

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**

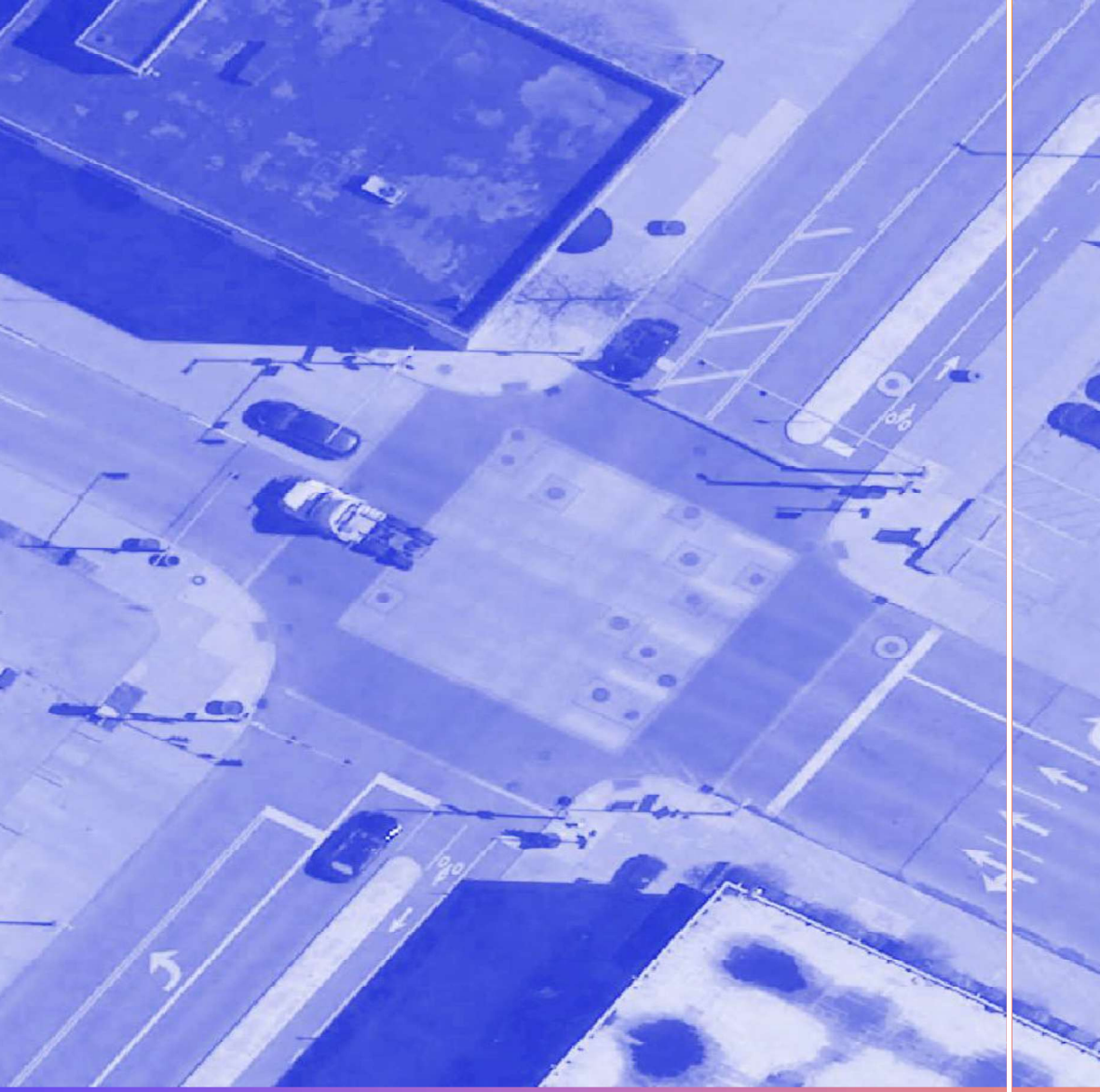
Outreach Events

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 CO)	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, OH 43560
10/16	Sylvania Branch Library	6749 Monroe St., Sylvania, OH 43560
10/18	Trunk or Treat	1 Aurora Gonzalez Drive
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 Co)	49
9/11/2025	11/3/2025	Bedford Library (Monroe Co)	53
9/16/2025	11/3/2025	Seneca (Tiffin Public Library)	48
9/16/2025	11/3/2025	Fostoria Library (Seneca & Wood)	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: Wildwoods	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

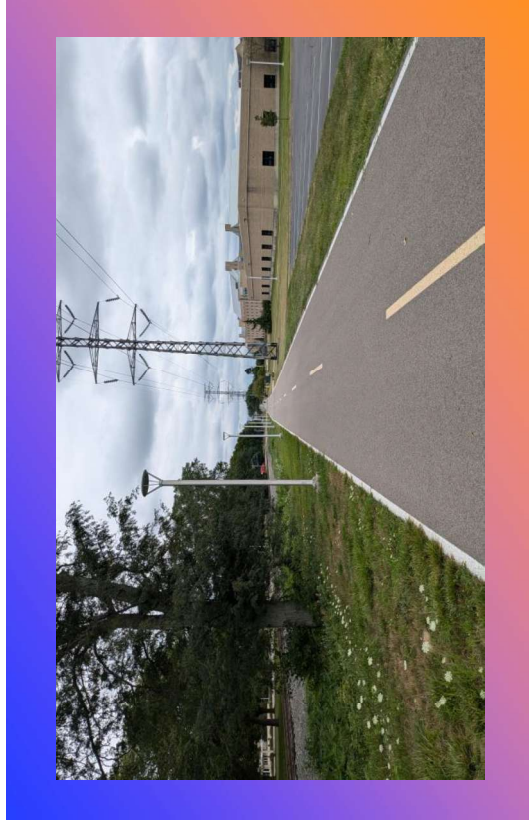
Sean Sammon, Program Manager



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



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

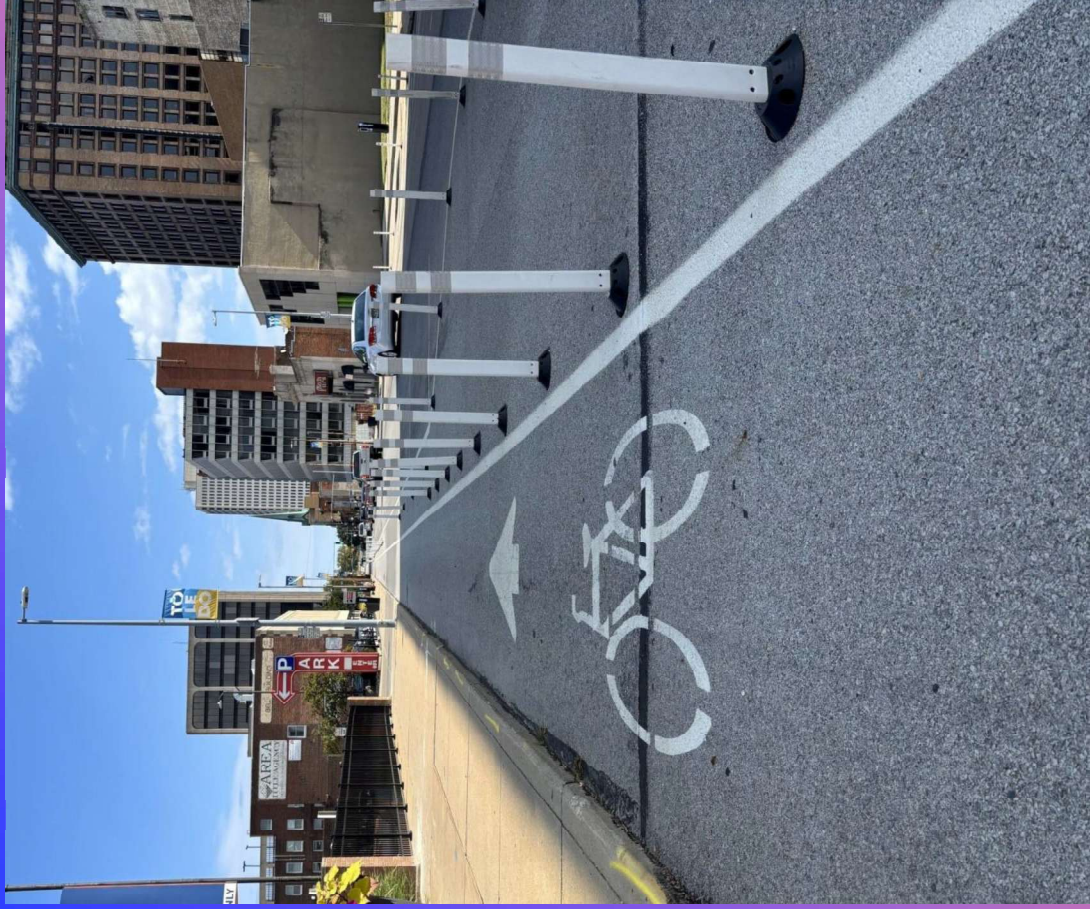


Existing Conditions, Regional Trails, Infrastructure, and Projects are sections of the plans that will provide maps, charts, graphs as deliverables

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



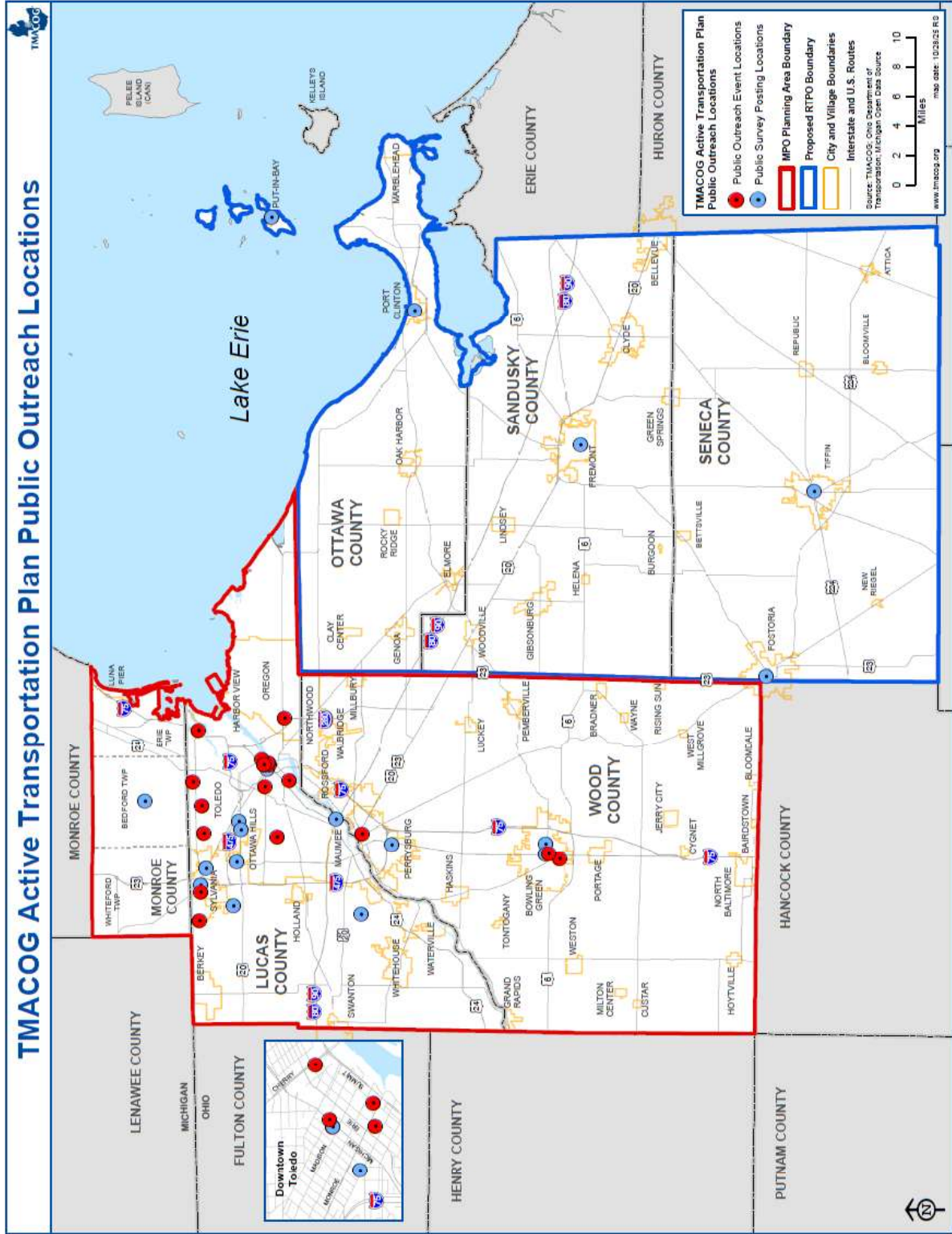


THE PRESENT:

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

+ • ○ QUESTIONS?

Sean Sammon

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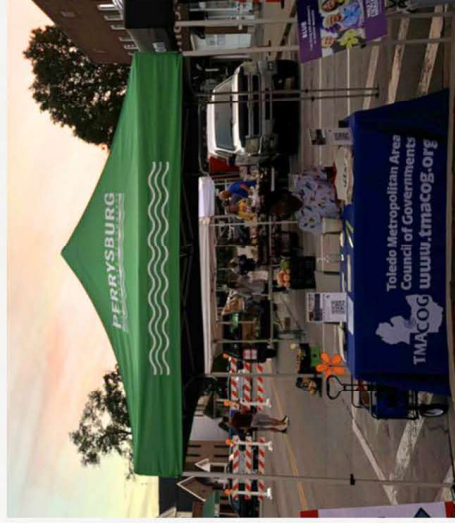
THANK YOU

