Regional Active Transportation Plan

2026-2030

Lake Erie West
REGIONAL COUNCIL

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Plan Summary

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

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

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

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

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

Introducing the Region & the Plan

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

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

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

Benefits of Active Transportation

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

Physical Health & Well-Being

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

Economic Development

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

Family & Safety

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

Innovation

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

Efficiency

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

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

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

Regional Goals

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

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

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

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

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

Existing Conditions

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

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

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

Regional Demographic Profile

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

According to the 2023 ACS estimates, in order of largest to the smallest county in population in the MPO region, these include:	
Lucas County	428,748
Wood County	131,795
Monroe County, Michigan, within the Lake Erie West MPO	40,743
Bedford Township	31,851
Whiteford Township	4,593
Erie Township	4,299

The three adjacent counties in the planning region	
Sandusky County	58,770
Seneca County	54,861
Ottawa County	40,161

The three largest cities in the planning region	
Toledo	268,461
Bowling Green	30,051
Perrysburg	25,065

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

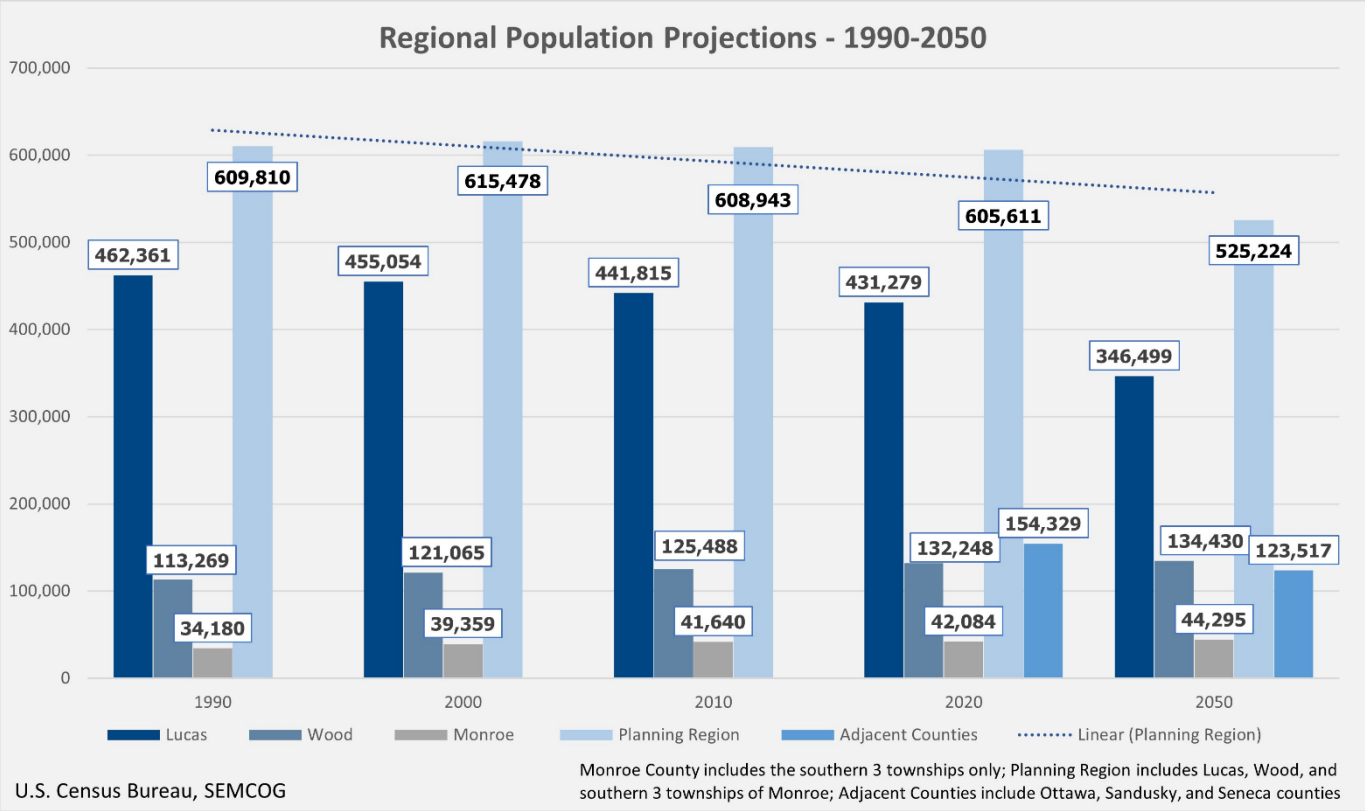


Exhibit 1: Planning region population projection from 1990 – 2050; Source: U.S. Census Bureau, SEMCOG

Regional Population by Age Group

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

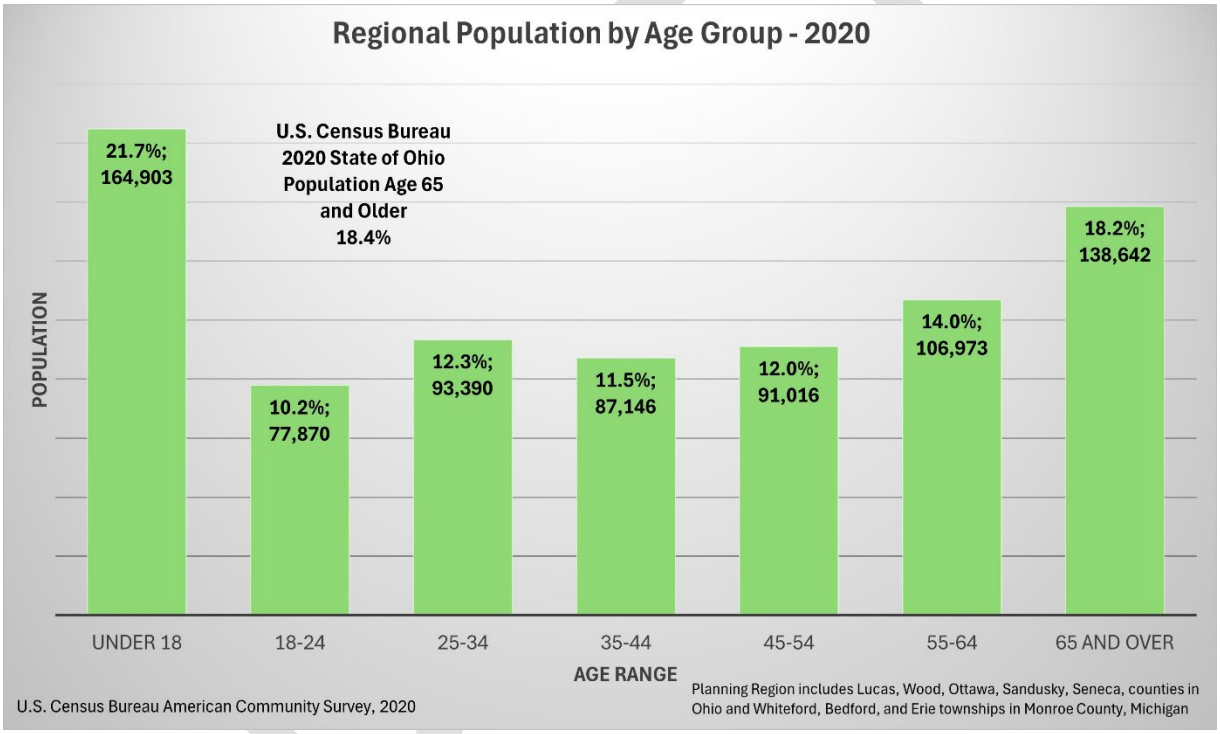
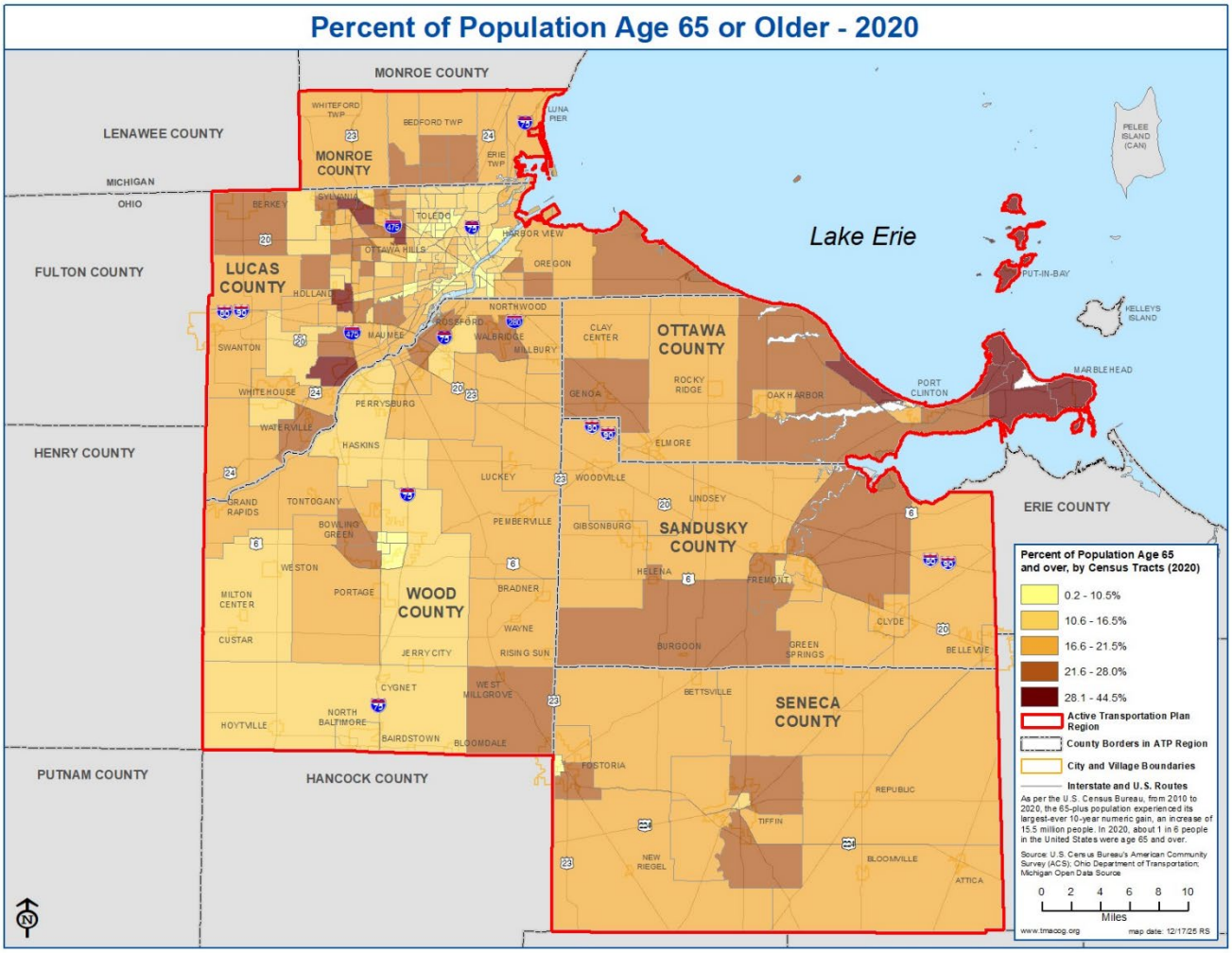


Exhibit 2: Total planning region population by age group.

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



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

Regional Population with Disabilities

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

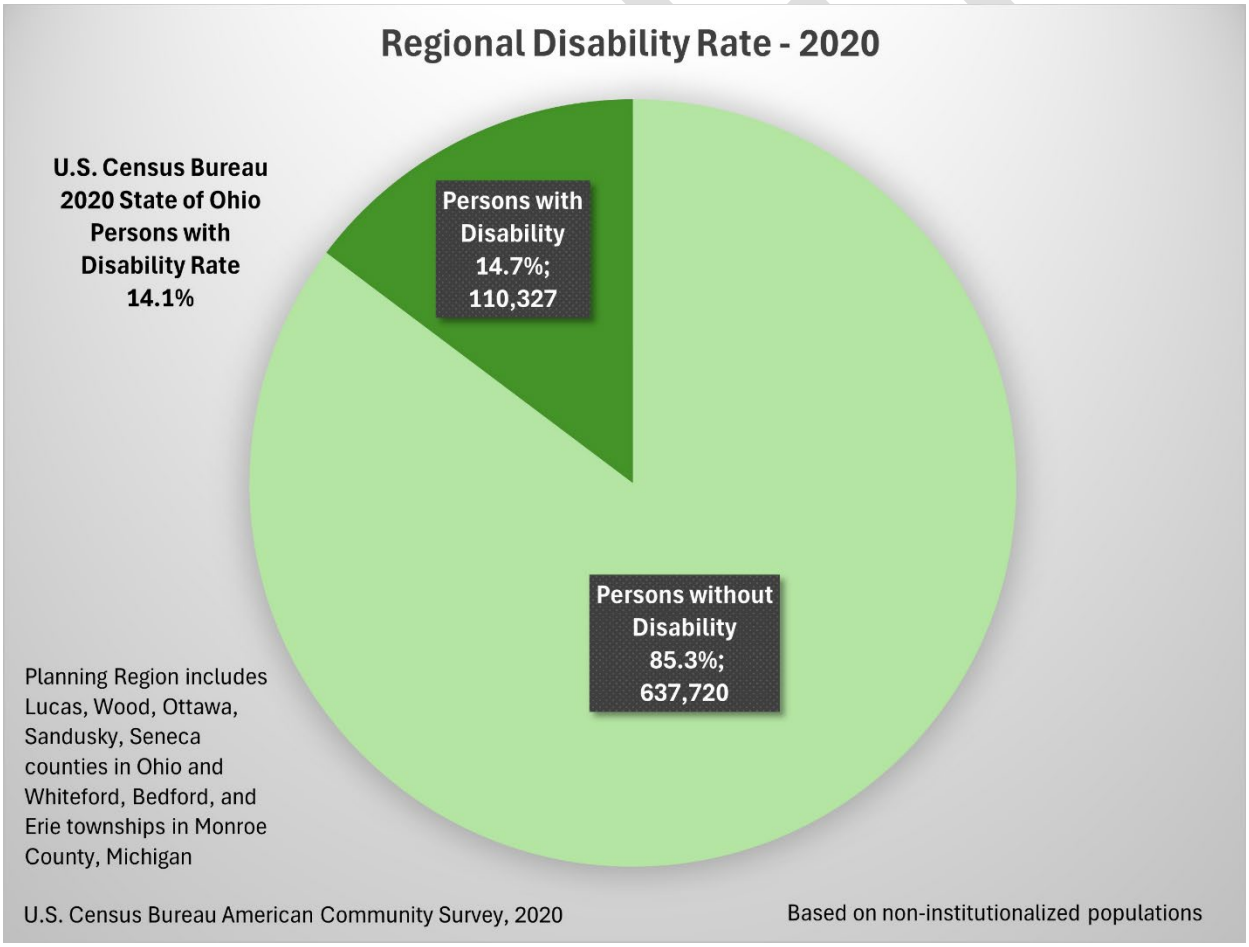
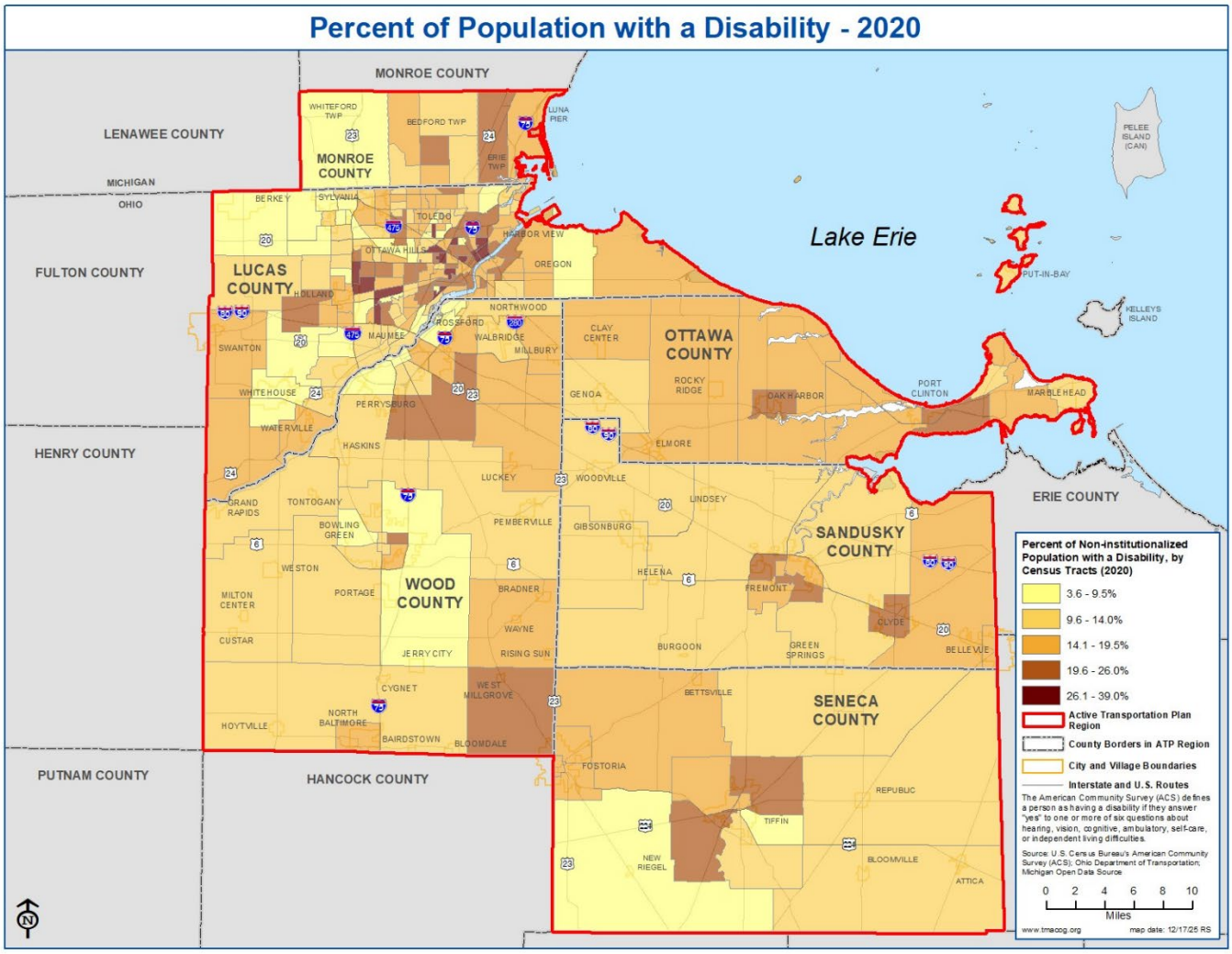


Exhibit 3: The planning region disability rate.

