



MT 2045



Long Range Transportation Plan 2020-2045

EXECUTIVE SUMMARY

APRIL 2021

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The preparation of this document was cooperatively financed by the Ohio Department of Transportation and the Maumee Valley Planning Organization.

The opinions, findings and conclusions expressed are not necessarily those of the Ohio Department of Transportation. This report does not constitute a standard, specification, or regulation.

Photos courtesy of The Crescent News, the Bryan Times, AA Roads, and <http://wabashcannonballtrail.org/>.

INTRODUCTION

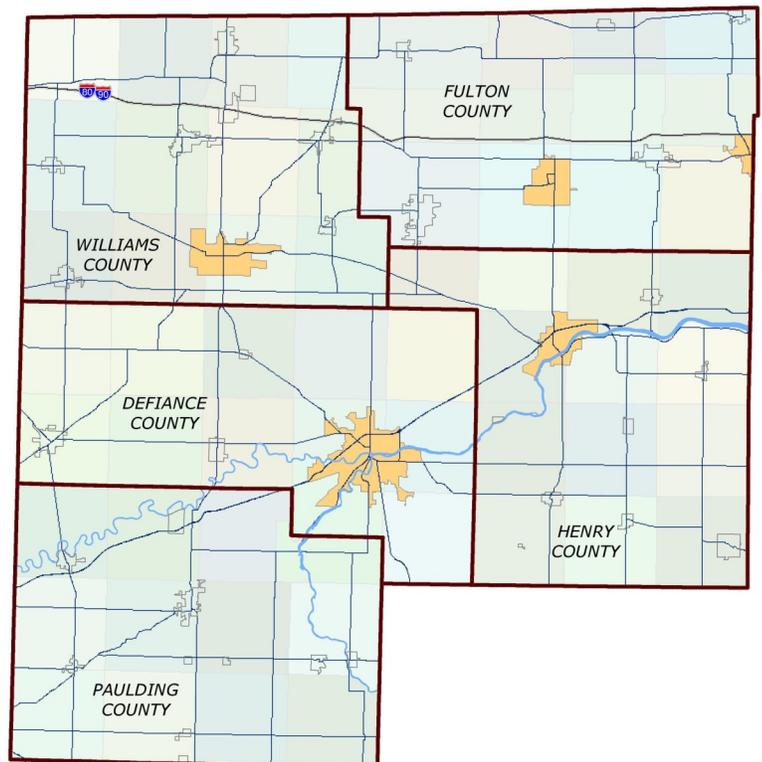


Who is MVPO?

The Maumee Valley Planning Organization (MVPO) is a voluntary association of local governments serving as a Regional Planning and Development Organization for Defiance, Fulton, Henry, Paulding and Williams Counties in northwest Ohio.

What is the RTPO?

MVPO also serves as the Regional Transportation Planning Organization (RTPO) for the five counties listed above. The Ohio Department of Transportation (ODOT) began a two-year pilot program in 2013 authorizing MVPO to become an RTPO and provide the Region with transportation-related planning activities. The purpose of the RTPO program is to give the rural regions in Ohio a more active voice in transportation planning and therefore realize more transportation improvement projects. The two-year pilot program was successful and as such, MVPO will continue to serve the Region as an RTPO.