Regional Active Transportation Plan

Pedestrian & Bikeways Advisory Group

Public Engagement Overview

Outreach by Staff



3 Farmers Markets



Park(ing) Day



5 Bike-Fix-Its



2 Bike Events



5 Libraries



3 Ride-Alongs



TARTA Community Update

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>

TMACOG

- Open for submissions Sept 8th through November 7th

417

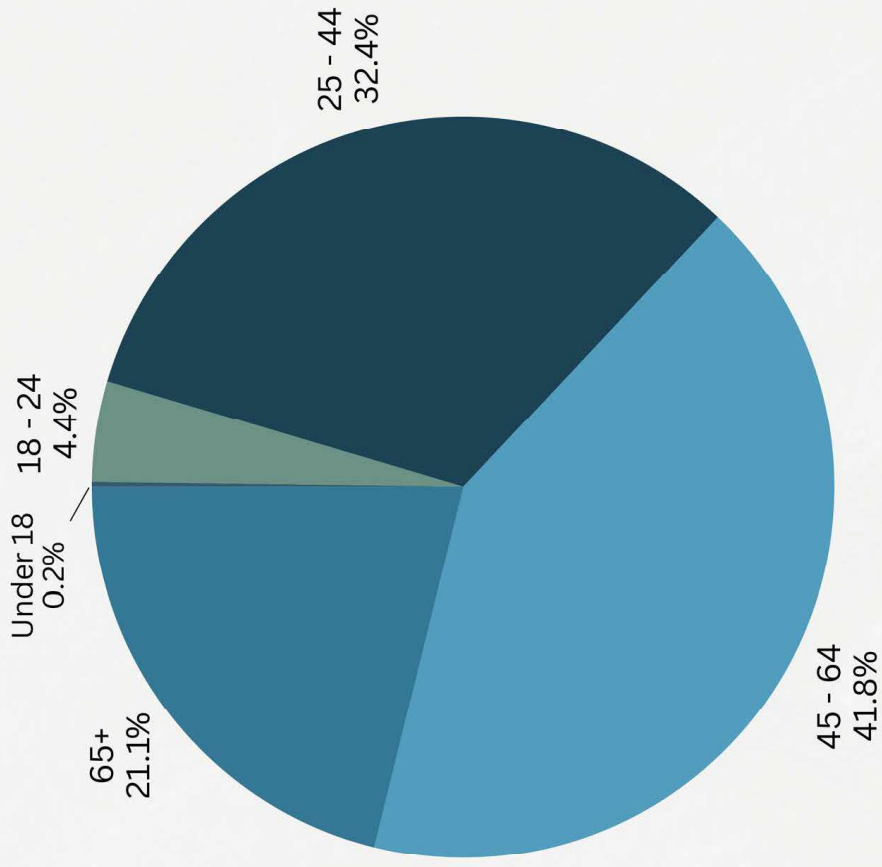
Online

64

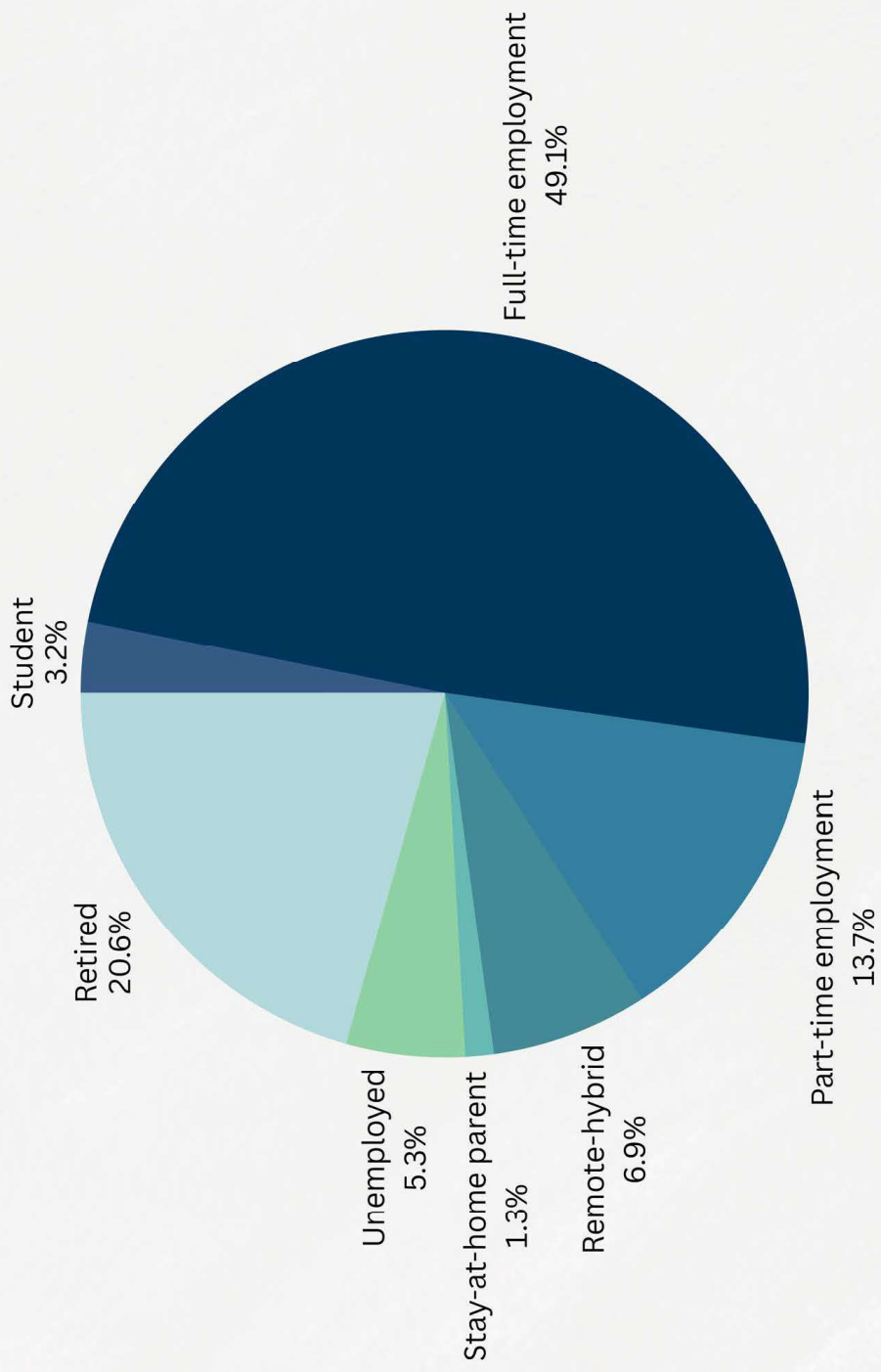
paper surveys

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**



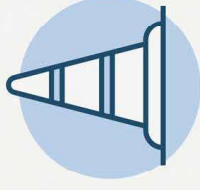
42.4%
of respondents cited **environmental benefits**



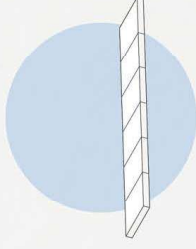
30.5%
of respondents cited **cost savings**

Why *don't* people choose active transportation?

(multiple selections)



51.6%
of respondents cited **safety concerns**



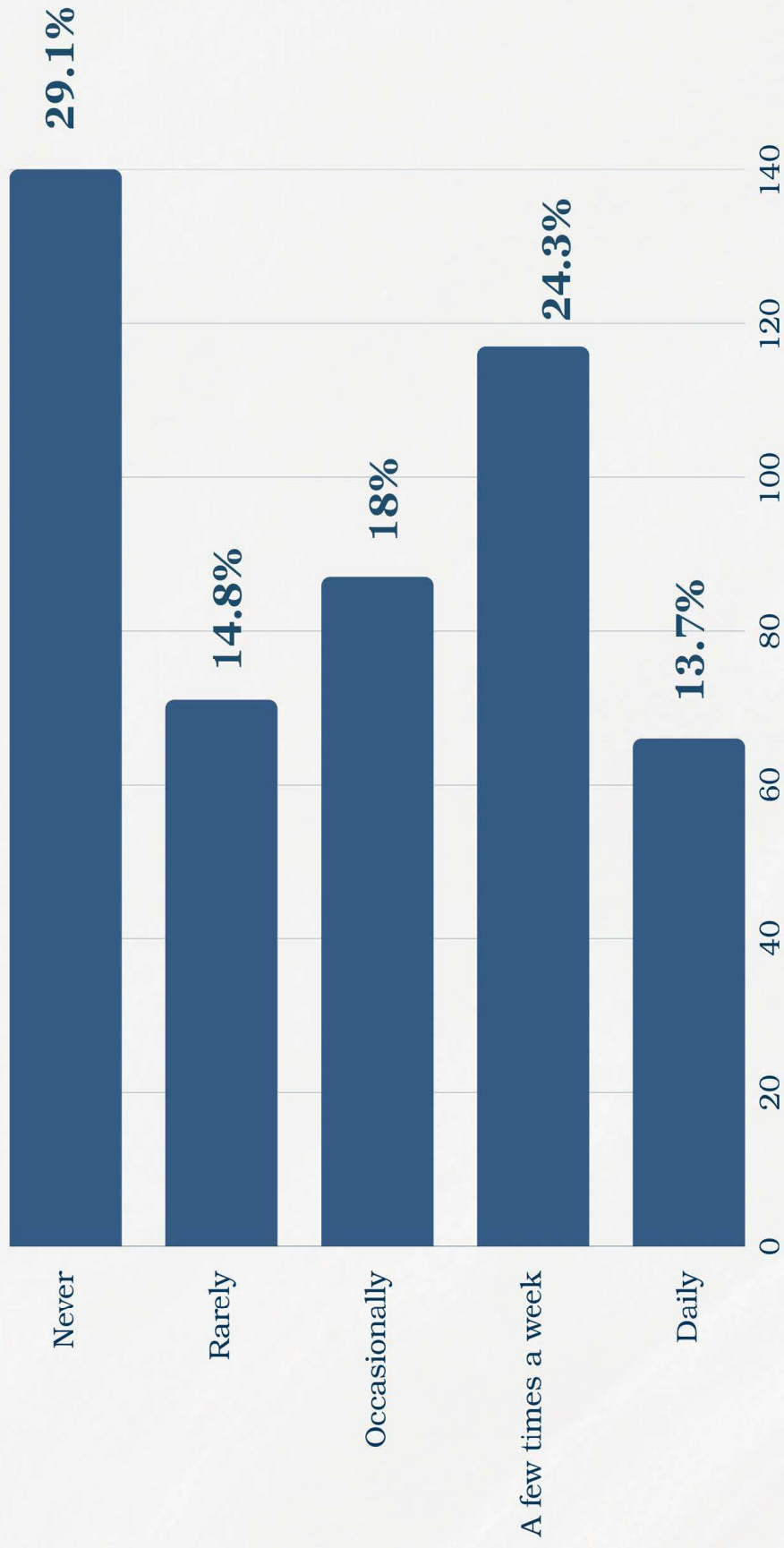
48.3%
of respondents cited **gaps in sidewalks and paths**



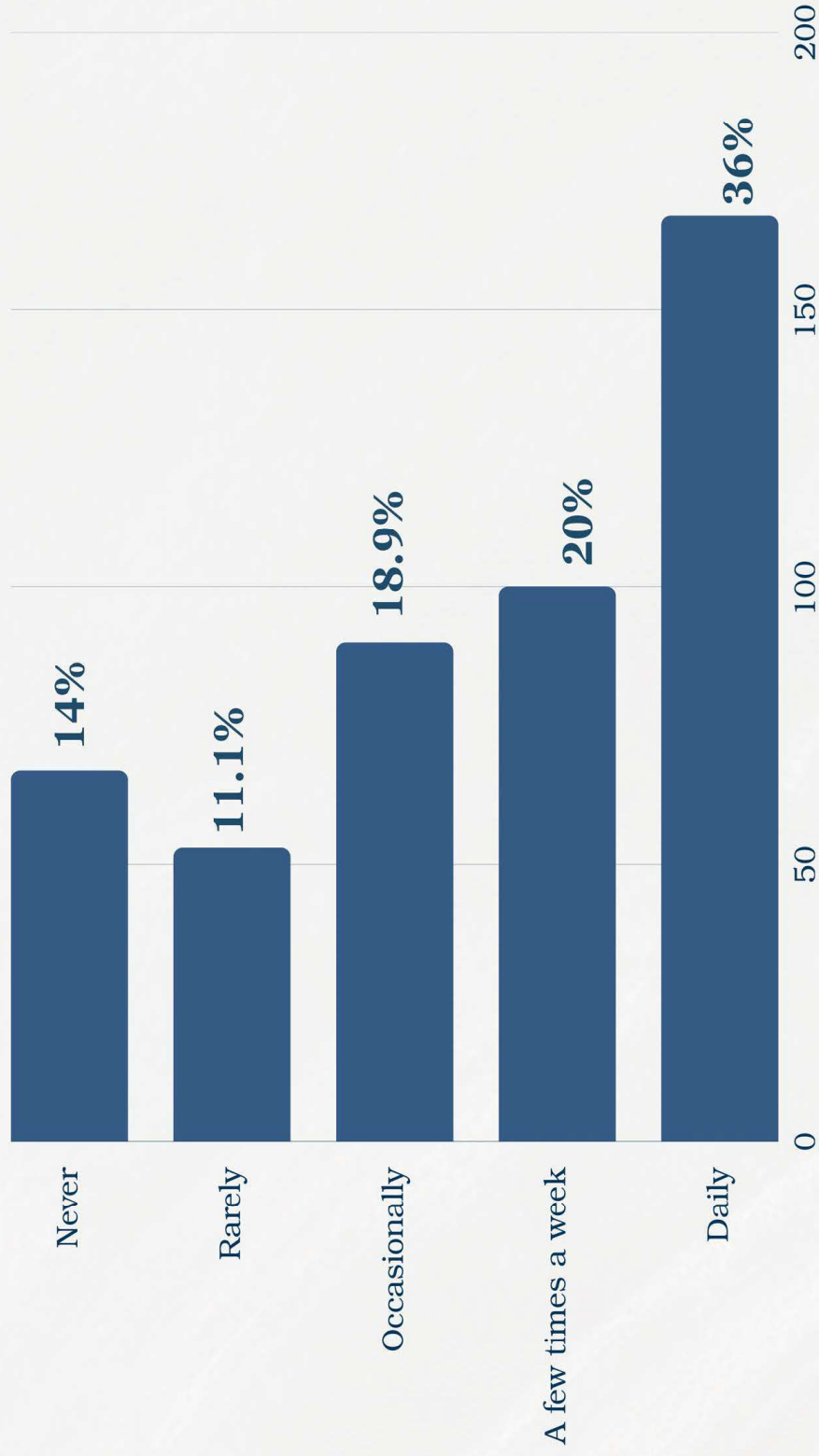
46.4%
of respondents cited **no sidewalks or paths**