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



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

Percent of Individuals with Incomes Below the Federal Poverty Level

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

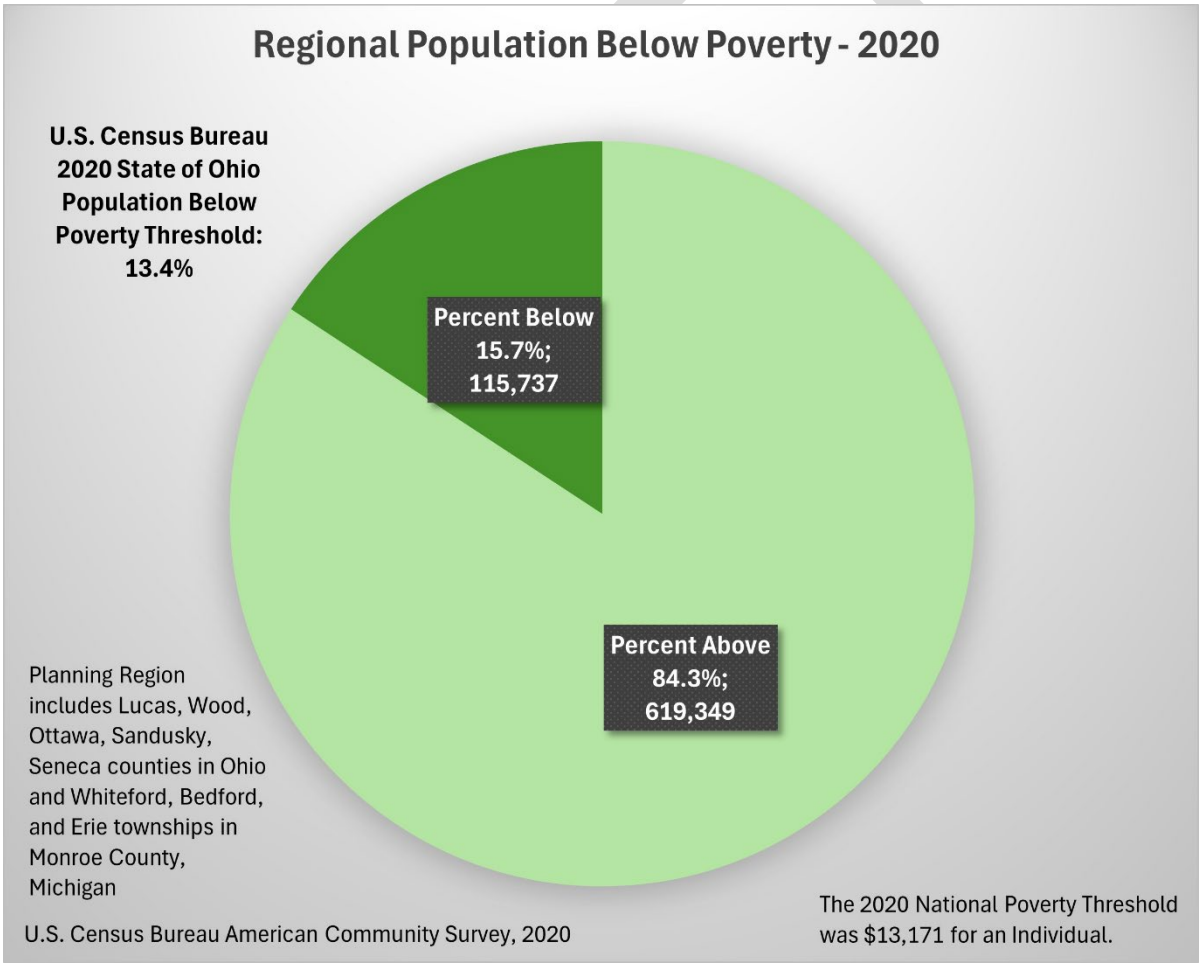
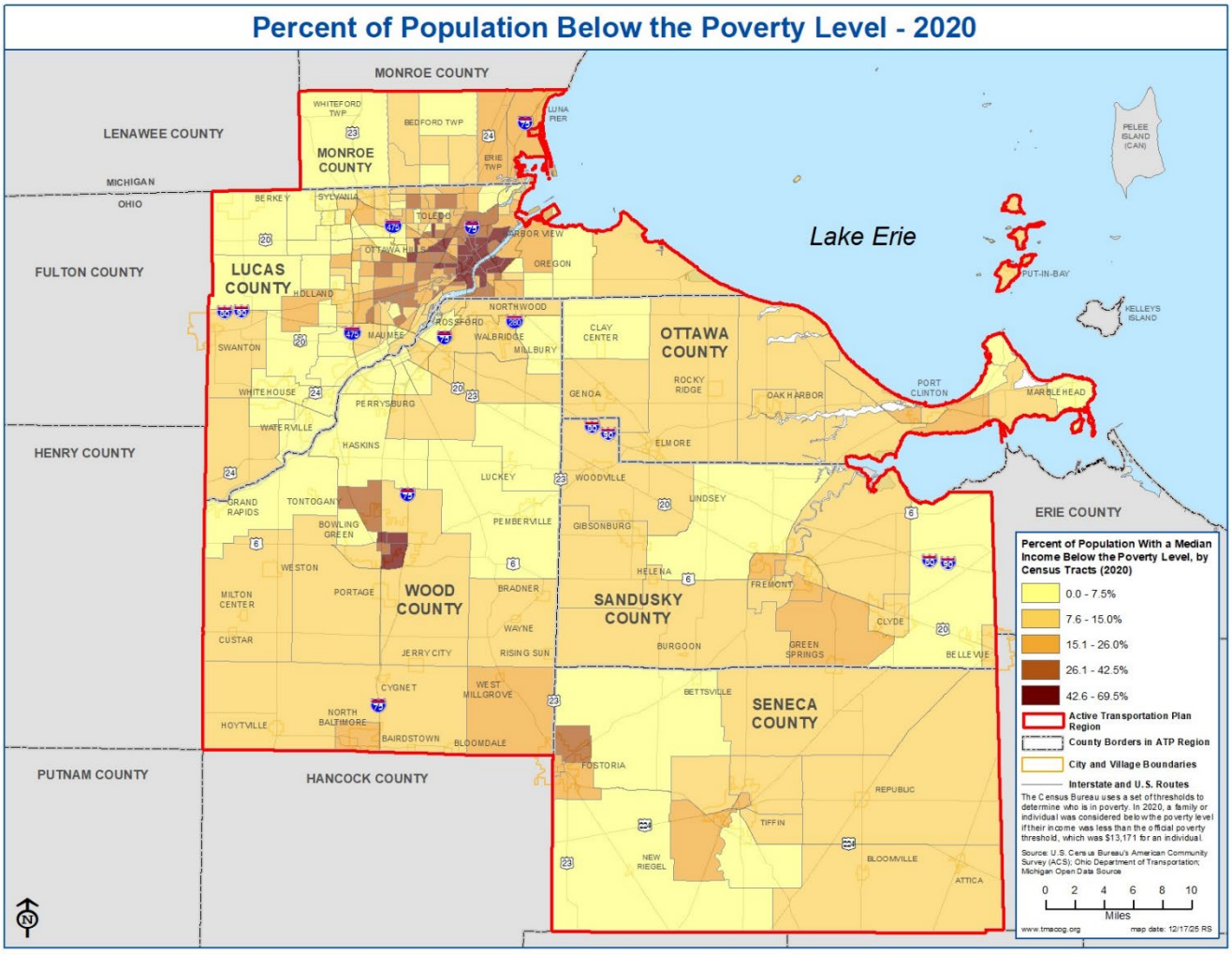


Exhibit 4: The planning region population below the federal poverty level.

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



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

Regional Population that Speaks English Less than Very Well

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

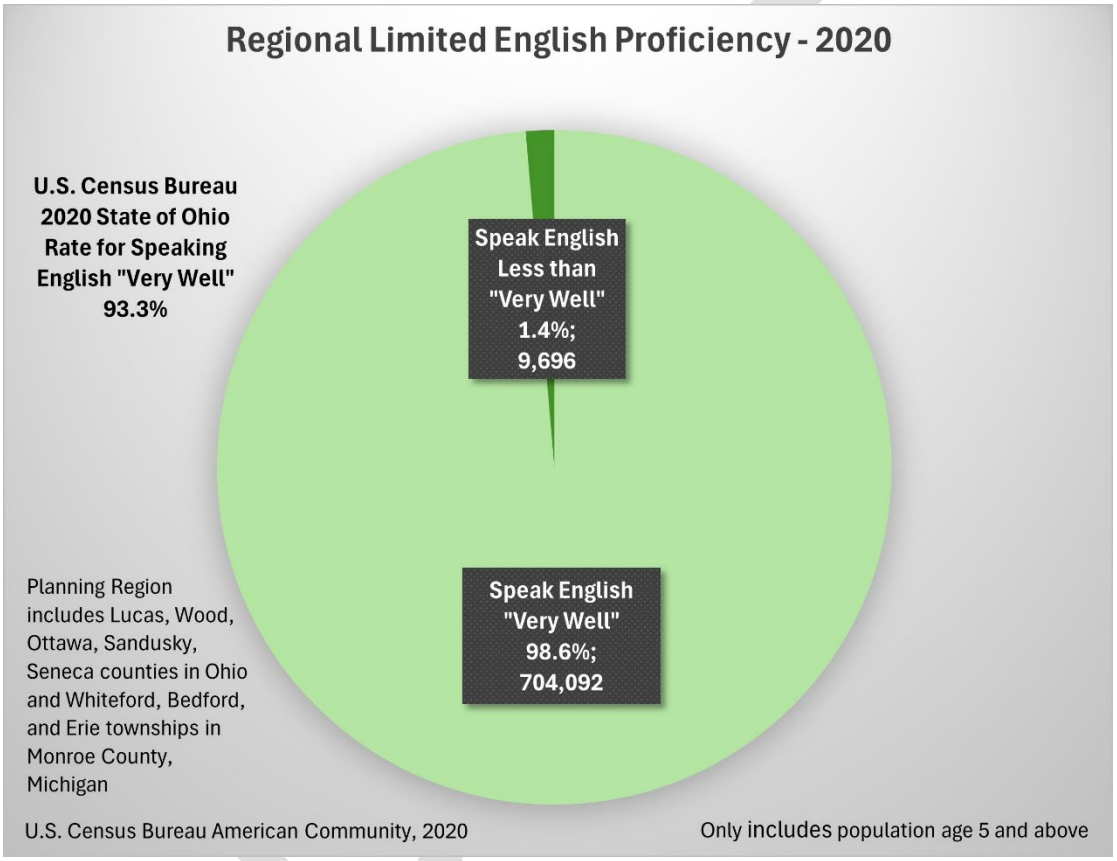
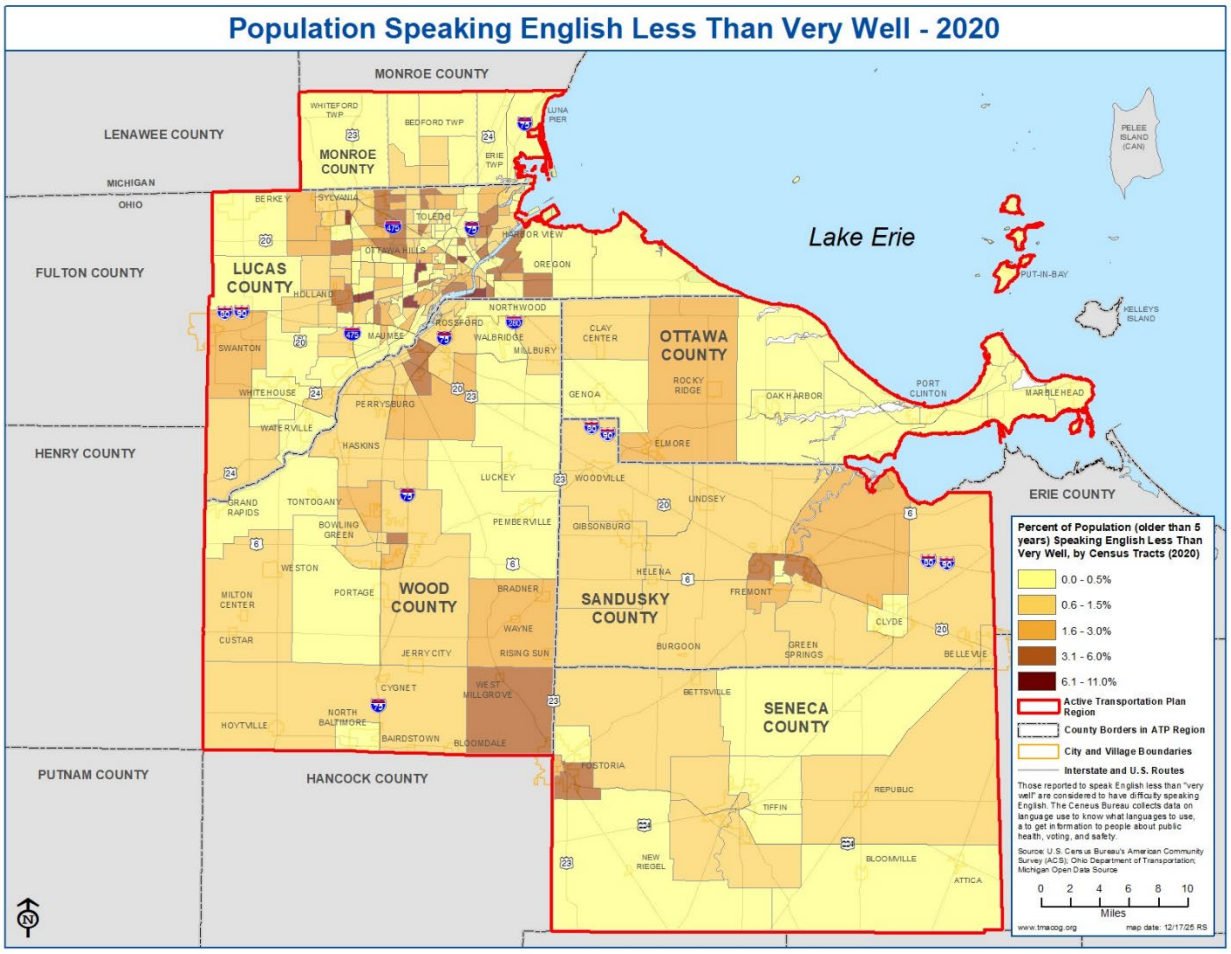


Exhibit 5: The planning region population who "speaks English less than very well".

