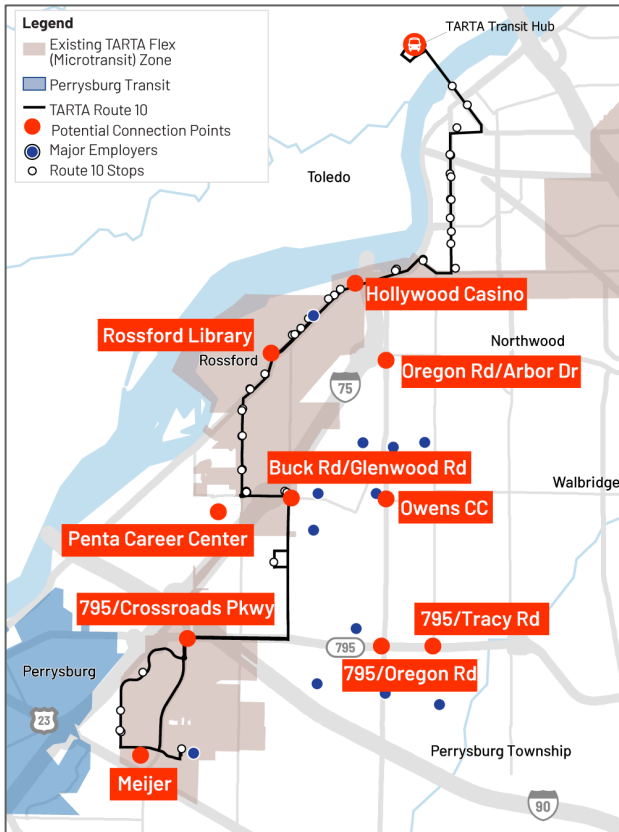


# worklink

## Wood County Workforce Mobility Study



## Appendix D: Connection Points

# Table of Contents

|                                        |           |
|----------------------------------------|-----------|
| <b>Introduction and Purpose .....</b>  | <b>3</b>  |
| Defining Connection Points .....       | 3         |
| Connection Point Design .....          | 8         |
| <b>Evaluation Framework .....</b>      | <b>10</b> |
| Evaluation Criteria .....              | 10        |
| Evaluation Scoring .....               | 14        |
| Evaluation Results .....               | 14        |
| <b>Conclusion and Next Steps .....</b> | <b>18</b> |
| Benefits of Connection Points .....    | 18        |
| Future Considerations .....            | 18        |

# Introduction and Purpose

This technical memorandum documents the identification and preliminary evaluation of proposed transit connection points across Wood County, Ohio, a rapidly growing county in the northwest corner of the State of Ohio seeking solutions to workforce mobility. Transit connection points may range from simple, well-sited bus stops to more complex nodes such as transit centers, park-and-ride lots, or shared mobility hubs. Regardless of scale, these places function as the joints in the transit network, shaping how easily riders can transfer between services, access key destinations, and complete first/last-mile trips safely and comfortably.

## DEFINING CONNECTION POINTS

While connection points can take different shapes, forms, and include a range of functions, a common definition that will be employed for this technical memorandum is the following:

*A connection point is a place designed to facilitate the movement of passengers between different types of travel, making it easier to travel across a wider area using public transit.*

Connection Points can be defined as places that facilitate the movement of passengers between transportation options. These connection could be:

- From one public transit provider to another
- From public transit to a shuttle
- From public transit to a sidewalk or bike lane/bike share

Connection points should be seamless, safe, and legible to users.

