

Appendix A:

Contributors

Special Thanks

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

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

Active Transportation Advisory Group

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

Appendix B:

Public Outreach

Outreach Events

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

Public Survey Posting Locations

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

Appendix C:

Advisory Group & Committee Presentations

2025-2030 Regional Active Transportation Plan

TMACOG Transportation Planning
Program Team

Sean Sammon, Program Manager





THE PAST:

How the Plan Started?

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



NOVEMBER 19, 2025

ATP Framework

Draft Plan



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



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



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

Public Outreach

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



NOVEMBER 19, 2025



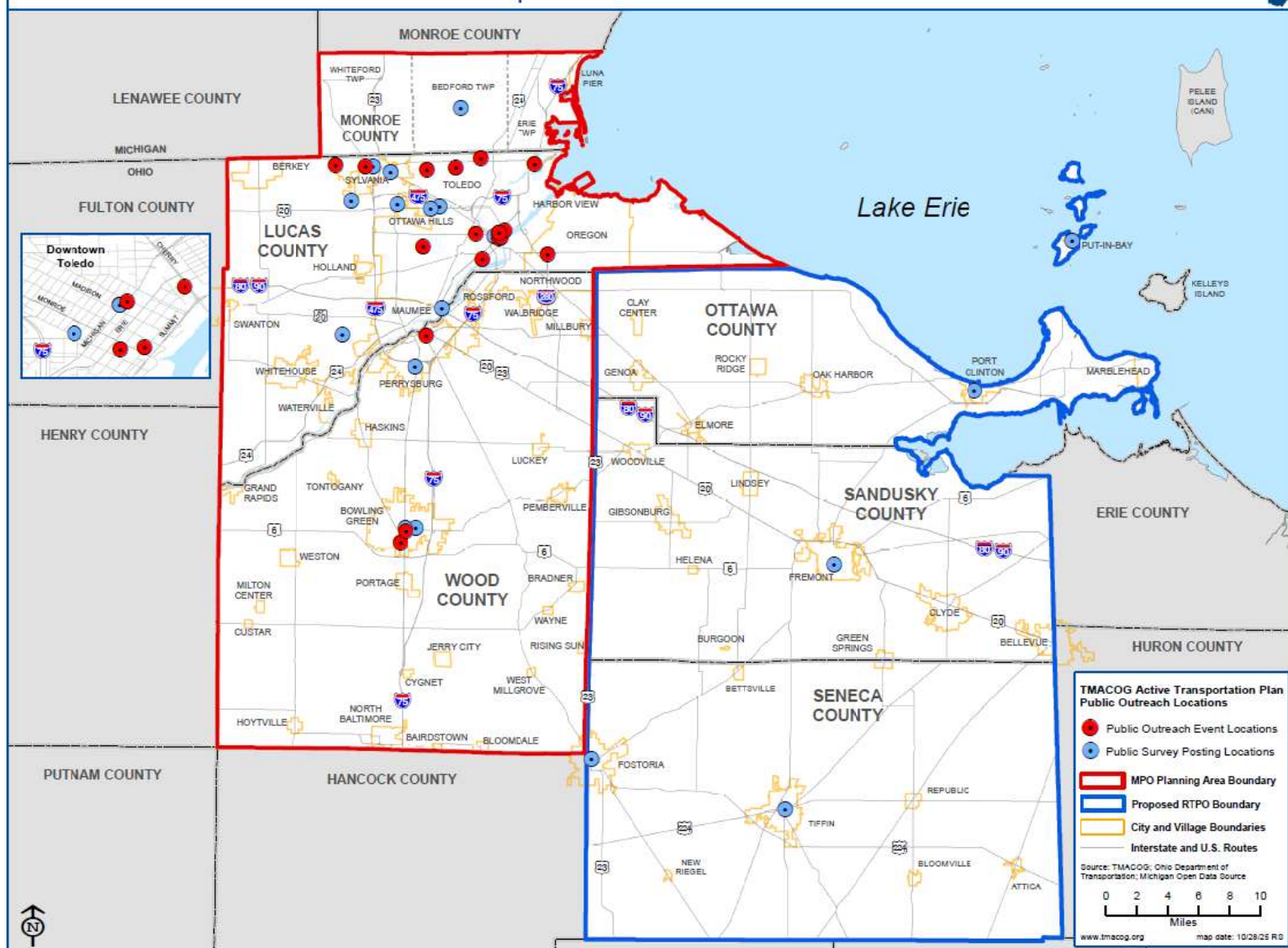
NOVEMBER 19, 2025

THE PRESENT:

What is the status of the Plan?

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

TMACOG Active Transportation Plan Public Outreach Locations



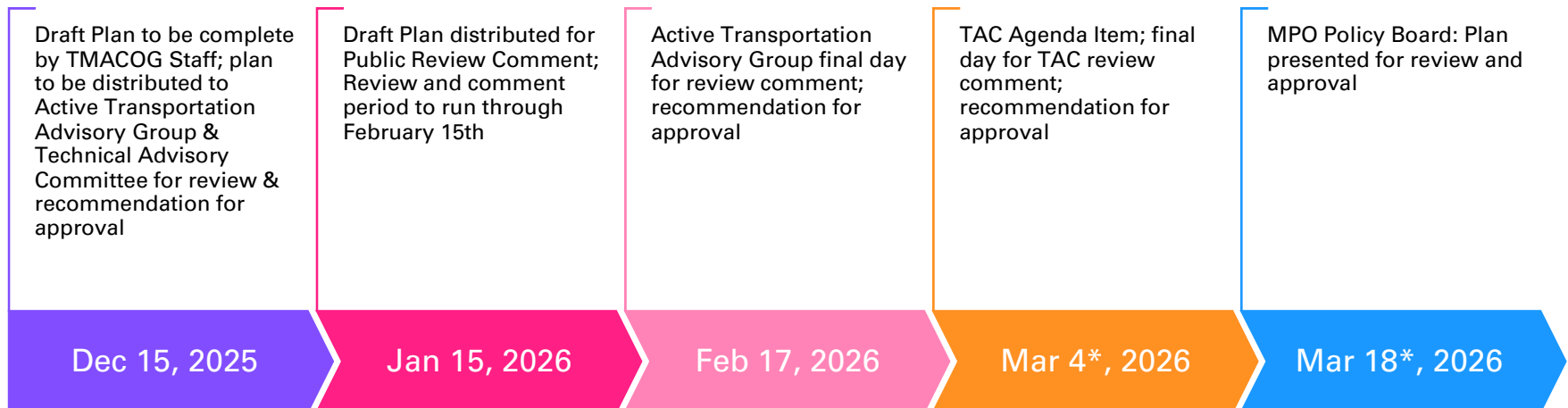
Regional Goals:

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



THE FUTURE:

What to Expect & When?



Remaining Steps

Finish Plan

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

Seek Approval

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

Implementation

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

NOVEMBER 19, 2025

+
○ •

QUESTIONS?

Sean Sammon

Transportation Planning Program Manager

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419-820-4517

THANK YOU



Regional Active Transportation Plan

Pedestrian & Bikeways Advisory Group

Public Engagement Overview

Outreach by Staff



3 Farmers Markets



2 Bike Events



Park(ing) Day



5 Libraries



5 Bike-Fix-Its



TARTA Community Update



3 Ride-Alongs

Additional Engagement

Survey Drop-Off Boxes



QR Postings



STRIDE + RIDE:

ACTIVE TRANSPORTATION PLAN

for the Western Lake Erie Region

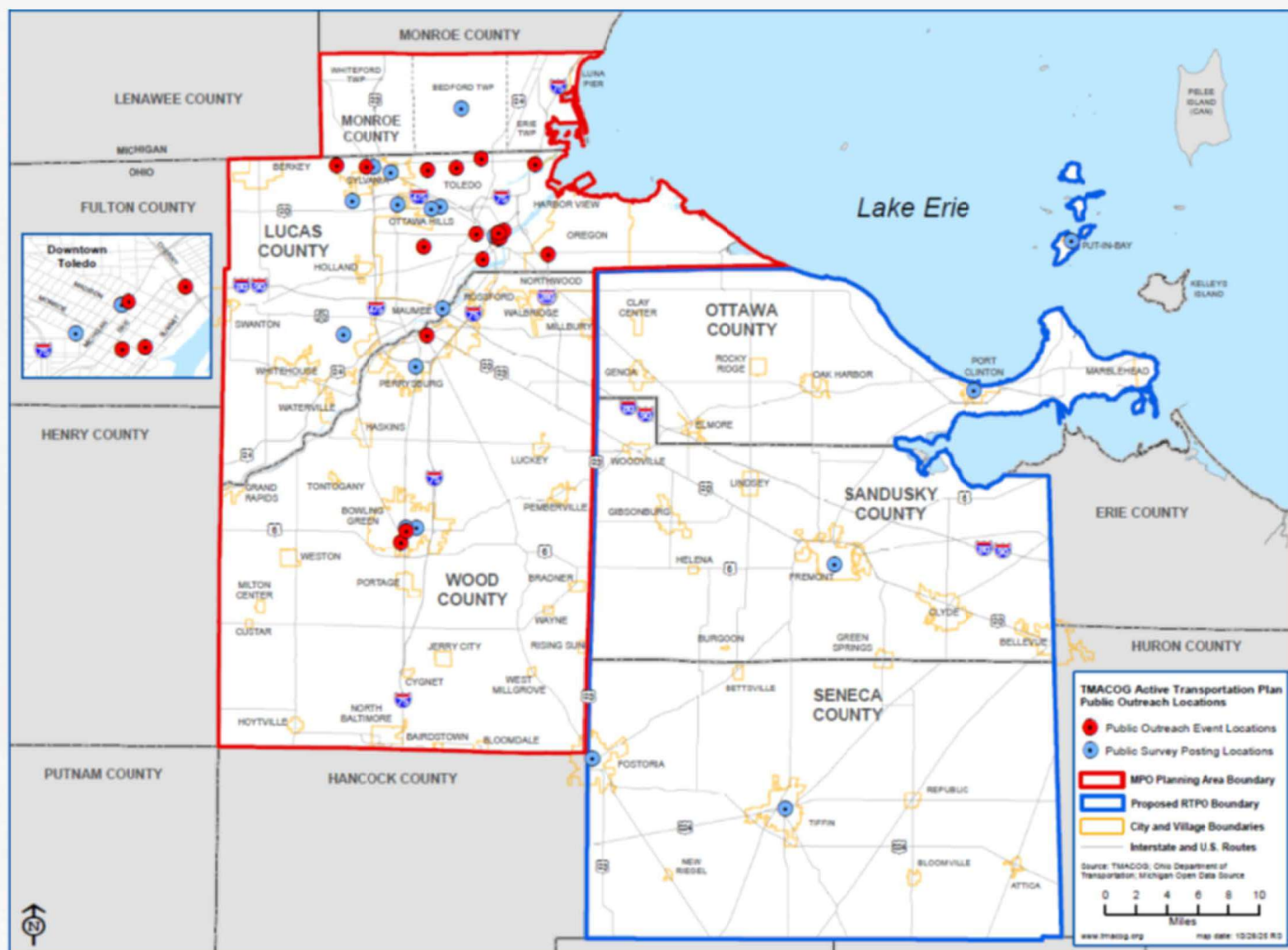
Share your ideas for walking and biking infrastructure!

Return paper copies here or complete the survey online:



