



# Lake Erie West

REGIONAL COUNCIL

Transportation Improvement Program Application  
Packet for:

## Surface Transportation Block Grant (STBG)

**APPLICATIONS DUE**  
**August 7, 2026**

Projects can be submitted electronically to Lisa Householder at [householder@LakeErieWest.org](mailto:householder@LakeErieWest.org), or they can be mailed or delivered directly to the Lake Erie West office at:  
**300 Martin Luther King Jr. Drive, Suite 300**  
**Toledo, Ohio 43604**

Issued by:  
Lake Erie West Regional Council  
300 Martin Luther King Jr. Drive  
P.O. Box 9508  
Toledo, Ohio 43697-9508

May 18, 2026  
Application is also available at [www.LakeErieWest.org](http://www.LakeErieWest.org)



## **INTRODUCTION**

The forms and information included in this package are for the submittal of Surface Transportation Block Grant (STBG) projects for Fiscal Years 2030 - 2032 in the Lake Erie West (formerly known as the Toledo Metropolitan Area Council of Governments, or TMACOG) Transportation Improvement Program (TIP).

Lake Erie West will be selecting \$24,000,000 worth of projects in this solicitation. For the purposes of the TIP funding programs, the Lake Erie West transportation region is limited to Lucas and Wood counties. Additionally, only those projects that are on federal aid eligible roads can be considered. All project applications should comply with the Regional Complete Streets Policy. Applicants must submit a TMACOG Complete Streets Checklist as part of the application process.

If there are questions regarding project eligibility or which fund type to request, please call Lisa Householder at (419) 820-4512.

## **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 DETAIL REQUESTS (Pages 3 & 4) – Requests the basic information needed for each project. Please provide this information separately for each desired project. Also provide the information of 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) – Request 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.

LAKE ERIE WEST TIP PROJECT APPLICATION & INSTRUCTIONS (Pages 6 – 14) – 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 15 – 20) – 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 an ad hoc committee of the Technical Advisory Committee (TAC), with validation by the full TAC.

COMPLETE STREETS CHECKLIST (Pages 22 – 29) – 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 Lake Erie West federal funds provided for any single project will be \$625,000.
2. There is no maximum total construction cost for a single small project.
3. Lake Erie West federal funds will be provided at a maximum of 80/20 split up to the funding cap of \$625,000 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), or Detailed Design (DD).
5. Jurisdictions may submit as many projects as they desire.
6. \$5,000,000 will be allocated to this solicitation.
7. Each project will be scored and ranked. Based on the ranking, the projects will be selected one per jurisdiction until the \$5,000,000 mark has been reached. If each jurisdiction that has applied has received a project award, then Lake Erie West will go back to the top of the ranking to select the next top projects until the total allocation has reached \$5,000,000.
8. Lake Erie West will set aside Toll Revenue Credits (TRC) to incentivize project programming during the first quarter of a State Fiscal Year (July-September). TRCs will be applied to the federal share, thereby reducing the local match requirement. A total annual cap amount of \$100,000 in TRCs will be allocated for this purpose. Up to five percent (5%) of federal funds – capped at \$30,000 per project – will be applied to eligible projects programmed in Quarter 1. This incentive is limited to small projects and will be distributed on a first-come, first-serve basis until the annual cap is reached.

## PROJECT DETAILS REQUEST

Please provide the following information for all projects:

Project Name:

Project Limits (*include map*):

Project Sponsor and point of contact:  
(*with phone number*)

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

Has the applicant completed the ODOT LPA Participation Requirements and received ODOT approval to administer Local-let projects within the last four years?:

Yes          No

Are you applying for a Small Project (federal request is less than \$625,000)?

Yes          No

If yes, then do you want to apply for first quarter sale to qualify for the 5% match reduction?

Yes          No

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

## PROJECT DETAILS REQUEST (continued)

Length of project (miles):

Current status of the project:

Does the project include any utility work?    Yes            No

If yes, please explain:

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:

Environmental Clearance complete:

Stage 1 Review complete:

Stage 2 Review complete:

Stage 3 Review complete:

R/W Plans complete:

R/W Clear:

Final Plans to ODOT:

Anticipated Sale Date:

All of the formal actions listed above 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 ODOT and Lake Erie West.

