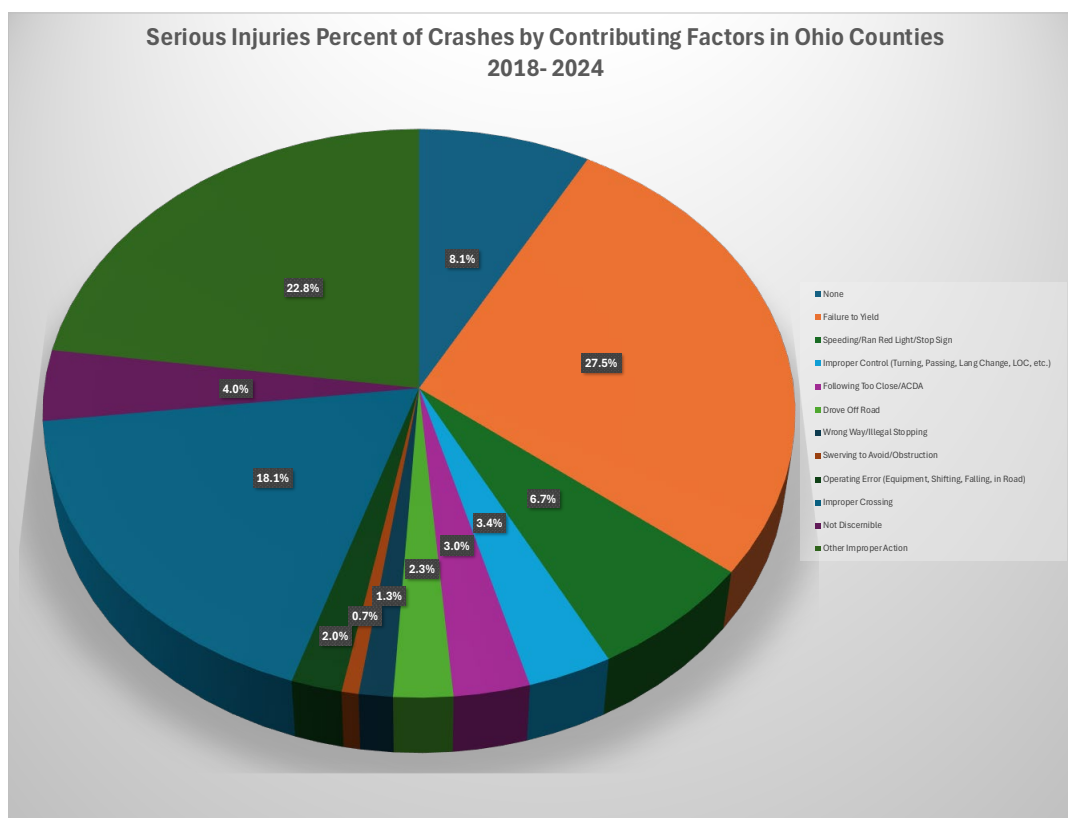
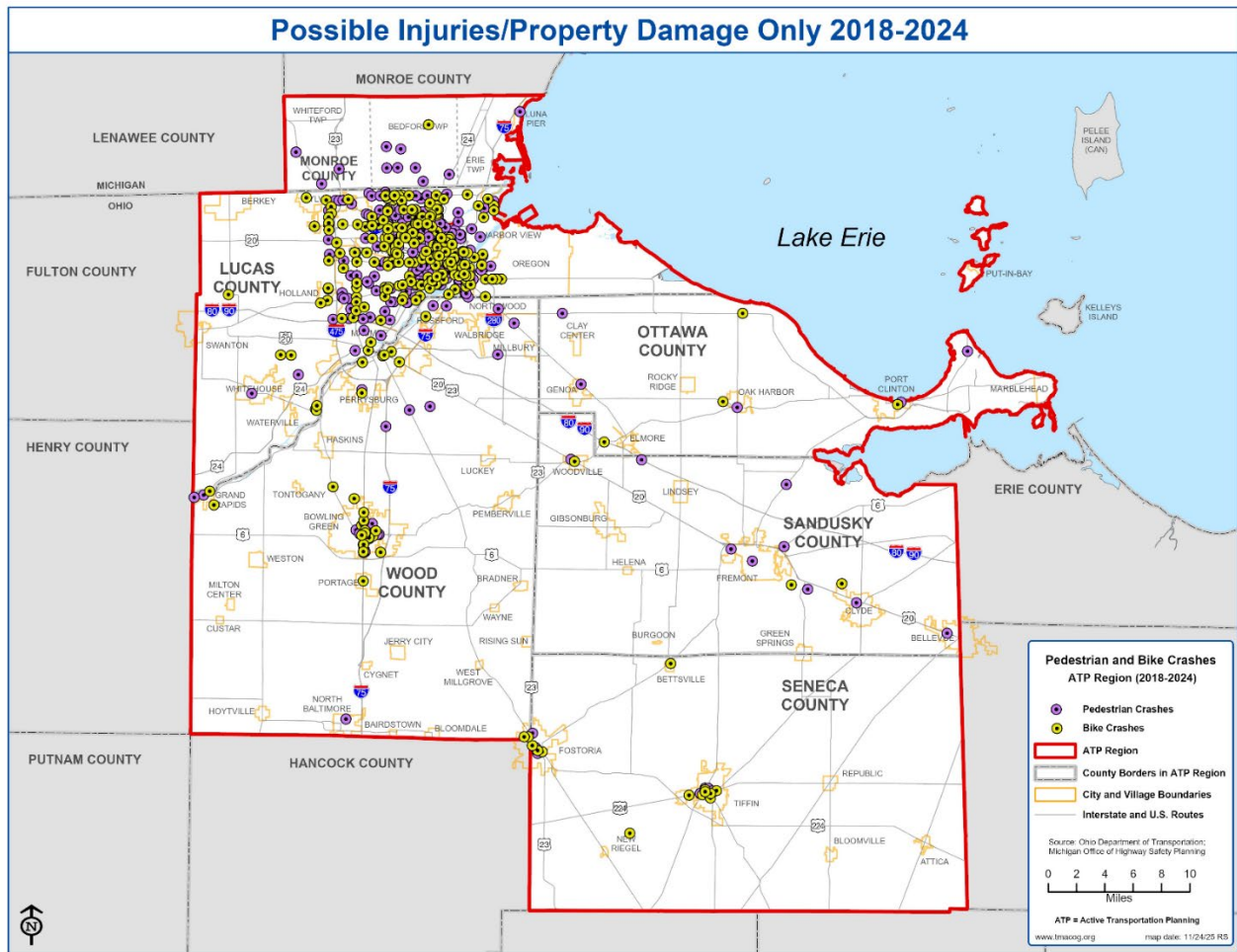


Exhibit 20: The contributing factors percentage of serious injuries both pedestrian or bicyclist crashes

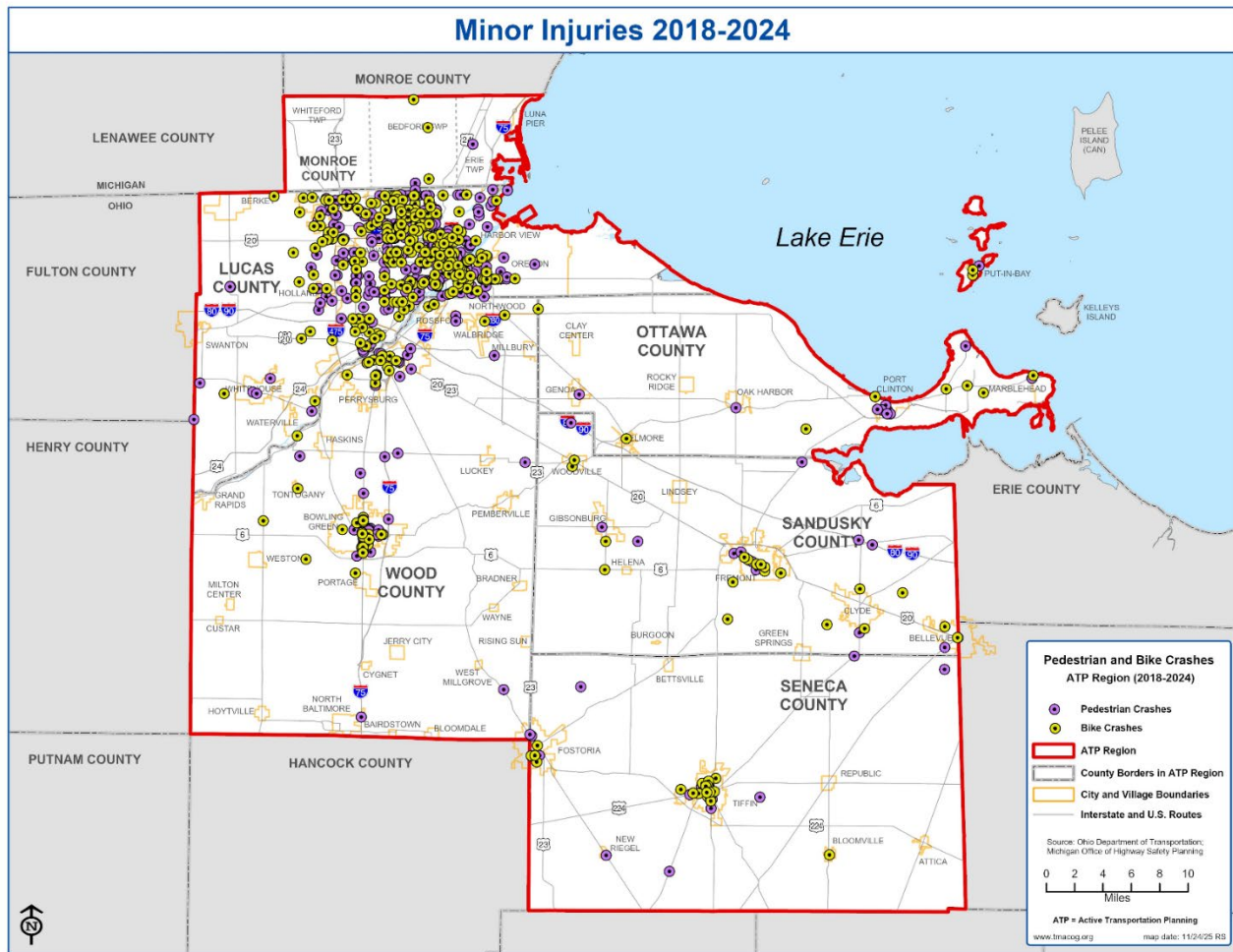
Total crashes (which include fatalities, serious and minor injuries, possible injuries, and property damage only crashes) had a similar trend when compared with fatalities and serious crashes. The top three reasons for all crashes involving pedestrians or bicyclists, in order, were a failure to yield, other improper action, and improper crossing. These contributing factors show that motorists are the primary cause of crashes involving cyclists and pedestrians. However, the actions and behaviors of nonmotorized users also contribute to crashes.

The next four maps, maps 8 through 11, visually represent all crash incidents in the planning region from 2018 through 2024. The maps are separated for clarity into different groups of crash severity: Possible Injuries and Property Damage, Minor Injuries, Serious Injuries, and Fatal Injuries

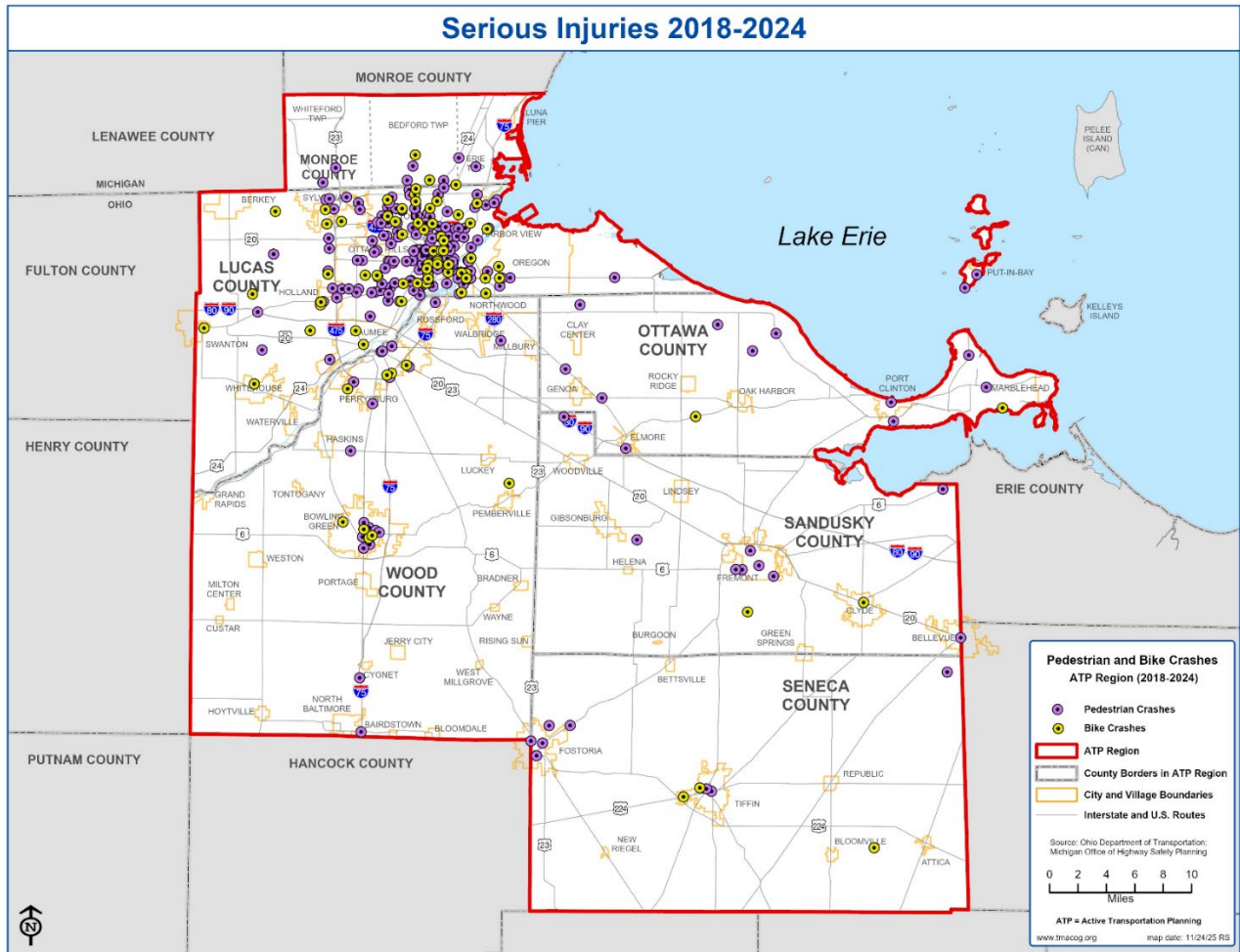
These maps geographically show the distribution of the data displayed in Exhibits 12 through 20 to better understand conflict points and areas with vulnerabilities. In each map, the purple icons represent pedestrian crashes, and yellow icons represent bicycle crashes.



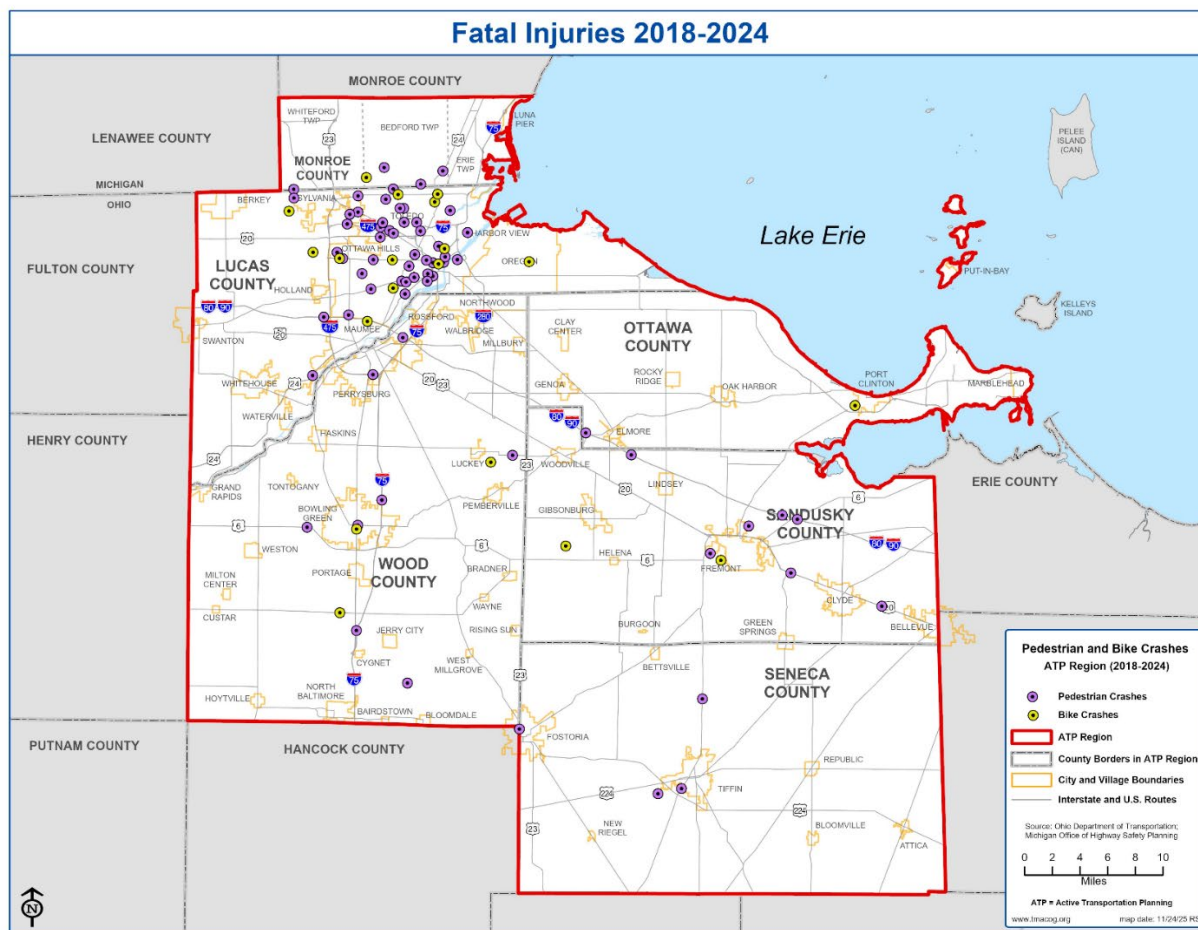
Map 8: Pedestrian or bicyclist crashes only with possible injuries or property damage, from 2018-2024.



Map 9: Pedestrian or bicyclist crashes with minor injuries, from 2018-2024.



Map 10: Pedestrian or bicyclist crashes with serious injuries, from 2018-2024.



Map 11: Pedestrian or bicyclist crashes with fatal injuries, from 2018-2024.

Safety is determined by multiple factors, laws and regulations, design of the system, and behaviors and awareness by the public. Driver behavior has changed in the last quarter century with the cell phone becoming used more on a regular basis by the public, especially in their cars. This has contributed to more distracted driving, leading to more accidents as analyzed in the contributing factors. However, distracted driving is difficult for officers to prove unless the driver admits it. In 2023, both Ohio and Michigan passed hands-free laws to discourage the use of electronic devices while driving.

Public Outreach

Survey Distribution

Looking at patterns in walking and biking, such as when and how people travel, will help guide better planning decisions. This section reviews results from the Regional Active Transportation Plan public survey. The survey was shared with the public to collect public feedback on current infrastructure, user activity, and improvement suggestions. The survey was available from September 8 through October 31, 2025. During the TARTA Community Update event on October 23rd, the Community HUB Director from El Centro SMART at Escuela asked Lake Erie West staff to provide a Spanish translation of the survey for the community they serve. In response, the survey was translated into Spanish and kept open through November 7, 2025, to collect additional input. After closing the public survey, there were a total of 481 different public surveys completed.

Survey Results & Analysis

This section includes data and insights gained from the Regional Active Transportation survey. Many of the paper surveys were completed independently, so respondents were not required to answer every question of the survey. Percentages are based only on the number of people who answered each question, not the total number of survey participants. This was a non-scientific survey and may not represent the views of the entire region, as it only represents those who chose to respond.

In total, the survey included 17 questions. The paper and online surveys were the same except for question 12. The question asked people to share a location and suggestions for improvements. On the paper survey, people were able to write a short answer. On the online survey, people used a map to indicate areas that need improvement by drawing a line or shape or by typing in the textbox. Overall, 481 public surveys were completed during the public survey period, 417 were completed online, and 64 were completed on paper. A summary of key findings is included below. Please refer to **Appendix G** for the full survey results.

What is your age?

Most survey participants were 45 to 64 years of age. Ages were grouped into the following categories:

- **0-18:** 0.2%
- **18-24:** 4.4%
- **25-44:** 32.2%
- **45-64:** 41.6%
- **65+:** 21%

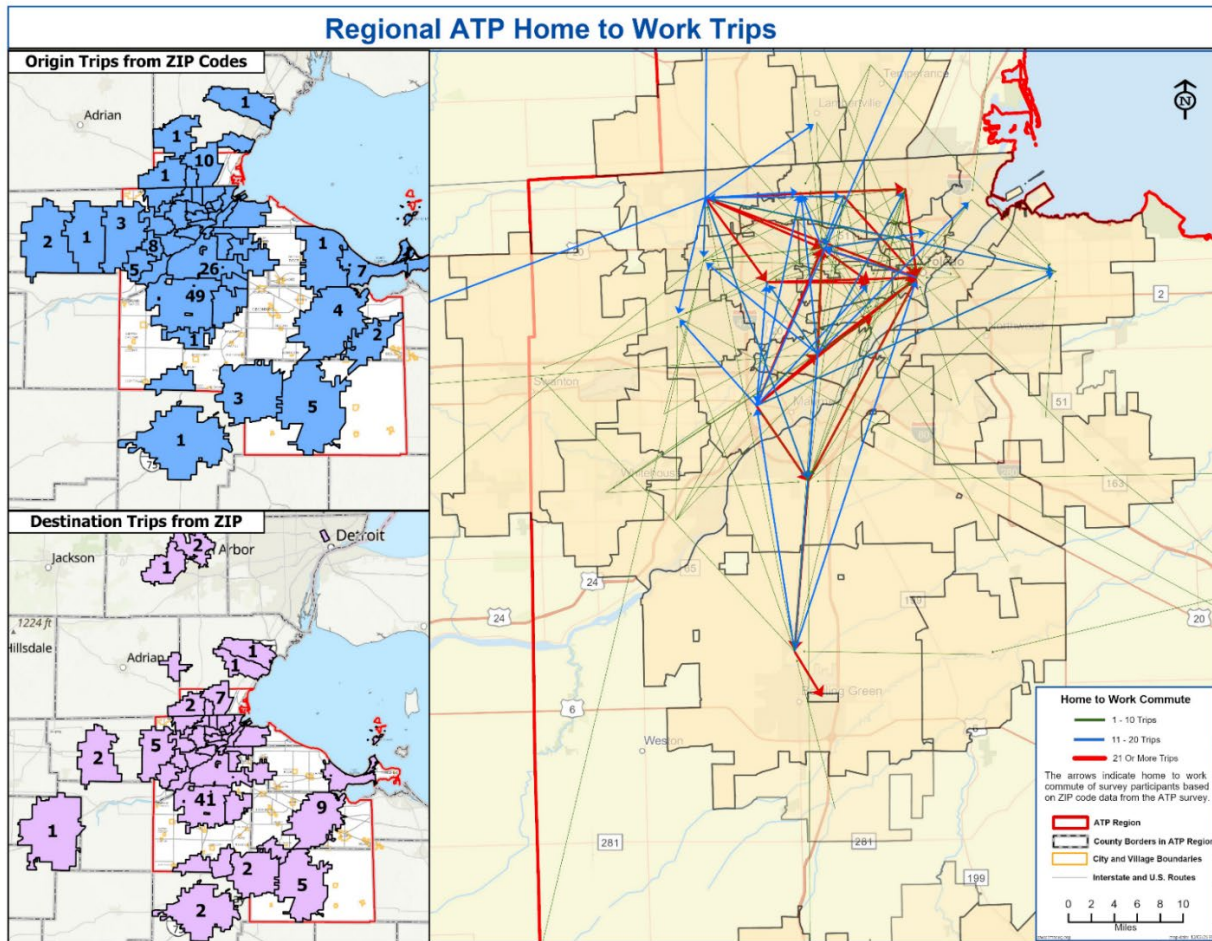
What are the ZIP codes for where you live and where you work?

Based on survey results, the top destination ZIP codes appear to be:

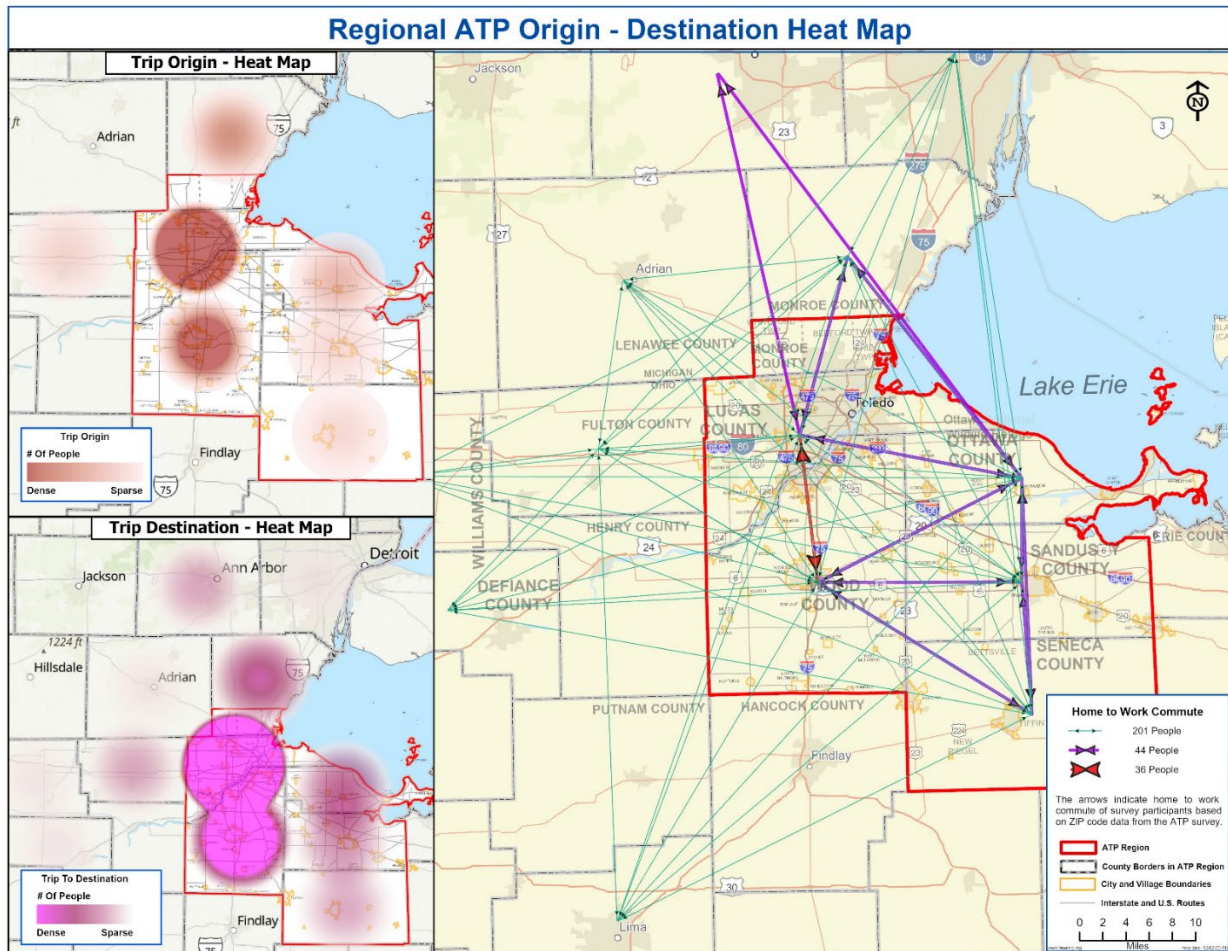
1. 43604 (In and around Downtown Toledo)
2. 43606 (West Toledo near Westgate, University Hills, Old Orchard, and Ottawa)
3. 43607 (Bancroft Hills, Inverness Village, and Secor Gardens)
4. 43551 (Perrysburg, North Wood County)
5. 43402 (Bowling Green, Central Wood County)

Map 13 displays a heatmap showing home and work roundtrips. Most participants live and work in urban areas and employment zones, primarily in Toledo and Bowling Green. The data indicates frequent movement between major urban areas in our region and outside of county boundaries, all of which support the need for a regional approach to active transportation planning.

Map 12 displays home-to-work trips using ZIP codes shared by survey participants for where they live and work, highlighting where active transportation improvements are needed. Participants' work trips are concentrated in a limited region, with most participants commuting to and from Bowling Green, or nearby areas in Wood County. Many work trips cross city and county boundaries, suggesting that jobs and housing aren't evenly distributed across the region. Because many work trips are short and clustered, there is strong potential to increase walking, biking, and transit-use if connections are provided.



Map 12: Origin – Destination map of Home to Work trips, extracted from the Lake Erie West Regional Active Transportation Plan public survey, conducted between September 8 through November 7, 2025. This data was volunteered by the survey respondents completing ZIP codes for where they live and where they work.



Map 13: Origin – Destination map of home and work roundtrips, extracted from the Lake Erie West Regional Active Transportation Plan public survey, conducted between September 8 through November 7, 2025. This data was volunteered by the survey respondents completing ZIP codes for where they live and where they work.

Do you own a vehicle?

Most respondents own a vehicle, revealing that cars are the primary mode of travel.

Yes: 82.9%

No: 16.4%

What best describes your employment status?

Most participants are employed full-time, part-time, or retired.

Student: 3.1%

Full-time employment: 48.4%

Part-time employment: 13.5%

Remote-hybrid: 6.9%

Stay-at-home parent: 1.3%

Unemployed: 5.2%

How often do you bike? (e.g., to work, school, errands)

Most respondents reported never biking.

Daily: 13.7%

A few times a week: 24.3%

Occasionally: 18.1%

Rarely: 14.8%

Never: 29.1%

How often do you walk? (e.g., to work, school, errands)

Walking daily was the most common response, though most respondents reported walking less than daily overall.

Daily: 34.7%

A few times a week: 20.8%

Occasionally: 18.7%

Rarely: 11%

Never: 13.9%

How often do you drive? (e.g., to work, school, errands)

An overwhelming majority reported driving daily, making it the most common travel mode.

Daily: 59.3%

A few times a week: 19.8%

Occasionally: 7.5%

Rarely: 1.9%

Never: 10.8%

What are your main reasons for choosing active transportation?

Health, environmental benefits, and cost savings were top reasons for using active transportation.

Why do people choose active transportation?



83%
of respondents cited **health**



42.4%
of respondents cited **environmental benefit**



30.5%
of respondents cited **cost savings**



27.8%
of respondents cited **convenience**



11.7%
of respondents cited **no access to a vehicle**



14.2%
of respondents cited **other**

What prevents or discourages you from walking or biking more often?

Safety concerns, sidewalk gaps, and lack of sidewalks/paths were primary barriers to active transportation.



51.6%
of respondents cited **safety concerns**



48.3%
of respondents cited **gaps in sidewalks and paths**



46.4%
of respondents cited **no sidewalks or multi-use paths**



38.5%
of respondents cited **weather**



30.1%
of respondents cited **time constraints**



15.3%
of respondents cited **other**

Why *don't* people choose active transportation?

What places do you travel to using active transportation?

Parks, social visits, and shopping were the top three destinations they travelled to while using active transportation.

Parks: 70.9%

Social visits: 49.3%

Shopping: 40.5%

What changes would make you more likely to walk or bike? (Top three)

More sidewalks/bike lanes, separation from traffic, and improved crossings were top improvements selected to encourage walking and biking.

More sidewalks or bike lanes: 69.7%

Separation from traffic: 65.5%

Improved crossings: 42.8%

How would you rate the condition of sidewalks in your community?

Sidewalk conditions were generally viewed as fair.

Excellent: 5.2%

Good: 27.4%

Fair: 37.6%

Poor: 18.3%

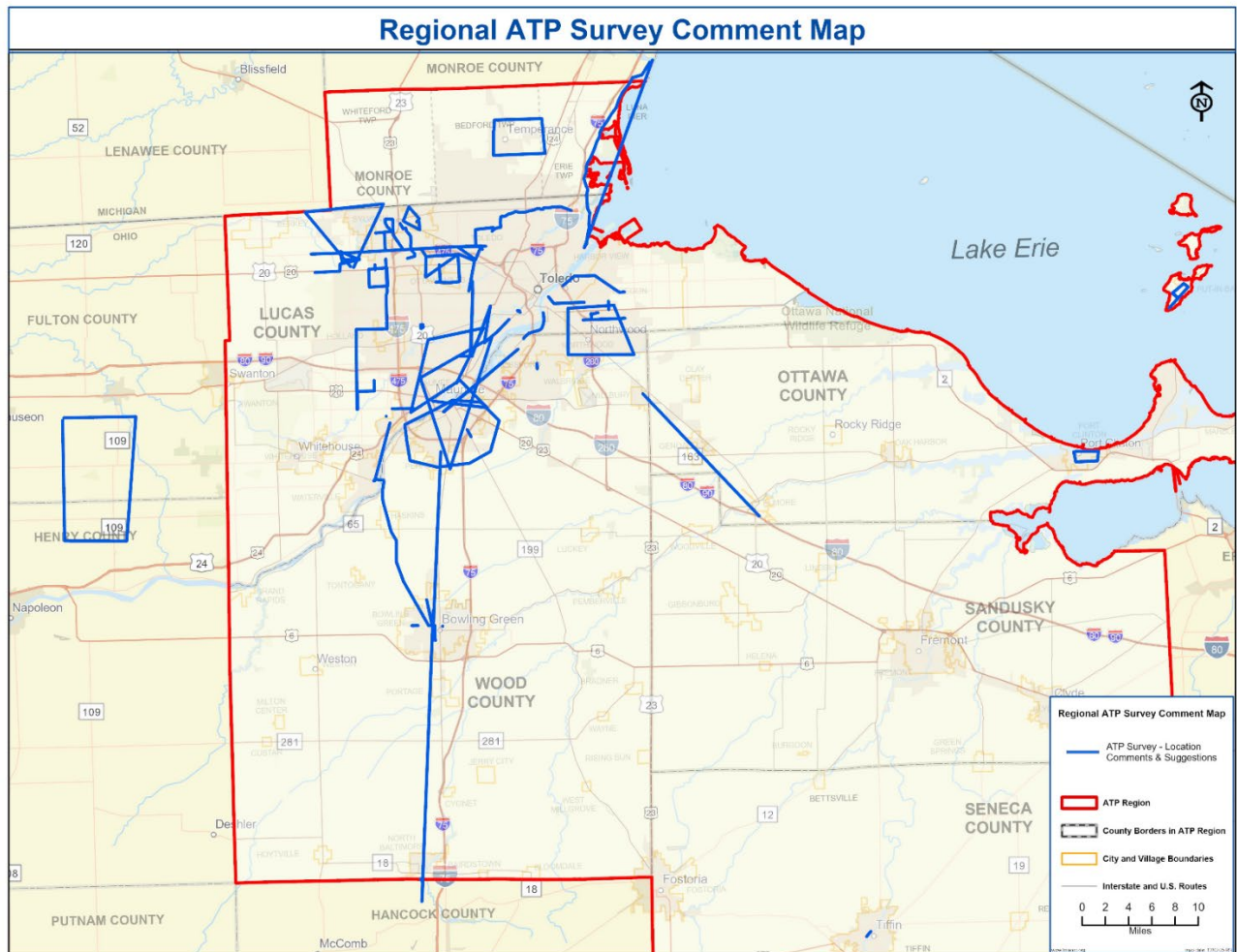
Not Applicable: 9.9%

Do sidewalk conditions affect your ability or decision to walk in your community?

For the majority, sidewalk conditions were not a barrier to walking in their communities.

Yes: 43%

No: 56.8%



Map 14: Map generated from public input from question 12 of the public survey. The lines and polygons are identified by public input regarding locations of active transportation infrastructure that need improvement. The public also provided written description of what is needed in sub question 12-a, these responses are recorded below.

Active Transportation Infrastructure

Active transportation infrastructure refers to the physical elements that support non-motorized forms of travel, such as walking, cycling, and other human-powered modes of travel. This infrastructure is specifically designed to meet the needs of active transportation users, ensuring their comfort and safety while also encouraging more people to choose non-motorized modes of transportation and reducing conflicts between different road users. The following overview highlights relevant bicycle, pedestrian, and related infrastructure, supported by Ohio Department of Transportation collision data from 2018 to 2024.

Bicycle Infrastructure

Bicycle Lanes

Bicycle lanes, including buffered and/or protected, are a type of street-adjacent infrastructure creating a physical barrier between cyclists and vehicular traffic. Most of the fatal and serious cyclist and pedestrian crashes occur at non-intersection locations, with a significant percentage caused by motorists overtaking cyclists. In fact, 33 crashes in the planning region listed improper passing as the contributing factor.

Buffered bicycle lanes provide dedicated space for bicyclists on the road. This infrastructure type includes a painted buffer to serve as a separation between cyclists and vehicular traffic.

Protected bicycle lanes offer enhanced protection on the road. Local jurisdiction can use a variety of barriers, including planters, bollards, or other design elements reflecting the community's character and aesthetic.