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

- Open for submissions Sept 8th through November 7th

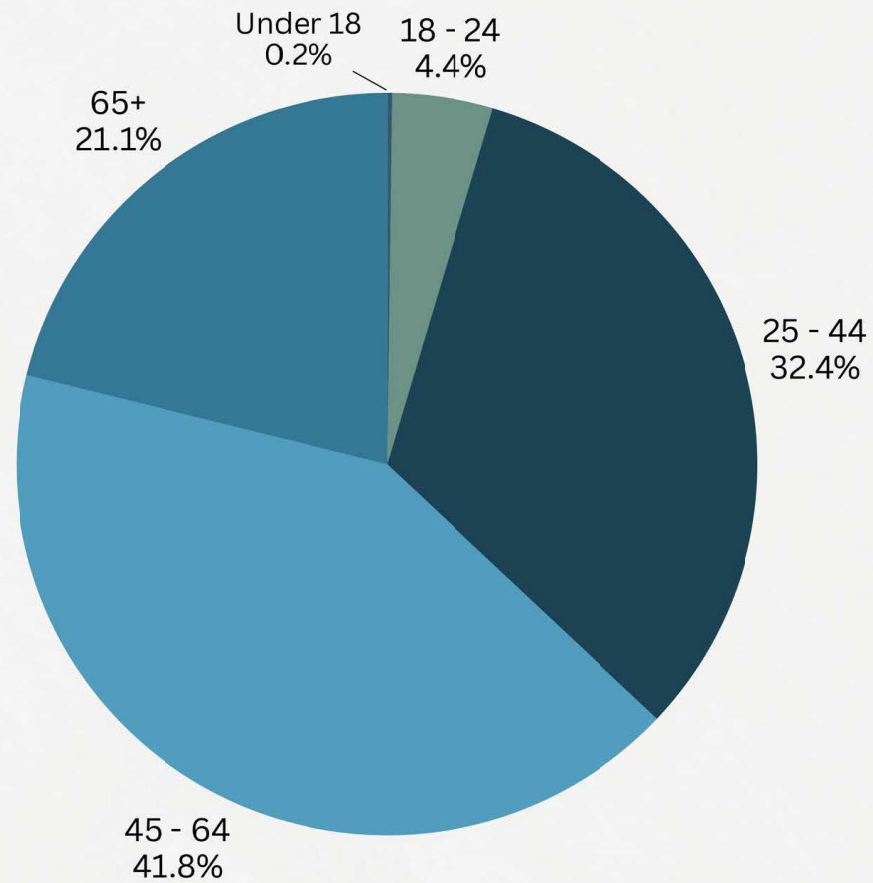


417
Online

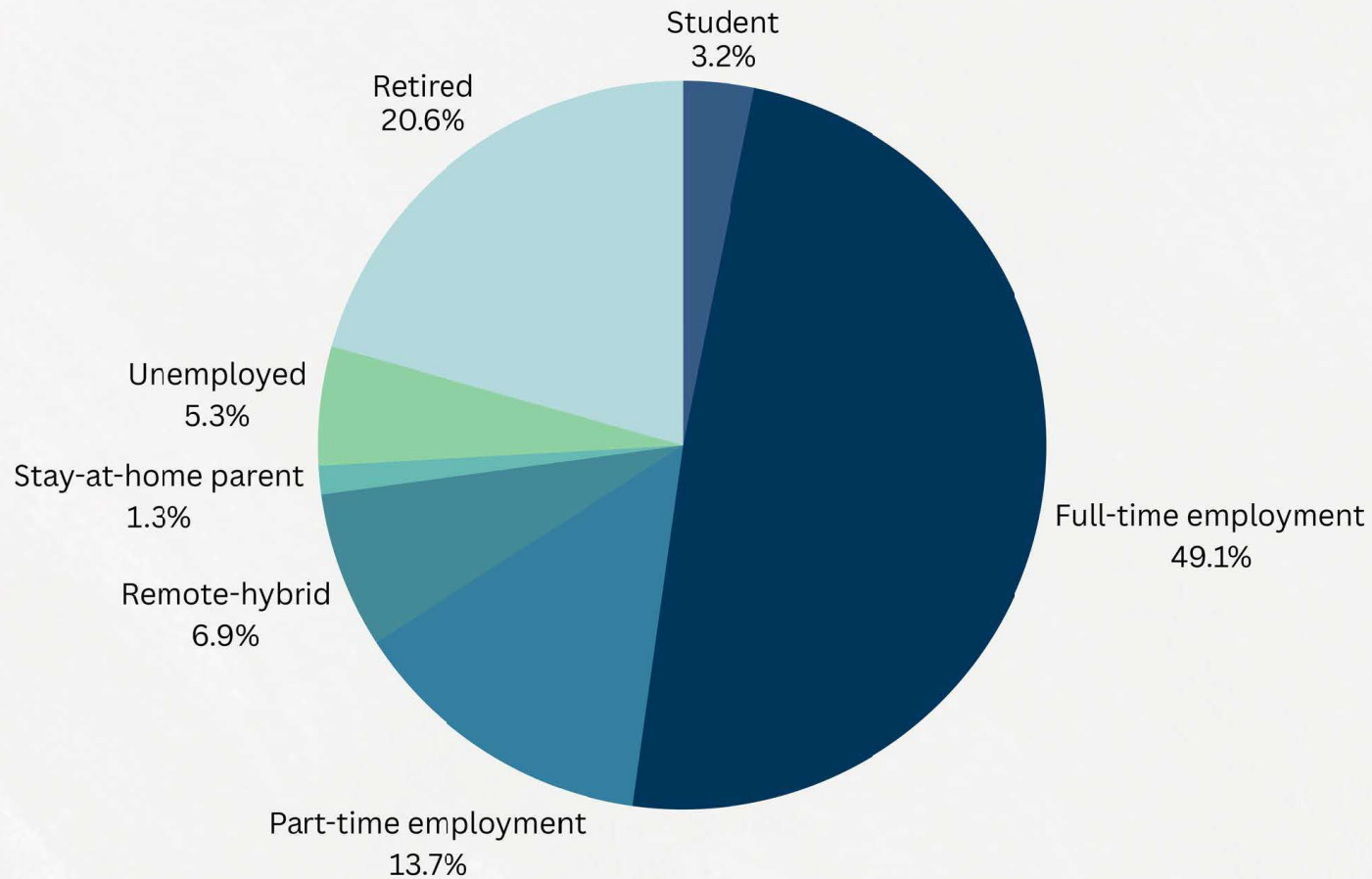
64
paper surveys

Survey Results

What is your age?



What best describes your employment status?



Why do people choose active transportation?

(multiple selections)



83%
of respondents cited **health**



42.4%
of respondents cited **environmental benefits**



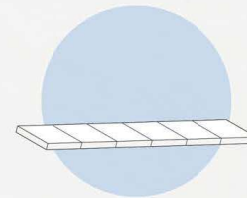
30.5%
of respondents cited **cost savings**

Why *don't* people choose active transportation?

(multiple selections)



51.6%
of respondents cited **safety concerns**

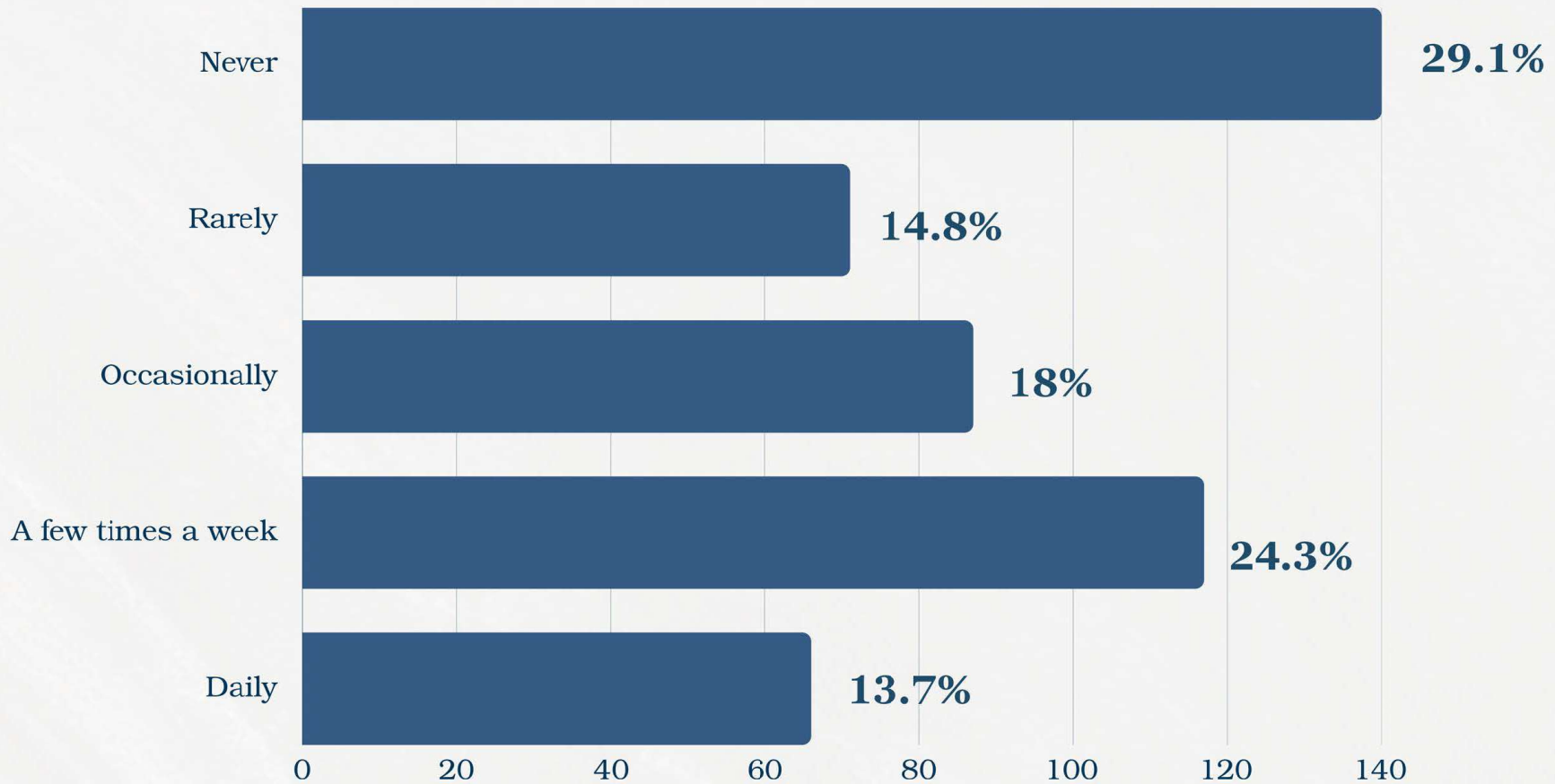


48.3%
of respondents cited **gaps in sidewalks and paths**

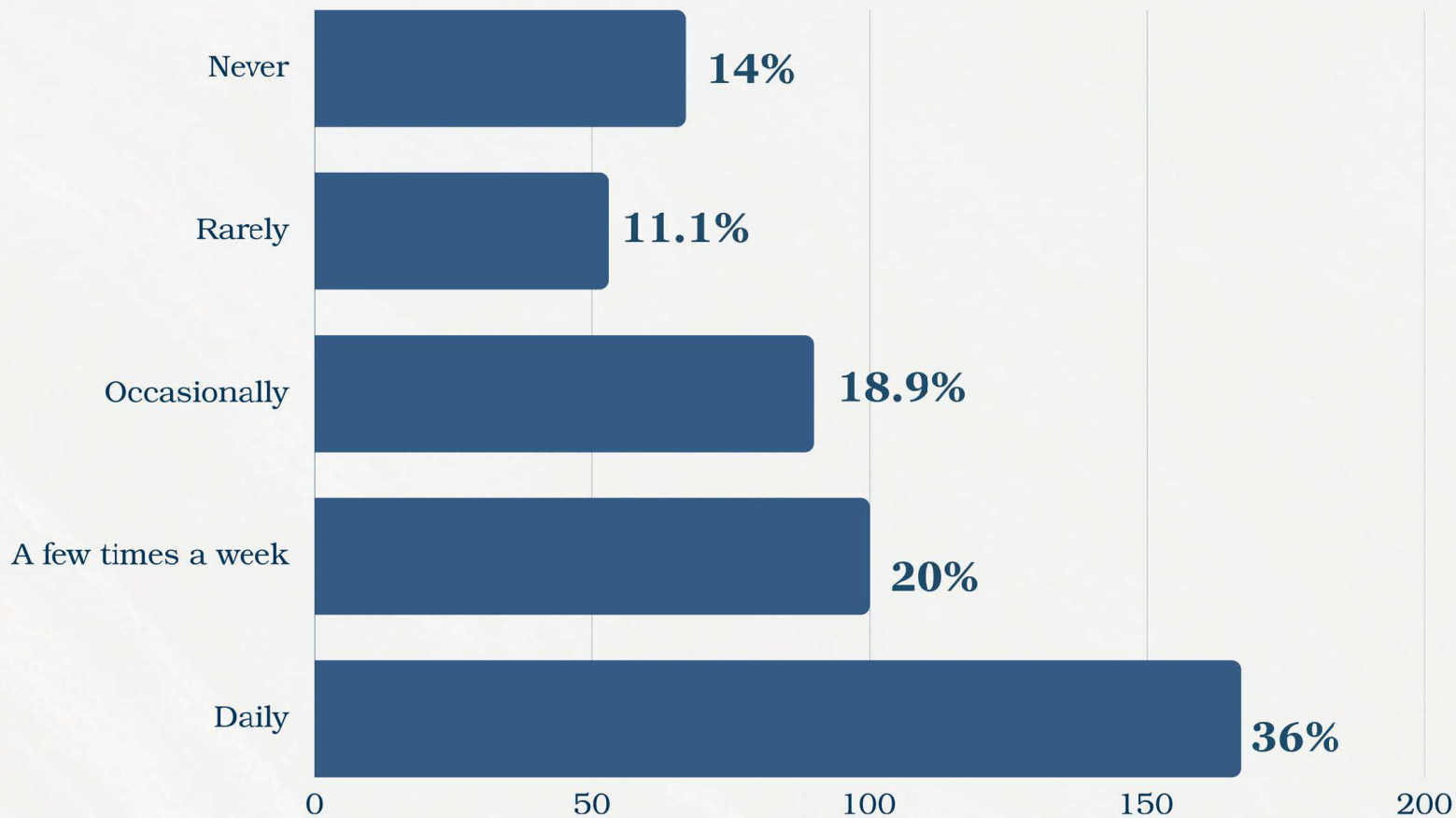


46.4%
of respondents cited **no sidewalks or paths**

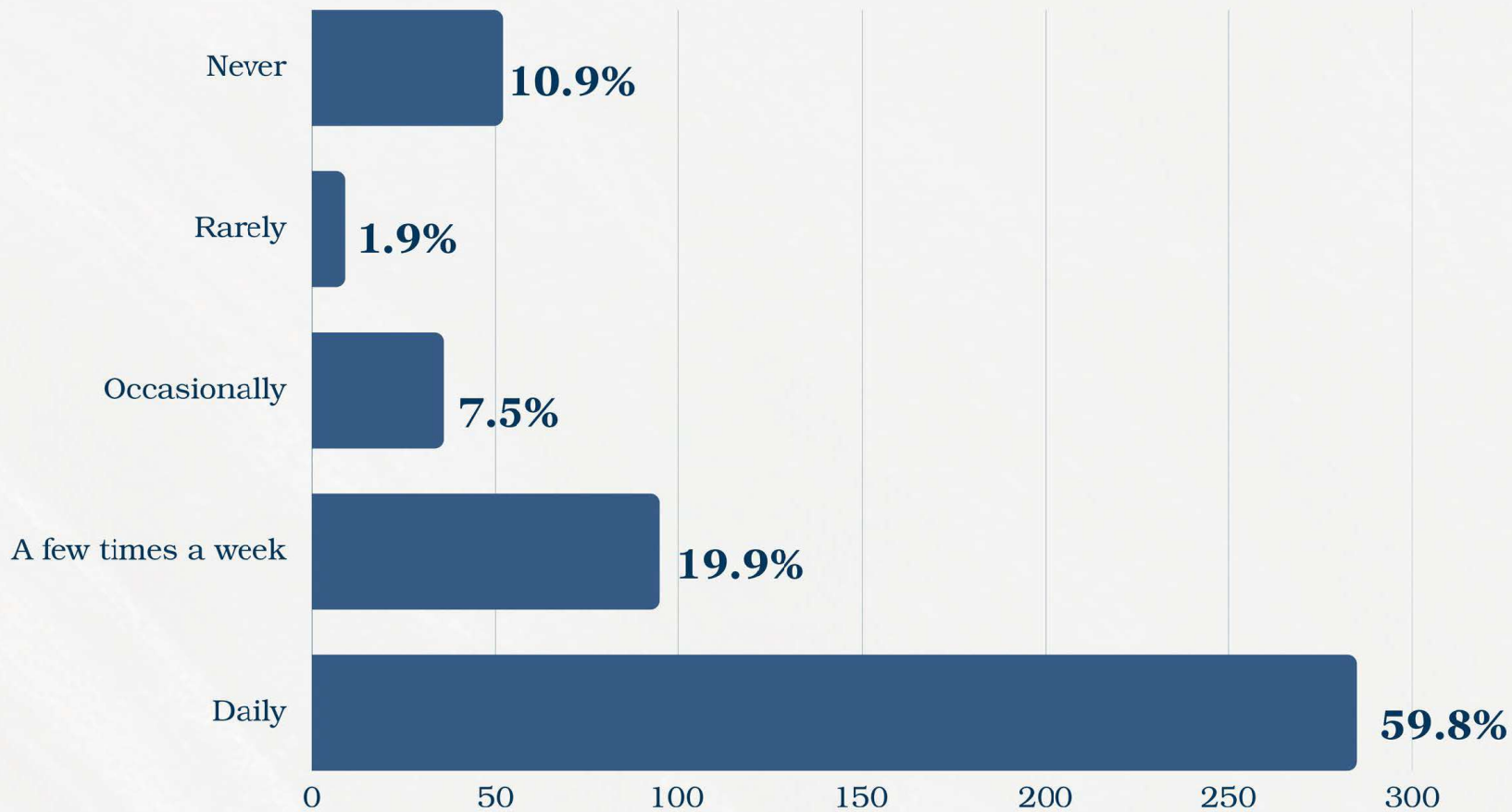
How often do you bike? (e.g., to work, school, errands)