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



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

Regional Employment Status

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

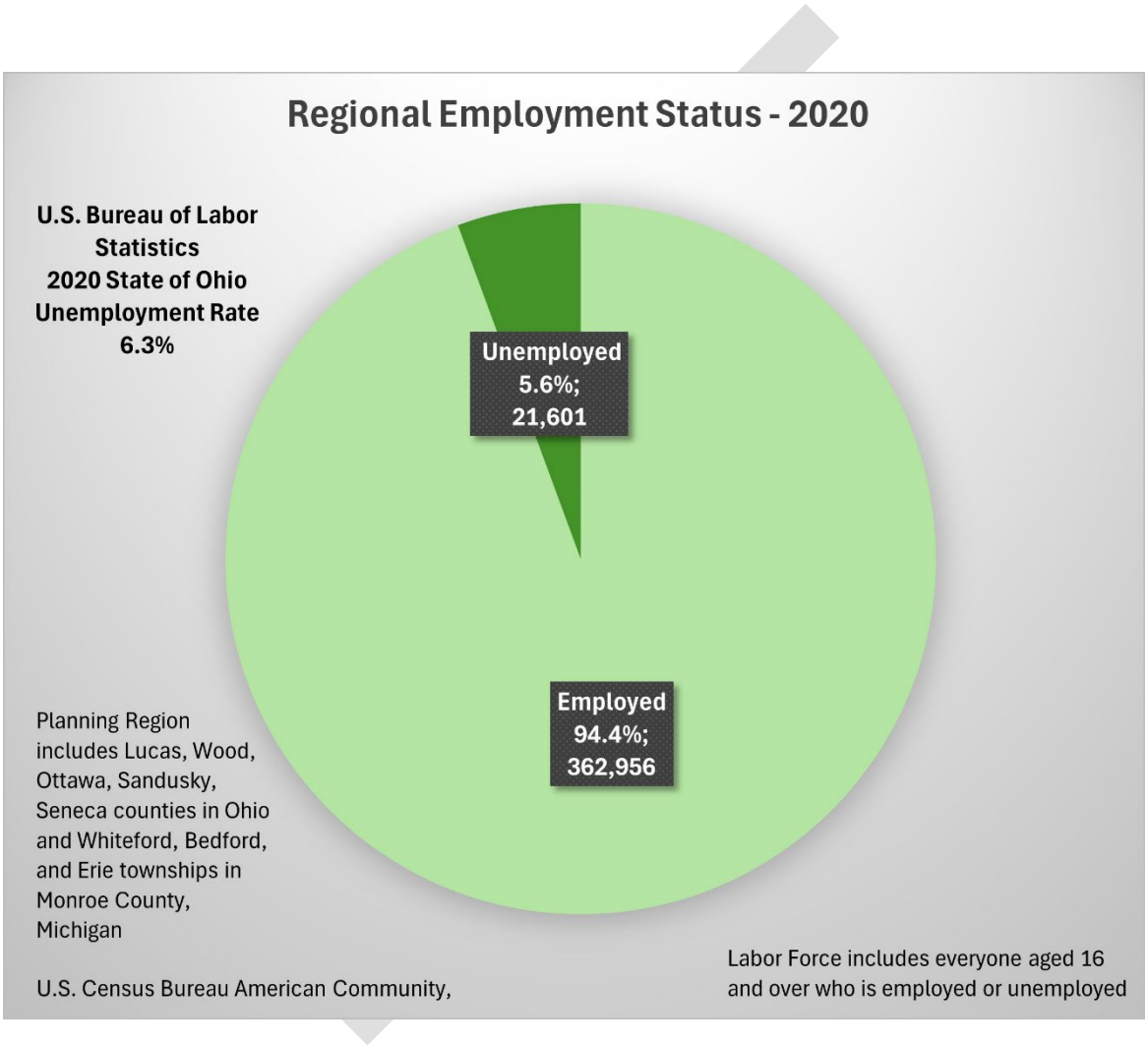
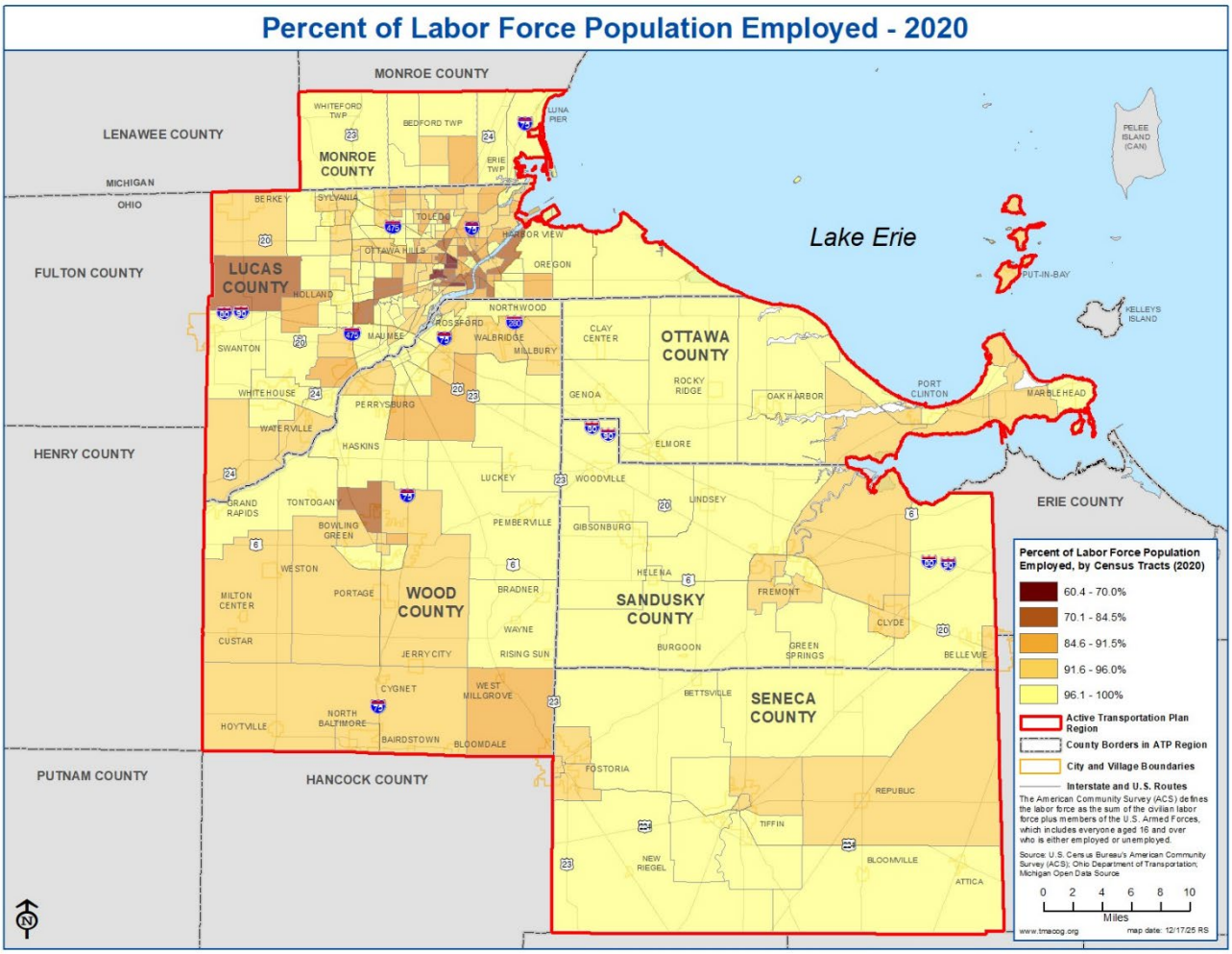


Exhibit 6: The planning region employment status.

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



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

Commuters by Mode

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

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

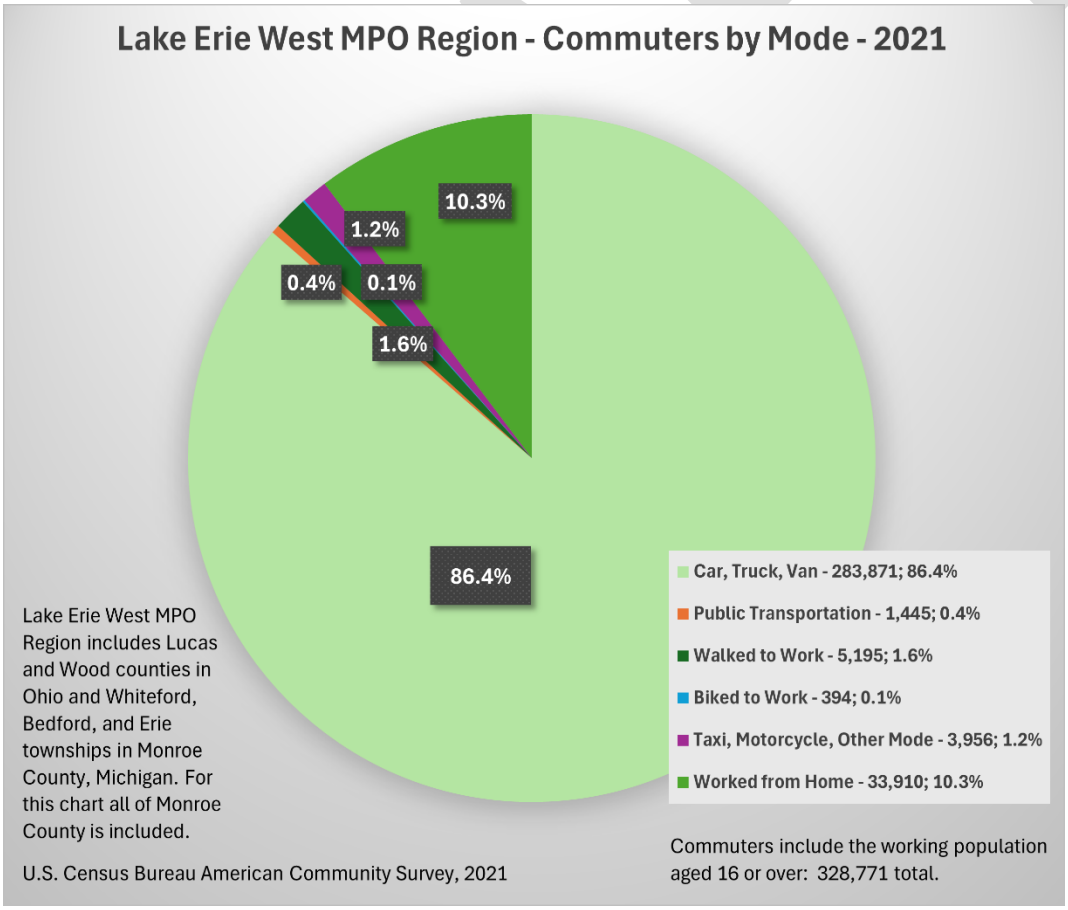


Exhibit 7: The Lake Erie West MPO region commuters by mode 2021.

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

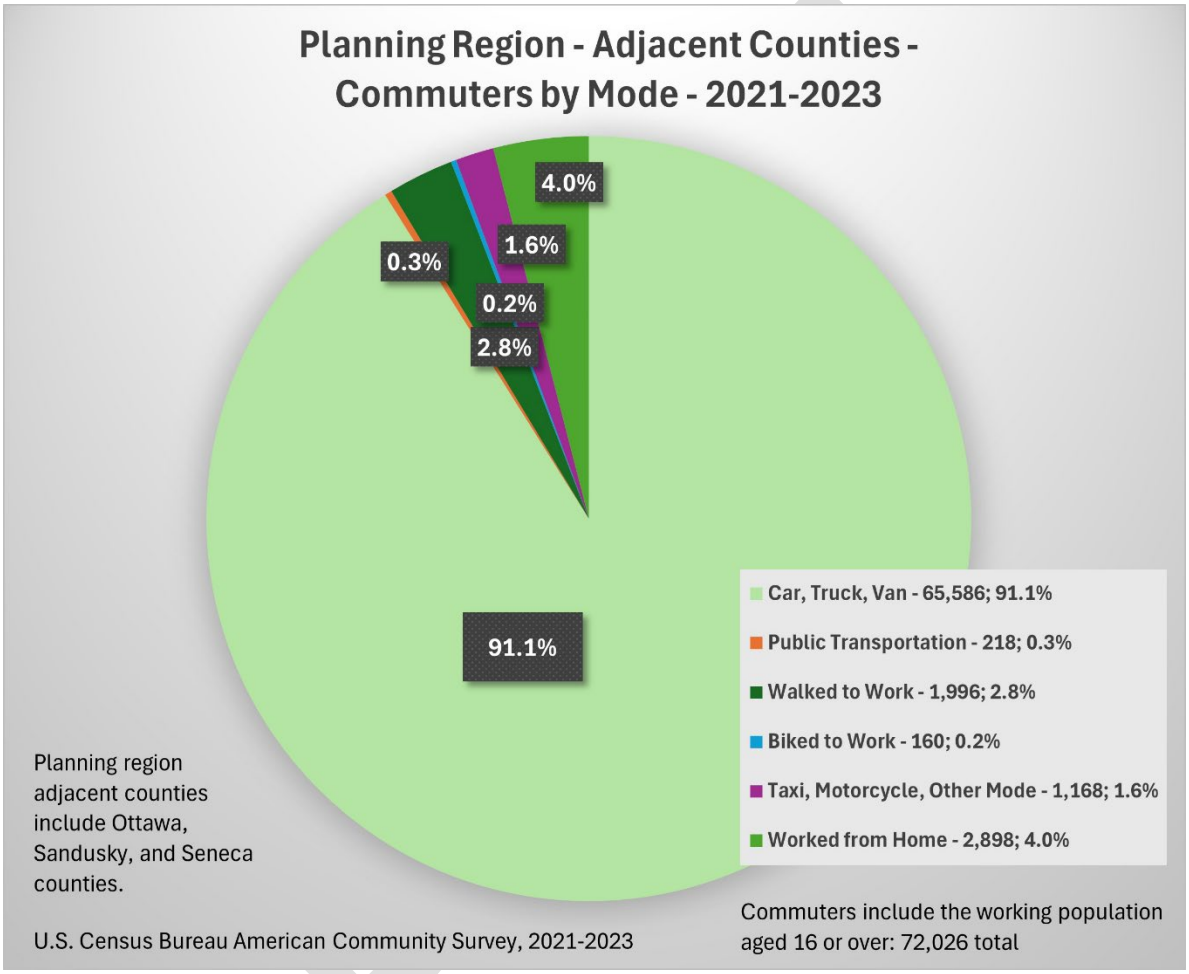


Exhibit 8: The three eastern adjacent counties commuters by mode, 2021-2023.

Zero-Vehicle Households

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

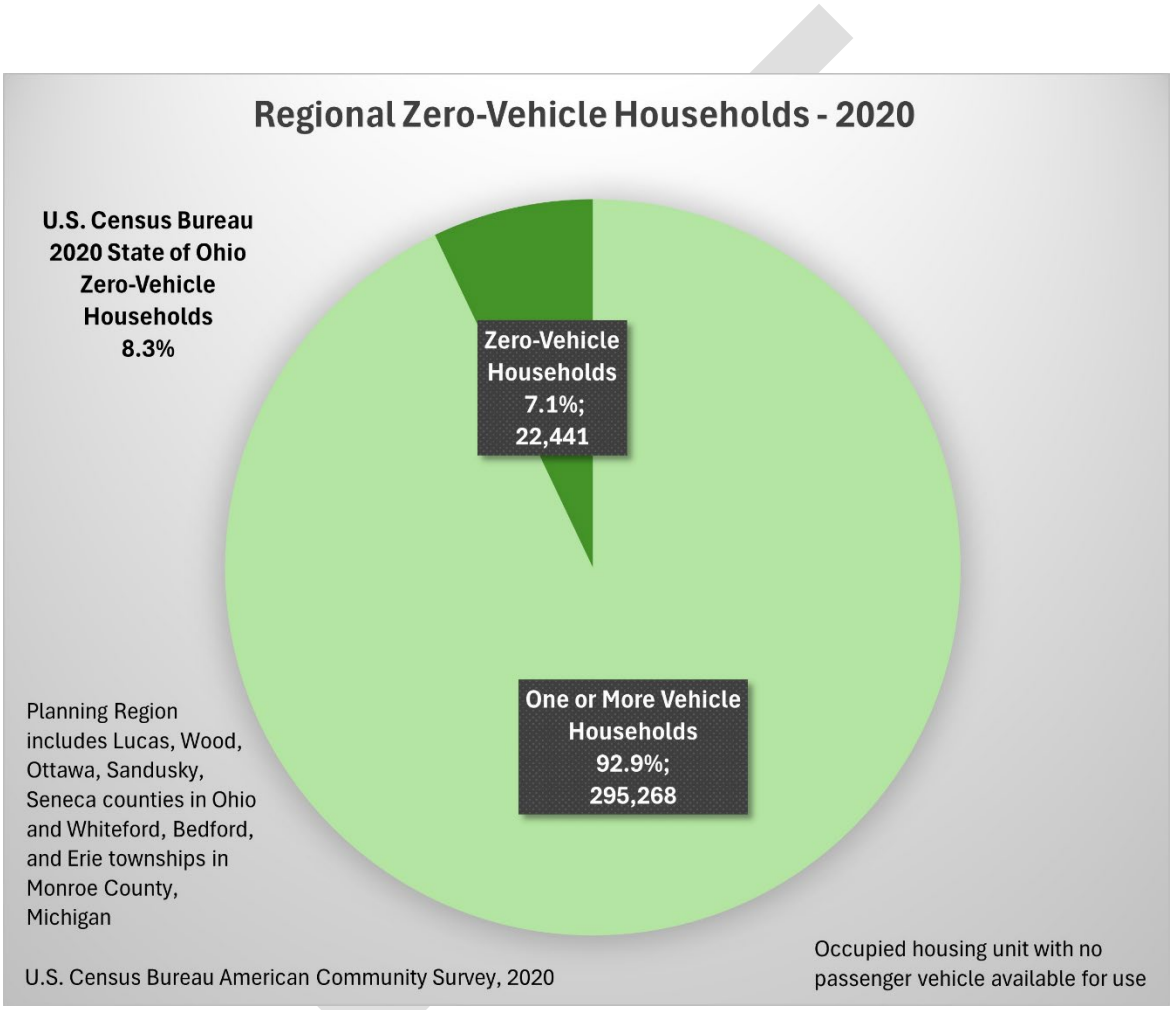
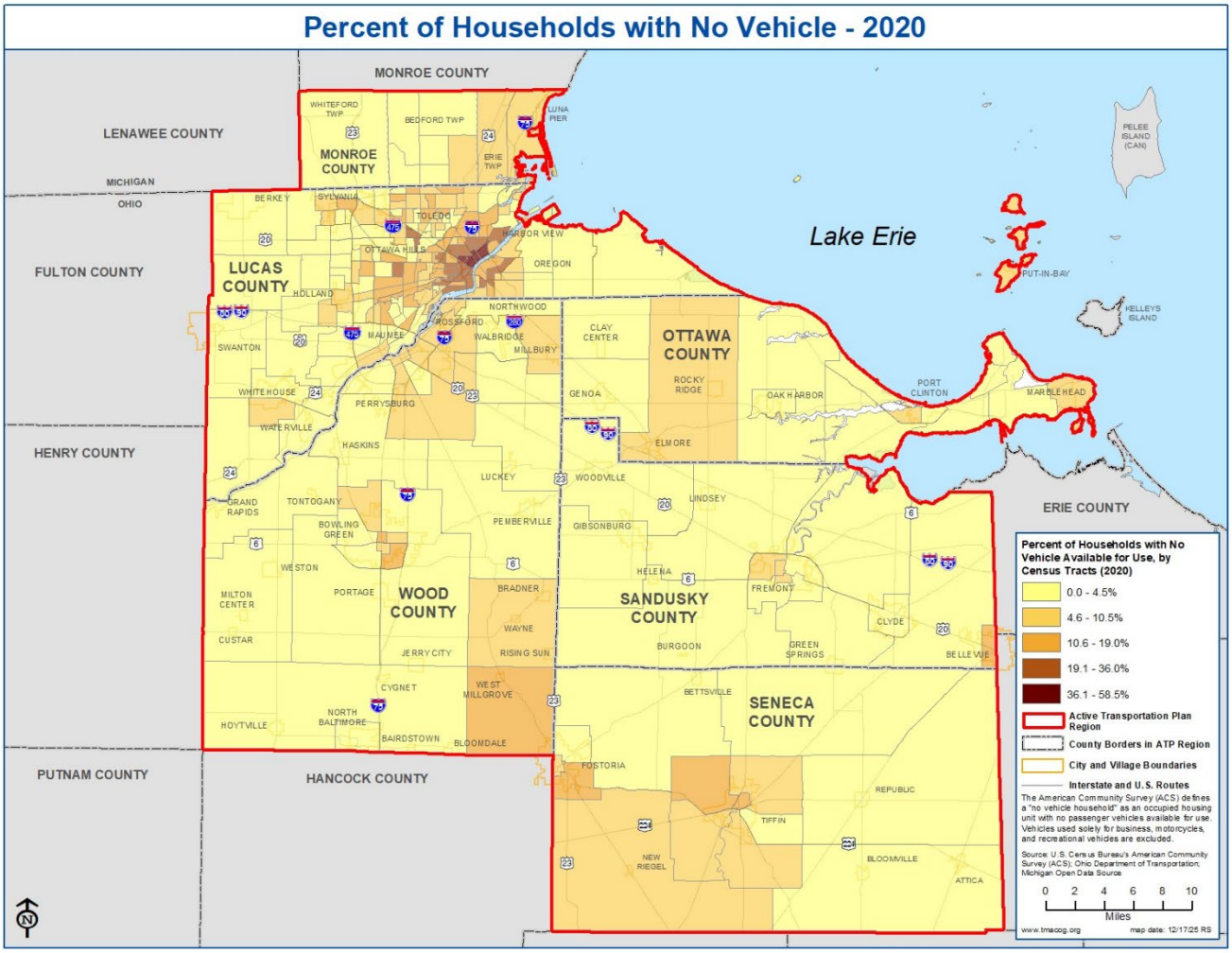


Exhibit 9: The planning region zero-vehicle households.