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

## PROJECT BUDGET SUBMITTAL DETAIL

Activity	Total Estimate	Requested Lake Erie West Federal		Other Types of Funds (6)					
				A.		B.		C.	
		Amount	Year	Amount	Year	Amount	Year	Amount	Year
Preliminary Engineering (1)									
Right-of-Way (2)									
Construction Contract (3)									
Construction Engineering (4)									
Contingency Change Orders (5)									
<b>FUNDING TOTAL (calculated)</b>									
<b>% Total Project Cost (manual)</b>									

### 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 Lake Erie West TIP funding.
2. **Right-of-Way** can only be funded by Lake Erie West TIP federal funding in specific circumstances. See “General and Project Management Policies” in the FY 2026-2029 TMACOG TIP for more information on right-of-way.
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 the 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 provide additional documentation regarding 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.









Application Question	Application Instruction
<p>19. If this is a bridge or roadway project, which of the following best describes the project?</p> <p>Resurfacing</p> <p>Rehabilitation with some base replacement</p> <p>Reconstruction with full base replacement</p> <p>Narrow and resurface/rehabilitate/reconstruct</p> <p>Widen and resurface/rehabilitate/reconstruct</p> <p>New roadway</p>	<p>Self-explanatory</p>
<p>20. If this is not a bridge or roadway project, which of the following best describes the existing condition?</p> <p>Past its useful life and substandard</p> <p>Near the end of its useful life and substandard</p> <p>Near the end of its useful life</p> <p>Declining and substandard</p> <p>Declining</p> <p>Not applicable</p>	<p>Self-explanatory</p> <p>If this is a new interchange, then that will require an Interchange Justification Study (IJS) or Interchange Modification Study (IMS) be underway in order to be ranked.</p>



<i>Application Question</i>	<i>Application Instructions</i>
<p>24. What percentage of Average Daily Traffic (ADT) is made up of trucks?</p> <p>&lt;3%</p> <p>3% to 8.99%</p> <p>9% to 14.99%</p> <p>&gt;15%</p>	<p>Use traffic count figures for ADT from the TMACOG Traffic Count Database System or adjusted actual counts if the sponsor has obtained them. In the case of the latter, provide a copy of the count report and adjustment calculations.</p> <p><a href="#">Traffic Count Database System</a></p>
<p>25. Is the project listed on a truck impact route (TIR)? If it is not, then does it have a truck ADT greater than 500?</p> <p>Yes, the project is on a TIR</p> <p>Not on a TIR, but truck ADT is &gt;500 trucks per day</p> <p>Not on a truck impact route</p>	<p>A reference map is found here: <a href="https://arcg.is/1rXK853">https://arcg.is/1rXK853</a></p> <p>If a route is not shown on the map but has over 500 Truck ADT, then provide the traffic count study showing that information.</p>
<p>26. Is the project listed in the 2055 Regional Transportation Plan?</p> <p>Committed list (currently programmed)</p> <p>Plan Priority list (by 2035)</p> <p>Plan Priority list (2036 or later) Reserve list</p> <p>System Preservation list</p> <p>Not listed</p>	<p>Self-explanatory</p> <p>The 2055 Plan Summary is found here: <a href="https://tinyurl.com/3r6a27mf">https://tinyurl.com/3r6a27mf</a></p>

<i>Application Question</i>	<i>Application Instructions</i>
<p>27. How long ago was the last time the project sponsor received Lake Erie West-managed STBG funding?</p> <p>&lt; 4 years ago</p> <p>4 to 7 years ago</p> <p>8 to 9 years ago</p> <p>10 or more years ago</p>	<p>Self-explanatory</p>
<p>28. Has one or more Lake Erie West-funded projects slipped a fiscal year or been cancelled since the last STBG solicitation?</p> <p>One project slipped past the programmed year</p> <p>Two or more projects slipped past the programmed year</p> <p>One or more projects have been cancelled</p> <p><i>Small project applications are exempt from this answer</i></p>	<p>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 Lake Erie West administratively moves the project. Exceptions may be granted if circumstances are beyond the project sponsor's control.</p>
<p>29. How many bonus points out of 20 will be applied to this project?</p> <p>Bonus points towards this project:</p>	<p>Each project applicant is allotted 20 bonus points. If one project application is submitted by a single sponsor, then all 20 bonus points will be applied to that project. If more than one project application is submitted by a single sponsor, then the 20 points may be divided up and applied over the projects as they see fit.</p>