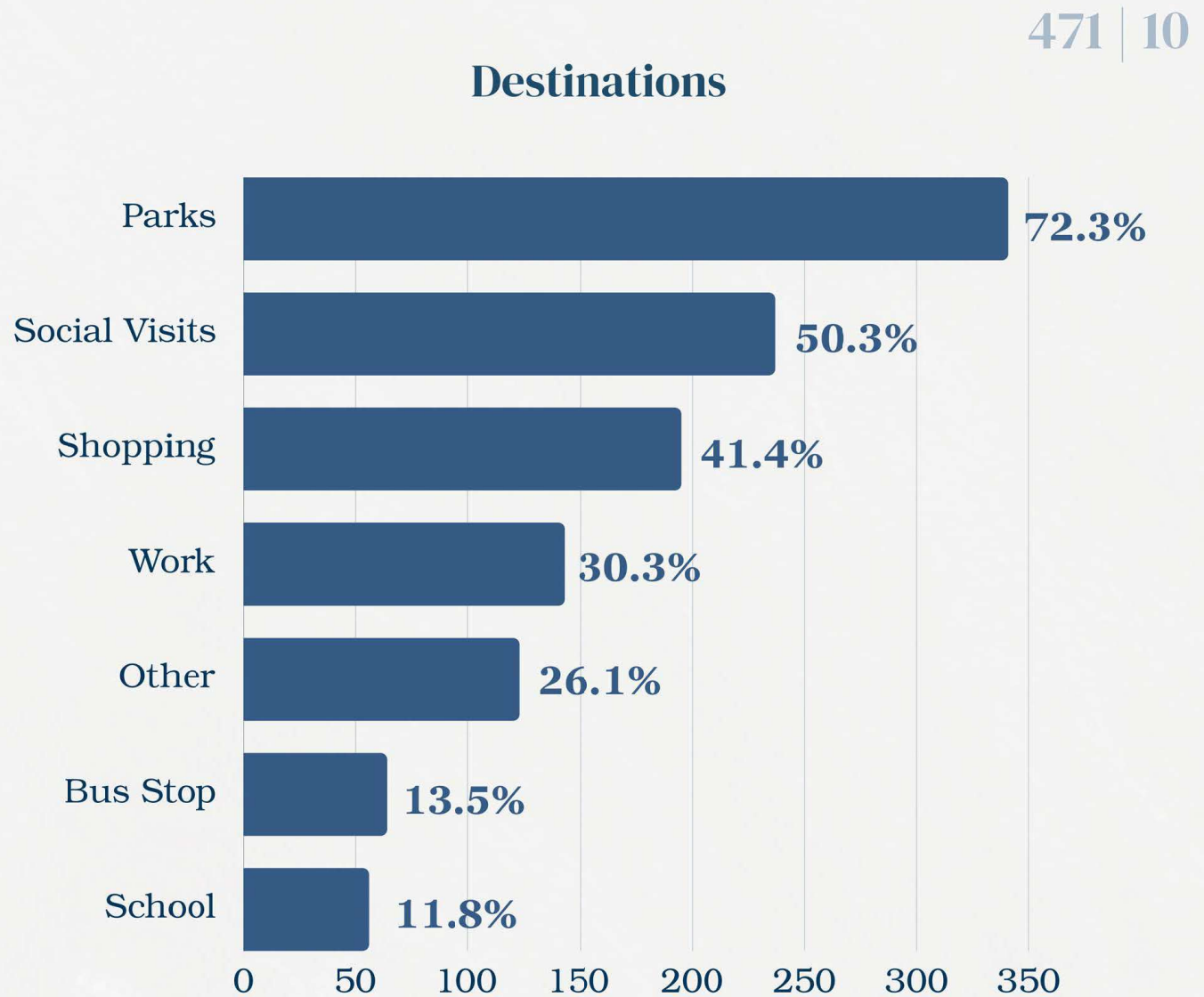
How often do you walk? (e.g., to work, school, errands)



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

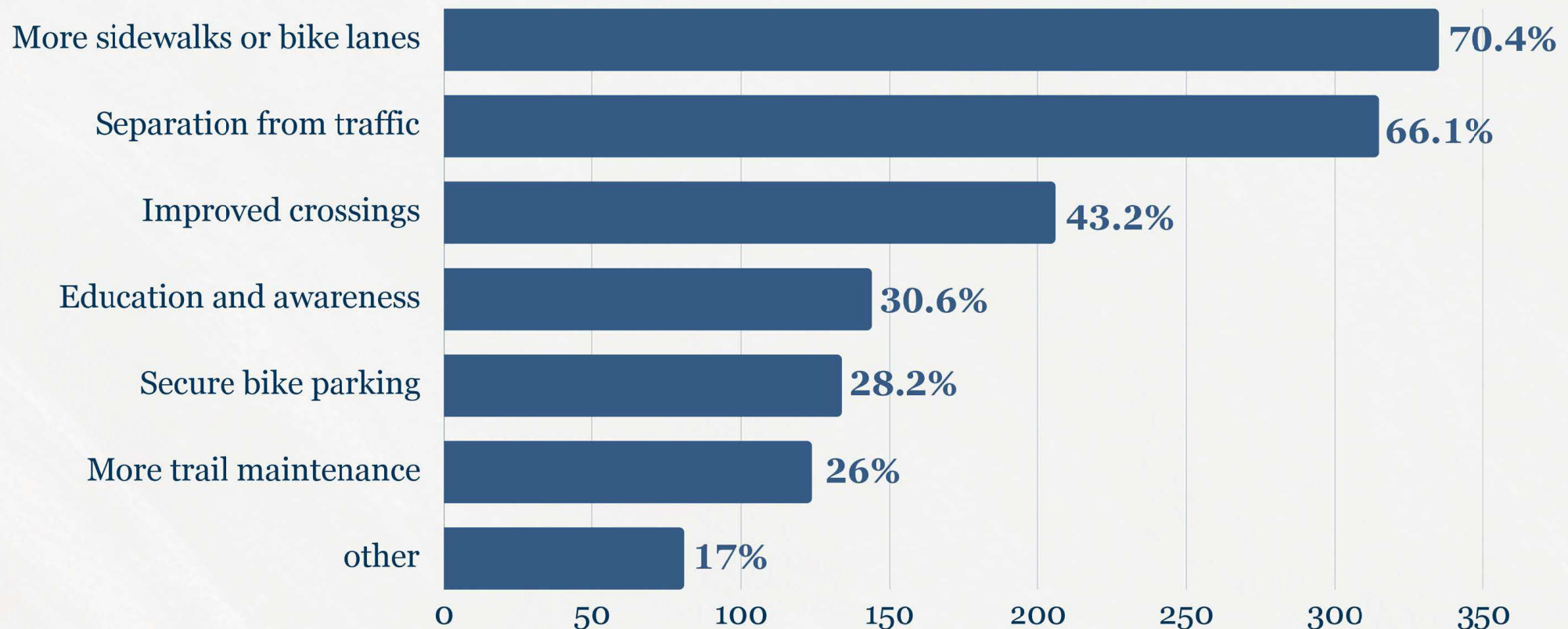


Where are they going? (multiple selections)

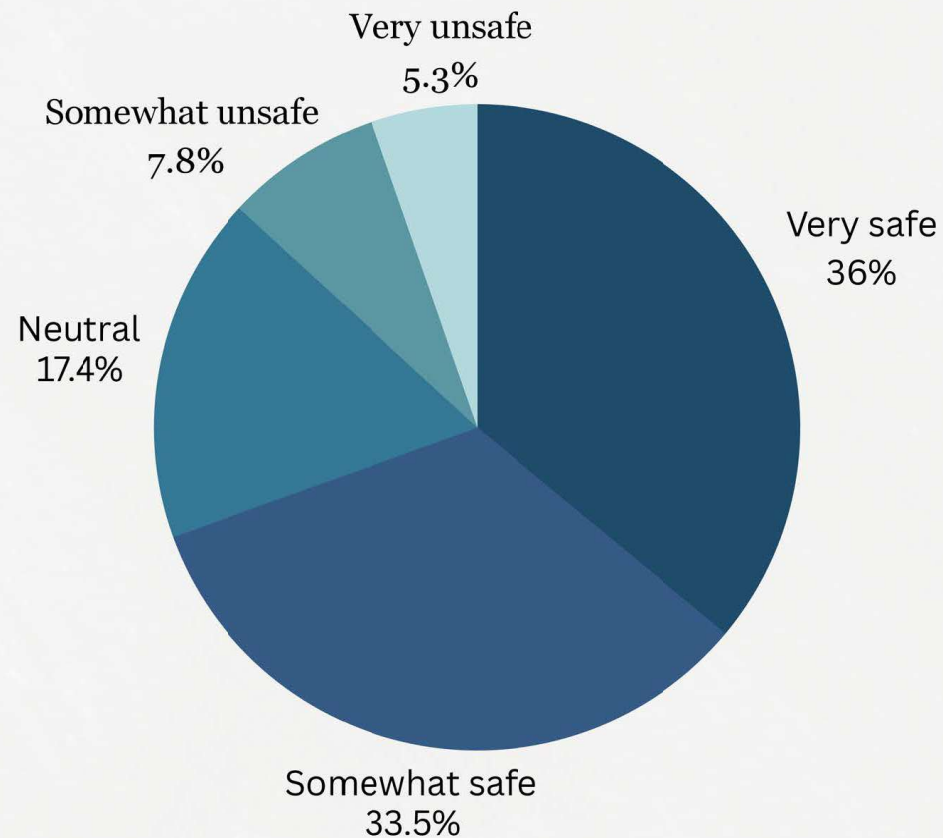


What changes would make you more likely to walk or bike?

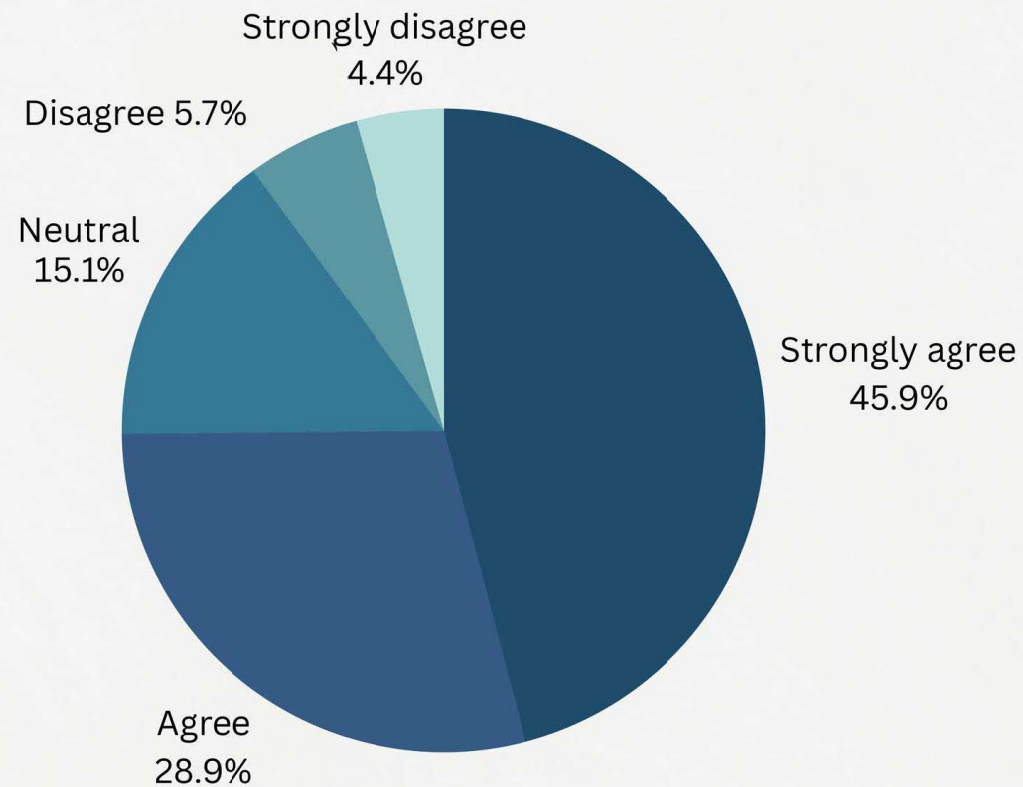
(multiple selections)



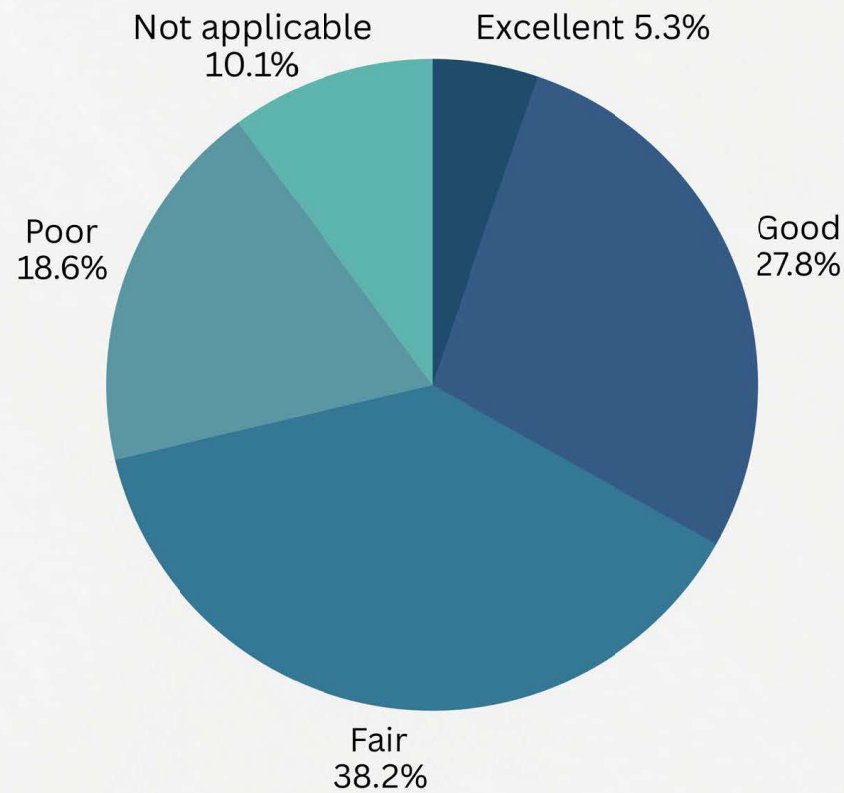
Do you feel safe using bike lanes or multiuse paths in your community?