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



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

Existing Recreation System

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

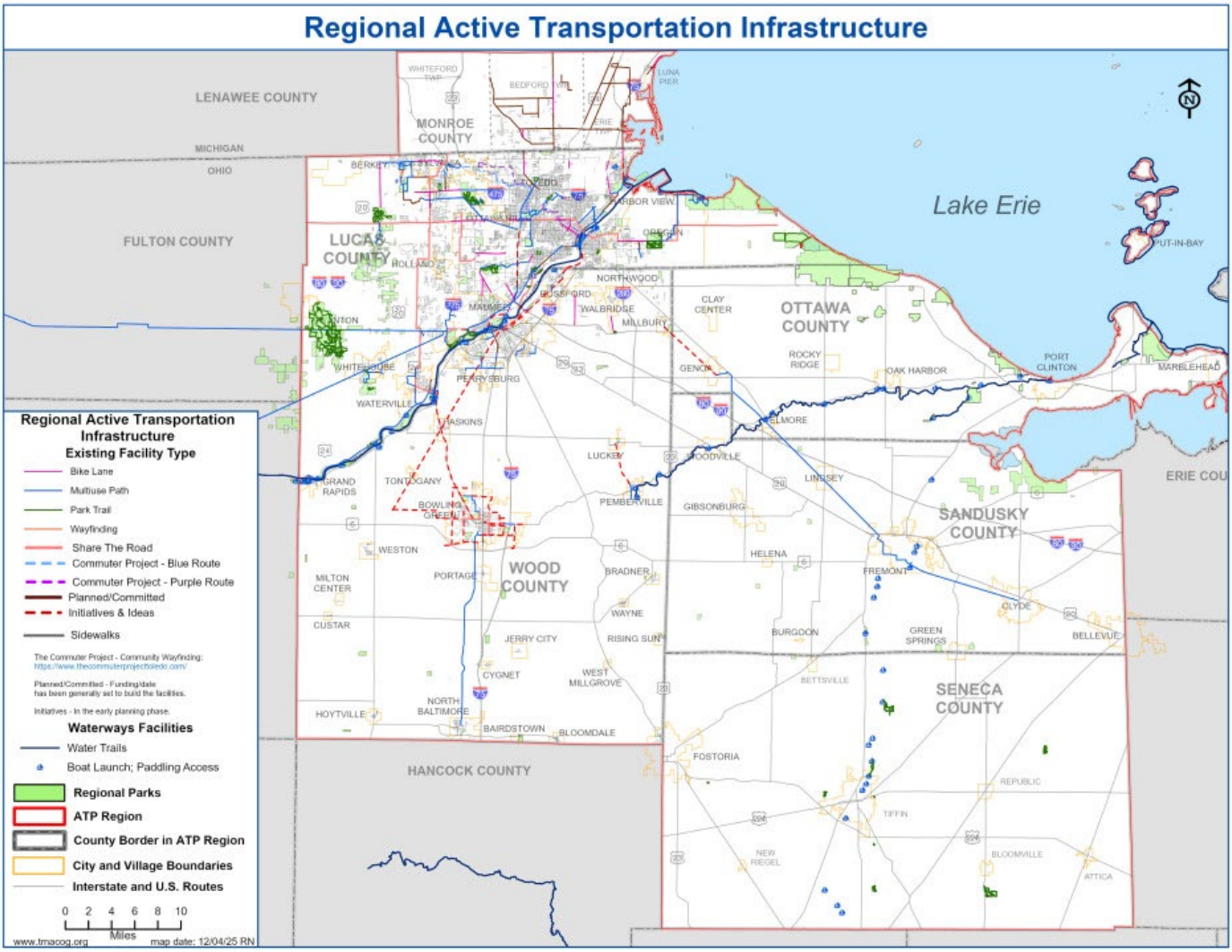
The regional active transportation infrastructure map, Map 7, displays this information. To better understand this map, according to the legend:

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

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

Lake Erie West Regional Active Transportation Infrastructure

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



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

Public Transportation Services

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

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

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

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

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

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

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

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

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

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

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

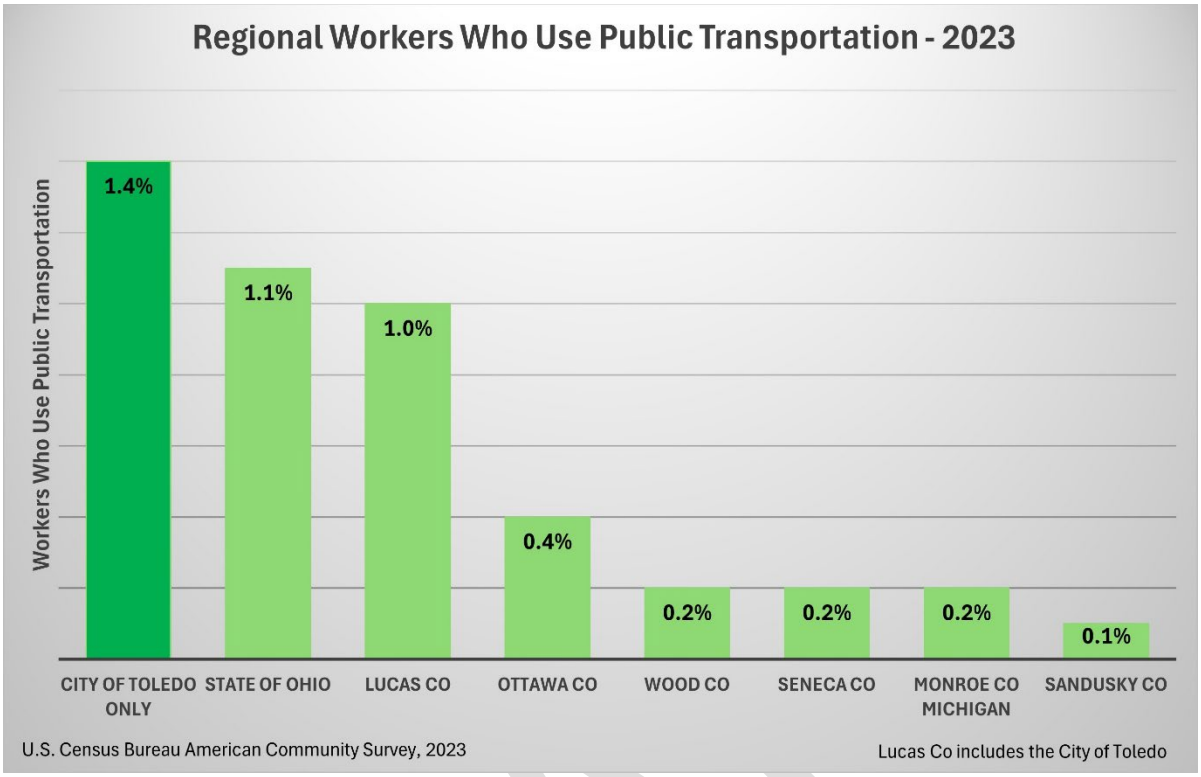


Exhibit 10: Percent of workers in the planning region use public transportation to get to and from work.

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

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

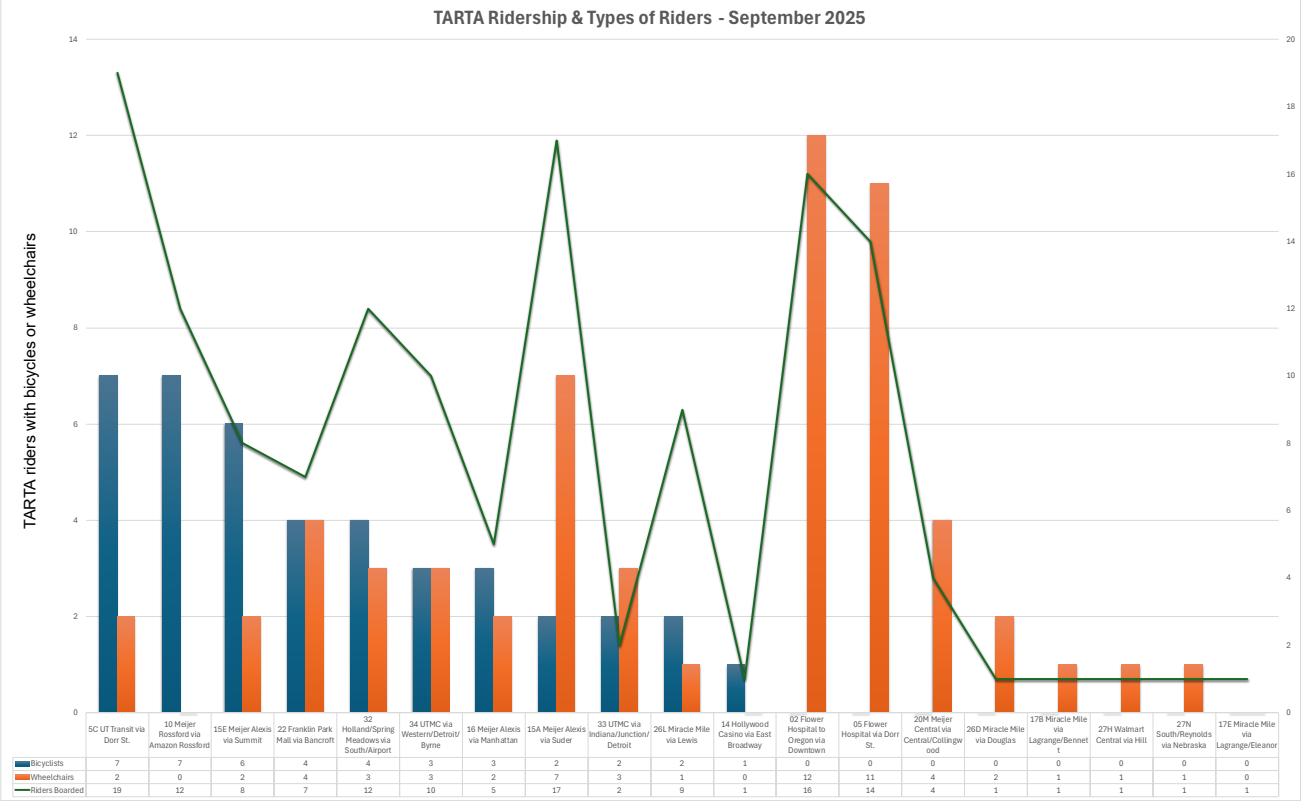


Exhibit 11: TARTA Ridership per fixed route lines. This data was collected in September of 2025 that accounts for overall ridership, and those who boarded with bicycles or wheelchairs. Source: TARTA, 2025

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

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

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

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

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

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

Pedestrian & Bicyclist Mobility

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

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

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

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

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

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

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

Existing Plans

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

Existing Plans and Policies

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

Existing Supportive Programs

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

Adjacent Counties Existing Plans and Policies

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

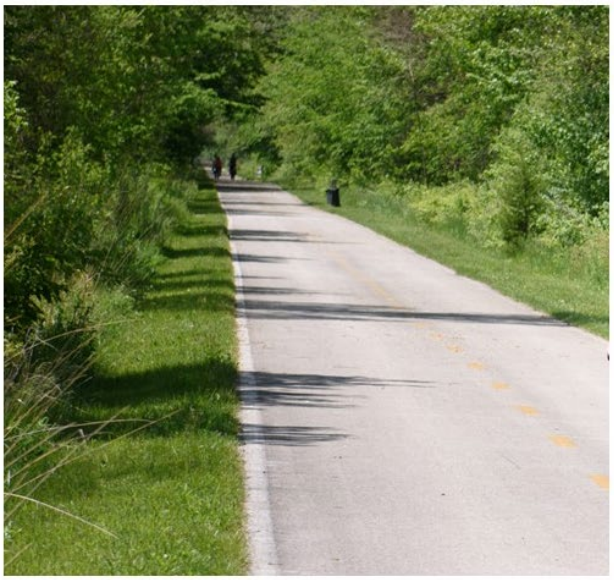
Regional Trails

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

Wabash Cannonball Trail

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

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



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

University/Parks Trail

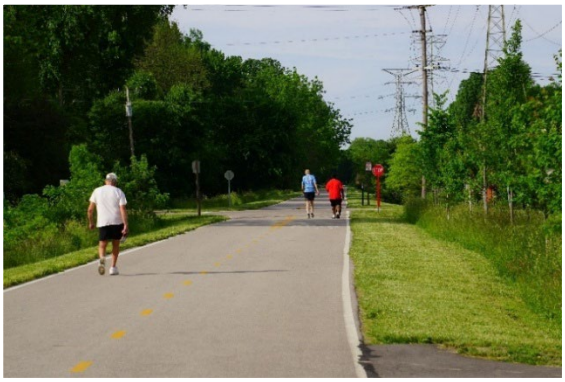
The University/Parks Trail is a 7-mile trail stretching from The University of Toledo campus to Silica Road in Sylvania Township. It offers a lush greenway, passing savannas, meadows, and wetlands. The level, paved path is suitable for joggers, cyclists, and inline skaters, and can easily accommodate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

