Toledo Metropolitan Area Council of Governments

2021 Transportation Improvement Program
Application Packet
for:

Surface Transportation Block Grant (STBG) Projects

(Including Small Projects Fund)

APPLICATIONS DUE
July 30, 2021

Issued by:
Toledo Metropolitan Area Council of Governments
300 Martin Luther King Jr. Drive
P.O. Box 9508
Toledo Ohio 43697-9508

2021

Application is also available at www.tmacog.org

INTRODUCTION

The forms and information included in this package are for the submittal of Surface Transportation Block Grant (STBG) projects for the Fiscal Years 2023 through 2027 Transportation Improvement Program (TIP). This includes projects that fall into the Small Projects Fund. This will also include additional funding from the Highway Infrastructure Programs - Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIP-CRRSAA). TMACOG will receive approximately an additional $3,400,000. This funding will follow the same guidelines as the STBG program. The funds will become available on July 1, 2021, and the funds must be obligated by September 30, 2024. This essentially means that the project must have the Plans, Specifications, and Estimates (PS&E) submitted to ODOT by July of 2024.

The funds that TMACOG anticipates will be available are approximately $23,000,000 of STBG for FY 2023 through FY 2027. This includes the Small Projects along with the regular projects. The current FY 2021-2024 TIP is fully committed and there are committed projects within the Pipeline. Exceptions are sometimes made for projects that are ready to be constructed where the funding can be made available to process the construction in a more accelerated schedule. This is more likely for projects that fit within the category of the Small Projects Funds than for larger dollar projects.

For the purposes of the TIP funding program, the TMACOG region is limited to Lucas and Wood counties. Additionally, for street projects, only those projects that are on federal aid eligible roads can be considered. All project submittals should comply with the Regional Complete Streets Policy. Applicants must submit a TMACOG Complete Streets Checklist as part of the application process.

Additional information about the functioning of the TIP program can be obtained from reviewing the Transportation Improvement Program (TIP) Committee Policies and Practices document that was included in this mailing.

If there are questions regarding project eligibility or which fund type to request, please call the TMACOG Transportation staff.

MATERIAL AND INSTRUCTIONS INCLUDED IN THIS PACKAGE

SMALL PROJECTS and SMALL PROJECTS FUND DEFINITIONS (Page 2) - Defines the Small Projects programs and explains the method of ranking.

PROJECT DETAILS REQUEST (Pages 3 & 4) - Requests the basic information needed for each project. Please provide this information separately for each desired project. Also provide the information for each existing project that does not require a new ranking in this cycle. It is not necessary to use this sheet as a form.

PROJECT BUDGET SUBMITTAL DETAIL (Page 5) - Requests the details of the financing of your project. Please use this form. It is important that all sources of financing are identified. Explain all rules and limitations that may be attached to different sources of funds.

TMACOG TIP PROJECT APPLICATION (Pages 6 & 7) TIP APPLICATION INSTRUCTIONS (Pages 8 – 10) - The Project Application form (and Instructions) requests the information that is used in rating and scoring the projects to determine which projects will receive funding. Please return a completed copy of this form and requested attachments in paper and/or electronic form for each requested project.

PROJECT SCORING CRITERIA FOR TIP ANALYSIS (Pages 11 – 14) – The scoring criteria is provided for your information. It is not necessary for you to complete or return this form. Scoring is done initially by a TIP subcommittee with validation by the full TIP Committee.

COMPLETE STREETS CHECKLIST (Pages 15 – 18) – In order for a project application to be considered complete, a Complete Streets Checklist must be submitted with the application.

SMALL PROJECTS AND SMALL PROJECTS FUND DEFINITIONS

1. Maximum TMACOG federal funds provided for any single project will be $500,000.
2. There is no maximum total construction cost for a single small project.
3. TMACOG federal funds will be provided at a maximum of 80/20 split up to the funding cap of $500,000 of federal funding. There is no provision for additional funding allocations within the Small Project Fund.
4. Construction costs will be funded. There will be no consideration for funding of Preliminary Engineering (PE). Right-of-Way (R/W) funding will be considered only in extreme cases.
5. The same ranking criteria will be used as with regular TIP projects. Small projects that rank high enough to be funded in the regular program will be funded in that way. The remaining small projects will then compete against each other.
6. Each jurisdiction can be awarded only 1 project per 2-year period. There will be three total periods (two during the active TIP and one during the pipeline) so each jurisdiction could get up to 3 projects.
7. Jurisdictions may submit as many projects as they desire.
8. Up to $4,000,000 will be set aside for the small projects fund for this solicitation.

PROJECT DETAILS REQUEST

Please provide the following information for all projects:

Project Name: Summit Street Reconstruction and Cycle Track Phase 2

Project Limits (*include map*): New York Avenue to Manhattan Boulevard

Project Sponsor and point of contact (*with phone number*): Timothy Grosjean (419-245-1344)

Existing project numbers (*PID, State ID, TMACOG map #, etc.*):

HIP-CRRSAA Funding Eligible (Must have PS&E submitted prior to July 1, 2024): ☐

Completely describe the work to be accomplished by this project. Try to describe each feature of the project.

Project Description:

Full reconstruction of the pavement, including new curbs, drive aprons, and sidewalk. Also included in the project is a road diet from four lanes down to three, and the fourth lane would become a Cycle Track on the east side of the road to Suder where it will then become a multi-use path (replacing the existing sidewalk) to Manhattan to tie into the existing bike path. In addition, the west side of the road from Bassett to Pontiac would widen with a "Bump-out" to accommodate on-street parking. The east side of Summit will have new sidewalk where there is none currently (Lasalle to Manhattan)

Length of project (Miles): 67.80

Current status of the project: Planning

Is this your jurisdiction's number 1 project?: No

Does the project include any utility work? Yes ■ No ☐ If yes, please explain.

There may be some catch basin relocations where the road is widening.

The most optimistic, REALISTIC schedule for this project. Be sure to include time for outside reviews and permits, not just local design times. Include at least the following dates:

Authorization to Proceed: 4/1/25

Environmental Clearance complete: 10/1/26

Stage 1 Review complete: 11/15/25

Stage 2 Review complete:

Stage 3 Review complete: 11/15/26

R/W Plans complete: 2/1/26

R/W Clear: 11/1/26

Final Plans to ODOT: 11/15/26

Anticipated Sale Date: 3/1/27

All of these formal actions are not required for all projects. Note those items that are not required. The requirement still exists that jurisdictions doing local contracting (LPA) procedures must submit Stage 1, 2, and 3 packages to TMACOG.

Please provide financial information on the Project Budget Submittal Detail sheet.

Project Budget Submittal Detail

Activity	Total Estimate	Requested TMACOG Federal		Other Types of Funds (6)					
				A.		B.		C.	
		Amount	Year	Amount	Year	Amount	Year	Amount	Year
Preliminary Engineering (1)	$ 557,510			$ 557,510					
Right-of-Way (2)	$ 0								
Construction Contract (3)	$ 5,575,100	$ 4,460,080		$ 1,115,020					
Construction Engineering (4)	$ 167,253			$ 167,253					
Contingency (Change Orders) (5)	$ 278,755			$ 278,755					
TOTAL AMOUNTS	$ 6,578,618	$ 4,460,080		$ 2,118,538		$ 0		$ 0	

Numbered Notes:

1. **Preliminary Engineering** includes the cost of all activities prior to contract letting except Right-of-Way costs. It is not eligible for TMACOG TIP federal funding.
2. **Right-of-Way** can only be funded by TMACOG TIP federal funding in specific circumstances. See TIP Committee Policies and Practices for proposed STBG funded projects.
3. **Construction Contract** includes the actual estimated construction contract amount plus any other agreements that are included as part of the construction cost.
4. **Construction Engineering** includes the costs of construction management, inspection, testing, etc.
5. **Contingency** should include a reasonable estimate of changes that could be expected after construction begins.
6. **Other Types of Funds**
   - List each type in a separate column. Add additional sheets if necessary for more fund types involved in project.
   - If all funds for a project have not yet been identified, mark one of the columns "Shortage" and indicate the amount of additional funds needed for each activity.
   - Please explain below any limitations for each fund type (such as: year restriction, matching amount, restriction on combining fund types, etc.). Also indicate whether the funds have been confirmed or if only applied for.

TMACOG TIP PROJECT APPLICATION

(To be used for projects competing for TMACOG funds in the FY 2023-2027 TIP)

NOTE: PLEASE REVIEW APPLICATION INSTRUCTIONS PRIOR TO ANSWERING QUESTIONS.

SPONSOR: City of Toledo

PROJECT NAME: Summit Street Reconstruction and Cycle Track Phase 2 | MAP# *(existing projects)*

1. Estimated number of construction jobs based upon project cost divided by $92,000.

Total Project Cost: $ 6,578,618
Number of Jobs: 72

2. Does this project provide 10 or more guaranteed new jobs or jobs retained (excluding retail or service jobs) as evidenced by contract or letter from a private business organization?
Yes: ☐ No: ☑ # of jobs: _____
Attachment required.

3. Does project sponsor have official complete streets document?
Yes: ☑ No: ☐
Attachment required.

4. Does this project improve air emissions and is it identified on the TMACOG CMP?
Yes: ☐ No: ☑

5. Will this project improve water quality through the development of a bioswale, rain garden, pervious pavement, etc.?
Yes: ☐ No: ☑
Attachment describing qualifying improvement required.

6. Will this project make use of recycled materials to a significant degree, such as rubbelization, reclamation, or crack and seal? Mill and reuse of asphalt surface materials does not qualify.
Yes: ☐ No: ☑
Attachment describing qualifying improvement required.