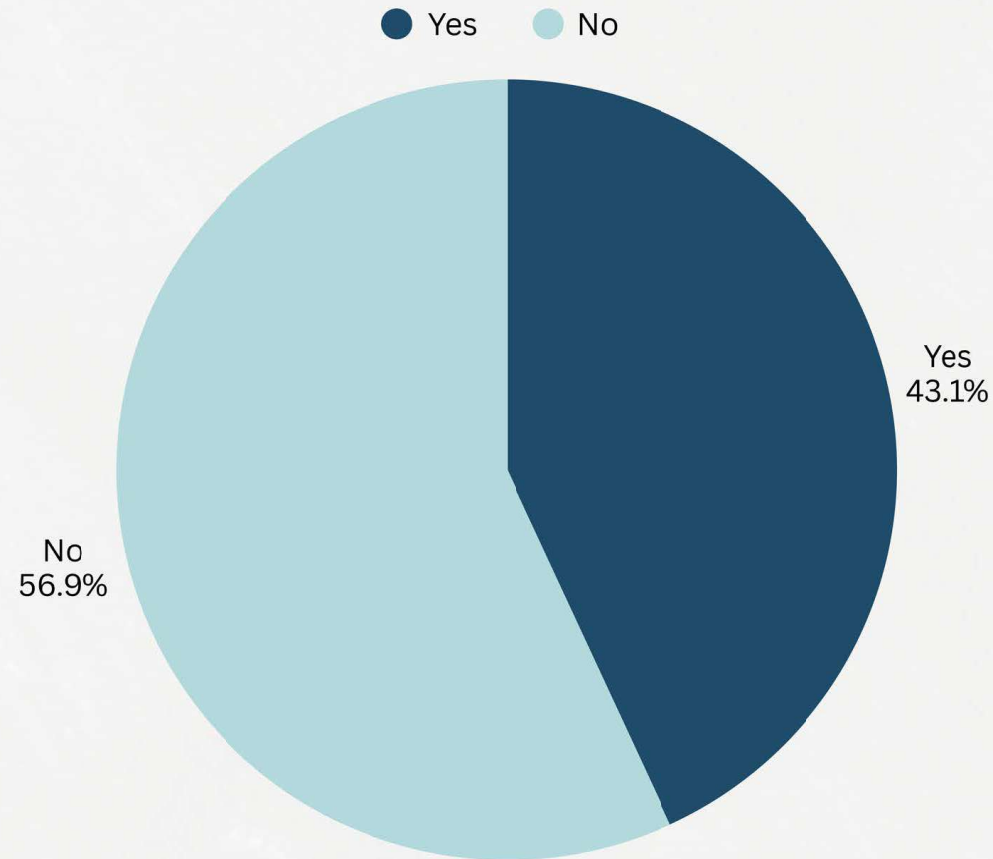
“I avoid walking or biking on certain routes because I feel too close to traffic”?



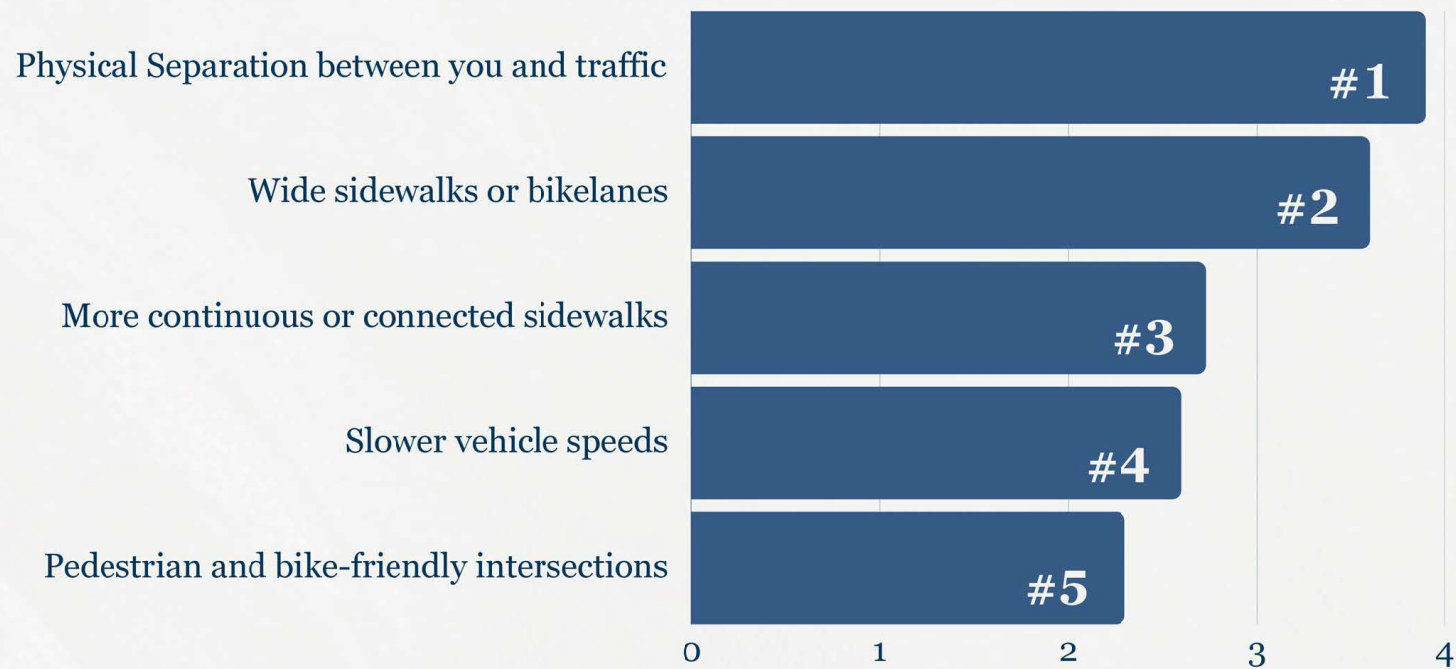
How would you rate the condition of sidewalks in your community?



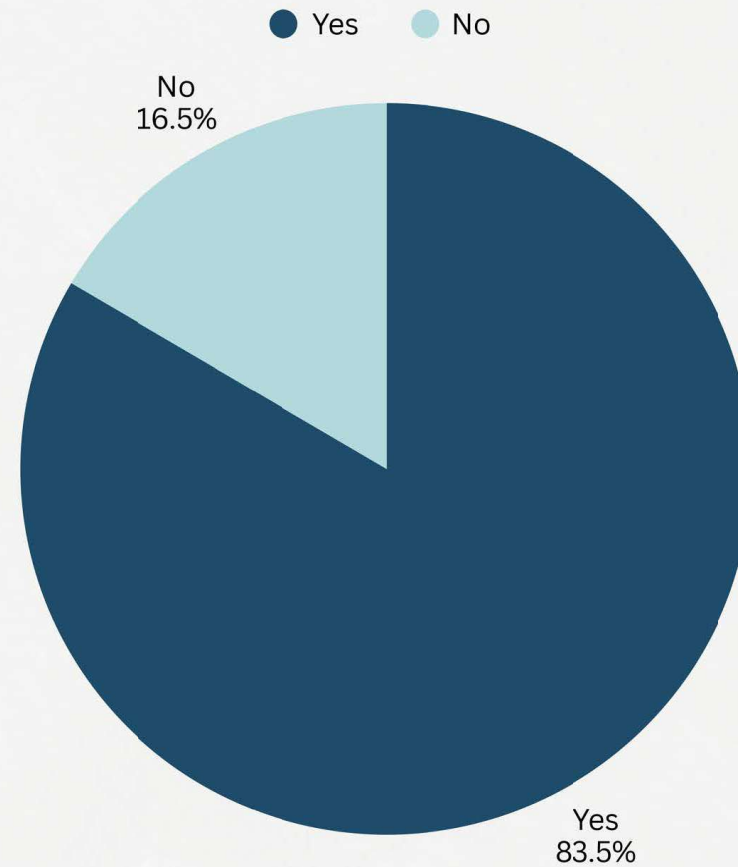
Do sidewalk condition affect your ability or decision to walk in your community?



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



Do you own a vehicle?



Plan Timeline

Tentative*



Plan Timeline 2026

Tentative*



Appendix D:

Public Survey Promotion Materials

Survey Promotion Materials

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



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

ACTIVE TRANSPORTATION PLAN
for the Western Lake Erie Region

Share your ideas for walking and biking infrastructure!

TMACOG



STRIDE + RIDE:

ACTIVE TRANSPORTATION PLAN
for the Western Lake Erie Region

Regional Active Transportation Infrastructure

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

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

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

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

TMACOG



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

ACTIVE TRANSPORTATION PLAN
for the Western Lake Erie Region

Share your ideas for walking and biking infrastructure!

TMACOG



Share your ideas for walking and biking infrastructure!

Take the live survey now through October 31, 2025



www.bit.ly/TMACOG-ATP

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ACTIVE TRANSPORTATION PLAN
for the Western Lake Erie Region



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ACTIVE TRANSPORTATION PLAN
for the Western Lake Erie Region

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

Appendix E:

Public Survey



STRIDE + RIDE:

ACTIVE TRANSPORTATION PLAN

for the Western Lake Erie Region

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yes ☐ / No ☐

a. If you answered yes, please explain why:

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

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

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

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

___ Wider sidewalks or bike lanes

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

___ Slower vehicle speeds

___ More continuous or connected sidewalks

___ Pedestrian and bike-friendly intersections

14. What is the ZIP code where you:

Live: _____ Work: _____

15. Do you own a vehicle?

Yes ☐ / No ☐

16. What is your age?

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

17. Which best describes your employment status?

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

Stay-at-home parent ☐ / Unemployed ☐

Appendix F:

Public Survey Results

Questions 6 & 7 Short Answers

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

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

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

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

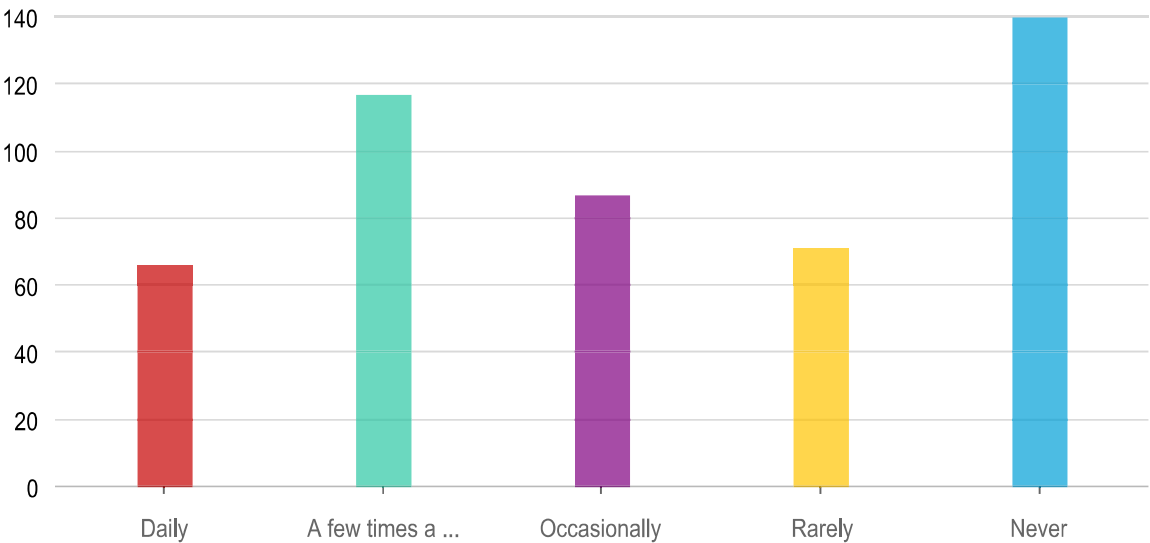
Appendix G:

Public Survey Results

Raw Data

TMACOG Regional Active Transportation Plan Survey

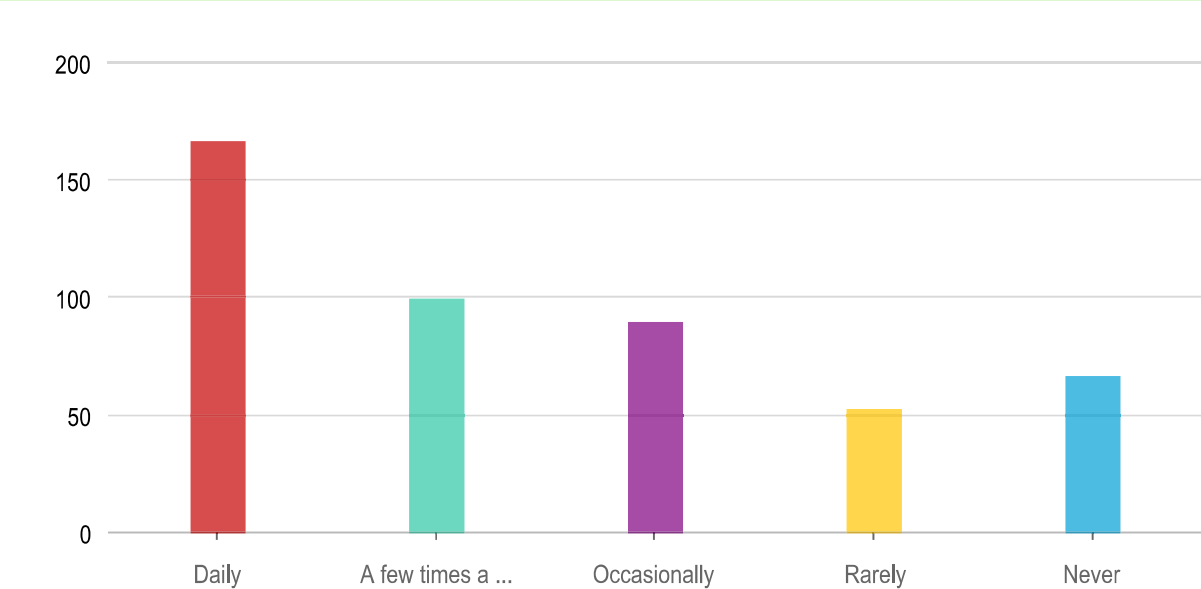
1.) How often do you bike (e.g., to work, school, errands)?