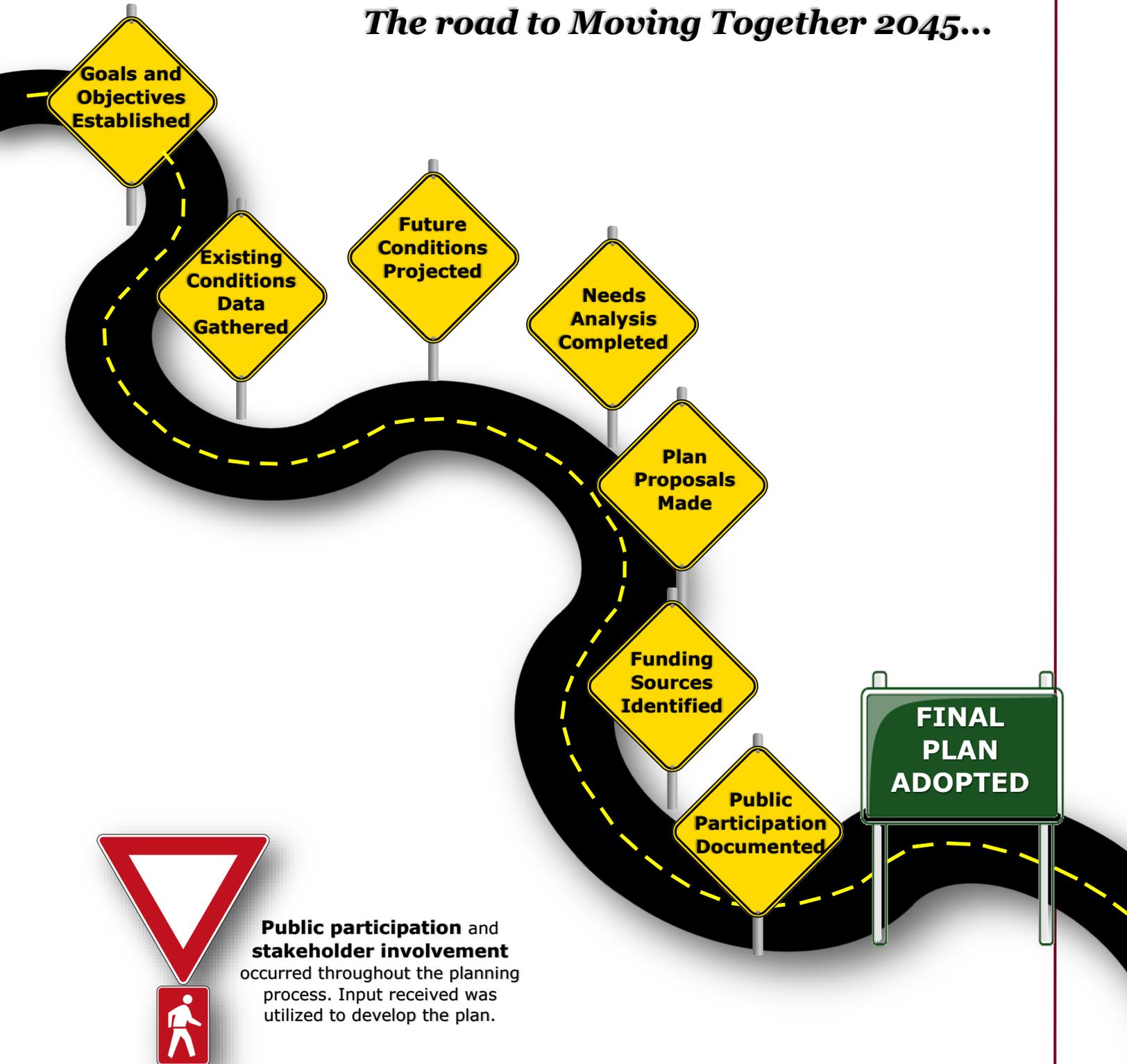


What is Moving Together 2045?

One of the functions of the RTPO during the pilot program was to develop a long range transportation plan (LRTP) for the Region that will be updated every five years. This plan, known as **Moving Together 2045**, was developed using a *continuing, comprehensive, and cooperative* planning process. The LRTP creates a vision for the future of the Region's transportation network by outlining goals and objectives, analyzing existing and future conditions, identifying regional priorities, and proposing recommendations. This Executive Summary will provide highlights of the LRTP while the plan in its entirety can be found on MVPO's website: www.mvpo.org/transportation.html and in paper form by request.

PLAN DEVELOPMENT PROCESS

The road to Moving Together 2045...



GOALS AND OBJECTIVES

Moving Together 2045 was shaped by seven goals developed to act as a guide for improving the Region’s transportation system over the next 25 years. These goals are based on the plan vision and have several objectives associated with each. Developed through a coordinated effort, the goals represent specific elements of the transportation system and the planning process desired to be accomplished over the life of the plan.

SAFETY

Increase the safety and efficiency of the transportation system for motorized and non-motorized users

ENVIRONMENTAL SUSTAINABILITY

Protect the environment, promote energy conservation, and improve quality of life while improving the regions transportation network.

INFRASTRUCTURE CONDITION

Maintain the existing transportation system in a state of good repair.

BICYCLE AND PEDESTRIAN

Improve the non-motorized transportation network

PERSONAL MOBILITY

Increase transportation options available for people to reach their desired destination.

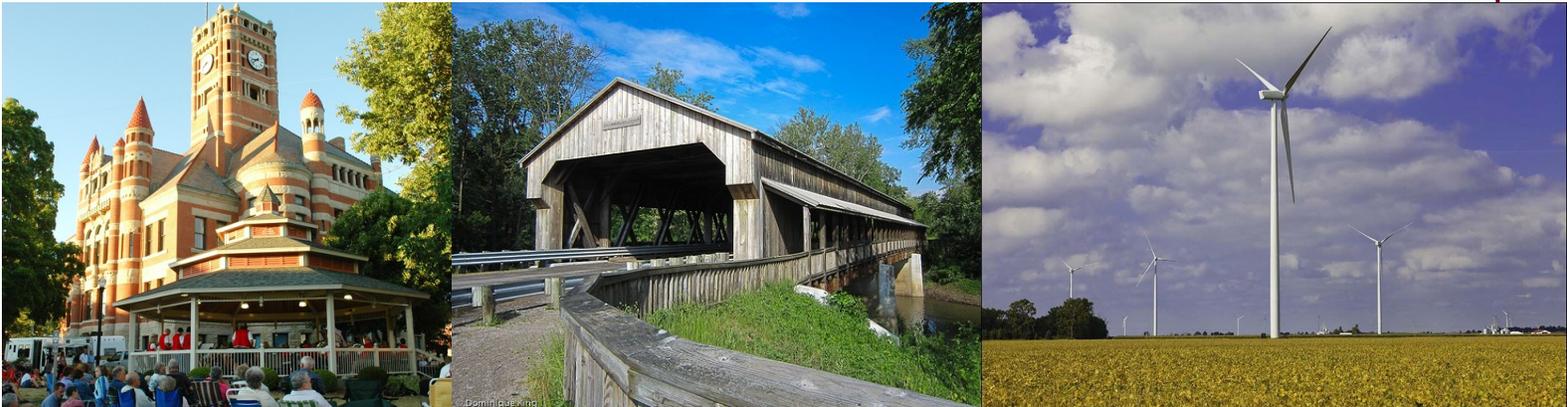
FREIGHT MOVEMENT AND ECONOMIC VITALITY

Improve the region’s freight network and support the economic vitality of the area.