7. Does the project provide for specific aesthetic enhancements other than planting grass?
Yes: ☐ No: ☑
Attachment describing qualifying improvement required.

8. Does the project include all reasonable bicycle improvements?
Yes: ☑ No: ☐

Does the project include improvements related to a bikeway specifically shown on the TMACOG Regional Bicycle Network?
Yes: ☑ No: ☐

Attachment describing qualifying improvement required

9. Does the project include all reasonable pedestrian improvements?
Yes: ☑ No: ☐

Does the project include upgrade of existing or new pedestrian sidewalks?
Yes: ☑ No: ☐

Attachment defining service lines required.

10. Does the project provide direct access to a multi modal terminal?
Yes: ☐ No: ☑
Attachment identifying terminal required.

11. Does the project carry Designated Line Service Public Transit Routes?
Yes: ☑ No: ☐

12. **.** Has this project been programmed by ODOT for construction?
Yes: ☐ No: ☑
Attachment identifying PID required.

13. Has this project been identified as your jurisdictions number one priority? (Note that each jurisdiction may designate only one #1 priority each round.)
Yes: ☐ No: ☑
Also indicate on Project Form.

14. Project Development *(Check all that apply.)*

Right-of-way cleared / not needed?
Yes: ☑ No: ☐

Does this project qualify for a Categorical Exclusion C1?
Yes: ☑ No: ☐

TMACOG TIP PROJECT APPLICATION CONTINUED

(To be used for projects competing for TMACOG funds in the FY 2023-2027 TIP)

NOTE: PLEASE REVIEW APPLICATION INSTRUCTIONS PRIOR TO ANSWERING QUESTIONS.

15. What percent of the total project including design, R/W, and construction will use TIP Federal Funds?

67.80 %

16. What self-help opportunities for generation of transportation funding have project sponsors implemented?

- [x] Permissive License Fees
- [ ] Dedicated Property Tax Levy
- [ ] Dedicated Sales Tax
- [x] Dedicated Income Tax
- [ ] Other Dedicated Revenues (Attach details)

For Dedicated Tax, a copy of legislation must be attached.

17. Is the project located in a community which has public transportation?

Yes: [x] No: [ ]

Attachment defining provider required.

18. What is the existing Pavement Condition Rating (PCR)?

PCR = 55

TMACOG will provide the latest ODOT PCR.

19. Is this an ITS project?

Yes: [ ] No: [x]

Attachment describing qualifying improvement required.

20. If this is a bridge project, what is the Bridge Sufficiency Rating?

Sufficiency Rating = _____

Deck Rating = _____

21. If this is a roadway project, which of the following best describes the project. (*Check one*.)

- [ ] New Construction
- [ ] Widen/Narrow & resurface
- [ ] Widen/Narrow & rehab
- [x] Widen/Narrow & reconstruct
- [ ] Resurfacing or pavement strengthening
- [ ] Rehabilitation with some base replacement and/or significant joint repair
- [ ] Reconstruction with full base replacement

22. If this is not a bridge or roadway project, which of the following best describes the existing condition. See note regarding grade separations & new interchanges. *(Check one.)*

- [x] N/A
- [ ] Declining
- [ ] Declining and substandard
- [ ] Near the end of its useful life
- [ ] Near the end of its useful life and substandard
- [ ] Past its useful life
- [ ] Past its useful life and substandard

23. What is the 3-year average accident rate per million vehicles? For bridges use the bridge location, for intersections use ADT for all approaches, and for roadways use avg. ADT for the length of the project. *(Check one.)*

*Calculate per million vehicles **NOT** per million vehicle miles.*

- [ ] < .49
- [ ] .5 to 0.99
- [ ] 1 to 1.49
- [ ] 1.5 to 1.99
- [ ] 2 to 2.49
- [ ] 2.5 to 2.99
- [ ] 3 to 3.49
- [x] 3.5 to 3.99
- [ ] 4 to 4.49
- [ ] 4.5 to 4.99
- [ ] 5 or greater

Attach calculation and define safety improvement.

24. What is the existing number of Average Daily Users in Thousands? (For road projects use ADT x 1.40/1000) *(Check one.)*

- [x] < 7.0*
- [ ] 7.0 to 10.5
- [ ] 10.5 to 14
- [ ] 14 to 28
- [ ] 28 to 42
- [ ] 42 to 56
- [ ] 56 to 70
- [ ] > 70

Attachment showing calculations required.

* If calculation is < 7, then also provide the Auditor's Certificate of Estimated Resources. See page 10.

25. What percentage of the ADT is made up of trucks? *(Check one.)*

- [ ] < 3%
- [x] 3 to 6%
- [ ] 6 to 9%
- [ ] 9 to 12%
- [ ] 12 to 15%
- [ ] > 15%

Is this project on a truck impact route?

Yes: [ ] No: [ ]

26. Is this project listed in the 2045 Regional Transportation Plan? *(Check one.)*

- [ ] Not Listed
- [ ] Listed as a Reserve Priority or System Preservation
- [ ] Plan Priority (2026 to 2045)
- [x] Plan Priority (by 2025)

27. How long ago was the last time the project sponsor received TMACOG managed STBG funding?

- [x] 4 years
- [ ] 5-8 years
- [ ] 9 or more years

28. Has one or more projects slipped a fiscal year or been cancelled since the last STBG solicitation?

Yes: [ ] No: [x]

TIP APPLICATION INSTRUCTIONS

Item 1. Based upon the federal criteria that $92,000 of construction creates one job, indicate the number of jobs created by this project.

Item 2. Note that in order to claim credit for projects with 10 or more guaranteed new or retained jobs, a letter of commitment or other documentation will be required from the business or company proposing to create or retain the jobs. Retail and service sector jobs do not receive credit under this category since they tend to simply relocate existing jobs within the community. If yes, attach copies of documentation. Indicate whether the jobs will have a localized or a regional impact.

Item 3. If yes, please relevant ordinance, resolution, policy or other document.

Item 4. If yes, please explain and provide the reference in the CMP.

Item 5. If yes, please attach explanation and details.

Item 6. If yes, please attach explanation and details.

Item 7. If yes, please attach explanation and details.

Item 8. If yes, please attach explanation and details.

Item 9. If yes, please attach explanation and details.

Item 10. If yes, please attach a description of the terminal and its function to the jurisdiction and region.

Item 11. Designated Line Service Public Transit Routes are those primary transit routes operated by TARTA or other similar transit carrier. Attach explanation and details.

Item 12. If yes, attach field notes.

Item 13. Each project sponsor may select one of its project applications as its number one priority for each round of applications. The project so designated is done so in the context of the TMACOG TIP only and need not consider other projects being pursued via other funding programs. The number one priority needs to also be shown on the project details form. The number one priority must be designated at time of project submittal.

Item 14. Self-explanatory.

Item 15. Project design costs will not be considered for federal funding and all jurisdictions must fund these design costs outside of using TIP federal funds. Right of Way costs, if significant, may be considered. Project sponsors who are bearing the costs of R/W at 100% local cost will receive consideration for that additional investment. Example: a project has a R/W cost of $200,000, design costs of $100,000, and a construction cost of $1,000,000. The sponsor pays for all of the R/W, design and the normal 20% ($200,000) of the construction. Thus the sponsor pays $500,000 (39%) of the total and the fed pays $800,000 (61%). The sponsor therefore earns 4 points because the sponsor is only using 61% of TIP Federal for the project. Also be sure these costs are the same as shown on project details form. Design includes studies, plans, environmental, and design testing.

Item 16. The dedicated fees include the lead agency and all other local jurisdictions funding the project. To receive points for dedicated taxes, a special percentage of these fees must be used for transportation projects (copies of legislation are required to be submitted with application).

Item 17. Self-explanatory.

Item 18. TMACOG staff will do this computation from the latest TMACOG Traffic Flow Map and using the TMACOG capacity calculator. If the jurisdiction has more recent traffic count information, please provide a copy of the traffic count showing that information. TMACOG staff will use the latest ODOT Pavement Condition Ratings to complete this scoring.

Item 19. If yes, please attach a description of the ITS components and identify if it is included in the current ITS architecture.

Item 20. Bridge Sufficiency Ratings may be obtained from ODOT for bridges on the federal aid system. For grade separations, see note at bottom of Scoring Criteria.

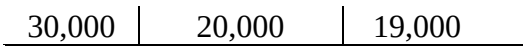
Item 21. Self-explanatory.

Item 22. All new interchanges must have an Interchange Justification Study (IJS) / Interchange Modification Study (IMS) underway to be ranked.

Item 23. See Item 26 for examples of computation of average ADT. Please attach the calculation and proposed countermeasures included in the project that address the safety issue.

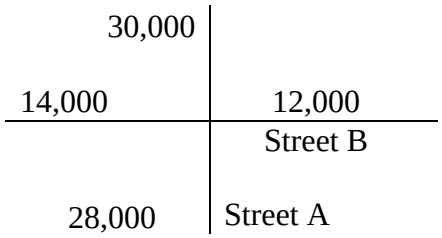
Item 24. Compute the number of Average Daily Users (ADU) of the proposed project. Use traffic count figures for ADT from the latest TMACOG Traffic Flow Map or adjusted actual counts if you have them. In the case of the latter, provide a copy of your count report and adjustment calculations. If you have a highway project, compute the ADU=ADT X 1.40/1000 to allow for multiple passengers per vehicle. Transit projects should be measured in actual passengers or users of the facility. For projects with multiple segments or streets, use an average of the individual segment counts.