Dedicated spaces for bicycle travel significantly improve overall safety for cyclists. Bicycle lanes, buffered or protected, encourage predictable movement on the road and help improve overall safety for cyclists in the Lake Erie West region.



Wide-Paved Shoulders

Commonly found in rural areas, wide-paved shoulders are paved edges on either side of the roadway that serve as functional space for bicyclists and pedestrians to travel in the absence of sidewalks and other facilities. Their width typically ranges from 4 to 8 feet, providing enough space for bicycle travel while maintaining a buffer between vulnerable cyclists or pedestrians from motorized vehicles.



Source: Google Earth Image

Proper maintenance, including debris removal and clear striping, is essential to ensure wide-paved shoulders remain usable and safe year-round. Pictured is an example located on State Route 795 East, in Perrysburg Township in Wood County.

Bike Routes



Bike routes are a designation given to roads preferred for bicycle use. These routes commonly offer cyclists the most scenic and bicycle-friendly routes. They typically have lower traffic volumes, fewer intersections, and smoother pavement. Some bike routes feature pavement markings like sharrows and minor improvements such as wider lanes for added safety and comfort. The Lake Erie West region is traversed by three U.S. bike routes, while Ohio hosts sections of five U.S. bike routes providing long-distance connections and spanning more than 1,400 miles.

Neighborhood Greenways

Neighborhood greenways are alternatives to arterial roadways and are defined by three elements:

1. Safer crossing of busy streets
2. Prioritized active transportation
3. Effective wayfinding

These routes feature traffic calming measures such as speed humps and curb extensions to discourage cut-through traffic. The planning region has many areas in which neighborhood greenways could be easily integrated, specifically on residential streets with lower vehicle volumes and speeds, to create a safer and inviting environment for pedestrians and cyclists. The photograph collage below is an example of Neighborhood Greenways found in Levis Commons, a commercial and shopping district in Perrysburg, Ohio. This development incorporates the three main elements of neighborhood greenways. First, it contains safer street crossings with marked intersections, curb extensions, and speed humps. Second, it prioritizes active transportation since it is designed with wide sidewalks, and vehicles travel through the development at slower speeds. Third, it includes effective wayfinding with street, directory, and wayfinding signs at most of the intersections within the development.



Bicycle Boxes

Bicycle boxes are designated areas at signalized intersections, positioned between the vehicle stop line and pedestrian crosswalk, allowing cyclists to move to the front of traffic at red lights and increase their visibility to drivers. They are implemented to help prevent common conflict points, particularly right-hook collisions, where vehicles turn right across cyclists' paths. Bicycle boxes allow cyclists to position themselves ahead of traffic for safer left turns. In the planning region, improper turns were identified as a contributing factor in 25 crashes, including two fatalities. The implementation of bicycle boxes can help prevent such incidents by increasing the visibility of cyclists at intersections.



Bicycle Box, Broadway Street, Toledo, OH; November 13, 2025

Protected Intersections

A protected intersection is a type of roadway design intended to improve safety for cyclists and pedestrians. These intersections incorporate features like curbs, corner refuge islands, raised bicycle lanes, and setback crossings to reduce conflicts and increase visibility. This design encourages drivers to slow down and yield, particularly during turning movements, while helping



cyclists make safer crossing decisions. In the planning region, 255 crashes were attributed to improper cyclists or pedestrian crossings, and 22 of them resulted in fatalities. Protected intersections help guide all users and improve predictability at busy locations. The images above show examples of protected intersections in Downtown Toledo. The intersection on the left is Jefferson Avenue and N. Huron Street, and the intersection on the right is N. Summit Street and Jackson Street.

Shared-Use Paths

Shared-use paths, also known as multiuse paths, are designated pathways designed for various types of non-motorized transportation and recreation. These paths are typically separated from motor vehicle traffic and can be part of a larger trail system. They are also typically wider than regular sidewalks and can accommodate multiple users simultaneously. Shared-use paths are built to support different activities, such as walking, cycling, running, skateboarding, horseback riding, and more. The Lake Erie West region hosts over 27 miles of shared-use paths, reflecting meaningful advancements in connectivity. The image above shows a shared-use path on the University/Parks Trail at the Bancroft Street crossing.



Shared Lanes

Commonly known as sharrows, these lanes have markings indicating a shared travel space for bicycle and motor vehicles. These markings, consisting of a bicycle symbol with two chevrons above it, are designed to alert drivers to expect bicycle traffic. Sharrows are placed at regular intervals along travel lanes, particularly in areas where dedicated bicycle lanes are not feasible. The shared lane pictured to the right is on East Rocket Drive, located near The University of Toledo, alerting drivers to the presence of cyclists and reinforcing that the road is shared.



Pedestrian Infrastructure

Crosswalks

Crosswalks are critical for pedestrian safety, providing designated spaces to cross streets and making pedestrian presence more predictable to drivers. They significantly reduce the risk of accidents compared to unmarked crossings, especially when combined with signals, signage, or raised designs. Crosswalks improve accessibility for people with disabilities, support walkability by connecting sidewalks, and organize traffic flow. They also make the streets more efficient and safer for everyone. The crosswalk included in the photo to the right is in Toledo, Ohio.



Curb Extensions

Curb extensions, also called bulb-outs, are roadway features that extend the curb line at intersections, visually and physically narrowing the roadway. This design creates safer, shorter crossings for pedestrians by reducing the crossing distance and improving their visibility to drivers. Narrowing the roadway encourages slower vehicle speeds, particularly during turning movements, enhancing pedestrian comfort and safety. In addition, curb extensions increase the available space for street furniture, benches, plantings, and street trees. The image features bulb-outs on S. Clair Street in Toledo, Ohio.



Sidewalks

Sidewalks are essential urban infrastructure that do more than just provide space for walking. They also significantly help reduce accidents and fatalities compared to roads without sidewalks. Sidewalks enhance accessibility for people with disabilities, children, and the elderly, especially when designed with curb ramps and tactile surfaces. Environmentally, they reduce car dependency, lower emissions, and aid in stormwater management when integrated with green features. Included in the photo is an example of a well-maintained sidewalk located on Monroe Street in Toledo, Ohio.



Safety Islands

A safety island is a designated area typically located between lanes or at a crosswalk. This space allows pedestrians to pause while crossing multiple lanes of traffic, where crossing in a single phase may be unsafe or impractical. Safety islands are typically installed in places with high traffic speeds and volumes. For example, depicted here is a crossing for a busy intersection of Washington Street and Summit Street in Toledo, Ohio. They should be at least 6 feet wide to accommodate strollers or bicycles, with a preferred width of 8 to 10 feet for improved safety and accessibility.



Source: Google Earth Image

Pedestrian Yield Signs

A pedestrian yield sign instructs drivers to yield the right-of-way to pedestrians, requiring them to slow down or stop to allow pedestrians to cross the roadway. They are typically used to alert drivers to stop or slow down at unsignalized crosswalks, areas with moderate traffic volumes, at locations with visibility concerns, and other areas where additional warning is needed to

improve pedestrian safety. An emphasis on visibility is critical, especially in the planning region where failure to yield is the leading contributing factor in pedestrian and bicycle crashes involving a vehicle, accounting for over 35% of crashes and 668 crashes in total.



Pedestrian Yield Signs associated with a HAWK beacon, outside the Toledo Museum of Art, Monroe Street, Toledo, Ohio

Pedestrian Hybrid Beacons

Pedestrian hybrid beacons, sometimes referred to as a High-intensity Activated Crosswalk (HAWK), are user-activated traffic control devices designed to improve pedestrian safety at midblock or unsignalized crossings by providing vehicular stop control without the need for a full traffic signal. Unlike standard traffic signals, pedestrian hybrid beacons remain dark when inactive and can only be activated by a pedestrian push button. Upon activation, a unique signal pattern alerts drivers and stops traffic. The pedestrian beacons featured in the image are located on Monroe Street in Toledo, Ohio.



Supporting Infrastructure

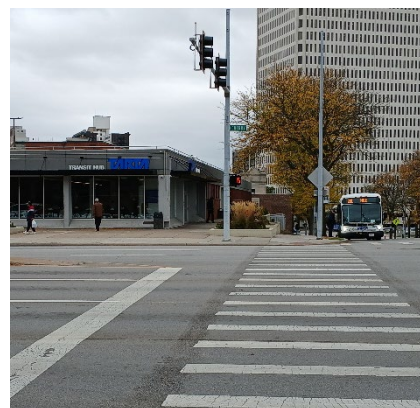
Wayfinding

Wayfinding is a system of signs, markings, and design elements that help users navigate safely through transportation networks. It provides clear, consistent, and legible guidance to destinations, routes, and connections across a trail network. Effective wayfinding improves accessibility, reduces confusion, and supports multimodal connectivity. Systems may include distance markers, directional signs, symbols, and pavement markings, all designed to comply with Federal Highway Administration standards for visibility, reflectivity, and eligibility. The trail marker in this image is located in Pearson Park in Oregon, Ohio.



Transit

Public transit serves as an essential supporting infrastructure within active transportation networks. Transit extends the range of non-motorized travel to serve the public. Transit stops and stations often integrate features like bicycle racks, sidewalk connections, seating, and other transit-supportive infrastructure. The planning region offers a range of public and private transportation options, serving inner cities, connecting urban centers and reaching rural areas, including but not limited to, TARTA, Amtrak, BG transit, TLC Transit and more.



First and Last Mile Connections

First and last mile connections refer to the beginning and end segments of an individual trip. Specifically, how a person travels between their starting point and their transit stop, as well as how they get between the transit stop and their destination. Without adequate infrastructure, people often face challenges completing their trips efficiently, which leads to long commute times. Solutions to this issue include connected sidewalks, shuttles, microtransit, vanpools, bicycle-sharing, and more.



Implementations

Complete Streets

Complete Streets is a planning approach that improves roads originally designed primarily for drivers, but which can be unsafe or fatal for pedestrians and cyclists. Some streets lack sidewalks, safe crossings, and bicycle facilities, which creates challenges for nondrivers. Complete streets are designed to integrate infrastructure accommodating pedestrians, cyclists, drivers, and transit users alike.



Source: New York State Department of Transportation

Complete Streets improvements may include:

- Traffic calming measures, such as narrower lane widths and lower speed limits.
- Continuous and separate bicycle and shared-use paths.
- Pedestrian safety amenities such as bulb-outs, median refuge areas, hybrid beacons, etc.

National Complete Streets Coalition

is a nonpartisan alliance of organization and transportation professionals committed to the development and implantation of Complete Streets policies. More than 1,700 municipalities have successfully adopted Complete Street policies in the United States as well Puerto Rico and Washington, DC.

Traffic Calming

Traffic calming refers to a set of strategies or measures that reduce the negative impacts of motor vehicle traffic, particularly speeding, on streets, primarily in residential and urban areas. These aim to improve safety by implementing infrastructure changes to alter driver behavior. This may include lane narrowing, gateway treatments, bulb-outs, roundabouts, speedhumps, and more. These measures also promote a more vibrant and livable environment by reducing traffic noise and improving air quality.



Safe Routes to School

The Safe Routes to School (SRTS) program aims to make it safer and more appealing for children to walk or ride a bicycle to school. The program provides resources, technical assistance, and project funding for infrastructure improvements, educational initiatives, and community engagement to create a safer environment around schools. A comprehensive approach to SRTS includes both infrastructure and non-infrastructure countermeasures and programs. The six principles below outline the Safe Routes to School framework:

- **Engagement:** Meaningful with students, families, teachers, and school leaders ensures SRTS initiatives reflect local needs and builds lasting support.
- **Equity:** SRTS initiatives prioritize fair and inclusive outcomes by ensuring all students benefit from safe transportation options.
- **Engineering:** Creating physical improvements to streets and neighborhoods that make walking and bicycling safer, more comfortable, and more convenient.
- **Encouragement:** Generating enthusiasm and increased walking and bicycling for students through events, activities, and programs.
- **Education:** Providing students with skills to walk and bicycle safely, while promoting healthier and more active communities.
- **Evaluation:** Ensuring that programs are equitable and successful, and identifying unintended consequences or opportunities to improve the effectiveness of programs.

Vision Zero

Vision Zero is a collaborative, nonprofit campaign helping communities set and reach the goal of Vision Zero, eliminating traffic fatalities. This road-safety strategy is focused on eliminating traffic fatalities and severe injuries by viewing them as preventable and employing a systems approach. It originated in Sweden and is gaining traction internationally, including in the United States, with cities like Chicago, New York, and Toledo adopting it. The core principle is that no loss of life on roadways is acceptable.

Land Use Reform

Land use reform focuses on creating mixed-use developments to connect communities by moving away from single-use zoning. This promotes active transportation by increasing housing and commercial density near key locations, like transit stops, to reduce car dependency. By strategically locating homes, schools, workplaces, and shops closer together, land use reform conveniently promotes walking and biking as a practical and safe mode of transportation.

Goals & Objectives

Lake Erie West staff, in collaboration with stakeholders and the public, developed goals, objectives, and strategies to address the needs and gaps that were identified. Three goals were established with an approach to the region. The first goal will improve the regional active transportation network; the second goal will serve individual jurisdictions within the planning region; and the last goal addresses the individual needs of residents and employees of the region.

Goal 1. Develop and expand the regional multiuse path network and connect to other regional or statewide facilities.

Objective 1: Ensure ongoing active transportation advisory group engagement.

- **Strategy:**
 - Continue and expand regional representation.
 - Continue quarterly meetings and any additional meetings as necessary.
 - Continue to engage with regional stakeholders to keep up to date with plans related to active transportation.

Objective 2: Focus on local improvements on a regular reporting basis.

- **Strategy:**
 - Active transportation advisory group reports on local improvements during quarterly meetings.
 - Necessary plan updates according to local improvements.
 - Collect relevant data according to improvements and identify any connectivity enhancements.

Objective 3: Create and promote online safety resources.

- **Strategy:**
 - Public can report condition and safety issues directly on public website.
 - Make training tools available for stakeholders and the public.
 - Report annual safety data compared to benchmarks.

Goal 2. Empower jurisdictions and public entities to make data-informed decisions by providing resources to develop active transportation infrastructure.

Objective 1: Creation of advanced active transportation map.

- **Strategy:**
 - Reporting timeframes (weekly, monthly, quarterly, annually, etc.).
 - Interactive map docked on public website.

Objective 2: Provide a catalog for regional active transportation infrastructure for stakeholders' input.

- **Strategy:**
 - A regional active transportation geographic information resource representing project initiatives.
 - A regional active transportation geographic information resource representing future infrastructure projects.
 - Video catalog on website showcasing multiuse trails with demonstration rides for cyclist and pedestrian safety.

Objective 3: Create a comprehensive multimodal connectivity database.

- **Strategy:**
 - Keep existing regional trails up to date.
 - Update map of proposed and current active transportation facilities.
 - Update map of regional initiatives.

Goal 3. Ensure perpetual public and private participation through the awareness of available active transportation resources.

Objective 1: Continue to engage and meet with other regional trail coordination efforts.

- **Strategy:**
 - Promote GOHIO Commute.
 - Continue to promote Bike Month activities.
 - Agency website for information dissemination.

Objective 2: Highlight commercial businesses who advocate active transportation initiatives.

- **Strategy:**
 - Foster professional relationships with local bicycle shops and other relevant businesses.

Objective 3: Support public and nonprofit organizations in advocating for active transportation and safety.

- **Strategy:**
 - Continue providing pedestrian and cycling safety materials for distribution to the public.

Projects

This section presents a comprehensive list of committed, priority, and public-informed active transportation projects aimed at improving the safety of walking and biking for all users. The projects described below support the expansion of the regional active transportation network by enhancing multi-modal connectivity across key corridors, promoting healthy lifestyles, and equitable access to transportation.

- Full details about committed and priority projects can be found in the Regional Long Range Transportation Plan. www.tmacog.org/transportation/regional-transportation-plan

Committed Projects

The committed projects listed below are drawn from Lake Erie West Regional Council's Transportation Improvement Program (TIP), a fiscally constrained four-year program of capital projects. The TIP provides year-by-year spending on transportation projects in the region that use federal transportation funding. The projects listed below are partially or fully funded and include significant regional commitment.

PID	Sponsor	Project Description	S/TIP Year	Total Estimate
LUCAS COUNTY				
121105	City of Oregon	Phase 5 of the Oregon Trail Bikeway will construct approximately 1 mile of shared use path in Oregon along Dustin Rd. The path will connect the shared use path between Navarre Ave. and Brown Rd. to Oregon Town Center.	2027	\$905,234
121611	Metroparks Toledo	Construct a shared use path at International Park in Toledo. The trail begins at the terminus of the BUILD grant project and connects to the Front & Main Corridor Modernization at the Anthony Wayne Bridge.	2028	\$2,140,000
121614	City of Toledo	Project in Toledo to resurface and widen Parkside bicycle path along Parkside Blvd. from Bancroft St. to Hill Ave., widening from the current 7'-8' to meet current standards. Crossings at Bancroft St. and Nebraska Ave. will be modified to remove a few mid-block crossings for safety purposes.	2028	\$1,306,619

PID	Sponsor	Project Description	S/TIP Year	Total Estimate
LUCAS COUNTY				
121615	Outdoor Sylvania Community Parks	Project in Lucas County to construct approx. 1.75 miles of shared use path to extend the University/Parks Trail from Centennial Rd. to Sylvan Prairie Park. This extension will be the final connector to provide approx. 20 miles of continuous trail in Lucas County.	2029	\$3,200,000
121612	City of Waterville	Project to construct a shared use path along the west side of the Anthony Wayne Trail in City of Waterville. The path will extend an existing path that ends at Canal Rd. to Dutch Rd.	2028	\$490,000
122202	City of Toledo	Safe Routes to Schools project to construct sidewalks at various locations near Washington Local Schools buildings. Locations include sections of McGregor Rd., Fairgreen Rd., and Rambo Ln. Scope also includes ground mounted bicycle racks at five school locations.	2027	\$550,000
WOOD COUNTY				
117684	City of Perrysburg	Project in City of Perrysburg to construct a new multiuse path along West Boundary St. (SR-25) from terminus of an existing path north of IR-475 interchange to terminus of another existing path at Indiana Ave., approximately 6,740 feet. Includes all necessary and related work such as pavement, earthwork, aggregate base, and restoration.	2027	\$1,129,000
120648	Wood County Park District	Project in Wood County to extend the Chessie Circle Trail shared use path from the WW Knight Nature Preserve to Bates Rd approx. 1.3 miles. The scope includes a 16-foot-wide paved path including rectangular rapid flashing beacons (RRFBs) at the Bates Rd. crossing.	2027	\$1,624,000

PID	Sponsor	Project Description	S/TIP Year	Total Estimate
WOOD COUNTY				
120672	Wood County Park District	Project in Wood County to extend the Chessie Circle Trail shared use path from Bates Rd. to Lime City Rd. approx. 0.7 miles. The scope includes a 16-foot-wide paved path. This is Phase 3 of the Wood County extension of this trail.	2028*	\$1,025,000
121107	City of Perrysburg	Project to construct a shared use path (approx. 0.26 miles) on the north side of Indiana Ave. to connect the Fort Meigs Historic Site to an existing shared use path on the Ft. Meigs Rd.	2027	\$286,000
124264	Wood County Park District	Project to resurface the Slippery Elm Trail in Wood County, includes necessary related scope. The project is for a shared use path in which the limits are from Sand Ridge Road to East Broadway Street.	2026	\$1,265,939
122204	City of Fostoria	Project in the convergence of Wood/Seneca/Hancock Counties. Safe Routes to Schools project in City of Fostoria to complete sidewalk improvements on south side of Park Ave.; new sidewalks on Vine St., Van Buren St. (SR 613), and Summit St.; curb ramps on Westhaven Dr.; enhanced crossings on HL Ford Dr.; and a Pedestrian Hybrid Beacon on Van Buren St. (SR 613).	2027	\$768,765
122207	City of Bowling Green	Project in City of Bowling Green to construct Phase 1 of the Crim-Scott Hamilton Shared Use Path (SUP) from Crim Elementary School to intersection at S. Mercer Rd.	2027	\$636,000

*= Project pending; will be decided at a future date

Committed Projects – Adjacent Counties

The committed projects listed below are from the proposed adjacent counties to the Lake Erie West Regional Council's MPO region. The projects include significant regional impact and are drawn from ODOT's Transportation Information Mapping System (TIMS) which serves as a full and available source of transportation data.

PID	Sponsor	Project Description	Fiscal Year	Estimated Cost
OTTAWA COUNTY				
119859	City of Port Clinton	Project in Port Clinton to reconstruct damaged & missing sidewalks, add bump outs, raised crosswalks with rectangular rapid flashing beacons (RRFB), and new sidewalk to close gaps between crossings, pavement markings, and signage.	2028	\$2,755,800
122055	Park District of Ottawa County	Project to extend the North Coast Inland Trail through the Village of Genoa in Ottawa County from Veterans Park west on E 6th St. and northwest along S. Railroad St., including a structure across Packer Creek. The shared use path is funded through ODOT's TAP program.	2027	\$1,414,000
124292	City of Port Clinton	Project in City of Port Clinton, Ottawa County to construct sidewalks on various roads, includes necessary related work. Roads include Jefferson St., 11th St., Ann St., and Monroe St. This project is funded through ODOT's TAP program.	2026	\$501,050
107464	Ottawa County Engineer	Construction of an extension of the North Coast Inland Trail between the Village of Genoa and the village of Elmore funded through ODOT's TAP program.	2020	\$2,091,849
110834	City of Port Clinton	Construct sidewalk on W. Fremont Rd. from Port Clinton Pointe to Lay Dr. Upgrade pedestrian signals at W. Fremont Rd. and Portage Dr. Install mid-block crossing at W. Fremont Rd. at McKinley Dr. Add crosswalks at selected locations. Repaint all school crossings. Upgrade pedestrian and school signage.	2021	\$279,827

PID	Sponsor	Project Description	Fiscal Year	Estimated Cost
OTTAWA COUNTY				
90988	Village of Put-in-Bay	A SRTS funded project to build strategies 1,2,3,5,6,7,8,9,12,13, and 14. These strategies involve adding missing sidewalks, bicycle parking, crosswalks, signage, beacons, curb separation between pedestrians and vehicles, and perform necessary related work.	2018	\$135,366
98845	City of Port Clinton	Construct a new sidewalk along the south side of SR-163 (West Lakeshore Dr) in the City of Port Clinton and perform any related work as necessary. Funded through the Small City Program.	2016	\$234,674
98662	District 2 Engineering	Provide bicycle improvements along SR-163 in the Village of Marblehead. Funded through ODOT's TAP Program.	2015	\$350,853
22908	Ottawa	Construct a pedestrian/bicycle path along Langram Rd. (CR-163) and Toledo Ave. in the Township and Village of Put-in-Bay. Funded through ODOT's TAP Program.	2004	\$483,959
SANDUSKY COUNTY				
124565	City of Clyde	Complete missing links to the North Coast Inland Trail within the City of Clyde between Maple St. and Main St., Main St. between Buckeye St. and Eaton Ave. Safety HSIP Federal funding.	2028	\$330,000
124310	City of Fremont	Project in the City of Fremont, Sandusky County for sidewalk replacements and streetscaping on W. State St.	2028	\$1,062,500
122810	Village of Gibsonburg	Project in Village of Gibsonburg to remove and replace deteriorated and non-compliant sidewalks, curbs, and curb ramps in the downtown area. Combination of safety and other funding.	2027	\$1,830,000

PID	Sponsor	Project Description	Fiscal Year	Estimated Cost
SANDUSKY COUNTY				
109028	Sandusky County Park District	Transportation Alternatives-funded project, which involves the construction of a shared use path from Terra State Community College campus to the North Coast Inland Trail at Brush Street in the City of Fremont.	2022	\$915,580
114457	Village of Green Spring	A Safe Routes to School project to reconstruct sidewalk along Clay St. between Morgan St. and Hamilton St. in the Village of Green Springs to provide elementary school access during bridge closure from PID 101329.	2021	\$146,719
108631	City of Fremont	A project to provide a critical link between the existing bicycle trail from Downtown Fremont to the existing North Coast Inland Trail (US Bike Route 30) (Safety HSIP Federal funding).	2021	\$150,802
100102	City of Fremont	A SRTS funded project to add school zone beacons, signage upgrade with speed feedback, sidewalks, and crosswalks to perform necessary related work.	2019	\$615,096
97374	City of Bellevue	Multi-use trail in the City of Bellevue as part of the North Coast Inland Trail.	2018	\$996,181
SENECA COUNTY				
109641	ODOT District 2	Install RRFB in Liberty Center on SR-109 at Cherry Street and on Seneca SR 67 near TR 1066, including necessary sidewalk and pavement markings. (Safety HSIP Federal funding)	2022	\$136,486
100391	Tiffin	A SRTS-funded project to add crosswalk, signage, ADA-compliant curb ramps, Rectangular Rapid Flashing Beacons (RRFB), and perform any necessary related work.	2019	\$318,085
104016	Tiffin	Improve sidewalks on SR 18 (Market St. and Perry St.) between Rock Creek & Circular St. Funded through ODOT's TAP program.	2019	\$942,617

Priority Projects

The priority projects listed below are drawn from Moving Forward 2055, Regional Long Range Transportation Plan. These projects are aimed at enhancing and expanding the regional active transportation network by addressing critical gaps in the regional network and ensuring seamless connectivity for commuters and recreational users alike. While not yet funded, these projects have been identified as regional active transportation needs.

Shared Use Facilities

This table identifies priority projects that would enhance connectivity and safety for commuters and recreational users through an expanded network of multiuse paths and trails.

Project Description	Time Frame
LUCAS COUNTY	
Oregon Trail: Construct a path/side path to connect Craig Memorial Bridge path and Seaman Rd., to connect cities of Toledo and Oregon	2025-2035
Buckeye Basin Trail: Construct a facility to provide connection to Uptown District with a trail starting at Woodruff/Franklin Ave., then following the existing Greenbelt Pkwy. trail to the Overland Trail via Buckeye St.	2035-2045
Multiuse Path between University/Parks Trail and Hill Ave. along Richards Rd.	2035-2045
Overland Trail: Construct a side path from Expressway Dr. and Stickney Ave. to Manhattan Ave. to existing facilities on Summit St.	2035-2045
Riverwalk along Swan Creek connecting Toledo South Side to Junction Neighborhood. Includes pedestrian bridge over Swan Creek connecting Lafayette St. between Summit St. and Ottawa St.	2035-2045
Riverside Trail East: Construct a path from Hollywood Casino north along the Maumee River to Miami St. at Oakdale Ave.; continue north along Miami St. International Park	2035-2045
Corridor Trail: Construct multiuse path from Wiregrass Lake to the Wabash Cannonball Trail North Fork	2035-2045
Angola-Scott Park Trail: Construct a facility to provide connection to UT Scott Park campus, starting at Angola Rd. on Reynolds Rd., north to South Ave., continuing on Arco Dr. north to Hill Ave., then east to campus.	2045-2055
WOOD COUNTY	
Crossroads Pkwy. multiuse path from Sportsman Dr. to US-20	2025-2035
Lime City Rd. multiuse path from Buck Rd. to Rossford Elementary School	2035-2045
Bass Pro Blvd. multiuse path from Lime City Rd. to Crossroads Pkwy.	2035-2045
Lime City Rd. multiuse path from All Saints Church to Buck Rd.	2035-2045
Lime City Rd. multiuse path from SR 795 to Bass Pro Blvd.	2035-2045

Project Description	Time Frame
WOOD COUNTY continued	
Multiuse path on Louisiana Ave. from Indiana Ave. to Eckel Junction Rd.	2035-2045
Multiuse path on South Boundary St. from SR 25 to US 20	2035-2045
Multiuse path on Eckel Junction Rd. from SR 25 to SR 199	2035-2045
East Wooster shared use path from Manville to Mercer	2035-2045
Dunbridge Rd. shared use path from Napoleon to Wooster	2035-2045
Haskins Rd. (SR 64) shared use path between Newton and Wooster	2035-2045

Bicycle Facilities

Prioritizing bicycle-focused projects aims to reduce reliance on single-occupancy vehicles, promote healthier lifestyles, and ensure equitable access to transportation options for all communities. Bicycle facilities reduce traffic congestion, lower transportation costs, and create safer conditions for cyclists. Creating a regional network of bicycle-friendly routes provides residents with alternatives that promote a greener and more connected region.

Project Description	Time Frame
LUCAS COUNTY	
Erie Township & Overland Trail Connector: Provide a bicycle facility from Stickney Ave. at Manhattan Ave., north to Benore Rd. to Dixie Hwy.	2025-2035
Bicycle lanes on Erie St. and Michigan Ave. between Cherry St. and Jefferson Ave. Includes road diet.	2025-2035
Bicycle facilities on Bancroft St. from Parkside to I-75; potential road diet	2025-2035
Greenhouse Trail: Construct a bicycle facility from the University/Parks Trail at Reynolds Rd. to Elmer Dr., then south through Toledo Botanical Gardens to Bancroft St.; via various streets to a path through Keil Farm; then via various streets to existing side path to Eastgate and Cass Rd. facilities to Turnpike.	2025-2035
Trilby-Washington Trail: Construct a bicycle facility on Sylvania Ave. from Talmadge Rd. to Harvest Ln., then bicycle lanes north to McGregor Ln., then east via various streets to Jackman Park, to the Chessie Circle Trail, and through various streets to Lagrange St. to the Overland Trail.	2035-2045
Swan Creek Trail: Construct a bicycle facility from Manley Rd. to Garden Rd. to Holland-Sylvania Rd. into Swan Creek Metropark to connect to Byrne Rd. to Arlington Ave., then to the Chessie Circle Trail.	2035-2045
Western Lucas County bicycle connections: Provide a facility along Fulton-Lucas County line from Bancroft St. to Brint Rd., and on Brint Rd. from the county line to Kilburn Rd. Provide a facility along Old State Line Rd. from the county line to Crissey Rd., then on Crissey Rd. to Angola Rd., then along Angola Rd. to Holland Sylvania Ave.	2035-2045
Complete the Oregon bicycle network	2045-2055

Project Description	Time Frame
WOOD COUNTY	
Bowling Green City Bicycle Network: Provide a group of facilities to create a bicycle network in the city.	2025-2035
Pedestrian/bicyclist access on Hull Prairie Rd. across I-475	2045-2055
Pedestrian/bicyclist access on SR 199 across I-75	2045-2055
Bicycle path connecting proposed Enclave development to City of Oregon town center	2045-2055
Maumee City Bicycle Network: Provide a group of facilities to create a bicycle network connecting to and through the City of Maumee	2045-2055

Pedestrian Facilities

The priority projects below include projects that focus on improving walking infrastructure and enhancing pedestrian safety. Implementing such projects is an important step toward creating an environment where walking is a convenient and safe mode of transportation, particularly in areas with high foot traffic or near public transit stops.

Project Description	Time Frame
LUCAS COUNTY	
Systemic safety improvements - Pedestrian Hybrid Beacons at Highland Elementary, Sylvan Elementary, McCord Jr. High, and Southview High School	2025-2035
N. Summit St. embankment stabilization project, between the Point Place Lighthouse and Cullen Park	2025-2035
Safe Routes to School - Sylvania Schools: Complete facilities outlined in approved School travel plan	2025-2035
Safe Routes to School - Washington Local Schools: Complete facilities outlined in approved school travel plan	2025-2035
Safe Routes to School - Toledo Public Schools: Complete facilities outlined in approved school travel plan	2025-2035
Complete Glass City Riverwalk: From Fort Industry Square to Middlegrounds Metropark, International Park, Connections to High Level Bridge	2025-2035
University/Parks Trail Extension: From Silica Rd. to Centennial Rd. (including New Bridge over Ten Mile Creek)	2025-2035
Add a side path along SR 64 (Waterville-Swanton Rd.) from Whitehouse to Waterville	2045-2055
Complete Chessie Circle Trail: From Bancroft St. to Glanzman Rd. (including bridges over Bancroft St., Ottawa River, and 2 Norfolk Southern Rail Lines)	2035-2045

Project Description	Time Frame
WOOD COUNTY	
Pedestrian access on Fort Meigs Rd., connecting Rivercrest Park to Rotary Park	2025-2035
Safe Routes to School - Bowling Green Schools: Complete facilities outlined in approved School travel plan	2025-2035
Safe Routes to School - Maumee Schools: Complete facilities outlined in approved school travel plan	2025-2035
Complete Chessie Circle Trail: From W.W. Knight east to Bates Rd. and beyond.	2035-2045
Construct Chessie Circle Trail Bridge over the Maumee River	2035-2045

All priority projects that are located in the adjacent counties (Ottawa, Sandusky, and Seneca) can be accessed in **Appendix J**.

Public Comments

The table of public comments in **Appendix H** includes a list of proposed priorities directly shaped by community input gathered through the Regional Active Transportation survey. Each priority addresses a transportation system or community in need and reflects the concerns and challenges expressed by residents. Aligning priority selection with public feedback ensures investments respond to the transportation needs of residents and support community-driven planning.

Throughout the various public events Lake Erie West staff attended and hosted, there were a total of 246 individual comments gathered from the public. The concerns range from identifying specific streets and bike routes to ideas of connecting bicycle paths and widening or requesting sidewalks where they don't exist. Comments identified locations of concern or where improvements are needed throughout the region as well as in each county both in the existing MPO and the proposed adjacent counties. Since there were many comments addressed, the comments were associated with types of active transportation priorities that include safety, sidewalks, bicycle paths, connectivity, improvements, issues, and general comments. All public comments were recorded and can be viewed in **Appendix H**.

Funding Sources

Successful implementation of the Regional Active Transportation Plan relies on leveraging a variety of available funding sources. Funding sources exist at the federal, state, and local levels, and it is important to actively pursue these resources to implement necessary active transportation improvements. This section provides an overview of major programs and is intended as a general resource only. For official requirements and program details, please consult with official guidelines and administering agencies.

Federal Funding

These funds are typically administered through competitive grant programs and formula-based allocations supporting national transportation goals. Federal dollars fund infrastructure improvements that might otherwise be cost-prohibited.

Transportation Alternatives Program

- Funding for infrastructure projects that enhance access to public transportation for non-drivers; improving mobility; supporting community development and environmental mitigation efforts as well as for recreational trail programs; Safe Routes to School projects; and both on-road and off-road pedestrian and bicycle facilities.

Congestion Mitigation and Air Quality Improvement Program

- Funding for transportation projects that meet the requirements of the Clean Air Act, helping improve air quality and reducing congestion in areas that do not meet federal air quality standards.

Active Transportation Infrastructure Investment Program*

ATIIP will award two types of grants:

- **Planning & Design** grants fund the development of active transportation plans and networks. Projects must have planning and design costs of at least \$100,000 to be eligible.
- **Construction** grants fund the development of safe and connected active transportation networks for projects with a minimum cost of \$15 million.

** All years not appropriated/authorized within the IJA.*

Better Utilizing Investments to Leverage Development Grant

- Formerly the RAISE grant program, the BUILD grant funds surface transportation infrastructure projects that have a considerable impact at the local or regional level. Eligible projects may include bicycle parking, pedestrian bridges, sidewalks and other implementations.

State Funding

State-level programs can supplement and match federal funding and prioritize safety, connectivity, and equity in project selection. Criteria vary by program and may require coordination with Lake Erie West Regional Council, Ohio Department of Transportation, or local governments. Staying informed on state-level policy and funding cycles is essential to securing funding.

Clean Ohio Trail Fund

- Projects for land acquisitions, new trail and connector-trail development, and construction costs
- 75% reimbursements, 25% match
- Project must be complete within 15 months of signed contract .

Highway Safety Improvement Program Systemic Safety Funding

- Requires ODOT project review prior to application submission
- 50% reimbursement assistance

Land and Water Conservation Fund

- Projects for urban trail linkages, trail facilities, maintenance and restoration, ADA improvements, property acquisition, new trail construction, and equipment costs
- Educational programs promoting trail safety and environmental protection
- 80% matching federal funds reimbursed

NatureWorks

- Reimbursement for the acquisition, development, and rehabilitation of recreational areas
- 75% reimbursement assistance

Recreational Trails Program

- Projects for new recreational trail construction, trail facilities and maintenance, trail safety education and environmental protection, and property acquisition
- Educational programs promoting trail safety and environmental protection (cannot exceed 5% of Ohio's annual RTP apportionment)
- 80% matching federal funds reimbursed

Safe Routes to School

- 100% reimbursement for projects within two miles of K-12 schools - \$1 million limit

- 100% reimbursement for non-infrastructure education, encouragement, enforcement, or evaluation activity – \$60,000 limit; \$120,000 limit for a two-year project

Private Funding

Private funding can play an important role when seeking support for innovative or community-driven projects. Many private corporations, foundations, and philanthropic entities are increasingly prioritizing sustainability, health, and community well-being, making them valuable partners in funding active transportation initiatives. These sources are typically flexible and can complement public funding but may also come with specific goals or reporting requirements. When seeking access to private funding, municipalities should stay informed on emerging private funding opportunities and build relationships with private sector stakeholders.

City Thread

- Any city or town in the United States may apply for an Accelerated Mobility Playbook (AMP) grant, regardless of which stage they are in developing a mobility network.
- Requires a partnership between local government and community-based organization.
- Three letters of support from community representatives.
- \$15,000 local match required.

League of American Bicyclists: Community Spark Grants

- The League's Bicycle Friendly America program awards organizations for projects that build Bicycle Friendly Communities and capacity for local leaders and influencers by uplifting the community and by creating inclusive coalitions that can shed new light on current issues.
- In 2025, support from General Motors (GM) funded 10 awards. Five were awarded to GM Facility Communities (including Toledo and Defiance) and an additional five were awarded to cities meeting separate criteria set by the League of American Bicyclists.