MOVING TOGETHER 2045 VISION:

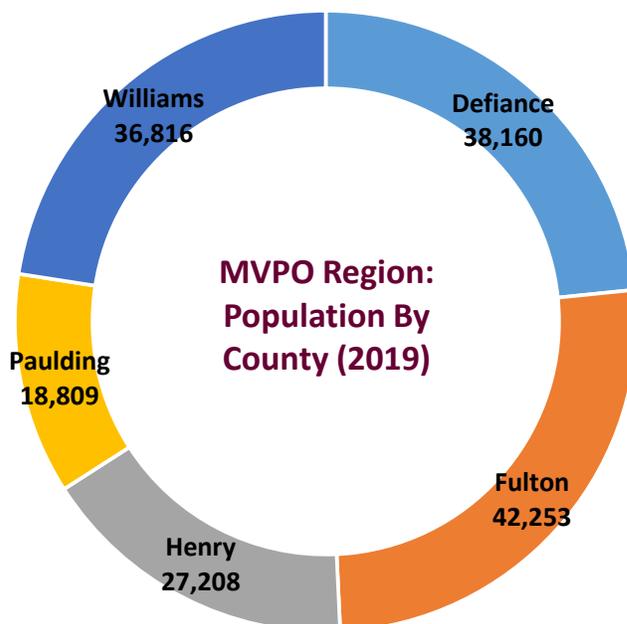
Provide a **safe, efficient, and sustainable** multi-modal transportation system that fosters economic development, protects the environment, and *meets the needs of all residents in the region.*

EXISTING CONDITIONS



What does the Region look like today?

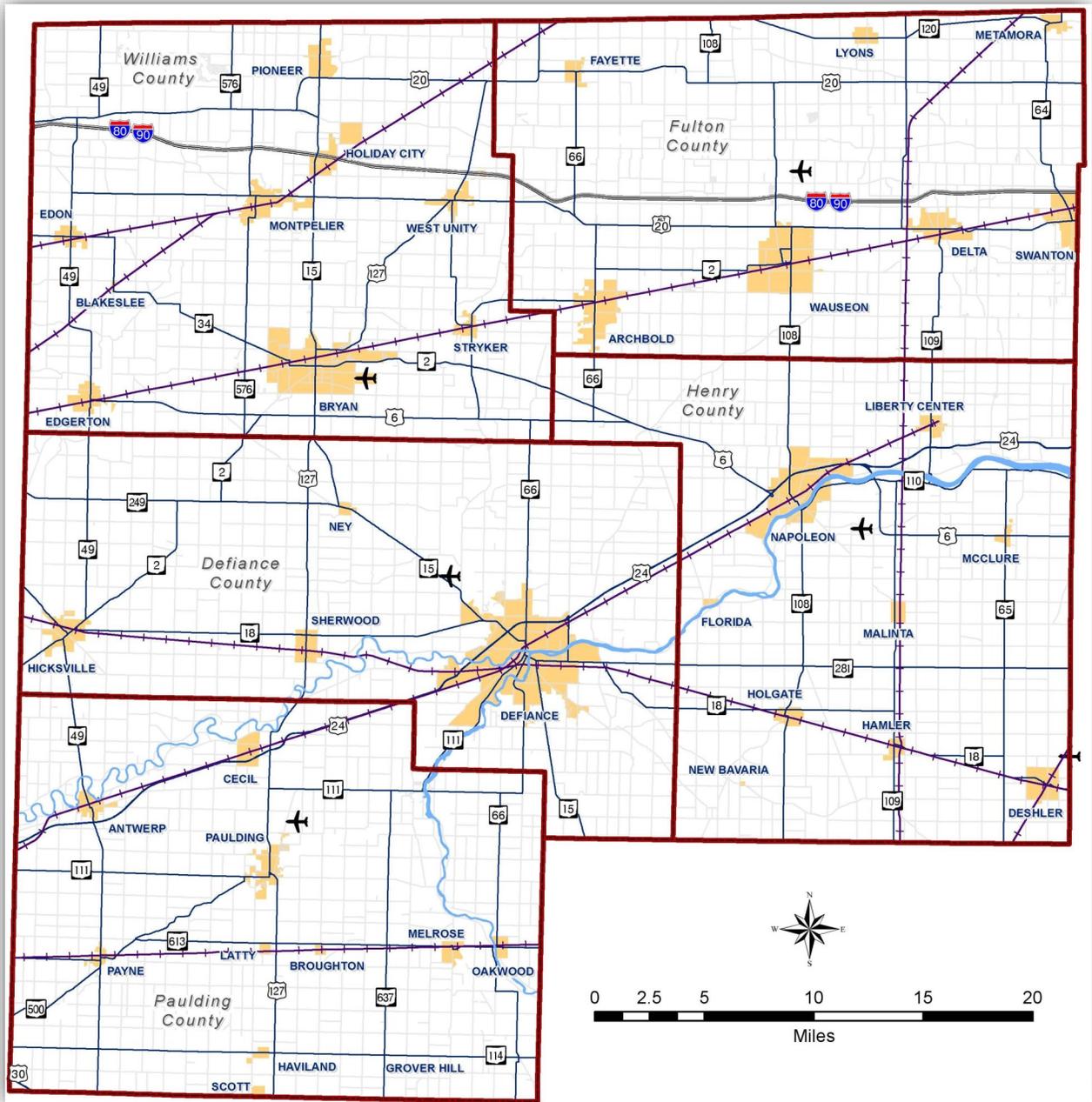
As of 2019, the MVPO Region is home to approximately 163,000 people in 2,080 square miles. Rich in farmland, the Region’s land use is predominantly agricultural with the majority of the industrial and commercial land use located in urban areas and municipalities. The overall population has declined since the year 2010 by 2.4% and the labor force has also declined by more than 4% since 2010. This decline can most likely be attributed to a decline in the “working age” population combined with an increase in the elderly population and a net outflow of residents from the Region. Fulton County is the most populous of the five and the City of Defiance in Defiance County is the largest city with approximately 16,990 residents in 2019.