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

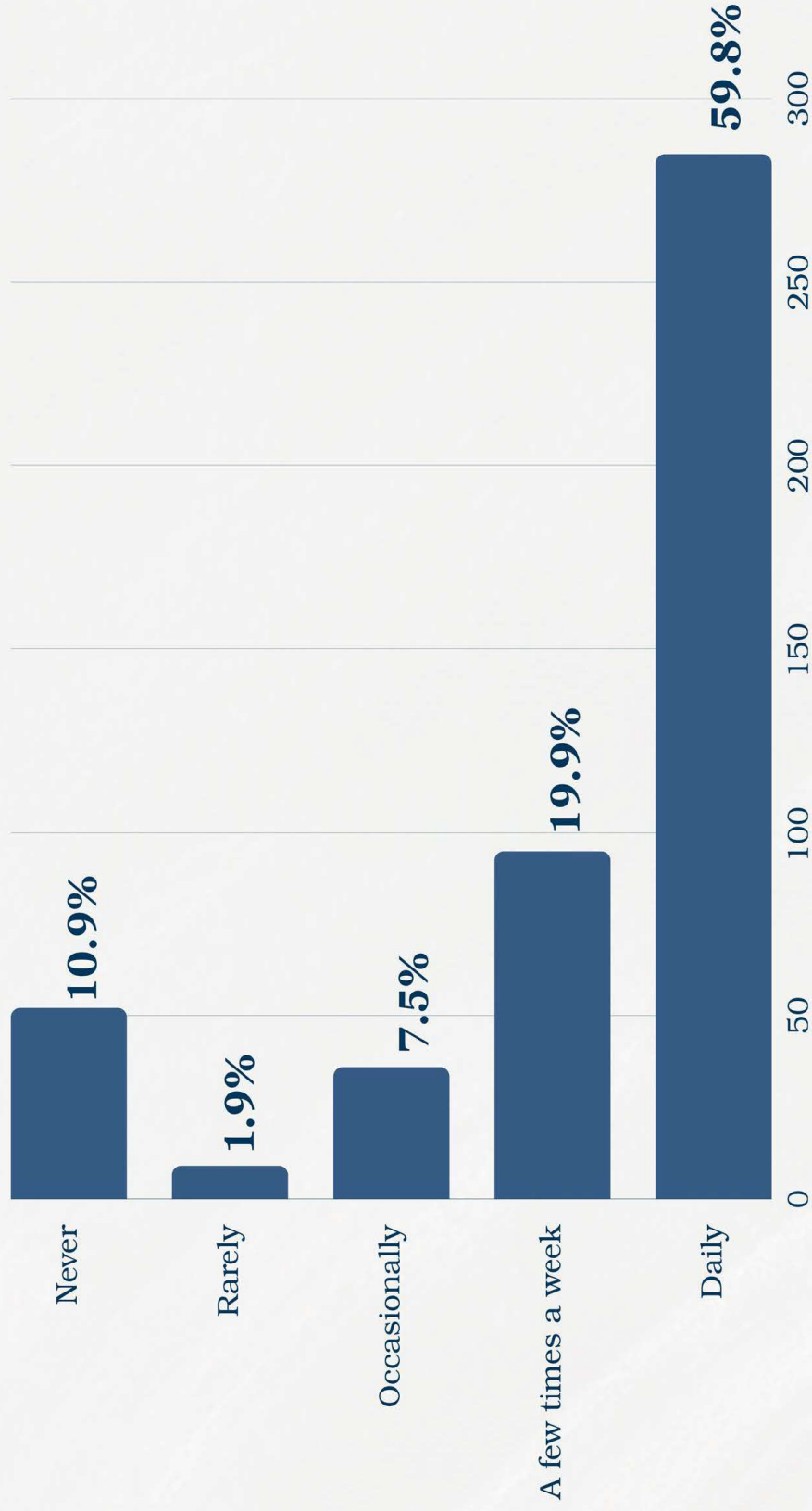
481 | 0



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



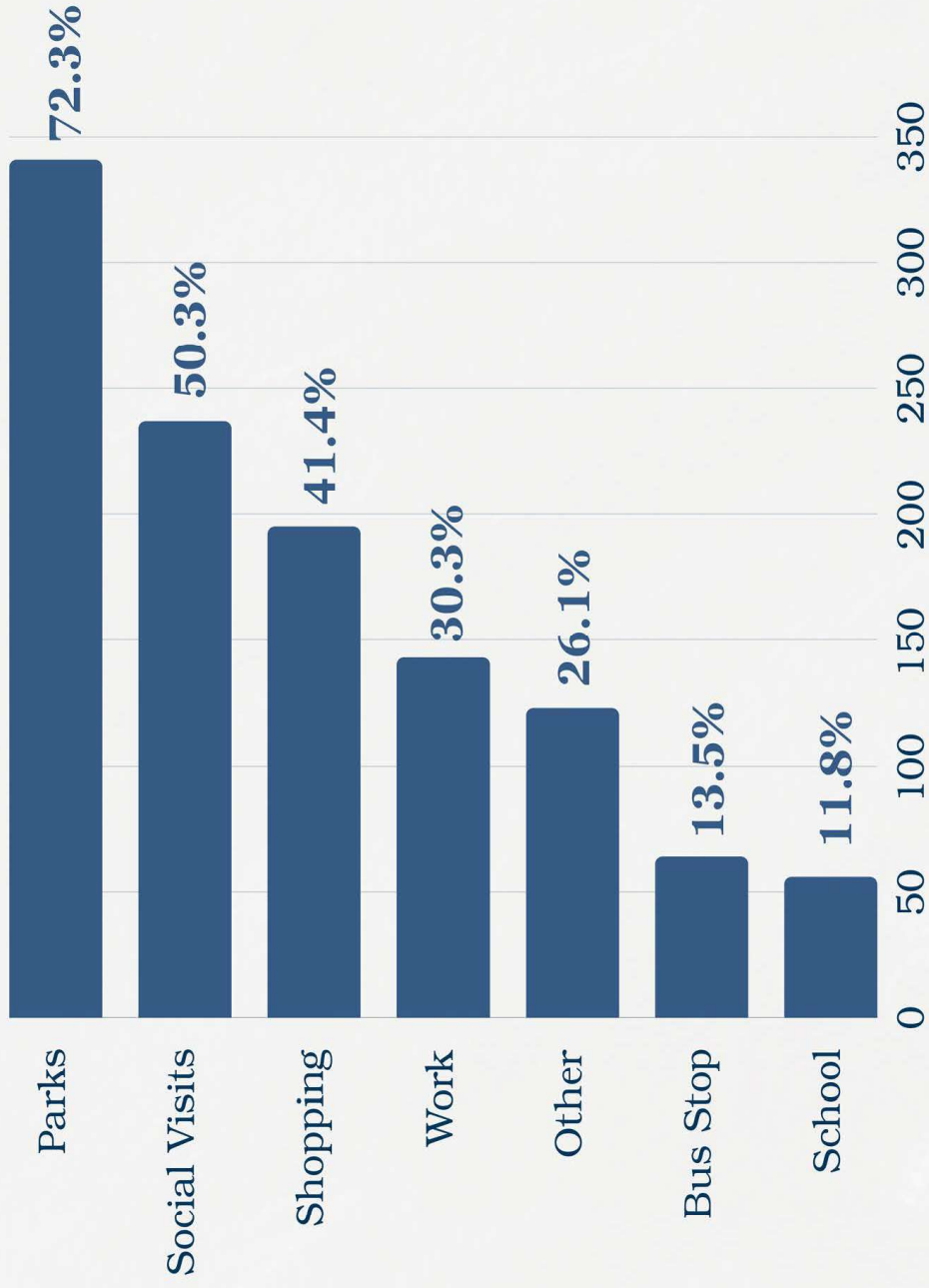
How often do you drive? (e.g., to work, school, errands)



Where are they going? (multiple selections)

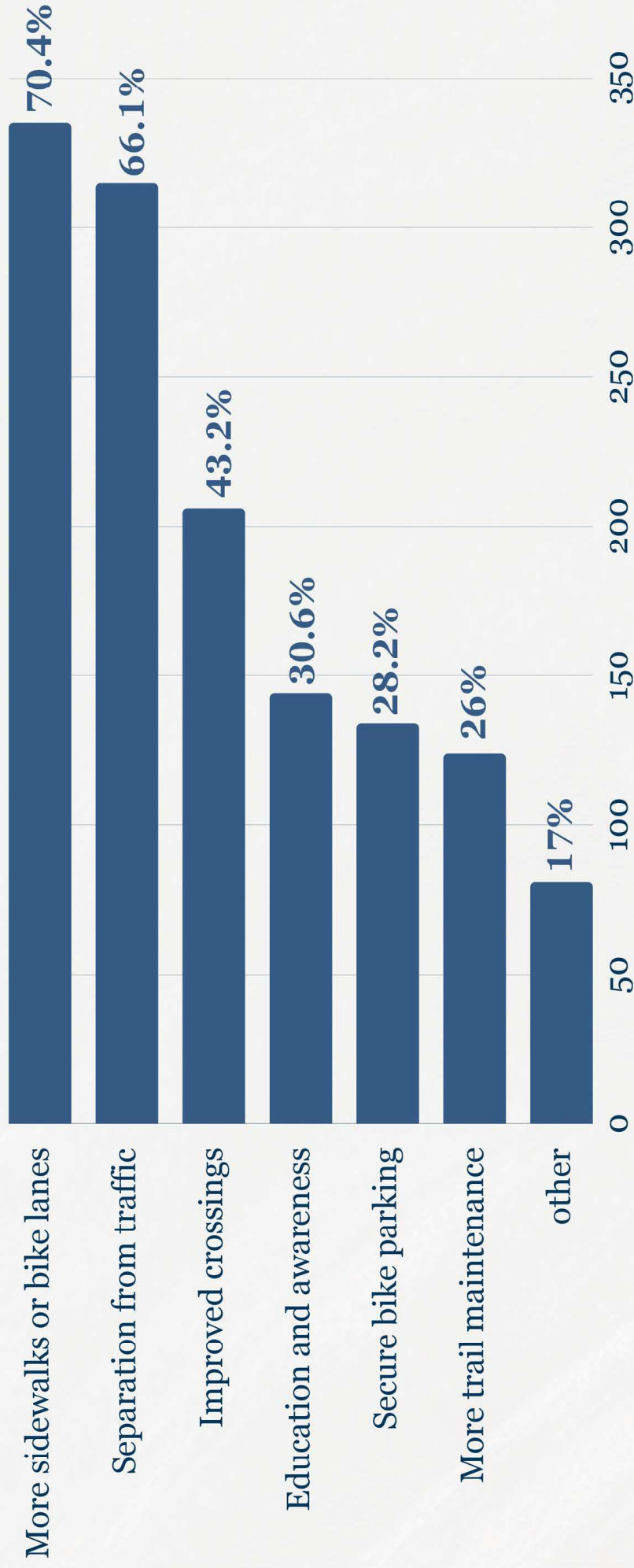
471 | 10

Destinations

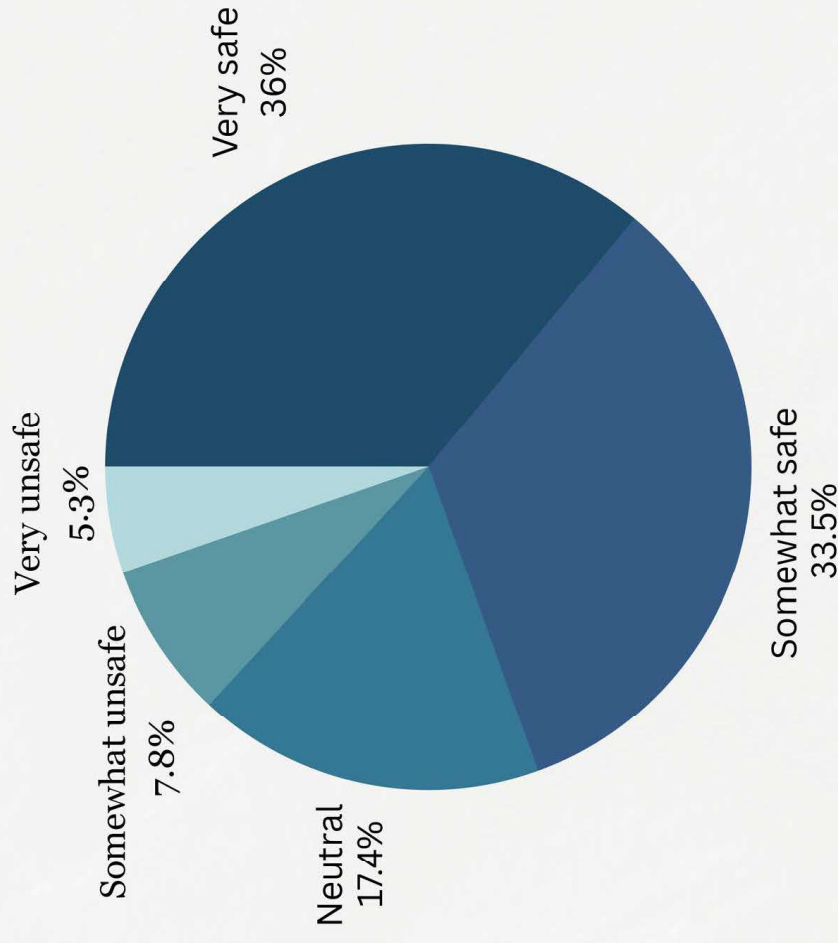


What changes would make you more likely to walk or bike?

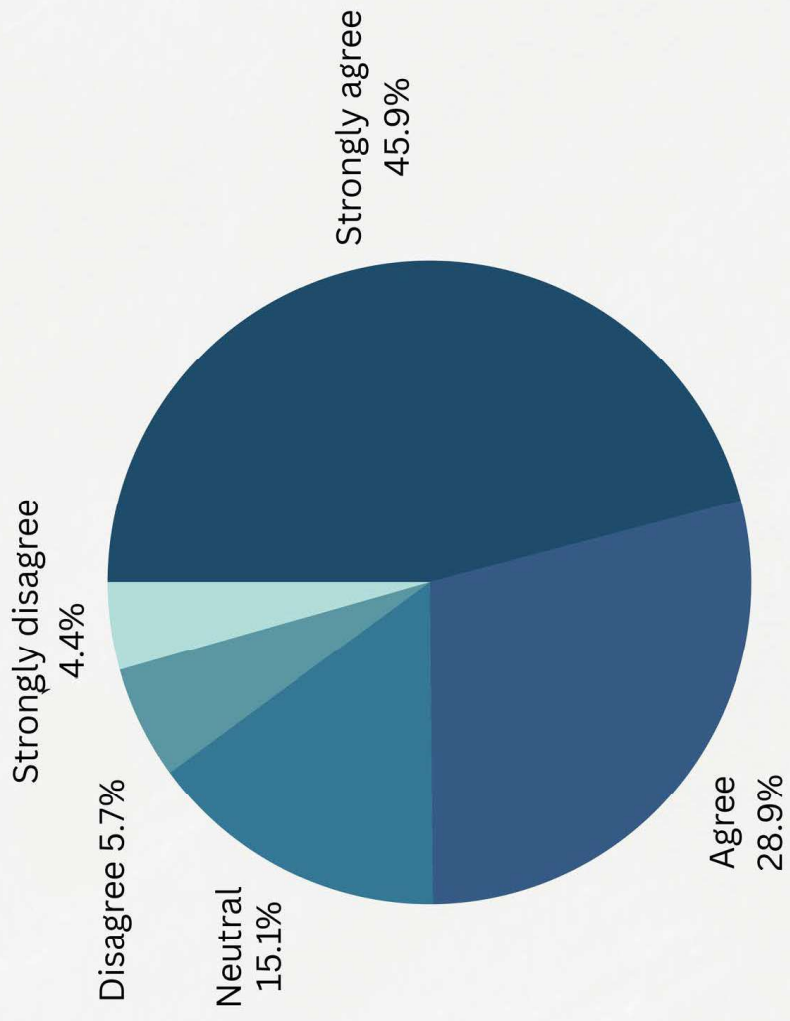
(multiple selections)



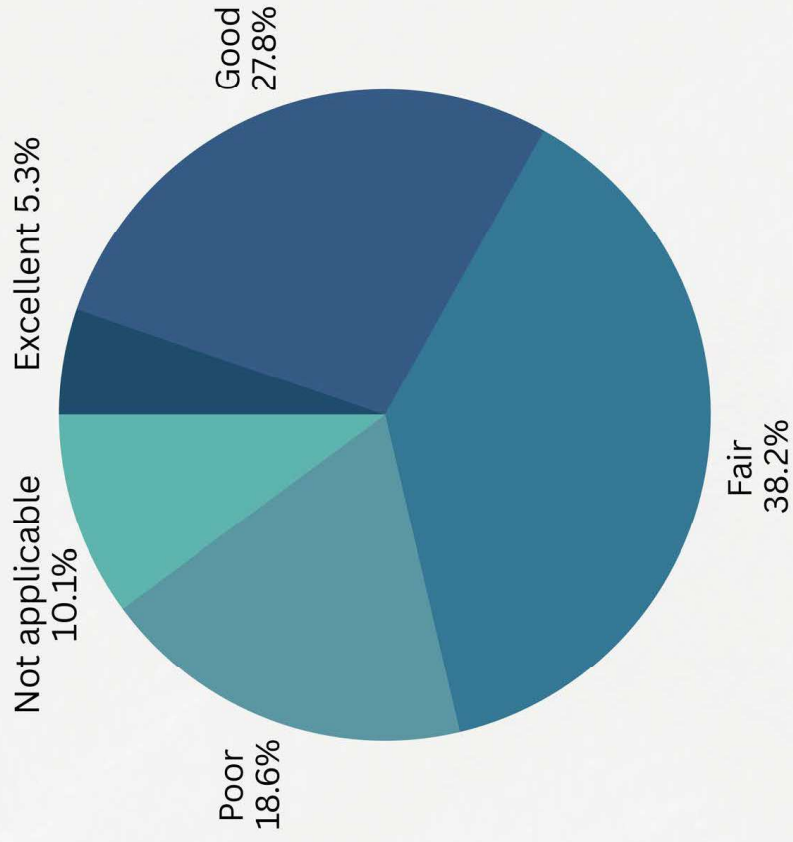
Do you feel safe using bike lanes or multiuse paths in your community?