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

Answered: 481 Skipped: 0

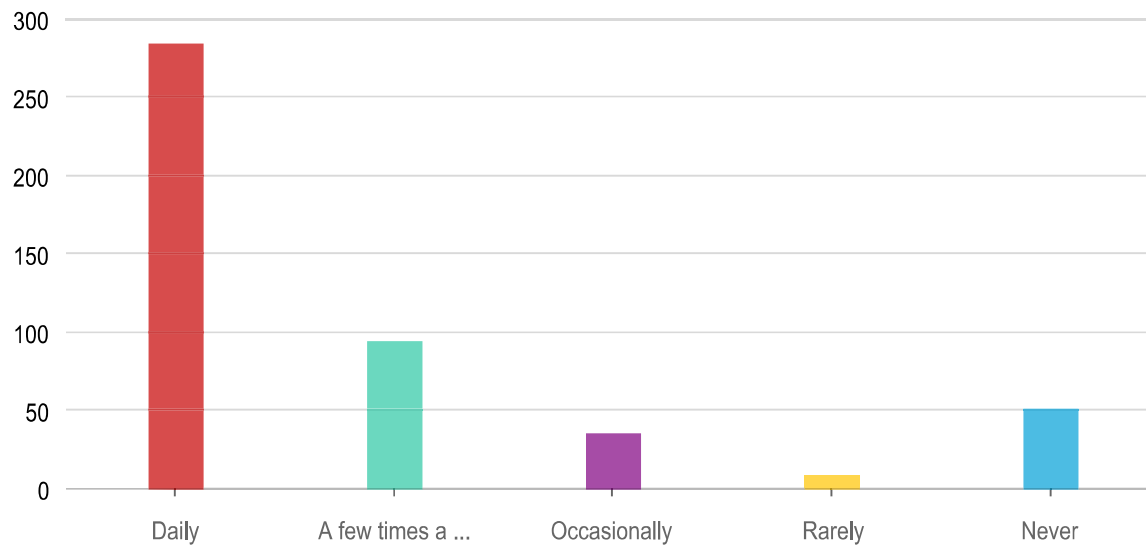
2.) How often do you walk (e.g., work, school, errands)?



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

Answered: 477 Skipped: 4

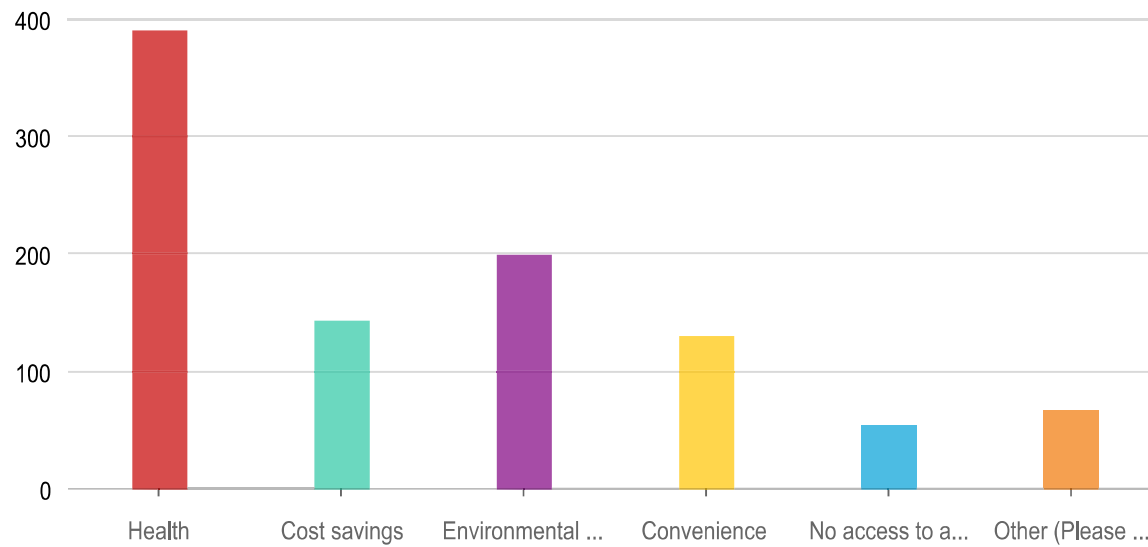
3.) How often do you drive (e.g., work, school, errands)?



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

Answered: 477 Skipped: 4

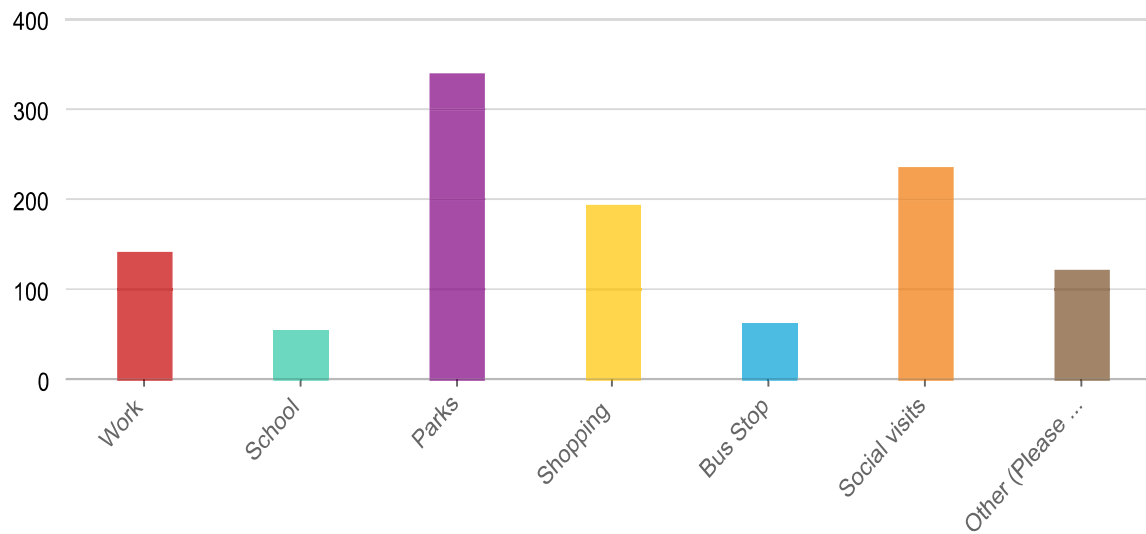
4.) What are your main reasons for choosing active transportation (e.g., walking, biking)?



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

Answered: 471 Skipped: 10

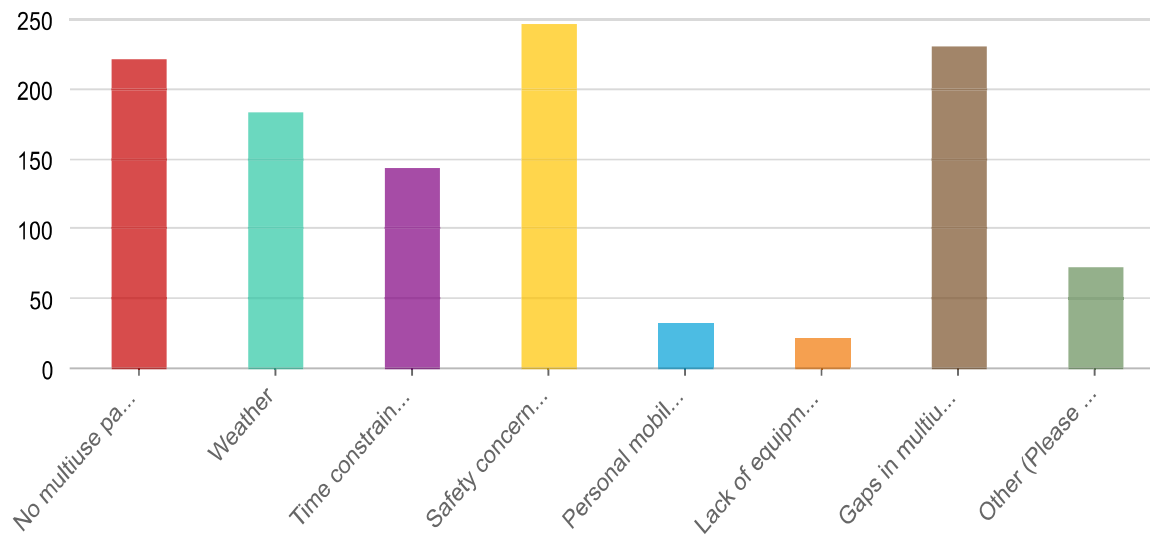
5.) Which places do you travel to use active transportation? (walking, biking, rolling, etc.)?



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

Answered: 471 Skipped: 10

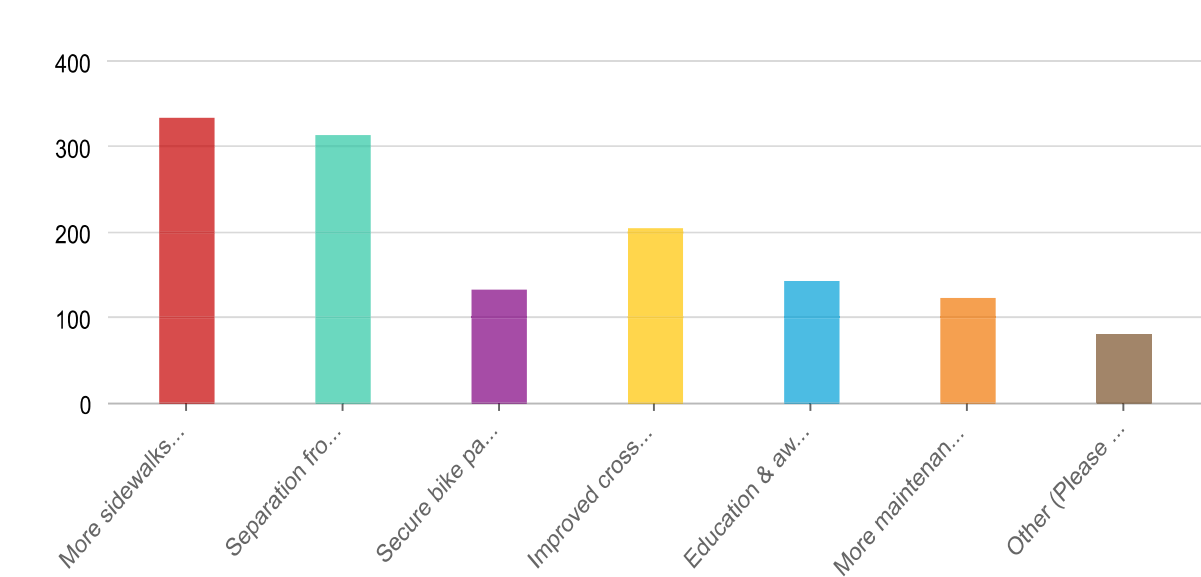
6.) What prevents or discourages you from walking or biking more often?



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

Answered: 478 Skipped: 3

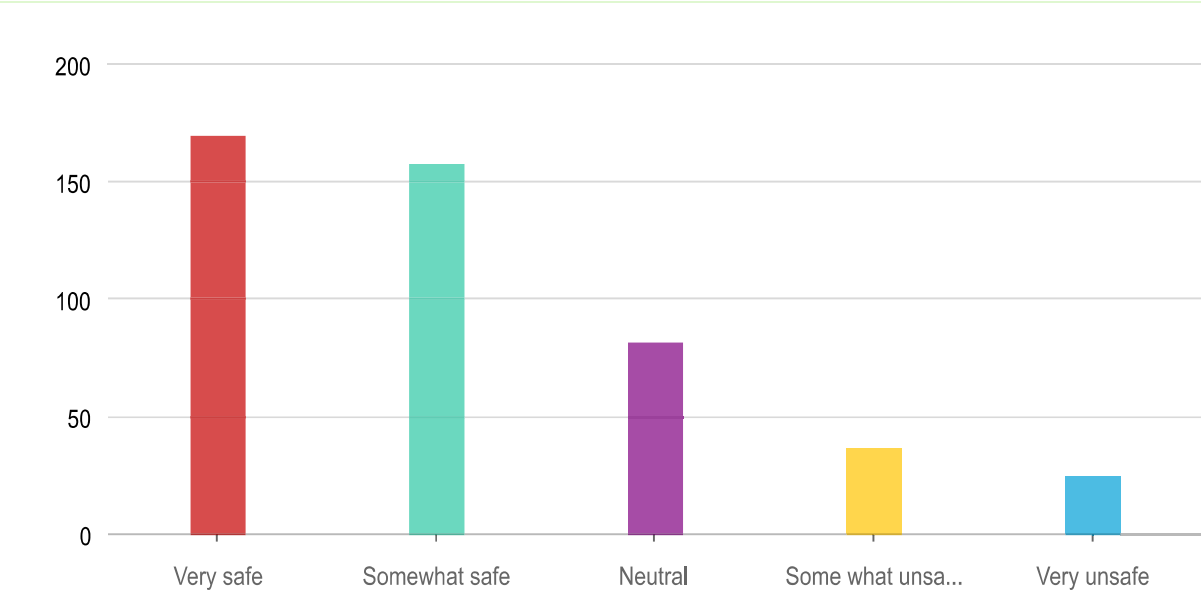
7.) What changes would make you more likely to walk or bike?



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

Answered: 476 Skipped: 5

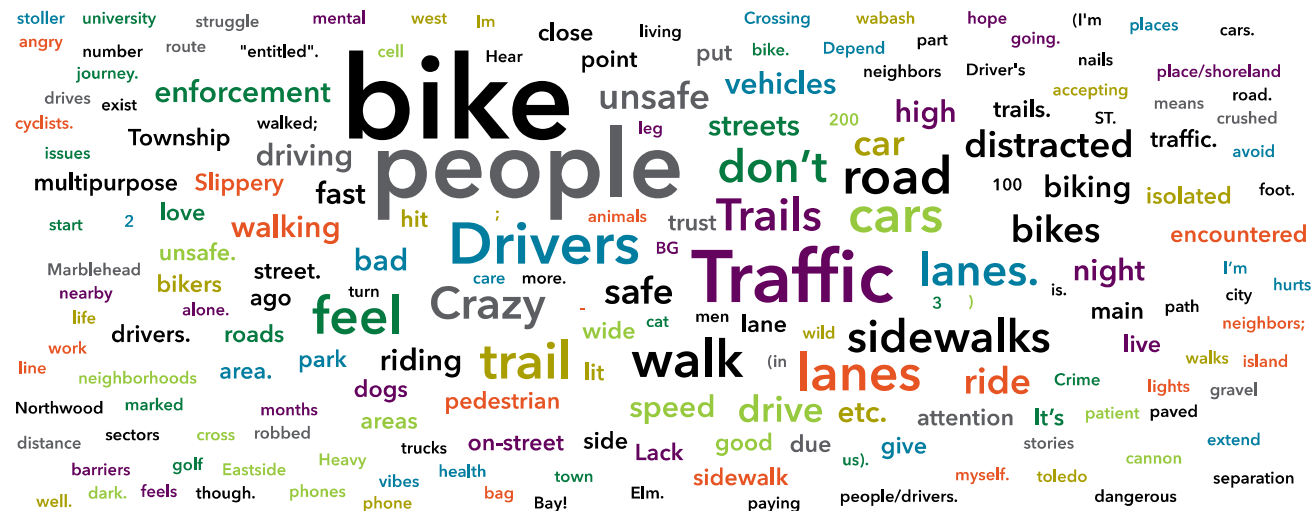
8.) In your community/neighborhood do you feel safe using bike lanes or multi-use...