**ADDITIONAL INSTRUCTIONS:**

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 (R/W) 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, a design cost of \$100,000, and a construction cost of \$1,000,000. The sponsor pays for all the R/W, design, and the normal 20% match (\$200,000) of the construction. Thus, the sponsor pays \$500,000 (39%) of the total cost and the federal portion pays \$800,000 (61%). The sponsor therefore earns 4 points because the sponsor is only using 61% of TIP federal funds for the project. Also, be sure these costs are the same as shown on the Project Details table. Design includes studies, plans, environmental, and design testing.

Item 21 In 2025, ODOT replaced the GIS Crash Analysis Tool (GCAT) with AASHTOWare Safety. Please request access here:

[https://odot.formstack.com/forms/aashtoware\\_safety\\_access\\_request](https://odot.formstack.com/forms/aashtoware_safety_access_request)

Note: ODOT does not accept personal email domains, such as Gmail, Yahoo, or AOL, etc.

For the crash rate, use the following calculations:

*Intersection Crash Rate:*

$$\text{Rate} = \frac{C \times 1,000,000}{V \times 365 \times N}$$

*Segment Crash Rate:*

$$\text{Rate} = \frac{C \times 1,000,000}{V \times 365 \times N \times L}$$

*C = Total number of crashes*

*V = Entering traffic volume*

*N = Number of years of data*

*L = Roadway length (miles)*

For the Fatal/Injury percentage, sum the number of crashes involving a fatality, serious injury, minor injury, and possible injury, then divide by the total number of crashes.

**PROJECT SCORING CRITERIA FOR TIP ANALYSIS FY 2026-2029 TIP**

**NOTE: Provided for your information only. Scoring will be completed by the TAC ad hoc scoring and ranking committee.**

Project Name:

PID#:

<b>Criteria 1: ECONOMIC DEVELOPMENT (15%) Maximum 15 points</b>		
	<b>Points Available</b>	<b>Score</b>
1. Does the project align with the TMACOG Comprehensive Economic Development Strategy (CEDS)? <ul style="list-style-type: none"> <li>• Yes = 5 points</li> <li>• No = 0 points</li> </ul>	5	
2. What is the functional classification level that this project is located on? <ul style="list-style-type: none"> <li>• Principal Arterial (class 3) = 5 points</li> <li>• Minor Arterial (class 4) = 4 points</li> <li>• Major Collector (class 5) = 3 points</li> <li>• Minor Collector (class 6 – urban only) = 2 points</li> </ul>	2 to 5	
3. Does the project provide direct access to a multimodal or intermodal terminal? <ul style="list-style-type: none"> <li>• Direct access to a MM/IM connection = 6 points</li> <li>• Access to a MM/IM connection within 0.5 miles = 3 points</li> <li>• No access = 0 points</li> </ul>	3 or 6	
	<b>TOTAL</b>	

<b>Criteria 2: LIVABILITY &amp; INTER-CONNECTIVITY (15%) Maximum 15 points</b>		
	<b>Points Available</b>	<b>Score</b>
4. Does the project sponsor have an official Complete Streets Policy? <ul style="list-style-type: none"> <li>• Yes = 1 point</li> <li>• No = 0 points</li> </ul>	1	
5. Does this project improve air emissions and is it identified on the TMACOG Congestion Management Process (CMP) report? <ul style="list-style-type: none"> <li>• Yes = 1 point</li> <li>• No = 0 points</li> </ul>	1	
6. Will this project improve water quality through the development of bioswale, rain gardens, pervious pavement, etc.? <ul style="list-style-type: none"> <li>• Yes = 1 point</li> <li>• No = 0 points</li> </ul>	1	
7. Will this project make use of recycled materials to a significant degree? <ul style="list-style-type: none"> <li>• Yes = 1 point</li> <li>• No = 0 points</li> </ul>	1	
8. Does the project include pedestrian improvements? <ul style="list-style-type: none"> <li>• Major improvement = 5 points</li> <li>• Minor improvement = 2 points</li> <li>• No improvements = 0 points</li> </ul>	2 or 5	
9. Does the project include bike improvements? And, does the project include improvements related to a bikeway specifically shown on the TMACOG Regional Bicycle Network (RBN)? <ul style="list-style-type: none"> <li>• Bike improvements &amp; on RBN = 5 points</li> <li>• Bike improvements but not on RBN = 2 points</li> <li>• On RBN but no bike improvements = 2 points</li> <li>• Neither = 0 points</li> </ul>	2 or 5	
10. Does the project carry public transit (fixed route)? <ul style="list-style-type: none"> <li>• Yes = 3 points</li> <li>• No = 0 points</li> </ul>	3	
11. Is the project located in a community served by public transit? <ul style="list-style-type: none"> <li>• Yes = 1 point</li> <li>• No = 0 points</li> </ul>	1	
	<b>TOTAL</b>	