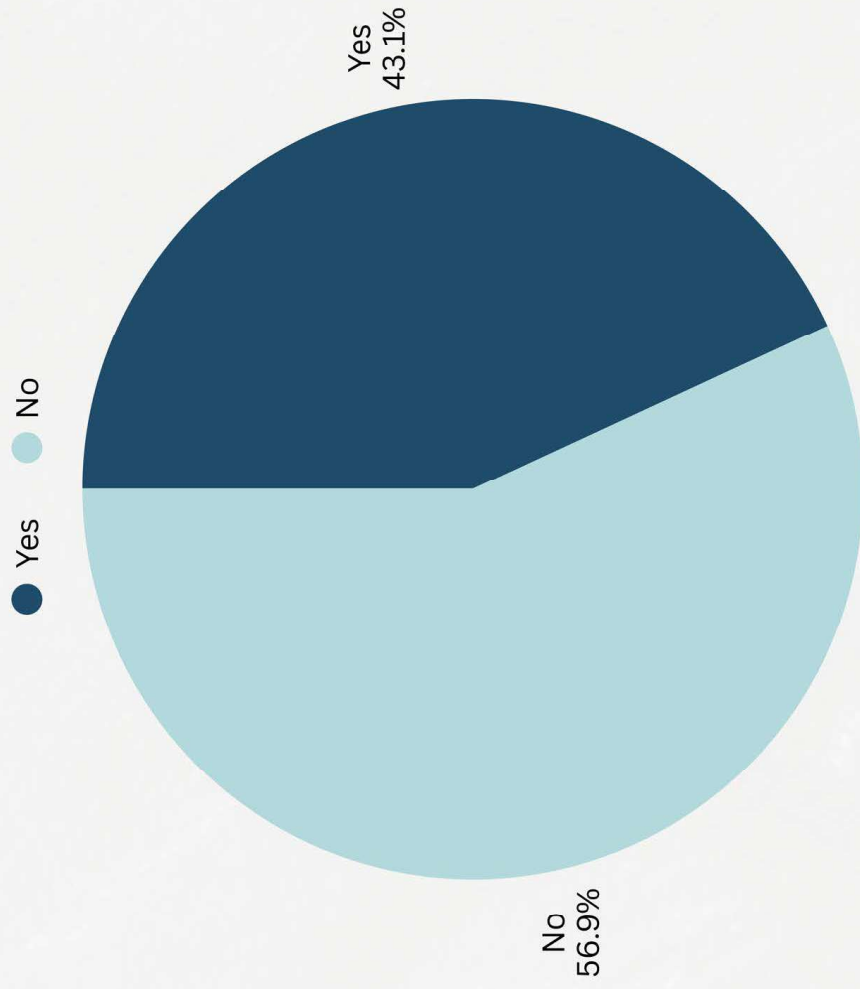
“I avoid walking or biking on certain routes because I feel too close to traffic”?



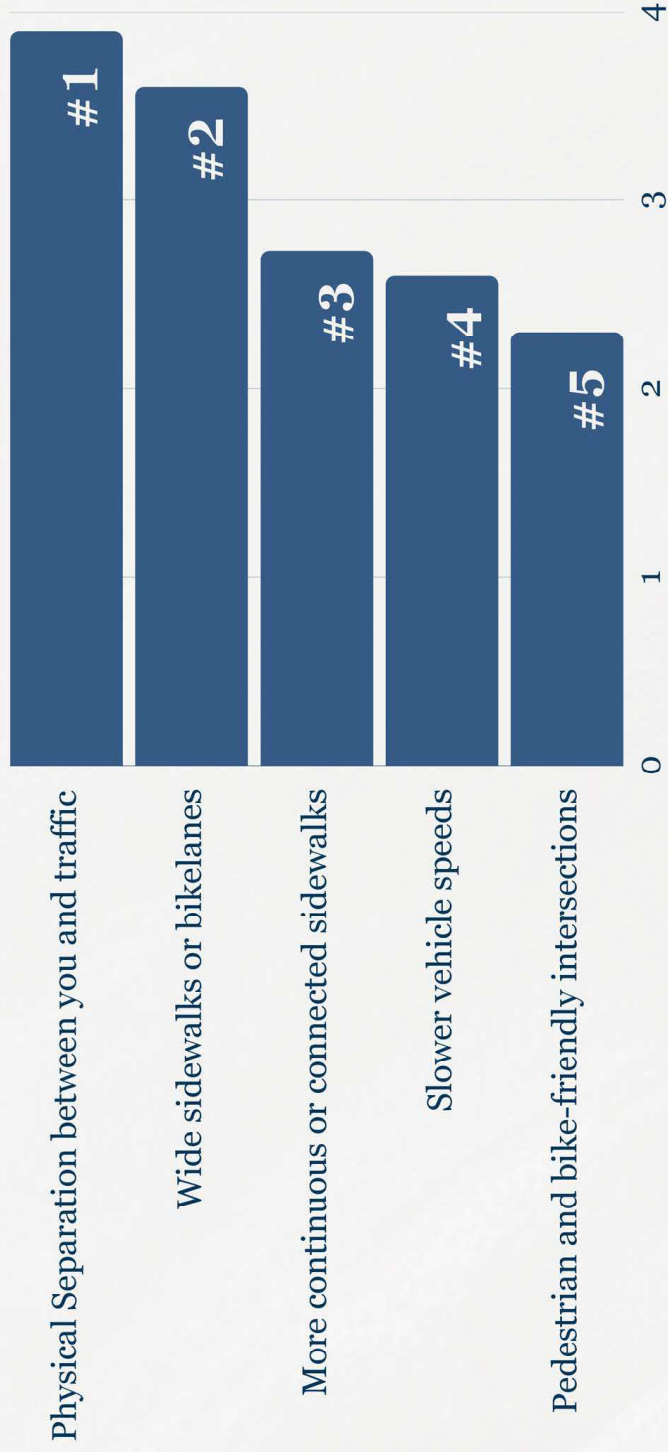
How would you rate the condition of sidewalks in your community?



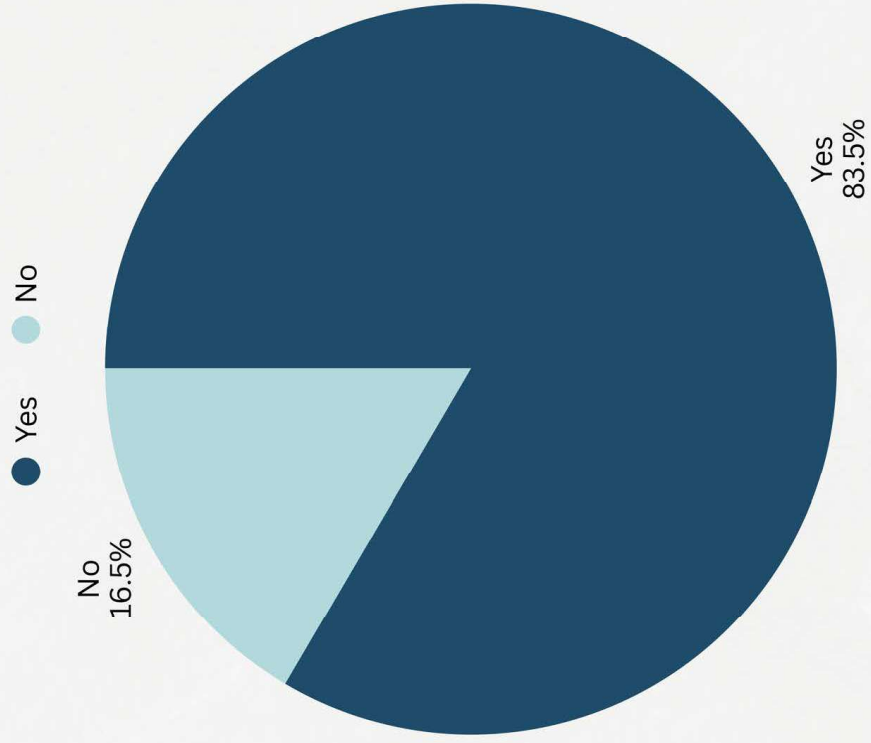
Do sidewalk condition affect your ability or decision to walk in your community?



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

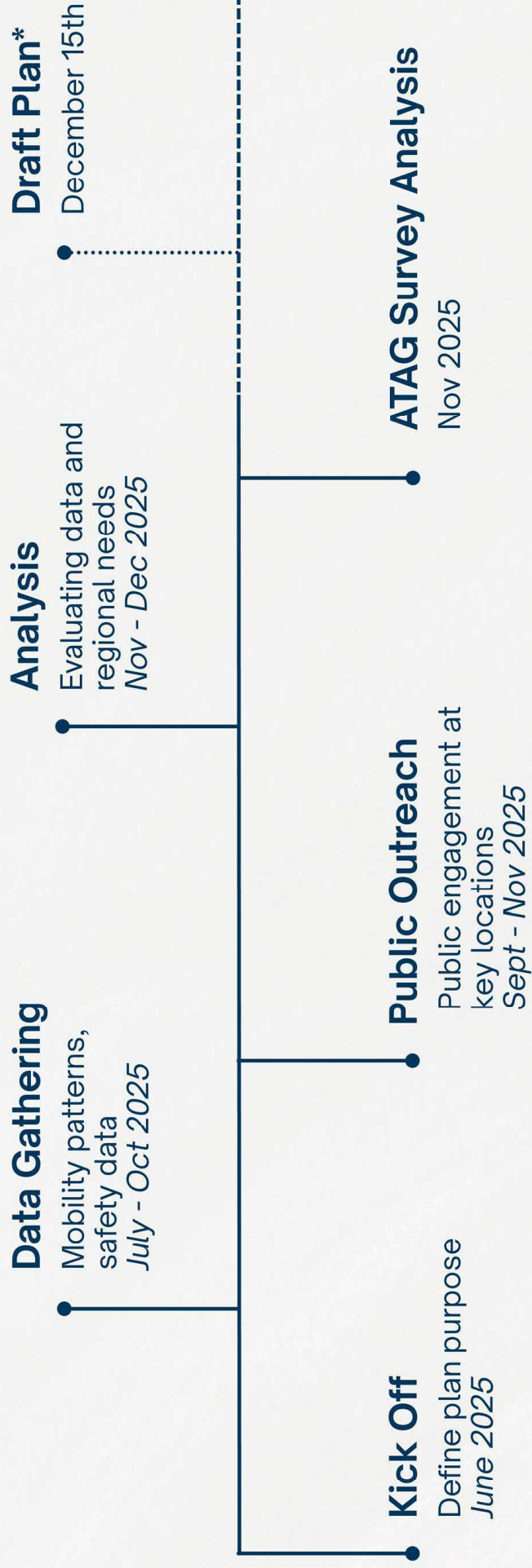


Do you own a vehicle?



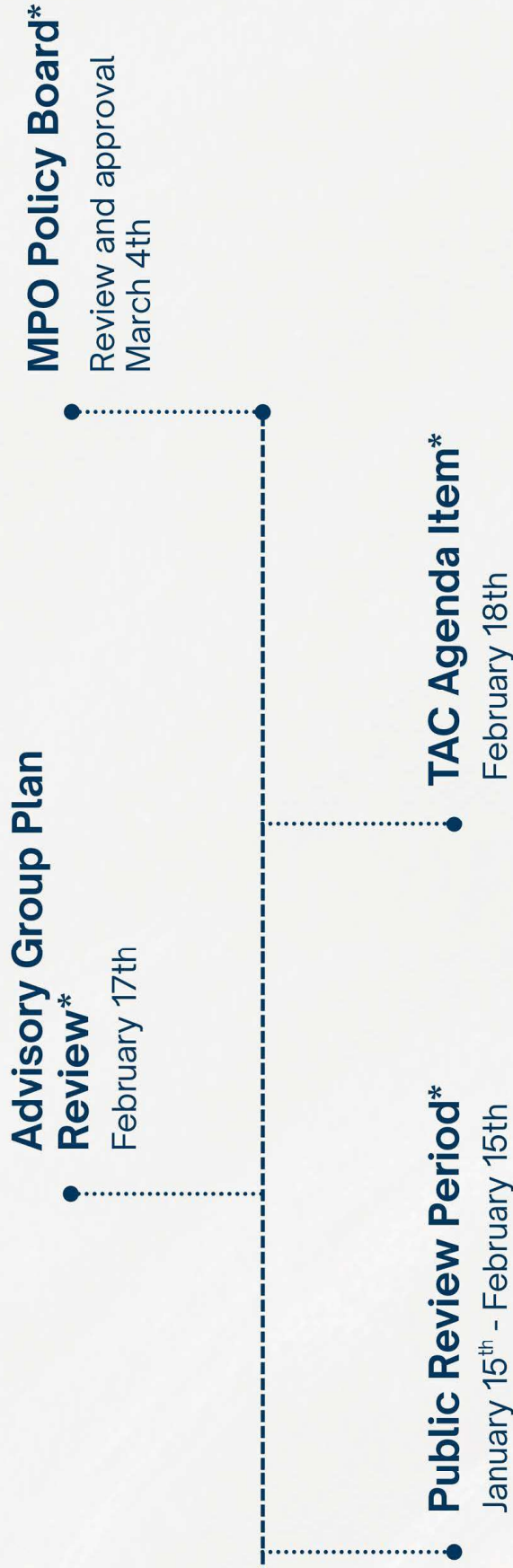
Plan Timeline

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!

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



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ACTIVE TRANSPORTATION PLAN

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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
- 2. How often do you walk (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
- 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 buisness.
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 corrsing 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)?