Multiple Segment Example:



ADT = (30,000 + 20,000 + 19,000)/3
Average ADT = 23,000

Intersection Example:



ADT = (30,000+28,000+14,000+12,000)/2
Average ADT = 42,000

If ADU calculation is less than 7, then the project sponsor may provide the jurisdiction's Auditor's Certificate of Estimated Resources, as provided in the ORC 5705.35 and 5705.36 is used to determine potential financial resources available for the project. This is used to determine what the percentage of the project sponsor's total eligible budget would be used to build the project.

Item 25. Use the map provided with this application package to determine if project is on a truck impact route. If a route that is not shown on the map has over 500 Truck ADT, provide the traffic count study showing that information and mark Yes.

Item 26. Self-explanatory.

Item 27. Self-explanatory.

Item 28. The project sponsor will be penalized if one or more of their projects have slipped a fiscal year or have been cancelled by the project sponsor since the last STBG solicitation. No penalties will be given if TMACOG administratively moves a project. Exceptions may be granted if circumstances are beyond the project sponsor's control.

PROJECT SCORING CRITERIA FOR TIP ANALYSIS FY 2024-2027 TIP

NOTE: Provided for your information only. Scoring will be completed by the TIP Committee.

Project Name: Summit Street Reconstruction and Cycle Track Phase 2 MAP #: _____

Economic Development (8%) Maximum of 8 Points		
	Points Available	Score
1. Number of jobs created by project based upon $92,000 per job created (Total Project Cost/$92,000) > 25 jobs 6 points 15 – 25 jobs 4 points 5 – 14 jobs 2 points	2 - 6	0
2. Projects with 10 or more jobs *Guaranteed. No retail or service. Localized 2 points Regional Impacts 4 points	2 – 4	0
	TOTAL	0

Livability (11%) Maximum of 11 Points		
	Points Available	Score
3. Project sponsor has official Complete Streets Policy, ordinance, resolution, etc.	1	0
4. Project has positive effect for air quality and is identified in the TMACOG CMP.	1	0
5. Project has positive effect for water quality such as bioswale, rain garden, or pervious pavement. Combined sewer separation does not qualify.	1	0
6. Project makes use of recycled materials to a significant degree. Example: Rubblization, reclamation, or crack and seal. Mill and fill does not qualify.	1	0
7. Project design provides for esthetics or enhancement such as landscaping or visual easementsproThe , etc.	1	0
8. Project includes all reasonable bicycle improvements. Projects which include bikeways specifically shown on the TMACOG regional Bicycle Network. Example: 5 points for project on the bicycle network, and 2 points for all reasonable bicycle improvements.	2 – 5	0
9. Project includes all reasonable pedestrian improvements. Example: 5 points for all new sidewalks; 2 points for filling gaps in sidewalk; no points for required ADA improvements.	2 – 5	0
	TOTAL	0

Inter-connectivity (8%) Maximum of 8 Points		
	Points Available	Score
10. Projects which provide direct access to multimodal terminals	3 – 6	0
11. Projects which carry a designated public transit route. Example 4 points for fixed route; 1 point for secondary shuttle route; no points for call-a-ride (unless fixed route.)	1 – 4	0
	TOTAL	0

Sustainability (13%) Maximum of 13 Points		
	Points Available	Score
12. Project has been programmed by ODOT for construction.	2	0
13. Is this project the sponsor's number one priority?	8 if yes	0
14. Right-of-way cleared or not needed.	2	0
Project qualifies for Categorical Exclusion C1.	3	0
15. Percent of project dollars using TIP Federal funds 75-80% 0 points 65-74% 2 points 50-64% 4 points	0 – 4	0
16. How many dedicated fees has the sponsor(s) implemented as of the date of this application? *Proof of each dedicated fee must be submitted with application. (One point each)		
a. Permissive license fees	1	0
b. Dedicated property tax levy*	1	0
c. Dedicated sales tax*	1	0
d. Dedicated income tax*	1	0
e. Other dedicated revenues*	1	0
17. Is the project in a community with public transportation?	1	0
	TOTAL	0

System Use and Performance (60%) Maximum of 60 Points		
	Points Available	Score
18. Pavement Condition Rating > 75 0 points 65-74 2 points 56-64 4 points < 55 6 points	0 – 6	0
19. ITS Project (No credit for Single Occupancy or High Occupancy Vehicle Lanes)	3	0
Condition – 20 points ***(from 20, 21, or 22)***		
20. Bridge Sufficiency Rating* > 79 0 points 79 1 point 78-77 2 points 76-75 3 points 74-73 4 points 72-71 5 points 70-69 6 points 68-67 7 points 66-65 8 points 64-63 9 points 62-61 10 points 60-59 11 points 58-57 12 points 56-55 13 points 54-53 14 points 52-51 15 points 50-49 16 points 48-47 17 points 46-45 18 points 44-43 19 points 42 or less 20 points	0 – 20	0
21. Roadway Projects** New 0 points Resurfacing or pavement strengthening 4 points Rehabilitation w/some base replacement and/or significant joint repair 7 points Reconstruct w/full base replacement 10 points Widen/narrow & resurface (1) 13 points Widen/narrow & rehab (2) 17 points Widen/narrow & reconstruct (3) 20 points	0 – 20	0
22. Other Project Types*** N/A 0 points Declining 4 points Declining and substandard 7 points Near the end of its useful life 10 points Near the end of its useful life and substandard 13 points Past useful life 17 points Past useful life and substandard 20 points	0 – 20	0
	TOTAL	0

* Bridges must be at less than 80% sufficient to be eligible, or have a deck rating less than equal to 4 on the National Bridge Inventory Form #58

** (1) 13 points – Additional lane width or paved shoulder must be provided the entire length of the project.
(2) 17 points – Widening must provide some additional capacity, such as turn lanes at intersections.
(3) 20 points – Additional thru and continuous turn lanes must be provided.
For narrowing projects, sponsors must submit justification.

*** For new grade separations – use 10 points. All new interchanges must have an approved IJS/IMS study underway to be ranked. If the study is underway then use 5 points. If the new interchange can document by a traffic study that there is a measurable congestion relief to an existing transportation facility, then an additional 5 points will be added for a maximum of 10 points.

System Use and Performance (60%) Maximum of 60 Points (CONTINUED)		
	Points Available	Score
23. Accident rate per million vehicles (3 yr. average.) Calculation is vehicles, not vehicle miles For bridges – use bridge location For intersections – use ADT for all approaches For roadway – average ADT for full length of project < .49 0 points; .5 to 0.99 1 point; 1 to 1.49 2 points 1.5 to 1.99 3 points; 2 to 2.49 4 points; 2.5 to 2.99 5 points 3 to 3.49 6 points; 3.5 to 3.99 7 points; 4 to 4.49 8 points 4.5 to 4.99 9 points; > 5 10 points	0-10	0
24. Existing Average Daily users in Thousands For road projects use ADT x 1.4/1000 Traffic from confirmed developments with an approved traffic study, approved zoning and an approved site plan are allowed. < 7.0 0 points; 7.0 to 10.5 1 point; 10.5 to 14 2 points 14 to 28 3 points; 28 to 42 4 points; 42 to 56 5 points 56 to 70 6 points; > 70 7 points If Existing Average Daily Users in Thousands is less than 7, then use the Total Project Cost as Percentage of Financial Resources legally available. 0 to 15 % 0 points; 15.01 to 30% 1 point; 30.01 to 45% 2 points 45.01 to 60% 3 points; 60.01 to 75% 4 points; 75.01 to 90% 5 points 90.01 to 100% 6 points; > 100% 7 points	0 – 7	0
25. Percent of Trucks Maximum points for this item is 8. < 3% 0 points; 3 to 6% 1 point; 6.01 to 9% 2 points 9.01 to 12% 3 points; 12.01 to 15% 4 points; > 15% 5 points	0 – 5	0
For projects on a truck impact route (Michigan loads, NHS Connectors, etc.) add 3 points.	3	0
26. Projects listed in the TMACOG 2045 Plan Not listed 0 points; Reserve or System Preservation 1 point Plan Priority (2026+) 2 points; Plan Priority (by 2025) 3 points	0 – 3	0
Top Plan Priority Bonus* *Top ranked eligible project in the current long range plan. Bonus can not be used more than once every 10 years for projects with multiple construction phases.	10 bonus	0
27. Project History Project sponsor has not received TMACOG-managed funds in the last 4 years. 2 points Project sponsor has not received TMACOG-managed funds in the last 8 years. 4 points Project sponsor has not received TMACOG-managed funds in the last 9+ years. 6 points	2 – 6	0
28. Project Delay One project slipped past programmed year. -5 points Two or more projects slipped past programmed year. -10 points One or more projects cancelled. -10 points	-5 – -10	0
	TOTAL	0
MAXIMUM POINTS = 100	**GRAND TOTAL**	0

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TMACOG Complete Streets Checklist

This checklist accompanies the TMACOG Complete Streets policy. It is to be completed when applying for TMACOG-attributable federal funding through the TMACOG Transportation Improvement Program (TIP).

The purpose of this checklist is to ensure that all users have been considered in a given project. For projects using TMACOG-attributable federal funding of the Surface Transportation Program (STP), it will be necessary to meet or exceed standards and procedures acceptable to the Ohio DOT and U.S. DOT, such as the Ohio Department of Transportation's Project Development Process and Location & Design Manual. Information on various guidelines and standards is listed on the TMACOG Complete Streets website.

One of the goals of TMACOG's Complete Streets Policy is to provide flexibility for different types of streets, areas, and users. This means that a complete street in a rural area may look very different from a complete street in an urban area.