<b>Criteria 3: PROJECT READINESS &amp; FUNDING (15%) Maximum 15 points</b>		
	<b>Points Available</b>	<b>Score</b>
12. Has the project been programmed by ODOT? <ul style="list-style-type: none"> <li>• Yes = 2 points</li> <li>• No = 0 points</li> </ul>	2	
13. Has right-of-way been cleared or not needed? <ul style="list-style-type: none"> <li>• Yes = 2 points</li> <li>• No = 0 points</li> </ul>	2	
14. Does the project qualify for Categorical Exclusion C1? <ul style="list-style-type: none"> <li>• Yes = 3 points</li> <li>• No = 0 points</li> </ul>	3	
15. What percentage of the total project (including design, right-of-way, and construction) will use TIP federal funds? <ul style="list-style-type: none"> <li>• &lt; 64% = 10 points</li> <li>• 65% to 74% = 5 points</li> <li>• 75% to 80% = 0 points</li> </ul>	5 or 10	
16. Do you have an established method or protocol to regularly evaluate the roadway and pavement maintenance? <ul style="list-style-type: none"> <li>• Yes = 1 point</li> <li>• No = 0 points</li> </ul>	1	
	<b>TOTAL</b>	

<b>Criteria 4: SYSTEM USE &amp; PERFORMANCE (55%) Maximum 55 points</b>		
	Points Available	Score
<p>17. Pavement Project: What is the existing pavement condition rating (PCR) based on the most recent ODOT scores?</p> <ul style="list-style-type: none"> <li>• 0 to 64 PCR = 6 points</li> <li>• 65 to 74 PCR = 3 points</li> <li>• 75 to 100 PCR = 0 points</li> </ul>	3 or 6	
<p>18. Bridge Project: What is the general appraisal rating?</p> <ul style="list-style-type: none"> <li>• 1 to 2 GA = 6 points</li> <li>• 3 to 4 GA = 4 points</li> <li>• 5 to 6 GA = 2 points</li> <li>• 7 to 9 GA = 0 points</li> </ul>	2, 4, or 6	
<p>19. Roadway/bridge project: Which of the following best describes the project?</p> <ul style="list-style-type: none"> <li>• Resurfacing = 10 points</li> <li>• Rehabilitation with some base replacement = 8 points</li> <li>• Reconstruction with full base replacement = 7 points</li> <li>• Narrow and resurface/rehab/reconstruct = 4 points</li> <li>• Widen and resurface/rehab/reconstruct = 2 points</li> <li>• New roadway = 0 points</li> </ul>	2, 4, 7, 8, or 10	
<p>20. Note: Which of the following best describes the existing condition?</p> <ul style="list-style-type: none"> <li>• Past its useful life and substandard = 10 points</li> <li>• Near the end of its useful life and substandard = 8 points</li> <li>• Near the end of its useful life = 6 points</li> <li>• Declining and substandard = 4 points</li> <li>• Declining = 2 points</li> <li>• Not applicable = 0 points</li> </ul>	2, 4, 6, 8, or 10	
<p>21. What is the three-year average accident rate per million vehicles? Or, what is the percentage of fatal and injury crashes over the most recent three years of available crash data? Use best answer.</p> <ul style="list-style-type: none"> <li>• &lt; 0.99 OR &lt; 30% = 0 points</li> <li>• 1 to 1.99 OR 30% to 34% = 2 points</li> <li>• 2 to 2.99 OR 35% to 39% = 4 points</li> <li>• 3 to 3.99 OR 40% to 44% = 6 points</li> <li>• 4 to 4.99 OR 45% to 49% = 8 points</li> <li>• &gt; 5.0 OR &gt; 50% = 10 points</li> </ul>	2, 4, 6, 8, or 10	