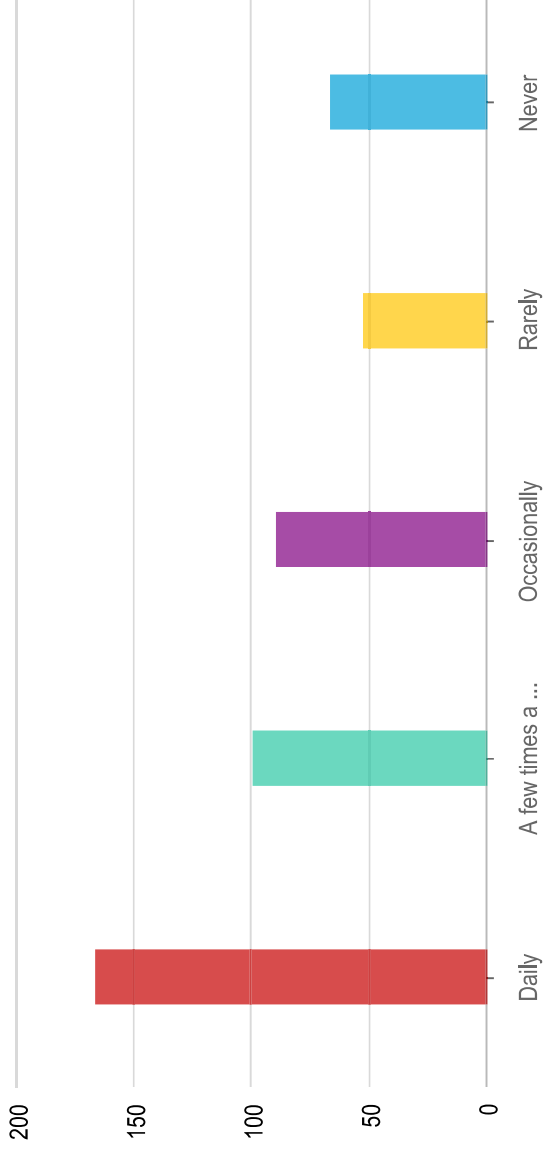


Answers

Frequency	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

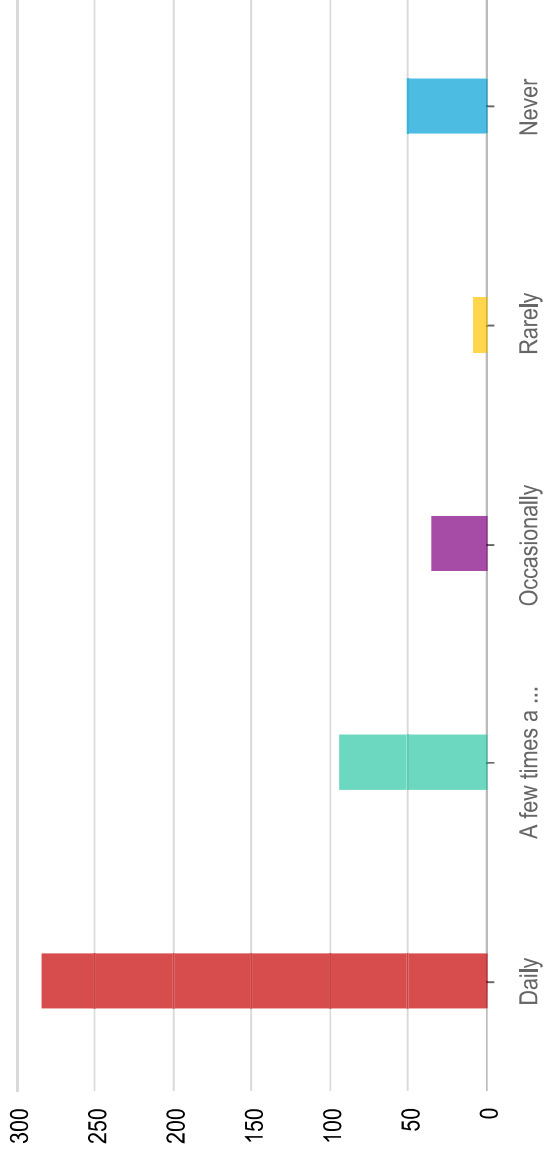
Percentage

Count

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)?

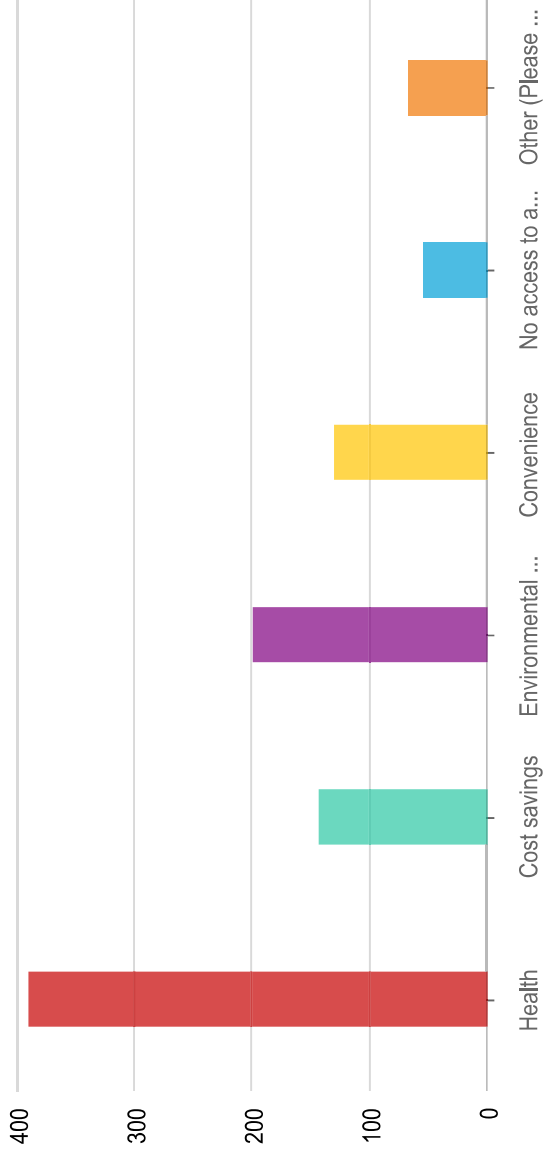


Answers **Count** **Percentage**

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

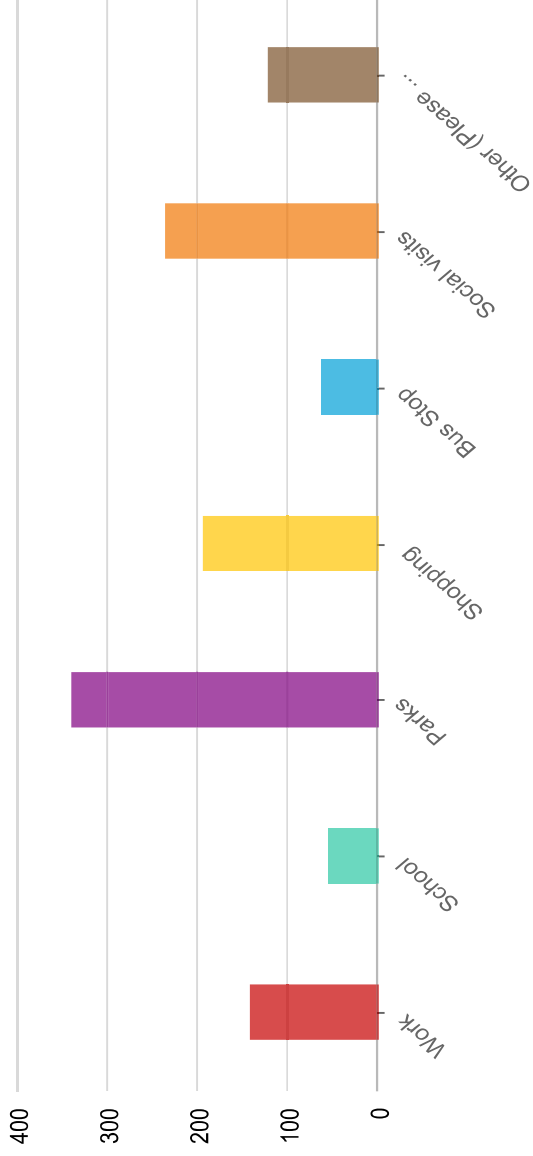
Count

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.)?

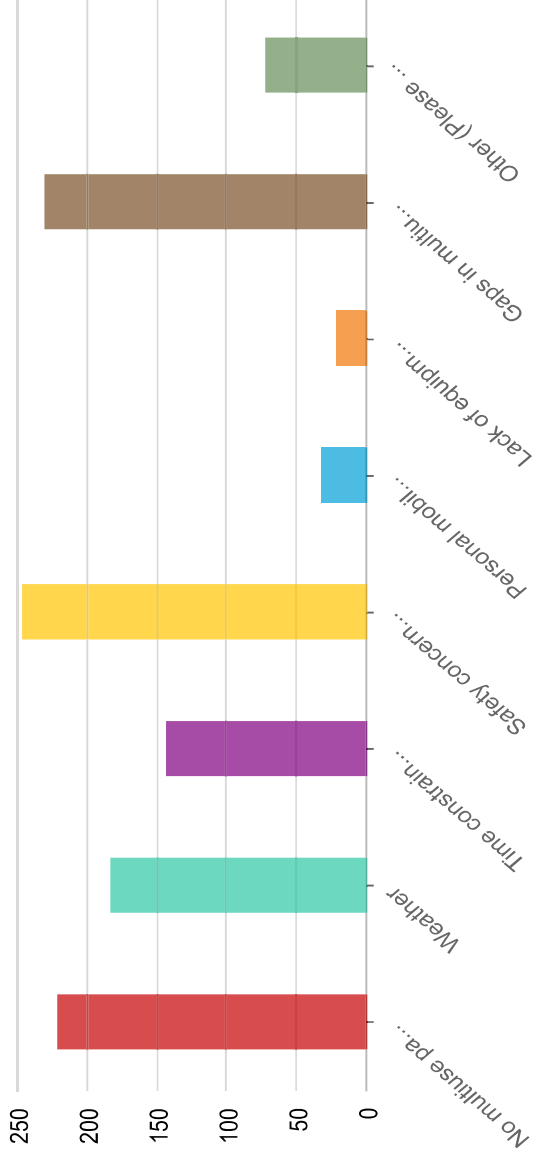


Answers **Count** **Percentage**

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?

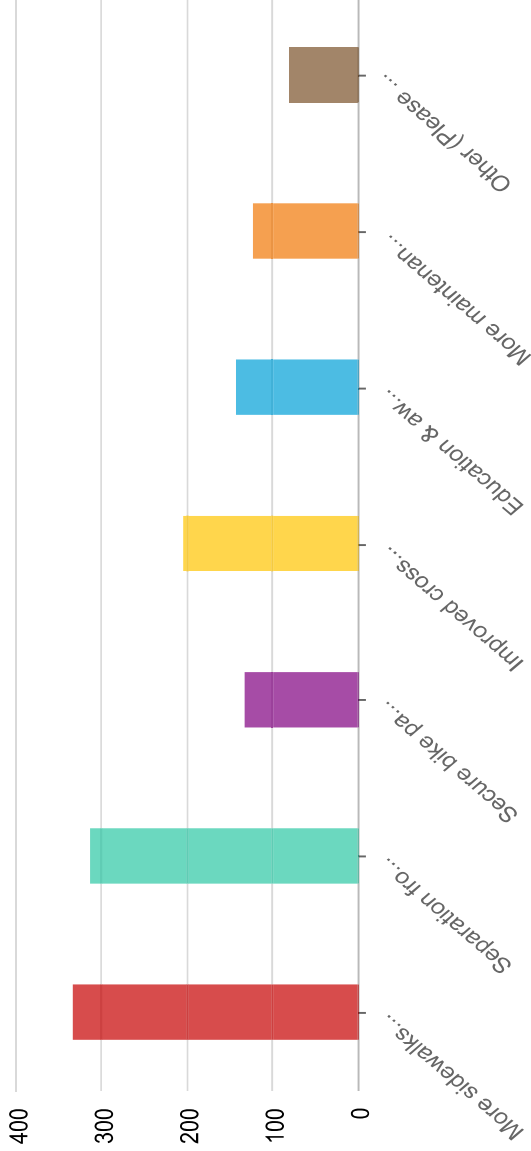


Answers

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

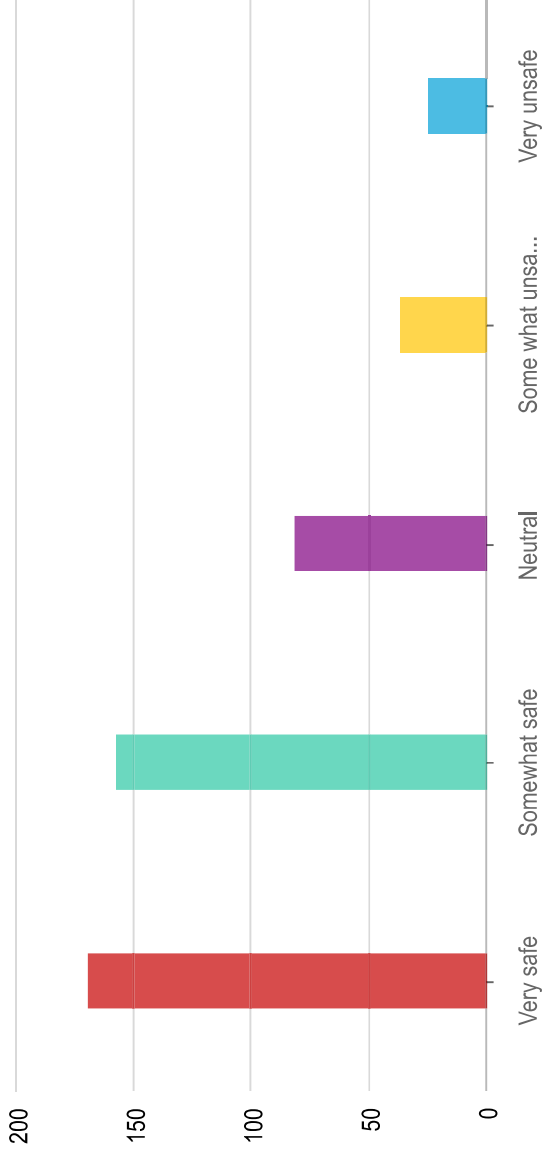
7.) What changes would make you more likely to walk or bike?



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?

stoller university struggle mental west lim close living put bike. Depend part hope going. (I'm places cars.
 angry number route "entitled". cell Hear point unsafe vehicles wabash neighbors Driver's nails accepting place/shoreland
 drives exist enforcement walked; driving fast hit Drivers BG Traffic lanes. night I'm hurts
 cyclists. Township Slippery driving fast hit Drivers BG Traffic lanes. night I'm hurts
 issues multipurpose Slippy fast hit Drivers BG Traffic lanes. night I'm hurts
 start 2 love walking bad street. ago feel Crazy wide cat men lane wild sidewalks live city path neighbors;
 Marblehead bikers alone. roads park riding trail lit walk (in lanes ride Crime lights gravel
 nearby life drivers. roads area. park riding trail lit walk (in lanes ride Crime lights gravel
 work neighborhoods area. park riding trail lit walk (in lanes ride Crime lights gravel
 line neighborhoods area. park riding trail lit walk (in lanes ride Crime lights gravel
 Northwood marked months dogs pedestrian speed drive etc. attention It's patient paved extend
 distance sectors cross robbed trucks on-street side Lack good due us). give stories cannon separation
 barriers golf Eastside Heavy vibes health bag Bay! Elm. myself. toledo dangerous
 well. dark. feels though. phones phone paying people/drivers.