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

Answered: 472 Skipped: 9

Why?

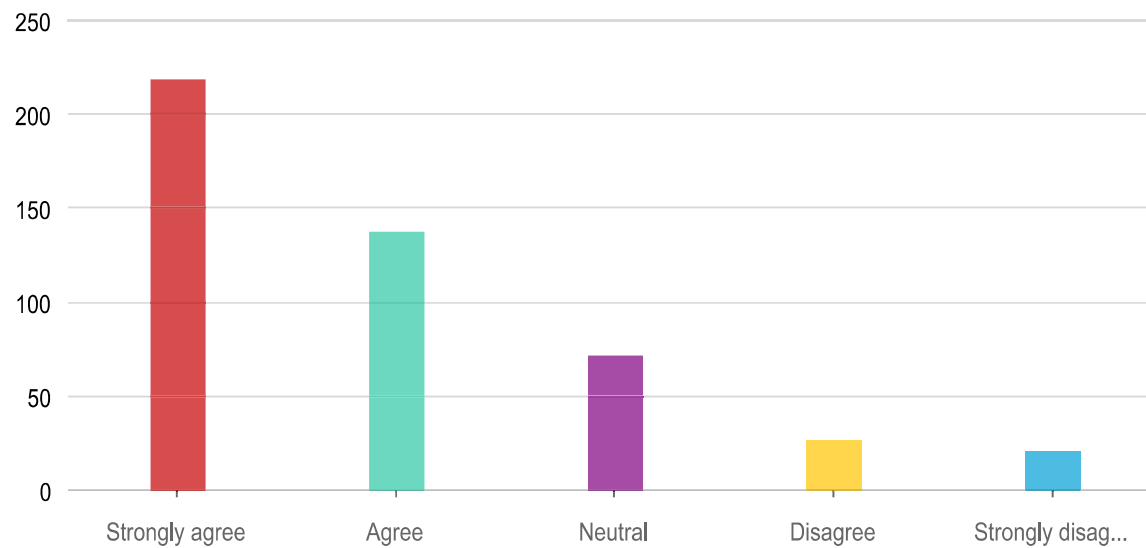


Count

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

Answered: 56 Skipped: 425

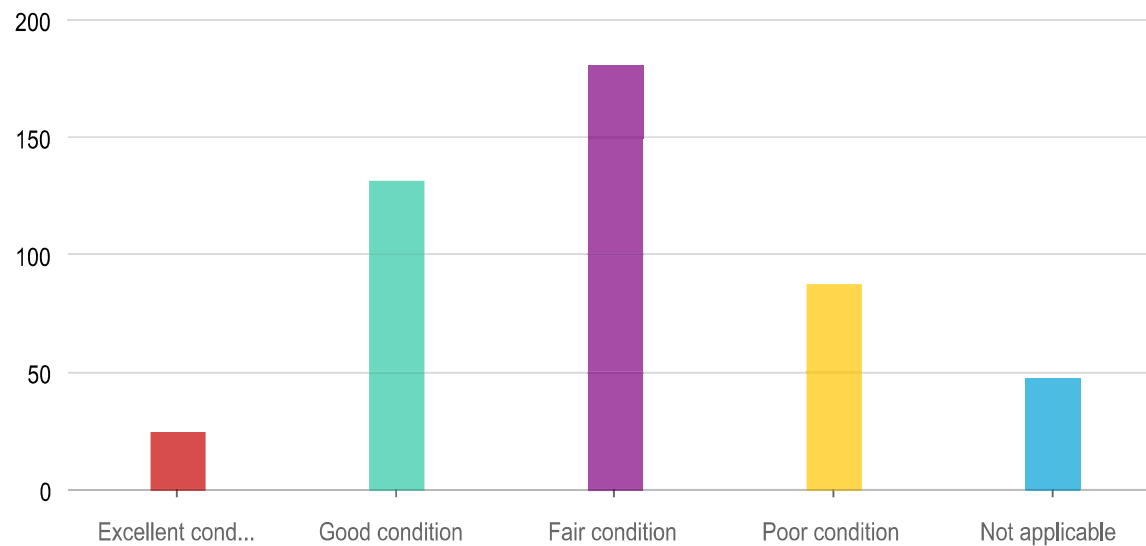
9.) To what extent do you agree with this statement: "I avoid walking or biking on..."



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

Answered: 477 Skipped: 4

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



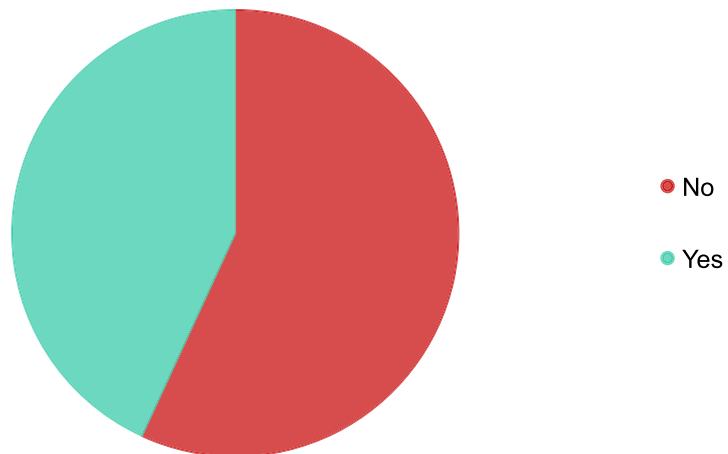
Percentage

ge

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

Answered: 82 Skipped: 399

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



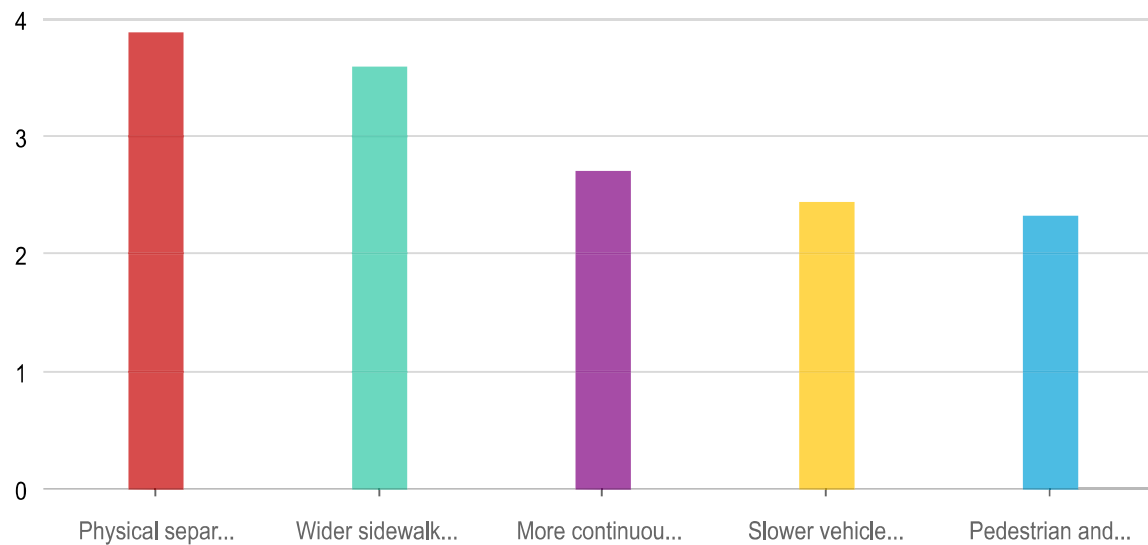
Percentage

ge

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

Answered: 258 Skipped: 223

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



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

Answered: 402 Skipped: 79

14.) What ZIP code do you live in?



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

Answered: 477 Skipped: 4

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



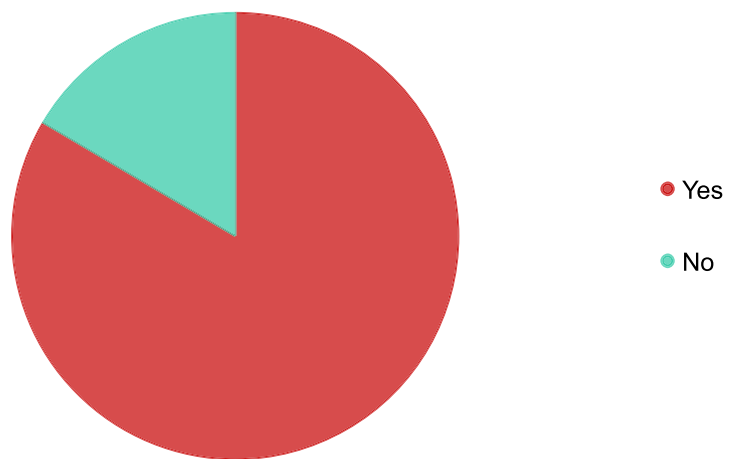
Stats

Value

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

Answered: 440 Skipped: 41

15.) Do you own a vehicle?



Answers

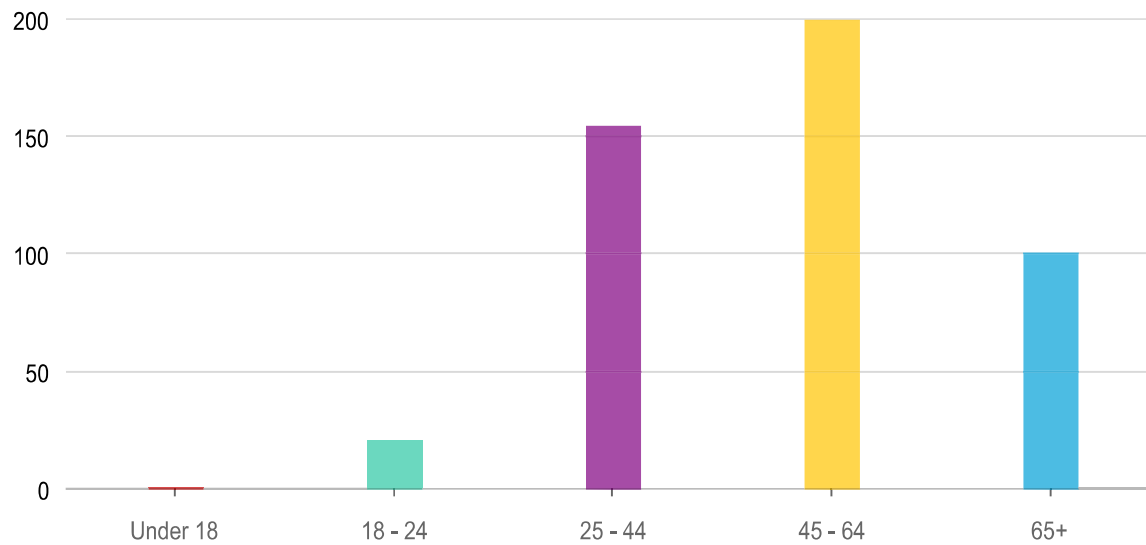
Count

Percentage

Yes	399	82.95%
No	79	16.42%

Answered: 478 Skipped: 3

16.) What is your age?



Answers

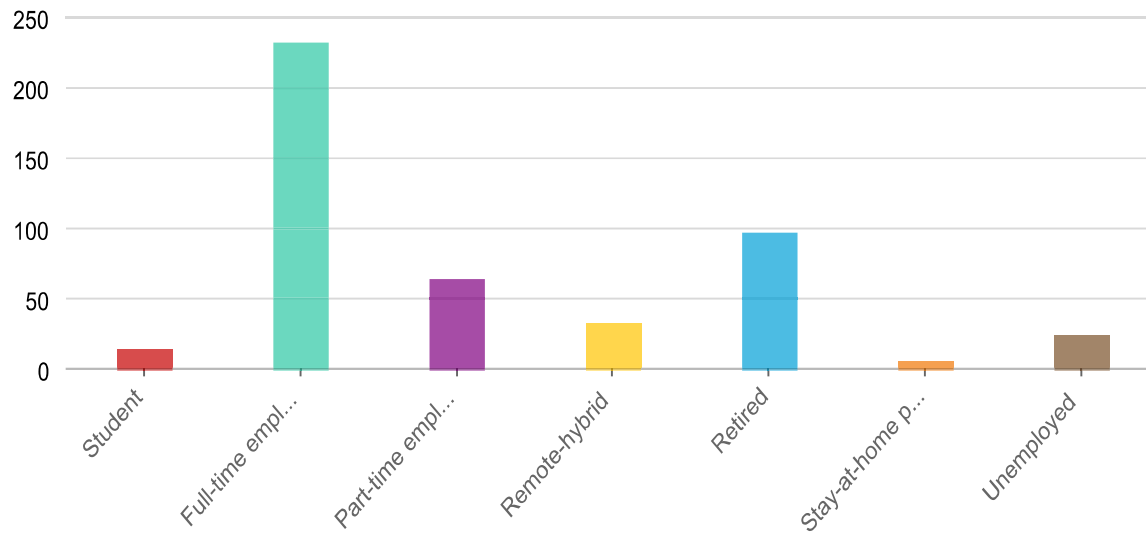
Count

Percentage

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

Answered: 478 Skipped: 3

17.) Which best describes your work status?