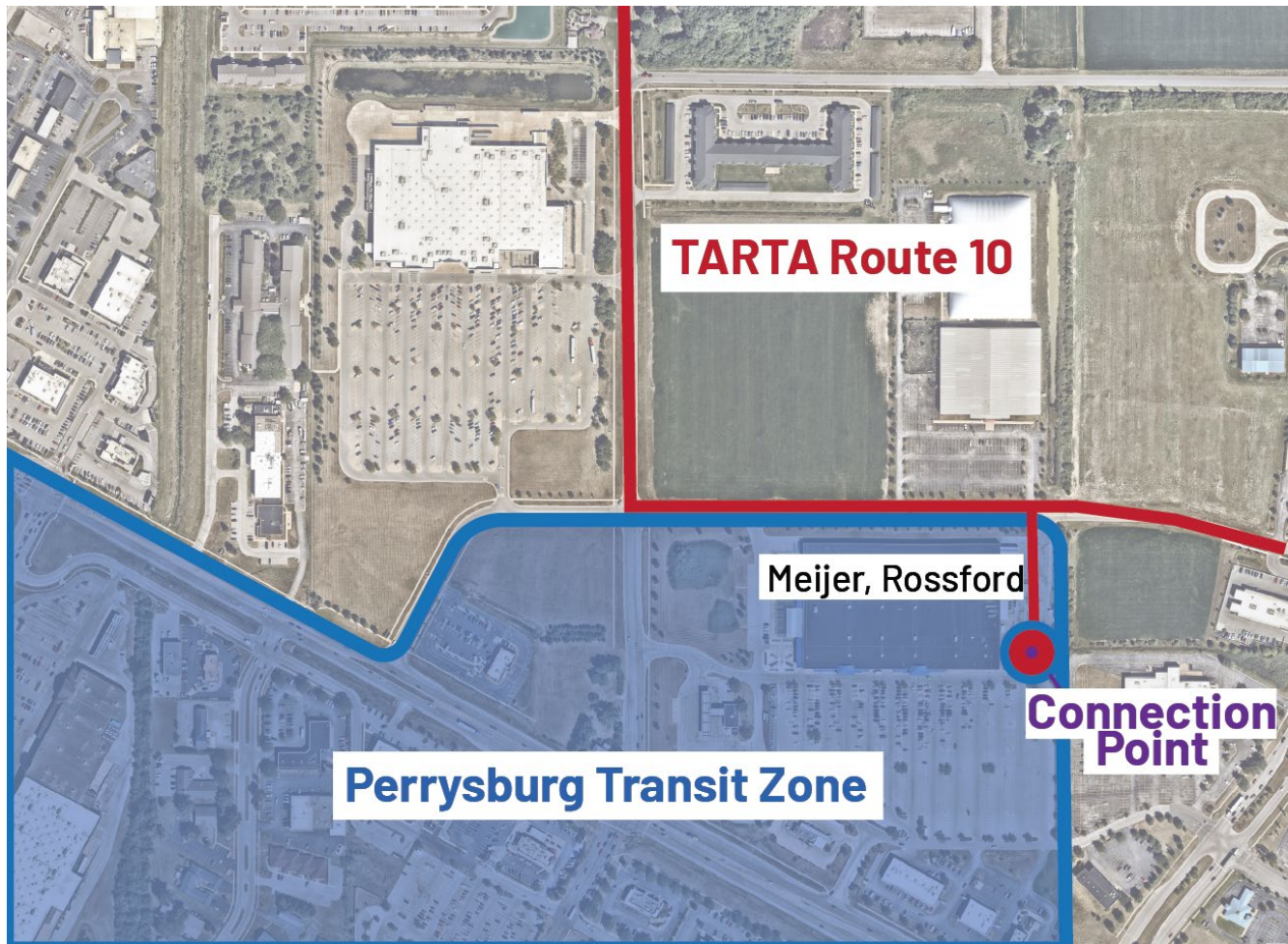
Connection point design scales up or down based on context. Wood County includes growing and urbanizing areas, employment hubs within suburban land use patterns, as well as rural areas. Transit services include a mix of fixed-route and demand-response. Given the land use patterns and amount of transit service, connection points in Wood County will likely be small footprint spaces with varying levels of amenities. Connection points may be on- or off-street with sheltered waiting areas, modest public furniture, space for at least two transit vehicles to stop, and lighting.

## Connection Point Examples

Connection point size and level of amenities will grow and change as demand increases over time. Below is an image showing a current Wood County connection point plus three examples of connection points in other communities. Each example ranges in size and design based on community and transit context.