A. Existing conditions

1. Explain how the project area currently accommodates pedestrians (including ADA compliance), bicyclists, and transit users.

Summit has a mostly connected sidewalk system but only a few ADA compliant ramps. TARTA runs along Summit Street. No current bike accommodations.

2. Explain how the proposed project will accommodate them once completed.

All road crossings will be ADA compliant. A cycle track will be built on Summit from New York to Suder, then it will become a multi-use path from Suder to Manhattan.

3. Please describe the existing character of the project area, including land use, adjacent land use, estimated pedestrian and bicycle traffic, any unofficial walking paths, density of development, street furniture/lighting, landscaping, street trees, perceived safety issues, transit routes and stops.

The area is mixed use and densely developed. the east side of the road is mostly industrial. The west side is a mix of homes and businesses. There are street lights and some trees.

B. Safety

1. Briefly explain how the project will improve safety. TMACOG strongly encourages sponsors of intersection safety projects to conduct a crash study and provide results. Your crash information also needs to include the number of pedestrian and bicycle crashes by severity, as well as if the project area includes any locations (corridors or intersections) that are on TMACOG's and/or ODOT's high-crash lists.

Pavement friction will be improved. Also, the road diet and the creation of bump-outs in areas where there is parking will give a "traffic calming" effect.

C. Connectivity

1. Project limits should be selected so that they can accommodate existing and future connections. In this regard, were logical termini chosen to include connections through "pinch points" such as overpasses, railroad crossings, and bridges? If the project touches another jurisdiction, was a systems approach taken? Were cross-jurisdictional connections considered? Please explain:

This is Phase 2 of a plan to include bike facilities on Summit from Galena to Manhattan. New York is at about the halfway point and is a larger street connection that connects to Manhattan.

2. Does the project area include recommendations that are contained in any of the following plans or policies? Please check all that apply.

- ☒ TMACOG Long Range Transportation Plan
- ☐ Safe Routes to School travel plans
- ☐ TMACOG Sidewalk Policy
- ☐ ADA Transition plans
- ☒ Bikeway plans
- ☐ Freight plans
- ☐ Short-range and/or long-range transit plans
- ☐ ODOT plans
- ☐ Any neighborhood or mobility plans
- ☒ Any other plans, e.g., comprehensive plans. If yes, how does your project fulfill any of these plans? Please specify the plan name(s).

The City of Toledo 2015 Bike Plan, which includes the Riverside Trail that runs along Summit.

D. Complete Streets Attributes

1. Please cite the specific design guidance or resources which relate to Complete Streets used in developing the scope of the project. Examples may include appropriate sections of the *American Association of State Highway and Transportation Officials (AASHTO) Green Book*, the *Manual of Uniform Traffic Control Devices (MUTCD)*, etc.

MUTCD

2. Transit accommodations to the extent needed should be handled in consultation with the local transit authority. Have you consulted your local transit agency to ensure that transit vehicles will be accommodated and access to transit facilities provided? Please explain:

3. Has a speed study been conducted for the street/corridor? Please consider project conditions and context to determine if a speed study is necessary.

- ☐ Yes
- ☒ No

4. Has a parking study been conducted for both on-street and off-street parking? Please consider project conditions and context to determine if a parking study is necessary.

- ☐ Yes
- ☒ No

5. How will the project consider future utility/telecommunications needs?

The cycle track is within the limits of the existing road. Therefore, east of the road will remain open for future utility considerations. Where it becomes a multi-use path, it will stay within the existing location of the sidewalk to minimize impacts.

TMACOG Complete Streets Checklist

6. Which, if any, of the following items will be incorporated in the project? Please check all that will apply.

Pedestrian

- ☐ Pedestrian Facilities- Both Sides of Street
- ☑ Pedestrian Facilities- One Side of Street
- ☑ Sidewalk with ADA-Compliant Curb Ramps
- ☐ Signalized Crosswalk
- ☐ Marked Crosswalk with Signage, Including Mid-Block Crossing
- ☐ Pedestrian Detectors
- ☐ Audible Signals
- ☐ Shoulder (in Rural Areas)

Bicycle

- ☑ Bicycle Facilities
- ☐ Bike Lanes
- ☐ Shared-Lane Markings / Sharrows
- ☐ Shared Bike-Bus Lane
- ☑ Bicycle Signage (e.g., Bikes May Use Full Lane)
- ☐ Secure Bicycle Parking
- ☐ Bicycle Detectors
- ☑ Multiuse Path

Stormwater Management

- ☐ Bioswales
- ☐ Stormwater Planters
- ☐ Pervious / Permeable Pavement Options

Transit

- ☐ Transit Facilities
- ☐ Priority Bus Lane
- ☐ Bus Stop, including Paved Passenger Waiting Area
- ☐ Bus Passenger Shelter
- ☐ Bus Pads
- ☐ Light Rail or Street Car

Traffic Calming

- ☑ Traffic Calming Elements
- ☐ Landscaping, including Street Trees
- ☐ Narrower Traffic Lanes
- ☑ On-Street Car Parking
- ☑ Other Physical Changes (e.g., Chicanes, Curb Extensions, Medians, Islands)

Other

- ☐ Lighting
- ☐ 911 Call Boxes
- ☐ Freight Accomodations
- ☐ Emergency Vehicle Accomodations
- ☐ Other(s) (please explain)

E. Exceptions

7. If no pedestrian, bicycle, or transit facilities are being provided, please explain why (see **Exceptions**). Include a statement as to how the needs of all users are being addressed within the same corridor as the project.

F. Other

8. Is there additional information to provide about the project that is unique or wasn't captured previously with regard to the Complete Streets Policy?

We are planning to use this to also connect to the Manhattan Marsh Metropark

See TMACOG website for resources and policy guidance regarding complete streets. Attach additional sheets as necessary.

TMACOG Complete Streets Checklist

Exceptions
If the project sponsor determines that additional complete streets treatments are not warranted, they may request an exception for one or more of the following reasons:

A. Where bicyclists and pedestrians are prohibited by law from using the roadway. Bicycles and pedestrians are legally permitted to travel on or along all streets and roads in Ohio with the exception of limited access freeways and highways.

B. Where the street or road is already adequately designed to accommodate all users, and thus is complete without further enhancements. To qualify for this exception, the project sponsor must document how this street or road currently addresses the needs of all users.

C. Where the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. In accordance with federal guidelines, excessively disproportionate is defined as exceeding 20 percent of the cost of the total transportation project (including right-of-way acquisition costs). This exception must consider probable use through the life of the project—usually a minimum of 20 years for roadways and 50 or more years for bridges.

D. Where the project consists of maintenance, repair, or resurfacing of an existing cross-section only. However, resurfacing projects often offer a low-cost opportunity to adjust lane width or add a bike lane simply by changing the pavement markings on a road, and therefore resurfacing projects should, at the discretion of the project sponsor, be considered an opportunity to make a street or road more complete. Projects that include adding lanes, shoulders, or involve replacement of the full pavement structure are not considered maintenance or repair and do not qualify for this exception.

E. Where the project consists primarily of the installation of traffic control or safety devices and little or no additional right-of-way is to be acquired. However whenever new traffic control detection devices are installed they must be capable of detecting bicycles. All new pedestrian crossing devices must also meet the most current accessibility standards for controls, signals, and placement.

F. Where the Average Daily Traffic count (ADT) is projected to be less than 1,000 vehicles per day over the life of the project and legal speeds are 25 mph or less. Where traffic is light, but speeds are higher, motorists must have adequate sight distance and the opportunity to change lanes to pass a bicycle or pedestrian for a road to be complete without additional design elements.

G. Where scarcity of population or other factors indicate an absence of need for current and future conditions. This exception must take the long view and consider probable use through the life of the project—usually a minimum of 20 years for roadways and 50 or more years for bridges.

H. Where roadway standards or bicycle and pedestrian standards cannot be met. There are times bicycle and pedestrian facility standards cannot be met due to roadway topographic constraints or if a project sponsor can demonstrate that it is impractical to make the street safe for shared use. For example, roads with a combination of extremely high traffic volume (18,000+ vehicles a day), constrained and fixed right-of-way, and posted speeds of 45 mph or more may need special consideration.

TIP Attachment: Summit Street Phase 2 – New York to Manhattan

8. Does the project include improvements related to a bikeway specifically shown on the TMACOG Regional Bicycle Network?

Summit from New York to Ontario is specifically shown on the TMACOG map.

9. Does this project include all reasonable pedestrian improvements?

This project will remove and replace deficient walk throughout the project and will include new walk on the east side of the road south of Manhattan. Pedestrian ramps will be installed/updated to meet ADA standards.

11. Does the project carry Designated Line Service Public Transit Routes?

TARTA runs Bus route 15 along the entire stretch of Summit. Route Map attached.

14. Project Development

This project is within an area with a right of way width of 100'. No planned radius cutbacks or work behind the existing right of way. Any necessary new storm sewer connections will stay above 6' in depth (no deep excavation planned).

16. What self-help opportunities for generation of transportation funding have project sponsors implemented?

The City of Toledo has implemented all allowable license plate fees under State law for use in roadway maintenance and construction. Also, the City has designated one-third or three-quarters of one percent of the City Income Tax directly for Capital Improvement Projects. A significant percentage of these funds are utilized for roadway maintenance and construction. A copy of the legislation is attached.