What does the Region's transportation system look like today?

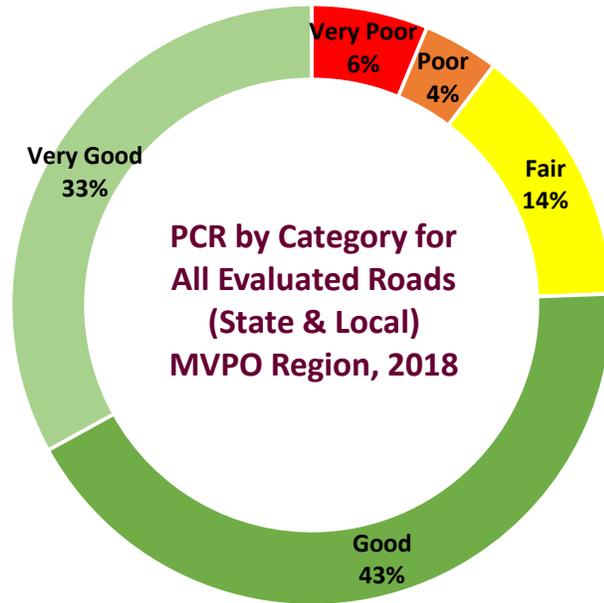
In order to successfully plan for the future of transportation in the Region, it is important to first understand the current transportation system.

MVPO Region's Transportation System



ROADWAYS

- ◆ Major U.S. and State Routes important to both passenger and freight travel are located within the Region. These routes include U.S. Route 24, U.S. Route 6, U.S. Route 127, State Route 15, and the Ohio Turnpike.
- ◆ The Ohio Turnpike runs east and west through Fulton and Williams Counties. This route is extremely important not only to the Region, but to the state and nation as well.
- ◆ Pavement Condition Rating (PCR) data was provided by ODOT for the state system and a limited number of roads on the local system. Of the roads evaluated, 24% were listed in fair to very poor condition.
- ◆ Not all roads were evaluated for PCR so this data does not provide a complete overall description of road conditions in the Region.



BRIDGES



- ◆ There are 1,794 total bridges located in the Region.
- ◆ 370 are State bridges.
- ◆ 1,278 are County bridges.
- ◆ 92 are Turnpike, 27 are City, 20 are Railroad, and 3 are Private bridges.
- ◆ 128 bridges have a General Appraisal (GA) rating of 4 or less, meaning 7% of the bridges in the Region are in poor condition or worse.

FREIGHT



- ◆ The movement of goods into, out of, and through the five county area plays a critical role in the economy and infrastructure of the Region
- ◆ The most common mode of freight transport in the Region is by truck
- ◆ Rail is the second most common mode
- ◆ The highest tonnage of truck freight is transported on the Ohio Turnpike and U.S. Route 24
- ◆ Two Class I carriers operate through the Region as well as 3 Short-Line Railroads
- ◆ Norfolk Southern experiences the highest rail volume with 50 trains per day

PASSENGER RAIL/TRANSIT



- ◆ The Region is serviced by Amtrak with one stop in the City of Bryan
- ◆ The Amtrak stop has a volume of four trains per day
- ◆ There are no public transit facilities in the five county area

AIR FACILITIES

- ◆ No commercial airline service or international airport is located within the Region
- ◆ 5 general aviation airports: **Defiance County Memorial, Fulton County Airport, Henry County Airport, Williams County Airport,** and the **Deshler Municipal Landing Strip**
- ◆ 1 other airport that is privately owned: **Paulding Airport, Inc.**
- ◆ The majority of operations for all airports listed above are Local or Transient General Aviation



BICYCLE AND PEDESTRIAN FACILITIES

- ◆ Major trails located in the Region include the **Wabash Cannonball Trail**, the **Buckeye Trail**, and the **North Country Trail**
- ◆ The *Wabash Cannonball Trail* consists of two forks; the North Fork travels through Williams and Fulton Counties and the South Fork travels through Henry County
- ◆ Two sections of the *Buckeye Trail* travel through the Region– the Delphos Section and the Defiance Section
- ◆ The *North Country Trail* enters Ohio from the north and heads south to join the Wabash Cannonball Trail and eventually the Buckeye Trail
- ◆ Many smaller recreational trails, bike paths, and walking trails also exist throughout the Region, often located within parks
- ◆ Through public input it was learned that residents of the Region feel many sidewalks are in poor condition and there is an overall lack of sidewalk connectivity