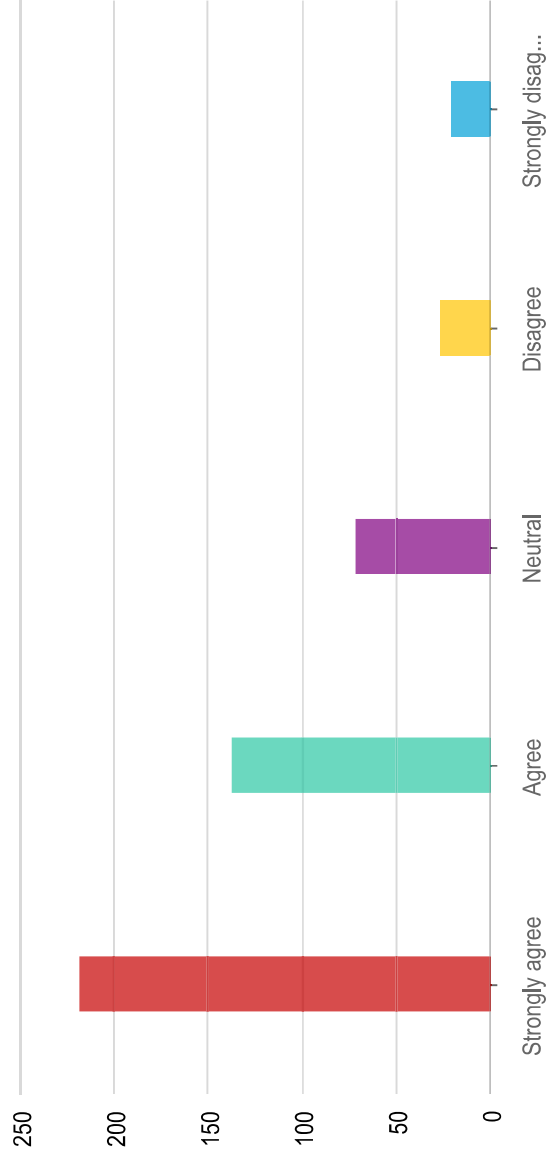
Count

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

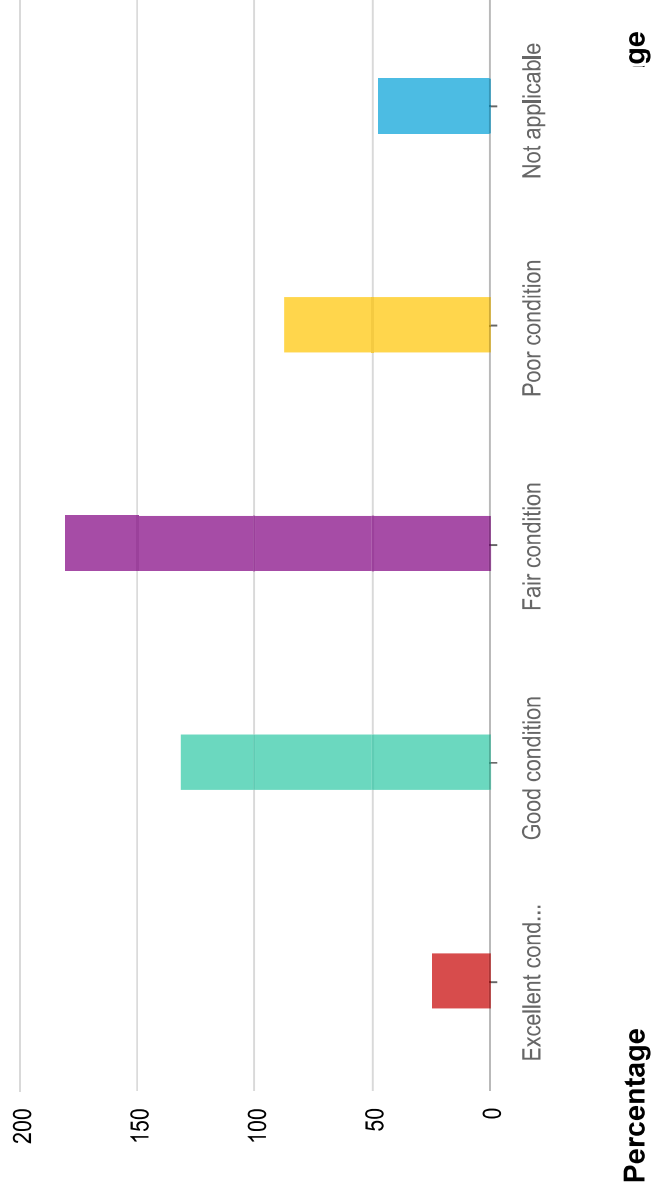
9.) To what extent do you agree with this statement: "I avoid walking or biking on..."



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/...



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...)

maintenance poorly stretch rough para files heavy lifted design wider lanes walks lot uneven. crossing heave etc... west Inestable Broke
 kids fit roadway. St mobility area spots recent North North debris 1st surfaces. (even feeds region. Lots Major left
 curves biggest allowed neighborhood hazards. tree sidewalk. feel 6 cracked sidewalk raised areas tripping Downtown running wheelchairs traffic priority projects.
 parts crossings roads bumpy sidewalks. full age Corner width due sections make sidewalk trails high Large street repair road making cars frequently improvement larger
 (my Gravel speed overgrown trees City walking trip high parking bad maintained Toledo. condition live nice squeezing worst bumps maneuver care tall
 alone. stroad socializing push narrow hit roots neighborhood Poor sinking repair. Toledo. condition market (from backwards degrading subdivision
 tough rest weeds. Vacant neighborhood 35 potholes Simple crowds properties spaces) private Warehouse afterthought Byrne years open shoveled!
 newer Pedestrians things snow Lafayette) (Monroe/Washington) winter Jefferson completely perfection lane
 main issue Glanzman ayuda horrible. creating perfection lane
 unpleasent more. school
 hard Toledo concrete room non-existent sets
 trash holes missing glass ton
 space speeding Baltimore priority projects.
 us. bike speeding frequently improvement signals. con Summit navigate. bump care tall
 person streets broken up. road making cars improvement larger
 unsafe la glass missing running
 BG end older pedestrians. Summit navigate. bumps maneuver care tall
 Lack hazardous pedestrians. Summit navigate. bumps maneuver care tall
 dangerous. tone open
 dangerous. tone open

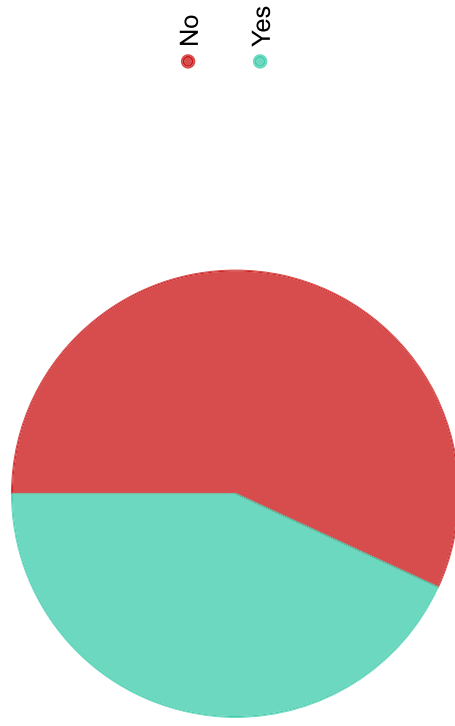
Count

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

No	273	56.76%
Yes	207	43.04%

Answered: 480 Skipped: 1

If you answered yes, please explain why? (e.g. tripping hazards, inaccessible with mobility...

icy puddling AI trimmed flash maneuver 40 disabled physically reasons fit young crossings raised curb
 +. branches wet light cycling stop connected SIDEWALK Unsafe area hazard due neighborhood poor bad feels bicycle
 community. question Monroe Main on. SIDEWALK traffic (no slabs kids walk. trip due walking 3 close Overgrown cars hanging
 lights. make bumps side broken making # bike hazards tripping uneven road trail ankle city North 20
 Na failure residential making avoid wheelchair areas. dangerous 10 trails lit it's walk people ice access *1 run feel gaps safe Winter good zip a. maintained end.
 inaccessible wheelchair areas. lighting low areas walk SIDEWALKS tripping uneven road trail ankle city North 20
 dont route. hazardous dog Afraid Hard mile de Large narrow park Green walker person
 wheelchairs places. 14. connect 43605 half St. age won't roads tripped
 level scooters 43605 half St. age won't roads tripped Bump all. holes motorized tip prefer Village dark (they lights)
 it. glass past. house flooding above:

Count

sidewalks	68
tripping	43
hazards	38
uneven	25
SIDEWALK	22

shoveled	1
salted!	1
River	1
completed.	1

Answered: 182 Skipped: 299

12-a.) Please provide a location and any improvement to sidewalks and/or multiuse paths at...

connected Alexia park. stop N. school Green on. city. route king separation (2 improvements
 car Oregon Baltimore anthony main BG walk love Erie Monclova roads dangerous drivers
 Coast Navarre safely Secor chessie Elm streets South Lane map im traffic im 4 parks & lots ride area cars Sylvania key Park Slippery
 Put safer pedestrians Elm streets central Trails Fix (North road bike trail. multi-use paved Ave. trails.
 speed walking central Trails Fix (North road bike trail. multi-use paved Ave. trails.
 multiuse Connecting (North road bike trail. multi-use paved Ave. trails.
 point Bowling neighborhoods bikes wider s. 1 ut ave 2 2. 3 side Rd. w. River Make areas
 neighborhood sidewalks downtown live (or) sidewalk cross road. Drive Unsafe Port
 Brint section east Toledo paths safe - st intersection West work 5. extend bridge Dr separated
 time busy Monroe Cannonball Wabash intersection dedicated bay bumpy 1. Creek residents crossing N/A Perrysburg Albon
 existing Glass Perrysburg. wayne intersection dedicated bay bumpy 1. Creek residents crossing N/A Perrysburg Albon
 places Perrysburg. wayne intersection dedicated bay bumpy 1. Creek residents crossing N/A Perrysburg Albon
 walkers Link Michigan major dedicated bay bumpy 1. Creek residents crossing N/A Perrysburg Albon

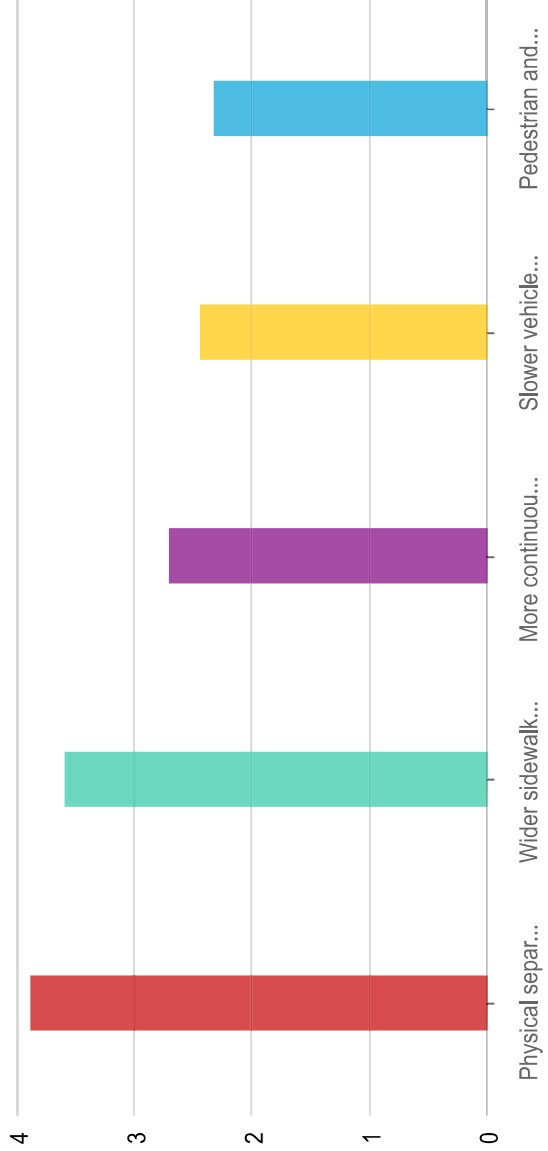
Count

bike	99
trail	95
sidewalks	50

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 biking...



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?



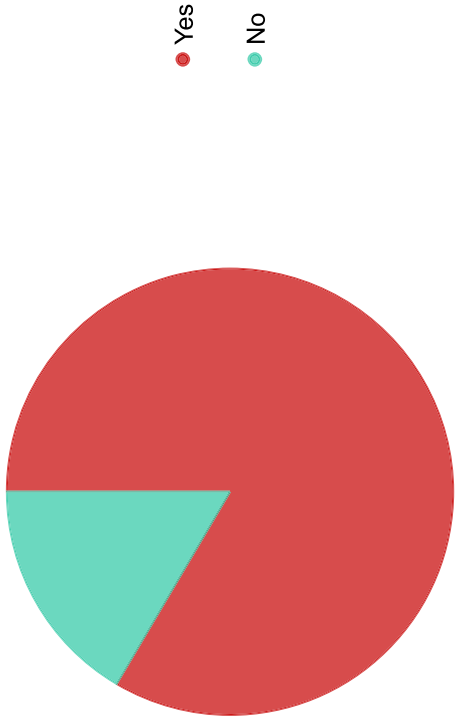
Stats

Value

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

Answered: 440 Skipped: 41

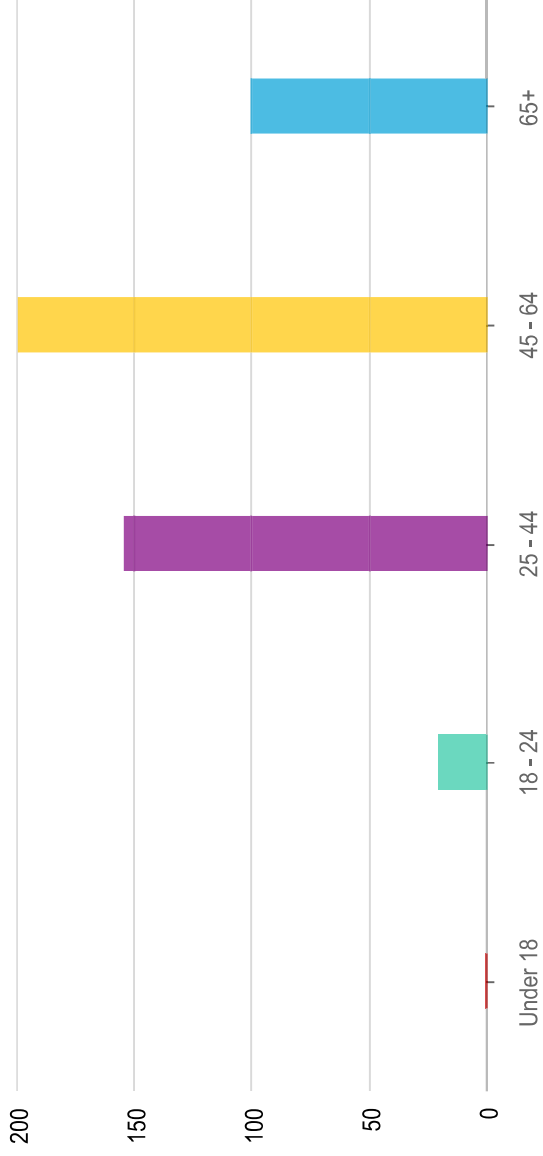
15.) Do you own a vehicle?



Answers	Count	Percentage
Yes	399	82.95%
No	79	16.42%

Answered: 478 Skipped: 3

16.) What is your age?