University/Parks Trail, August 7, 2025

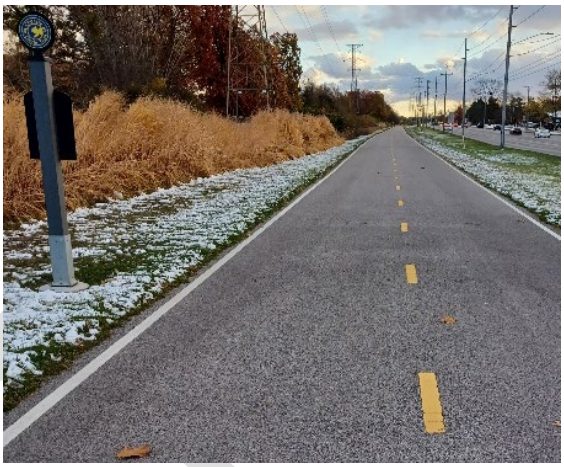
University/Parks Trail, August 7, 2025

Chessie Circle Trail

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

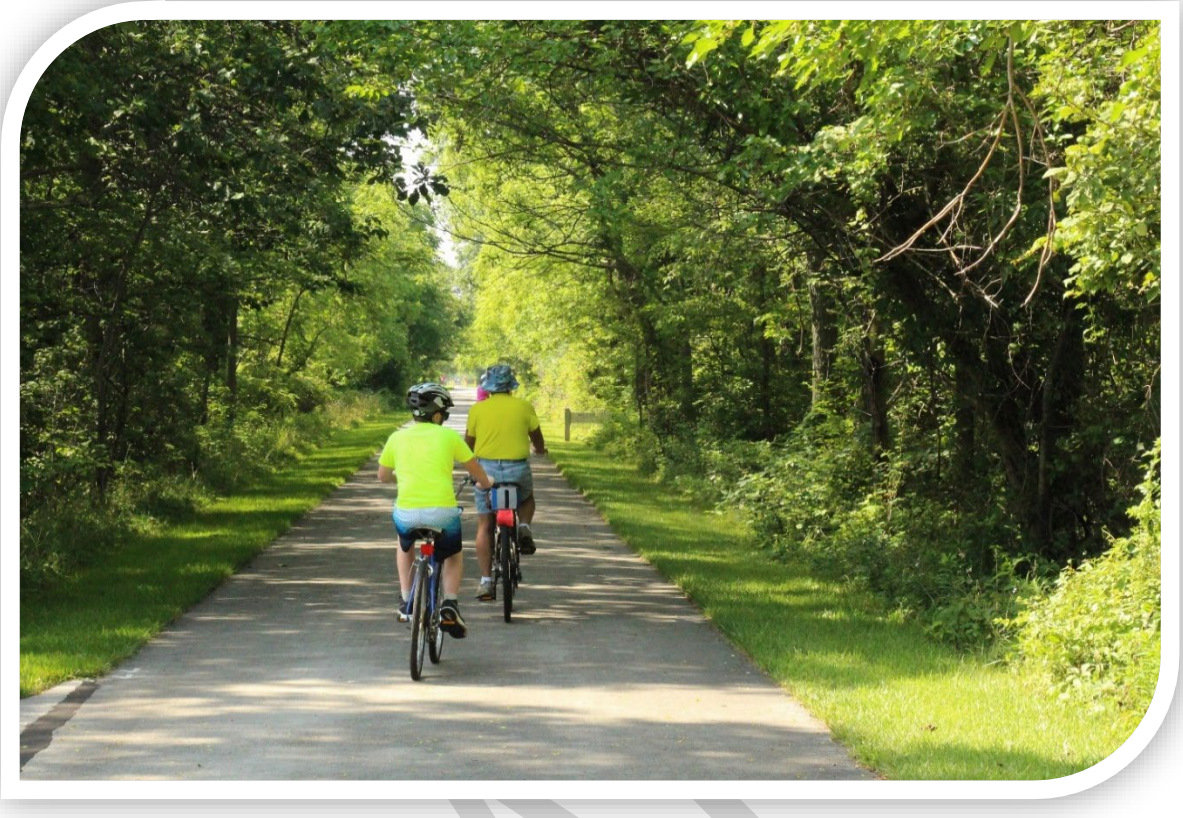


Source: Photos courtesy of Metroparks Toledo, Chessie Circle Trail, June 2020



Slippery Elm Trail

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



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

North Coast Inland Trail

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

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

Source: Ottawa County Park District; September 2025

Gordie Howe Bridge

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

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

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

Safety Analysis

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

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

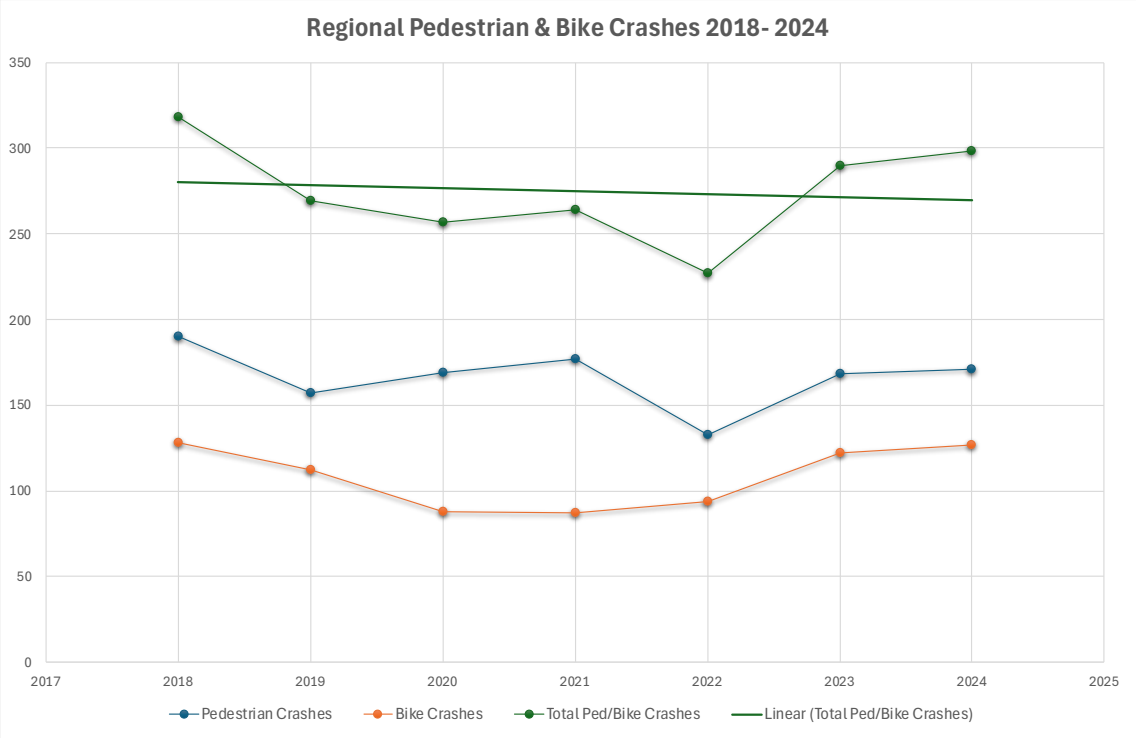


Exhibit 12: Annual pedestrian and bike crash totals for the planning region, 2018-2024.

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

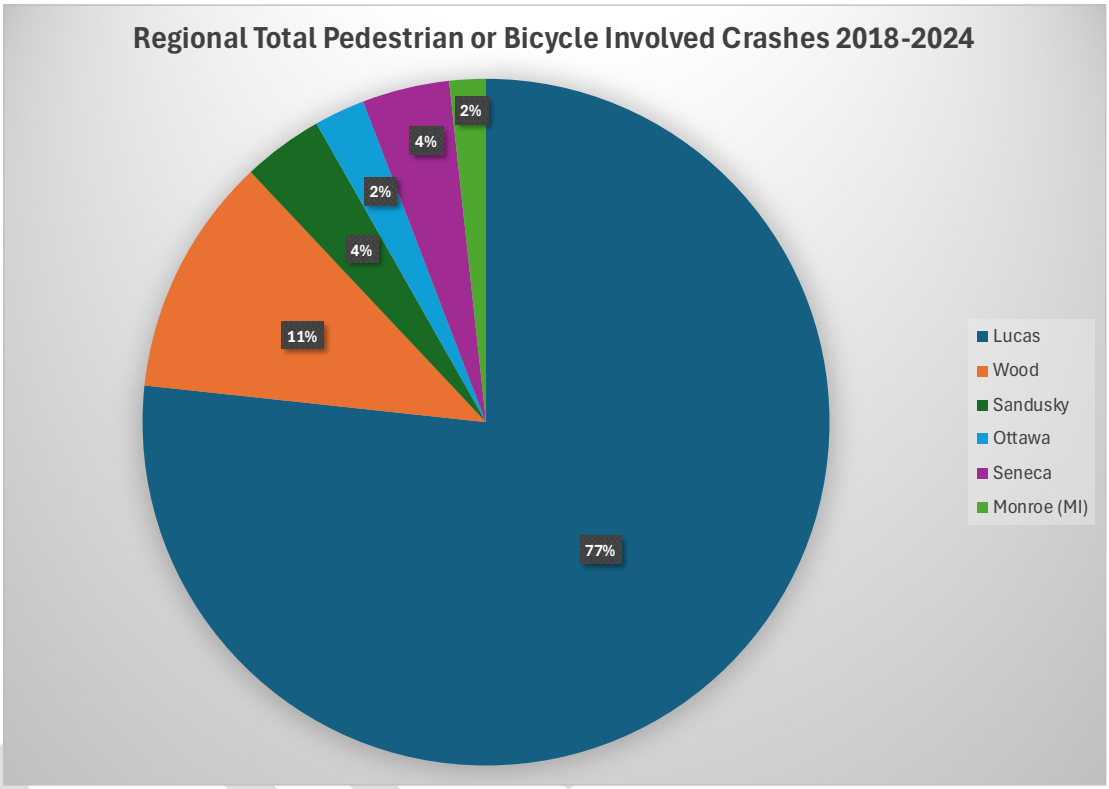


Exhibit 13: Percentage of total pedestrian or bicycle crashes per county in the planning region.

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

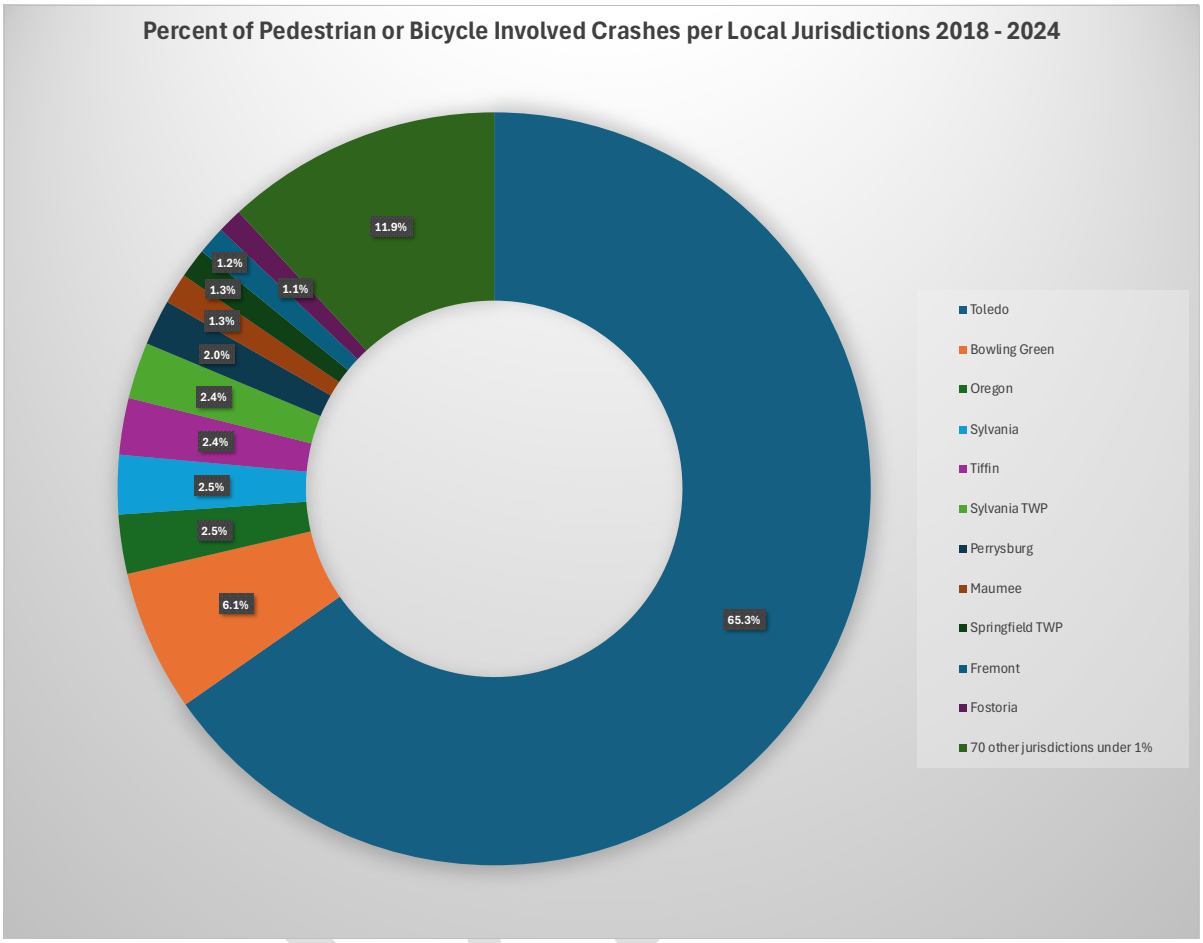


Exhibit 14: Percentage of total pedestrian or bicycle crashes per jurisdiction in the planning region, 2018-2024.

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

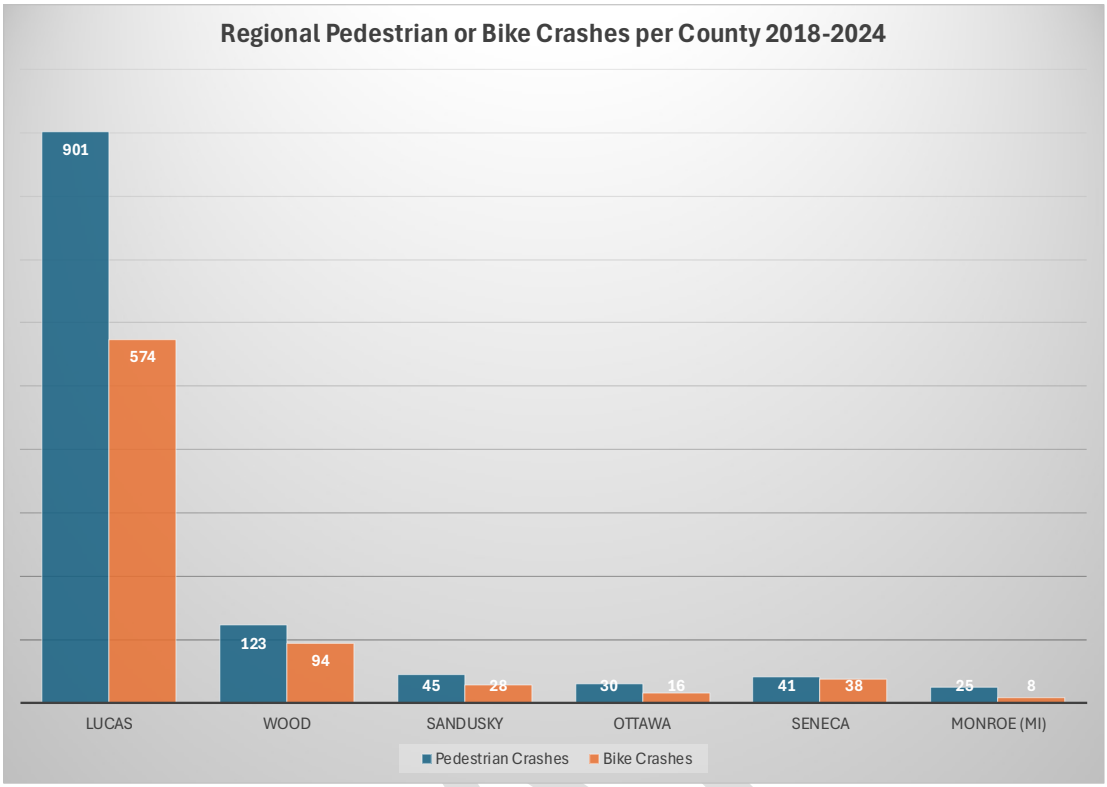


Exhibit 15: Total bicycle or pedestrian crashes from 2018-2024 for each county in the planning region.

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

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

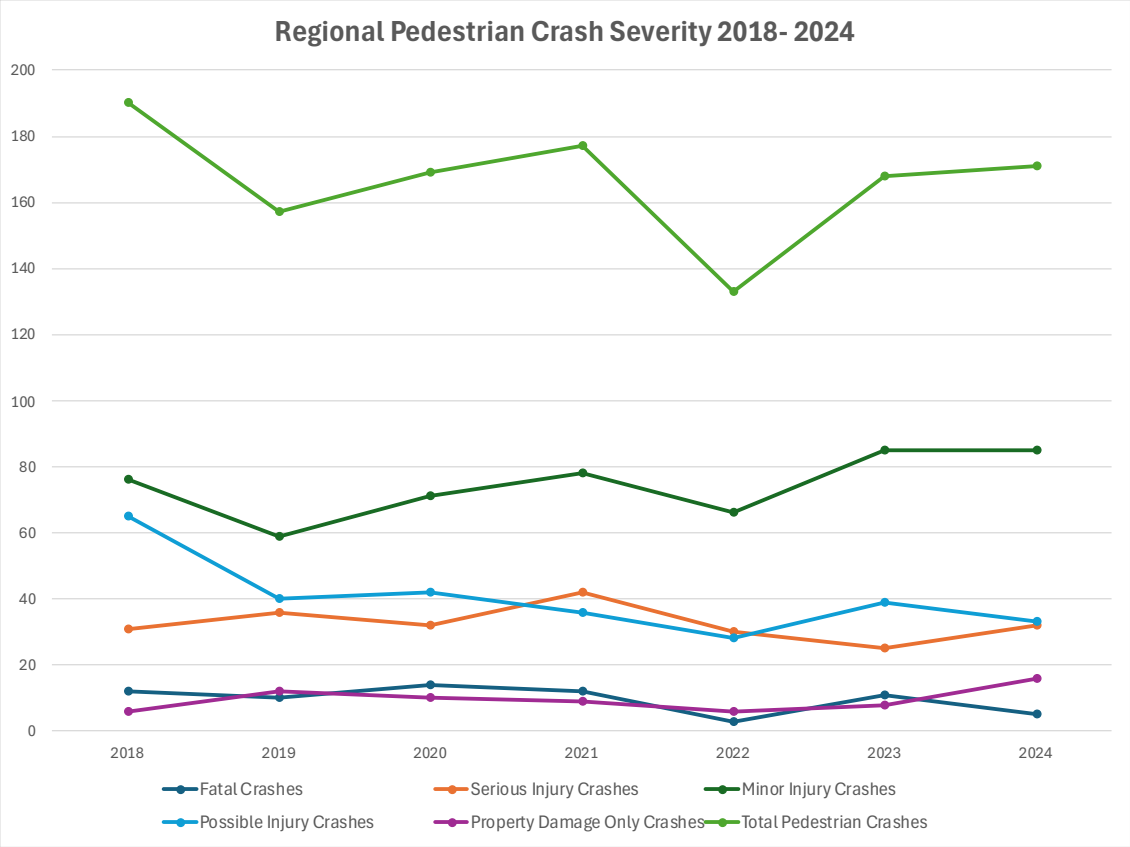


Exhibit 16: Annual total pedestrian crash severity in the planning region, 2018-2024.