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

Answered: 475 Skipped: 6

Appendix H:

Public Survey Public Comments

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

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

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

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

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

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

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

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

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

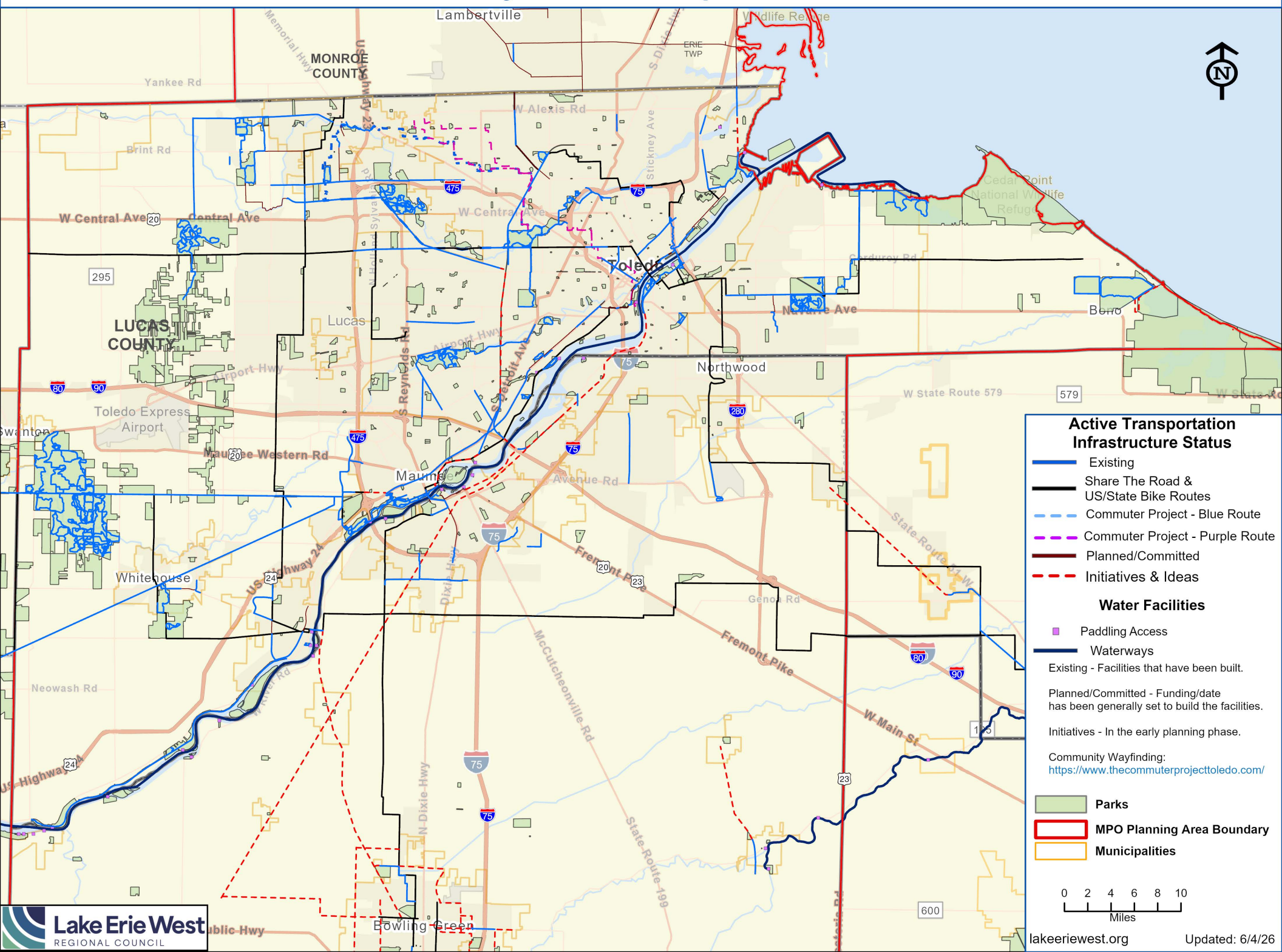
Extend the North Coast Inland Trail to Millbury	Connectivity
Sidewalks improvement needed all over Fremont. Regarding wider sidewalks "causes race track for electric bikes/scooters"	Sidewalks
Put in Bay Rd and Meechen Rd Intersection needs a stop sign, it's presently only a two-way stop, it will be safer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

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

Appendix I:

Active Transportation Infrastructure Map per County

Lucas County Active Transportation Infrastructure



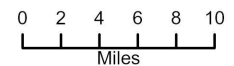
Active Transportation Infrastructure Status

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

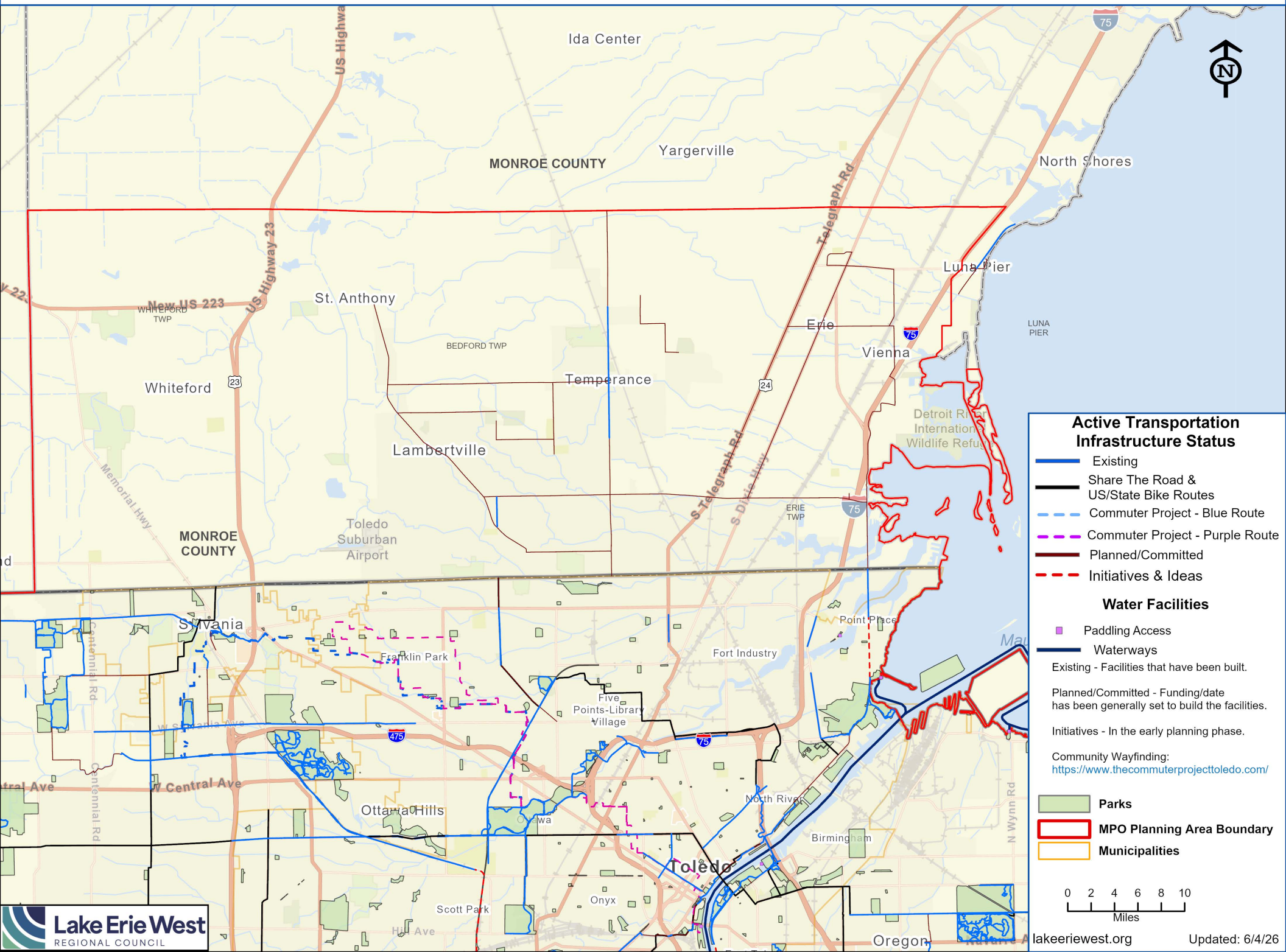
Water Facilities

- Paddling Access
- Waterways
- Existing - Facilities that have been built.
- Planned/Committed - Funding/date has been generally set to build the facilities.
- Initiatives - In the early planning phase.
- Community Wayfinding:
<https://www.thecommuterprojecttoledo.com/>

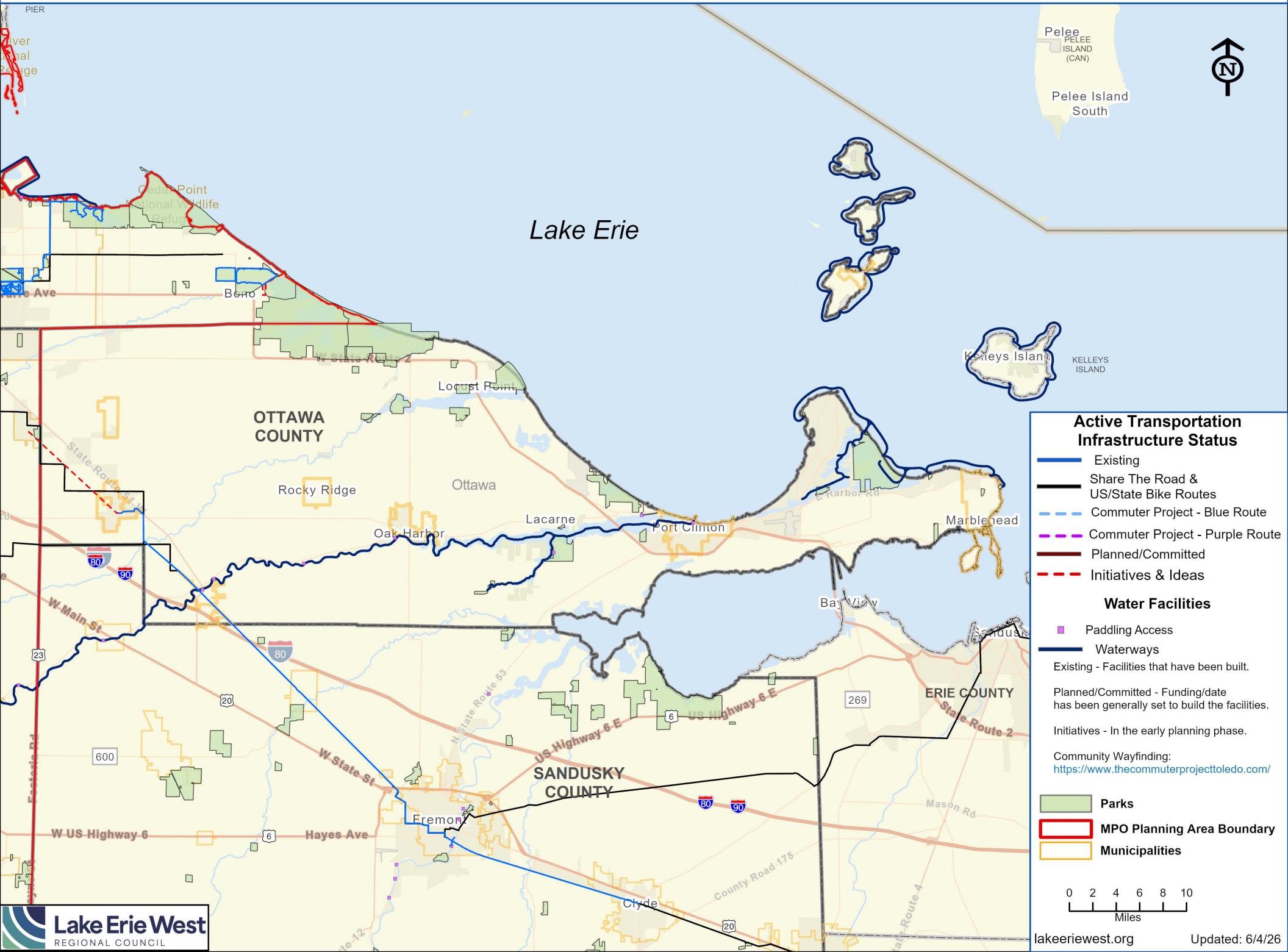
- Parks
- MPO Planning Area Boundary
- Municipalities



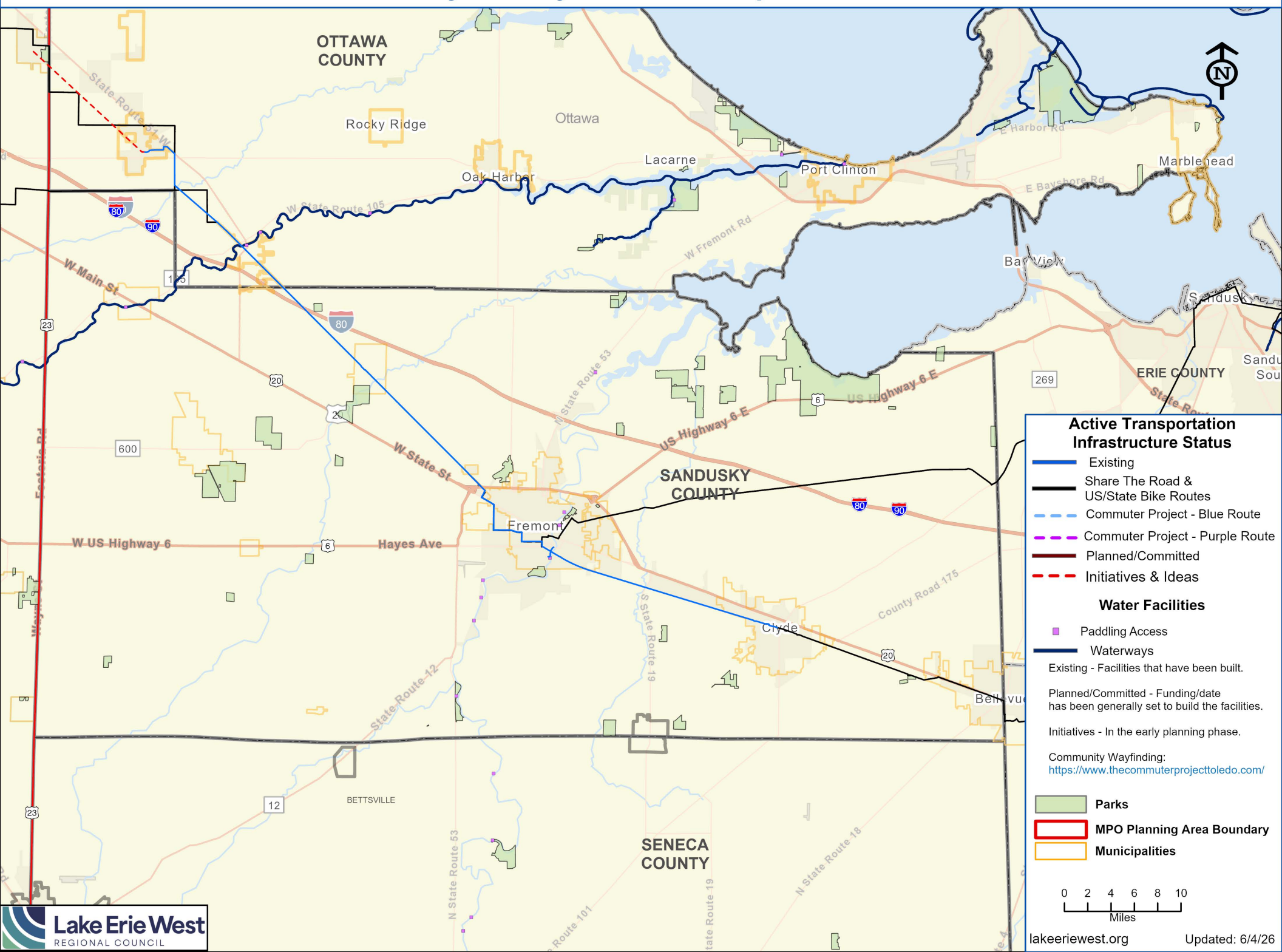
Monroe County Active Transportation Infrastructure