Answers

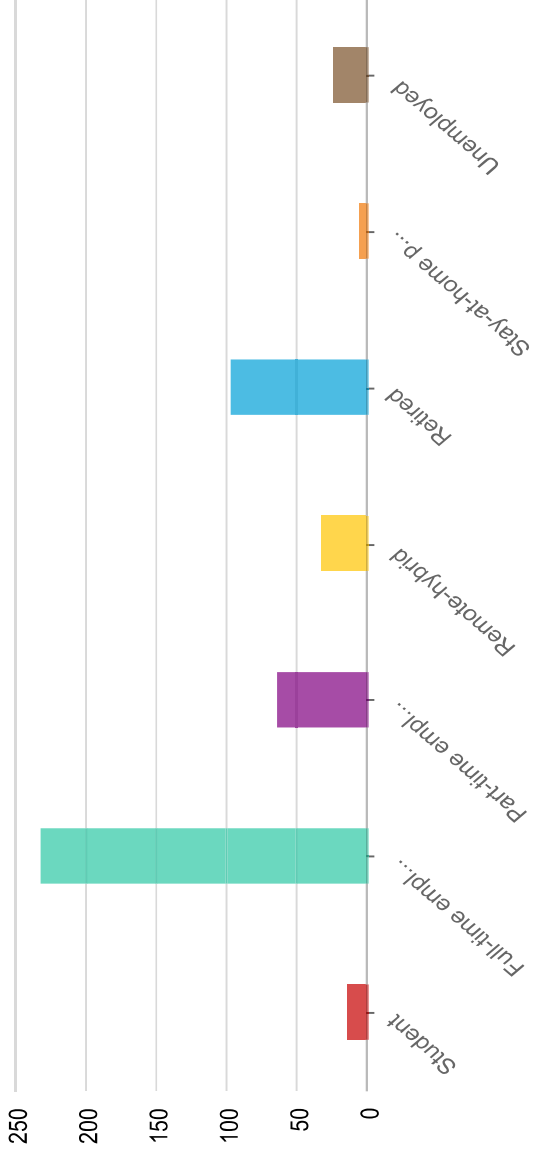
Percentage

Count

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 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 ag 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 ro 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

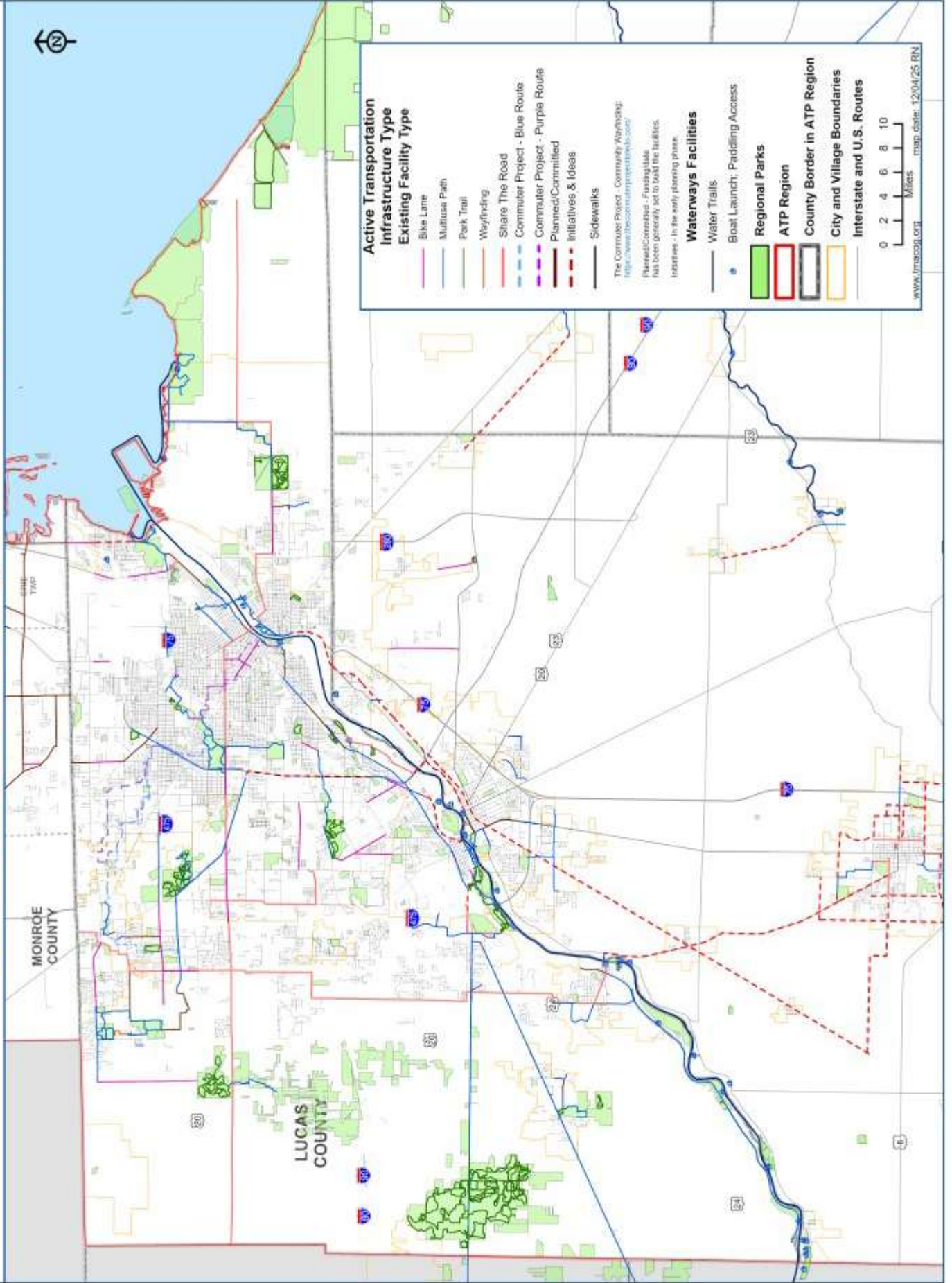
Bike lane on Jefferson in the uptown section - dangerous for bikes going NW and turning left. Some routes have disappearing sidewalks, suddenly ending. A friend has a new motorized wheelchair, but has not been able to use to go to senior center	Safety
I live in Oregon and would like to see more paths 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

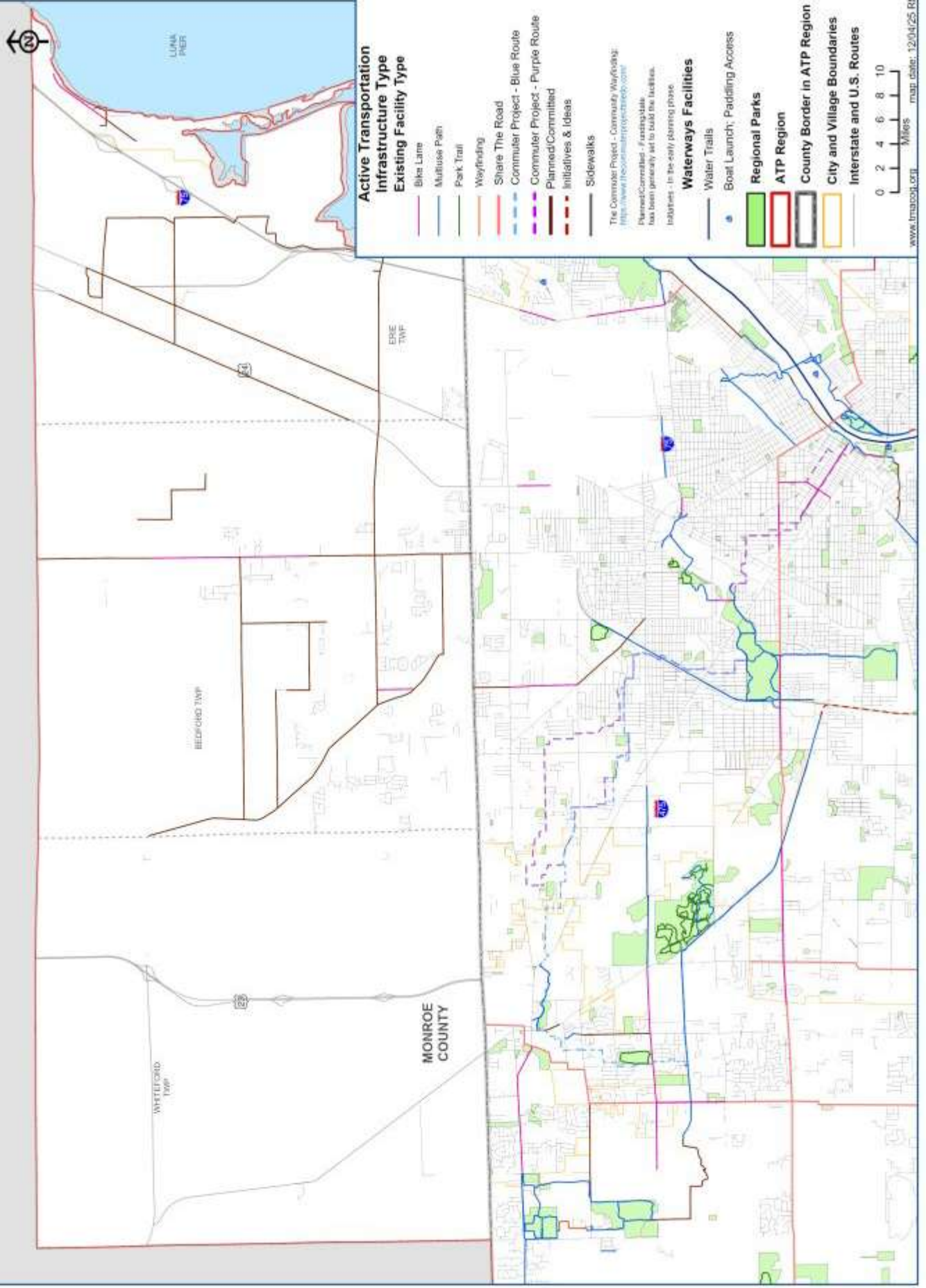
Appendix I:
Active Transportation Infrastructure
Map per County