Ottawa County Community Foundation

The community grant may be awarded to any tax-exempt organization that proposes:

- To encourage more efficient use of community resources
- Preserve the area's heritage
- Contribute to the quality of life

- Demonstrate new approaches and techniques in the solution of community problems
- Focus on the prevention of problems rather than the cure
- Represent an unduplicated opportunity and meet a significant community need
- Demonstrate the availability of matching funds to leverage additional support
- Have a long-lasting positive effect on residents of Ottawa County

Outside Community Impact Grant

- This grant supports projects that aim to improve access to cycling and its social, emotional, and cognitive benefits for all people. Community Impact Grants support a wide range of cycling programs, including rider education programs, after-school programs, earn-a-bike, racing and development teams, bicycle parks and pump tracks, skills camps, workforce development in the cycling industry, and community ride programs.

PayDirt

- PayDirt funds groups, projects, programs, and events that aim to improve access to riding bicycles. Including but not limited to new trail construction, land purchases, signage, mapping projects, and studies aimed at increasing trail access.

Trek Bikes

Applicants may request a donation on their website, but must meet requirements:

- The trail development will help preserve the land in perpetuity;
- The trails will be open to the public and free to use; and/or
- A commitment to activate the trails with the local community.

Toledo Rotary Club Foundation

- The Toledo Rotary Club Foundation grants are awarded exclusively to nonprofit, 501(c)(3) tax-exempt organizations with a preference for those consistent with Rotary International's seven areas of focus: promoting peace, fighting disease, providing clean water, sanitation and hygiene, saving mothers and children, supporting education, growing local economies, and protecting the environment.
- Among local projects, those that have an impact on the City of Toledo or throughout Northwest Ohio are preferred. Priority will be given to collaborations among two or more partner organizations. The foundation has three cycles per year.

Stride & Ride to the Future

Conclusion

The region has built a strong foundation for active transportation. The regional trails currently in place are the arteries of our active transportation system, and more connectors are planned to further build out the network. There are available funding opportunities and sufficient projects in place from which to build, but more may be necessary to fill in the gaps and meet needs that the public and stakeholders have identified. The three Active Transportation Plan goals set the tone for how the region can progress and strengthen the active transportation infrastructure. The goals are intended to address the region, the jurisdictions, and the residents that reside in the area by:

1. Developing and expanding the regional multiuse path network and connecting to other regional or statewide facilities.
2. Empowering jurisdictions and public entities to make data-informed decisions by providing resources to develop active transportation infrastructure.
3. Ensuring perpetual public and private participation through the awareness of available active transportation resources.

Implementation strategies such as complete streets, Safe Routes to Schools, Vision Zero, traffic calming, and land use reform offer guidance the region can focus on when improving the current active transportation network. There is significant infrastructure in place, and more is being developed to support pedestrians, bicyclists, and anyone wishing to explore the regional network.

Outreach efforts provided valuable information from the public to understand what works, what needs to be fixed, and ideas to improve the effectiveness of the network. Ultimately, what matters most to the residents who live, work, and play within the greater Lake Erie West region is safety. The data collected on past crash incidents, while sobering, will influence strategies to prevent further tragedies from happening in hopes of achieving zero fatalities in the near future.

The regional trails highlighted in the plan are important routes from which the network can continue to grow. Another important project nearing completion, the passenger and pedestrian lane on the Gordie Howe International Bridge, will help expand the international network. It will integrate the Iron Bell Trail into Ontario's Waterfront Trail in Canada and enable development of a new Toledo to Detroit connection along the Lake Erie Coast. As Lake Erie West's population continues to change over time, these connections will be important to support transportation needs and better connect people from their home to work and for recreation. The region will be better connected, safer, and healthier through active transportation.

Appendix A:

Contributors

Special Thanks

Thank you to the Active Transportation Advisory Group, partner agencies, local shops, libraries and residents of the greater Lake Erie Region for providing their time and insights to shape the Regional Active Transportation Plan. This list is ordered alphabetically by organization:

Birchard Public Library
Citizen Advocate/Public
Tom Garrey
CycleWerks Bicycle & Fitness
Dave's Running Shop
Eastern Maumee Bay Chamber Of Commerce
Jennifer Kurtovic
Fleet Feet Toledo
Ida Rupp Public library
Kaubisch Public Library
Metroparks Toledo
Scott Carpenter
Valerie Juhasz
Monroe County Library System
Perrysburg Area Chamber of Commerce
Tim Ansted
Spoke Life Cycles
Tiffin-Seneca Public Library
Toledo Bikes
Toledo-Lucas County Library
Allison Fiscus
Toledo Area Regional Transit Authority
Kali Sawaya
Kwinlyn Tyler
Lucas Boehm
Shonte Mulligan
Toledo's Second Sole
Wersell's Bike & Ski Shop
Wood County District Public Library
Wood County Park District
Craig Spicer
YMCA Toledo
Jenny Dunn

Active Transportation Advisory Group

Advisory Group Members	Organization
Amy Abodeely	Lucas County Health Department
Howard Abts	Citizen Representative
Steve Atkinson	Toledo Bikes!
Dan Becker	Toledo Area Bicyclists
Steven Day	City of Toledo
Allen Gallant	Toledo MetroParks
Amanda Gamby	City of Bowling Green
Jenny Dunn	Safe Routes to School
Nancy Hirsch	City of Toledo
Dan Marsalek	The Olander Park System
Mike Melnyk	Lucas County Engineers
Ronald Myers	Citizen Representative
Zach Porter	ODOT
Rodney Shultz	City of Oregon
Vincent Szabo	City of Oregon
Chris Smalley	Wood County Park District
Brandon Waites	TARTA
Kali Sawaya	TARTA
Terry Waltzer	Maumee Valley Adventurers
Stephanie Bartlett	COT Vision Zero
Jannah Wilson	Park District of Ottawa County
Mike Young	Toledo Design Center
Florence Buchanan	Monroe County Ped. & Bike Committee
Matthew Naujock	TPD
Sean Fitzgerald	PTV America
Beth Deakins	Live Well/YMCA
Babar Stelzer	COT
Amanda Holman	The Community Project
Rick Weissenberger	Citizen Representative
Marcus Hansen	Sylvania City Council
Thomas Garey	Citizen Representative
John Hartig	The Great Lakes Ways
Andrew Sankowski	Citizen Representative
STAFF	
Raj Nagisetty	Lake Erie West Regional Council
Amira Nur	Lake Erie West Regional Council
Yaw Kwarteng	Lake Erie West Regional Council
Sean Sammon	Lake Erie West Regional Council

Appendix B:

Public Outreach

Outreach Events

Date	Event Title	Location
9/9	Bike Fix-It	Greenwood Elementary, 760 North Lawn Dr., Toledo
9/10	Oregon Farmers Market	Dustin Road, Oregon, 43616
9/11	Bike Fix-It	Silver Creek Elementary, 2010 Northover Rd., Toledo
9/14	Irish Hills Tour	5773 Centennial Rd., Sylvania, 43560
9/16	Bike Fix-It	McGregor Elementary, 3535 McGregor Ln., Toledo
9/17	BG Farmers Market	S. Main St. & Clough St., Bowling Green, 43402
9/18	Bike Fix-It	Shoreland Elementary School, 5650 Suder Ave., Toledo
9/20	Park(ing) Day	Downtown Toledo
9/23	ATP Public Open House (Lucas County)	Mott Library, 1085 Dorr St, Toledo, 43607
9/26	Black Swamp Glow Roll	1014 S. Maple St., Bowling Green,
10/2	Perrysburg Farmers Market	Louisiana Ave., Perrysburg, 43551
10/8	Main Branch Library	325 Michigan St., Toledo, 43604
10/9	Main Branch Library	325 Michigan St., Toledo, 43604
10/14	Bike Fix-It	Keyser Elementary, 3900 Hill Ave., Toledo, 43607
10/15	Sylvania Branch Library	6749 Monroe St., Sylvania, 43560
10/16	Sylvania Branch Library	6749 Monroe St., Sylvania, 43560
10/18	Trunk or Treat	1 Aurora Gonzalez Dr., Toledo, 43609
10/20	TARTA Hub Tabling	612 N Huron St., Toledo, 43604
10/20	TARTA Ride Along	612 N Huron St., Toledo, 43604
10/23	TARTA Community Update	Glass City Convention Center

Public Survey Posting Locations

Drop-off	Pick-up	Location	Duration
9/10/2025	11/3/2025	Toledo Downtown Library	54
9/15/2025	11/3/2025	BG Library (Wood County)	49
9/11/2025	11/3/2025	Bedford Library (Monroe County)	53
9/16/2025	11/3/2025	Seneca (Tiffin Public Library)	48
9/16/2025	11/3/2025	Fostoria Library (Seneca & Wood counties)	48
9/9/2025	11/3/2025	Sandusky (Birchard Library)	55
9/10/2025	11/3/2025	Ottawa (IDA Rupp Port Clinton)	54
9/20/2025	10/18/2025	Ottawa (IDA Rupp Put-in-Bay)	28
9/25/2025	10/31/2025	Fleet Feet Toledo	36
9/30/2025	10/31/2025	Toledo's Second Sole	31
9/26/2025	10/31/2025	Dave's Running Shop	35
9/26/2025	10/31/2025	CycleWerks Bicycle & Fitness	35
9/26/2025	10/31/2025	Wersell's Bike & Ski Shop	35
9/26/2025	10/31/2025	Spoke Life Cycles	35
9/20/2025	10/31/2025	Toledo Bikes	41
9/29/2025	10/31/2025	BGSU Run Club & Outdoor Adventure Club	32
10/6/2025	10/31/2025	Metroparks Toledo: Wildwood	25
10/6/2025	10/31/2025	Metroparks Toledo: Chessie Circle	25
10/6/2025	10/31/2025	Metroparks Toledo: Cannonball Trails	25
10/23/2025	10/24/2025	TARTA Community Update	1

Appendix C:

Advisory Group & Committee Presentations

2025-2030 Regional Active Transportation Plan

TMACOG Transportation Planning
Program Team

Sean Sammon, Program Manager





THE PAST:

How the Plan Started?

- The Regional Active Transportation Plan (ATP) was in Annual Work Program last couple years due to no current plan; Goal to fill need - ATP is a common study for MPOs
- TMACOG had Bike User Maps & Trail Network Maps, however, no plan for resources
- 2025 staff changes & additions allowed ability to complete first edition & establish a foundation



NOVEMBER 19, 2025

ATP Framework

Draft Plan



Planned timeline completing plan review & approval process prior to Bike Month 2026



Plan to serve as an information resource for the public and a collaborative guide for stakeholders



Existing Conditions, Regional Trails, Infrastructure, and Projects are sections of the plans that will provide maps, charts, graphs as deliverables

Public Outreach

- Drafted 19 question public survey
- Scheduled one public open house & participated in 19 public events
- Posted public survey boxes with QR codes at libraries, bike/run shops, & Metropark trails in each county



NOVEMBER 19, 2025



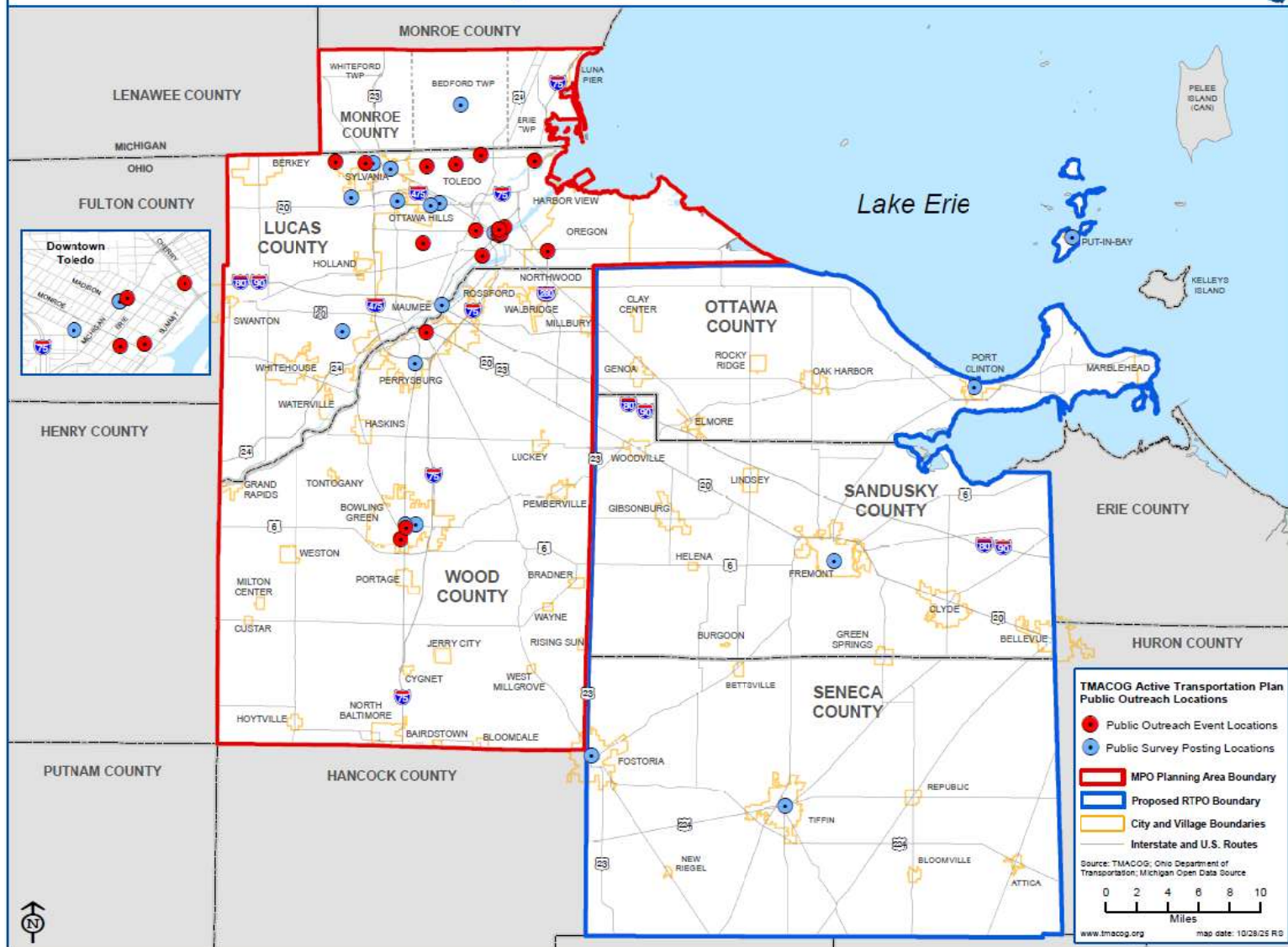
NOVEMBER 19, 2025

THE PRESENT:

What is the status of the Plan?

- Began Drafting Plan in Summer 2025
- Public Outreach
 - Public Survey Sept 8 – Nov 7, 2025
 - Attended, participated, hosted events in this timeframe
 - Posted paper surveys & QR codes in 8 different libraries; 8 different bicycle & running shops; A-Frames at 3 different Metropark Trails
- Gathered census data for existing conditions, safety data for conflict points, & trail information for maps

TMACOG Active Transportation Plan Public Outreach Locations



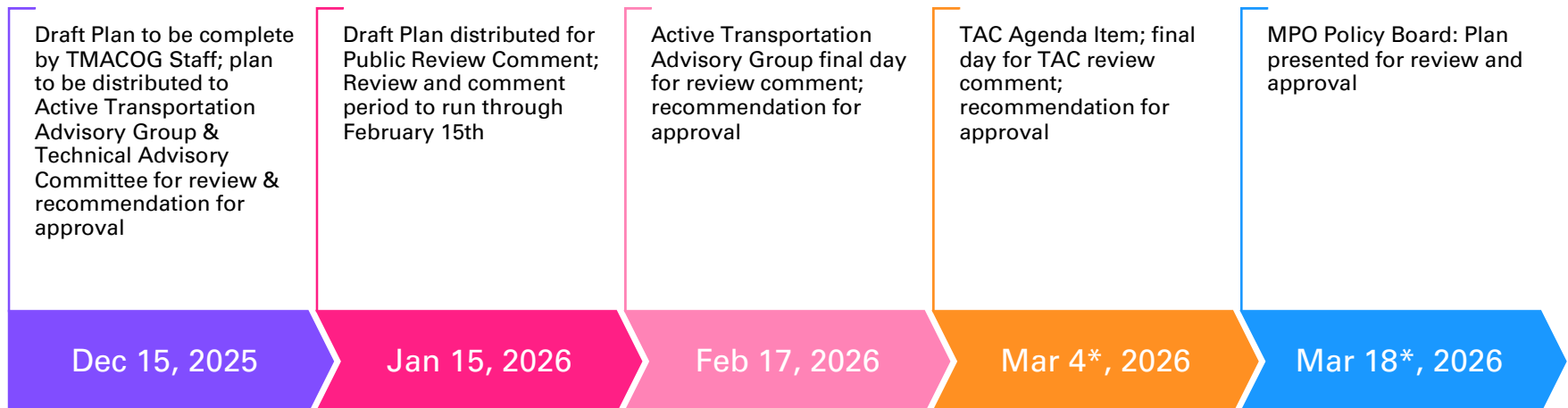
Regional Goals:

- **Goal 1:** *Develop and expand the regional and extra-regional multiuse path network.*
- **Goal 2:** *Empower jurisdictions and public entities to make data-informed decisions by providing resources to develop active transportation infrastructure.*
- **Goal 3:** *Ensure perpetual public and private participation through the awareness of available resources.*



THE FUTURE:

What to Expect & When?



Remaining Steps

Finish Plan

- Draft to be complete by Dec 15th for distribution
- ATAG, TAC, and Public will review through mid-February
- Edit plan and seek recommendation for approval

Seek Approval

- Need Recommendation for MPO Policy Board
- MPO Policy Board to meet in March
- Plan will serve as a resource, not for funding

Implementation

- Plan to be approved by the beginning of Bike Month 2026 (May 2nd)
- Focus on the Objectives and strategies for each Goal; Continue coordination and collaboration with stakeholders
- ATP Plan Update every 5 years

NOVEMBER 19, 2025

+
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○

QUESTIONS?

Sean Sammon

Transportation Planning Program Manager

sammon@tmacog.org

419-820-4517

THANK YOU



Regional Active Transportation Plan

Pedestrian & Bikeways Advisory Group

Public Engagement Overview

Outreach by Staff



3 Farmers Markets



2 Bike Events



Park(ing) Day



5 Libraries



5 Bike-Fix-Its



TARTA Community Update



3 Ride-Alongs

Additional Engagement

Survey Drop-Off Boxes



QR Postings



STRIDE + RIDE:

ACTIVE TRANSPORTATION PLAN

for the Western Lake Erie Region

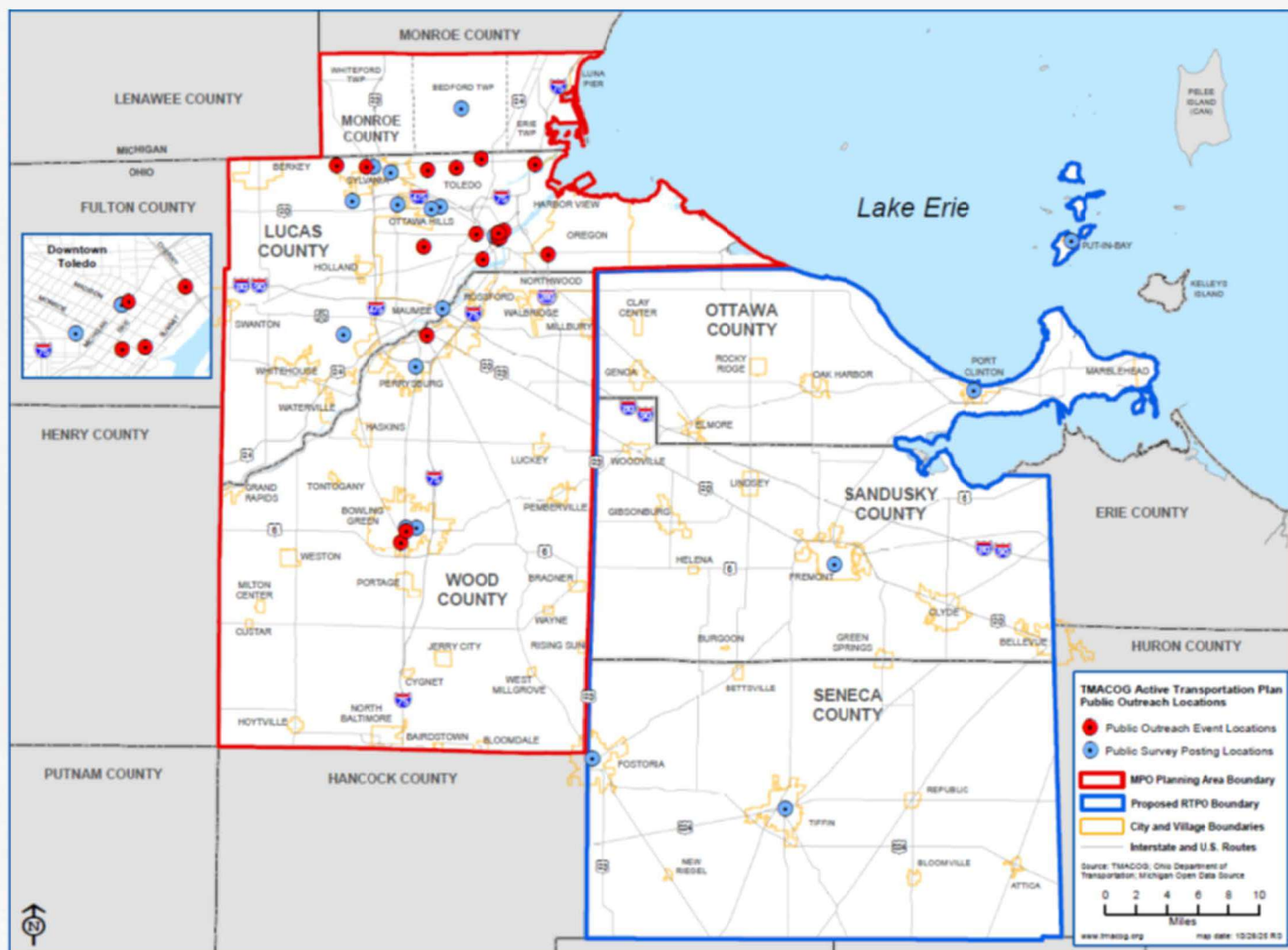
Share your ideas for walking and biking infrastructure!

Return paper copies here or complete the survey online:



<https://arcg.is/1XyTHu2>

- Open for submissions Sept 8th through November 7th

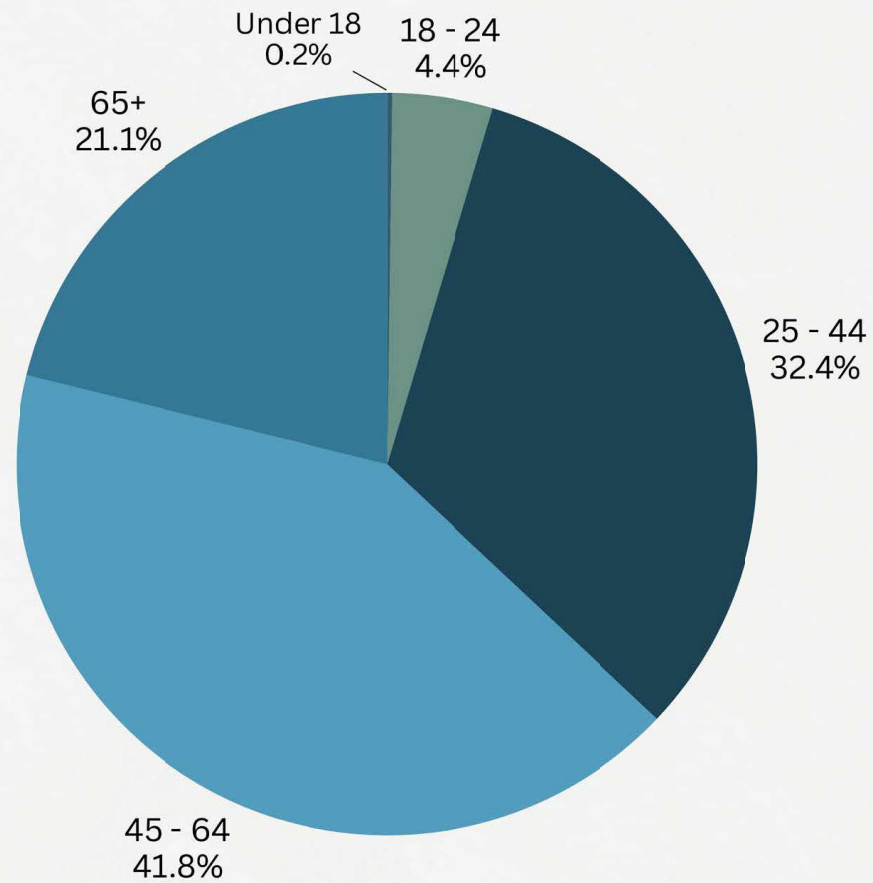


417
Online

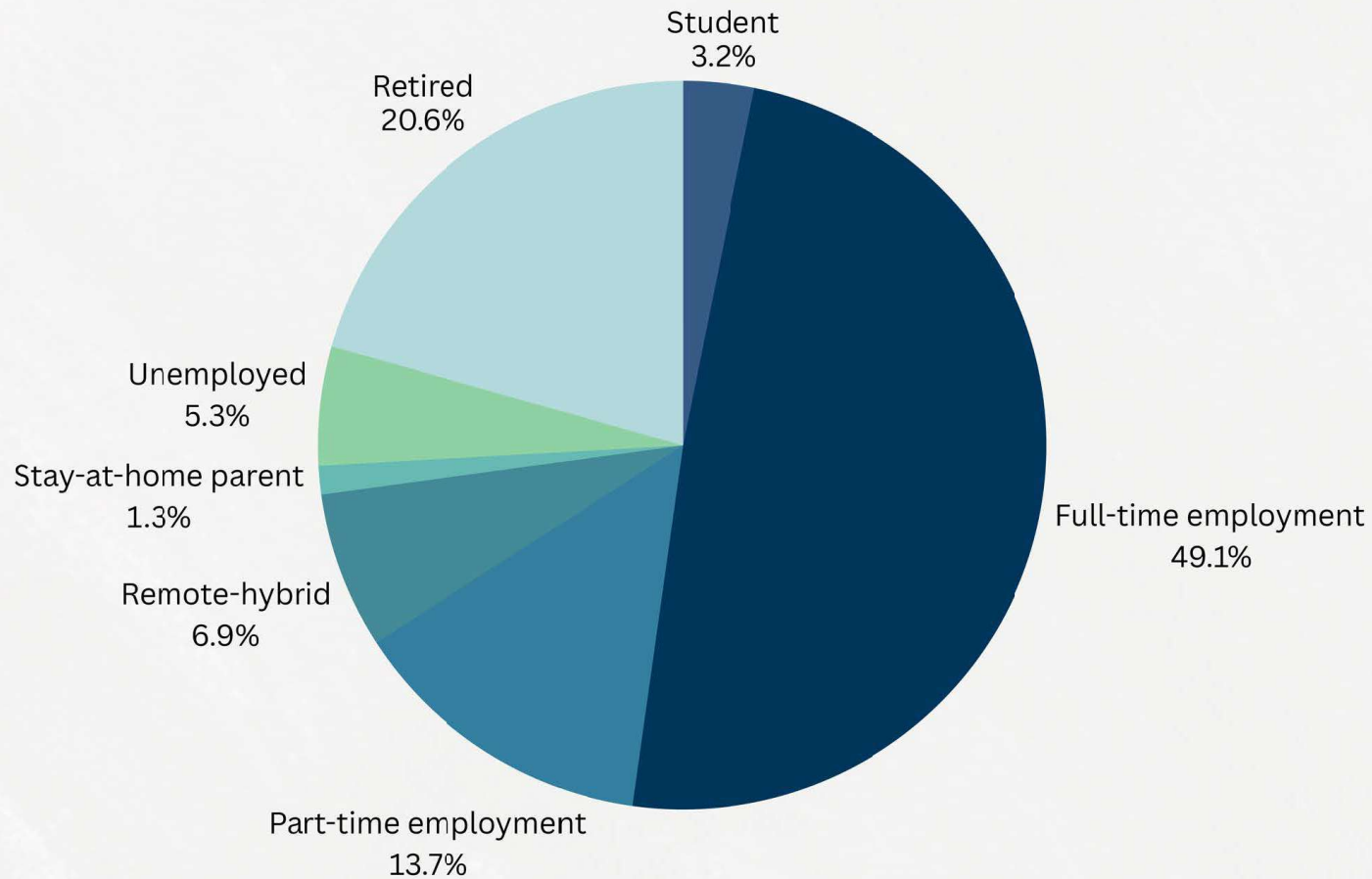
64
paper surveys

Survey Results

What is your age?



What best describes your employment status?



Why do people choose active transportation?

(multiple selections)



83%
of respondents cited **health**



42.4%
of respondents cited **environmental benefits**



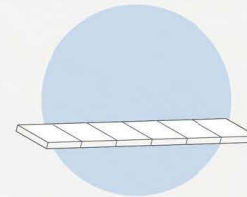
30.5%
of respondents cited **cost savings**

Why *don't* people choose active transportation?

(multiple selections)



51.6%
of respondents cited **safety concerns**

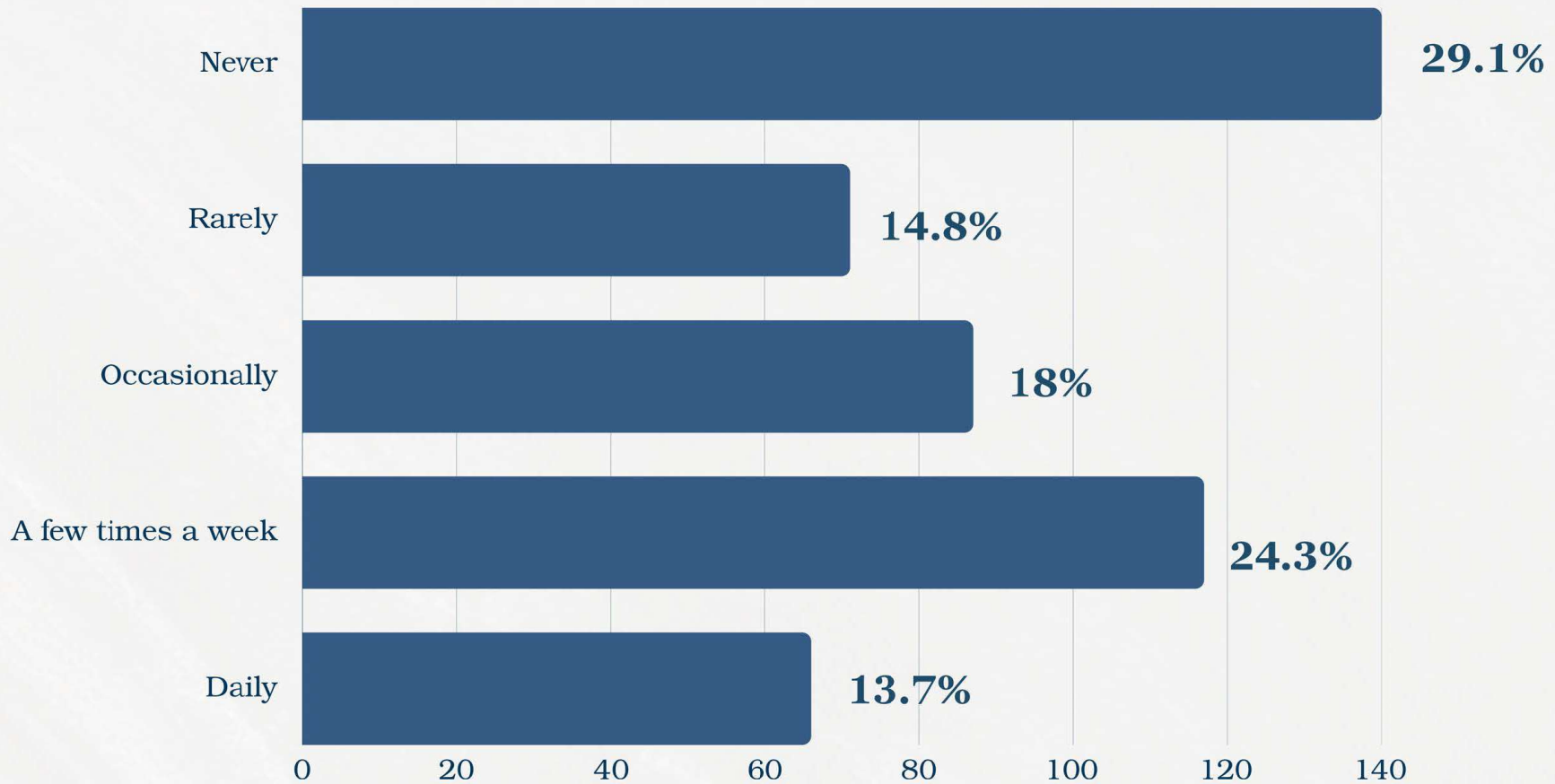


48.3%
of respondents cited **gaps in sidewalks and paths**

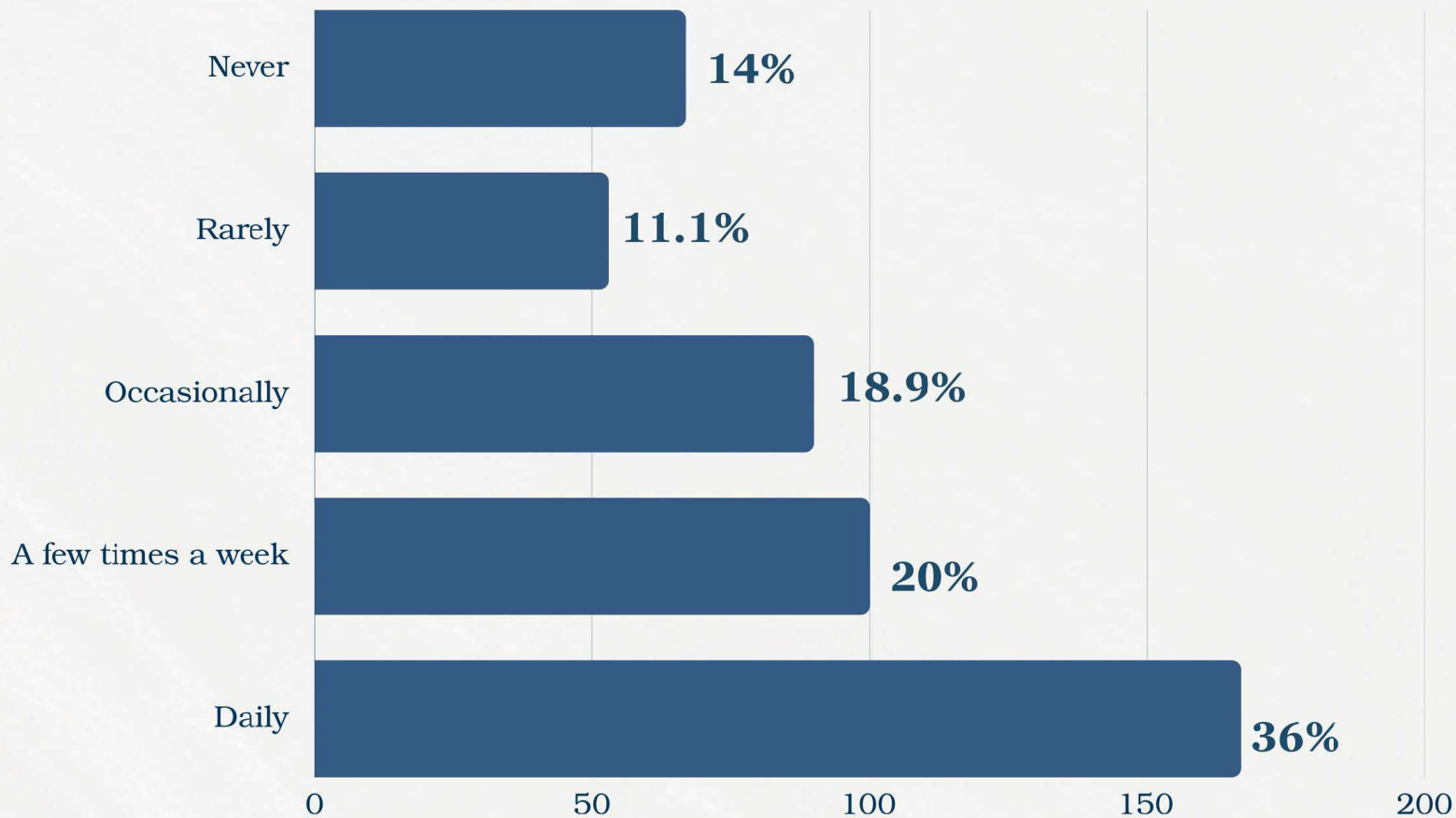


46.4%
of respondents cited **no sidewalks or paths**

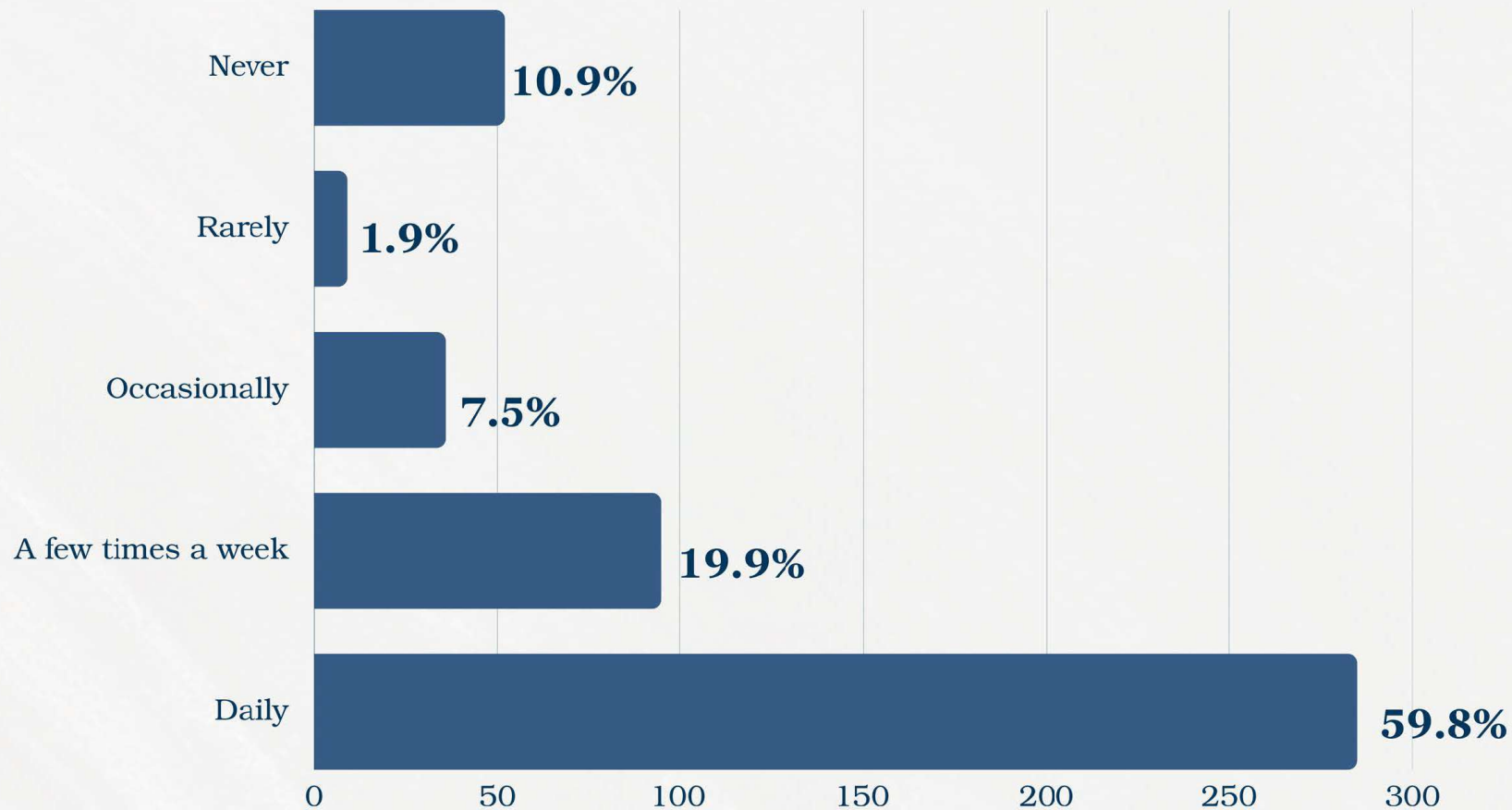
How often do you bike? (e.g., to work, school, errands)



