



TCC Minutes

Committee: Mobility, Sustainability, & Beautification

Date + Time: 5/7/25, 4:00pm

Location: City Council Chambers

Attendees: Chair Komives, Vice Chair Gadus, Hartman

Absentees: Driscoll, Jones, Martinez

Also Present: Melden

Presenters: Stephanie Bartlett, Raj Nagisetty, Matt Killam

Public Attendance: 23

Legislative Aide Facilitating: Evan Snapp

Topics...

- National Bike Month

Discussion...

- Komives: Welcome to our Bike Month, Mobility hearing. Thanks everyone for being here. We have several guests here to speak, and we appreciate their support for these biking related initiatives. First, I'll call on Councilmember Melden.
- Melden: Thanks for turning out today. This is important because we can still share info and ideas, and we will have recordings to share with our colleagues so we can later integrate these ideas into our plans.
- Komives: Now for an update from the City by Stephanie Bartlett.
- Commissioner Bartlett: Thank you for convening this meeting, it's an important topic but overlooked. I'm the commissioner of traffic management for COT and the Vision Zero coordinator. We are helping to provide safe infrastructure at the city level for biking and other micro-mobility. We're proud to work with so many private and public partners to work towards the goals of vision zero and traffic safety. We have bike training for young children to get them safe for travel and outfit them with free helmets. We're working to create safer and more comfortable streets by reworking certain areas. We have about 88 miles of dedicated bike trails in the city. 5 of the 8 major projects we have planned for this year included dedicated biking infrastructure. Broadway will have buffer bike lanes. Whitmer road will have a side path for biking. In 2026, we'll have the first phase of cycle track going towards downtown, as well as an additional multi use path on Secor Rd. Among many other plans that are published on our website and City of Toledo Roads facebook page.
- Melden: Do you have a map of all these projects that you can share with us?



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- Bartlett: Yes, we are working on just that- but it's not quite ready for public consumption. I'll share that with council.
- Raj Nagisetty: Thank you council for having me here. I'll speak a little bit about events this month, and what we've been doing to collaborate outside of Toledo to build a bike infrastructure network. I work as the transportation manager at TMACOG. We have several events this month for Bike Month, where the focus is on safe biking and outreach to different groups. We're coming up to the Bike-to-work Day, which will be an organized caravan of bicycles moving through 7-8 neighborhoods in Toledo on the way to downtown on May 16th. We are including in this the "Ride of Silence" which highlights riders that have been lost to traffic accidents. At TMACOG we are working to improve the visibility and safety of bikers, which includes sharing bright t-shirts at our events, and other resources for families to outfit younger bikers. Any questions?
- Komives: I appreciate the emphasis on safety! Councilmember Gadus:
- Gadus: If you have promotional materials, I would love to share it when I'm out in the community.
- Nagisetty: We do more online, and share QR codes that direct people to resources, but I'd be happy to share what we have with you, so you can spread the word.
- Melden: It's an interesting thing I hear a lot, when we put in a street, we put in a sidewalk. But people don't worry about the use of a sidewalk. It's different for bike paths we put in- people question the use, but its beneficial in providing something that didn't exist before, so the utility will be new to residents.
- Sankowski: I didn't prepare much, but I really hope we see a lot of the community turn out for Bike to Work Day, which is to promote healthier and safer biking. To make this accessible to more people and center more events around biking instead of cars. I will note that our biking infrastructure is pretty fragmented right now, but we're aiming for a comprehensive network throughout the city.
- Killam: I'm from Toledo Metroparks, and I know that for those who are public servants, the decisions end up being made by those who show up. So thanks everyone for showing up. When I started working here, but I also when I started seeing infrastructure in more cities, I noticed how important it is for connectivity, for people to be able to get where they need by the transport method of their choosing. I want to share some statistics. Lucas county has 270 miles of bike paths, of which Toledo maintains about 30% of that. I don't know where those numbers should be, but I know that we can always do better, and at MP we just do what people ask. May 18th we have an event at our first park, a Discovery Day at Ottawa Park. We also thank the biking community for holding us accountable.
- Komives: Its no small feat to maintain trails, so we really appreciate how many trails MP maintains and keeps nice for our residents.
- Melden: I'd like to applaud the Metroparks levy passing today. Also I want to bring up the Riverwalk and what that means for biking.