BICYCLE AND PEDESTRIAN FACILITIES UPDATES

- ◆ **Reservoir Park** (Defiance): Constructed wooden boardwalk and asphalt tie-in pieces at the base of the reservoir in 2019.
- ◆ **Ottawa Avenue** (Defiance): Construction of approx. 1/2 mile of multi-use path in 2021 with plans to extend facilities in future phases.
- ◆ **Cleveland Avenue** (Defiance): Construction of multi-use path from Ottawa Avenue to Evan Drive in order to connect to the Safe Routes To Schools sidewalks previously constructed.
- ◆ **Eastside Park** (Defiance): Constructed a multi-use path from Ottawa Avenue to the newly renovated Eastside Park in 2020.
- ◆ **Memorial Park** (Swanton): Utilized CDBG funds to repair and paint the Park Pavilion.
- ◆ **La Fountain Park** (Paulding): Replaced outdated and aged skate park equipment, going from equipment made of wood to steel.



- ◆ Construction has also begun on a trail connecting the Village of Ney and the City of Bryan. Two miles of this trail was completed in 2020.

SAFETY



- ◆ There were 23,108 crashes in the five-county area from 2015-2019.
- ◆ 152 of those crashes were fatal (0.7%)
- ◆ Injury crashes made up 20% of all crashes
- ◆ The top three crash types were **animal, fixed object, and rear end**

Top Ten Crash Locations, 2015-2019

Rank	Intersection	Jurisdiction	Number of Crashes
1	Clinton & 2nd (SR 66 & SR 15)	Defiance	77
2	Clinton & Sessions (SR 66 & SR 15/18)	Defiance	71
3	Clinton (SR 66) & Court	Defiance	62
4	Clinton (SR 66) & 1st	Defiance	60
5	Shoop (SR 108) & US 20A	Wauseon	59
6	Clinton (SR 66) & Stadium	Defiance	50
7	2nd (SR 18) & Main	Defiance	46
8	2nd (SR 18) & Wayne	Defiance	43
9	Clinton (SR 66) & River	Defiance	41
10	Ottawa (SR 15) & Cleveland	Defiance	38

- ◆ The leading cause of accidents was *roadway departure* (29%)
- ◆ Of the 152 fatal crashes, 34% were related to drugs and/or alcohol
- ◆ Data shows the total number of crashes in the Region is declining over time

CONGESTION

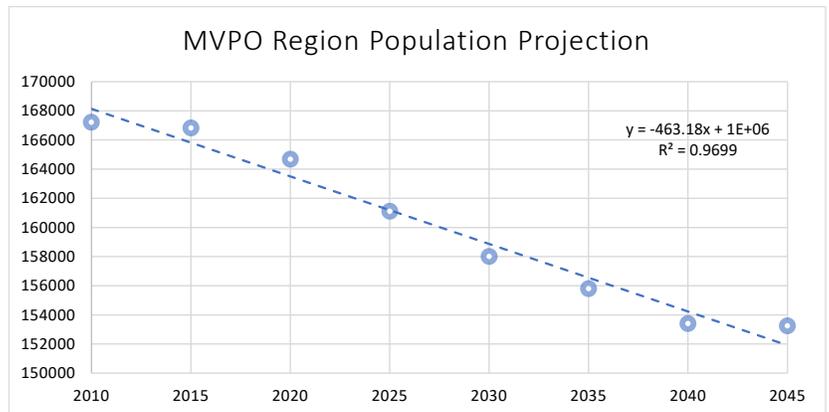
- ◆ Overall, congestion is not currently a major issue for the Region
- ◆ It is very important to residents to address areas that do experience congestion and maintain low levels overall
- ◆ SR 15 (Clinton Street) in the City of Defiance experienced the highest levels of congestion in the Region in 2018

FUTURE CONDITIONS

What will the Region look like tomorrow?