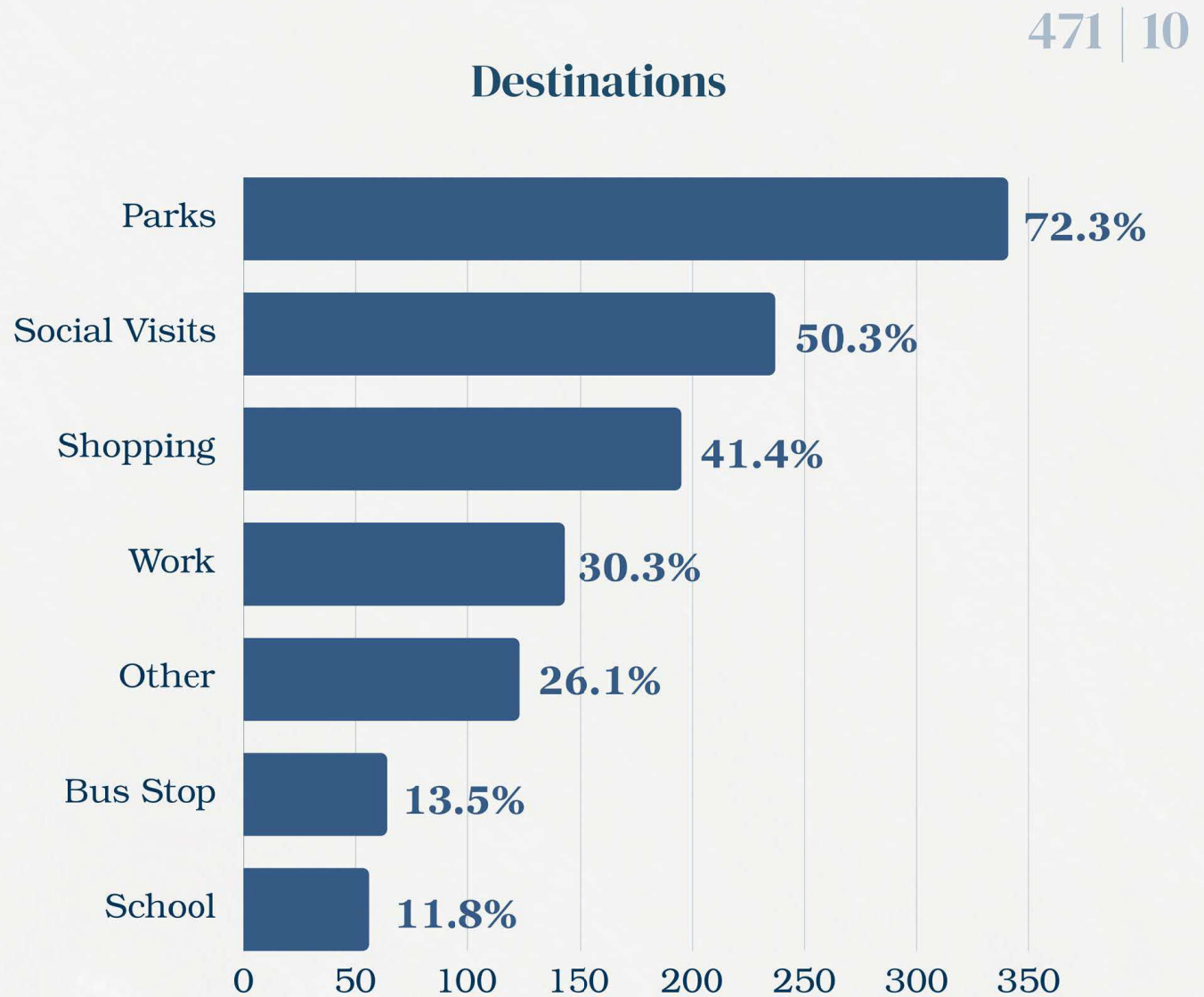
How often do you walk? (e.g., to work, school, errands)



How often do you drive? (e.g., to work, school, errands)

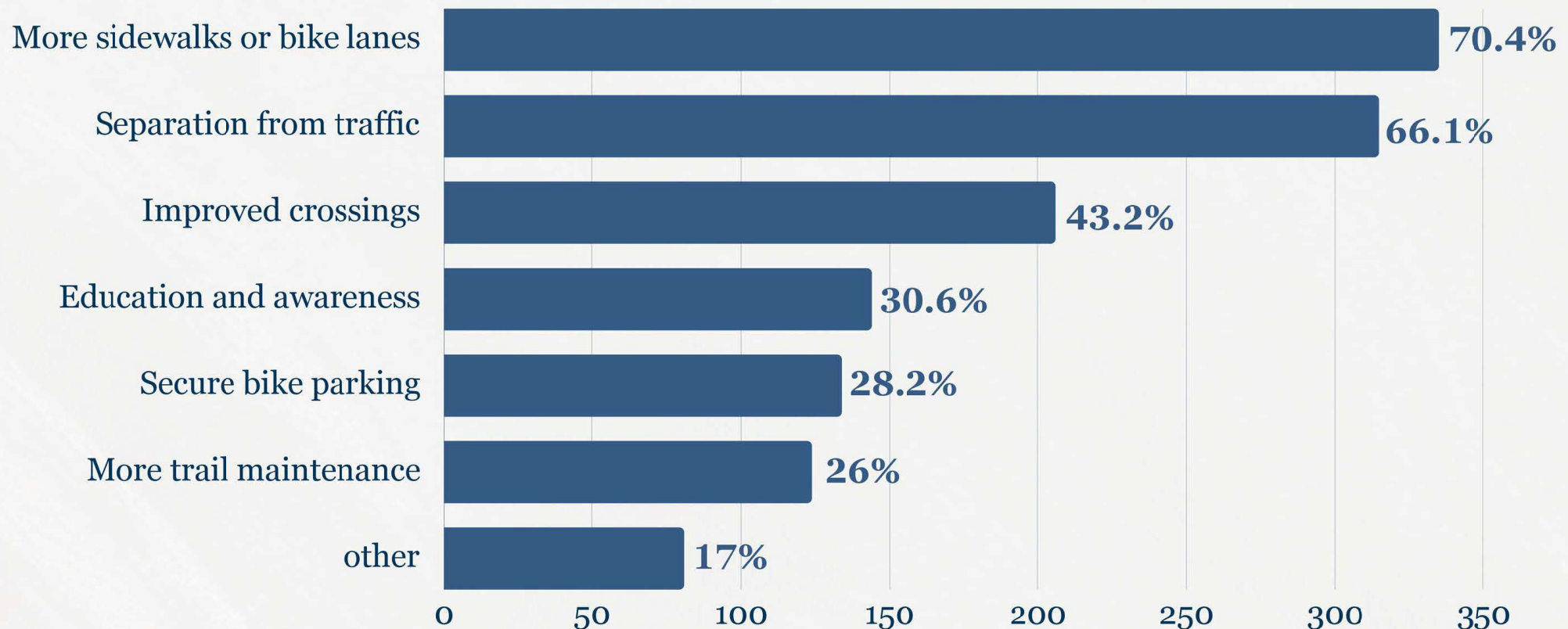


Where are they going? (multiple selections)

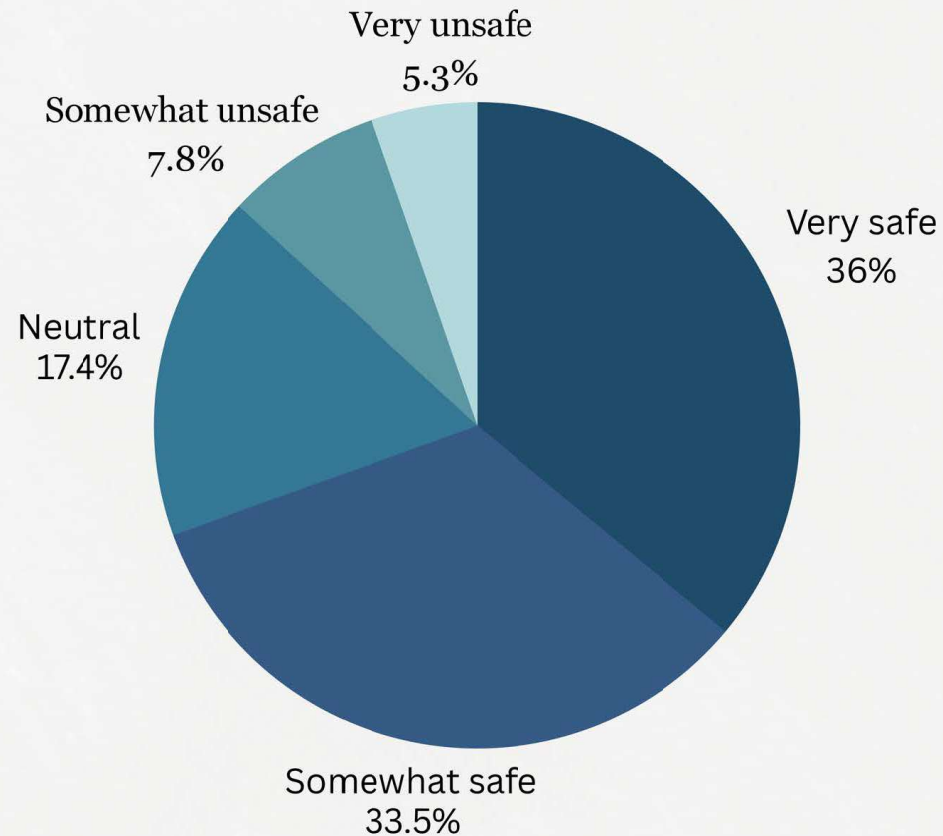


What changes would make you more likely to walk or bike?

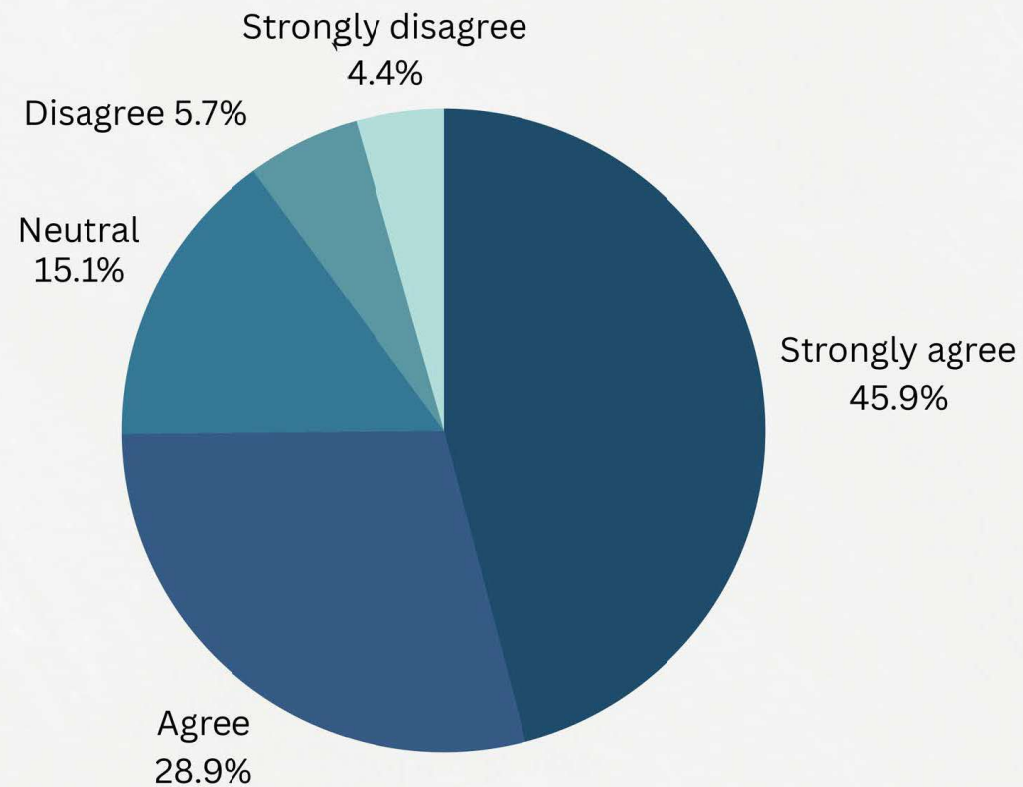
(multiple selections)



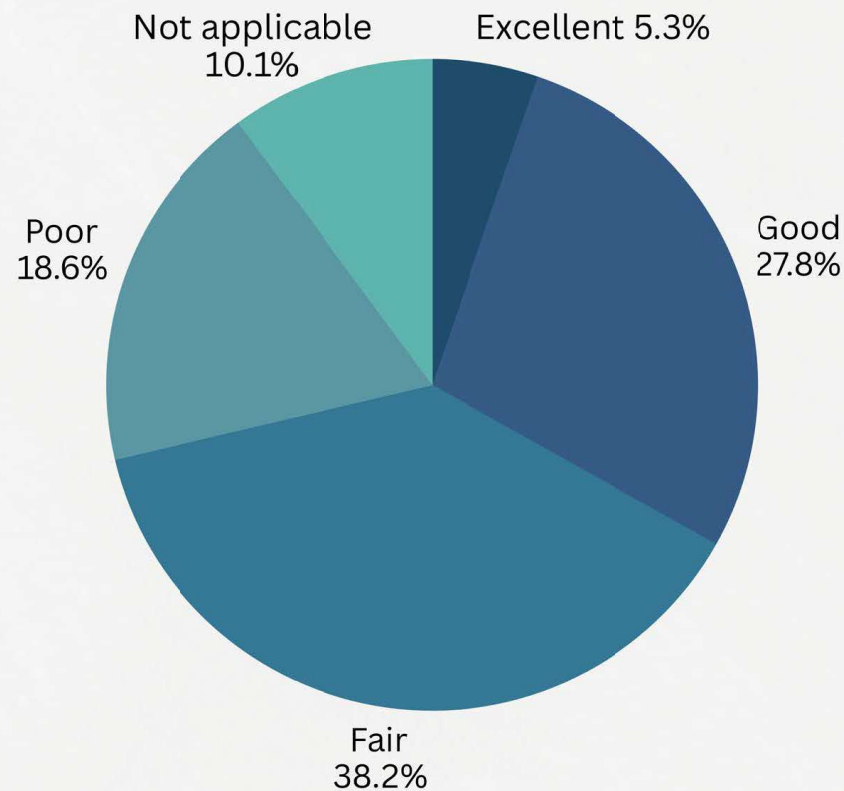
Do you feel safe using bike lanes or multiuse paths in your community?



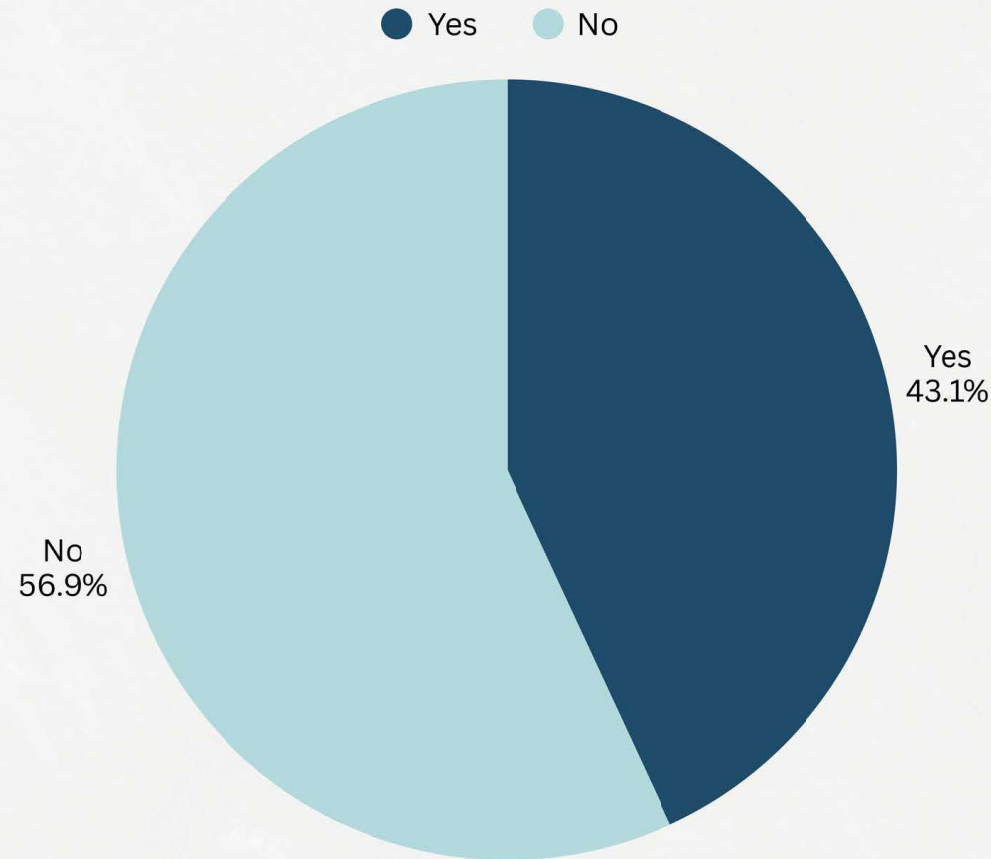
“I avoid walking or biking on certain routes because I feel too close to traffic”?



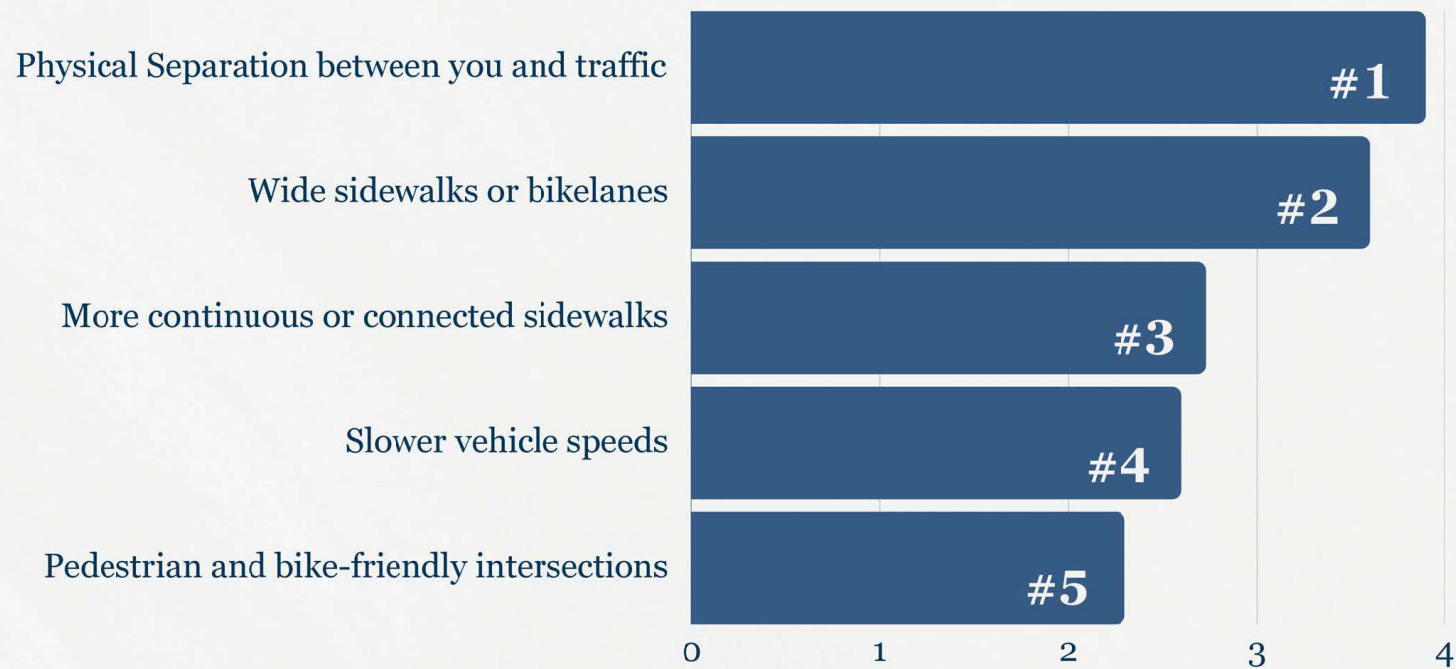
How would you rate the condition of sidewalks in your community?



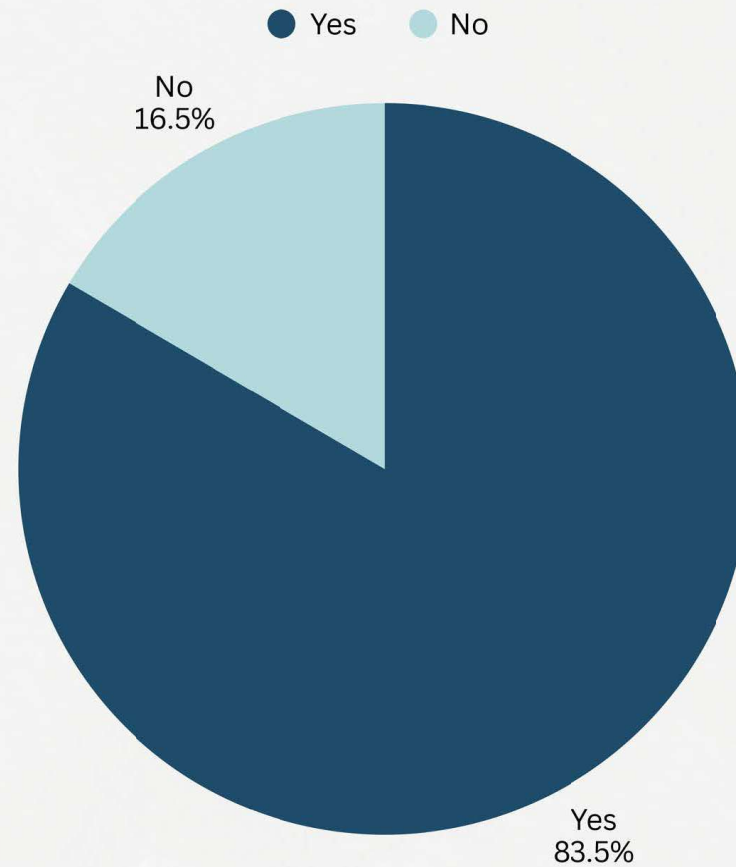
Do sidewalk condition affect your ability or decision to walk in your community?



Rank these features from 1 (most important) to 5 (least important)



Do you own a vehicle?



Plan Timeline

Tentative*



Plan Timeline 2026

Tentative*



Appendix D:

Public Survey Promotion Materials

Survey Promotion Materials

Postcards, bookmarks, and flyers used to promote the active transportation survey.



STRIDE + RIDE: <https://arcg.is/1XyTHu2>

ACTIVE TRANSPORTATION PLAN
for the Western Lake Erie Region

Share your ideas for walking and biking infrastructure!

TMACOG



STRIDE + RIDE:

ACTIVE TRANSPORTATION PLAN
for the Western Lake Erie Region

Regional Active Transportation Infrastructure

Help Us Shape the Future of Walking & Biking!
Coordinating improvements to sidewalks, bike lanes, multiuse paths, and crosswalks will create safer, healthier, and more connected communities across the western Lake Erie region.

Let's plan for a future where active transportation is safe, convenient, efficient, and accessible.

Input from people who walk, bike, or use public transit will help us identify infrastructure gaps and find solutions.

To learn more about the planning process, contact:
Sean Sammon
sammon@tmacog.org or 419-820-4517



STRIDE + RIDE: www.bit.ly/TMACOG-ATP

ACTIVE TRANSPORTATION PLAN
for the Western Lake Erie Region



Share your ideas for walking and biking infrastructure!

Take the live survey now through October 31, 2025



www.bit.ly/TMACOG-ATP

STRIDE + RIDE: TMACOG

ACTIVE TRANSPORTATION PLAN
for the Western Lake Erie Region



STRIDE + RIDE: TMACOG

ACTIVE TRANSPORTATION PLAN
for the Western Lake Erie Region

Share your ideas for walking and biking infrastructure!

Return paper copies here or complete the survey online:



<https://arcg.is/1XyTHu2>

Appendix E:

Public Survey



STRIDE + RIDE:

ACTIVE TRANSPORTATION PLAN

for the Western Lake Erie Region

Toledo Metropolitan Area Council of Governments (TMACOG) is developing a Regional Active Transportation Plan. The completed plan will be used to help the region prioritize projects that will help create, fix, & maintain sidewalks & multi-use paths in the TMACOG planning area.

1. How often do you bike (e.g., to work, school, errands)? (Choose one)

Daily ☐ / A few times a week ☐ /
Occasionally ☐ / Rarely ☐ / Never ☐

3. How often do you drive (e.g., to work, school, errands)? (Choose one)

Daily ☐ / A few times a week ☐ /
Occasionally ☐ / Rarely ☐ / Never ☐

2. How often do you walk (e.g., to work, school, errands)? (Choose one)

Daily ☐ / A few times a week ☐ / Occasionally
☐ / Rarely ☐ / Never ☐

4. What are your main reasons for choosing active transportation (e.g., walking, biking)?
(Choose all that apply)

Health ☐ / Environmental concern ☐
Cost savings ☐ / Convenience ☐
No access to a vehicle ☐ / Other ☐ (please specify):

5. Which places do you travel to using active transportation? (Choose all that apply)

Work ☐ / School ☐ / Parks ☐ / Shopping ☐ / Bus stop ☐ / Social visits ☐ / Other ☐ (please specify):

6. What prevents or discourages you from walking or biking more often? (Choose all that apply)

No close trails or sidewalks ☐ / Weather ☐ / Time constraints ☐ / Safety concerns ☐ /
Personal mobility limitations ☐ / Lack of Equipment ☐ / Trail or sidewalk gaps ☐
Other ☐ (please specify):

7. What changes would make you more likely to walk or bike? (Choose all that apply)

More sidewalks or bike lanes ☐ / Separation from traffic ☐ / Secure bike parking ☐
Improved crossings ☐ / Education & awareness ☐ / More maintenance on trails ☐
Other ☐ (please specify):

8. Do you feel safe using bike lanes or multiuse paths in your community? (e.g. University Parks Trail, Slippery Elm Trail, Chessie Circle Trail, etc.)? (Choose one)

Very safe ☐ / Somewhat safe ☐ / Neutral ☐ / Somewhat unsafe ☐ / Very unsafe ☐

a. If you selected “unsafe,” please explain why:

9. To what extent do you agree with this statement: “I avoid walking or biking on certain routes because I feel too close to traffic”? (Choose one)

Strongly agree ☐ / Agree ☐ / Neutral ☐ / Disagree ☐ / Strongly disagree ☐

10. How would you rate the condition of sidewalks in your community? (Choose one)

Excellent condition ☐ / Good condition ☐ / Fair condition ☐ / Poor condition ☐ / Not applicable ☐

a. If you selected “poor condition”, please explain why:

(e.g. tripping hazards, inaccessible with mobility aids, etc.)

11. Do sidewalk conditions affect your ability or decision to walk in your community? (Choose one)

Yes ☐ / No ☐

a. If you answered yes, please explain why:

(e.g. tripping hazards, inaccessible with mobility aids, etc.)

12. Please provide a location (street/intersection) and any suggestions for improving sidewalks or multiuse paths at this location:

13. Which features would most improve your feeling of safety while walking or biking near traffic?

Please rank them from 1 (most important) to 5 (least important).

___ Wider sidewalks or bike lanes

___ Physical separation between you and traffic (Curbs, bollards, etc)

___ Slower vehicle speeds

___ More continuous or connected sidewalks

___ Pedestrian and bike-friendly intersections

14. What is the ZIP code where you:

Live: _____ **Work:** _____

15. Do you own a vehicle?

Yes ☐ / No ☐

16. What is your age?

Under 18 ☐ / 18–24 ☐ / 25–44 ☐ / 45–64 ☐ / 65+ ☐

17. Which best describes your employment status?

Student ☐ / Full-time employment ☐ / Part-time employment ☐ / Remote-Hybrid ☐ / Retired ☐ /

Stay-at-home parent ☐ / Unemployed ☐

Appendix F:

Public Survey Results

Questions 6 & 7 Short Answers

Other (Please Specify) - 6.) What prevents or discourages you from walking or biking more often?
Walking or biking is only safely possible a few times a day - car traffic is fast + aggressive
traffic
Too busy
Toledo pavement makes for rough riding - I choose the smoothest route possible.
Toledo does not yet have bike culture built into its infrastructure. Safety is a major concern; Also pot holes and bad roads cause flat tires, which is really frustrating.
There are not enough bike or walking trails in the Black community.
The Roads and Sidewalks in East Toledo are not safe to ride. They are full of holes and broken areas, raised edges, very terrible conditions throughout most areas. up and not safe
The lack of dedicated multiuse trails, especially interconnected ones that form a network. In areas I feel safe riding on roads I will do so, but that is few and far between.
The lack of biker etiquette on the bike trails, in particular the north and south Cannonball-Wabash bike trails in the Maumee/Monclova area. Bikers are extremely rude, do not announce themselves when approaching, and travel extremely fast.
The kids riding assisted "bikes" and scooters without ever manually using them
Terrible drivers and angry ones that yell and carry on. Lots of the big diesel trucks will "roll coal" as they pass you.
TAB primarily uses the roadways for cycling, we encounter unsafe road conditions either from aggressive drivers, roads that do not have a wide enough shoulder, heavy high speed traffic, or obstructed views in roundabouts - just to name a few concerns
Sidewalks to nowhere are all over the Toledo area.
Sidewalks in poor repair, very rough for riding and trip hazards when walking my dogs
Sidewalk not shoveled in winter drivers not paying attention to crosswalks
Safe bike commuting is limited in Toledo
rough sidewalk conditions, no proper lighting
risk of injury
Really, the only deterrents, usually, are weather-related.
Poor condition of some paved roads and bikeways
People smoking while using the trail
Paths are wearing down, cracking and bubbling
Occasional physical difficulties (not chronic)
Nothing
Not wide enough for my wheelchairs
Not safe. People don't watch pedestrians.
Not close access to necessary service. No close grocery stores, jobs, good schools. No reason to walk or bike places.
No bike racks!
No bike racks
Need more bike trails.
My wife was struck by a vehicle while we were on a family bike ride. There was no infrastructure for biking or walking in place at the time.

Most of the best trails like the UPT or Wabash north and south fork are east west. No good north-south except the Chessie circle and that dead ends at the NS mainline tracks
Last year I was hit by a car while on my bicycle with my family while following all traffic rules and now that I am able to be mobile again on a bike and walk longer distances I'm afraid something will happen again.
Lack of trails or identifying ways trails connect
Lack of public transit in Bowling Green, Ohio
Lack of pleasant routes. Even paths we do have, like the portion of the AW trail closer to Downtown have very dangerous street crossings. It's also really unpleasant to ride along due to noise and debris of heavy and fast traffic.
Lack of Bus pads prevents easy access
lack of bike lanes and more lighting (no direct phones to police or safety help)
irresponsible drivers
inpatient and unpleasant drivers
Inattentive drivers and drivers who refuse to give bikes proper space
If there were sidewalks and safe bike route along the Anthony Wayne trail I would absolutely bike places it's a matter of safety for me
I would bike or walk more if there was a designated trail or sidewalks in Michigan
I used to bike to work from Maumee to downtown along Broadway...I have since retired, but I would love to see the bike path somehow continue into downtown along the AWT
I need to carry things with me.
I live within a residential area, so workplace and most destinations are too far away to walk regularly (including bus stops.) I have limited stamina for walking long distance or standing for a long time.
Health
Health
Education of drivers regarding cyclists on the road
don't feel safe biking on streets to work
Do not wish to do it in extreme heat and/or humidity, or extreme cold
Distracted drivers - Safety
Distance between locations
Distance
Distance
Careless drivers.
busy roads with derelicts on their phones behind the wheel
broken foot
Becomes a very long commute (~1 hr)
Awful infrastructure. Need more dedicated trails and protected bike lanes. Can't even get from West Toledo to downtown without taking your life in your hands,
Aggressive drivers
ADA not complied to. Reported to Engage Toledo often. Hanging low branches or bushes covering sidewalks..
A society that has a car centric focus that limits the number of destinations that i would want to go to within a reasonable distance of where I live.

Other (Please Specify) - 7.) What changes would make you more likely to walk or bike?
Working maintenance stations. For example pumps are more often out of order than working.
We need WAY more bike road signage. And to be included in traffic - separated from traffic causes more disconnect from the fact that bikes have rights on the road. Would love bike lanes along higher people-traffic areas.
way to transport bike to trails
Walkable or mixed-use neighborhood with residential and businesses in the same neighborhood / stores closer to my house; curb cuts for accessibility for wheelchairs
Toledo is way behind peer cities in bike infrastructure. Being bad on the American scale is really saying something. It's bad to the point my family is considering moving.
Toledo city enforcement of ADA issues and residents being charged to maintain
Time
people live.
The elimination of motorized bikes/scooters on the bike trails, especially within residential areas. Living between the north and south Cannonball-Wabash trails, I have been almost T-boned many times due riders failing to yield or Sweep the darn streets. They are full of dirt and debris with weeds growing up along the curbs. Then the litter gathers and washes down the streets and plugs the sewer trains that never get cleaned out.
Spots along paths to stop and rest, enjoy the scenery and have a snack.
specifically, driver awareness of bikes on the road!! education/awareness
Slower traffic. Improved bike path mapping on Google Maps. Regional bike map below shows the Sylvania Ave. off-road shared use path continuing all the way to Harvest Lane, but Google Maps does not show the path. Improve
Shade + places to sit as needed.
Safer paths away from cars - I like when paths are separated enough from auto traffic that a distracted driver won't crash into me, but would hit a tree/wall/etc first.
Removing barriers and access to reach business.
rebates
Public Transit infrastructure
Places to go nearby
personal health
owning a bike
None there are too many bike paths that are not maintained through the winter
No more round-a-bouts! Drivers whiz through them creating hazards for pedestrians; Secor Rd. and Kenwood Blvd. need four left turn lanes; decrease the speed limit to 25mph; when an accident happens ALL intersection lights
Move. Closer to work
Most drivers in Bowling Green do not know of or ignore the state law that every intersection is a crosswalk. Even with a marked crosswalk & pedestrian crossing sign, cars don't always yield to pedestrians. Education & enforcement are
More water fountains for long runs!!!!
More trails. Please connect trails to parks.
more trails
more strict law enforcement/punishment for someone driving a vehicle who injures/kills a person walking/biking/skating/not in another vehicle/etc.
More separated paths. Paint is not infrastructure. People are getting killed on roads and we are not adding bikes
More seated covered shelters at major intersections - South and Spencer
more safety in trails; more access to scooters to use sidewalks
more responsible and responsive drivers

more public transportation options like in The Netherlands
More connections of trails
More bathrooms
Maintenance on sidewalks many are overgrown difficult to walk with friend
Live too far away from work
leave the 14th route alone - don't change it please
It would be hard to make it more likely to bike since I do it almost every day year round.
It has nothing to do with infrastructure. If cyclists understood safe and proper riding in the roadway, there is little need for bike specific infrastructure
In the winter if you didn't clear the snow from the trail and leave the ice!
Improved personal mobility
If possible more north-south routes..example connect University Parks to the Wabash. Or, if possible extend cheesie circle both north and south!
i wouldn't
I walk whenever/wherever I want. I have no interest in biking in the city. Paths are close by, if I wanted to bike. Biking isn't practical for me to run errands and then there is the risk of theft if you leave a bike unattended even with a lock
I still work part time downtown and applaud the progress made toward improving access by bicycles, but still would love to see even more connections along the AWT
I love seeing the park police on the Slippery Elm Trail ☺☺
I do not want this bike trail near my property
Health
Having more bikers (see Europe)
Fully functional sidewalks especially in the Pedestrian Residential District--these need to be completely hazard-free and preferably 4 feet wide.
Enforcement of vehicle speed limits; More shade; closer shopping destinations (downtown grocery access)
educating drivers about pedestrian rights
Educating and enforcing rules on e-bikes would greatly improve safety
Drivers with less road rage
Distance between crosswalks
Covered bicycle parking
Collaboration from city planners with non commuter groups to address the unsafe cycling environment, public education, more "bike" marked lanes
bikes in the streets only!
Bikers being mindful of dog walkers... They speed by without warning and have almost hit my dog (who is in a nylon 6ft leash and well controlled) and my mom.
better maintenance of roadways
Better drivers on the road. People don't pay attention to walker and biker when in cars
Assurance that the trails are safe from predators
Again limit the motorized stuff
Access to public restrooms
A pedestrian bridge over Route 20
A network of interconnected dedicated multiuse trails would dramatically increase my bike use! Shared lanes are OK, but dedicated trails feel far safer and are more enjoyable as well.