Average Accident Rate, ADT, and PCR:

Street	From	To	ADT	Accidents 2017-2019	Accident Rate	% Trucks	AADT	PCR	Safety Countermeasures
Arlington	Detroit	Spencer	5400	33	5.58	3%	7.56	44	Improve pavement friction; Install curb and gutter
Consaul	Front	Yarrow	4724	38	7.35	2%	6.61	50	Improve pavement friction
Douglas	Alexis	State Line	7410	10	1.23	3%	10.37	42	Improve pavement friction; Install bike lanes; Install sidewalk
Glendale	Detroit	Charmaine	18953	51	2.46	2%	26.53	64	Improve pavement friction
Lagrange	Greenbelt	Summit	4000	20	4.57	2%	5.60	53	Improve pavement friction; add bumpouts
Laskey	Secor	Douglas	19375	70	3.30	7%	27.13	54	Improve pavement friction; Install sidewalk
Richards	Bancroft	Dorr	5991	9	1.37	2%	8.39	66	Improve pavement friction; Install bike path
Schneider	Heatherdowns	Detroit	7250	8	1.01	3%	10.15	50	Improve pavement friction; Adding curbs
Summit Phase 1	Galena	New York	6247	23	3.36	7%	8.75	52	Improve pavement friction; Install sidewalk
Summit Phase 2	New York	Manhattan	4240	17	3.66	4%	5.94	52	Improve pavement friction; Install sidewalk
Tremainsville	Laskey	Alexis	8504	47	5.05	3%	11.91	46	Improve pavement friction; Install bike lanes; Install sidewalk

3 Year Average Accident rate per Million Vehicles:

Accident Rate = Accidents/[(ADT*365*3)/1,000,000]

AADT = ADT*1.4/1000

Summit Street Phase 2 Reconstruction - New York to Manhattan
6/16/2021

State Item No.	Item Description	Approx. Unit Quantity	Unit	Unit Price Estimate	Total Amount
202	Pavement Removed	28,744	Sq Yd	20.00	$ 574,888.89
202	Curb Removed	10,560	Ft	6.00	$ 63,360.00
202	Walk Removed	52,560	Sq Ft	2.00	$ 105,120.00
202	Catch Basin Removed	8	Each	350.00	$ 2,800.00
202	Manhole Removed	3	Each	600.00	$ 2,040.00
202	Pipe Removed, 12" and Under	1,015	Ft	22.00	$ 22,330.88
203	Excavation	5,677	Cu Yd	25.00	$ 141,931.24
203	Embankment	568	Cu Yd	25.00	$ 14,193.12
204	Subgrade Excavation	10,021	Cu Yd	24.00	$ 240,506.67
204	Granular Material, Type C, Modified	10,021	Cu Yd	37.00	$ 370,781.11
204	Geotextile Fabric	30,063	Sq Yd	1.50	$ 45,095.00
204	Geogrid	30,063	Sq Yd	1.75	$ 52,610.83
301	Asphalt Concrete Base	3,666	Cu Yd	140.00	$ 513,290.12
304	Aggregate Base	8,145	Cu Yd	45.00	$ 366,532.50
407	Tack Coat	3,168	Gal	2.00	$ 6,335.47
408	Prime Coat	9,239	Gal	2.50	$ 23,098.06
441	Asphalt Concrete, Intermediate Course, Type 1, PG64-22 Bikepath	138	Cu Yd	175.00	$ 24,091.67
441	Asphalt Concrete, Surface Course, Type 1, PG64-22, Bikepath	98	Cu Yd	190.00	$ 18,683.33
442	Asphalt Concrete, Intermediate Course, 19mm, Type A (446), PG70-22M	1,283	Cu Yd	155.00	$ 198,899.92
442	Asphalt Concrete, Surface Course, 12.5mm, Type A (446), PG70-22M	1,100	Cu Yd	180.00	$ 197,983.33
452	6" Non-Reinforced Concrete Pavement, Class MS	125	Sq Yd	50.00	$ 6,250.00
452	8" Non-Reinforced Concrete Pavement, Class MS	1,380	Sq Yd	60.00	$ 82,800.00
605	6" ShallowPipe Underdrain, Per 707.31 w/ Sock	10,560	Ft	10.00	$ 105,600.00
608	4" Walk	52,710	Sq Ft	6.00	$ 316,260.00
608	Pedestrian Curb Ramp	16	Each	350.00	$ 5,600.00
608	Retaining Wall, 13"-18"	50	Ft	60.00	$ 3,000.00
609	Concrete Curb, Type B Curb and Gutter	10,560	Ft	19.00	$ 200,640.00
609	Curb Wall, 6"-12"	700	Ft	20.00	$ 14,000.00
611	12" Conduit, Type B	846	Ft	90.00	$ 76,128.00
611	Catch Basin, Type A-1	4	Each	3,000.00	$ 10,666.67
611	Catch Basin, Type A-2	11	Each	3,200.00	$ 34,133.33
611	Provide Type A-1 Catch Basin Casting	16	Each	500.00	$ 8,000.00
611	Provide Type A-2 Catch Basin Casting	16	Each	750.00	$ 12,000.00
611	Provide Type 6 Catch Basin Casting	6	Each	550.00	$ 3,300.00
611	Catch Basin, Adjust to Grade	16	Each	900.00	$ 14,400.00
611	Catch Basin, Reconstruct to Grade	16	Each	1,200.00	$ 19,200.00
611	Manhole, No. 3	3	Each	4,500.00	$ 15,300.00
611	Manhole, Adjust to Grade	17	Each	650.00	$ 11,050.00
611	Manhole, Reconstruct to Grade	17	Each	1,200.00	$ 20,400.00
611	Provide Heavy Duty Manhole Casting	34	Each	450.00	$ 15,300.00
619	Field Office	8	Month	1,000.00	$ 8,000.00
623	Standard Monument, Type C	9	Each	550.00	$ 4,693.33
623	Provide Monument Box, As Per Plan	9	Each	275.00	$ 2,346.67
623	Construction Layout Stakes	1	Lump	60,000.00	$ 60,000.00
644	Striping	1	Lump	55,000.00	$ 55,000.00
653	4" Topsoil	158	Cu Yd	65.00	$ 10,271.60
659	Seeding and Mulching, Including Commercial Fertilizer	5,689	Sq Yd	1.50	$ 8,533.33
SPCL	Preconstruction Videotaping	1	Lump	10,000.00	$ 10,000.00
SPCL	Post Construction BMPs	1	Lump	20,000.00	$ 20,000.00
SPCL	Catch Basin Cleaning	32	Each	125.00	$ 4,000.00
SPCL	Filter Fabric Fence	10,240	Ft	2.50	$ 25,600.00
SPCL	Inlet Protection Device	66	Each	75.00	$ 4,950.00
SPCL	Void Reducing Asphalt Membrane	20,480	ft	2.60	$ 53,248.00
614	Maintaining Traffic	1	Lump	100,000.00	$ 100,000.00
624	Mobilization	1	Lump	200,000.00	$ 200,000.00

TOTAL =	$ 4,525,243.09
10% Contingency =	$ 452,524.31
2027 inflation =	$ 597,332.09
Grand Total =	$ 5,575,100.00

Useful Life

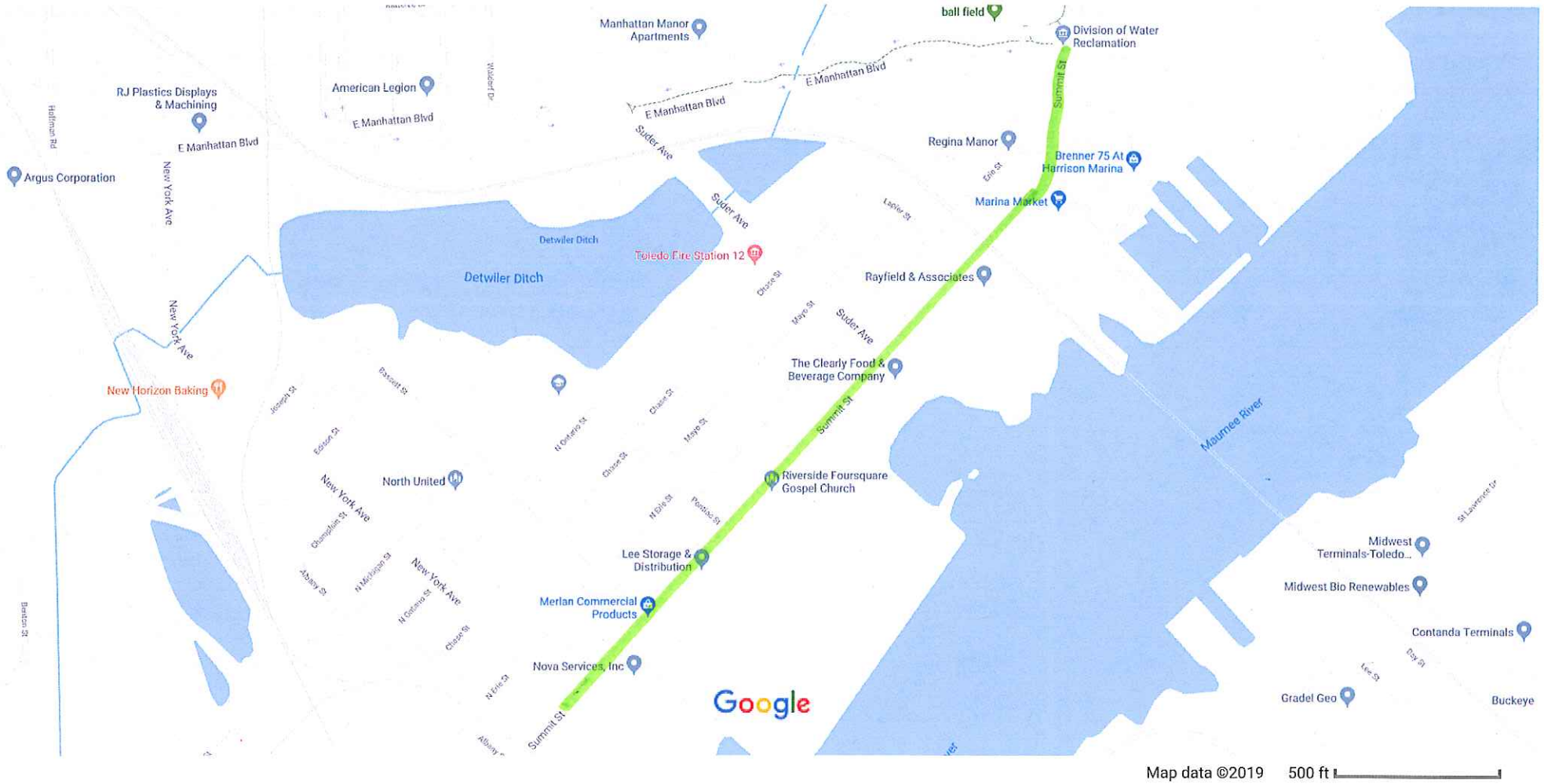
I, Timothy Grosjean, certify that, to the best of my knowledge, the useful design life of the Summit Street portion of this project is 25 years, provided the affected pavement continues to receive appropriate maintenance applications.