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

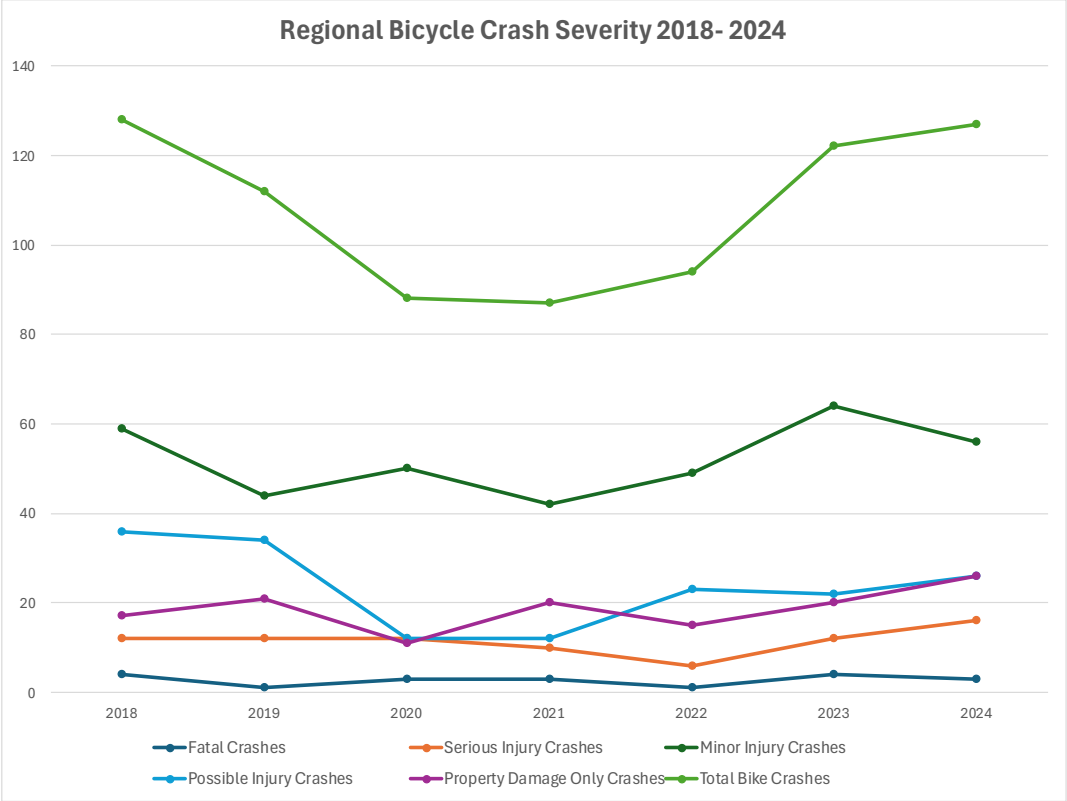


Exhibit 17: Annual total bicycle crash severity in the planning region, 2018-2024.

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

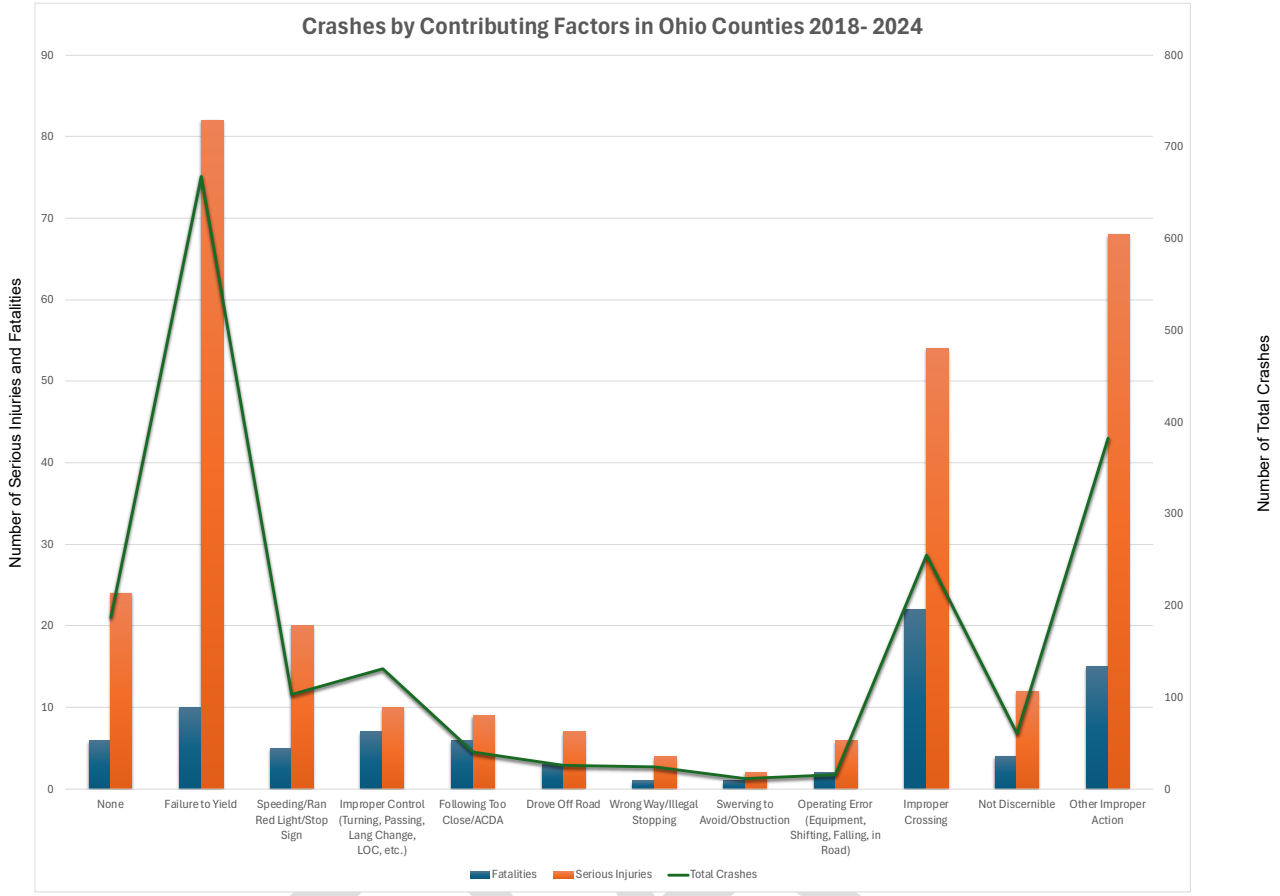


Exhibit 18: Contributing factors to pedestrian or bicycle crashes, 2018-2024.

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

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

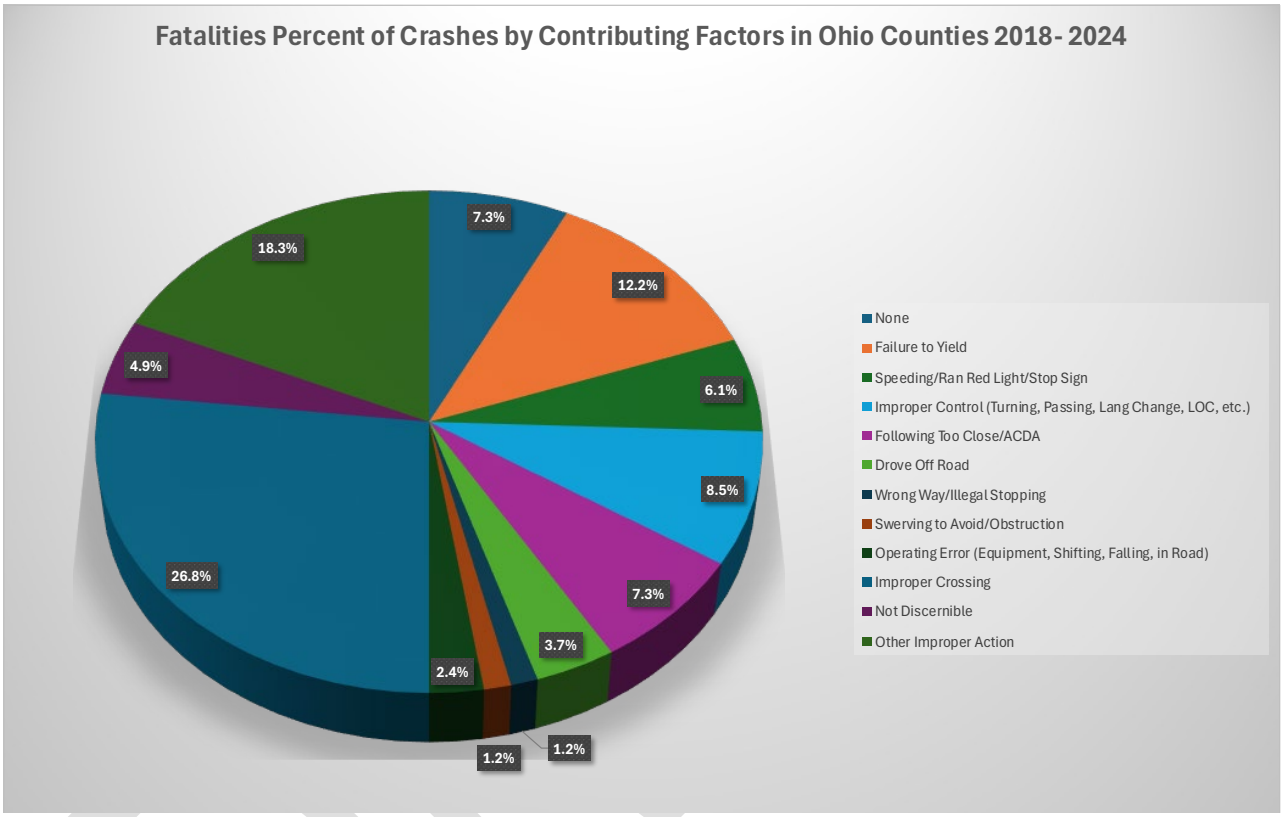


Exhibit 19: The contributing factors percentage of fatalities in both pedestrian or bicyclist crashes.

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

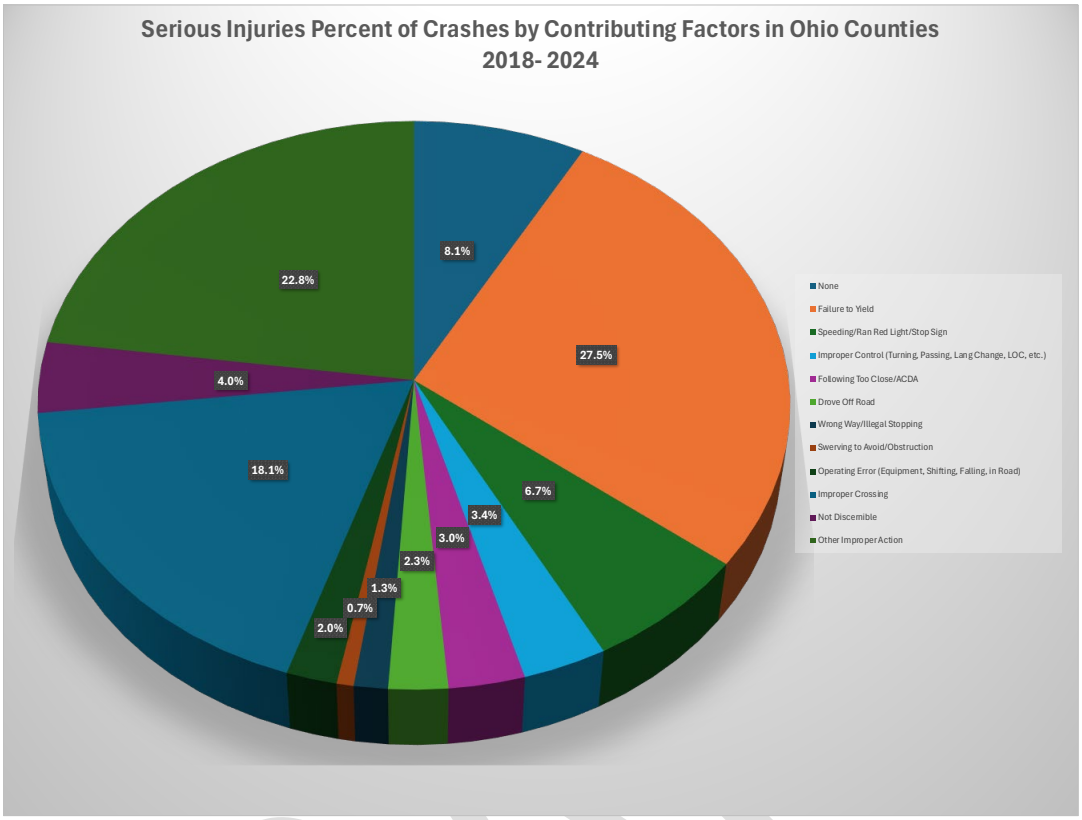
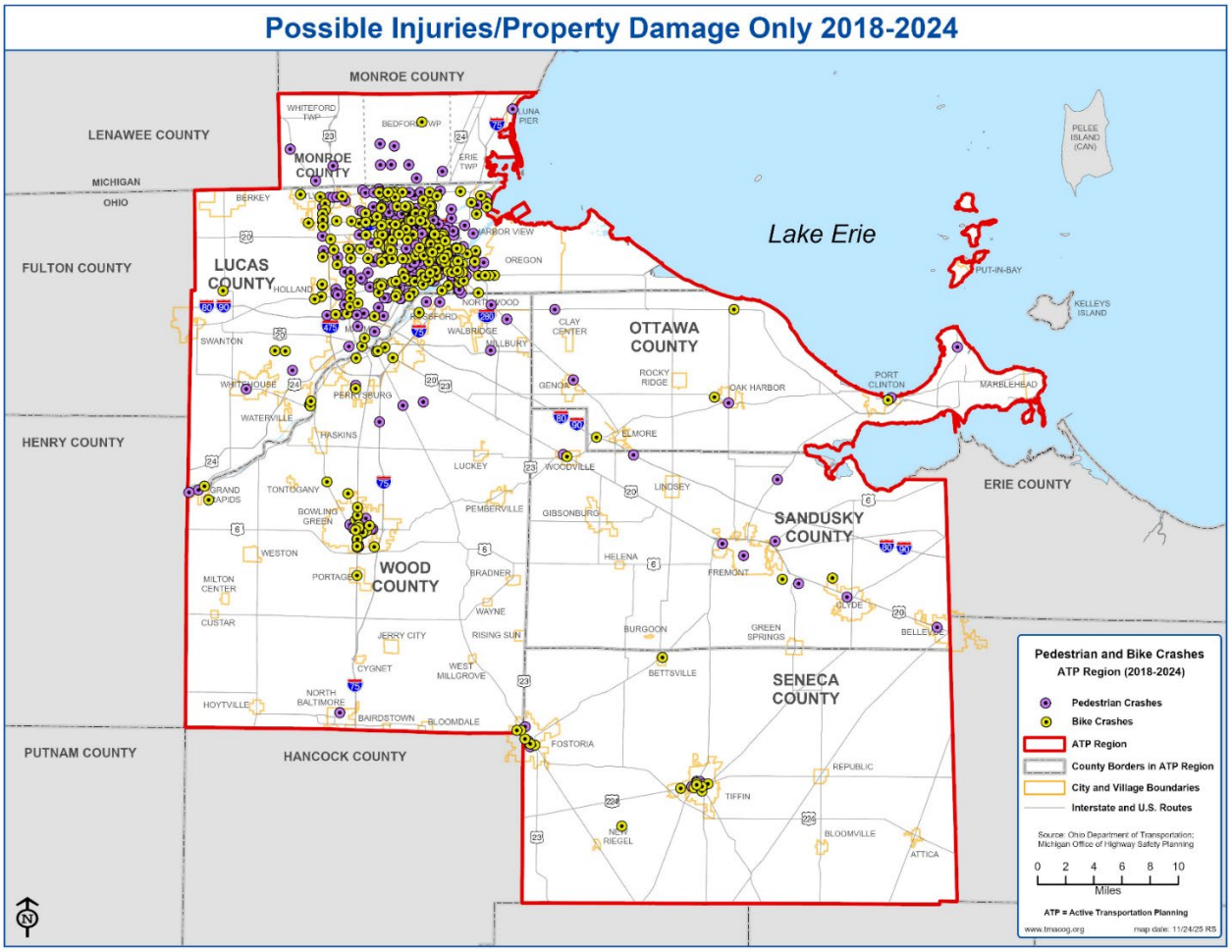


Exhibit 20: The contributing factors percentage of serious injuries both pedestrian or bicyclist crashes