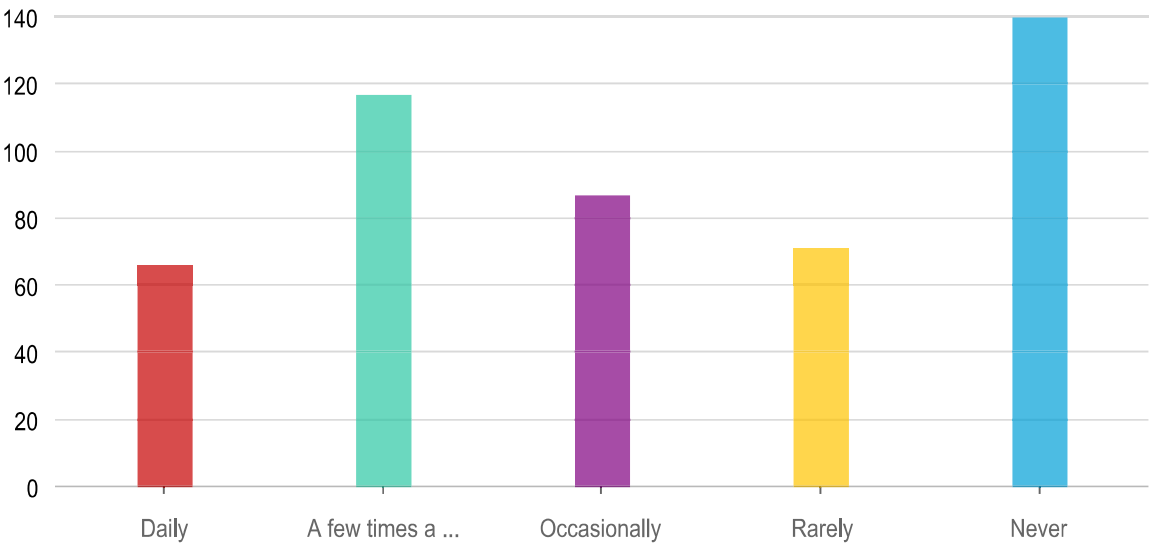
Appendix G:

Public Survey Results

Raw Data

TMACOG Regional Active Transportation Plan Survey

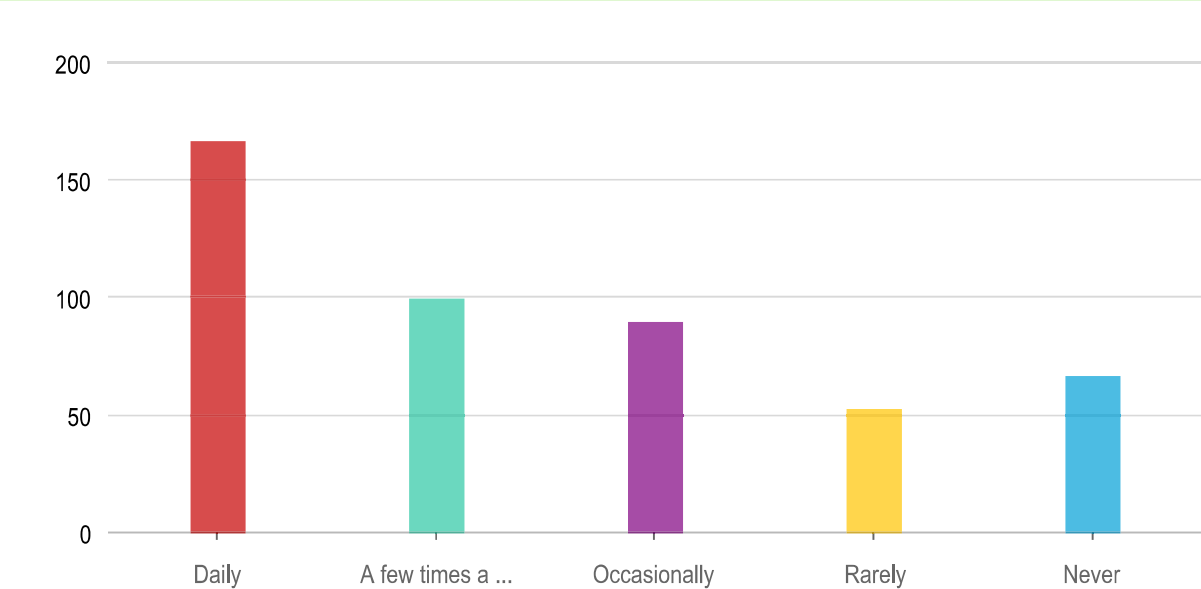
1.) How often do you bike (e.g., to work, school, errands)?



Answers	Count	Percentage
Daily	66	13.72%
A few times a week	117	24.32%
Occasionally	87	18.09%
Rarely	71	14.76%
Never	140	29.11%

Answered: 481 Skipped: 0

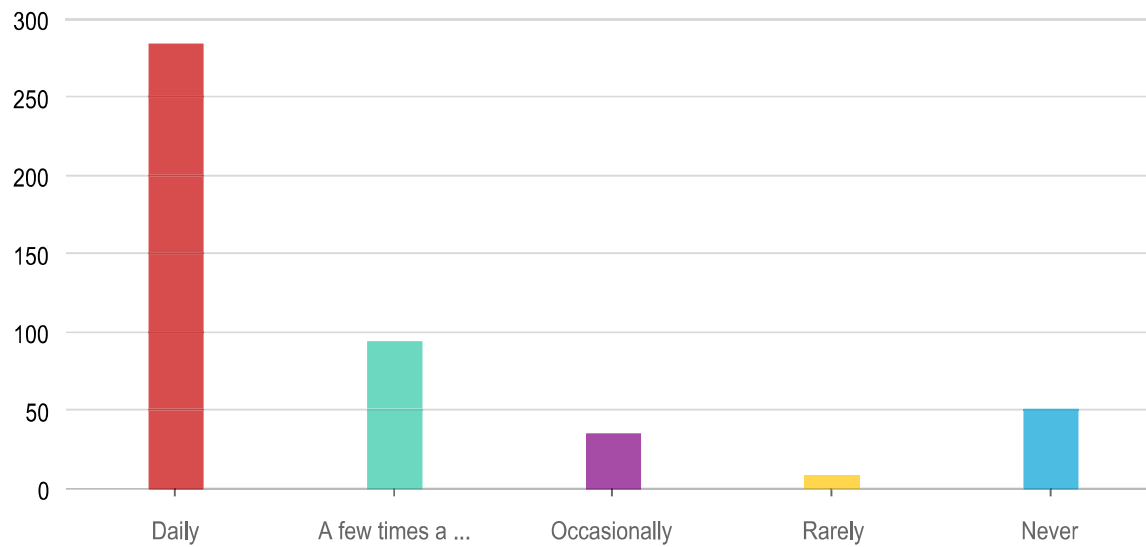
2.) How often do you walk (e.g., work, school, errands)?



Answers	Count	Percentage
Daily	167	34.72%
A few times a week	100	20.79%
Occasionally	90	18.71%
Rarely	53	11.02%
Never	67	13.93%

Answered: 477 Skipped: 4

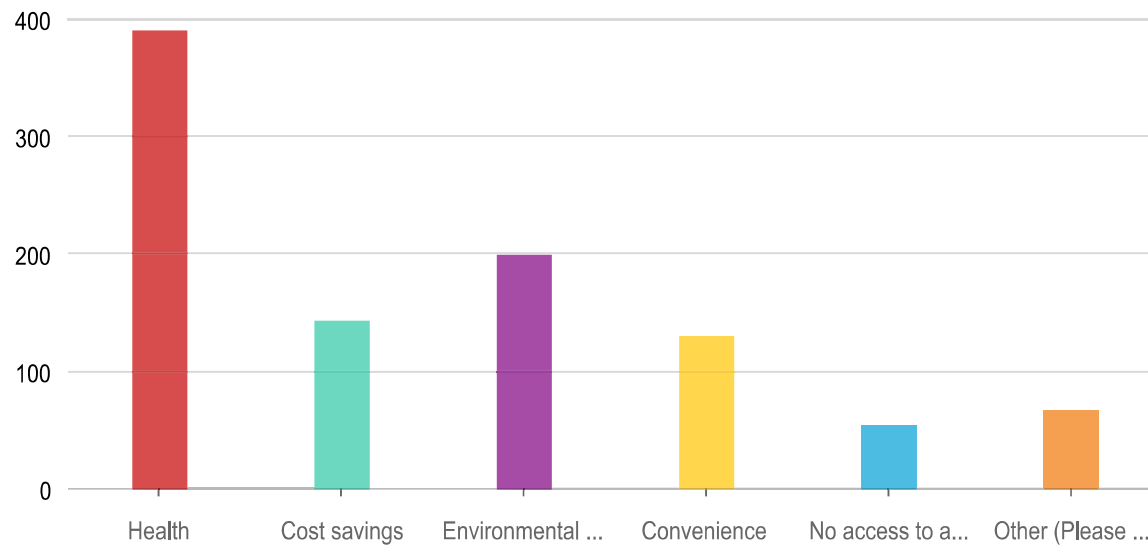
3.) How often do you drive (e.g., work, school, errands)?



Answers	Count	Percentage
Daily	285	59.25%
A few times a week	95	19.75%
Occasionally	36	7.48%
Rarely	9	1.87%
Never	52	10.81%

Answered: 477 Skipped: 4

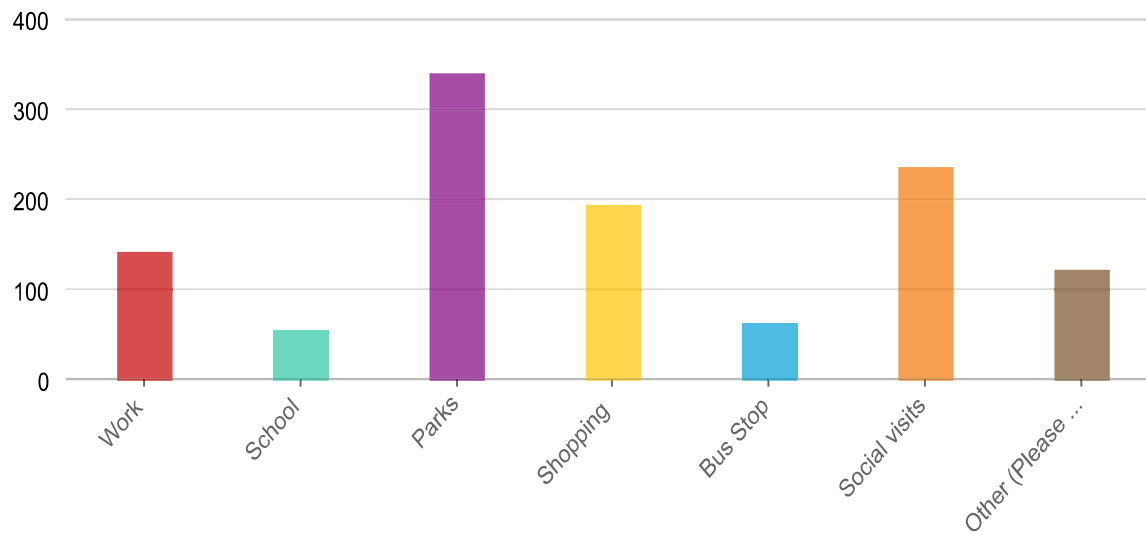
4.) What are your main reasons for choosing active transportation (e.g., walking, biking)?



Answers	Count	Percentage
Health	391	81.29%
Cost savings	144	29.94%
Environmental benefits	200	41.58%
Convenience	131	27.23%
No access to a vehicle	55	11.43%
Other (Please Specify)	67	13.93%

Answered: 471 Skipped: 10

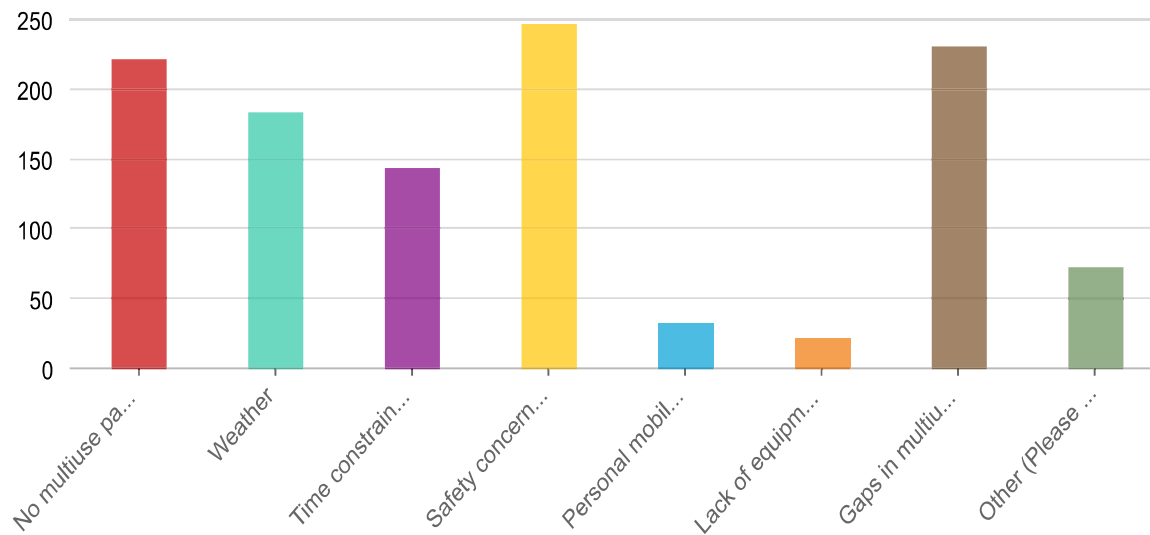
5.) Which places do you travel to use active transportation? (walking, biking, rolling, etc.)?



Answers	Count	Percentage
Work	143	29.73%
School	56	11.64%
Parks	341	70.89%
Shopping	195	40.54%
Bus Stop	64	13.31%
Social visits	237	49.27%
Other (Please Specify)	123	25.57%

Answered: 471 Skipped: 10

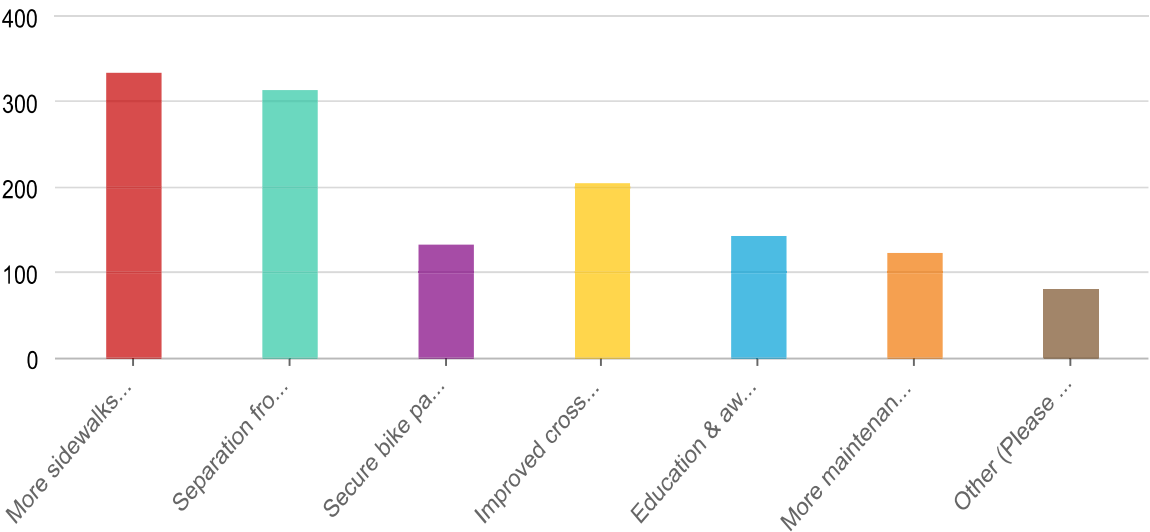
6.) What prevents or discourages you from walking or biking more often?



Answers	Count	Percentage
No multiuse paths or sidewalks	222	46.15%
Weather	184	38.25%
Time constraints	144	29.94%
Safety concerns	247	51.35%
Personal mobility limitations	33	6.86%
Lack of equipment	22	4.57%
Gaps in multiuse paths or sidewalks	231	48.02%
Other (Please Specify)	73	15.18%

Answered: 478 Skipped: 3

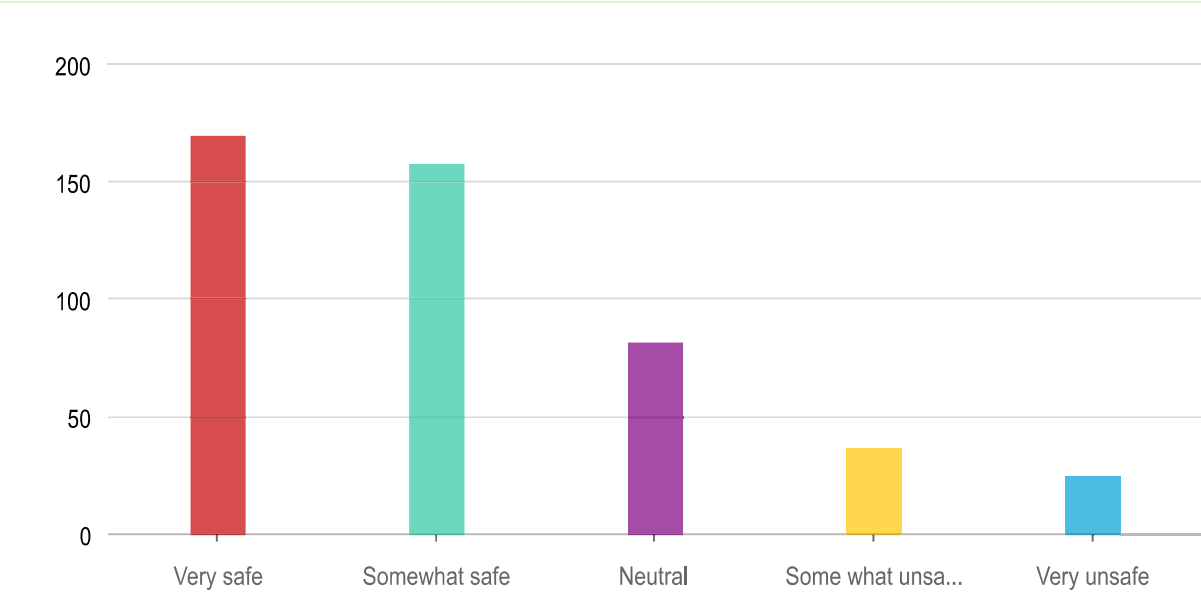
7.) What changes would make you more likely to walk or bike?



Answers	Count	Percentage
More sidewalks or bike lanes	335	69.65%
Separation from traffic	315	65.49%
Secure bike parking	134	27.86%
Improved crossings	206	42.83%
Education & awareness	144	29.94%
More maintenance on trails	124	25.78%
Other (Please Specify)	81	16.84%

Answered: 476 Skipped: 5

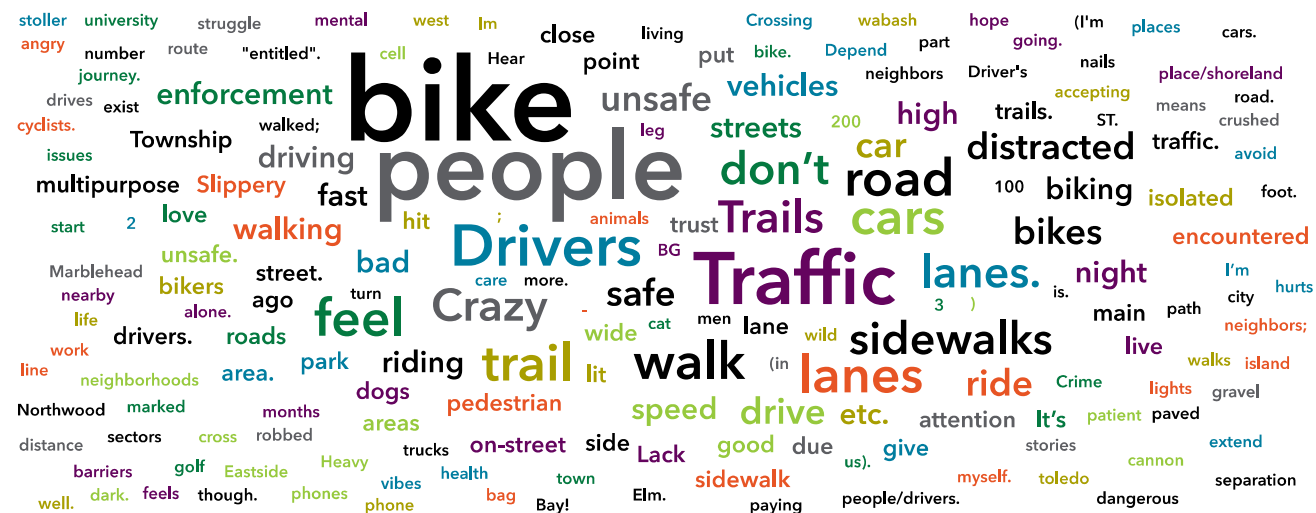
8.) In your community/neighborhood do you feel safe using bike lanes or multi-use...



Answers	Count	Percentage
Very safe	170	35.34%
Somewhat safe	158	32.85%
Neutral	82	17.05%
Some what unsafe	37	7.69%
Very unsafe	25	5.2%

Answered: 472 Skipped: 9

Why?



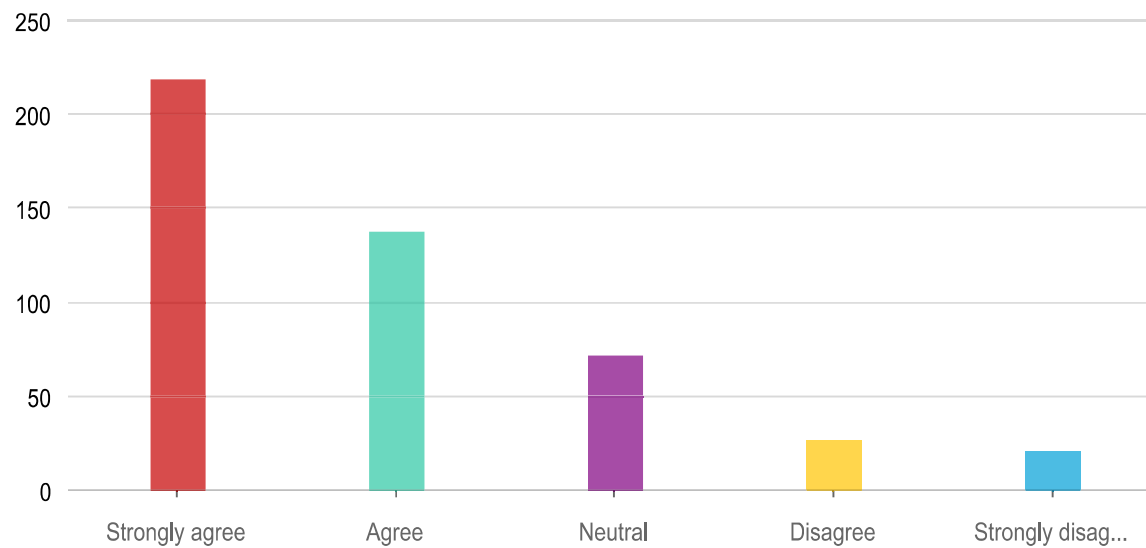
Count

bike	15
people	12
Traffic	9
Drivers	7
feel	6
walk	6
cars	6
trail	6
lanes	6
road	6

dusk	1
middle	1
street	1
skunk	1
population	1
Bg.	1
choose	1
walk?	1

Answered: 56 Skipped: 425

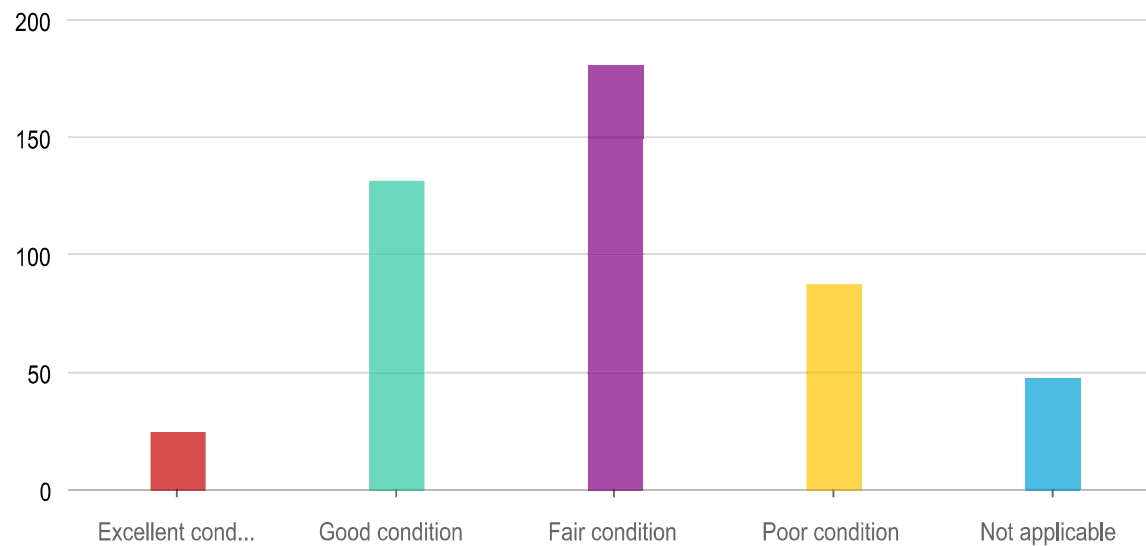
9.) To what extent do you agree with this statement: "I avoid walking or biking on..."



Answers	Count	Percentage
Strongly agree	219	45.53%
Agree	138	28.69%
Neutral	72	14.97%
Disagree	27	5.61%
Strongly disagree	21	4.37%

Answered: 477 Skipped: 4

10.) How would you rate the condition of sidewalks in your community/...



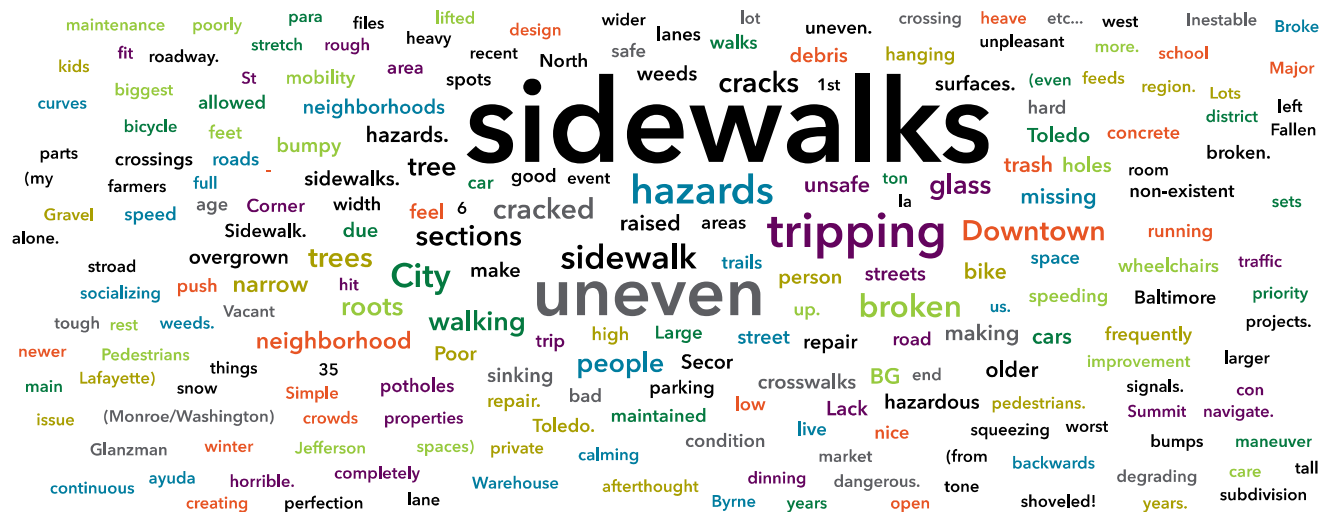
Percentage

ge

Excellent condition	25	5.2%
Good condition	132	27.44%
Fair condition	181	37.63%
Poor condition	88	18.3%
Not applicable	48	9.98%

Answered: 474 Skipped: 7

If you answered “poor condition”, please explain why? (e.g. tripping hazards, inaccessible...



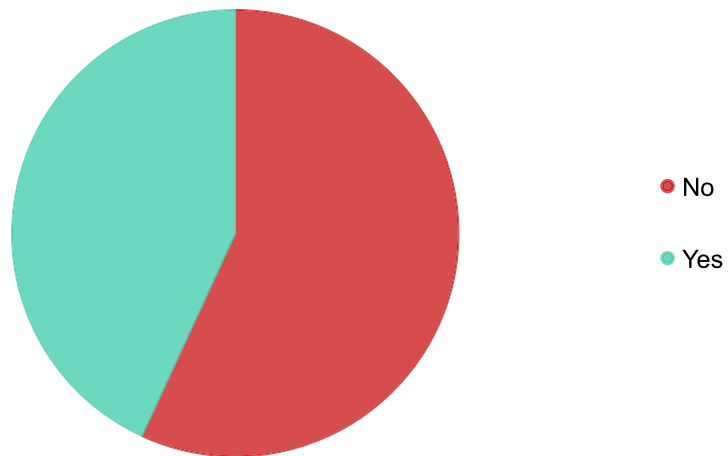
Count

sidewalks	51
uneven	27

accidents	1
fully	1
scared	1
jump	1
curb	1
hit	1
us.	1

Answered: 82 Skipped: 399

11.) Do sidewalk conditions affect your ability or decision to walk in your communit...



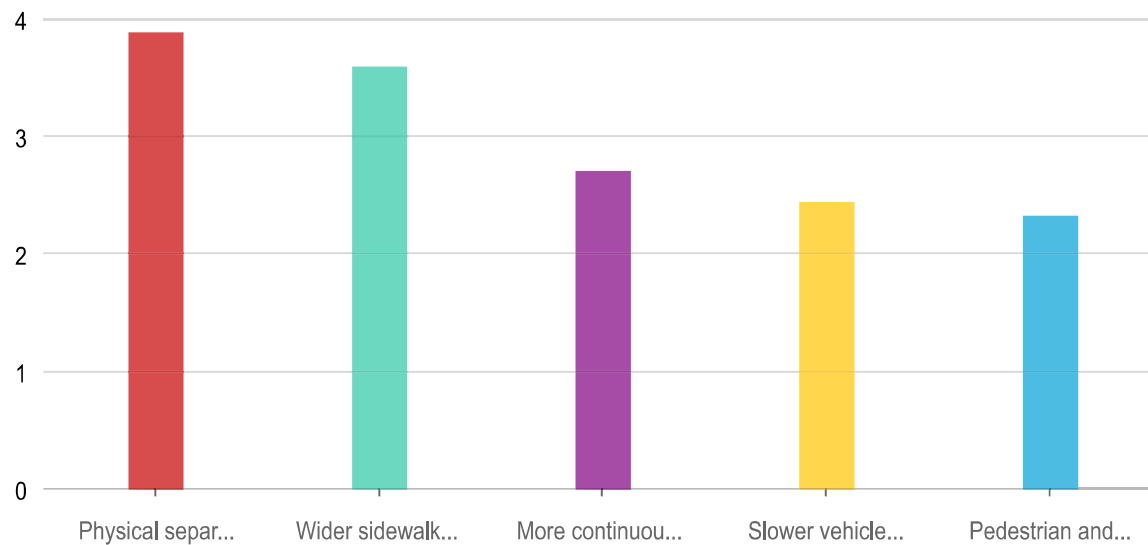
Percentage

ge

loud—maybe	1
paths?	1
taxes	1
fund	1
I'd	1
general.	1
Perrysburg/Perrysburg	1
mileage	1
enjoy	1

Answered: 258 Skipped: 223

13.) Which features would most improve your feeling of safety while walking or bikin...



Rank	Answers	1	2	3	4	Average score	
1	Physical separation between you and traffic (Curbs, bollards, etc)	40.55% 163	24.13% 97	23.38% 94	8.21% 33	3.73% 3.90 15	
2	Wider sidewalks or bike lanes	24.38% 98	39.55% 159	15.42% 62	13.43% 54	3.60	
3	More continuous or connected sidewalks	15.92% 64	13.68% 55	14.68% 59	37.56% 151	18.16% 2.72 73	
4	Slower vehicle speeds	9.45% 38	9.7% 39	27.36% 110	23.38% 94	2.45	
5	Pedestrian and bike-friendly intersections	9.7% 39	12.94% 52	19.15% 77	17.41% 70	40.8% 2.33 164	

Answered: 402 Skipped: 79

14.) What ZIP code do you live in?



Stats	Value
Min.	0
Max.	436,709
Avg.	44,328.58700209643
Sum.	21,144,736

Answered: 477 Skipped: 4

14a.) What ZIP code do you work in?



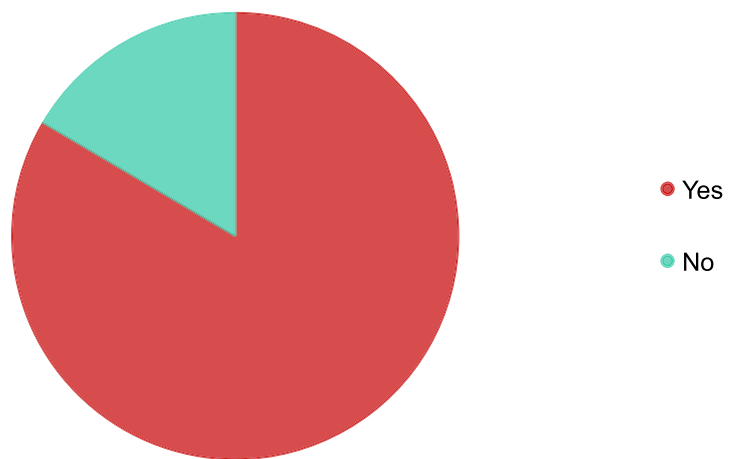
Stats

Value

Min.	0
Max.	426,123
Avg.	43,641.69772727273
Sum.	19,202,347

Answered: 440 Skipped: 41

15.) Do you own a vehicle?