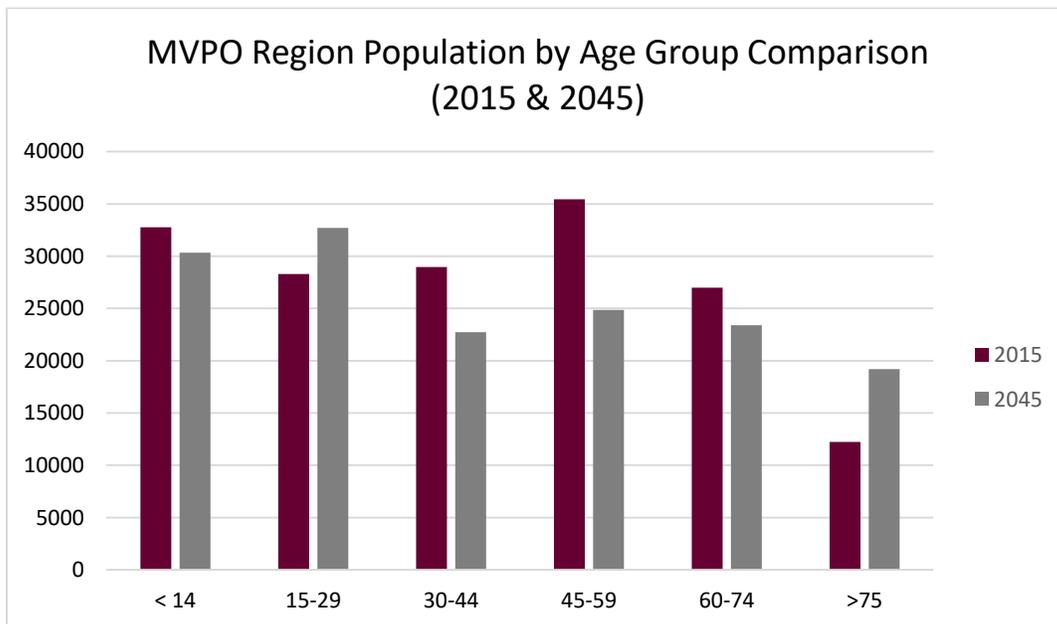
◆ The population will continue to age and decline

From 2010 to 2045 the Region's population is projected to decline by 8% and see a 25% increase in people age 60 and older. By 2045 the total population of the Region is projected to be 153,240 which is a decrease from the 167,206 people residing in the five county area in 2010.



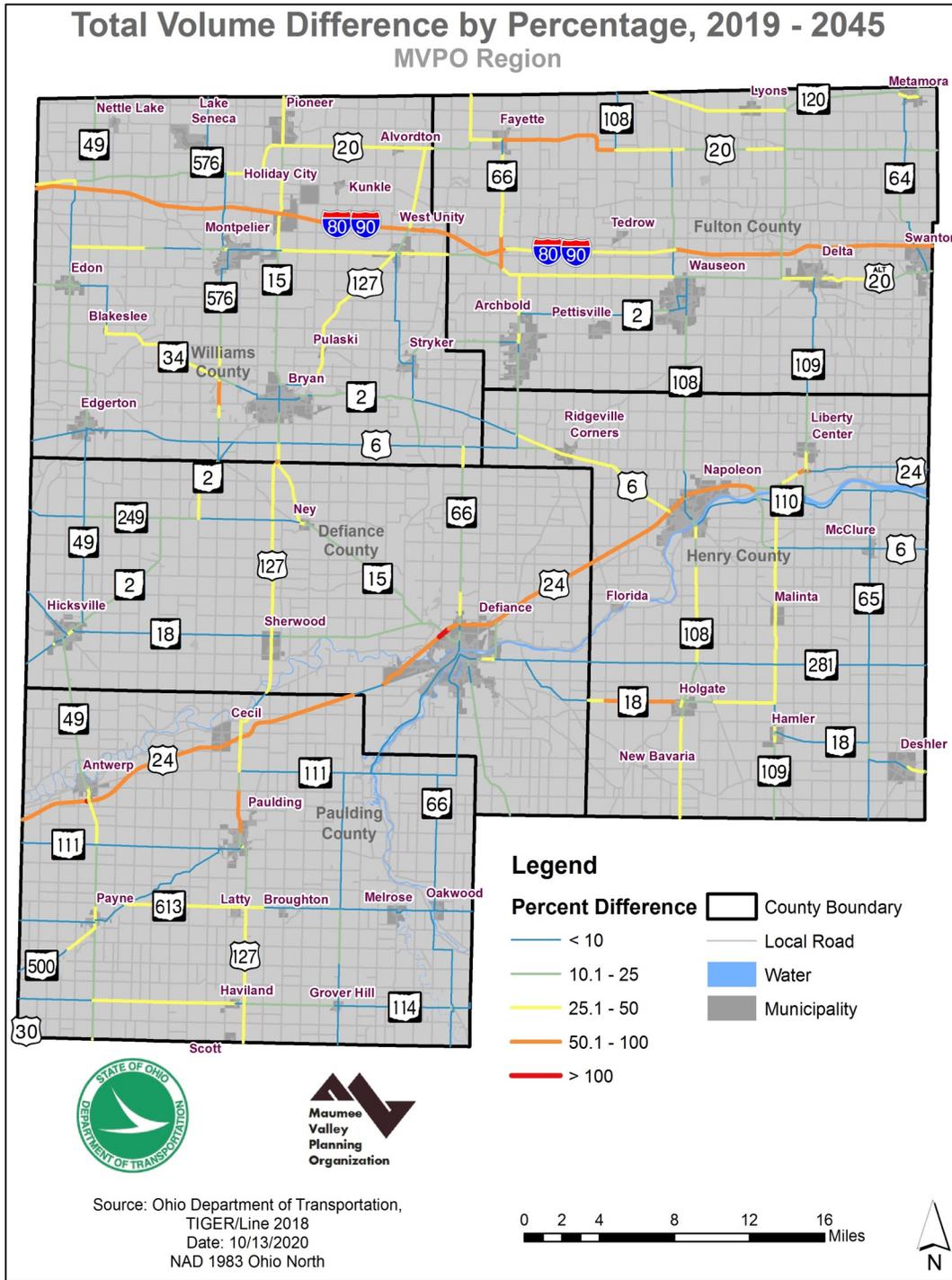
◆ The health care industry will grow in response to the aging population

This growth could create jobs in the Region related to health care as well as increase the need for transportation for the aging population. As the population ages, more individuals will become unable to drive themselves and this could affect Senior Centers and other organizations that provide transportation.