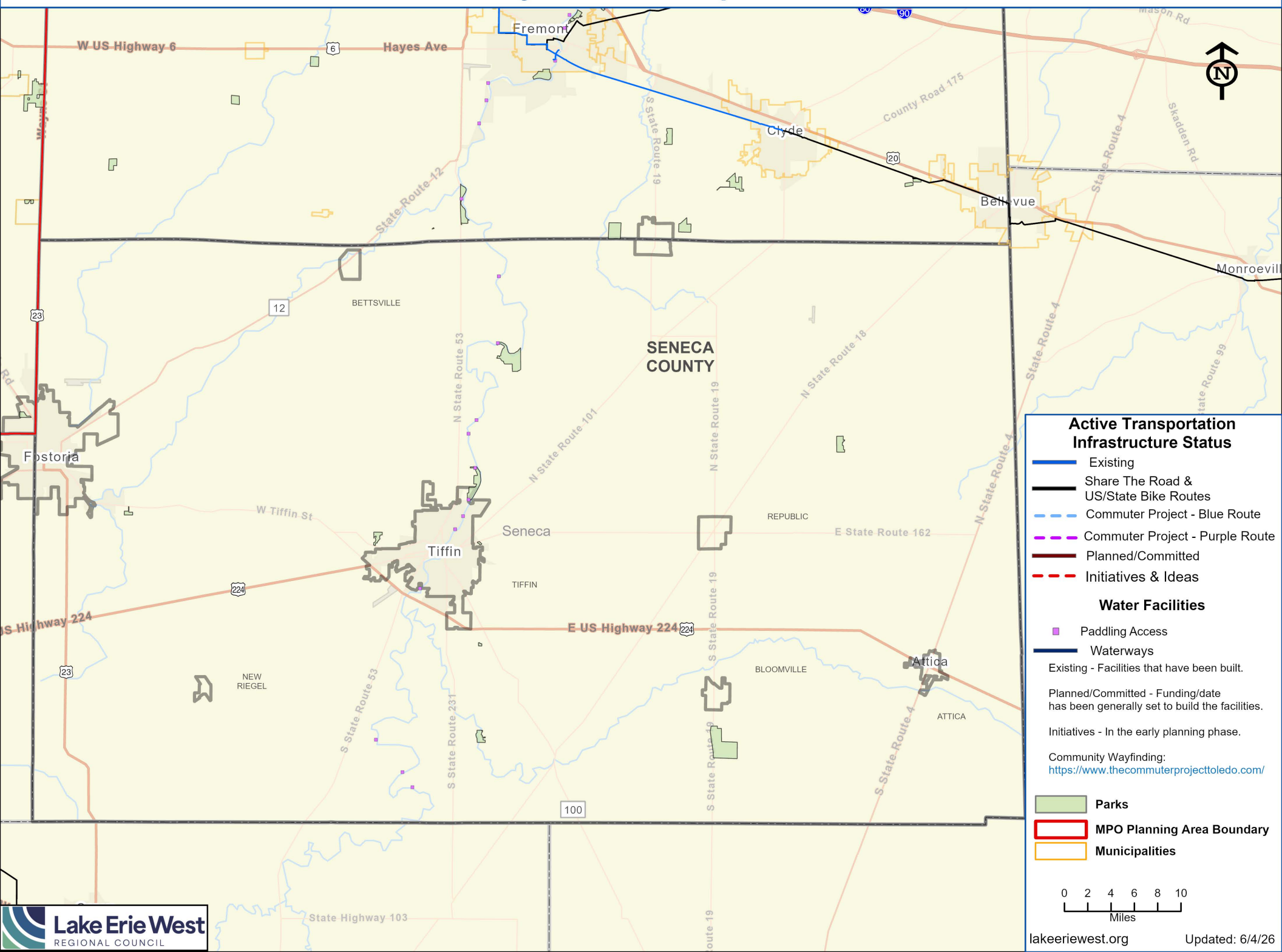
Ottawa County Active Transportation Infrastructure



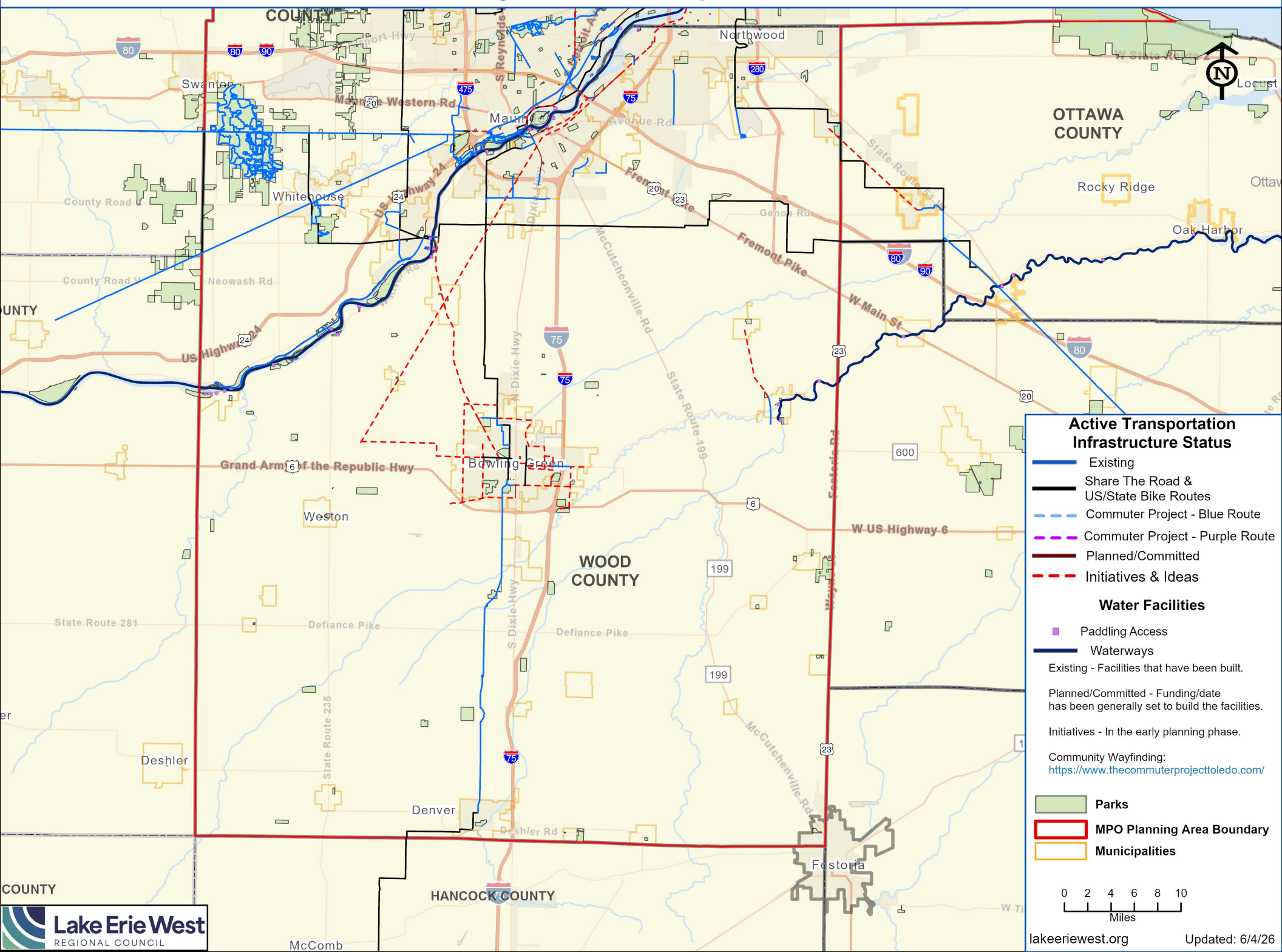
Sandusky County Active Transportation Infrastructure



Seneca County Active Transportation Infrastructure



Wood County Active Transportation Infrastructure



Appendix J:

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

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

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

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

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

Appendix K:

Regional Active Transportation Plan Draft – Public Review Comments

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

Dan,

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

Best,

Raj

Rajesh Nagisetty, MPH

Program Manager, Transportation



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

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

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



[Book time to meet with me](#)

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

Hi Raj -

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

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

Thanks -
Dan

Dan Marsalek

Project Manager

Outdoor Sylvania Community Parks

6930 Sylvania Ave.

Sylvania, Ohio 43560

Phone: 419-882-8313 ext. 1013

Cell: 419-360-1606

E-Mail: dmarsalek@OutdoorSylvania.com

www.OutdoorSylvania.com



(Formerly: The Olander Park System)

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

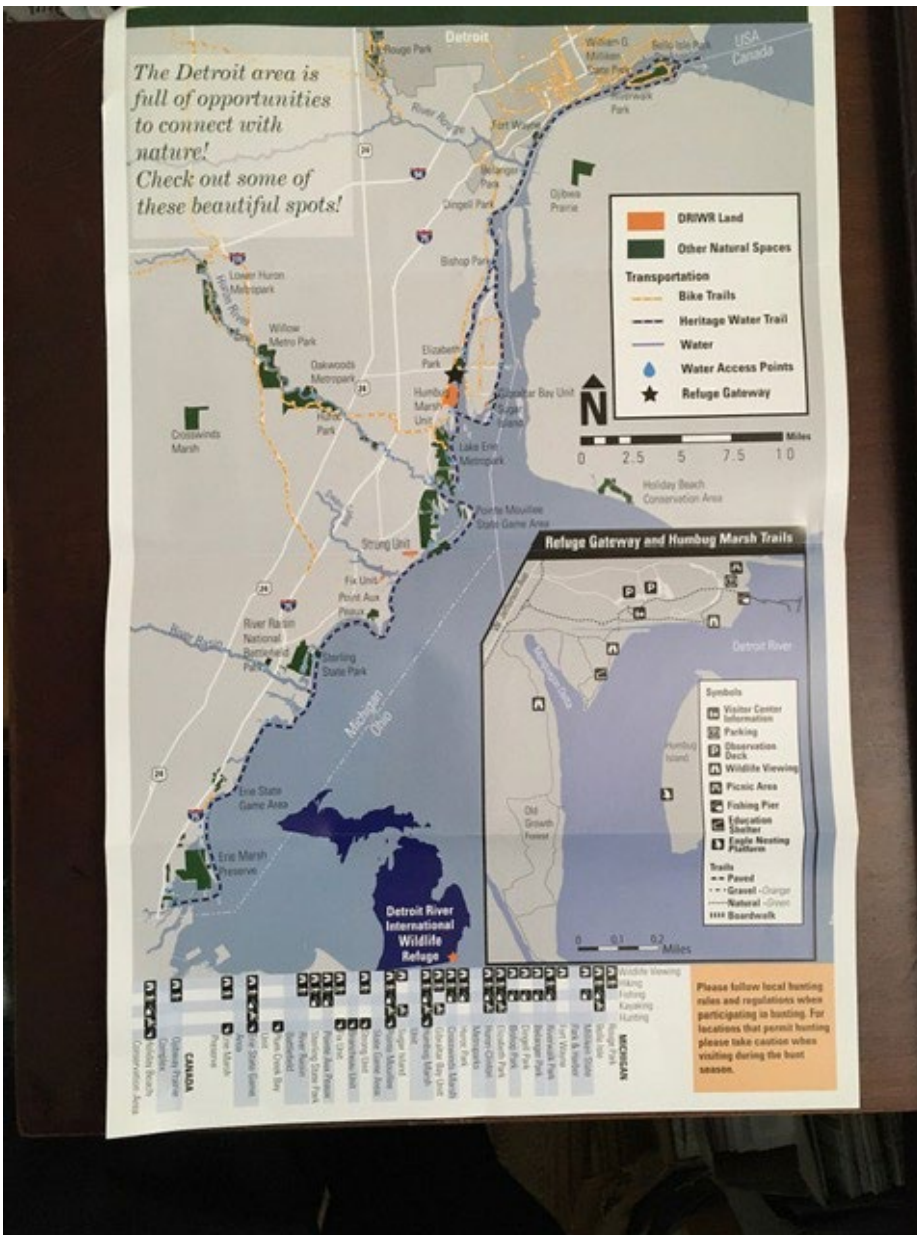
Outdoor Sylvania Community Parks is committed to connecting our community to the outdoors through exceptional parks, trails, programs and natural areas.

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

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

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





Sent from my iPad

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

>

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

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

12:22 PM Tue May 12

37%



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Foundation
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GREAT LAKES WAY

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The Vision for The Great Lakes Way

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

THE GREAT LAKES WAY



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

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

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

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



Community Foundation
FOR SOUTHEAST MICHIGAN

For more information, visit
greatlakesway.org

>
>
> Sent from my iPad

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

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

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

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

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

Thank you,

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



Ali Watkins

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

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

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

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

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

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

Hi Sean,

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

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

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

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

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

-Chris

Chris Smalley

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

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

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

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

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

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

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

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

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

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

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

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

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

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

thank you for your work!

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

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

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

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

Hi Sean,

I hope you are doing well.

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

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

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

Sincerely,

Safa Ibrahim

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

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

Subject: RE: Regional ATP Draft Public Review

Sean,

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

Katie

From: Sean Sammon <sammon@LakeErieWest.org>

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

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

Subject: Regional ATP Draft Public Review

Good morning Kaitlin and Safa,

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

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

Sean Sammon

Program Manager,
Transportation

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



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

lakeeriewest.org

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

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

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

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

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

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

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

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

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

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

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

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

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

3. Prioritize and fund key connections and neighborhood greenways.

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

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

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

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

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

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

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

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

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

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

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

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

Thanks!

Dan White

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

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

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

Jerry Wicks
Passenger Rail Committee

Appendix L:

Resolution No. 2026-19

2026-2030 Regional Active Transportation Plan Resolution

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 1:

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

Section 2:

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

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

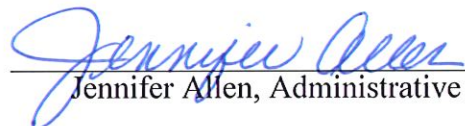
Date of Adoption: 06/17/26



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

Attest:

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


Jennifer Allen, Administrative Assistant