

**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](#)

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Dan,

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

Best,

Raj

**Rajesh Nagisetty, MPH**

Program Manager, Transportation



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phone: (419) 820-4515

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



[Book time to meet with me](#)

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**From:** Dan Marsalek <[dmarsalek@outdoorsylvania.com](mailto:dmarsalek@outdoorsylvania.com)>  
**Sent:** Monday, May 4, 2026 1:57 PM  
**To:** Rajesh Nagisetty <[nagisetty@lakeeriewest.org](mailto: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*

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[www.OutdoorSylvania.com](http://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.

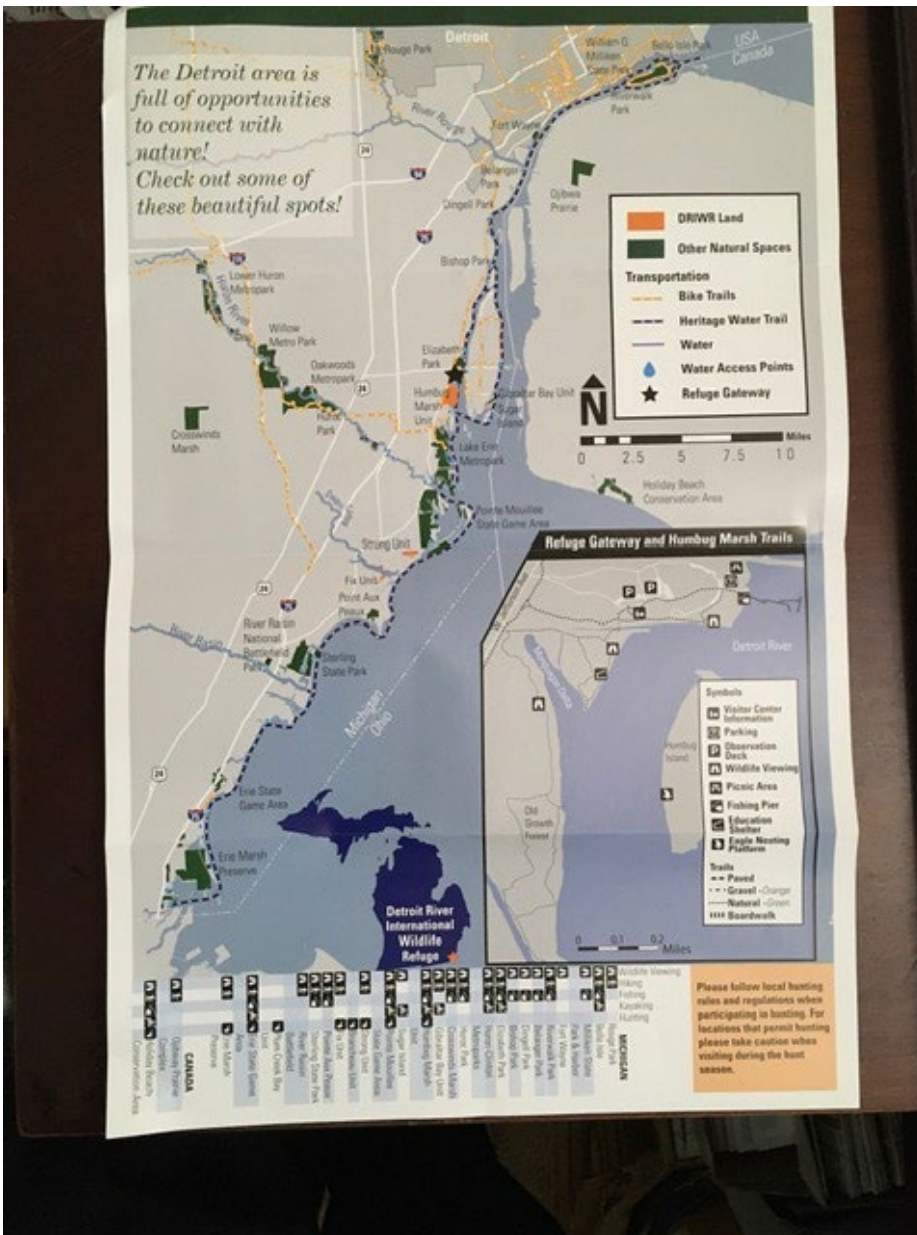
***Outdoor Sylvania Community Parks*** is committed to connecting our community to the outdoors through exceptional parks, trails, programs and natural areas.