Engineer's Estimate

I, Timothy Grosjean, certify that, to the best of my knowledge, the engineer's total estimated cost for this project is true and accurate.

6/21/21

Google Maps


Manhattan Manor Apartments
ball field
Division of Water Reclamation
E Manhattan Blvd
Summit St
RJ Plastics Displays & Machining
American Legion
E Manhattan Blvd
Regina Manor
Brenner 75 At Harrison Marina
Argus Corporation
New York Ave
Stuber Ave
Erie St
Marina Market
Detwiler Ditch
Toledo Fire Station 12
Rayfield & Associates
Clinton St
Maple St
The Clearly Food & Beverage Company
New Horizon Baking
Maumee River
Riverside Foursquare Gospel Church
North United
Lee Storage & Distribution
Merlan Commercial Products
Nova Services, Inc
Midwest Terminals-Toledo...
Midwest Bio Renewables
Contanda Terminals
Gradel Geo
Buckeye
Google
Map data ©2019
500 ft

GETTING THERE IS EASIER WHEN WE FOLLOW DIRECTIONS

Boarding the Bus

- TARTA schedules and transit guides are available at all public libraries and at TARTA offices.
- When the bus stops, allow passengers on the bus to exit first.

Riding the Bus

- Please allow seniors and persons with disabilities to use the seats designated for them. It's the decent thing to do, and it's the law.
- No smoking, eating or drinking on any TARTA vehicle or in any TARTA station.
- Bringing your own music? Don't forget your headphones. If we can hear you, you're too loud.
- No shoes, no shirt, no service.
- Illegal or unlawfully possessed firearms and/or other weapons are prohibited in or on any TARTA vehicle or property.

Getting Off the Bus

- Wait for the bus to stop before standing.
- When possible, exit through the back doors to allow new riders to board quickly.
- Wait until the bus leaves before crossing the street so you have a clear field of vision.
- No passenger stops are made in construction zones.

Follow Us On Social Media

ToledoAreaRTA Tarta_RTA

Tarta_Toledo

COVID-19 SAFETY PROTOCOL

Zero Fares

- No fares required until further notice.

Mandatory Facial Coverings

- All riders must wear a facial covering over their mouth and nose to protect themselves and others from any possible exposure to the coronavirus.
- TARTA will provide complimentary facial coverings for riders who may need them.

Rear Door Boarding

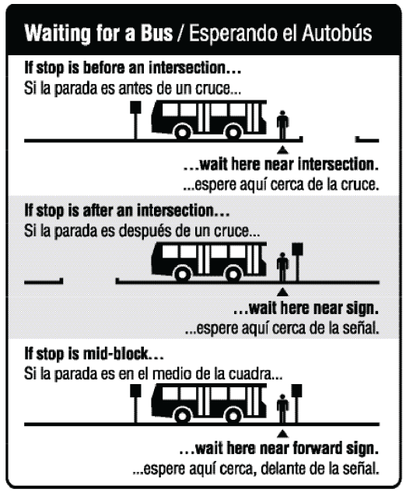
- All riders are required to board using the rear door.

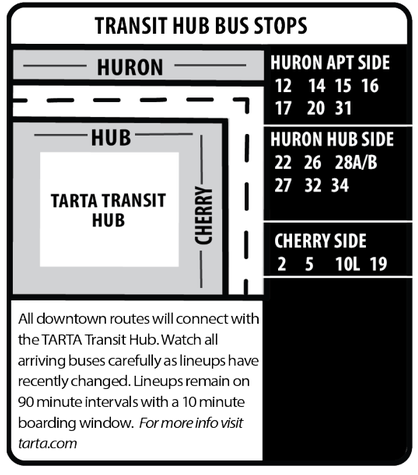
Social Distancing

- TARTA is limiting the number of customers plus wheelchairs per vehicle.
- Inside the bus, riders need to adhere to social distancing guidelines.
- TARTA may run a shadow bus service to address overflow demand without compromising safety. This service runs behind the main bus to pick up riders on essential trips.

All TARTA routes are available online at TARTA.com.

Routes can also be accessed through mobile apps like: Google Maps, Moovit, Passio Go! and Transit App.





Contact Us

Information Line
419-243-RIDE (7433)
TTY Users: 7-1-1 or 1-800-750-0750
Monday – Friday: 7 a.m. – 6:00 p.m.
Saturday: 8 a.m. – 5:00 p.m.

Call-A-Ride
Reservations: 419-243-7433
Monday-Friday: 7 a.m. – 3 p.m.
Saturday: 8 a.m. – 3 p.m.
No Sunday or Holidays

TARPS
Reservations: 419-382-9901
Monday-Sunday, 9 a.m.-5 p.m.
Holidays, 10 a.m.-2 p.m.
Reservations may be made up to seven days in advance
Cancellation Line: 419-382-9915
(24 hours a day)

Sign up for TARTA Text Alerts by visiting TARTA.com
or text the word TARTA to 41411

Toledo Area Regional Transit Authority
1127 W Central Ave
P.O. Box 792
Toledo, Ohio 43697-0792
TARTA.com

15

Bus Route Timetable and Map

15A Meijer Alexis Rd. via Suder/Mayo
15E Meijer Alexis Rd. via Summit/Point Place

Effective March 29, 2021
A partir del 29 de marzo de 2021

Meijer Alexis Road
connecting Crane's Landing (15A), Detwiler Park, Kroger on Suder (15A), Jamie Farr Park, Manhattan Marsh Preserve Metropark and Point Place (15E),

TARTA
TAKING YOU PLACES

15 Monday-Friday Inbound (to Downtown)

Via Route	6 Alexis Meijer	5 Ottawa River/ Suder	4 108th/ Summit	3 Suder/ Summit	2 Galena/ Summit	1 TARTA Transit Hub
E	6:35	6:41	6:51	6:54	6:59	7:11
A	**8:05**	**8:11**	**—**	**8:20**	**8:28**	**8:40**
E	9:34	9:40	9:50	9:53	9:58	10:10
A	**11:05**	**11:11**	**—**	**11:20**	**11:28**	**11:40**
E	12:39	12:45	12:55	12:58	1:03	1:15
A	**2:05**	**2:11**	**—**	**2:20**	**2:28**	**2:40**
E	3:34	3:40	3:50	3:53	3:58	4:10
A	**5:05**	**5:11**	**—**	**5:20**	**5:28**	**5:40**
E	6:35	6:41	6:51	6:54	6:59	7:11

Shaded areas denote afternoon times

15 Monday-Friday Outbound (from Downtown)

Via Route	1 TARTA Transit Hub	2 Galena/ Summit	3 Suder/ Summit	4 108th/ Summit	5 Ottawa River/Suder	6 Alexis Meijer
E	7:30	7:42	7:47	7:50	7:58	8:05
A	**9:00**	**9:12**	**9:19**	**—**	**9:27**	**9:34**
E	10:30	10:42	10:47	10:50	10:58	11:05
A	**12:00**	**12:12**	**12:19**	**—**	**12:27**	**12:34**
E	1:30	1:42	1:47	1:50	1:58	2:05
A	**3:00**	**3:12**	**3:19**	**—**	**3:27**	**3:34**
E	4:30	4:42	4:47	4:50	4:58	5:05
A	**6:00**	**6:12**	**6:19**	**—**	**6:27**	**6:34**
E	7:30	7:42	7:47	7:50	7:58	8:05

Las áreas sombreadas indican horas de la tarde.