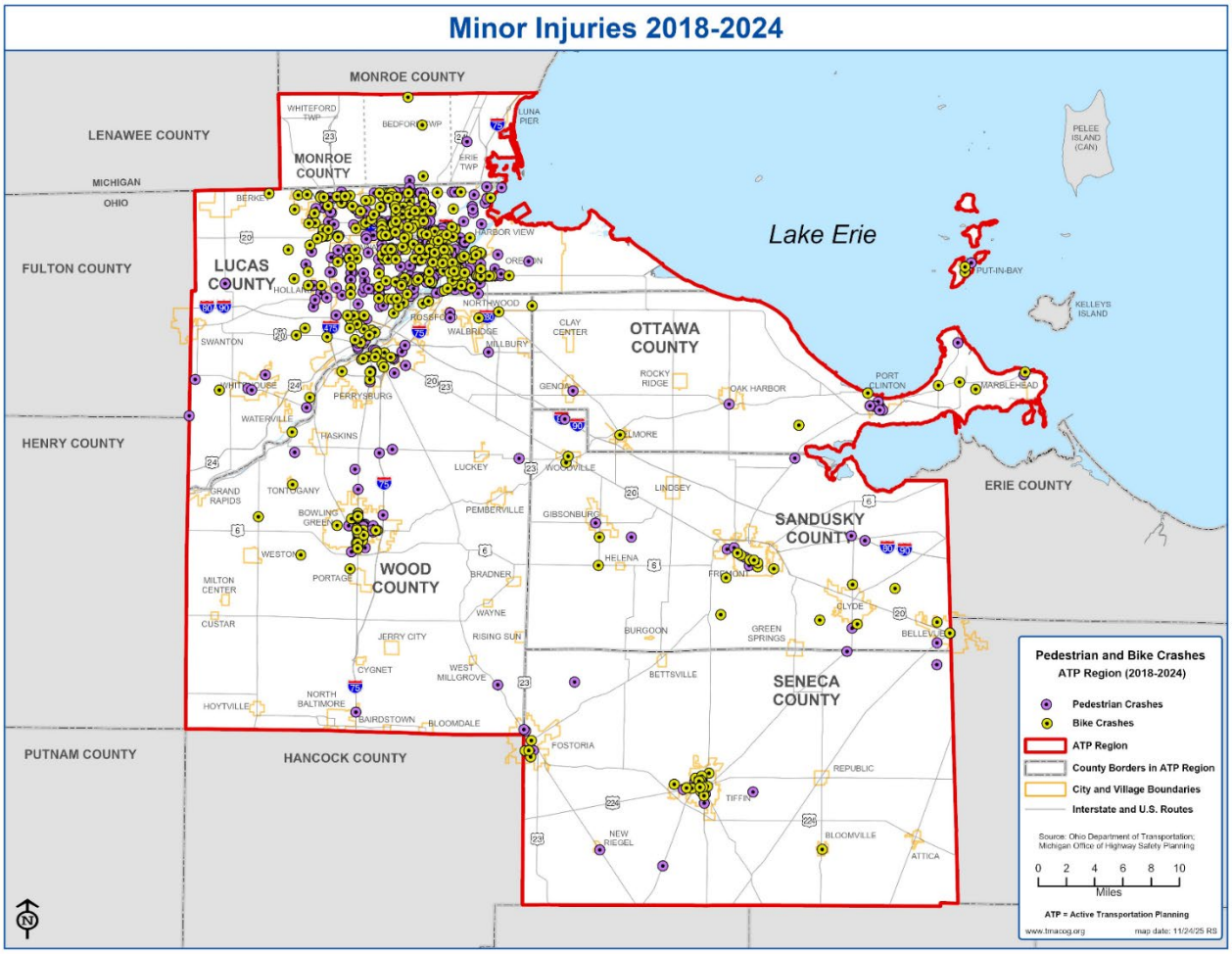
Total crashes (which include fatalities, serious and minor injuries, possible injuries, and property damage only crashes) had a similar trend when compared with fatalities and serious crashes. The top three reasons for all crashes involving pedestrians or bicyclists, in order, were a failure to yield,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

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

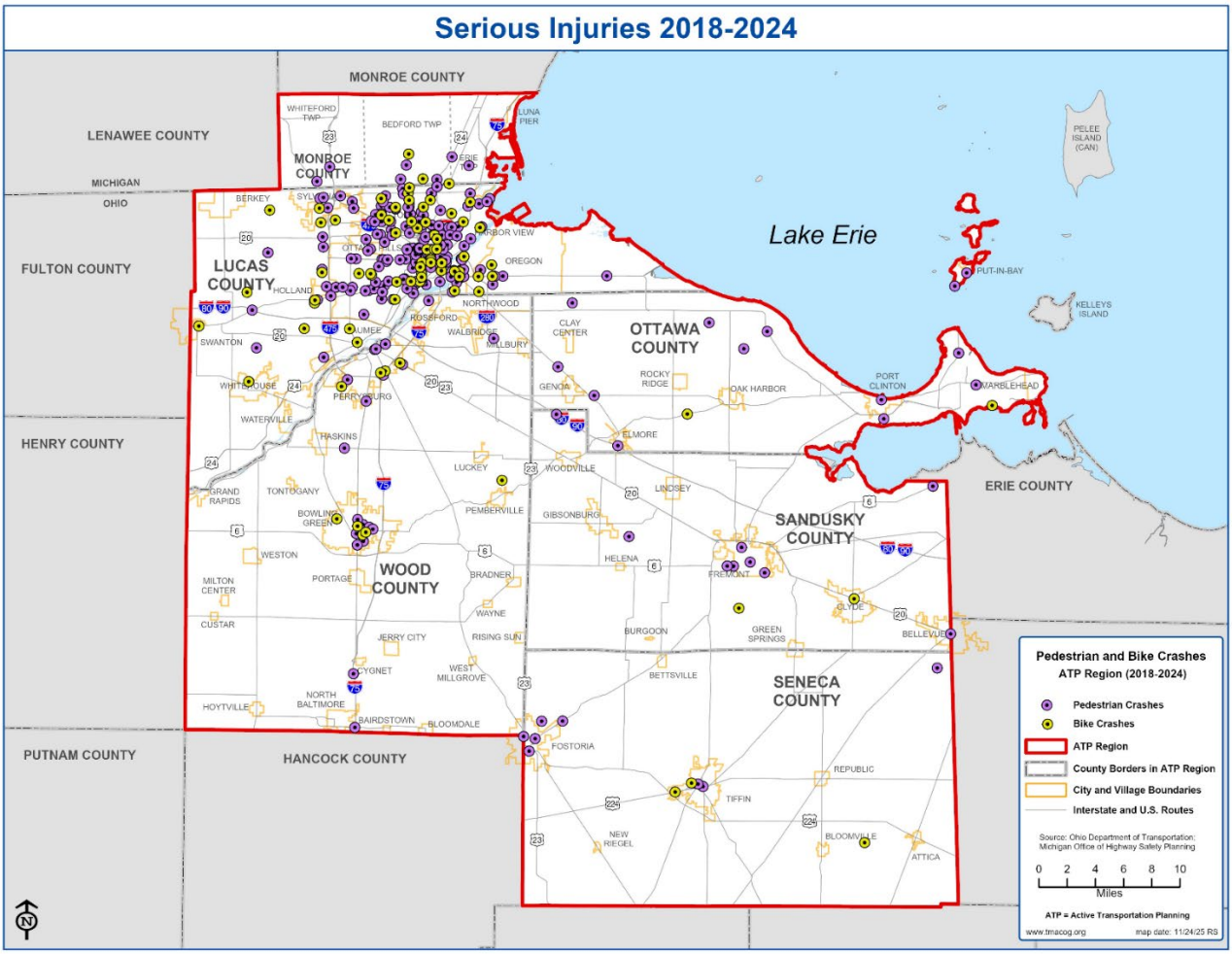
These maps geographically show the distribution of the data displayed in Exhibits 12 through 20 to better understand conflict points and areas with vulnerabilities. In each map, the purple icons represent pedestrian crashes, and yellow icons represent bicycle crashes.



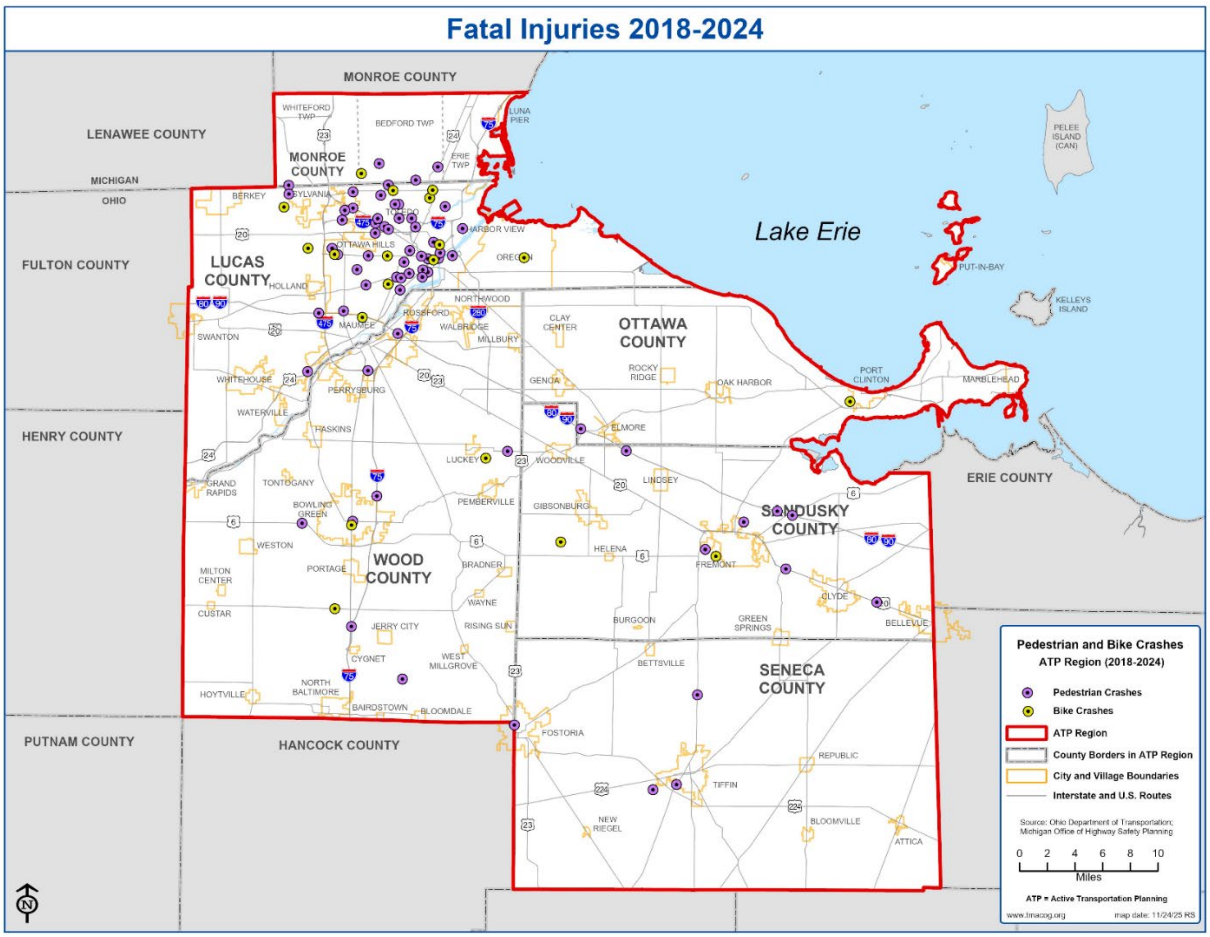
Map 8: Pedestrian or bicyclist crashes only with possible injuries or property damage, from 2018-2024.



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



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



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

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

Public Outreach

Survey Distribution

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

Survey Results & Analysis

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

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

What is your age?

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

- **0-18:** 0.3%
- **18-24**: 4.4%
- **25-44:** 32.4%
- **45-64:** 41.8%
- **65+:** 21.2%

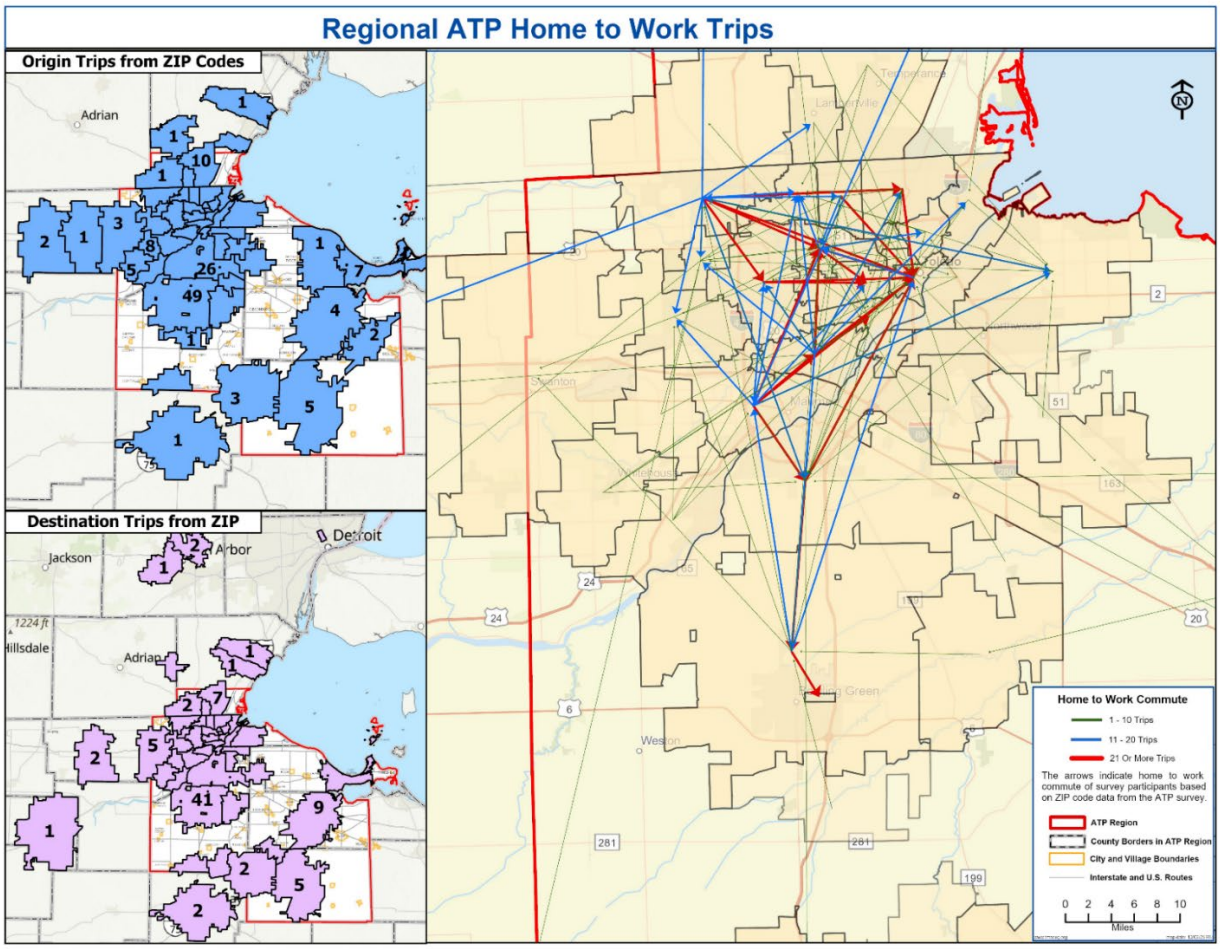
What are the ZIP codes for where you live and where you work?

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

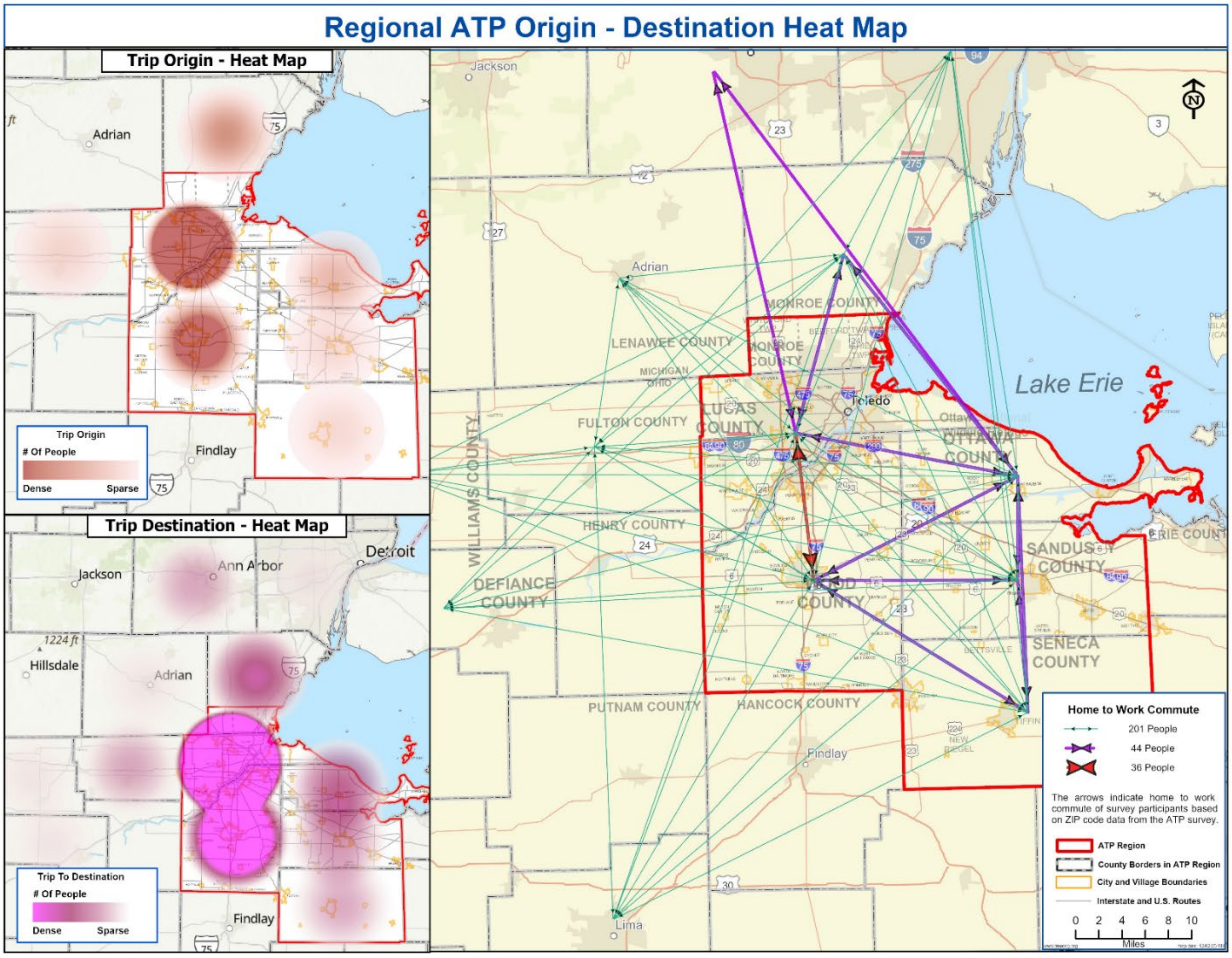
1. 43604 (In and around Downtown Toledo)
2. 43606 (West Toledo near Westgate, University Hills, Old Orchard, and Ottawa)
3. 43607 (Bancroft Hills, Inverness Village, and Secor Gardens)
4. 43551 (Perrysburg, North Wood County)
5. 43402 (Bowling Green, Central Wood County)

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

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



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



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

Do you own a vehicle?