### *Existing Wood County Connection Point*

Perrysburg Transit serves the City of Perrysburg with demand-response. The service will connect to TARTA outside the city limit at the Meijer in Rossford. The Meijer is therefore one example in Wood County of an existing connection point. The Meijer location includes a shelter and sidewalk connection directly adjacent to the Meijer. The stop is in the Meijer parking lot, meaning the waiting environment is along low-speed access roads.



*WeGo's Hillsboro Transit Center (Nashville, Tennessee)*

In 2022, the City of Nashville and WeGo Public Transportation opened the Hillsboro Transit Center in the Nashville neighborhood of Hillsboro. What was previously a tiny 50-square-foot bus shelter has now become a spacious, thoughtfully planned transit center. Located on the east side of Hillsboro Pike, the ADA-compliant center offers climate-controlled waiting rooms, real-time bus information, exterior waiting areas, public Wi-Fi, ticket vending machines, and lighting improvements. One of several neighborhood-level transit centers planned, this facility offers dedicated bus bays for connecting routes at a neighborhood-level design scale.

The design integrates various transportation modes including dedicated rideshare pickup/drop-off areas for quick access to Lyft, Uber, and similar services, and amenities for scooters, bike racks, and ample space for buses (up to three city routes). The footprint of the facility and signage allows for it to stand out within the streetscape, but also blend into its surroundings with a modern feel.



*Lextran Third and Elm Tree Bus Stop (Lexington, Kentucky)*

Located at the intersection of E Third Street and Elm Tree Lane, the City of Lexington and Lextran have installed the East End enhanced bus stop that includes a bus shelter with lighting and heating elements, public furniture, public art, public safety features, and native landscaping. Secure bicycle storage is also available. The facility's footprint is relatively modest, although larger than a typical bus stop, but this facility offers a unique anchor on the east side of downtown Lexington.

This facility included several pieces of public art that help to personalize the facility to the surrounding neighborhood.



### *High Point Community Transfer Points (High Point, North Carolina)*

As part of the City of High Point's Short Range Transit Plan (2025), the city and the High Point Transit System are planning for the creation of five new community transfer points spread around the periphery of the city. These future facilities were located based on observed passenger activity levels, a requested desire by the community for enhanced connections between routes outside of downtown, and the establishment of more permanent transit passenger facilities that the city could use to drive growth and development around.

Scaled to the surrounding neighborhood and community context, each community transfer point will be designed to enhance local connectivity rather than act as regional travel hubs. They support first-mile/last-mile solutions, often linking neighborhoods with employment nodes, local shopping areas, parks and/or other civic landmarks. Design considerations include:

- Prioritizing high-quality shelters, lighting, ADA-compliant pads, and real-time passenger information/communication.
- The facility should be sited in a way where people naturally pass between neighborhoods and anchors.
- Bike corrals, safe crossings, and microtransit pickup zones make small centers feel “bigger” by expanding their commute-shed.



As illustrated, these facilities are envisioned as simple yet distinct street-side passenger facilities, with modest decorative lighting, simple but enhanced shelters, level concrete pads, space for bicycles or other micromobility travel options, with adjacent natural tree canopy. Space for public art may also be available (depending on location).

## CONNECTION POINT DESIGN

Once a location has been determined, the design of the connection point depends upon daily passenger demand, amount of transit services using the site, and first/last mile needs for safe access. Guidance on connection point design can be found through the National Association of City Transportation Officials (NACTO), the American Public Transportation Association (APTA), and the Transit Cooperative Research Program (TCRP), among others.

### Planning and Design

Regardless of connection point location, several planning and design elements warrant consideration prior to making an investment in a connection point. First, the development of connection point “typologies” allows for the consideration of varying levels of investment depending on the surrounding environment where a connection point is being considered. This will help match the level of investment with anticipated demand. For connection points in more remote and/or rural areas – or where surrounding uses may be more oriented around industry or logistics, shipping and receiving – the use of automobiles will be an important consideration regarding access. Therefore, a connection point to start may have a more modest size footprint, such as a basic, prefabricated shelter, transit sign, and concrete pad. Public furniture is probably best kept to a minimum, saving recurring maintenance costs.