Answers

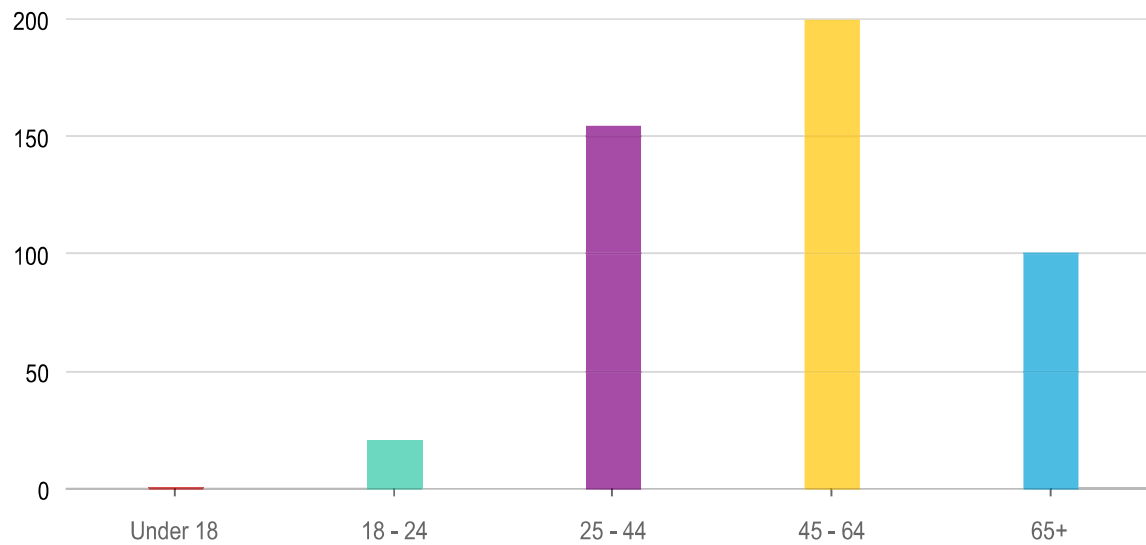
Count

Percentage

Yes	399	82.95%
No	79	16.42%

Answered: 478 Skipped: 3

16.) What is your age?



Answers

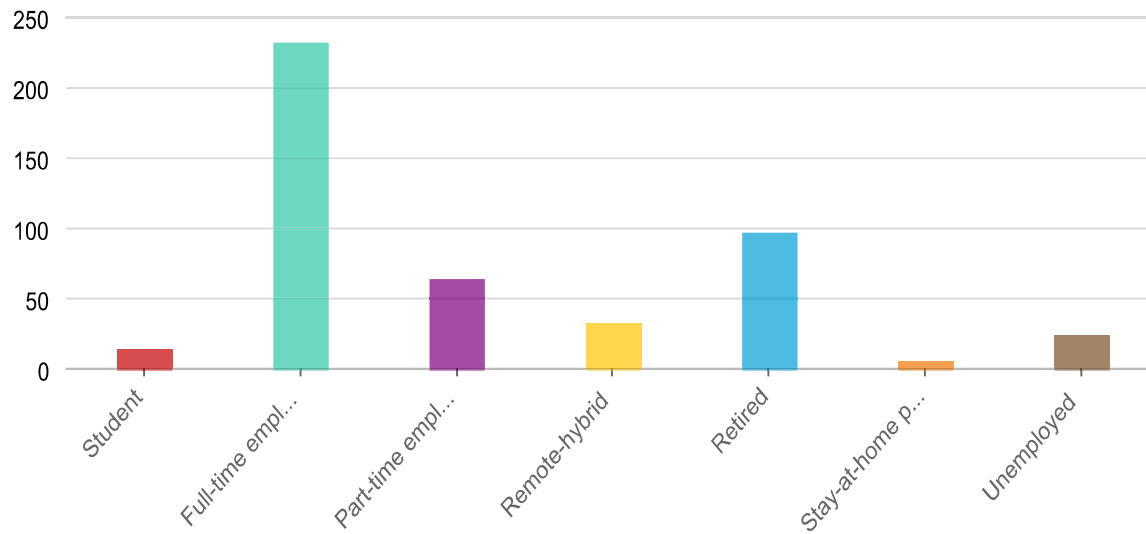
Count

Percentage

Under 18	1	0.21%
18 - 24	21	4.37%
25 - 44	155	32.22%
45 - 64	200	41.58%
65+	101	21%

Answered: 478 Skipped: 3

17.) Which best describes your work status?



Answers

Count

Percentage

Student	15	3.12%
Full-time employment	233	48.44%
Part-time employment	65	13.51%
Remote-hybrid	33	6.86%
Retired	98	20.37%
Stay-at-home parent	6	1.25%
Unemployed	25	5.2%

Answered: 475 Skipped: 6

Appendix H:

Public Survey Public Comments

Project Description	Type
REGION	
All across the region! Paint won't stop cars. Wider streets (or normal streets with wider bike lanes), in addition to clear zones on the side of the road, only encourage higher vehicle speeds. Bikes and humans can't get up to vehicle speeds.	Safety
Restrictions on bikes and scooters on paths, also Restrictions on smoking on path,	Safety
More sidewalks/marked shoulders for running	Sidewalks
1 - Long-term wish and probably impossible with that massive ditch along Haskins Road, but it would be awesome to be able to bike from Bowling Green to Waterville and the Metropark Trails along the Maumee and the Wabash-Cannonball Trail. Connecting to this.	Bike Path
More outreach to runners	Engagement
LUCAS COUNTY	
Bancroft crossing – improvement on crossing safer for pedestrians	Safety
Blind corner mirrors – Dorr Street & Roosevelt Road	Safety
Douglas, Secor, Sylvania – Near the school is not safe for Deavou School	Safety
I would like to see a bike path separated from the road (or a wide sidewalk) along Kilburn Rd. between Secor Park in the south and Sylvania-Metamora Rd in the north. A connection between the Sylvan Prairie and the University/Parks bike trails.	Bike Path
Replace the existing sidewalk with a multi-use path along the north side of W. Indiana Ave from West Boundary to Perry Dr. From there, cyclists can use the low-traffic street network to reach downtown Perrysburg. Replace the existing sidewalk.	Safety
A connection from the Farnworth tow path trail to Fallen Timbers A connection from Millbury to Oregon would be great, I would love to ride to work but I don't have a safe way to connect (Fostoria Rd to Seaman Rd) A connection from the Slippery Elm Trail"	Connectivity
Connecting Oregon Town Center with Northwood's Enclave	Connectivity
Lack of sidewalks	Connectivity
1.Complete Chessie Circle & Connect to Swan Creek. 2.In general, connect the Metroparks. 3.Bancroft to downtown, or Dorr to connect University to the center 4. Improve Richards Road to Swan Creek	Connectivity
Bike path adjacent to greenbelt pkwy	Bike Path
Salisbury Road, Albon, Dussel, River Road near sidecut park.- These are all areas that are not favorable to a bike	Bike Path
University/Parks trail is in need or a resurfacing, especially in the area between the WildWood Metropark segment all the way down to the University where it dead-ends at the ball-fields.	Safety
Complete full length of Chessie Circle Trail between University of Toledo and South Toledo. There is currently no reasonable or safe connection between these heavily populated areas and this is without a doubt the most significant active-transportation	Connectivity
I applaud the progress in and around the Maumee/Toledo area	General Comment

Sylvania to Point Place (Alexis Corridor) Completion of the Chessie Trail	Connectivity
Glanzman Rd. A bike lane was added years ago and has long been in disrepair.	Bike Path
1 - Swan Creek pathway - any way to connect downtown to the new Swan Creek path 2 - Crossings on the Anthony Wayne multi use trail. I actively avoid it, particularly going south, because the intersections are	Connectivity
Can a multi-use path be built on old railroad track line from Toledo to Toledo Beach Marina(North Shores)	Connectivity
Monclova Rd near Jerome. Also connect Whitehouse to Waterville.	Connectivity
Connect the Whitehouse and Waterville bike paths along SR64.	Connectivity
I currently live in the western Sylvania area, and am mainly a sport rider. the feature that makes feel most safe are wider rideable shoulders or bike trails on moderately busy suburban roads. Examples are Sylvania between Centennial and Murd, Mitchaw be	Safety
King Rd. - Central Ave. to Angola Rd. - wider shoulder for bike lanes Angola Rd. - McCord Rd. to Albon Rd. - bike lanes Albon Rd. - Angola Rd. to Monclova Rd. - bike lanes Note: King to Angola to Albon would make a great connecting route for people on th	Connectivity
This section of Brint road and parts of Main Street don't have a bike lane. Same with Monroe Street and Harroun and this section of Holland Sylvania.	Bike Path
Make the Anthony Wayne trail bike path go all the way to downtown Toledo. Being able to travel there by bike would be beneficial for everyone.	Bike Path
Whitmer/Trilby plus North town area have a lot of disconnects. It is very difficult to safely bike or walk these areas. The GM plant creates a gaping hole. Has there ever been the thought of adding a trail through along Silver Creek? I know part of that	Safety
River Road, Maumee. They messed it up with the on street parking	Safety
More safe links to Chessie Circle Separated route north to Alexis Meijer from downtown/west Toledo Separated route across Alexis from Sylvania to Point Place for safer access Separated path on/around swan creek to connect south Toledo neighborhoods	Safety
Alexis road between 23 and 75. there are tons of pedestrians, bicyclists, e scooter users and no bicycle lanes/inconsistent side walks. What side walks there are not wide enough to support bike traffic and it is very unsafe to have bicyclists on the	Safety
Designated bike lanes both east and west on Monclova Rd to connect the existing multi-use paths in Maumee to the Wabash-Cannonball trail system	Bike Path
Wabash Cannonball North between Keener and Weckerly Trail from Fallen Timbers Lane to River Road	Connectivity
The new Broadway Street path needs separation to be safe for families, but I'd use without my family.	Safety
I can't safely ride from zoo to the university of Toledo, its only 3 miles,	Safety

but I'm forced to drive. The only safe location to cross the Anthony Wayne	
Getting from Scott Park to South Toledo via Detroit/Fearing. This would be my route to the zoo and it's a major disconnect.	Connectivity
Protected lanes, multiuse paths, and traffic calmed neighborhood streets are true bike infrastructure. Painted lines are not (massive, speeding, distracted vehicles). We need tried-and-true infrastructure that will support the 1/3 of Toledo that can't afford	Safety
I would like to see the university/parks trail connect all the way to downtown	Connectivity
Berdan, S. Detroit Ave, Fearing, ADD Central Ave sidewalks at park to Reynolds Rd, ADD sidewalks to Bancroft St Reynolds to Holland Sylvania. ADD Sidewalk on N. Detroit from electric depot to Telegraph/Laskey (2 blocks), FIX SIDEWALK N. Detroit south of	Sidewalks
Extend northern terminus of Chessie trail to follow Silver/Shantee Creek out to Point Place.	Connectivity
This location needs longer crossing times and an additional crosswalk to be improved.	Safety
Sidewalk along Meijer Dr.	Sidewalks
Create lane (with separation) on major road ways that connect the city: Monroe st, Alexis Rd, Central	Connectivity
No sidewalks on streets only crosswalks like Hill & Reynolds	Sidewalks
The Chessie circle trail has been incomplete for year with a large gap, if this got closed it would connect many communities	Connectivity
Link Sylvan Prairie Park with UT trail, and provide a link parallel to Central to join up with Secor Metropark. Provide a connection from Wiregrass south to Wabash Cannonball.	Connectivity
Old West End, parts of Monroe Street	Improvements
Continue University/Parks Trail so it doesn't end at Silica.	Connectivity
I would love to see dedicated bike lanes on Bancroft extended out to King Rd (and beyond!) and improvements made to intersections along Bancroft where the bike lane disappears. I would ride my bike to work if this were the case.	Improvements
I live in Washington Twp and kids would love to ride to school but no sidewalks in our neighborhood.	Sidewalks
Vistula neighborhood	Improvements
No sidewalks in neighborhood, bordered by busy streets that are not safe for bikes	Sidewalks
1. Extend the UP Trail westward. 2. Extend the Chessie Trail beyond Jackman Road. 3. Extend the UP Trail eastward from UT to downtown. 4. Complete the Chessie Trail to Perrysburg. 5. Build a dedicated, protected bike trail on Secor from UT to the Michig	Bike Path
We need a safe connection between the south end of the Quarry Ridge Trail System and the west end of the U parks trail. I like to bike to work but my only options are one mile of Brint or Sylvania which are both extremely busy and dangerous at commuting	Safety
Bike/walking lane on Sylvania metamora from Mitchel to kilburn. UT trail!	Safety

The biggest improvement would be to connect UT trail with sylvan prairie. Riding on Brint or Sylvania to get to UT trail is very dangerous.	Safety
It really should be simple and safe to walk or bike from the neighborhoods in the Sylvania/Douglas area to all of the businesses at Franklin Park and Westgate. It's possible to ride a bike through the neighborhoods but then on arrival to the business	Safety
Connecting more Metroparks Toledo together should be a priority as this is the best places to walk and bike in the area. The rest of the metro area infrastructure is not made for biking and walking is limited to neighborhoods.	Connectivity
North Haven, Royalton, slater	Improvements
I would LOVE there to be a dedicated route or trail connecting to downtown. Either an expansion of the Chessie or UT trail would be stellar. My husband and I frequent downtown often and would love to ride my down there.	Connectivity
I live close to the UT Trail on Secor road. However, I do not use it because there is no parking. There is a fee to park due to the university regulations. Can bike trail parking be allowed?	Bike Path
Need to connect the Starr Ave bike path with the bike path that moves south near Aldi's on Navarre. Need to improve/create the bike path that goes from the Craig bridge past Tony Packo's. Need to Connect Walmart to Pearson Park	Connectivity
The university to Corey Ridge Trail, and that you the university to Secor Park Trail	Connectivity
Clean the glass in the bike lanes around the trail and silica road. They are sweeping the street and putting it in the bike lanes.	Safety
Dorr St, Indiana, City Park, Junction neighborhood, Nebraska, Englewood	Improvements
Junction Neighborhood, Smith Park	Improvements
connections between neighborhoods separated by 75	Connectivity
Brown rd	Improvements
A bike trail that connects downtown Sylvania with the UT Parks trail would be fantastic.	Bike Path
Bike lanes on McCord from Brint to Sylvania	Bike Path
Multiuse paths along 20A between Jerome and Albon. Sidewalks on Butz between Sailsbury and 20A. Connections to neighborhoods: Valhalla, Stillwater, Stonegate, Quarry, Homestead at the Quarry, Wrenwood. Shared use path along Albon connecting the neighborhood	Bike Path
Detroit, north and south of Glendale. Broadway from zoo to Danny Thomas Park Broadway from downtown to south end	Improvements
Near campus of univ, TOL	Improvements
Turning traffic in bike lanes. Erie St bike lane crossing from one way Erie downtown to two-way Erie in Vistula. Erie and Cherry St. Make way for bikes to continue straight into Vistula.	Bike Path
Navarre at Walmart VERY dangerous, drivers don't look for pedestrians. Pretty much same situation all along Navarre between Lallendorf and Wheeling. Need driver awareness.	Safety
More continuous and connected sidewalks.	Sidewalks

Gaps and uneven surfaces in trails. Sidewalks trip mobility device. Isaac and Navarre rd.	Sidewalks
Very dangerous, Schmidlin Street needs sidewalks and speed bumps. - selected wider sidewalks/bike lanes, slower vehicles below.	Safety
Broadway. Selected wider sidewalks below.	Sidewalks
Schmidlin Rd. Selected wider sidewalks/bike lanes, physical separation, connected sidewalks and friendly intersections below.	Sidewalks
Secor/Sylvania area near the school. Douglas. Selected wider sidewalks/bike lanes and slower vehicle speeds.	Sidewalks
Chessie Cr Trail over Berdan - cars drive VERY fast and there's a slight hill, which can make it difficult for cars to see pedestrians or bikes crossing. More signage would be wonderful. Getting cars to stop for people would be even better.	Safety
Path from Sylvania to UT trail.	Bike Path
Complete the cheese chase	Connectivity
I want them to make sense for commuting- I don't need them to be swerving or taking me further than I need.	Safety
The UT bike path has multiple places where the fencing is broken, damaged, has holes, which is unsafe; there are places of the trail where it's run down, shoddy; the crosswalk lights when we cross the intersections don't often work, and the cars don't stop	Safety
Complete sidewalk/multipath from Wheeling to Pickle Bike Path	Sidewalks
I could not figure out how to draw in question 12. I live in Hampton Park / DeVeaux area of Toledo and the sidewalks in my neighborhood need serious attention and are not being addressed.	Sidewalks
River road near to Maumee and country club needs sidewalks. Continue Chessie trail.	Sidewalks
Sylvania ave to king rd, improved sidewalks on holland Sylvania to downtown Sylvania. Update sidewalks in deveaux	Sidewalks
Anything really to make the whole Westgate area more walkable. So many shops and restaurants near multiple neighborhoods but traffic makes it difficult to walk.	Connectivity
I'd like to see the Chessie and University/Parks trail better connected.	Connectivity
There are no sidewalks on central ave to get to the university/parks trail from wildwood	Sidewalks
Bike infrastructure within the corridor is essential to connecting the Glass City Riverwalk to the City of Oregon's trail network. Improving this corridor would also help stimulate economic development of the Main/Starr legacy commercial corridor.	Improvements
This statement does not fit the prompt, but I think city sidewalks are for walkers and children/families, not adult bikers. I bike from my home and follow River Rd. to Sidecut and the Wabash Trail. That River Rd. traverse through Maumee can be scary.	Sidewalks
Connecting the Chessie Circle Trail and the University/Parks Trail	Connectivity
Mallard Run to Piccadilly to Dussel to Key to new Maumee bike trail. Lack of sidewalks, uneven sidewalks impeding both walking and biking. Mallard Run to Conant St to new Maumee Bike Trail. Weeds overgrowing sidewalks on Conant at RR crossing.	Sidewalks

Add a trail from South Wabash Cannonball Tr along Waterville Monclova to Monclova Road South Wabash Cannonball Trail to rear of Fallen Timbers Mall South Wabash Cannonball Trail along Black Road to existing paved trail on Black Road Connector between	Connectivity
Wabash cannonball trail north the trail needs to be paved, there are a lot of cracks from heavy equipment being used on it	Safety
Wabash- North Fork	Improvements
The N Wabash needs full repair	Improvements
Add sidewalk along Bancroft between University/Parks Trail and Secor, to connect sections. Add sidewalk along Talmadge from Bancroft to Central to allow safe access and connect to other sections. Add sidewalk on West side of Secor between Bancroft and Ke	Sidewalks
A multiuse trail connecting north and south bike trails (preferably on Waterville Monclova or Whitehouse Spencer roads) A multiuse trail connecting north trail to the treehouses/ brewery that isn't an extreme trail. A website letting the public know	Connectivity
Downtown to UT	Improvements
Unsafe railroad crossing ingress to University/Parks trail from Hasty Road. Add sidewalks everywhere. Don't let vocal stubborn residents force car-centric mobility on everyone. There has been a sinkhole on the Sylvania Ave path since June, across from Tantara	Safety
Most pedestrians walk/run on the streets even though the neighborhood is fully side walked. This is a huge problem with safety.	Safety
Giant dip in the walk/bike path.	Safety
Centennial from neighborhood for a while and super busy road	Safety
Monroe St, Erie st, Main St in Sylvania, Ohio. The city of Sylvania has prioritized the flow of traffic to Sylvania township over the safety and quality of life of the residents of the city. Two recent projects Main St and Monroe at Silica made no allowance	Safety
Cannonball Wabash	Improvements
Wildwood metroparks	Improvements
The Wabash Cannonball trails could be better maintained, particularly in the fall and spring I have been injured in falls roller skiing or longboarding caused by hitting debris on the road.	Improvements
Jefferson ave	Improvements
Navarre st	Improvements
Wast side	Improvements
De vuex neighborhood	Improvements
Watson ave, toledo ave	Improvements
Ashland Avenue	Improvements
Seaman and poplar	Improvements
Around the Hub and Cherry	Improvements
Monroe Street	Improvements
Erie and Galena	Improvements
Huron, need speed limit beer dock	Safety

Navarre distance between stoplight Children's safety all around inside perimeter	Safety
Huron st chase st lightning n bus stops	Improvements
702 N. Erie area	Improvements
Entire City.	Improvements
Lasky	Improvements
Cherry street	Improvements
East side Toledo, Bancroft	Improvements
Walnut st	Improvements
Near the library and the gas station	Improvements
East toledo	Improvements
Fully connect the path along the Anthony Wayne trail. Multi-use path down Conant street to allow people to get to grocery stores. More multi-use paths along busy streets with retail and service businesses. I'd like to be able to run more errands on my bi	Connectivity
Connecting the Anthony Wayne Trail to the Chessie Circle Trail with a dedicate bike lane would increase use	Connectivity
The paved trail at Ottawa park is great, but also not well maintained	Improvements
Bakers Kitchen	Improvements
I would like to see the concrete path(s) be finished at Sidecut Park. The improvements there have been an excellent addition to the park and it is very enjoyable to walk on these paths, without fearing of twisting an ankle or falling into a pit in the grass	Safety
Anthony Wayne trail should have a bike lane it is central to connecting the inner city downtown etc We need vevo charging stations in the neighborhoods people use them a lot to go to work	Bike Path
Sidewalk improvements on Dussell Drive between Key and Cass	Sidewalks
Norden road and cedar point road	Improvements
Some of these roads have sidewalks and some don't. One side of the street has sidewalks and needs better crosswalks.	Sidewalks
I would like to see the Chessie or other bike trails connect to downtown from West Toledo. I would like safer paths for walkers/bikers to access businesses around busy vehicle areas such as near Franklin Park Mall and near Secor and Central.	Connectivity
Some of Wilford Drive and some Central Avenue in Sylvania Township do not have sidewalks	Sidewalks
Chessie circle trail south of Bancroft too bumpy for bicycles (park side) University/parks trail needs western connection to Sylvania parks trail / secor park Would like to see more trails connecting the metro parks Chessie circle plan looks amazing	Connectivity
Downtown Maumee's neighborhood sidewalks need widened to accommodate 2-way traffic, 4 people across (2 side by side in each direction). I am mainly riding my bike with my 2 daughters, so I need routes that are extremely safe from distracted drivers. I	Sidewalks
On Glendale Avenue, from Byrne Rd to Route20/Reynolds Road, the sidewalks there are in rough shape in many places. Same for Secor Road from Door Street to Central Ave	Sidewalks

Around university of toledo	Improvements
Old Orchard could use some sidewalk repair where trees have up-heaved sections, making walking dangerous. Some residents have tripped and fallen, even breaking bones.	Sidewalks
Waterville Monclova road across from the fire station near Dutch road and Waterville Swanton. Lagrange street. Finishing the gap between Summit street downtown and summit street near Cullen park. Also taking into account summit street in the point where	Improvements
Corey road	Improvements
Birmingham neighborhood should be connected to the Glass City River Walk. If a bike trail went through this neighborhood though, it would be great to see it extend all the way out to Pearson Park. Someone from Oregon could then ride their bike all the	Connectivity
Multi use paths need installed down Ford, Key, Michigan, Cass and along Dussel and River Road.	Bike Path
Sidewalks need to be continuous also a separation from traffic and myself. I would bike places with my son, who is 10 but I am scared, especially on the Anthony Wayne Trail I could get to my son to school I could get to work also . Broadway street needs sidewalks.	Sidewalks
Lagrange neighborhood needs more bike paths and improvement to sidewalks by keeping the vacant lots clear of overgrown weeds.	Improvements
I live on Franklin Dr in sylvania.	Improvements
Lakeside Drive Maumee	Improvements
East side	Improvements
S Reynolds and Airport. It is hard to reach the park and trails. Forces everyone to drive to the park to walk them.	Connectivity
Reynolds and South. Detroit Monroe Bancroft	Improvements
Too many cars on the road. Sylvania and Jackman to Wildwood.	Safety
Bike trails at night are scary/sketchy for women and teens. Laskey + Sylvania need improvement	Safety
Any one-way. No one pays attention. If walking downtown even safe, drivers don't care.	Safety
Ashlyn and Adams and along Ashlyn Ashlyn has 2 sidewalks jutting from the ground - root of tree	Safety
Downtown Toledo	Improvements
Bridge great job!	Improvements
Downtown!	Improvements
Bancroft from UT to Monroe - numerous places that need repair	Improvements
Genesee St and Bogan - sidewalk uneven due to the rotos growing underneath (near 2002 or 2006 Genesee)	Improvements
Emma St	Improvements
More bicycle lanes please	Bike Path
Main street	Improvements
Huron and Cherry - tear up and redo sidewalk	Sidewalks
Stern and Jackman Jackman and Dean	Improvements

Bike lane on Jefferson in the uptown section - dangerous for bikes going NW and turning left. Some routes have disappearing sidewalks, suddenly ending. A friend has a new motorized wheelchair, but has not been able to use to go to senior center	Safety
I live in Oregon and would like to see more paths connecting the city to Pearson park and maumee bay	Connectivity
The cannon ball North and South trails could use resurfacing. There are several areas and cracks that are unsafe. I would also like to see some sort of restriction on the increased motor powered "electric" bicycles on the trail that are going way too	Improvements
West Toledo	Improvements
Continuation of the path in south toledo to include the updated sucoor park on schneider road	Connectivity
Cherry/bancroft	Improvements
Forest grove dr - need sidewalks	Sidewalks
Monroe and sylvania - glass is the biggest issue in toledo	Safety
Smead	Improvements
Western & Anthony Wayne trail	Improvements
MONROE COUNTY, MI	
Temperance MI. Roads are in very poor condition making it unsafe to ride or walk on. Have been told it is the responsibility of home owners along those roads and will be assessed thousands of dollars to fix.	Safety
Temperance area East of railroad tracks	Improvements
Temperance area. Bike lanes east of the railroad tracks in Bedford. Having the bike lanes span the entirety of temperance instead of just near the Lewis/temperance road area.	Bike Path
Should be bike/walking path linking Lambertville to Temperance,	Bike Path
Dean Rd. There are 3 schools at the corner of Dean and Jackman. Crosswalks, sidewalks, bike lanes would increase safety	Safety
Everywhere in Michigan but at least near schools	Improvements
More on main roads please	Connectivity
Monroe Rd between Sterns and Summerfield, no sidewalks	Sidewalks
Summit road to bay road in Monroe county- add bike facilities in Monroe county. Also add bike facilities (marked paved shoulders) in Bedford township	Bike Path
OTTAWA COUNTY	
Port Clinton Ohio. We have a beautiful waterway and no paths for biking	Bike Path
Many sidewalks in Port Clinton are very poor.	Sidewalks
I live in Lakeside - Marblehead	Improvements
Port Clinton in general	Improvements
Most of Port Clinton	Improvements
Fremont Road in Port Clinton! Folks walk there all the time. There was a bike-vehicle collision on Fremont Road that resulted in a fatality (2022).	Safety
Please do not build a bike trail/path near/up against our property at 22762 West Holt Harrigan Rd in Genoa, Ohio 43430 in Clay Township. We bought the land and are currently building our home there.	Issue

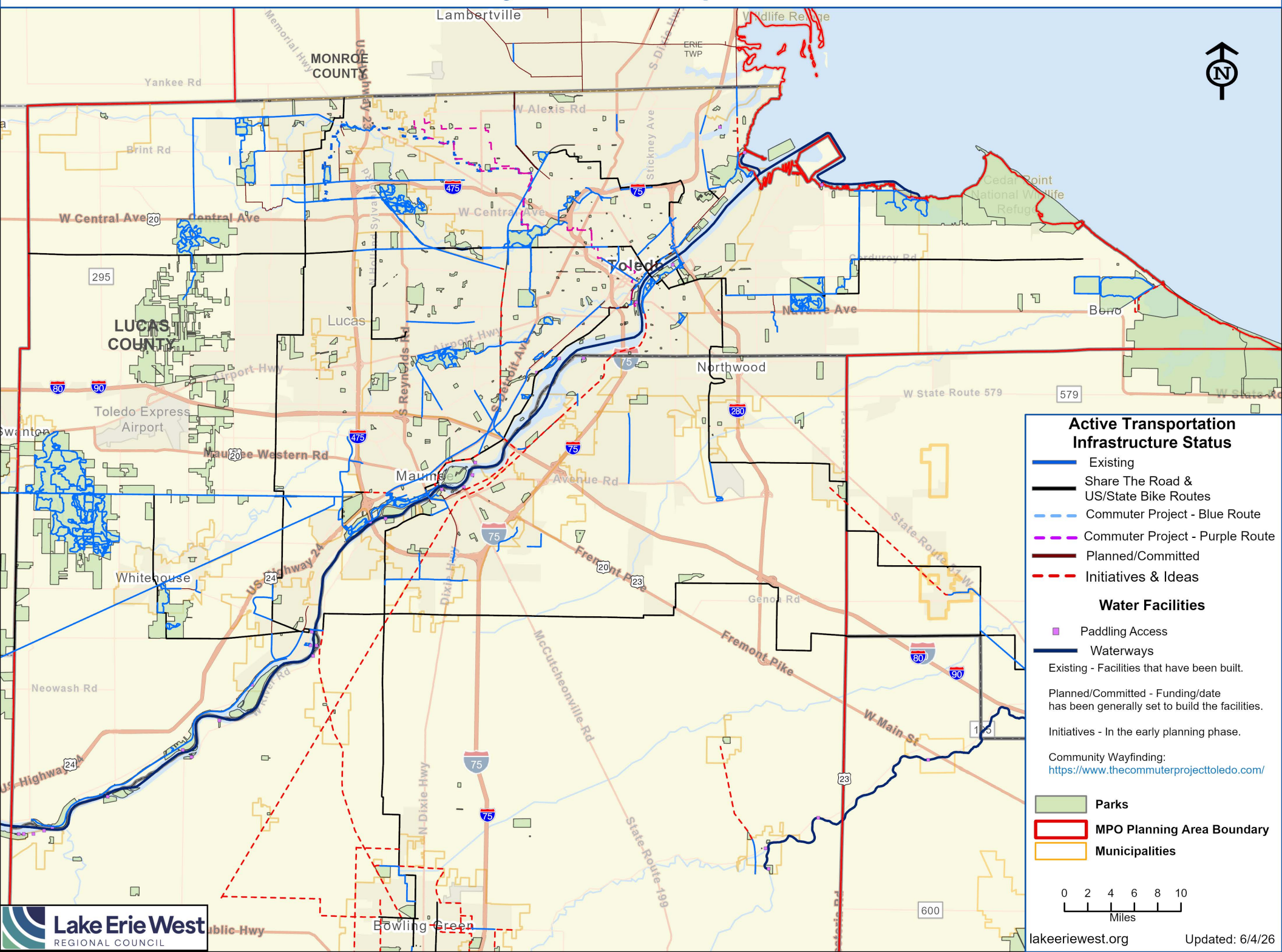
Extend the North Coast Inland Trail to Millbury	Connectivity
Sidewalks improvement needed all over Fremont. Regarding wider sidewalks "causes race track for electric bikes/scooters"	Sidewalks
Put in Bay Rd and Meechen Rd Intersection needs a stop sign, it's presently only a two-way stop, it will be safer as a four-way stop	Safety
SANDUSKY COUNTY	
Comment: it is extremely easy to ride a bike in the larger Fremont, Ohio area. Regarding wider sidewalks: "No! electric bikes speed when passing me! very easy to choose less active streets to ride on. I'm in my 80s!"	Safety
SENECA COUNTY	
I am a volunteer with Cycling Without Age. We provide rides to the residents of Kiwanis Manor and Elmwood at the Shawhan, many of whom have mobility issues. Both of these facilities are near the downtown area with heavy traffic.	Safety
Market St and Main St surrounding Heidelberg University in Tiffin has a lot of uneven surfaces	Improvements
WOOD COUNTY	
Please see map; segments on Oregon Road; slower speed, physical separation between at grade bike path and road.	Bike Path
South Wintergarden Road, Sand Ridge Road Bowling Green. These are heavily traveled, especially by bikes, but also runners. There is no where to hide from cars. If there are two roads that we need bike lanes in BG this is it. This is a corridor to the	Safety
Does not matter on infrastructure if no code enforcement	Safety
Bowling Green needs separate bike lanes and/or bike paths (in addition to the Slippery Elm Trail). "Sharrows" are a joke—no vehicle driver respects bikes on the roadway. The major pedestrian problem in Bowling Green is lack of enforcement. The pol	Bike Path
There is no sidewalk along Conneaut west of Wintergarden Rd	Sidewalks
Lehman ave and Manville ave in BG	Improvements
Can you please connect Copper Beech Townhomes and the Wood County buildings on Napoleon Dr. to the sidewalk that goes into downtown?	Connectivity
We need lots more multiuse paths in the Bowling Green area going north, east, and south all linking up with the Slippery Elm trail and other trails such as North Coast and Wabash Cannonball Trails	Bike Path
North Baltimore residential area	Improvements
I live in Bowling Green and use the Slippery Elm Trail regularly. I would love to eventually see this expanded northward in some fashion (even if it means bike lanes instead of dedicated trails, as I understand	Connectivity
Would love to have more mileage at both ends of Slippery Elm trail to enjoy a safe and beautiful bike ride	Bike Path
RT65 in Perrysburg across from the fort	Improvements
A sidewalk/bike path on Haskins road directly to the BG Community center/pickleball courts--it would make for easy access for lots of people who leave in West BG (bird streets) and beyond!	Sidewalks
New pathways	Bike Path

Multi-use path connecting WW Knight to downtown Perrysburg	Connectivity
199 overpass over 75N. Lots of people use it. A multiuse path connecting it to the sidewalks by the post office would connect this area with downtown Perrysburg.	Connectivity
River road	Improvements
Buck rd, shell gas station	Improvements
East Broadway St, North Baltimore, East Water St and West Water St, North Baltimore Poe Road, North Baltimore Mitchell Road, North Baltimore	Improvements
Sandridge Rd. A school bus once got mad at me because I passed it practically walking by it while it was stopped, and he almost ran me off the road. I reported it but never heard back. Another time, someone threw a cup of coke at me in the middle of day	Safety
I would consider having a membership at the BG Community Center if there were a safe bike path that was available to travel. It is unsafe to ride a bike on Haskins Rd., I would consider riding my bike to work if it were safe to ride a bike on S. Main St,	Bike Path
Perrysburg needs greater connectivity to the east and south, has many truly dangerous intersections for pedestrians and cyclists, and has civil servants/administrators who ONLY care about increasing vehicle volume and speed through the city.	Connectivity
Wood county in general. Rossford and Perrysburg/Perrysburg township.	Improvements
More sidewalk or separated paths are desired on the east side of Bowling Green, including Dunbridge, Campbell Hill, and Napoleon to make it safer to get to campus or out to the Meijer store.	Sidewalks
Older neighborhoods need the most sidewalk improvements	Sidewalks
Improve sidewalks on north grove	Sidewalks
North grove has bumpy sidewalks so I walk on the road instead.	Sidewalks
most streets need a separate bike lane, sharrows are too dangerous	Safety
gypsy lane rd and slippery elm trail	Improvements
At 321 North Summit Street and properties to both sides, the sidewalk is grown over with grass and/or cracked/missing. There are so many other sidewalks in the older neighborhoods of Bowling Green that are like this.	Sidewalks
A pedestrian bridge that crosses the river into Perrysburg.	Connectivity
Perrysburg. More bike lanes. Biking from the Fort to Fremont Pike needs improvement.	Improvements

Appendix I:

Active Transportation Infrastructure Map per County

Lucas County Active Transportation Infrastructure



Active Transportation Infrastructure Status

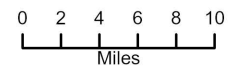
- Existing
- Share The Road & US/State Bike Routes
- - - Commuter Project - Blue Route
- - - Commuter Project - Purple Route
- Planned/Committed
- - - Initiatives & Ideas

Water Facilities

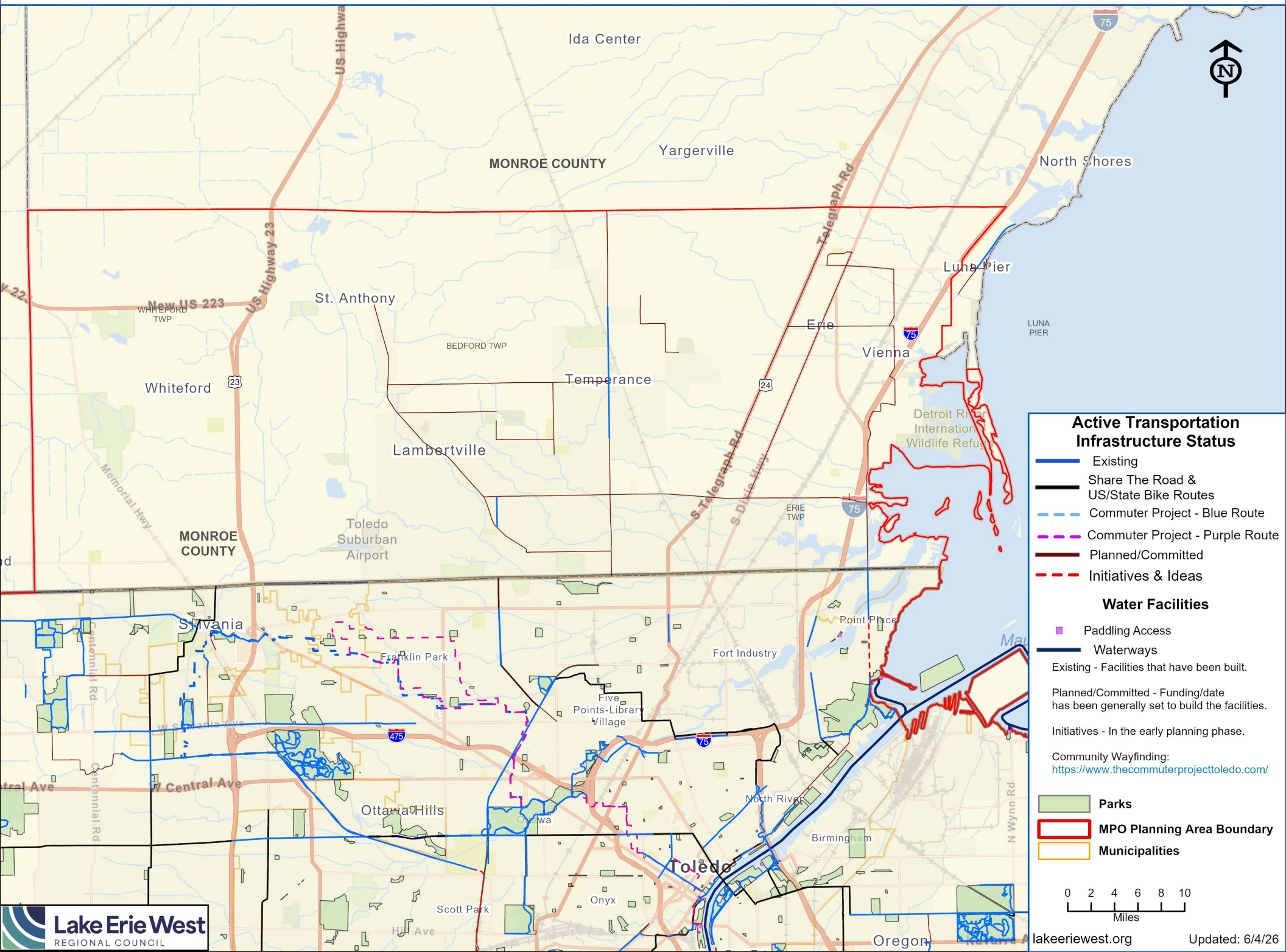
- Paddling Access
- Waterways
- Existing - Facilities that have been built.
- Planned/Committed - Funding/date has been generally set to build the facilities.
- Initiatives - In the early planning phase.