Most respondents own a vehicle, revealing that cars are the primary mode of travel.
Yes: 16.5%
No: 83.5%

What best describes your employment status?

Most participants are employed full-time, part-time, or retired.
Student: 3.2%
Full-time employment: 49%
Part-time employment: 13.7%
Remote-hybrid: 6.9%
Stay-at-home parent: 1.3%
Unemployed: 5.3%

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

Most respondents reported never biking.
Daily: 13.7%
A few times a week: 24.4%
Occasionally: 18%
Rarely: 14.8%
Never: 29.1

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

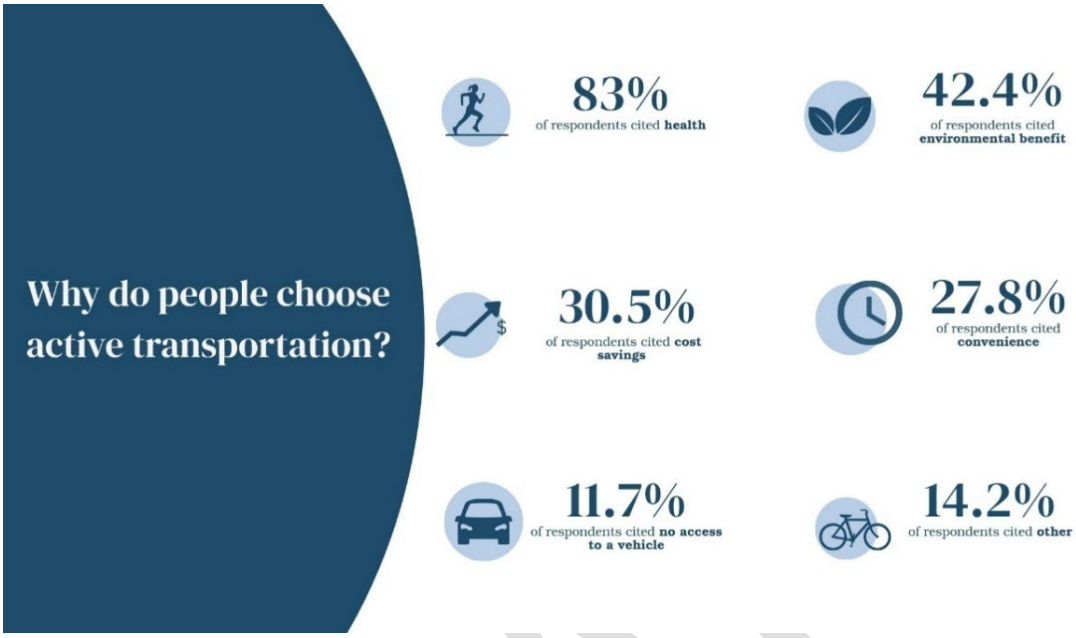
Walking daily was the most common response, though most respondents reported walking less than daily overall.
Daily: 36%
A few times a week: 20%
Occasionally: 18.9%
Rarely: 11.1%
Never: 14%

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

An overwhelming majority reported driving daily, making it the most common travel mode.
Daily: 59.8%
A few times a week: 19.9%
Occasionally: 7.5%
Rarely: 1.9%
Never: 10.9%

What are your main reasons for choosing active transportation?

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



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

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

What places do you travel to using active transportation?

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

Parks: 72.3%

Social visits: 50.3%

Shopping: 41.4%

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

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

More sidewalks or bike lanes: 70.3%

Separation from traffic: 66.1%

Improved crossings: 43.2%

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

Sidewalk conditions were generally viewed as fair.

Excellent: 5.3%

Good: 27.8%

Fair: 38.2%

Poor: 18.6%

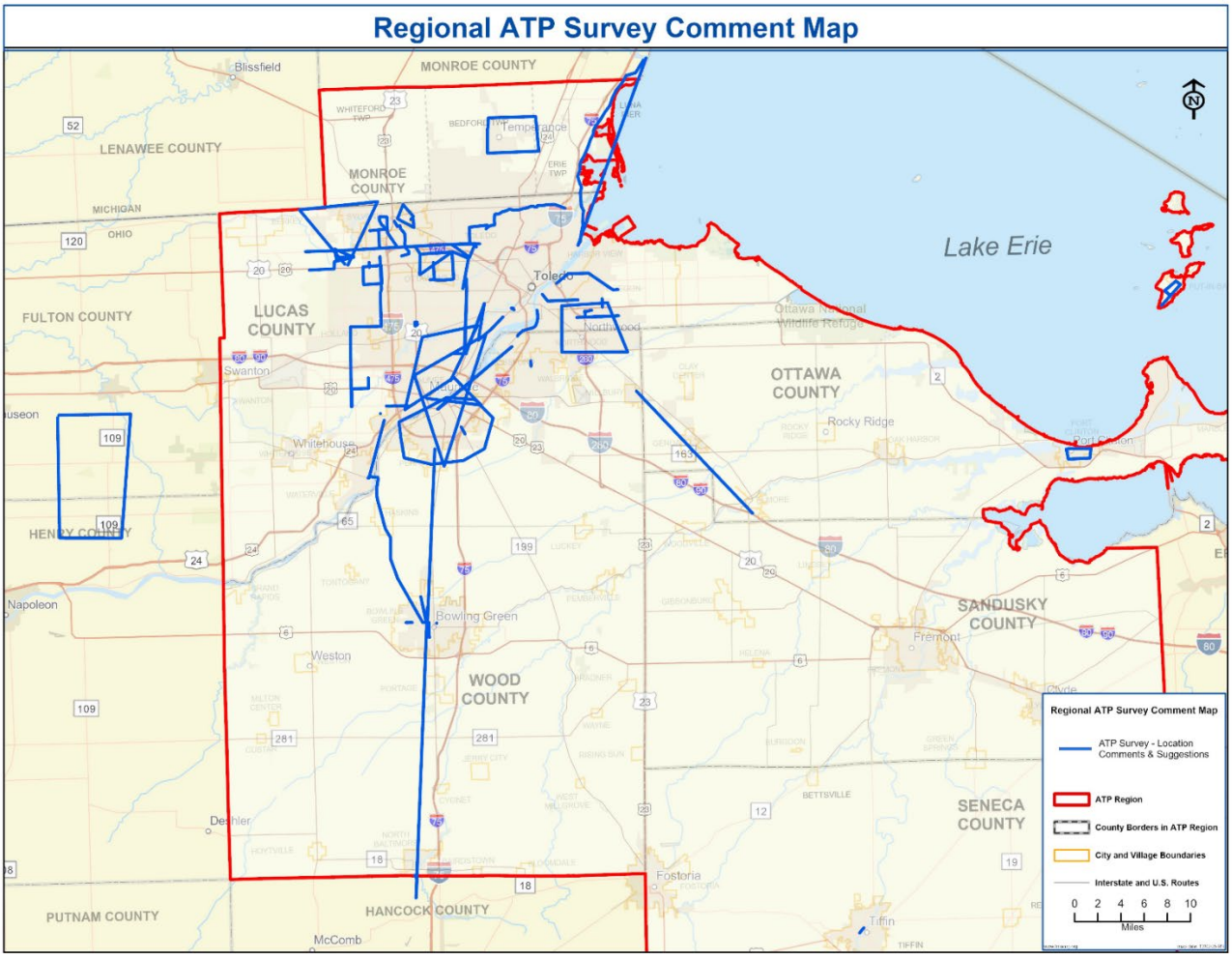
Not Applicable: 10.1%

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

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

Yes: 43.1%

No: 56.9%



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

Active Transportation Infrastructure

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

Bicycle Infrastructure

Bicycle Lanes

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

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

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

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

Wide-Paved Shoulders

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

Source: Google Earth Image

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

Bike Routes

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

Neighborhood Greenways

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

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

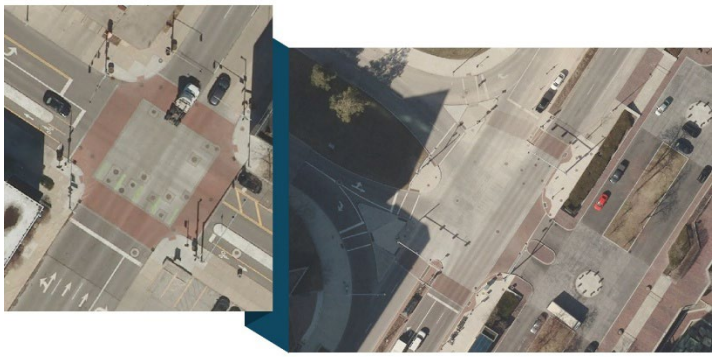
These routes feature traffic calming measures such as speed humps and curb extensions to discourage cut-through traffic. The planning region has many areas in which neighborhood greenways could be easily integrated, specifically on residential streets with lower vehicle volumes and speeds, to create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

Bicycle Boxes

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

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

Protected Intersections



A protected intersection is a type of roadway design intended to improve safety for cyclists and pedestrians. These intersections incorporate features like curbs, corner refuge islands, raised bicycle lanes, and setback crossings to reduce conflicts and increase visibility. This design encourages drivers to slow down and yield, particularly during turning movements, while helping cyclists make safer crossing decisions. In the planning region, 255 crashes were attributed to improper cyclists or pedestrian crossings, and 22 of them resulted in fatalities. Protected intersections help guide all users and improve predictability at busy locations. The images above show examples of protected intersections in Downtown Toledo. The intersection on the left is Jefferson Avenue and N. Huron Street, and the intersection on the right is N. Summit Street and Jackson Street.

Shared-Use Paths

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

Shared Lanes

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

Pedestrian Infrastructure

Crosswalks

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

Curb Extensions

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

Sidewalks

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

Safety Islands

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

Source: Google Earth Image

Pedestrian Yield Signs

A pedestrian yield sign instructs drivers to yield the right-of-way to pedestrians, requiring them to slow down or stop to allow pedestrians to cross the roadway. They are typically used to alert drivers to stop or slow down at unsignalized crosswalks, areas with moderate traffic volumes, at locations with visibility concerns, and other areas where additional warning is needed to improve pedestrian safety. An emphasis on visibility is critical, especially in the planning region where failure to yield is the leading contributing factor in pedestrian and bicycle crashes involving a vehicle, accounting for over 35% of crashes and 668 crashes in total.

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

Pedestrian Hybrid Beacons

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

Supporting Infrastructure

Wayfinding

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

Transit

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

First and Last Mile Connections

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

Implementations

Complete Streets

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

Source: New York State Department of Transportation

Complete Streets improvements may include:

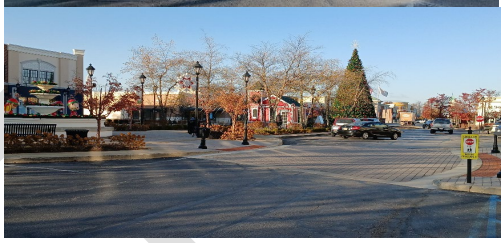
- Traffic calming measures, such as narrower lane widths and lower speed limits.
- Continuous and separate bicycle and shared-use paths.
- Pedestrian safety amenities such as bulb-outs, median refuge areas, hybrid beacons, etc.

National Complete Streets Coalition

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

Traffic Calming

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



Safe Routes to School

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

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

Vision Zero

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

Land Use Reform

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

Goals & Objectives

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

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

Objective 1: Ensure ongoing active transportation advisory group engagement.

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

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

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

Objective 3: Create and promote online safety resources.

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

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

Objective 1: Creation of advanced active transportation map.

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

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

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

Objective 3: Create a comprehensive multimodal connectivity database.

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

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

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

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

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

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

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

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

Projects

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

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

Committed Projects

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

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

PID	Sponsor	Project Description	S/TIP Year	Total Estimate
		LUCAS COUNTY		
121615	The Olander Park System	Project in Lucas County to construct approx. 1.75 miles of shared use path to extend the University/Parks Trail from Centennial Rd. to Sylvan Prairie Park. This extension will be the final connector to provide approx. 20 miles of continuous trail in Lucas County.	2029	$2,360,000
121612	City of Waterville	Project to construct a shared use path along the west side of the Anthony Wayne Trail in City of Waterville. The path will extend an existing path that ends at Canal Rd. to Dutch Rd.	2028	$490,000
122202	City of Toledo	Safe Routes to Schools project to construct sidewalks at various locations near Washington Local Schools buildings. Locations include sections of McGregor Rd., Fairgreen Rd., and Rambo Ln. Scope also includes ground mounted bicycle racks at five school locations.	2027	$550,000
		WOOD COUNTY		
117684	City of Perrysburg	Project in City of Perrysburg to construct a new multiuse path along West Boundary St. (SR-25) from terminus of an existing path north of IR-475 interchange to terminus of another existing path at Indiana Ave., approximately 6,740 feet. Includes all necessary and related work such as pavement, earthwork, aggregate base, and restoration.	2027	$1,129,000
120648	Wood County Park District	Project in Wood County to extend the Chessie Circle Trail shared use path from the WW Knight Nature Preserve to Bates Rd approx. 1.3 miles. The scope includes a 16-foot-wide paved path including rectangular rapid flashing beacons (RRFBs) at the Bates Rd. crossing.	2027	$1,624,000

PID	Sponsor	Project Description	S/TIP Year	Total Estimate
		WOOD COUNTY		
120672	Wood County Park District	Project in Wood County to extend the Chessie Circle Trail shared use path from Bates Rd. to Lime City Rd. approx. 0.7 miles. The scope includes a 16-foot-wide paved path. This is Phase 3 of the Wood County extension of this trail.	2028*	$1,025,000
121107	City of Perrysburg	Project to construct a shared use path (approx. 0.26 miles) on the north side of Indiana Ave. to connect the Fort Meigs Historic Site to an existing shared use path on the Ft. Meigs Rd.	2027	$286,000
121623	Wood County Park District	Project to resurface approximately 7 miles of the Slippery Elm Trail in Wood County. Project includes an asphalt overlay from trails southern terminus at E. Broadway St. in North Baltimore to SR-281. Includes spot pavement planning, spot full depth repairs, and pavement markings.	2029	$618,800
122204	City of Fostoria	Project in the convergence of Wood/Seneca/Hancock Counties. Safe Routes to Schools project in City of Fostoria to complete sidewalk improvements on south side of Park Ave.; new sidewalks on Vine St., Van Buren St. (SR 613), and Summit St.; curb ramps on Westhaven Dr.; enhanced crossings on HL Ford Dr.; and a Pedestrian Hybrid Beacon on Van Buren St. (SR 613).	2027	$768,765
122207	City of Bowling Green	Project in City of Bowling Green to construct Phase 1 of the Crim-Scott Hamilton Shared Use Path (SUP) from Crim Elementary School to intersection at S. Mercer Rd.	2027	$636,000

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

Committed Projects – Adjacent Counties

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

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

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

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

Priority Projects

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

Shared Use Facilities

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

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

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

Bicycle Facilities

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

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

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

Pedestrian Facilities

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

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

Project Description	Time Frame
WOOD COUNTY	
Pedestrian access on Fort Meigs Rd., connecting Rivercrest Park to Rotary Park	2025-2035
Safe Routes to School - Bowling Green Schools: Complete facilities outlined in approved School travel plan	2025-2035
Safe Routes to School - Maumee Schools: Complete facilities outlined in approved school travel plan	2025-2035
Complete Chessie Circle Trail: From Bancroft St. to Glanzman Rd. (including bridges over Bancroft St., Ottawa River, and 2 Norfolk Southern Rail Lines)	2035-2045
Construct Chessie Circle Trail Bridge over the Maumee River	2035-2045

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

Public Comments

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

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

Funding Sources

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

Federal Funding

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

Transportation Alternatives Program

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

Congestion Mitigation and Air Quality Improvement Program

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

Active Transportation Infrastructure Investment Program*

ATIIP will award two types of grants:

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

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

Better Utilizing Investments to Leverage Development Grant

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

State Funding

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

Clean Ohio Trail Fund

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

Highway Safety Improvement Program Systemic Safety Funding

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

Land and Water Conservation Fund

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

NatureWorks

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

Recreational Trails Program

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

Safe Routes to School

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

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

Private Funding

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

City Thread

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

League of American Bicyclists: Community Spark Grants

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

Ottawa County Community Foundation

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

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

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

Outride Community Impact Grant

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

PayDirt

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

Trek Bikes

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

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

Toledo Rotary Club Foundation

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

Stride & Ride to the Future

Conclusion

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

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

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

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

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