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- Killam: Yeah, the Riverwalk is the next big project that will connect downtown and the east side, multiple bridges, multiple parks. We still need public input, criticism, anything that can help us successfully integrate this project.
- Shaffer: I'm speaking as a cyclist and resident today. A bicycle is a life-saving device. I've learned through public service that there are so many people who have slipped through the cracks and there are so many problems compiling on them. Transportation is nearly impossible for everywhere people need to go when they don't have a car and can't afford one. Thus, bikes are special. It only takes that person. Healthwise, bikes can also prevent the leading causes of death and encourage activity to have healthier hearts and people. When we prioritize cars over bikes, as a city, we are sending an unfortunate message that the safety and opportunity for biking is unimportant, and we can do better.
- Sundvold: I want to commend everyone at the city, because biking is getting better. I have commuted to work by bike for 15 years, and 10 years at One Gov. These improvements aren't just about recreation, its about livability, its about livelihood for many people. I'm excited to be working on the Vision Zero committee to continue to work on these efforts. I think we're doing a lot, and we can do more, but I'm just excited to see where everything is going.
- Melden: I want to bring up this idea that something free we can do, is lower the speed limit. It's proven to save lives because of the danger of impact at high speeds.
- Sundvold: Its not always about the speed limit, but how wide the lane is. Thin lane- lower speed, less danger. Actually, in wider lanes, people consistently drive faster and get in more danger. So yes, it is more expensive, but its more effective.
- Bartlett: I agree with Ryne, the large-scale system changes are what makes the difference. Making it harder to go fast. The road itself is telling people what speed they should go, and its less about the speed limit signs.
- Hartman: Sorry, I have to leave now. But I will watch the rest of the hearing and I'm very supportive of all of these efforts. Living on summit, I can't wait till we have a plan for slowing down traffic there.
- Kneisel: I'm Alex Kneisel with Strong Town Toledo. I don't have much prepared, but some things I think we can be doing- we could have a bicycle safety commission like Bowling Green does. I think it would serve a different function than TMACOG or the Vision Zero committee. I think we could change policies to make stop signs a yield for bikes and red lights are a stop. I also support bike to work and bike to school initiatives.
- Turner: Hi I'm Ernest Turner from B Team Bike Club. We are trying to promote cycling in downtown Toledo. We're in a city as flat as the Netherlands, but the difference is in our approach to public infrastructure and transit. I think part of what we can do is match our city roads with the maps out there which show our true bike infrastructure and identify gaps. I recommend a book called Bikes Will Save the World. We should be thinking



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about how do we create our roads and our city to make biking safe among all forms of transit. I also want to invite everyone to join our Tuesday rides.

- Komives: We can try to setup a council bike ride after agenda review.
- Greenbaum: Hi I'm Clayton Greenbaum, and Ryne told me about this meeting. I moved to Toledo this year, partly because of my interest in biking and sailing. I live a bike-free lifestyle. In travelling through Toledo on a bike, I fell in love with Toledo. I believe in this place and that's why I bought a house here. I accept the risks of biking but not everyone understands. Not everywhere is connected but I've been able to make it work. My family uses the infrastructure and appreciates it. I think the streets belong to the people and therefore we should be trying to improve accessibility. Biking has been my salvation and is vital to my lifestyle.
- Duval: I just have some different thoughts. I work as a case manager, and I drive downtown multiple times a day. Erie and Michigan streets have gotten so much better, the flow is better for (car) traffic. For people who use motorized scooters due to disability, bike lanes are great for places where the sidewalk isn't the best. Working with many people who are disabled, I can't say enough about how bike lanes help them. Also, I'll note that a designated color for bike lanes besides white could be better.
- White: I'm Dan White, I live downtown with my wife and 3 year old daughter. We love the parks and stay here because of things like the Riverwalk. We work remotely. I also think Toledo generally is married to their cars, and we need better options that promote more independence. Financially, lots of people can't even afford the cars they have. We could at least make it easier to bike, which saves tons of money. We could leverage cheap options like ballards instead of painted lines to improve the city.
- Crawford: Hi, I'm Kelsey Crawford. I biked here today from Rossford. I moved up here 5 years ago. In Wheeling, WV, they showed that remaking one-way streets into two-ways, just by repainting, cut traffic fatalities in half and reduced people's speeds.
- Komives: Thanks everyone for coming here, supporting your community, and sharing your hopes and concerns with us. Meeting adjourned.