Community Wayfinding:
<https://www.thecommuterprojecttoledo.com/>

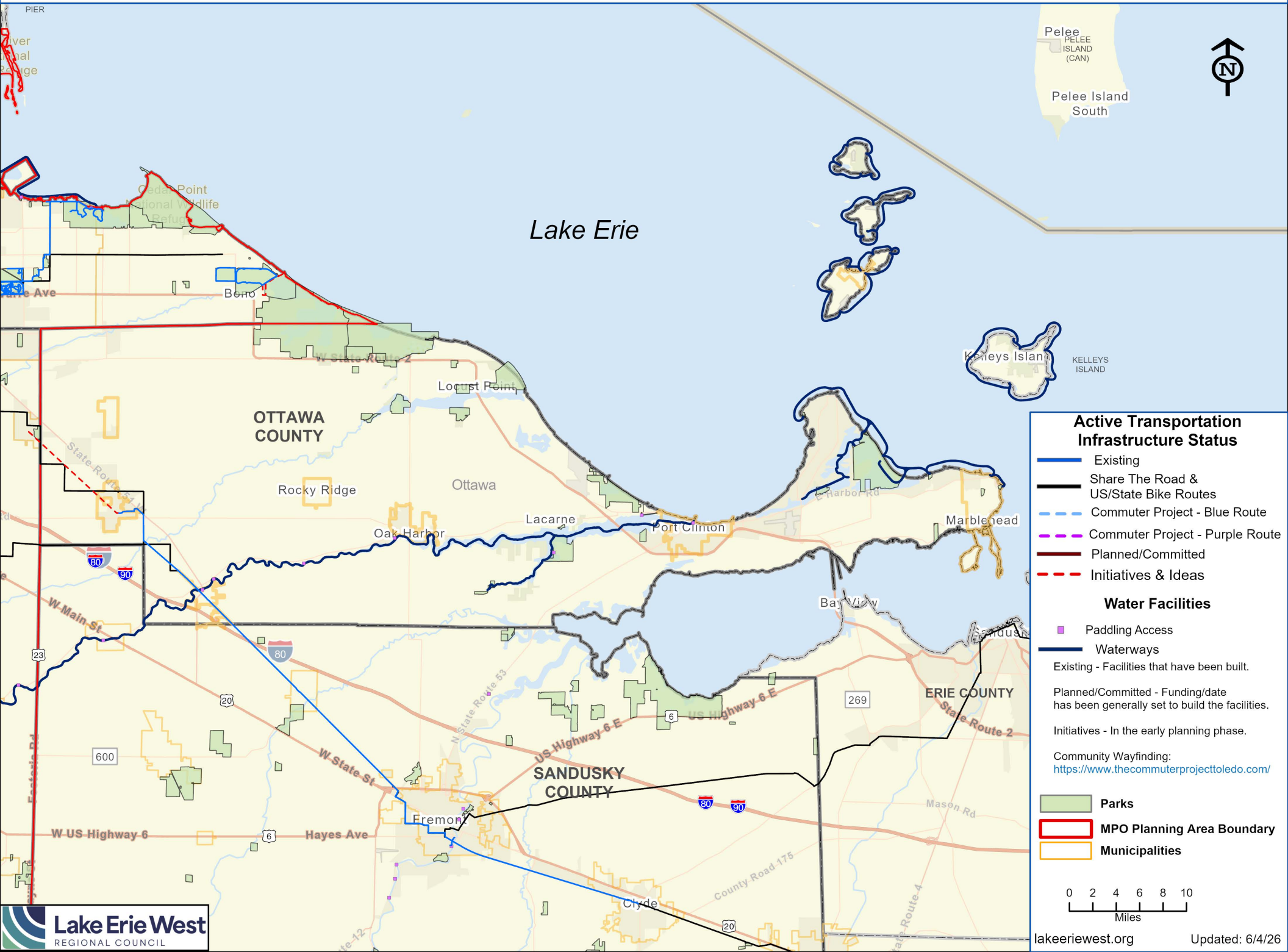
- Parks
- MPO Planning Area Boundary
- Municipalities



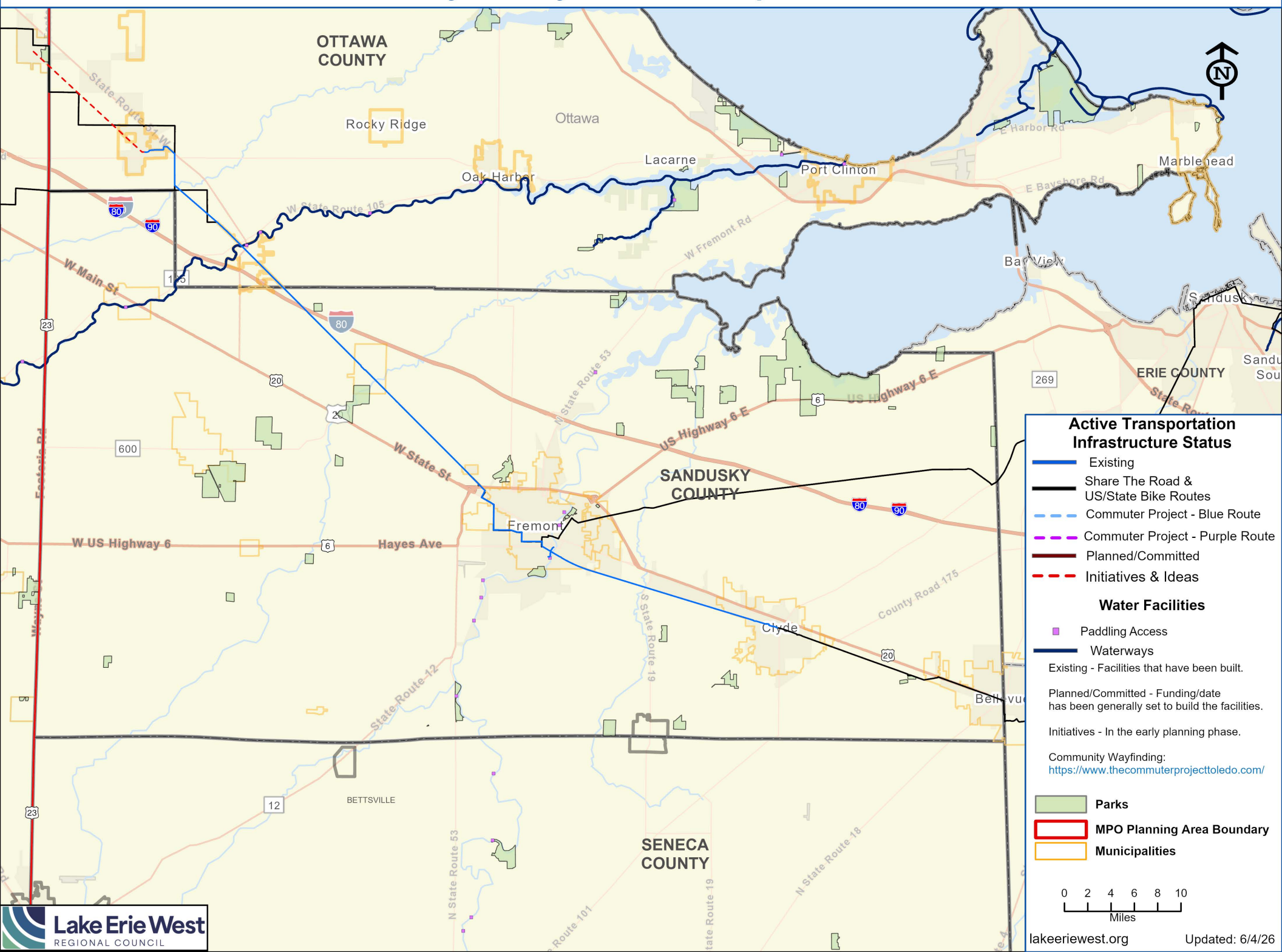
Monroe County Active Transportation Infrastructure



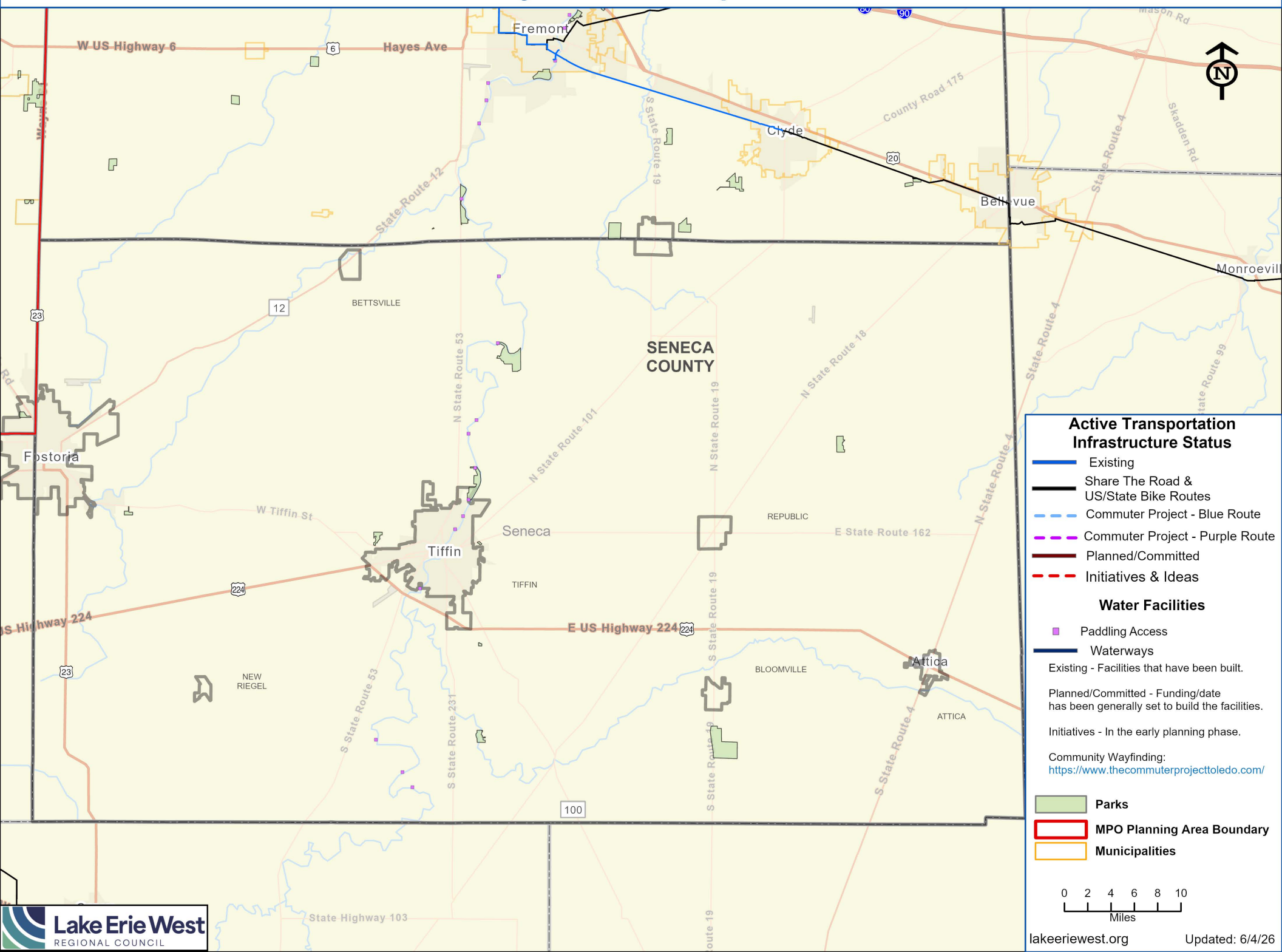
Ottawa County Active Transportation Infrastructure



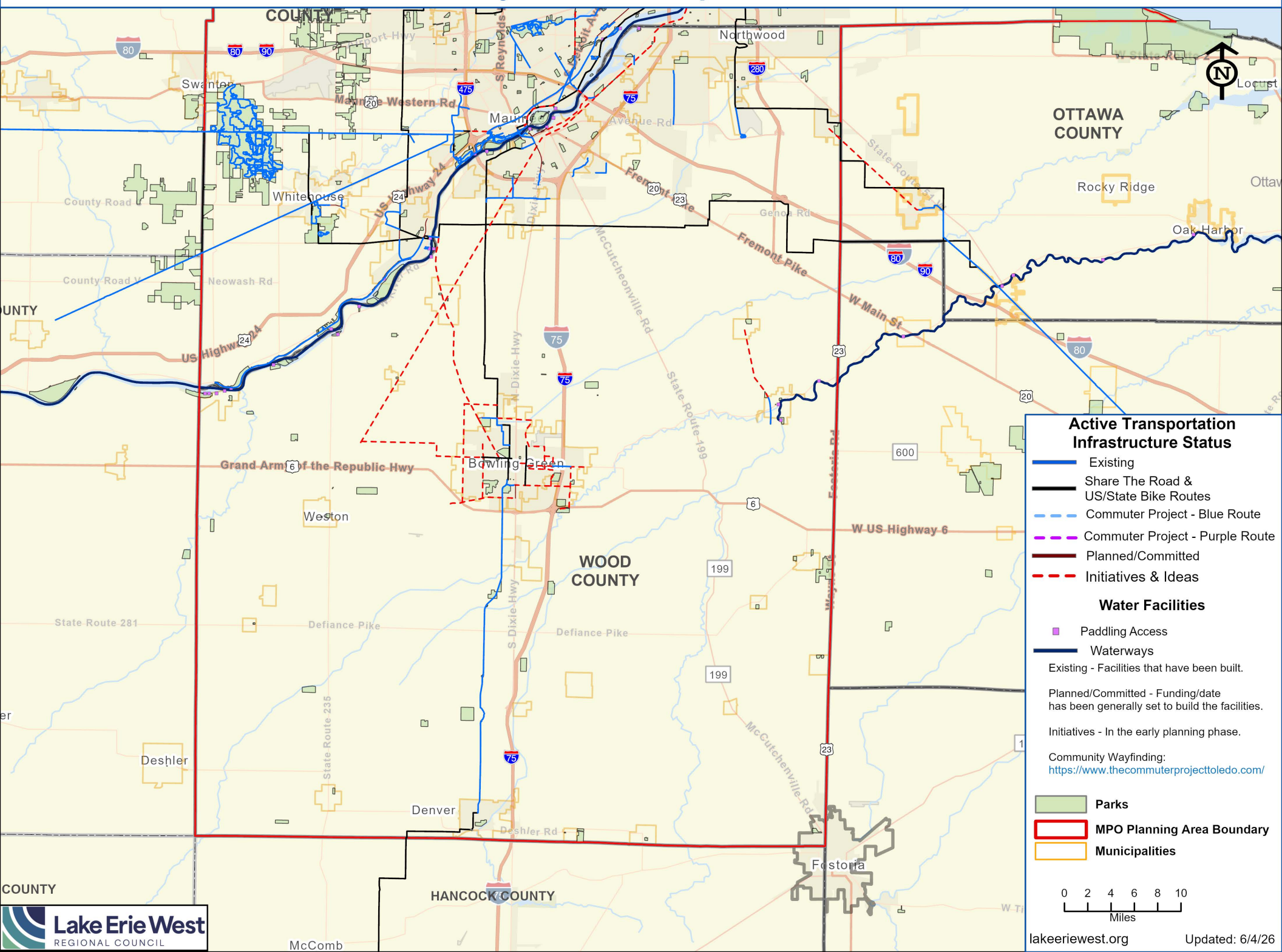
Sandusky County Active Transportation Infrastructure



Seneca County Active Transportation Infrastructure



Wood County Active Transportation Infrastructure



Active Transportation Infrastructure Status

- Existing
- Share The Road & US/State Bike Routes
- - - Commuter Project - Blue Route
- - - Commuter Project - Purple Route
- Planned/Committed
- - - Initiatives & Ideas

Water Facilities

- Paddling Access

Waterways

Existing - Facilities that have been built.

Planned/Committed - Funding/date has been generally set to build the facilities.

Initiatives - In the early planning phase.

Community Wayfinding:
<https://www.thecommuterprojecttoledo.com/>

- Parks
- MPO Planning Area Boundary
- Municipalities

0 2 4 6 8 10
Miles

Appendix J:

Priority Projects in the Adjacent Counties (Ottawa, Sandusky, and Seneca)

Ottawa County Active Transportation Plan (2018) - https://ottawacountyparksoh.org/wp-content/uploads/2020/06/Ottawa-County-ATP.pdf							
Regional	Segment From	Segment To	Length (M)	Type	Unit Cost	Est. Project Cost	Description
North Coast Inland Trail	Sandusky co.	Elmore	2.08	Rail to Trail Path	NA	NA	Completed
	Elmore	Genoa	4.74	Rail to Trail path	\$541,700	\$2,567,658	Design Underway
	Genoa	Millbury, Wood Co.	5.3	Rail to Trail Path	\$345,000	\$1,828,500	
Lake Erie Nature Corridor	Lucas Co.	Central Connector	3.34	New Alignment path	\$452,000	\$1,509,680	In cooperation with parks & refuges
	Central Connector	Davis Besse Connector	4.87	New Alignment path	\$452,000	\$2,201,240	In cooperation with parks & refuges
	SR-19	Toussaint Creek	3.17	Rail to Trail	\$345,000	\$1,093,650	
	Toussaint Creek	Ottawa NWN / Lakeshore D	7.25	New Alignment path	\$452,000	\$3,277,000	In cooperation with parks & refuges
	Ottawa NWR / Lakeshore Dr.	Port Clinton	3.08	New Alignment Sidepath	\$452,000	\$1,392,160	
Portage River Corridor	NCIT, Elmore	Central Connector	5.61	Road Shoulder	\$244,300	\$1,370,523	
	Central Connector	Oak Harbor	5.53	Road Shoulder	\$244,300	\$1,350,979	
	Oak Harbor	Muddy Bay Connector	8.18	Rail to Trail Path	\$345,000	\$2,822,100	Former interurban; new RW required
	Muddy Bay Connector	SR-2	4.51	New Alignment Sidepath	\$452,000	\$2,038,520	
	SR-2	Port Clinton	2.44	New Alignment Sidepath	\$452,000	\$1,102,880	
Peninsula Corridor	Port Clinton	SR-53	4.68	New Alignment Sidepath	\$452,000	\$2,115,360	
	SR-53	Bay Bridge	2.14	New Alignment Sidepath	\$452,000	\$967,280	
	Bay Bridge	Hartshorn Road	3.88	Rail to Trail	\$345,000	\$1,338,600	Former Marblehead & Lakeside Rwy.
	Bay Bridge	Erie co.	1.89	Major bridge involvement		TBD	Joint Project, ODOT involvement
TOTALS:			72.69			\$26,976,130	
County							
Elmore - Woodville Western Connector	Sandusky Co.	NCIT, Elmore	2.46	Road Shoulder	\$244,300	\$600,978	
	Genoa	Clay Center	3.08	Road Shoulder	\$244,300	\$752,444	
	Clay Center	Martin	1.08	Road Shoulder	\$244,300	\$263,844	
	Martin	Wiiston	3.05	Road Shoulder	\$244,300	\$745,115	
	WIliston	Curtice	1.53	New Alignment Sidepath	\$452,000	\$691,560	
Central Connector	Sandusky Co.	Portage River Corridor	2.22	Road Shoulder	\$244,300	\$542,346	
	Portage River Corridor	Rocky Ridge	2.82	Road Shoulder	\$244,300	\$688,926	
	Rocky Ridge	Davis Besse Connector	1.89	Road Shoulder	\$244,300	\$461,727	
	Davis Besse Connector	Ottawa NWN	2.89	Road Shoulder	\$244,300	\$706,027	
	Central Connector	Lake Erie Nature Corridor	4.47	Rail to Trail	\$345,000	\$1,542,150	
Davis Besse Connector	Oak Harbor	County Complex	4.39	New Alignment Sidepath	\$452,000	\$1,984,280	
	County Complex	Ottawa NWR / Lakeshore Dr	4.87	Road Shoulder	\$244,300	\$1,189,741	
Muddy Bay Connector	Sandusky Co.	Portage River Corridor	2.9	Road Shoulder	\$244,300	\$708,470	
Catawba Island (SR-53)	Peninsula Corridor	SR-163	1.08	Road Shoulder	\$244,300	\$263,844	
	SR-163	Miller Ferry	5.01	Road Shoulder	\$244,300	\$1,223,943	Existing; evaluate current standards
	Ferry	Put-in-Bay	1.91	Road Shoulder	\$244,300	\$466,613	Existing; evaluate current standards
South Bass Island	Peninsula Corridor	SR-163	0.69	Road Shoulder	\$244,300	\$168,567	along Hartshorn Road
	Hartshorn Road (N)	Lighthouse	3.45	Road Shoulder	\$244,300	\$842,835	Currently Sharrows
Marblehead-Bayshore Loop	Lighthouse	Johnson's Island Connector	2.13	Road Shoulder	\$244,300	\$520,359	
	Johnson's Island Connector	Hartshorn Road (S)	1.38	Road Shoulder	\$244,300	\$337,134	
	Along Hartshorn Road (S)	Peninsula Corridor	1.03	Road Shoulder	\$244,300	\$251,629	
	Alexander Pike Connector	Bayshore Road	1.69	Signs & sharrows	\$25,000	\$42,250	
	Johnson's Island Connector	Bayshore Road	Cemetary	0.98	Signs & sharrows	\$25,000	\$24,500
TOTALS:			57			\$15,019,282	
GRAND TOTAL:			129.69			\$41,995,412	

Sandusky County Active Transportation Plan (2017)									
Recommnded Facilities	Designated US Bike Routes	Signed Routes	Bike Lane/Paved Shoulder	Side Path	Unpaved Shared use Path	Paved Shared Use Path	Intersection Imporvements	New Trial Bridge (Minor Streams)	New Grade Seperation (Major)
Western Sandusky County Route			23.6						
Pemberville/Wood County Extension			5.2						
Norfolk & Western - Fremont to Burgcon						6.5			
Ballville Extension - Conner Perk			2.7						
Ballville/Tiffin Route - Ohio Power Easement						4.5			
Ballville Extension - Hayes to Wolf Creek perk			3.4			3.1			
Northern Sandusky County Route			2.8	0.6				1	
Penn Central - Green Springs to Castalia						12			
Norfolk & Western - Fremont to Castalia						11			
Blue Heron Extension			2.1						
Sandusky Township/Christy Farm Route						2.6	2	2	
TSCC Campus Access Route				0.5		1.2	1	2	
State St./Muskellunge Creek Rd./Christy Rd.									1
Muskellunge Creek Roed		0.1							
Christy Road		0.8							
Fangboner Road		1.2							1
Rawson Avenue			0.8						
State Route 53			2.6				6		
North Street			0.2						
Moore Street			0.3						
Dickinson Street			0.8						
Wilson Avenue			0.5						
Jefferson Street			0.2						
Bertson Road			1						
Progress Road			0.2						
Tucker Road			0.4						
Buckland Avenue			1.9						
Lutz Street			0.4						
Oakwood Street			0.1						
River Street			0.2						
Tiffin Street			0.1						
Roger Young Park/River Cliff Golf Course						0.9			
Tiffin Road			1.1						
Buchanan Road			1.6						
Stahl Road			1.2						
Morrison Road			0.1						
Birchard Avenue			0.3						
Avis Street			0.2						
Hayes Avenue			0.4						
Fifth Street			0.9						
Walnut Street			0.2						
St. Joseph Street			0.3						
Fargo Street			0.1						
Oaklawn Avenue			0.1						
Stone Street			0.1						
Conner Park to Baker Road						1			
W. Cole Road			1						
Baker Road			0.8						
Rice Road			0.6						

Seneca County Active Transportation Plan (2018) - https://www.tiffinohio.gov/sites/default/files/files/Seneca%20County%20Active%20Transportation%20Plan.pdf							
ID	Name	Facility	Description	Priority	Funding	Scope	Page & Map #
1	Northern Tier Route Fostoria Connector	Signed Route	This signed route connects communities in northern Seneca County to each other, and provides a through route for bicyclists passing through the County. The route connects to the Beaver Creek Reservoir and serves Kansas, Bettsville, and Old Fort. It provides connections to proposed trails connecting to Tiffin, Green Springs, Burgoon, Fostoria, and the North Coast Inland Trail.	1	GSCP, SRTSS	Greater Sandusky County	23, Map 5
2	Burgoon Rail-Trail	Trail	This trail uses an abandoned rail corridor to connect Fostoria with Burgoon and potentially points further north in Sandusky County.	2	COTF SRTS	Fostoria	27, Map 6
3	Fostoria Connectore	Signed Route	This signed route between Fostoria and Tiffin uses low-volume roads to connect Seneca Countys two largest cities. At the eastern end, the signed route connects at the Tiffin University Nature Preserve to a proposed trail along Miami Street (9).	1	GSCP, SRT	Greater Sandusky County	23, Map 5
3	Fostoria Connector	Signed Route	This signed route between Fostoria and Tiffin uses low-volume roads to connect Seneca County's two largest cities. At the eastern end, the signed route connects at the Tiffin University Nature Preserve to a proposed trail along Miami Street (9).	1	GSCP SRTS	Fostoria	27, Map 6
4	New Riegel Rail-Trail	Trail	This trail uses an abandoned rail corridor to connect New Riegel to the proposed Fostoria Connector (3) route and the proposed Mad River Bike Trail Extension (8).	1	COTF, TA, SRTS	Greater Sandusky County	23, Map 5
5	Springville Marsh/Collier State Park Connector	Signed Route	This signed route connects Springville Marsh and Collier State Park via New Riegel. The route's eastern end connects to the Forrest Nature Preserve route (45) where riders can continue onto Tiffin, Bloomville, and Attica.	1	GSCP	Greater Sandusky County	23, Map 5
6	Fort Seneca to New Riegel Connector	Signed Route	This signed route connects Fort Seneca to New Riegel via low volume roads. The route includes the Fry Road bridge.	2	Other	Greater Sandusky County	23, Map 5
7	County Road 11 Route	Signed Route	This signed route connects the northern end of Schekelhoff Park to points north and west, ending west of Bettsville.	2	GSCP	Greater Sandusky County	23, Map 5
8	Mad River Bike Trail Extension	Trail	This trail uses an abandoned railroad right-of-way to extend the Mad River Bike Trail, connecting Adrian to Tiffin. In the short term, Fair Lane in the Seneca County Fairgrounds Complex could be opened to people walking and biking.	2	COTF	Tiffin	29, Map 7
9	Miami Street Trail	Trail	The Tiffin University Nature Preserve and the Paradiso Athletic Complex are both located on Miami Street on the outskirts of the City of Tiffin. There is currently a sidewalk on the south side of Miami Street that extends west to Birchwood Drive. This recommendation would extend it to the Nature Preserve entrance and widen it into a shared use path (trail) at least 10 feet wide. The shared use path would connect to the Mad River Bike Trail and the existing path along Frost Parkway. The recommendation will provide a high-quality pedestrian and bicycle connection through the area, improving access to downtown Tiffin, the Nature Preserve and Tiffin University's athletic facilities.	3	GSCP TA	Tiffin	29, Map 7
10	Mercy Community Nature Preserve Connector	Trail	This trail connects Route 224 and the proposed Mad River Bike Trail extension (8) to the Mercy Community Nature Preserve and its trail network by way of Mercy Tiffin Hospital. If completed in concert with the Mad River Bike Trail extension, hospital staff and visitors living in Tiffin will be able to easily arrive on foot or by bicycle instead of driving.	3	GSCP TA	Tiffin	29, Map 7
11	Casa Drive Connector	Shared Lane Markings	These shared lane pavement markings or "sharrows" connect the proposed Miami Street Trail (9) to Fair Lane and the proposed Mad River Bike Trail extension (8). The corridor is important because it guides bicyclists to cross Market Street at a signalized intersection. At the south end of the corridor, a short trail segment will be needed to connect to Fair Lane and the proposed trail.	2	TA	Tiffin	29, Map 7
12	Hopewell/Euclid/Ella Connector	Shared Lane Markings	This facility is part of a larger route that connects the Mad River Bike Trail across the city to the proposed St. Francis Trail (17) and Hedges-Boyer Park.	1	TA	Tiffin	29, Map 7
13	River Road Trail	Trail	This facility connects the Mad River Trail to the trail along the Mad River that parallels Shepherd Drive across from Tiffin Middle School. The trail connects across the Ella Street bridge before turning up River Road South, crossing Sandusky Street, and connecting into the Mad River Bike Trail. The trail will make it safer and easier for middle and high school students to walk and bike to school.	2	TA SRTS	Tiffin	29, Map 7
14	Union Street Connector	Trail	This facility between Union Street and Charlotte Street connects existing trail segments, allowing pedestrians and bicyclists to travel from Third Street to Ella Street without interacting with motor vehicles.	2	TA	Tiffin	29, Map 7
15	Martha Street Trail	Trail	This trail in the public right-of-way connects the existing trail along Shepherd Drive to Sycamore Street. It is part of a larger route connecting the Mad River Bike Trail to Hedges-Boyer Park.	1	GSCP	Tiffin	29, Map 7
16	Gibson/St. Francis Connector	Shared Lane Markings	This facility is part of a larger route between the Mad River Bike Trail and Hedges-Boyer Park. It consists of shared lane markings and a short trail segment connecting Brookwood Park to Hampden Park.	1	GSCP	Tiffin	29, Map 7
17	St. Francis Trail	Trail	This facility connects St. Francis Avenue to Opportunity Park at Infirmary Road. The northern portion of this alignment is on-street through the convent before transitioning to an existing trail with its own underpass to cross Benjamin Franklin Highway. At the end of the existing trail, a new trail should be constructed along property lines onto the County's property along Melmore Street and Infirmary Road.	2	GSCP	Greater Sandusky County	23, Map 5
18	Hedges-Boyer Connector	Shared Lane Markings	This facility is part of a larger route that connects the Mad River Bike Trail to Hedges-Boyer Park. Street connectivity in this part of Tiffin make alternate connections or facility types impractical.	1	TA	Tiffin	29, Map 7
19	Front-Madison Route	Shared Lane Markings	This facility will connect the Front Street Trail to the Rock Creek Trail across downtown Tiffin. Longer-term, the Front Street Trail could be extended up Front Street to Madison Street. With street reconstruction, Madison Street's northern sidewalk could be widened to trail width to seamlessly connect pedestrians and bicyclists across the city.	1	SRTS	Tiffin	29, Map 7
20	Monroe Street Connector	Shared Lane Markings	This short facility connects the end of the Mad River Bike Trail to the Frost Parkway Trail.	1	TA	Tiffin	29, Map 7
21	South Washington Street	Shared Lane Markings	This facility connects the Frost Parkway Trail to Madison Street and downtown Tiffin.	1	SRTS TA	Tiffin	29, Map 7
22	Frost Parkway Extension	Trail	current sidewalks are narrow and severely deteriorated. The trail will provide a more accessible walking and biking connection from the neighborhood north of Harrison Street to downtown Tiffin. This trail connection is part of a larger route connecting downtown Tiffin to Schekelhoff Park	2	TA	Tiffin	29, Map 7
23	Water Street	Shared Lane Markings	Shared lane markings between Harrison Street and Elwood Street along Water Street will help define a bicycle route between downtown Tiffin and Schekelhoff Park.	2	TA GSCP	Tiffin	29, Map 7
24	Nature Trails Park Trail	Trail	A trail should connect Elwood Street to Huss Street via Nature Trails Park. This connection is part of a larger route connecting downtown Tiffin to Schekelhoff Park, but it will also provide local connectivity to Nature Trails Park.	2	GSCP	Tiffin	29, Map 7
25	Riverside Drive	Shared Lane Markings	This recommendation connects downtown Tiffin to Kernan Park.	1	GSCP	Tiffin	29, Map 7
26	Hunter Street Connector	Shared Lane Markings	This recommendation connects Riverside Drive to start of proposed Carrothers Rail Trail (28).	2	Other	Tiffin	29, Map 7
27	Green Springs Rail Trail	Trail	This trail connects Tiffin and Green Springs along an abandoned railroad right-of-way.	3	COTF	Tiffin	29, Map 7
28	Carrothers Rail Trail	Trail	This trail connects Tiffin to Carrothers by way of Bloomville along an abandoned railroad right-of-way.	3	COTF	Tiffin	29, Map 7

29	Sarah Street Connector	Shared Lane Markings	This on-street connection links Rock Creek Trail at Heidelberg University with the proposed Carrothers Rail Trail (28).	2	TA	Tiffin	29, Map 7
30	Hedges-Boyer Spur	Trail	This is a conceptual alignment for a trail spur connecting Hedges-Boyer Park to the proposed Carrothers Rail Trail (28). Identifying the actual corridor would result from planning process and property owner consultation.	2	COTF	Tiffin	29, Map 7
31	Huss Street Route	Shared Lane Markings	This facility connects Oakley Park to Junior Home Park and Kernan Park.	2	GSCP	Tiffin	29, Map 7
32	North Washington Route	Shared Lane Markings	This route connects Oakley Park to the Tiffin Bark Park along North Washington Street. At its northern end, this facility connects to a proposed trail west to Maule Road (33).	3	GSCP	Tiffin	29, Map 7
33	Windbreak Trail	Trail	Together with Project 32, this trail along the windbreak would connect Tiffin residents to jobs at American Fine Sinter.	3	TA	Tiffin	29, Map 7
35	South Washington Route	Shared Lane Markings	This route links routes 21,49 and 50 along South Washington Street through Downtown. The route should include additional markings and signage alerting drivers to the presence of cyclists.	1	TA	Tiffin	29, Map 7
36	River Road Route	Signed Route	This route connects Old Fort to Tiffin along the east side of the Sandusky River. This is a popular corridor with recreational bicyclists. Appropriate signage will help improve motorist awareness of bicyclists along this corridor. The route also connects to Steyer Nature Preserve.	1	GSCP, SRTS	Greater Sandusky County	23, Map 5
37	North Water Street Trail	Trail	This trail along the northbound side of North Water Street is the final link in a set of facilities that connect Schekelhoff Park to downtown Tiffin.	2	GSCP	Tiffin	29, Map 7
38	Plank Road Trail	Trail	This facility connects north from Clinton Park across the County Road 38 bridge to North River Road. In concert with other recommendations, this trail will allow pedestrians and bicyclists to travel from Ellwood Street up to County Road 38 without interacting with motor vehicles.	1	COTF	Greater Sandusky County	23, Map 5
39	North Coast Inland Trail Connector	Trail	This trail, largely along utility easements, connects the Old Fort area to the North Coast Inland Trail. This recommendation occurs largely in Sandusky County, and is also recommended as part of their active transportation plan. Seneca County has identified connecting to the North Coast Inland Trail as a plan priority.	1	COTF TA	Greater Sandusky County	23, Map 5
40	County Road 43 Route	Signed Route	This route connects Beaver Creek Reservoir to the proposed Carrothers Rail Trail (28).	2	GSCP	Greater Sandusky County	23, Map 5
41	Eastern County North/South Route	Signed Route	This route along Lodi-Colby Road traverses the entirety of the county from north to south.	2	Other	Greater Sandusky County	23, Map 5
42	Sorrowful Mother Connector	Signed Route	This signed route directs bicyclists to the Sorrowful Mother Shrine.	2	Other	Greater Sandusky County	23, Map 5
43	Township Road 106 Route	Signed Route	This route connects Infirmary Road to Lodi-Colby Road.	2	Other	Greater Sandusky County	23, Map 5
44	Hemminger Road Route	Signed Route	This route connects North River Road to Lodi-Colby Road largely along Hemminger Road.	2	Other	Greater Sandusky County	23, Map 5
45	Forrest Nature Preserve Route	Signed Route	From west to east, this route connects the County Complex with Forrest Nature Preserve, Bloomville, and Attica.	2	TA, GSCP, SRTS	Greater Sandusky County	23, Map 5
46	Rosa Street Rock Creek Spur	Trail	This facility connects Rosa Street to the Rock Creek Trail at the Hidden Valley Soccer Complex to improve access to the trail and to Hedges-Boyer Park.	3	GSCP COTF	Tiffin	29, Map 7
47	Scheiber Street Rock Creek Spur	Trail	This facility connects Scheiber Street to the Rock Creek Trail, improving routing options for pedestrians and bicyclists trying to enter or leave Hedges-Boyer Park and the Rock Creek Trail network.	3	GSCP COTF	Tiffin	29, Map 7
48	Glenn Street Connector	Shared Lane Markings	This route connects Hedges-Boyer Park to Krout Elementary School.	2	SRTS	Tiffin	29, Map 7
49	Sycamore Street	Trail	Widen the sidewalk on the southbound side of Sycamore Street from Union Street to proposed Martha Trail (15). This new trail, in concert with the Monroe Street Separated Bike Lane (49) and other connected recommendations, greatly improve walking and biking access to the city's schools and downtown.	3	TA SRTS	Tiffin	29, Map 7
50	Coe Street	Shared Lane Markings	This facility connects the end of the Jefferson Street Separated Bike Lanes (51) to Hedges-Boyer Park along Coe Street.	1	Other	Tiffin	29, Map 7
51	Culbertson Stret	Shared Lane Markings	This route follows Culbertson Street on the north side of Fostoria, Jackson Park to County Line Street and the proposed Portage Park Spur (54).	2	Other	Fostoria	27, Map 6
52	Vine Street	Shared Lane Markings	This route follows Park Street and Vine Street.	1	Other	Fostoria	27, Map 6
53	Woodland-Hissong Route	Shared Lane Markings	This route follow Woodland Avenue / Hissong Avenue to the north of Foundation Park.	2	GSCP	Fostoria	27, Map 6
54	Portage Park Spur	Trail	This proposed trail would widen the sidewalk along County Line Street and McCutchensville Road, creating a shared-use sidepath that leads to Portage Park	3	GSCP COTF	Fostoria	27, Map 6
55	Union Street	Shared Lane Markings	This route follows Union Street for much of the length of Fostoria, from Foundation Park to the proposed Portage Park Spur (54).	1	GSCP SRTS	Fostoria	27, Map 6
56	North Street	Shared Lane Markings	This route crosses Fostoria from east to west along North Street and leads to the existing trail around Lamberjack Lake.	1	GSCP SRTS	Fostoria	27, Map 6
57	West Fostoria Loop	Signed Route	This route follows low-volume roads to the west of Fostoria, starting at Lamberjack Lake, leading out to Tr 261, and looping back to Foundation Park.	3	GSCP	Fostoria	27, Map 6
58	Park Avenue Cut-Through	Signed Route	This signed route cuts through a parking lot to allow continuity from the Culbertson Street (51) to Vine Street (52) routes.	2	Other	Fostoria	27, Map 6
59	Town-Buckley Route	Shared Lane Markings	This route along Town Street/Buckley Street would connect the rest of the proposed network in Fostoria to the proposed Burgoon Rail-Trail (2).	2	SRTS	Fostoria	27, Map 6

Appendix K:

Regional Active Transportation Plan Draft – Public Review Comments

From: [Rajesh Nagisetty](#)
To: [Dan Marsalek](#)
Cc: [Sean Sammon](#)
Subject: Re: Correction to Draft ATP
Date: Tuesday, May 5, 2026 8:48:57 AM
Attachments: [image.png](#)

Dan,

Thanks for sending these corrections. We will update the ATP accordingly.