**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

## GREAT LAKES WAY

ABOUT INTERACTIVE MAP REPORTS



### The Vision for The Great Lakes Way

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

# THE GREAT LAKES WAY



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

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

This map is a vision for the future and depicts how we will connect Lake Huron to Lake Erie and how we will connect residents to the unique amenities in the region. The Great Lakes Way is rich with world-class fisheries, playgrounds, 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.



- LAND TRAILS**
- 1 Bridge to Bay Trail
  - 2 Jefferson Park
  - 3 Iron Belt Trail
  - 4 Detroit River Trail / Iron Belt Trail
  - 5 Detroit Riverwalk / Iron Belt Trail
  - 6 West Riverwalk Trail / Iron Belt Trail
  - 7 Southeast Detroit Greenway / Iron Belt Trail
  - 8 Stearnman Linear Greenway / Iron Belt Trail
  - 9 Lake Erie Metropolitan Blue Trail
- WATER TRAILS**
- 10 Blue Water Bridge Water Trail
  - 11 Huron-Lake Water Trail
  - 12 The Blueways of St. Clair
  - 13 Anchor Bay Water Trail
  - 14 Lake St. Clair Coastal Water Trail
  - 15 Detroit-Huron River Water Trail
  - 16 Monroe County Water Trail
- POINTS OF INTEREST**
- 17 Fort Gratiot Lighthouse
  - 18 Blue Water Bridge
  - 19 Blue Water Riverwalk
  - 20 Riparian State Park
  - 21 St. Clair Park State Wildlife Area
  - 22 St. John's Marsh Wildlife Area
  - 23 Sandhill Crane National Guard Base and Museum
  - 24 Lake St. Clair Wetlands
  - 25 Urban and Eastern Front House
  - 26 Snake Isle
  - 27 Lakeside Orchard Park
  - 28 Dequindre Cut
  - 29 Eastern Adventure Center at Western State Park
  - 30 Detroit Riverwalk
  - 31 Ralph C. Wilson, Jr. Corporate Park
  - 32 Riverside Park
  - 33 Fort Wayne
  - 34 Garden House International Bridge
  - 35 Fort River Bridge Park
  - 36 Veterans Park
  - 37 Detroit River International Wildlife Refuge Gateway
  - 38 Lake Erie Metropolitan
  - 39 Morris Rowles State Game Area
  - 40 Sterling State Park
  - 41 River State National Basketball Park
  - 42 Erie Marsh

Community Foundation FOR SOUTHEAST MICHIGAN For more information, visit [greatlakesway.org](http://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](#)

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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  
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[awatkins@bgohio.gov](mailto: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

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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](#)

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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](#)  
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[CSmalley@wcparks.org](mailto:CSmalley@wcparks.org)  
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**From:** [Jasper](#)  
**To:** [Sean Sammon](#)  
**Subject:** Regional Active Transportation Plan public comments  
**Date:** Saturday, May 30, 2026 1:26:26 PM

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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

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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

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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:
  - o Josh Bender – [NBAAdmin@northbaltimore.net](mailto:NBAAdmin@northbaltimore.net)
  - o Mason Davis – [mdavis@northbaltimore.net](mailto: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

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

**To:** Sean Sammon <[sammon@LakeErieWest.org](mailto:sammon@LakeErieWest.org)>; Ibrahim, Safa A <[saibrahim@woodcountyohio.gov](mailto: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

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**From:** Sean Sammon <[sammon@LakeErieWest.org](mailto:sammon@LakeErieWest.org)>

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

**To:** Ibrahim, Safa A <[saibrahim@woodcountyohio.gov](mailto:saibrahim@woodcountyohio.gov)>; Denison, Kaitlin <[kdenison@woodcountyohio.gov](mailto: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 1<sup>st</sup>. 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 1<sup>st</sup>. Thank you and have a great weekend!

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

**Sean Sammon**

Program Manager,  
Transportation

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*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

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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

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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