Project Introduction

Project Team

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Project Purpose

• Develop a plan that “promotes a balanced, complete, and integrated transportation system that meets the need for travel by different modes (automobile, transit, bicycle and walking) and thereby supports sustainable development patterns.”

• Engage the stakeholders and public for input and ideas necessary to meet the downtown transportation and mobility goal
Project Components

Study Area and Study Elements

1. Traffic Analyses – Counts and Modeling
2. Safety Planning – All Modes
3. Operational Analyses – Circulation and Capacity Needs
4. Transit Components and Planning
5. Pedestrian Planning and Facilities
6. Bicycle Planning and Facilities
7. Integrate Parking Study Elements
8. Districts and Neighborhoods Connectivity
9. Policy and Plan Development
10. TAC and Public Engagement
Project Schedule

Public Input Process

**Public Meeting #1**
- May 22, 2018
- Project Introduction
- Input Activities

**Public Meeting #2**
- October 2018
- Review Assessment and Initial Concepts

**Public Meeting #3**
- January 2019
- Review Draft Plan
Additional Engagement

Stakeholders

- **Transportation Advisory Committee (TAC)**
  - Represents influential stakeholders in the study area and its context
  - Will meet four times throughout the project
  - Will guide the planning process and provide feedback on concepts

- **Focus Group Meetings**
  - Single day of interviews with the groups
  - Share insights about the study area, including existing challenges and opportunities
  - Deeper dives into the workings of the study area with subject matter experts

Online Engagement

- Thank you for visiting the webpage for the Downtown Toledo Transportation Plan. Take a moment to look through the site for information about the plan, our progress, and how you can help shape the future of transportation in downtown.
- **Project Updates**
  - Throughout this process, this webpage will be periodically updated with public meeting materials, upcoming event information, updates on our progress, and opportunities to provide your ideas and feedback.
  - Our first public meeting will take place on May 22, 2018 at the SeaGate Convention Centre in Room 104, starting at 6:30pm. This event is open to everyone – if you live, work or play in the downtown area, you are a stakeholder! If you are unable to make it to this event, meeting materials will be posted below. Please click here for the meeting flyer.
Plans Reviewed

Planning and Development

- Downtown Toledo Master Plan (2017)
- Development projects (existing, planned/proposed, and under-construction)
- Planning Downtown Toledo—University of Toledo Urban Affairs Center Report (2015)
- Toledo 20/20 Comprehensive Plan (1999)
- Toledo Downtown Plan (2011)
- Turning Around Downtown (2014)
- Uptown Plan (2013)
- Warehouse District Plan (2012)
- Warehouse District Plan (2017)
Plans Reviewed

Transportation

- Cherry Street Legacy Plan (2009)
- City of Toledo 2017-2021 Proposed Capital Improvement Budget
- Downtown Toledo Development Corporation Comprehensive Parking Study (In Progress)
- Monroe Street Corridor Design & Livability Plan (2002)
- National Bicycle and Pedestrian Documentation Project
- ODOT District 2 Multi-Year Work Plan (2016)
- ODOT Transportation Information Mapping System
- Public Service Department Division of Transportation Parking Restriction Petition Form
- Public Service Department Division of Transportation Two Way Street Petition Form
- Summit Street Redevelopment Plan (2000)
- Toledo Bike Plan (2015)
- TMACOG Existing Land Use Map (2012)
- TMACOG Greater Toledo Area Sidewalks Map (2014)
- TMACOG Regional Bicycle Network (2017)
- TMACOG Traffic Count Database System
- TMACOG Transportation Safety Data
- TMACOG Complete Streets Policy
Initial Data Assessment

TRAFFIC COUNTS
Initial Data Assessment

CRASH DATA

STUDY AREA TOTALS

- Total # of Crashes: 1,560
- Injury Crashes: 410
- Pedestrian Crashes: 22
- Bicyclist Crashes: 22
Downtown Master Plan

Transportation Conditions and Recommendations

OPPORTUNITY CORRIDORS
What Makes a Great Street?

- Outdoor Dining
- Street Trees
- Lighting
- On-Street Parking
- Travel Lane
- Sharrow or Bike Lanes
- Wide Sidewalks
- Storm Water
- "DOWNTOWN TOLEDO TRANSPORTATION PLAN"

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What Makes a Great Street?

Two-way Traffic

- Less confusion for drivers
- Easier access and wayfinding
- Fewer vehicle miles travelled by creating more direct routes
- Safer pedestrian conditions and more livable, flexible streets
- More vibrant retail environment
What Makes a Great Street?

Street Trees

One street tree adds $7,000 to adjacent property values
What Makes a Great Street?

On-Street Parking

One parallel, on-street parking space is worth $175 – $300 per day in potential retail sales.
What Makes a Great Street?

Outdoor Seating

Outdoor seating can increase sales by 15% or more annually.
What Makes a Great Street?