For connection points located at or near campus environments or regional shopping centers, a second typology might include sheltered waiting areas with dedicated lighting, public furniture (seating, trash receptacles), concrete pads connected to sidewalks, and a transit sign. Space permitting, other amenities could include trees for natural shade, transit system branding elements, and even public art. Finally, for connection points located in the most dense and urbanized locations, these facilities would focus more on passenger activity volume, with larger sheltered waiting areas, lighting, potentially heating elements, and public furniture. Space for branding and system identity are also important.

### Facility Layout

Connection points benefit from efficient circulation plans that ensure smooth passenger movements between site users (buses and potentially personal vehicles if the site is designed as a drop-off or park and ride). Connection points will minimize potential conflicts between transit vehicles, pedestrians, bicyclists, and automobiles. For passengers, it is ideal to provide direct, safe, and accessible paths between waiting areas, parking, and nearby streets using clearly marked crosswalks and traffic calming techniques in mixed-use settings. Connection points should also include bicycle racks or other means of bicycle storage, space for scooter parking/docking, and signed pathways that identify some spatial separation between bicycle and scooter users from pedestrians for safety purposes.

### Safety and Security

Passenger confidence is essential for attracting and retaining riders. The facility’s design should emphasize “eyes on the space” and layered safety measures:

- Lighting – Bright, uniform lighting at each connection point should be available, also illuminating safe crossing locations.
- Security Features – CCTV surveillance, emergency callboxes, and clear lines of sight are often expectations of passengers, particularly at low-light times of day in the mornings or evenings. Coordination with local law enforcement or security staffs at major institutions are also important for periodic security patrols.
- Crime Prevention Through Environmental Design (CPTED) – A planning and design approach intended to reduce opportunities for crime and improve people’s perception/sense of safety, CPTED seeks to shape the built environment in ways that encourage natural surveillance (good lighting, clear sightlines, “eyes on the street,” avoiding hidden corners), access control (defined entrances, landscaping, clear paths and crossings), and active maintenance/management (clean spaces, facilities in good condition/repair) to encourage the positive use of a space or area.

## Expansion Capability

A connection point must be designed with future scalability in mind, both in terms of the number of transit routes and vehicles serving the facility, but also the number of passengers it will serve. When considering expansion of a connection point, it’s important to anticipate future growth in ridership, service patterns, and infrastructure needs. Considerations include:

- Ensure the site has sufficient space (or adjacent parcels with acquisition potential) to add bus bays or waiting areas.
- Use building and bus stop layouts that can be expanded in phases without disrupting existing operations.
- Plan for the possibility of new local bus lines, microtransit, or other regional transit services to connect with the facility.

When designing a potential facility for more immediate implementation, it will be important for designers to include oversized electrical conduits, fiber lines, and utilities to accommodate additional future systems constructed in later phases of facility expansion. Also, the facility’s design should consider pavements and structures for heavier or more frequent vehicles than currently planned or needed. This will help future-proof the facility for when more trips are routed to the connection point.

## Evaluation Framework

Given the planning-level nature of this effort, and the absence of site-specific information, the evaluation framework was designed to use both quantitative and qualitative measures and to offer a planning-level comparative screening. The objective was to apply a consistent lens across a set of candidate locations that distinguished some locations from others, and that reasonably pass an initial assessment for further planning and design consideration, leading to eventual implementation.

### EVALUATION CRITERIA

This evaluation process was grounded in criteria that emphasize consistent functional needs across Connection Point types (reliable timed connections, wayfinding, safety/accessibility, operational efficiency, and integration with surrounding land uses). These criteria are as follows:

- Regional Demand and Trip Generators
- Access to Opportunity
- Land-Use Readiness
- Network Connectivity
- First/Last-Mile Options
- Safety and Security
- Regional Gap-Closure and Coverage
- Partnership and Community Support
- Site Suitability and Space
- Operational Feasibility
- Implementation Readiness
- Capital Cost (Order of Magnitude)
- Ongoing O&M Burden
- Economic Development
- Environmental Benefits
- Digital Readiness

This list of criteria does not capture parcel-level conditions, detailed origin–destination patterns, or shift-based commuting behavior.