FUTURE CONDITIONS

What will the Region's transportation system look like tomorrow?



◆ **Overall traffic volumes will increase between now and 2045**

The Region's transportation network will see more traffic on the state routes in the year 2045, including truck traffic.

◆ **Overall congestion levels will not significantly increase**

Congestion will, however, increase on specific roadways and these locations will have to be addressed to either prevent or reduce high congestion levels. US 24 and Interstate 80/90 are projected to have the highest traffic volume increases by 2045. US 20 East of Fayette and SR 18 West of Holgate could also see traffic increases by 2045.

NEEDS ANALYSIS (CONT.)

◆ Personal Mobility Goal

- Need to:
- ◆ Create a regional coordinated transportation plan
 - ◆ *Improve mobility for individuals to and from employment*
 - ◆ *Optimize relationships between transportation providers*

◆ Bicycle and Pedestrian Initiatives Goal

- Need to:
- ◆ Increase the number of bicycle and pedestrian facilities
 - ◆ Identify, prioritize, and support active transportation initiatives
 - ◆ Create a regional complete streets policy document

◆ Freight and Economic Vitality Goal

- Need to:
- ◆ *Improve connectivity between employment areas and reliable transportation networks*
 - ◆ *Explore options for alternative modes of freight transportation*

SOLUTIONS

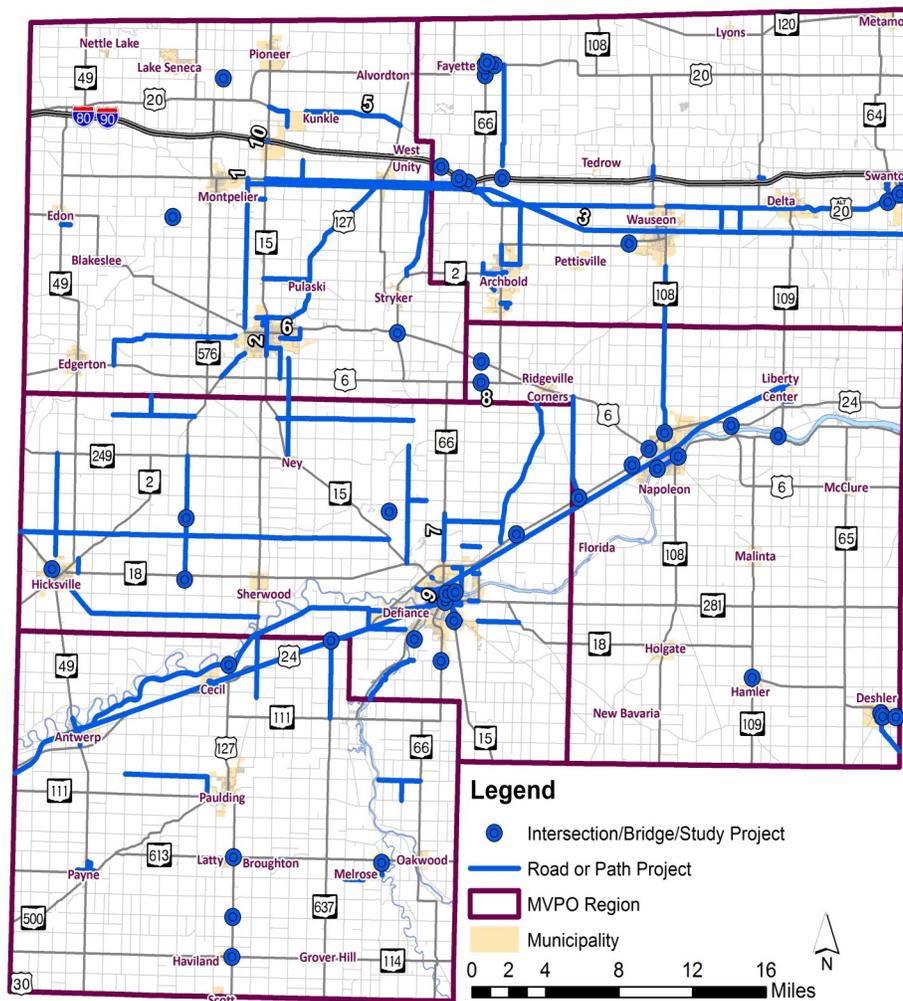
How will we address the needs in order to achieve our goals?

A list of solutions were developed by MVPO to represent **how** the Region will address identified needs over the next 25 years. They are listed beneath each need in the Needs Analysis section. These recommendations, were developed through an analysis of existing and future conditions, identification of regional needs, and input from MVPO's Executive Council, Technical and Citizens Committees, the general public, and other stakeholders. A list of responsible parties, and possible funding solutions for each need were also identified. Having this "action plan" will help facilitate tangible change regarding transportation improvements in our region.