Best,

Raj

Rajesh Nagisetty, MPH

Program Manager, Transportation



nagisetty@tmacog.org
phone: (419) 820-4515

300 Dr. Martin Luther King Jr. Drive, Suite 300
Toledo, OH 43604
lakeeriewest.org

Note: Toledo Metropolitan Area Council of Governments is now Lake Erie West Regional Council.



[Book time to meet with me](#)

From: Dan Marsalek <dmarsalek@outdoorsylvania.com>
Sent: Monday, May 4, 2026 1:57 PM
To: Rajesh Nagisetty <nagisetty@lakeeriewest.org>
Subject: Correction to Draft ATP

Hi Raj -

Can the following correction be made to the draft ATP on page 79 of 93?

PID 121615 ~~The Olander Park System~~ (Change to: Outdoor Sylvania Community Parks)
Project in Lucas County to construct approx. 1.75 miles of shared use path to extend the University/Parks Trail from Centennial Rd. to Sylvan Prairie Park. This extension will be the final connector to provide approx. 20 miles of continuous trail in Lucas County. 2029
~~\$2,360,000~~ (cost updated, change to: \$3,200,000)

Thanks -
Dan

Dan Marsalek

Project Manager

Outdoor Sylvania Community Parks

6930 Sylvania Ave.

Sylvania, Ohio 43560

Phone: 419-882-8313 ext. 1013

Cell: 419-360-1606

E-Mail: dmarsalek@OutdoorSylvania.com

www.OutdoorSylvania.com



(Formerly: The Olander Park System)

Outdoor Sylvania Community Parks will be the catalyst for enriching the community by creating spaces for celebrating, contemplating, and engaging with nature and each other.

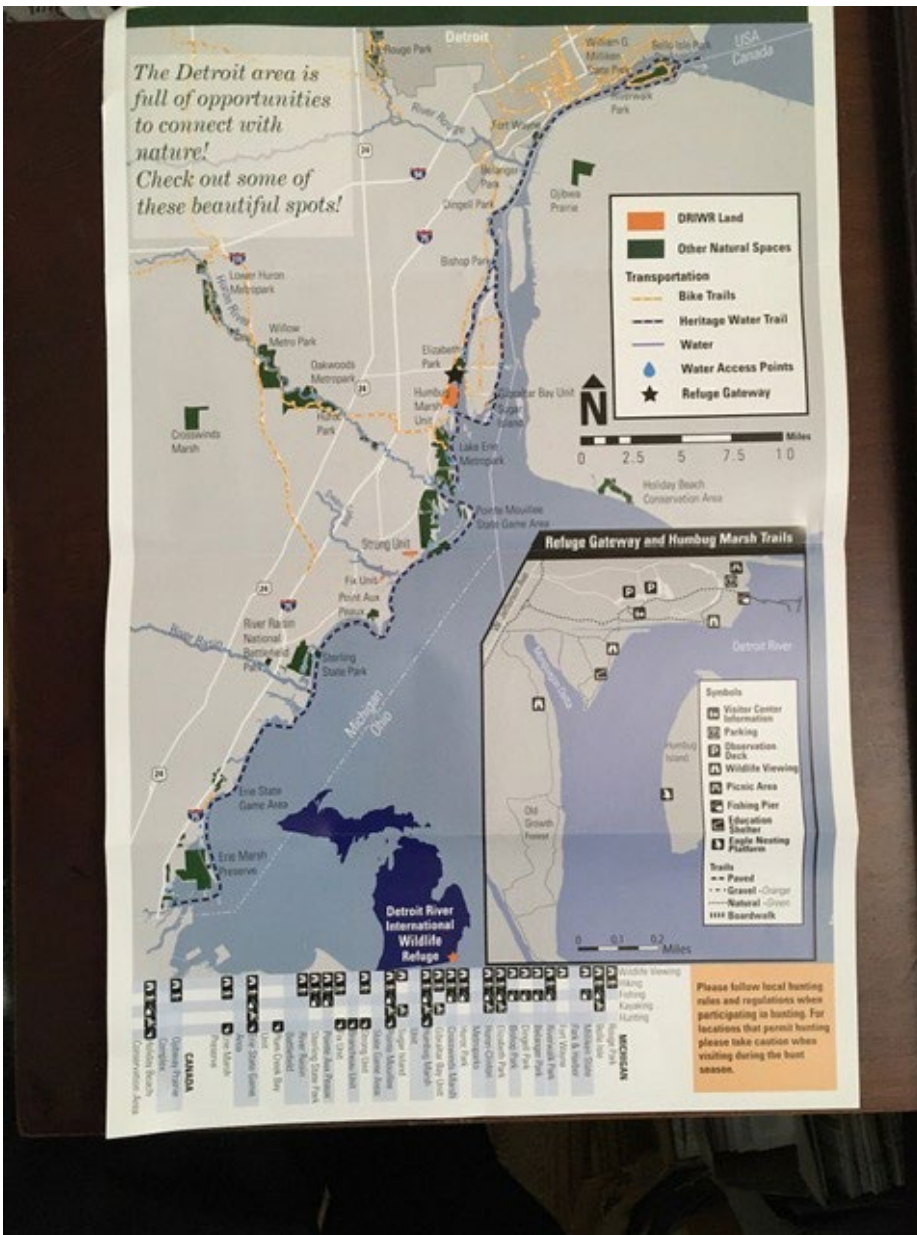
Outdoor Sylvania Community Parks is committed to connecting our community to the outdoors through exceptional parks, trails, programs and natural areas.

From: Richard Micka
To: Sean Sammon
Subject: Re: Lake Erie West/Regional Active Transportation Plan
Date: Wednesday, May 13, 2026 8:26:38 AM

Mr. Samson: I found the "Great Lakes Way" on Page 37 of the Regional Active Transportation Plan. On the other hand, I have not found any reference to the Detroit River International Wildlife Refuge (DRIWR). The boundary for the DRIWR is the entire western coast of Lake Erie (see documents attached). This orientation is designed to enhance the ecological and recreational parameters of the Ottawa National Wildlife Refuge as part of the Lake Erie West Regional Council communities. The DRIWR is an anchor point for the Iron Belle Trail and is a Heritage Site for the Great Lakes Way in Trenton, Michigan. All of the amenities associated with the DRIWR have non motorized components as indicated in the attached flyer. The overriding insinuation is that the DRIWR is Lake Erie West . The official DRIWR boundary was established by Congress in 2001 and it incorporates National Priority Areas of Canada as well. This may be useful as an adjunct to the Regional Active Transportation Plan being advanced by the Lake Erie West Regional Council.

Richard Micka
47 E. Elm Avenue
Monroe, Michigan 48162
(734)242-0909
rgm47@comcast.net Xxxx.





Sent from my iPad

> On May 12, 2026, at 12:37 PM, Richard Micka <rgm47@comcast.net> wrote:

>

> Mr. Sammon: Years ago, I was involved with a group of people from Toledo who introduced a geographical concept called Lake Erie West. They strived for years to get that symbol off of the ground but it eventually just faded away. Now, TMACOG has been transformed into the Lake Erie West Regional Council. This is a historic event and will serve this community on a global scale. When addressing the "Goals" set forth for the Regional Active Transportation Plan, Goal 1 - Develop and expand the regional multiuse path network and connect to other regional or statewide facilities, be advised that there is a transportation system designated as the "Great Lakes Way". This has taken on a wide range of public activity around the Great Lakes including Canada. The Southeast Michigan Council of Governments (SEMCOG) has sponsored this wide ranging non-motorized public transportation system. Go to Great Lakes Way online for details. The Lake Erie West Regional Council (LEWRC) needs to collaborate with the Community Foundation of Southeast Michigan to enhance Lake Erie West as part of the Great Lakes Way.

> Richard Micka (734)242-0909 rgm47@comcast.net

12:22 PM Tue May 12

37%



AA

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Great Lakes Way - Yahoo Sear...

The Great Lakes Way - CFSEM...

Community
Foundation
FOR SOUTHEAST MICHIGAN

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GREAT LAKES WAY

[ABOUT](#) [INTERACTIVE MAP](#) [REPORTS](#)



The Vision for The Great Lakes Way

All residents and visitors of southeast Michigan are **connected to and benefit from world-class freshwater, wildlife, recreation, and heritage** right in our backyard through a Great Lakes Way.

THE GREAT LAKES WAY



Vision: All residents and visitors of southeast Michigan are connected to and benefit from world-class fresh water, wildlife, recreation, and heritage right in our backyard through a Great Lakes Way – an interconnected set of 350 miles of greenways and 150 miles of blueways stretching from southern Lake Huron through western Lake Erie that provides access for all ages and abilities.

The purpose of the Great Lakes Way is to strengthen and define the greenways and blueways of the Huron-Erie corridor and ensure each of us—people of all ages, backgrounds, ethnicities and interests—feels welcomed and shares in its benefits.

This map is a vision for the future and depicts how we will connect Lake Huron to Lake Erie and how we will connect residents to the unique amenities in the region. The Great Lakes Way is rich with world-class fisheries, forests, parks, urban centers, small village towns, preserved old growth woodlands, restored wetlands, rich history, and working waterways. Traversing through the Great Lakes Way offers experiences that can only be found here.

Creation of the Great Lakes Way brings together the collective assets of Monroe, Wayne, Macomb, and St. Clair counties. By designating these greenways and blueways as the Great Lakes Way, the region can focus on the important linkages still to be developed.



Community Foundation
FOR SOUTHEAST MICHIGAN

For more information, visit
greatlakesway.org

>
>
> Sent from my iPad

From: [Ali Watkins](#)
To: [Sean Sammon](#)
Subject: Public Transportation Plan
Date: Monday, May 4, 2026 11:48:47 AM
Attachments: [verticallogofoforemailsignature_334e7775-38f5-454c-8cbd-f4fa683ed730.jpg](#)

Hello. I'd like to submit the following public comments, please.

One of the largest barriers to receiving treatment and accessing resources for probation clients is a lack of public transport. The city has BG Transit which is valuable, but not accessible to people in rural settings. Rideshares are few and far between, and getting to the larger Metro areas is nearly impossible unless the defendant can afford it. This problem has plagued the court for years. Court staff have used their own money to get people where they need to be. I fully support developing a public transportation system to reach folks outside of the city limits or who need to return home in a neighboring county.

BG is a walkable city for the most part. I don't think that many people who live within the city limits realize that or they're not interested in non-motorized transport. I feel that if we put energy into promoting walking, biking, using scooters, etc, and linking trails to outlying neighborhoods like the "bird streets" more people may take advantage of it. Promoting the sustainable aspect of using non-motorized transport is an important piece of that.

I think we need more bike lanes and signage for respecting cyclists and being aware of the bike lanes. Likewise, education for cyclists to obey traffic laws would be beneficial.

Thank you,

Effective 9/29/2025 our email address has changed from @bgohio.org to @bgohio.gov. Please update your records.



Ali Watkins

Chief Probation Officer/Bailiff
Probation Department
711 S Dunbridge Rd
Bowling Green, Ohio 43402
(419) 352-5263 ext 3103
awatkins@bgohio.gov

Effective 9/29/2025 our email address has changed from @bgohio.org to @bgohio.gov. Please update your records.

From: [Amira Nur](#)
To: [Sean Sammon](#)
Subject: Comment - Active Transportation Plan
Date: Wednesday, May 20, 2026 7:24:58 PM

Comment collected on May 20th at the Ride of Silence.

A cyclist was injured and broke 2 ribs after an accident with a driver at Westwood and Bancroft. The driver made a right hand turn and collided with the cyclist. Driver later admitted to seeing the cyclist and said she expected him to stop.

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From: [Christopher Smalley](#)
To: [Sean Sammon](#)
Subject: 2026-2030 Regional Active Transportation Plan draft comments
Date: Wednesday, May 27, 2026 3:02:28 PM
Attachments: [image001.png](#)
[image002.png](#)
[June 3, 2026 TAC Agenda.pdf](#)

Hi Sean,

I was giving the 2026-2030 Regional Active Transportation Plan draft a quick look over and had a couple of notes to share. In no specific order, they are:

Page 76 – the Slippery Elm Trail repaving project needs to be updated. It shows the old 7-mile project and timeline versus the current ODOT Special solicitation paving of the full 13 miles which will start next month.

Page 83- the Chessie Circle Trail portions listed are the Lucas County sections, but it's in the Wood County Project Table. Under Wood County it should show the Wood County portions from W.W. Knight east to Bates and beyond.

Page 22 – The Park Trail data in green is misleading. You show only the green in Lucas County on the Metroparks Toledo properties. I'm sure it's because Metroparks is one of the few folks with their own inhouse GPS & GIS staff. There are trails in lots of other parks in each of the counties. Not everyone has the same level of resources to gather and share data.

If you have any questions, please give me a call. I'll try to look it over again if I get a chance. Take care.

-Chris

Chris Smalley

Executive Director
Wood County Park District
[18729 Mercer Road, Bowling Green, OH](#)
Office | 419-353-1897
Fax: | 419-353-7765
CSmalley@wcparks.org
wcparks.org

From: [Jasper](#)
To: [Sean Sammon](#)
Subject: Regional Active Transportation Plan public comments
Date: Saturday, May 30, 2026 1:26:26 PM

Hello, my name is Jasper, I live in Toledo and have been getting around without a car for three years now. I primarily use an electric bike. I have a few comments for the plans based on my experiences.

-I think #1 relevant and important thing is that Toledo's sidewalks are in dire need of repair. For the first few months of being a cyclist I stuck to the sidewalks, feeling it'd be safer than riding next to cars. But 9 out of 10 streets have dangerous sidewalks. Rows of trees are planted just a foot alongside them, and then they go decades without maintenance, and shift the paving above the roots like tectonic plates. I was knocked off my bike multiple times just by uneven paving stones, injured pretty severely twice. It always makes me realize, as well, that the sidewalks are completely unusable to anyone with mobility issues. There are many spots where an entire paving stone is missing; there are even spots where the sidewalks have been left to crumble away under grass, untouched for who knows how long. Additionally, there are many many spots where there are no curb cuts whatsoever, another thing I notice on my heavy bike and realize would be even worse for people with mobility issues.

-My neighborhood, the old south end, is mostly cut off from the rest of the city by Anthony Wayne Trail. the Trail has some parts of it where a bike path runs alongside it, but these segments are not connected, parts of it even ending in the middle of a field of grass with no outlet. trying to navigate Around the trail is difficult and brings you down less efficient, winding roads, often with no sidewalks and riddled with potholes.

-Before I moved to this neighborhood, my commute took me through Detroit Ave often, specifically the stretch that goes under the train tracks. The train tracks are a major factor that make navigating Toledo without a car difficult. If a crossing like Detroit is closed, the next nearest crossing is miles away; and I'm not sure if they've fixed it by now, but specifically those sidewalks along that stretch of Detroit were an Issue. one side had a big hole and a whole missing paving block, the other side is up against shrubs that overgrew the sidewalk every year.

-still relating to train crossings: a boon to me in the old south end has been a very old, very forgotten little bridge over the tracks, hidden away behind the highway overpass that crosses Emerald Ave and Broadway. It's extremely car inaccessible, but a quick and safe shortcut for anyone on foot or bike (though would be safer if it were maintained...). I would love to see more, and actually intentional, shared-use paths that cross over or under the tracks, or the highways, which similarly cut and make inaccessible vast parts of the city.

-when there is not a separate bike path available, bikes are best ridden on the side of the road. Toledo seems to deprioritize fixing potholes on the shoulder. many roads will have patches in their center, but not the sides. the stretch of Collingwood south of Monroe is particularly bad. It's dangerous to cyclists and makes you have to take the damage or swerve into the road.

-bike lanes are very nice and always appreciated, but it is not ideal when they are literally just the shoulder with no separation whatsoever. it's also preferable for parking spaces for cars to be between traffic and the bike lane.

-Toledo would benefit from more bike racks. the sculptural racks downtown are awesome. I have noticed particularly, all of the medical centers - promedica, utmc, st. vincent, there is never anywhere for bikes.

-it would be great to see more improvements made to generally being able to navigate the Greater City As A Whole without a car; most improvements are concentrated in specific areas that are already pretty cyclist and pedestrian friendly, whereas if I need to cross AWT, follow Airport Highway, get around Central, or get up to library village, it's quite a different story, and tends to feel pretty dangerous.

-TARTA busses have bike racks on the front, but they don't fit fat tire bikes, which I've been seeing more and more of, especially as more and more people ride e-bikes.

-MAJOR thing: we have a lot of pedestrians. they carry things, they empty the things, there is nowhere to throw them away so they throw them on the ground. no one is picking them up. I have been stranded by flats dozens of times. I carry tire repair kits with me now, but it's still a lot of work, and god, a lot of anxiety. there are entire stretches of sidewalk and road shoulder littered with glass. at the Very Least, we need more public trash cans around.

-I hate, hate, hate the VEO bikes and scooters - I feel they are extremely exploitative. they rent by the minute, financially encouraging you to go as fast and unsafely as possible; they encourage you to use the unsafe sidewalks, which also endangers pedestrians; they encourage you to park them on the sidewalks!; they encourage you to use them at night or when you're inebriated with no experience or training; they drain your money dry simply because there is nowhere around to buy affordable electric bikes or scooters. I have never been able to afford Wersell's; Toledo Bikes is legally unable to work on or offer e-bikes. there ARE affordable e-bikes; if they weren't rentals, Veo vehicles would be those. electric bikes and scooters are a very good option for anyone with low income, but there are little to no local avenues for getting one.

thank you for your work!

From: [Keane](#)
To: [Sean Sammon](#)
Cc: [county comm heinzerling#4](#); [COUNTY COMM LIEVENS](#)
Subject: Lake Erie West transportation survey
Date: Monday, June 1, 2026 10:40:09 AM

Good Day: Let me apologize, I note today is the last day & there is so much info. I do want to comment because I reside in Temperance MI. Our twsp isn't a member but I believe Monroe County is; uncertain as to how well the county is represented. Monroe County has a bike lane committee but I don't see it as a productive group. Oh we have bike lanes but things have been rushed, planned to primarily focus on "bike clubs" & what they want vs what will be the best for the future. In fact they will speak to that at tomorrow's night county comm. mtg (I can't attend)

The lanes are not conducive to safety--some no wider than a tire---bike tire and lack the logic but they were in a rush to get money from all the twsp. NOT a good thing. There are safety concerns now and they lack the proper design--water sits if a heavy rain and NO snow removal at all. I am suggesting, if you continue to add to your paths--you are sure to have those matters taken into consideration. After all, we all want Florida weather but this is Lake Erie basin and well, we all know what happens when the winds come across the lake. I see in **your Appendix H--Temperance is mentioned.(not in a favorable light I may add)** Our bike group did a lousy job in that the intersection of Temperance & Lewis is NOTSAFE at all in spite of a bike lane; no one would listen. It needs to be changed & again I can't get anyone to do a thing!!!! I would hope that Monroe County would ask you, to do presentations in the areas where you will reach or where comments were addressed. We share our entire southern border & what happens there could impact the big picture here. I do not advocate that everyone twsp needs a bike path at this time.....but in the future---we have trouble now with skateboards, motorized skateboards, motorized bikes-and all kinds of other ways kids get around. I have noted that your sidewalks, are riddled with dumped scooters.....making them hazardous for all others to use.....so I am not an advocate for that means of getting around.....and safety is a huge concern not just from cars etc but human predators.....thanks for listening.....g keane

From: [Ibrahim, Safa A](#)
To: [Denison, Kaitlin](#); [Sean Sammon](#)
Subject: RE: Regional ATP Draft Public Review
Date: Monday, June 1, 2026 3:35:54 PM

Hi Sean,

I hope you are doing well.

Your draft looks amazing! It is clear that a great deal of thought and effort went into its development. I have included a few comments and suggestions below for your consideration:

1. **Pages 17–19:** The information appears to come from the same data source but may represent different years or a compilation of data from 2021–2023. It may be helpful to use a consistent year throughout, if possible. Is 2023 data available for all three statistics? Additionally, would it be beneficial to include a county-level breakdown or visualization for these data points? How many individuals responded to the census survey, and are the results generalizable to the broader population?
2. **Pages 53–54:** These are my favorite pages in the report. The visuals are excellent and communicate the information very effectively.
3. **Page 56:** The text beneath the percentage graphics appears somewhat small and blurry. Increasing the size or resolution may improve readability.
4. **Image Citations:** Please consider including citations or source information for all images throughout the document (for example, pages 59–61).
5. **Page 62:** Since the page is only partially filled, you may want to feature an additional example of an area that has implemented bicycle boxes.
6. **Image Locations/Sources:** Similar to my earlier comment, it would be helpful to consistently identify the location and/or source of images throughout the report.
7. **Page 71:** Are there specific examples that could be included to further illustrate this section?
8. **Wood County:** The Village of North Baltimore has several plans scheduled for completion. For additional details, you may want to contact:
 - Josh Bender – NBAAdmin@northbaltimore.net
 - Mason Davis – mdavis@northbaltimore.net

Overall, great work. Please feel free to disregard any comments that do not align with the project's goals or vision. I appreciate the opportunity to review the draft and look forward to seeing the final version.

Sincerely,

Safa Ibrahim

From: Denison, Kaitlin <kdenison@woodcountyoiohio.gov>
Sent: Tuesday, May 26, 2026 6:05 PM

To: Sean Sammon <sammon@LakeErieWest.org>; Ibrahim, Safa A
<saibrahim@woodcountyohio.gov>

Subject: RE: Regional ATP Draft Public Review

Sean,

Thank you so much for making sure we were included. We will be sure to review the draft ATP and provide any feedback we may have. We have been making good strides on our ATP in North Baltimore and are excited to see what will come of it!

Katie

From: Sean Sammon <sammon@LakeErieWest.org>

Sent: Friday, May 22, 2026 9:59 AM

To: Ibrahim, Safa A <saibrahim@woodcountyohio.gov>; Denison, Kaitlin
<kdenison@woodcountyohio.gov>

Subject: Regional ATP Draft Public Review

Good morning Kaitlin and Safa,

I want to make sure you received the draft Regional ATP to review. We're collecting public comments through June 1st. Attached is our One Page summary that provides a general overview of the plan information. Please let me know if you have any questions or comments, and email me directly if you'd like to provide a plan comment or edit by June 1st. Thank you and have a great weekend!

[Active Transportation Plan | Toledo Metropolitan Area Council of Governments](#)

Sean Sammon

Program Manager,
Transportation

sammon@LakeErieWest.org
phone: (419) 820-4517



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Toledo, OH 43604

lakeeriewest.org

Note: Toledo Metropolitan Area Council of Governments is now Lake Erie West Regional Council.

From: [D. White](#)
To: [Sean Sammon](#)
Subject: Comments on the 2026-2030 Regional Active Transportation Plan
Date: Monday, June 1, 2026 8:26:45 PM

The draft Regional Active Transportation Plan is a solid starting point. I do think it is lacking in a few important areas: the Chessie Circle Trail middle gap, the case for prioritizing key connections and neighborhood greenways, and the need to better align regional investment with where active transportation actually happens.

1. Closing the Chessie Circle Trail middle gap should be the region's number one active transportation priority, and there is a viable legal path forward that warrants active leadership.

The Chessie Circle Trail middle gap, the segment from Bancroft to Glanzman, is the single highest impact active transportation project in the region. The northern and southern reaches are built. Completion of the middle section would create the only continuous north south corridor connecting, the University of Toledo's main and medical campuses, multiple Metroparks properties, Toledo Public Schools facilities, and high density residential neighborhoods in central Toledo. The corridor exists. The right of way is publicly owned. The only obstacle is Norfolk Southern's residual easement on the dormant southern segment.

The plan currently lists this completion in the 2035-2045 timeframe (page 83), reflecting an assumption that Norfolk Southern must voluntarily relinquish its easement before the trail can be completed. That assumption deserves a fresh look in light of current federal rail corridor law and the specific facts of this corridor.

Norfolk Southern holds a determinable easement created in 1989 that contains automatic reversion language tied to cessation of freight rail operations. The corridor has been operationally dormant for well over a decade. Multiple grade crossings have been paved over since 2011 and 2014. The Swan Creek bridge is dilapidated. Norfolk Southern itself executed a partial release of this same easement in 2003 on the northern portion, specifically because operations had ceased. Recent Surface Transportation Board precedents, including *Metro-North v. Housatonic* (Beacon Line, 2024), *Walkersville Southern* (2024), and *Savage Bingham & Garfield* (2018-2019), demonstrate that publicly owned corridors with dormant freight operations are routinely cleared through federal adverse discontinuance proceedings, typically resolved within 12 months. **Prior opinions received on adverse abandonment not being an option are almost certainly outdated and do not address this alternative.**

Lake Erie West needs to pursue this aggressively and should move "Complete Chessie Circle Trail: From Bancroft St. to Glanzman Rd." from the 2035-2045 timeframe to the 2026-2030 timeframe in the final plan, take an active leadership role in convening the partner agencies that hold fee title to the corridor, and support engagement of specialist rail corridor counsel

for a scoped legal review. The cost of a review (typically \$15,000 to \$30,000) is modest relative to the impact of trail completion and well within the discretionary planning budgets available across the partner agencies. There is no need to kick the can for another generation because the railroads are unresponsive and an outdated legal opinion says we have no path forward but wait.

2. The Glass City Riverwalk deserves a coherent regional connection strategy.

The Glass City Riverwalk is the crown jewel of the region's active transportation network and the plan should reflect that.

The plan recognizes the Riverwalk's importance but treats individual connection projects discretely rather than as a coordinated regional strategy. For example, residents of West Toledo, the University of Toledo main campus area, central Toledo, and Sylvania currently have no continuous active transportation route to the Riverwalk. Residents of South Toledo, the Old South End, Maumee, and Perrysburg similarly lack direct routes (the last piece of the Anthony Wayne Trail path will be nice - but that last piece from Glendale north is terribly unpleasant for anyone outside a car and there are very dangerous crossings at Western/Airport and South). A wonderful addition would be a real bike lane on Broadway from Glendale to where the Broadway renovation ended. The bike paint on the renovated portion of Broadway is not legitimate bike infrastructure, but completing the portion from Glendale past the railroad underpass would allow connection to neighborhood routes that people actually use! It looks like some good work is planned to connect Rossford, Oregon, and East Toledo which is great.

I would encourage Lake Erie West to articulate the Glass City Riverwalk as a regional destination of strategic importance in the plan's narrative, develop a multi directional Riverwalk connection strategy with identified routes from the west, south, north, and east as a primary destination.

3. Prioritize and fund key connections and neighborhood greenways.

The funded near term project list is composed primarily of major capital expenditures: new shared use paths, trail extensions, and large scale infrastructure, totaling approximately \$14.7 million for Lucas and Wood Counties. These are valuable projects, but they deliver relatively modest mileage at high cost per mile. Meanwhile, many of the highest impact interventions the plan describes, including neighborhood greenways, curb extensions, pedestrian hybrid beacons, protected intersections, traffic calming, and improved crossings, are not prominently represented in funded near term commitments.

National benchmarks suggest neighborhood greenway implementation typically costs \$50,000 to \$200,000 per mile, compared to \$500,000 to \$2 million per mile for new shared use path construction. The same regional investment in connection focused improvements could

deliver substantially more miles of safe active transportation infrastructure, more quickly.

The Oakwood corridor is the best example of what this looks like in practice. A neighborhood greenway treatment of Oakwood Avenue would connect the existing University Parks Trail to the University of Toledo, to the Toledo Museum of Art, and into the existing Jefferson Avenue bike path that runs directly to the Glass City Riverwalk. The corridor already exists as a low traffic residential street through one of Toledo's classic streetcar neighborhoods. The intervention required, including wayfinding, traffic calming, modal filters at strategic points, and improved crossings would deliver a continuous, safe, regionally significant connection at a small fraction of the cost of comparable mileage in new path construction. Multiple other Toledo neighborhoods present similar opportunities (Lotus Ave and Maumee Ave in the Old South End is another great option).

I would encourage Lake Erie West to establish a dedicated funding stream for short term gap closing improvements (focusing on railroad and interstate crossings), create explicit project categories for neighborhood greenways and connection projects distinct from major capital projects, identify specific candidate neighborhood greenway corridors with funding pathways and implementation timelines (starting with Oakwood), and publish a "quick wins" project list with annual reporting on implementation.

4. Align regional investment with where active transportation actually happens.

The plan's own data tells a consistent story. The City of Toledo accounts for 65.3% of regional pedestrian and bicycle crashes (page 40). Toledo contains the region's highest concentrations of zero vehicle households (Map 6), poverty (Map 3), disability (Map 2), and senior populations (Map 1). Toledo is where the largest number of people walk, bike, and depend on active transportation. And Toledo is statistically the most dangerous place in the region to walk or bike.

Yet the funded near term project list does not appear to reflect this concentration. Of six funded Lucas County projects, only two are located within the City of Toledo. Most Toledo specific priority projects are pushed to 2035-2055 timeframes. This is not primarily an equity argument, though equity supports the same conclusion. It is a common sense argument that active transportation infrastructure should be built where active transportation actually happens, where it is most dangerous, and where the most people will benefit.

I would particularly note the gap in pedestrian investment in downtown Toledo, which is the highest pedestrian activity area in the entire region. Downtown is where the region's largest employment concentration meets its primary transit hub at the TARTA station, its largest cultural institutions, its convention center, and its waterfront. The plan should align with a comprehensive downtown pedestrian network. Downtown lacks a coherent pedestrian priority framework. There is very little traffic calming. There is not a single crosswalk to enter the Farmers Market. Safe crossing opportunities of Summit street are seriously lacking.

I would encourage Lake Erie West to develop an explicit investment framework that allocates active transportation funding in rough proportion to the distribution of crashes, zero vehicle households, and pedestrian and cyclist activity documented in the plan; and identify downtown Toledo as a specific priority area for pedestrian infrastructure investment.

Thank you for considering these comments. The themes are connected. The Chessie middle gap is the region's most consequential connection project. Simple and cheap investments could quickly make the Riverwalk genuinely accessible from every direction, instead of waiting for at least another generation. Neighborhood greenways like Oakwood are how that accessibility extends throughout central Toledo. Aligning investment with the plan's own data is what makes the plan's vision genuinely achievable.

I would welcome the opportunity to discuss any of these topics with Lake Erie West staff.

Thanks!

Dan White

From: [Jerry Wicks](#)
To: [Sean Sammon](#)
Subject: Expanding network of hiking and biking paths in Wood County
Date: Tuesday, June 2, 2026 2:33:23 AM

One of the best ways to link and expand the network of hiking and biking trails in NW Ohio would be to connect the Slippery Elm Trail and Bowling Green to the proposed bridge path being proposed across the Maumee in Waterville. Such a path would make a dramatic statement about the importance of saving the bridge and how that decision served to safely connect the pathways in the two counties.

Thank you for your work on this report, and my apologies for the lateness of this response.

Jerry Wicks
Passenger Rail Committee

Appendix L:

Resolution No. 2026-19

2026-2030 Regional Active Transportation Plan Resolution

STAFF REPORT
LAKE ERIE WEST REGIONAL COUNCIL
MPO POLICY BOARD MEETING
JUNE 17, 2026

The 2026-2030 Regional Active Transportation Plan outlines strategies to improve safety, accessibility, and connectivity for people who either depend on active transportation modes for travel or recreation. Active transportation is any mode of travel that is not motorized, such as walking, biking, and using mobility devices, such as wheelchairs and scooters. The options are essential for many residents to access jobs, education, retail, and other community destinations, either directly or connected with transit. This plan is a resource to increase public awareness of active transportation options across the region and help guide local governments in making informed decisions about public transportation infrastructure and transit connections.

The plan was developed from the summer of 2025 through the spring of 2026 with the guidance and recommendation of the Active Transportation Advisory Group. The plan included public input from regular users of the active transportation network in the region. Overall, 481 public surveys were submitted either online or on paper, responding to 19 qualitative and quantitative questions. The plan is not an FHWA requirement, however, it will serve as a resource for funding opportunities to improve the active transportation network and services. The goals, strategies, and objectives offer a collaborative structure for guiding future actions in the region.

The vision of the plan for the Lake Erie West Region is to expand safe and accessible transportation options that allow people to walk, bicycle, and roll more easily across their communities.

The plan focused on three specific goals established by the advisory group. These goals are:

1. Develop and expand the regional multiuse path network and connect to other regional or statewide facilities.
2. Empower jurisdictions and public entities to make data-informed decisions by providing resources to develop active transportation infrastructure.
3. Ensure perpetual public and private participation through the awareness of available active transportation resources.

**A RESOLUTION
APPROVING THE 2026-2030 REGIONAL ACTIVE TRANSPORTATION PLAN**

WHEREAS, Toledo Metropolitan Area Council of Governments (now known as Lake Erie West Regional Council), is a voluntary association of local governments in northwest Ohio and southeast Michigan, organized on May 31, 1968, and established under Chapter 167 of the Ohio Revised Code and the Michigan Public Act No. 7 (EX-SESS), and has carried out comprehensive metropolitan and regional planning since that date; and

WHEREAS, the Lake Erie West Regional Council is designated as the Metropolitan Planning Organization (MPO) by the Governor through the Ohio Department of Transportation in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive transportation planning process (Process) for the Toledo area that results in plans and programs that consider all transportation modes and supports community development and social goals; and

WHEREAS, the MPO has been designated by the U.S. Department of Transportation and the Ohio Department of Transportation (ODOT) to direct, coordinate, and administer the Process in the Toledo area as mandated by the Congress in Titles 23 and 49 U.S.C.; and

WHEREAS, the planning process commenced in 2025 when Lake Erie West staff, including partners and stakeholders from the Active Transportation Advisory Group, developed a plan through regular meetings and public outreach; and

WHEREAS, the Active Transportation Advisory Group advised and recommended the development of the “2026-2030 Regional Active Transportation Plan” and offered support, resources, and information to help guide the development of the plan; and

WHEREAS, the 2026-2030 Regional Active Transportation Plan was recommended for approval by the Technical Advisory Committee on June 3, 2026;

NOW, THEREFORE, BE IT RESOLVED by the Lake Erie West Regional Council MPO Policy Board:

Section 1:

THAT the Lake Erie West Regional Council adopts the “2026-2030 Regional Active Transportation Plan” as the regional active transportation plan for the Lake Erie West region; and

Section 2:

THAT the Lake Erie West Regional Council supports the goals, strategies, and objectives contained in the "2026-2030 Regional Active Transportation Plan" and requests members and agencies to incorporate the projects, initiatives, and strategies into their planning for active transportation improvements within their jurisdictions.

Yeas -13-, Nays -0-, Abstain -0-

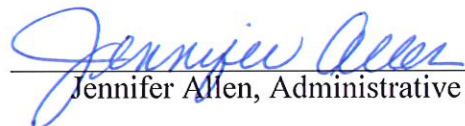
Date of Adoption: 06/17/26



Mike Pniewski, Chair
MPO Policy Board, Lake Erie West Regional Council

Attest:

I, Jennifer Allen, Lake Erie West Administrative Assistant, do hereby certify that this is a true and accurate copy of Resolution 2026-19, adopted on 06/17/26


Jennifer Allen, Administrative Assistant