<b>Criteria 4: SYSTEM USE &amp; PERFORMANCE (55%) Maximum 55 points</b>		
	Points Available	Score
22. Is this project listed in the regional TMACOG Safety Location Report? <ul style="list-style-type: none"> <li>• Yes = 5 points</li> <li>• No = 0 points</li> </ul>	5	
23. What is the existing number of Average Daily Traffic (ADT) on the locally maintained road? <ul style="list-style-type: none"> <li>• &lt; 5,000 ADT = 4 points</li> <li>• 5,000 to 9,999 ADT = 5 points</li> <li>• 10,000 to 14,999 ADT = 6 points</li> <li>• 15,000 to 19,999 ADT = 7 points</li> <li>• &gt; 20,000 ADT = 8 points</li> </ul>	4 to 8	
24. What percentage of the Average Daily Traffic (ADT) is made up of trucks? <ul style="list-style-type: none"> <li>• &lt; 3% = 0 points</li> <li>• 3% to 8.99% = 1 point</li> <li>• 9% to 14.99% = 3 points</li> <li>• &gt; 15% = 5 points</li> </ul>	1, 3, or 5	
25. Is the project on a truck impact route (TIR)? If it is not, then does it have a truck ADT greater than 500? <ul style="list-style-type: none"> <li>• Yes, the project is on a TIR = 2 points</li> <li>• Not on a TIR, but &gt; 500 truck ADT = 2 points</li> <li>• No = 0 points</li> </ul>	2	
26. Is the project listed in the 2055 Regional Transportation Plan? <ul style="list-style-type: none"> <li>• Committed list (currently programmed) = 3 points</li> <li>• Plan Priority list (by 2035) = 3 points</li> <li>• Plan Priority list (2036 or later) = 2 points</li> <li>• Reserve list = 1 point</li> <li>• System Preservation list = 1 point</li> <li>• Not listed = 0 points</li> </ul>	1 to 3	
27. How long ago was the last time the project sponsor received TMACOG-managed STBG funding? <ul style="list-style-type: none"> <li>• &lt; 4 years ago = 0 points</li> <li>• 4 to 7 years ago = 4 points</li> <li>• 8 to 9 years ago = 6 points</li> <li>• 10 or more years ago = 8 points</li> </ul>	4, 6, or 8	

<b>Criteria 4: SYSTEM USE &amp; PERFORMANCE (55%) Maximum 55 points</b>		
	Points Available	Score
28. Has one or more TMACOG-funded projects slipped past a fiscal year or been cancelled since the last STBG solicitation? (Small projects are exempt from this answer.) <ul style="list-style-type: none"> <li>• One project slipped past the programmed year = -5 points</li> <li>• Two or more projects have slipped past the programmed year = -10 points</li> <li>• One or more projects have been cancelled = -10 points</li> </ul>	-5 or -10	
<b>MAXIMUM POINTS = 100</b>	<b>TOTAL</b>	

<b>BONUS POINTS</b>		
	Points Available	Score
How many bonus points will be allotted for this project? <ul style="list-style-type: none"> <li>• Each sponsor has up to 20 bonus points to apply to a project.</li> <li>• <i>Grand Total can be split over multiple projects, however it cannot exceed 20 points collectively.</i></li> </ul>	1 to 20	
<b>ADD TO TOTAL ABOVE, MAXIMUM POINTS = 120</b>	<b>GRAND TOTAL</b>	

Page left blank intentionally.



## **Safety**

1. Briefly explain how the project will improve safety. Lake Erie West 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 Lake Erie West's or ODOT's high-crash lists.

## **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.
  
2. Does the project area include recommendations that are contained in any of the following plans or policies? Please check off 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).

**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.
  
2. Transit accommodation 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?

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

**Pedestrian**

- Pedestrian facilities – both sides of the street
- Pedestrian facilities – one side of the 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 lanes
- 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 accommodations
- Emergency vehicle accommodations
- Other(s) (please explain)

**Exceptions**

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

**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?

See Lake Erie West 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 street 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 probably 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 volumes (18,000+ vehicles per day), constrained and fixed right-of-way, and posted speeds of 45 mph or more may need special consideration.