15 Saturday Inbound (to Downtown)

Via Route	7 Alexis Meijer	6 Ottawa River/ Suder	4 108th/ Summit	3 Suder/ Summit	2 Galena/ Summit	1 TARTA Transit Hub
A	**8:05**	**8:11**	**—**	**8:20**	**8:28**	**8:40**
E	9:34	9:40	9:50	9:53	9:58	10:10
A	**11:05**	**11:11**	**—**	**11:20**	**11:28**	**11:40**
E	12:39	12:45	12:55	12:58	1:03	1:15
A	**2:05**	**2:11**	**—**	**2:20**	**2:28**	**2:40**
E	3:34	3:40	3:50	3:53	3:58	4:10
A	**5:05**	**5:11**	**—**	**5:20**	**5:28**	**5:40**

Shaded areas denote afternoon times

15 Saturday Outbound (from Downtown)

Via Route	1 TARTA Transit Hub	2 Galena/ Summit	3 Suder/ Summit	4 108th/ Summit	6 Ottawa River/Suder	7 Alexis Meijer
A	**9:00**	**9:12**	**9:19**	**—**	**9:27**	**9:34**
E	10:30	10:42	10:47	10:50	10:58	11:05
A	**12:00**	**12:12**	**12:19**	**—**	**12:27**	**12:34**
E	1:30	1:42	1:47	1:50	1:58	2:05
A	**3:00**	**3:12**	**3:19**	**—**	**3:27**	**3:34**
E	4:30	4:42	4:47	4:50	4:58	5:05
A	**6:00**	**6:12**	**6:19**	**—**	**6:27**	**6:34**

Las áreas sombreadas indican horas de la tarde.

No Sunday or Holiday Service

Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

15

Meijer Alexis Rd. via Suder/Point Place

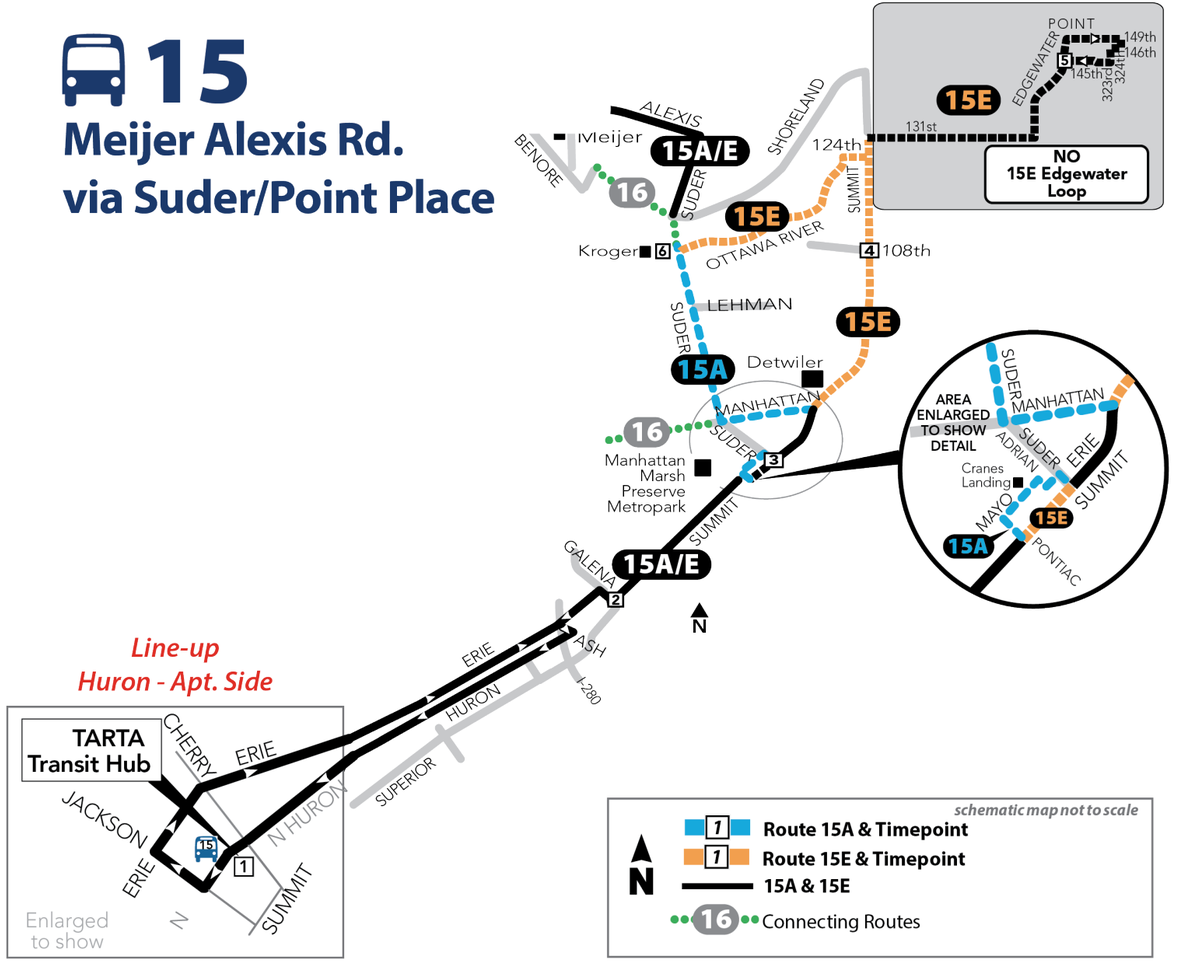


Table 4.2: 2045 Plan Priority Projects

Rank	Project Description	Estimated Construction Year	Estimated Project Cost in Millions	Primary Mode
28	Safe Routes to School - Toledo: Complete facilities outlined in approved Toledo Public Schools travel plan.	2025-2030	$5.6	Non-motorized
29	Eliminate rail/highway conflicts on Matzinger Rd. at the Ann Arbor and CSX rail crossings - possible grade separation.	2030-2040	$34.8	Road
30	Widen US 20 (Central Ave.) from Centennial Rd. to west of Crissey Rd. (increase to 5 lanes).	2040	$18.3	Road
31	Riverside Trail: Construct a multi-use path from Cullen Park south along Summit St., to Water St., along the riverfront to Owens Corning Pkwy, to bike lanes on Ottawa St. and Emerald Ave. and connect to the committed sidepath along the Anthony Wayne Trail.	2025-2030	$2.1	Non-motorized
32	Re-establish Toledo to Detroit passenger rail service.	2025-2035	$220.9	Rail
33	New Maumee River passenger and freight rail bridge at the Middle Grounds.	2030-2040	$348.3	Rail
34	Riverside Trail East: Construct a path from Hollywood Casino north along the Maumee River to Miami St. at Oakdale Ave.; continue north along Miami St. International Park.	2025-2030	$1.2	Non-motorized
35	Overland Trail: Construct a sidepath from Expressway Dr. and Stickney Ave. to Manhattan Ave. to existing facilities on Summit St.	2025-2030	$7.5	Non-motorized
36	Cherry-University Trail: Construct a sidepath along Dorr St. from Douglas Rd. to 17th St. where the trail would turn north into bike lanes to Franklin Ave. and continue as bike lanes until Cherry St. where it would turn northwest into a sidepath to meet the Overland Trail.	2025-2030	$1.3	Non-motorized
37	Upgrade the interchange at I-75 and Cygnet Rd. in Cygnet.	2030-2035	$28.5	Road
38	Construct Chessie Circle Trail Bridge over the Maumee River.	2025-2030	$8.9	Non-motorized
39	Support added mechanisms for transit expansion within Wood County.	2025-2030	$4.3	Transit
40	Secor Rd. Improvements from Bancroft St. to Central Ave. (lane widening, access management)	2026-2035	$16.7	Road
41	Maumee City Bicycle Network: Provide a group of facilities to create a bicycle network connecting to and through the City of Maumee.	2030-2035	$1.4	Non-motorized
42	Safe Routes to School: Complete facilities outlined in approved school travel plans (excluding Toledo Public Schools, listed as separate project).	2025-2030	$2.7	Non-motorized
43	Build Sylvania Ave. / Herr Rd. roundabout, includes sidewalks, a sidepath and accommodation for bikes.	2035	$1.6	Road
44	Implement a transit connection between Toledo and Bowling Green.	2030-2035	$5.7	Transit
45	Erie Township and Overland Trail Connector: Provide a bike facility from Stickney Ave. at Manhattan Ave., north to Benore Rd. to Dixie Hwy.	2025-2030	$0.6	Non-motorized
46	Build Crissey Rd./Angola Rd. (E) roundabout, includes sidewalk and accommodation for bikes	2035-2030	$1.7	Road
47	Find a solution to blocked rail crossing at SR 235/SR 18 and CSX railroad in Hoytville - possible grade separation or highway bypass.	2025-2035	$21.4	Road
48	Woodville Rd. corridor safety improvements from Wheeling St. to Williston Rd. (SR 579). Project includes signal upgrades, and roundabout at SR51 & Lemoyne Rd., sidewalk improvements, and a road diet on SR 579.	2025-2030	$5.2	Non-motorized
49	Greenhouse Trail: Construct a bike facility from the University/ Parks Trail at Reynolds Rd. to Elmer Dr., then south through Toledo Botanical Gardens to Bancroft St.; via various streets to a path through Keil Farm; then via various streets to existing sidepath to Eastgate and Cass Rd. facilities to Turnpike.	2025-2030	$2.3	Non-motorized
50	Trilby-Washington Trail: Construct a bike facility on Sylvania Ave. from Talmadge Rd. to Harvest Ln., then bike lanes north to McGregor Ln., then east via various streets to Jackman Park, to the Chessie Circle Trail, and through various streets to Lagrange St. to the Overland Trail.	2025-2030	$6.1	Non-motorized

Riverside Trail

Date: 4/15/2015

Facility Classifications

- Bike Path, Open
- BikePath, Proposed
- Bike Path, Committed
- Side Path, Open
- Side Path, Proposed
- Side Path, Committed
- Striped Lane, Open
- Striped Lane, Proposed
- Striped Lane, Committed
- Sharrow, Proposed
- Share the Road, Open
- Share the Road, Proposed