Green Infrastructure

Adds aesthetic value and helps mitigate stormwater impacts
Street Typologies

Downtown Master Plan

- Streets classified by character and desired streetscape
- Within context of functional, traffic design capacity
Street Typologies

Downtown Standard

- Low-speed, low volume street
- Full sidewalks, with outdoor seating and street trees
- On-street parking with bump-outs

Ex: Adams Street
Street Typologies

Downtown Collector

- Vehicular-focused streets; can be one-way
- Similar streetscape to Standard streets
- Wider travel lanes
- Should be limited downtown

Ex: Michigan Street
Street Typologies

Downtown Specialty

- Streets with enough space to accommodate specialty facilities such as cycle tracks
- Typically have high pedestrian traffic
- Extra attention paid to streetscape design

Ex: Jefferson Avenue
Street Typologies

Downtown Signature

- Build on the qualities of Specialty streets
- Carry more vehicular traffic
- Often serve as gateways to downtown
- Should accommodate all users and support development
The Challenges of Street Design

“There’s not enough on-street parking.”

“Some street trees would be nice there.”

“I would love a shelter to sit in while waiting for the bus.”

“We need wider sidewalks and places to sit.”

“Some bike lanes would be awesome.”
How Do We Meet All User Needs?

Retail and Restaurants

• On-street parking
• Outdoor seating
How Do We Meet All User Needs?

Bicyclists

• Safe, dedicated bike facilities
• Secure, convenient bike parking
• Wayfinding for trails, routes, etc.
How Do We Meet All User Needs?

Pedestrians

- Wide, quality sidewalks
- Shade trees
- Streetscape amenities

- Safe and convenient crossings
- Lighting
- Wayfinding to destinations, etc.
How Do We Meet All User Needs?

Transit Users

• Comfortable bus stops
• Sheltered waiting area
• Safe, designated boarding area
How Do We Meet All User Needs?

Drivers

• Safe and efficient travel
• Sufficient parking
• Wayfinding to parking, destinations, etc.
Existing Right-of-Way

- 9' Sidewalk
- 48' Curb to Curb
- 66' Right of Way
- 9' Sidewalk
Fitting within the Right-of-Way

Right of Way

Desired Street Elements

66'

100'
Putting the Pieces Together
Street Design Best Practices

Pedestrian Realm

BUMP OUT / ON-STREET PARKING

STOREFRONT / OUTDOOR DINING

PEDESTRIAN TRAVEL

AMENITY ZONE
Street Design Best Practices

Building Frontage Zone

- **Minimum** of 3 feet to provide space for **opening doors**
- **Minimum** of 5-6 feet for **outdoor seating** areas
- **Desired** width of 8-12 feet for **outdoor seating** areas
Street Design Best Practices

Pedestrian Travel Zone

- **Minimum** of 4 feet for ADA
- **Preferred** minimum of 5 feet
- **Desired** width of 6-8 feet
- **Enhanced** width of 8-10 feet for high-traffic, urban areas
Street Design Best Practices

Amenity Zone

• **Minimum** of 4 feet for street trees (root growth)
• **Preferred** minimum of 6 feet for street trees
Street Design Best Practices

Vehicular Facilities

Travel Lanes
- Width of a travel lane can influence speeds
- 10’ is typical minimum allowable lane width
- 11’ is preferred in many urban environments
  - Lanes with high volumes of buses, trucks
  - Lanes adjacent to on-street parking

Parking Lanes
- 7’ is typical minimum allowable lane width
- 8’ is preferred in urban environment
- Bump-outs are 1-2’ narrower than parking lane
Street Design Best Practices

Bicycle Facilities

• 5’ is minimum acceptable width for a bike lane
• 10’ is minimum acceptable width for a two-way bicycle facility or shared use path
• Buffers can increase comfort and use – many different options for types of buffers
  ➢ 3’ is typical width for striped buffer
  ➢ Can also accommodate planters, medians, etc.
Intersection Challenges

“I don’t feel safe crossing the street.”

“There’s too much going on in the intersection – it’s confusing!”

“It would be great if the bike lane continued through the intersection.”
Bicycle Pavement Markings
Highlighting Potential Conflict Areas
Pedestrian Crossings

High Visibility Treatments
Curb Bump-Outs

Narrowing the Pedestrian Crossing
Activity Stations

Street Kit Exercise

Working within the existing right-of-way, use the Street Kit pieces to build your own street!

Decide which elements are the most important and which ones you can do without to make sure it all fits within the existing constraints.

Each piece is designed based on national best practices for minimum and preferred standards.
Activity Stations

Where You Live

Use the blue dots to tell us (approximately) where your home or neighborhood is

Doesn’t need to be exact!
Activity Stations

Walking Downtown

Use the green dots to tell us where you enjoy walking downtown – where are the most pedestrian friendly streets?

Use the red dots to tell us where you don’t enjoy walking downtown – where do the streets need pedestrian improvements?
Activity Stations

Bicycling Downtown

Use the green dots to tell us where you enjoy riding a bike downtown – where are the most bicycle friendly streets?

Use the red dots to tell us where you don’t enjoy riding a bike downtown – where do the streets need improvements for bikes?
Please take a minute to answer the survey questions to help guide the priorities of our plan!
THANK YOU!

Keep an eye on our website for future project updates:

bit.ly/downtowntransportation