To organize this information in a consistent way, an evaluation matrix was used as a comparison tool. The matrix was applied uniformly across all candidate locations to document how each performed relative to the criteria. In practice, the matrix functioned as a structured way to record whether locations generally passed or did not pass an initial screening rather than as a scoring model intended to produce precise rankings. The framework is intended to support discussion and prioritization in subsequent phases, not to substitute for more detailed analysis that would be required as service concepts, governance, and funding strategies are further developed.

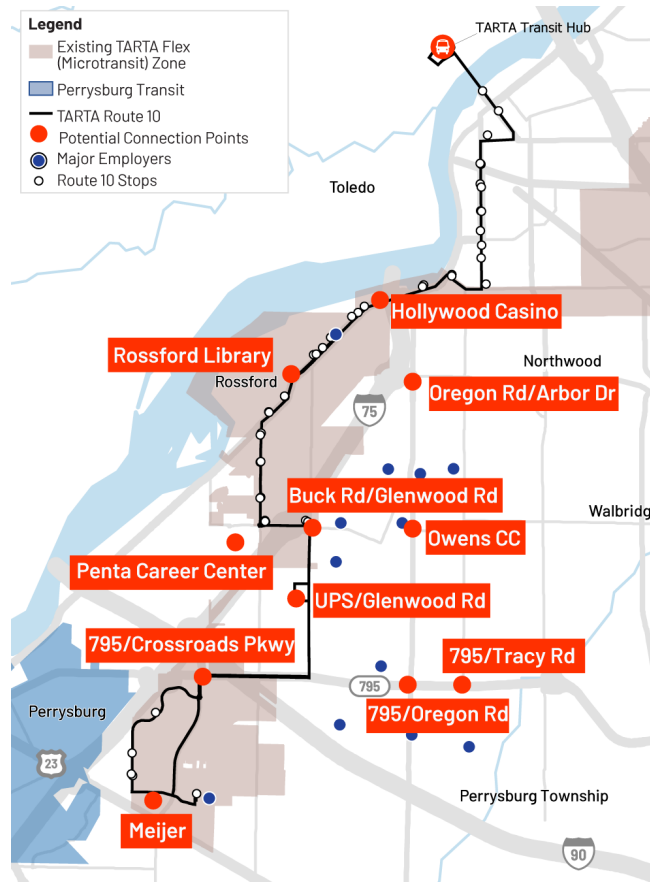
### Connection Point Locations Reviewed

As part of the preliminary Connection Point identification process, the project team evaluated a defined set of candidate locations. The locations reviewed represent a mix of activity centers and locations along major travel corridors, including post-secondary education anchors, retail and mixed-use destinations, health care facilities, and

civic/community nodes. At this stage of the process, the intent was to describe and compare locations, recognizing that the built environment and access conditions vary widely across the county.

A sampling of potential connection points in northern Wood County are shown in Figure 1.

**FIGURE 1. POTENTIAL CONNECTION POINTS IN NORTHERN WOOD COUNTY**



The locations reviewed include the following (in no specific order):

- **Downtown Bowling Green:** The traditional downtown and civic center for the City of Bowling Green, this area contains a mixture of local and state government offices, social services, small businesses, and residential uses. While Downtown Bowling Green is a historic regional activity center with walkable streets and existing transit service, the overall employment density is somewhat dispersed across multiple uses.



- **Bowling Green State University (BGSU):** One of several large, public universities in Ohio, with a recurring enrollment of roughly 20,000 students, BGSU is one of Wood County's largest single activity generators, with significant daily travel to and within the campus by students, staff, faculty, and visitors. While BGSU operates year-round, summer activity is lower than during spring and fall sessions. Travel demand is distributed throughout the day with peaks aligned to class schedules and work shifts, and the campus functions as a distinct, high-activity environment within the City of Bowling Green and Wood County.
- **Owens Community College (OCC):** OCC is a large, suburban community college campus on Oregon Road with more than 7,000 students enrolled in recent terms. Major postsecondary and workforce training campus located near freeway access, serving a commuter-based student population along with faculty and staff. The campus operates largely as a self-contained destination, with significant daily inflows and outflows tied to class schedules and training programs.
- **Levis Commons:** Mixed-use retail, office, and entertainment center with concentrated employment in retail, service, and office uses. Functions as a regional destination with auto-oriented access patterns, serving both customers and workers across extended hours, including evenings and weekends.
- **Mercy Health – Perrysburg Hospital:** Large healthcare campus serving as a major employment anchor, with workforce activity



