

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

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