Miles: 0 — 0.5 — 1 — 2

Other Trails

- Angola-Scott Park Trail
- Bancroft-Promenade Trail
- Buckeye Basin Trail
- Cherry-University Trail
- Chessie Circle Trail
- Greenhouse Trail
- Oregon Trail
- Overland Trail
- Riverside Trail East
- Swan Creek Trail
- Trilby-Washington Trail
- University/Parks Trail

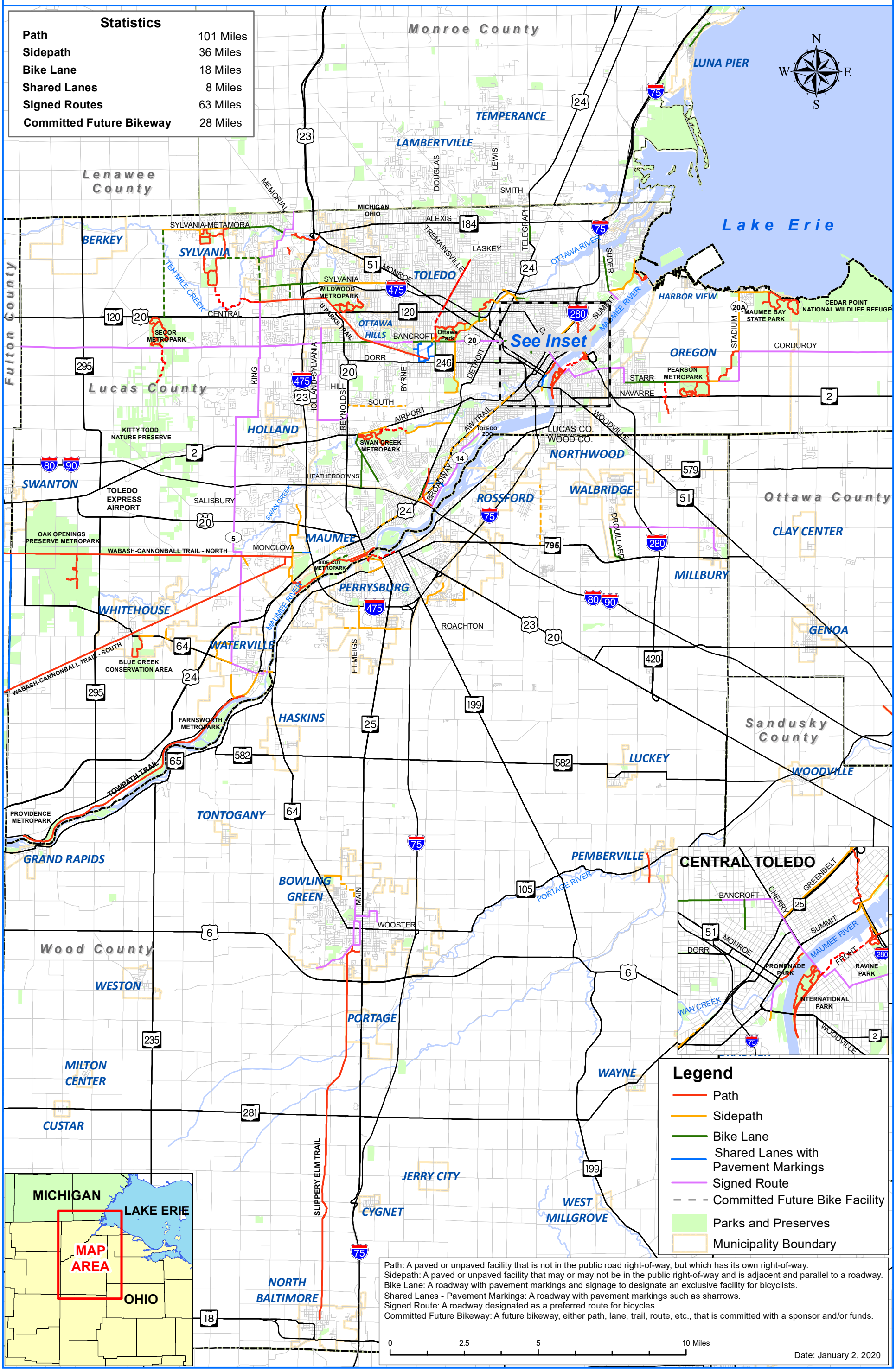
City of Toledo
Engineering Services
600 Jefferson Ave
Toledo, OH 43606

TMACOG Regional Bicycle Network

Toledo Metropolitan Area
Council of Governments
300 Martin Luther King Drive
Toledo, Ohio 43604
Phone (419) 241-9155
www.tmacog.org

Statistics

Path	101 Miles
Sidepath	36 Miles
Bike Lane	18 Miles
Shared Lanes	8 Miles
Signed Routes	63 Miles
Committed Future Bikeway	28 Miles



Legend

- Path
- Sidepath
- Bike Lane
- Shared Lanes with Pavement Markings
- Signed Route
- Committed Future Bike Facility
- Parks and Preserves
- Municipality Boundary

Path: A paved or unpaved facility that is not in the public road right-of-way, but which has its own right-of-way.
Sidepath: A paved or unpaved facility that may or may not be in the public right-of-way and is adjacent and parallel to a roadway.
Bike Lane: A roadway with pavement markings and signage to designate an exclusive facility for bicyclists.
Shared Lanes - Pavement Markings: A roadway with pavement markings such as sharrows.
Signed Route: A roadway designated as a preferred route for bicycles.
Committed Future Bikeway: A future bikeway, either path, lane, trail, route, etc., that is committed with a sponsor and/or funds.

0 2.5 5 10 Miles

Date: January 2, 2020

Complete Streets Check List

Definition/ Policy/ Goal (Toledo Ordinance 656-10):

A "Complete Street" is one that is designed to be a transportation corridor and public space that accommodates all users including pedestrians, bicyclists, public transit users and motorists alike. A complete Street should offer safe and unimpeded travel for all users.

The City of Toledo will identify, evaluate, plan, design and construct all major infrastructure projects with a multi-purpose approach to maximize project investment. All projects will be evaluated regarding the relative opportunity to enhance multi-purpose overlap of complete street elements such as: bicycle lanes adjacent to roadway, sidewalks & multi-use paths within the right of way, pedestrian crossing signals for the visually and hearing impaired, access to public transit facilities, and pedestrian street amenities including; benches, lighting, landscaping and pedestrian way finding signage.

All major infrastructure projects will contemplate long-range transportation plans, community-wide goals, neighborhood contextual matters, site-specific opportunities and physical constraints to ensure that all potential users' needs are considered. On roadway projects, current and projected traffic counts will be reviewed to determine if the number of lanes can be reduced to allow for bike lanes; where practical and economically feasible the City of Toledo will strive to incorporate Complete Streets elements and principles into all of its public transportation and infrastructure projects.

In order to provide due consideration of the Complete Streets Policy the following check list is to be used on all projects involving roadways planned within the City of Toledo. Fill in each area (include NA if it does not apply) and forward a copy to the Open Space Planning section head. Maintain a completed copy of this list in the project file.

Name of Project: _Summit Street Reconstruction and Cycle Track Phase 2_____

Type of project: _X_ Roadway, __ Sewer, __ Storm, __Water, __ Park/ Open Space

Project Location/ Termini: __New York to Manhattan_____

Existing Street / Roadway Characteristics:

___Minor Arterial_____	Current Functional Classification of the Street
_____4,506_____	Current traffic count
_____4,506_____	Projected traffic count
_____hold steady____	Is traffic count expected to increase, decrease, or hold steady? Why? _no new growth_
	_____
_____4_____	Existing number of vehicle traffic lanes? Appropriate to traffic? __Too much_____
_____48' _____	Existing lane width?
_____95'_____	Existing ROW width?
_____Yes_____	Existing sidewalks? Width? ____Varies__4'-5'_____
_____No_____	Existing trees/special landscaping? Tree lawn width? ____Varies___10'-15'_____
_____35_____	Current posted speed limit? Need for change? ___No_____
_____Curbed_____	Is Roadway Curbed or Non-curbed?

Are there any overlapping infrastructure projects planned or being designed in this area? (Y) or (N) If yes, please identify type of project, contact person for coordination purposes, and ongoing efforts to coordinate projects.
_____No_____
_____
_____

Complete Streets Check List

Pedestrian Needs: Are there any schools, recreation facilities, community services or major living centers located within or adjacent to the project limits (Y) or (N)? If yes please list the facility and how it impacts design. _None _____

Are there sidewalks on both sides of the street? _Yes__ Needed? __yes – an addition at the end to finish walk___ _____

Bicycle Needs: Do any city, regional or state plans identify bike routes or paths within or adjacent to the project boundaries? (City of Toledo Comprehensive Plan, TMACOG 2035 Transportation plan, City of Toledo Pedestrian and Bike Plan or State of Ohio Trails for Ohioans Plan) __yes _____ _____

How will the project address this concern? ____We are incorporating the bike facility into the project _____

Neighborhood Character: Briefly describe the existing character of the project area and how this impacts project design: (Urban/ Downtown, Neighborhood, Business District) _Industrial and Residential _____ _____

Is the area characterized as fully developed, open space, residential or mixed use? ___mixed use_____ _____

Transit Needs: Is Street on a transit route? Route number (s): _____15_____ Have stops been reviewed recently for spacing and any needed amenities? _____no_____ _____

Other issues/concerns or opportunities for the project to incorporate complete streets design principles into the scope of work not described above: _____

_____

_____

_____