distributed across multiple shifts. Travel demand is less peaked than traditional office uses, reflecting 24-hour operations and a mix of clinical, administrative, and support functions.

- **Meijer – Rossford:** Freeway-adjacent big-box retail location functioning as both a regional shopping destination and a significant retail employment site. Employment patterns reflect retail shift work with early morning, evening, and weekend activity, and access is primarily auto-oriented.
- **Hollywood Casino Toledo:** Regional entertainment and hospitality destination with a sizable workforce operating across late-night and nontraditional hours. Functions as a single-site employment anchor with travel demand extending beyond typical peak periods.
- **Rossford Library / Downtown Rossford:** Community and civic anchor located within a traditional neighborhood setting in downtown Rossford. Employment activity is modest in scale but embedded in a walkable street network that also includes nearby residential uses and local services.
- **Penta Career Center (Buck Road):** Regional career and technical education campus serving high school and adult learners from across the area. Travel demand is tied to structured class schedules, with pronounced peaks aligned to instructional periods.
- **Buck Road / Glenwood Road:** Signalized intersection within an employment-oriented area, proximate to industrial, warehousing, and service uses. Functions less as a single destination and more as a node where multiple employment-related trips converge in an auto-oriented environment.
- **SR 795 / Crossroads Parkway:** Signalized intersection in an area transitioning from agricultural to employment uses. Located just south of Interstate 75 and the Ohio Turnpike, this site offers proximity to industrial, retail, and hotel destinations, with nearby parcels slated for future development.
- **SR 795 / Tracy Road:** Corridor node characterized by industrial, logistics, and commercial uses along SR 795. Employment is distributed across multiple sites with limited pedestrian infrastructure and strong reliance on auto access.
- **SR 795 / Oregon Road:** Corridor location serving a mix of industrial and commercial employment uses, with dispersed sites and limited internal connectivity. Similar to the Tracy Road node, it functions as a logical convergence point for services operating along the corridor.
- **Oregon Road / Arbor Drive:** Site location is nearby residential housing, commercial enterprise, and industrial/logistics facilities, with easy access to and from the region’s arterial roadway system that would enable quick access to the site. Employment is dispersed nearby, but within a reasonable walking distance, with some sidewalks offering safer pedestrian accessibility. The site has expansion potential to one day include parking or a potential development that incorporates public transportation service.
- **Glenwood Road/UPS:** This location is currently served by TARTA’s route 10. The stop has a shelter and is located within the UPS site.

## EVALUATION SCORING

The locations specified above were evaluated against the planning-level criteria. Locations that clearly rose to the top were categorized as “Priority Connection Points,” while locations that remain plausible but are more conditional were categorized as “Secondary Connection Points” or as “Future Opportunity.” Priority Connection Points are the locations where medium-term planning attention should be focused because they most consistently align with the screening criteria and are easiest to justify as connection points using the generalized information available. Secondary Connection Points remain important to the overall project goals, but are more dependent on future service evolution, additional site information, or narrower operating assumptions. More information on this process is available in the following sections.

Each candidate location was assessed against the full set of evaluation criteria using qualitative ratings: High, Medium, or Low. These reflect how well the location aligns with each consideration at a planning level, given the generalized information available. For the purposes of comparison, these qualitative ratings were translated into point values (High = 3, Medium = 2, Low = 1) and summed across all criteria to produce an overall score for each location. All criteria were weighted equally, consistent with the intent of this phase to apply a uniform screening lens rather than to emphasize any single consideration. The resulting scores are used to support relative ordering among locations and to identify broader patterns of alignment or constraint across the criteria set.