PROJECT LIST

MVPO's Transportation Committees prioritized and ranked the recommended projects on the list based on regional importance in order to highlight projects that are most significant to the Region as a whole. 160 specific projects and multiple studies were recommended and prioritized and the map on this page shows where those projects are located. The associated table provides a description of the top 10 ranked projects on the list. Several initiatives were also recommended and are listed on the following page.

Moving Together 2045 Project Locations



Top 10 Ranked Projects

Rank	County	Project Description
1	WIL	CR 13 Bike Path - SR 107 to Wabash Cannonball Trail
2	WIL	Repave, replace damaged curbing and ADA sidewalk improvements throughout the City of Bryan
3	FUL/ WIL	Wabash Cannonball Trail Upgrades and Improvements in Fulton and Williams Counties
4	DEF	Ottawa Ave. resurfacing and intersection improvements from Defiance S. Corp. limit to E 2nd St
5	WIL	CR O Improvements from CR 16 to US 127
6	WIL	Rebuild East Wilson St and TR 16 from Union to SR 34 to bypass trucks to SR 34
7	DEF	SR 66 widening to three lanes from Elliott to Defiance Metal Products
8	HEN	Henry CR 24 / USR 6 Intersection Improvements
9	DEF	Road Diet on Clinton St with dedicated bike lanes
10	WIL	SR 15 Bridge and Road Widening at the Ohio Turnpike

NEXT STEPS



The MVPO RTPPO

MVPO will continue to implement **Moving Together 2045** and act as a transportation service to the Region through the following activities and initiatives:

- ⇒ Writing **plans** (active transportation, school travel plans, etc) and conducting special studies for our communities upon request.
- ⇒ Conducting **Safety Studies** for high crash areas in the region.
- ⇒ Updates (as needed) to the **Transportation Improvement Program**
- ⇒ Participation in **statewide planning** activities
- ⇒ Continuing to develop transportation **expertise**
- ⇒ Providing **technical assistance** to local communities such as traffic counting
- ⇒ Continuing to maintain and develop **databases**
- ⇒ Preparation of a Safety Locations and Measures Report to highlight **safety concerns** in the Region
- ⇒ Development of a **Regional Bicycle Trail Map**
- ⇒ Inventory existing **sidewalks** in the Region
- ⇒ Continuing to involve the **public and stakeholders**
- ⇒ **Writing grants** for transportation projects
- ⇒ Continuing to **support** coordination of human services transportation
- ⇒ Any other applicable transportation-related activities requested to us through our local partners or committee members.

ACKNOWLEDGEMENTS

MVPO Executive Council

Jeff Leonard, Chairman	City of Defiance Administrator
Terry Rummel, V. Chairman	Williams County Commissioner
Clint Vance, Sec/Treasurer	Paulding County Commissioner
Glenn Miller	Henry County Commissioner
Mick Pocratsky	Defiance County Commissioner
Jon Rupp	Fulton County Commissioner
Greg White	Village of Paulding Mayor
Jason Maassel	City of Napoleon Mayor
Carrie Schlade	City of Bryan Mayor
Keith Torbert	City of Wauseon, Director of Public Services
Brian Zeedyk	Defiance County Milford Township Trustee
Ivan Hite	Fulton County Clinton Township Trustee
Charlie Sheller	Henry County Monroe Township Trustee
Joe Sukup	Paulding County Crane Township Trustee
Tod Schlachter	Williams County Pulaski Township Trustee

Rural Transportation Technical Committee

Warren Schlatter	Defiance County Engineer
Frank Onweller	Fulton County Engineer
Tim Schumm	Henry County Engineer
Travis McGarvey	Paulding County Engineer
Todd Roth	Williams County Engineer
Nick Rettig	Henry County Planning Commission
Matt Davis	Williams County Economic Development Corporation
Paul Barnaby	Fulton County Economic Development Office
April Welch	Henry County Community Improvement Corporation
Jerry Zielke	Paulding County Economic Development Office
Jerry Hayes/Erika Willitzer	Defiance County Economic Development Office
Will Burns	BGSU, Center for Regional Studies
Charles Schreck	ODOT District 1, MPO Rep. and Traffic Studies
Ben Cordes	ODOT District 2, ODOT District Planning Engineer
Chad Lulfs	City of Napoleon Director of Public Works
Brian Wieland	City of Bryan Engineer
Dexter Krueger	Village of Archbold Engineer
Matt Gilroy	Fulton County Economic Development Corporation

Rural Transportation Citizens Committee

Tina Hiler	Director Senior Services Defiance County
Rick Edmonds	Private Citizen, Defiance County
Amy Metz-Simon	Director Jobs and Family Services, Fulton County
Crystal Bennett	Director Department of Veterans Services, Fulton County
Sheri Rychener	Director Senior Center, Fulton County
Bruce Yancey	Private Citizen, Henry County
Mike Saneholtz	Henry County Transportation Network Director
Aaron Timm	Paulding County Engineer
Steve Plummer	Tristate Transportation Consulting, Inc.
Cody Chrisman	Williams County Board of Developmental Disabilities
Paul Heisey	Private Citizen, Williams County

MVPO Staff

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Ellen Smith	Transportation Planner

MVPO would also like to thank the staff of the Toledo Metropolitan Area Council of Governments (TMACOG) for their involvement and assistance in developing Moving Together 2045.