Lucas County Active Transportation Infrastructure

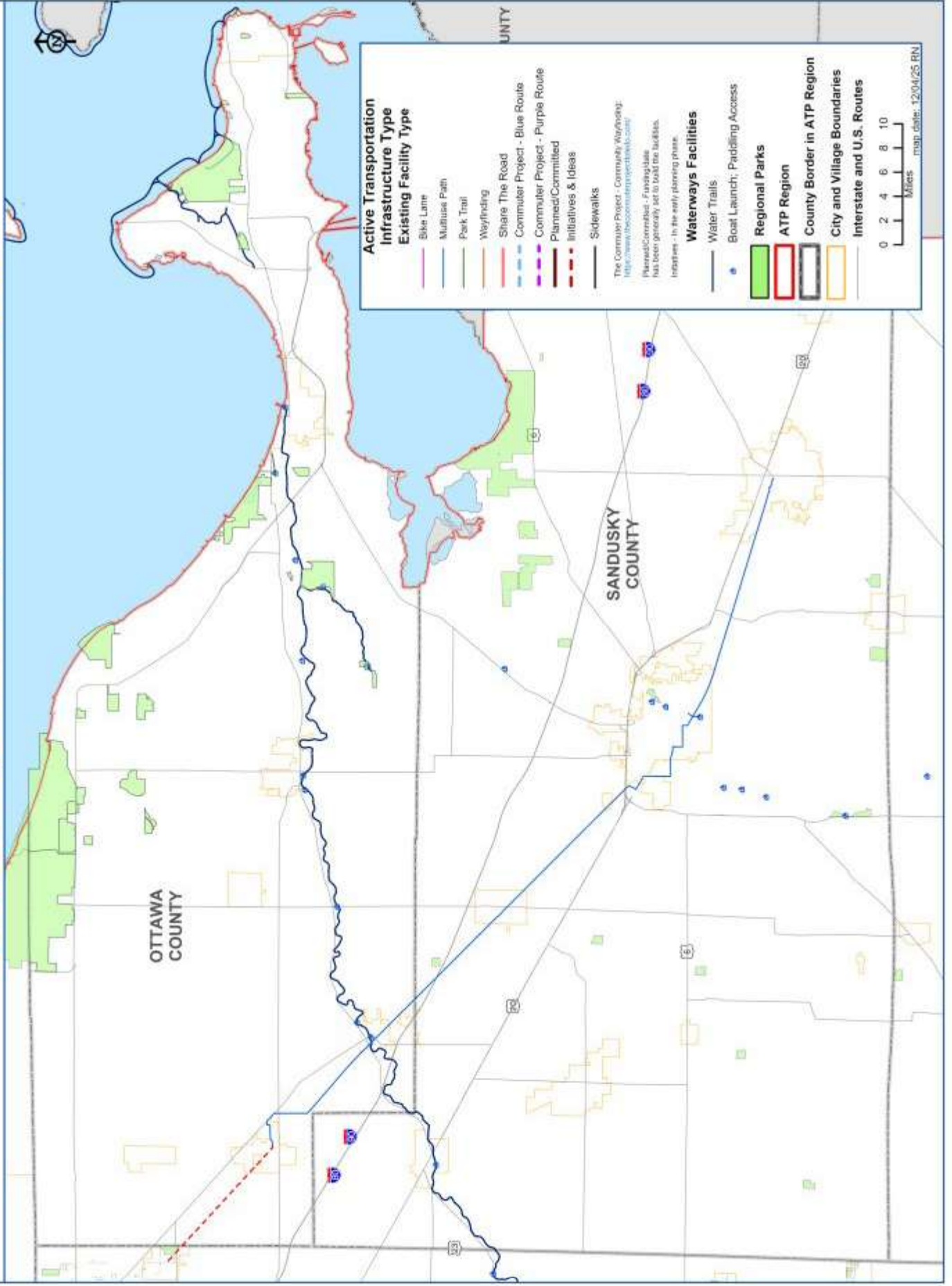


Monroe County Active Transportation Infrastructure

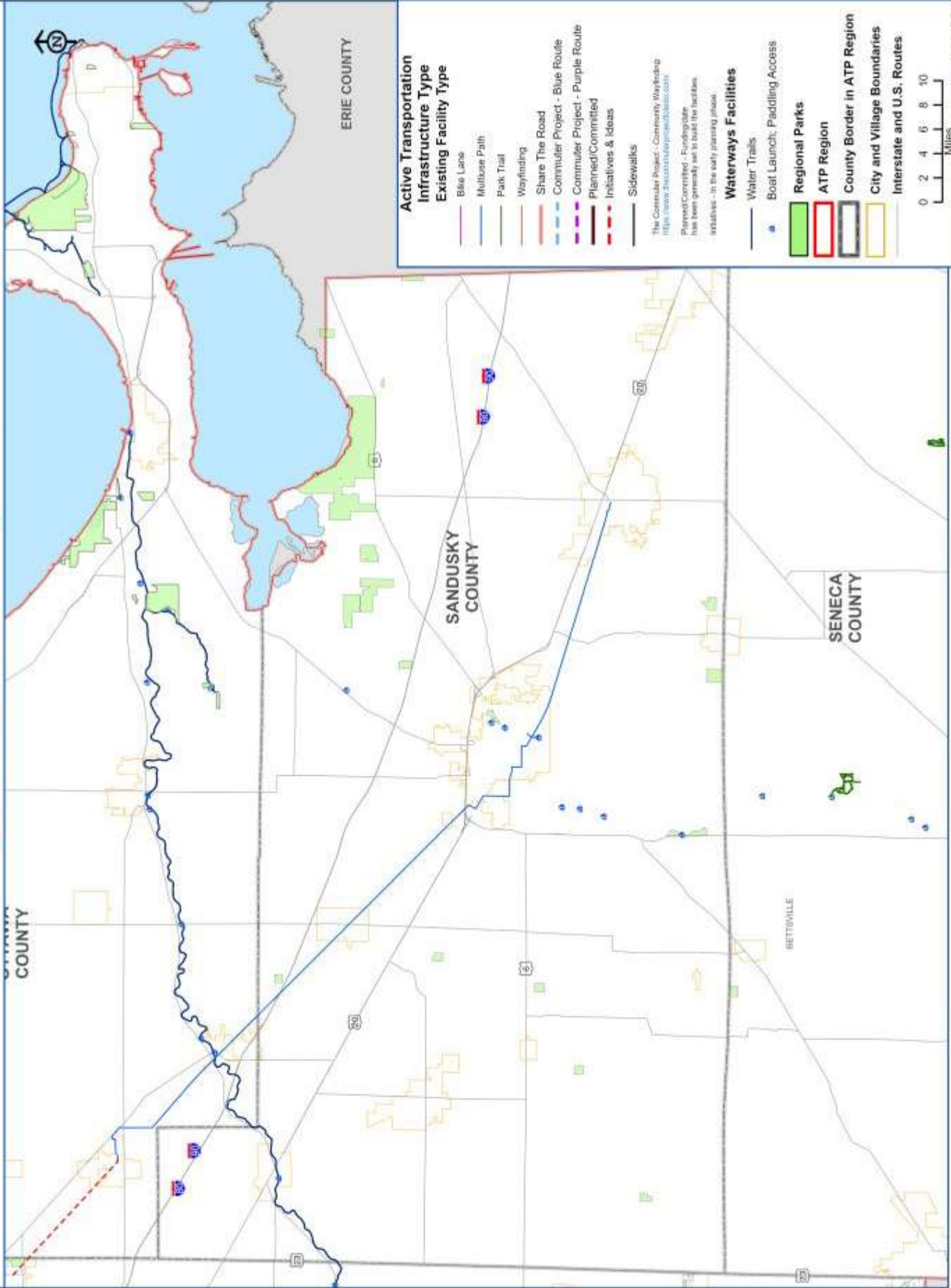
MONROE COUNTY



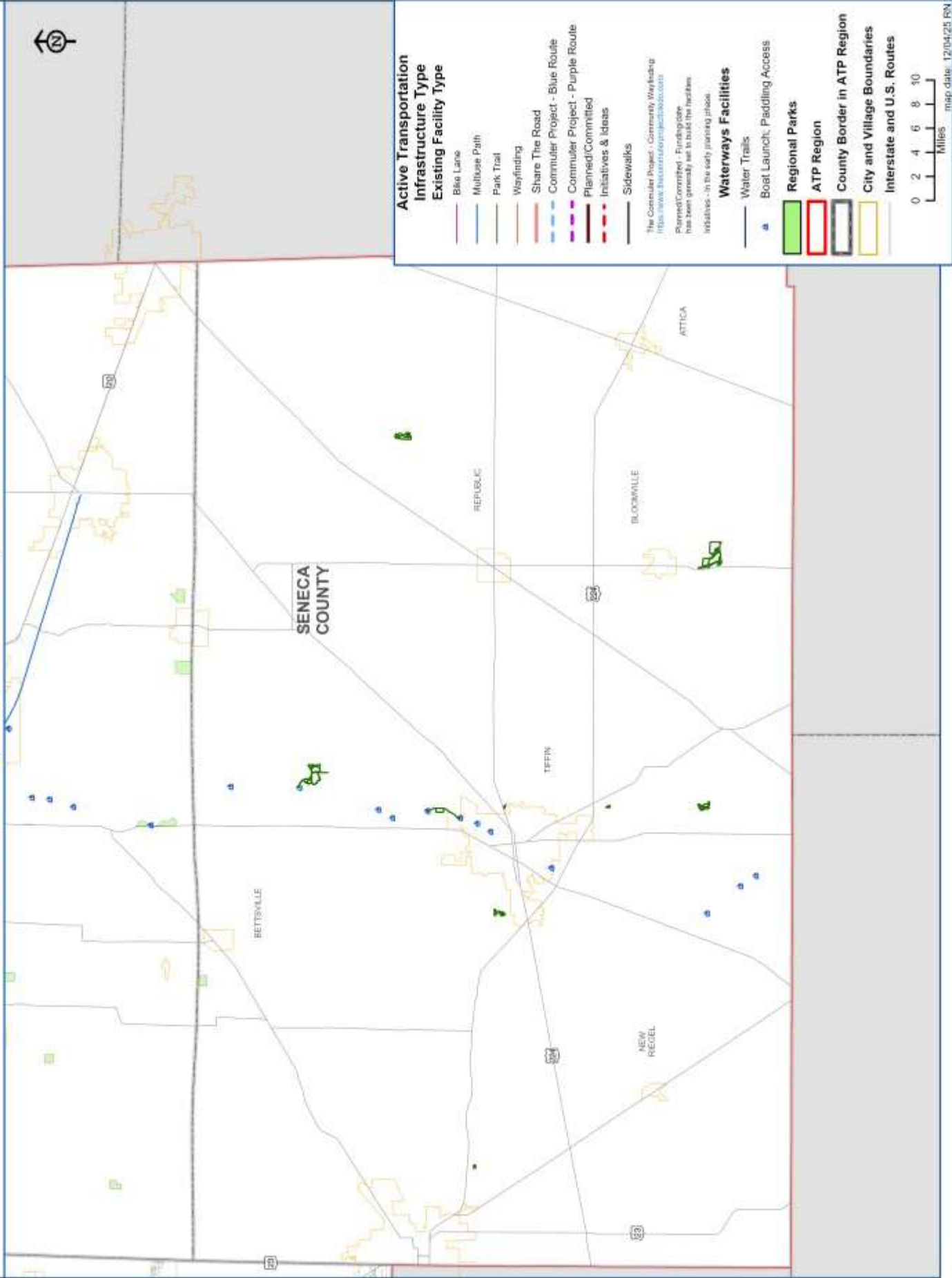
Ottawa County Active Transportation Infrastructure



Sandusky County Active Transportation Infrastructure



Seneca County Active Transportation Infrastructure



Active Transportation Infrastructure Type

- Bike Lane
- Multiuse Path
- Park Trail
- Wayfinding
- Share The Road
- Commuter Project - Blue Route
- Commuter Project - Purple Route
- Planned/Committed
- Initiatives & Ideas
- Sidewalks

The Commuter Project - Community Wayfinding
<https://www.thecommuterproject.com>
 Planned/Committed - Funded/eligible
 has been generally set to build the facilities
 Initiatives - in the early planning phase.

Waterways Facilities

- Water Trails
- Boat Launch; Paddling Access

Regional Parks

Regional Parks

ATP Region

ATP Region

County Border in ATP Region

County Border in ATP Region

City and Village Boundaries

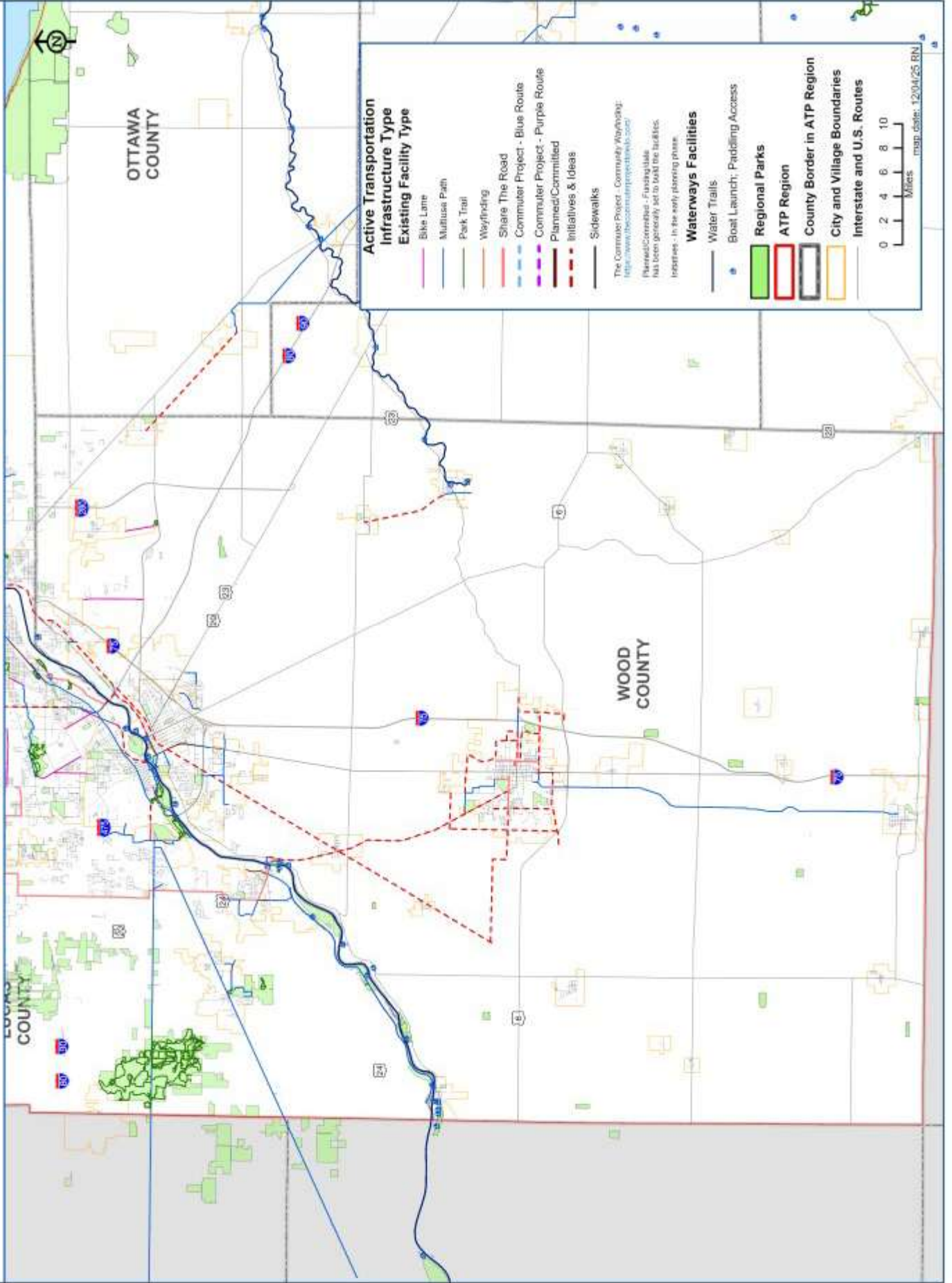
City and Village Boundaries

Interstate and U.S. Routes

Interstate and U.S. Routes



Wood County Active Transportation Infrastructure



Appendix J:

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

Ottawa County Active Transportation Plan (2018) - <https://ottawacounty.parksoh.org/wp-content/uploads/2020/06/Ottawa-County-ATP.pdf>

Regional Segment From	Segment To	Length (V) Type	Unit Cost	Est. Project Cost	Description
North Coast Inland Trail	Elmore	2.08 Rail to Trail Path	NA	NA	Completed
	Elmore	4.74 Rail to Trail path	\$541,700	\$2,567,658	Design Underway
	Genoa	5.3 Rail to Trail Path	\$345,000	\$1,828,500	
Lake Erie Nature Corridor	Lucas Co.	3.34 Rail to Trail Path	\$452,000	\$1,509,680	In cooperation with parks & refuges
	Central Connector	4.87 New Alignment path	\$452,000	\$2,201,240	In cooperation with parks & refuges
	SR-19	3.17 Rail to Trail	\$345,000	\$1,093,650	
	Toussaint Creek	7.25 New Alignment path	\$452,000	\$3,277,000	In cooperation with parks & refuges
Portage River Corridor	Ottawa NWR / Lakeshore Dr.	3.08 New Alignment Sidepath	\$452,000	\$1,392,160	
	NCIT, Elmore	5.61 Road Shoulder	\$244,300	\$1,370,523	
	Central Connector	5.53 Road Shoulder	\$244,300	\$1,350,979	
	Oak Harbor	8.18 Rail to Trail Path	\$345,000	\$2,822,100	Former interurban, new RW required
	Muddy Bay Connector	4.51 New Alignment Sidepath	\$452,000	\$2,038,520	
	SR-2	2.44 New Alignment Sidepath	\$452,000	\$1,102,880	
Peninsula Corridor	Port Clinton	4.68 New Alignment Sidepath	\$452,000	\$2,115,360	
	SR-53	2.14 New Alignment Sidepath	\$452,000	\$967,280	
	Bay Bridge	3.88 Rail to Trail	\$345,000	\$1,338,600	Former Marblehead & Lakeside Rwy.
Bay Bridge Connector	Bay Bridge	1.89 Major bridge involvement	TBD	TBD	Joint Project, ODOT involvement
TOTALS: County		72.69		\$26,976,130	
Elmore - Woodville	Sandsky Co.	2.46 Road Shoulder	\$244,300	\$600,978	
Western Connector	Genoa	3.08 Road Shoulder	\$244,300	\$752,444	
	Clay Center	1.08 Road Shoulder	\$244,300	\$263,844	
	Martin	3.05 Road Shoulder	\$244,300	\$745,115	
	Wilton	1.53 New Alignment Sidepath	\$452,000	\$691,560	
Central Connector	Sandsky Co.	2.22 Road Shoulder	\$244,300	\$542,346	
	Portage River Corridor	2.82 Road Shoulder	\$244,300	\$688,926	
	Rocky Ridge	1.89 Road Shoulder	\$244,300	\$461,727	
	Davis Besse Connector	2.89 Road Shoulder	\$24,4300	\$706,027	
Davis Besse Connector	Central Connector	4.47 Rail to Trail	\$345,000	\$1,542,150	
North Portage Connector	Oak Harbor	4.39 New Alignment Sidepath	\$452,000	\$1,984,280	
	County Complex	4.87 Road Shoulder	\$244,300	\$1,189,741	
	Ottawa NWR / Lakeshore Dr	2.9 Road Shoulder	\$244,300	\$708,470	
Muddy Bay Connector	Sandsky Co.	1.08 Road Shoulder	\$244,300	\$263,844	
Catawba Island (SR-53)	Peninsula Corridor	5.01 Road Shoulder	\$244,300	\$1,223,943	Existing: evaluate current standards
	SR-163	1.91 Road Shoulder	\$244,300	\$466,613	Existing: evaluate current standards
South Bass Island	Ferry	0.69 Road Shoulder	\$244,300	\$168,567	along Hartshorn Road
Marblehead-Bayshore Loop	Peninsula Corridor	3.45 Road Shoulder	\$244,300	\$842,835	Currently Sharrows
	Hartshorn Road (N)	2.13 Road Shoulder	\$244,300	\$520,359	
	Lighthouse	1.38 Road Shoulder	\$244,300	\$337,134	
	Johnson's Island Connector	1.03 Road Shoulder	\$244,300	\$251,629	
Alexander Pike Connector	Along Hartshorn Road (S)	1.69 Signs & sharrows	\$25,000	\$42,250	
Johnson's Island Connector	Bayshore Road	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)

Recommended Facilities	Designated US Bike Routes	Signed Routes	Bike Lane/Paved Shoulder	Side Path	Unpaved Shared use Path	Paved Shared Use Path	Intersections Improvements	New Trial Bridge (Minor Streams)	New Grade Separation (Major)
Western Sandusky County Route			23.6						
Pemberville/Wood County Extension			5.2						
Norfolk & Western - Fremont to Burgoon						6.5			
Ballville Extension - Conner Perk			2.7						
Ballville/Tiffin Route - Ohio Power Easement						4.5			
Ballville Extension - Hayes to Wolf Creek park			3.4			3.1			
Northern Sandusky County Route			2.8	0.6		12		1	
Penn Central - Green Springs to Castalia						11			
Norfolk & Western - Fremont to Castalia									
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./Muskeellunge Creek Rd./Christy Rd.									1
Muskeellunge Creek Road		0.1							
Christy Road		0.8							
Fangbomer Road		1.2							1
Rawson Avenue			0.8						
State Route 53							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						
Rtce Road			0.6						

Seneca County Active Transportation Plan (2018) - <https://www.tiffinohio.gov/sites/default/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, Betsville, and Old Fort. It provides connections to proposed trails connecting to Tiffin, Green Springs, Burgoon, Fostoria, and the North Coast Inland Trail.	1	GSCP, SKTSS	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 SKTS	Fostoria	27, Map 6
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 to 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 to the Tiffin University Nature Preserve to a proposed trail along Miami Street (9).	1	GSCP SKTS	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, SKTS	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 (46) 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 Betsville.	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 (6) 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/Enclid/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 SKTS	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	SKTS	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	SKTS 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 Kerman 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, SRKS	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 Scheckelhoff 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 Infirmity Road to Lodi-Colby Road.	2	Other	Greater Sandusky County	23, Map 5
44	Hemminging Road Route	Signed Route	This route connects North River Road to Lodi-Colby Road largely along Hemminging 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, SRKS	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	SRKS	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 SRKS	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 Street	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 follows 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 SRKS	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 SRKS	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	SRKS	Fostoria	27, Map 6