## EVALUATION RESULTS

The evaluation results presented in this section reflect a planning-level screening of candidate Connection Point locations using the evaluation criteria described previously. These criteria were organized into an evaluation matrix to provide a consistent framework for comparing locations across a broad set of functional, operational, and contextual considerations. While the matrix incorporates some generalized numeric context, it is not intended as a predictive or site-specific analytical tool. Instead, it documents how each location performed relative to others across the full set of screening considerations.

### Results Summary

Based on the results summarized in the evaluation matrix locations were grouped into Priority Connection Points and Secondary Connection Points based on total score, reflecting the degree to which each location consistently aligned with the screening criteria using the generalized information available at this stage.

### Priority Connection Points

The following locations achieved the highest overall evaluation results and emerged as Priority Connection Points. These locations demonstrated consistent alignment across multiple evaluation criteria, with particular strengths clustering around workforce-related trip generation, network connectivity, and operational feasibility.

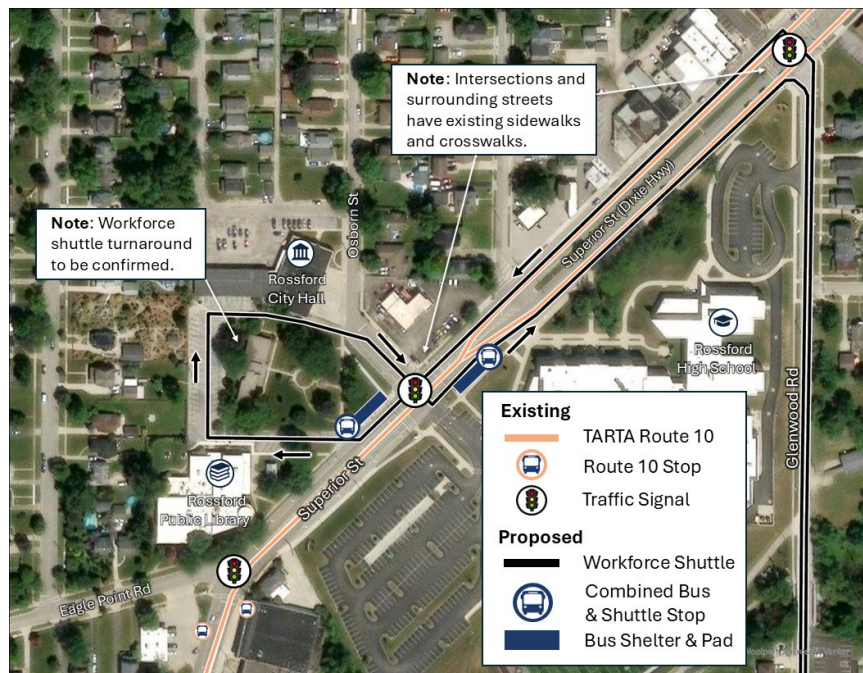
### Levis Commons

Levis Commons produced the strongest overall evaluation result, with consistently high ratings across criteria that cluster around regional demand/trip generation, access to opportunity, land-use readiness, network connectivity, and passenger access/safety considerations. The primary areas of relative lower performance for this location are operational feasibility and capital cost, suggesting that the location's strengths are anchored in its activity/employment context and network role, while implementation may require additional refinement of operating and facility assumptions.

### Rossford Library

Rossford Library performed strongly and consistently across criteria associated with network connectivity and gap-closure, along with first/last-mile options, safety/security, and partnership/community support. Unlike several other locations, the matrix does not show clear “low” ratings for Rossford Library, indicating a comparatively balanced profile. Its strengths cluster around being a plausible, community-scale node from an access/connectivity standpoint, even if overall demand characteristics are more modest than the largest activity centers. Rossford Library could support connections to the existing TARTA Route 10 via new shared bus stops on Superior Street, as shown in Figure 2.

**FIGURE 2. POTENTIAL ROSSFORD LIBRARY INFRASTRUCTURE AND STOP LOCATIONS**



### *Downtown Bowling Green*

Downtown Bowling Green scored highly across criteria that center on connectivity, first/last-mile conditions, safety/security, and site suitability, alongside strong ratings for regional demand/trip generators and access to opportunity. The principal constraints in the matrix appear in implementation readiness and regional gap-closure/coverage, indicating that while the downtown context aligns well with functional Connection Point needs, the pathway to implementation and the specific role it plays in closing regional gaps would benefit from further refinement.

### *Penta Career Centers*

Penta Career Centers advanced as a Primary Connection Point based on high performance in criteria related to access to opportunity, land-use readiness, operational feasibility, and implementation readiness, as well as regional gap-closure/coverage and partnership/community support. The matrix indicates a key constraint in first/last-mile options, suggesting that its strongest alignment is tied to being a clear workforce training destination with feasible operations, while access conditions may require additional attention as service concepts are refined.

### *Meijer in Rossford*

Meijer in Rossford scored well overall due to strengths related to regional demand/trip generators, access to opportunity, implementation readiness, and partnership/community support, with an additional high rating related to environmental benefits. The main limiting factor is first/last-mile options, indicating that while the location functions as a meaningful employment/activity destination and is relatively straightforward to justify at a screening level, access/connectivity conditions would need to be addressed for it to function well as a connection point.

### *Oregon Road / Arbor Drive*

Among the more suburban and transitional locations, the Oregon Road/Arbor Drive connection point location scored well against the planning criteria. Sufficient land exists such that a connection point could be accompanied by a small parking area (with space for additional spaces should demand warrant), with nearby proximity to a range of employers and residential locations, all generally less than one-quarter mile from the proposed connection point location.

### *SR 795 / Crossroads Parkway*

A potential connection point at SR 795 and Crossroads Parkway offers the potential to connect a future WorkLink shuttle to the existing TARTA Route 10 service in a rapidly developing part of Wood County. This site could be enhanced with investment in bus and pedestrian infrastructure to support improved first/last-mile connections, as shown in Figure 3.

**FIGURE 3. POTENTIAL SR 795 / CROSSROADS PARKWAY INFRASTRUCTURE AND BUS STOPS**



## Secondary Connection Points / Future Opportunities

The following locations received lower total scores and are classified as Secondary Connection Points. These locations showed strengths in some criteria areas but exhibited more mixed performance across the full set of considerations.

- Bowling Green State University
- Owens Community College
- Buck Road/Glenwood Road
- Mercy Health
- Glenwood Road/UPS

Finally, three locations initially considered as potential connection points were identified as locations that warrant future consideration but may not yet be ready for implementation of a connection point. Alternatively, these facilities could be served by a WorkLink transit service – depending on the service delivery approach – either through a pre-scheduled trip or if the facility is within a reasonable travel distance of another connection point.

- Hollywood Casino
- SR 795/Oregon Road
- SR 795/Tracy Road

# Conclusion and Next Steps

## BENEFITS OF CONNECTION POINTS

Many transit networks in the United States rely on a hierarchy of transfer centers and connection points that range from landmark intermodal stations to simple community hubs. The examples in this report show that there is no single “best” model; rather, success emerges from matching facility scale to network strategy.

Planning and designing connection points involves far more than arranging space for a transit vehicle or adding a sheltered waiting area. Connection point planning and design requires balancing operational efficiency, passenger comfort, and integration with the surrounding environment. A well-designed connection point ensures smooth connections between travel modes, safe circulation, and a positive passenger experience. The best facilities balance efficiency, comfort, safety, and multimodal connectivity while serving as neighborhood assets. When designed thoughtfully, connection points:

- Improve operational performance.
- Enhance the passenger experience.
- Strengthen links between transit and surrounding land uses.
- Support sustainability and future mobility needs.

## FUTURE CONSIDERATIONS

The WorkLink project outlines potential service definitions, governance and funding strategies, and opportunities to coordinate land use and transit operations in Wood County. The Priority Connection Points identified in this report can be considered as nodes for future transit services, including microtransit, workforce shuttles, or regional route connections. As Wood County continues working to advance workforce mobility, it can select and re-prioritize the appropriate connection points for WorkLink service in collaboration with regional partners.