

DEFIANCE COUNTY, OHIO

ACTIVE TRANSPORTATION PLAN



Connected, Safe, Accessible, Healthy, Promoted



JAN. 2020 – 2030

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INTRODUCTION

What is Active Transportation?

Active Transportation is defined by the Ohio Department of Transportation (ODOT) as “human-powered transportation that engages people in healthy, physical activity while they travel from place to place.” The most common examples of active transportation include walking, bicycling, horseback riding, and skateboarding. Active transportation is important for several reasons, as it promotes healthy people, a healthy environment, a healthy economy, and mobility for all.

The Planning Committee

After recognizing the desire for greater connectivity of non-motorized transportation in Defiance County, a committee was formed to investigate the needs and potential solutions. The planning committee consists of representatives located throughout Defiance County including local entities, schools, social service agencies, the County health department, and more. See Table 1 for a detailed list of the organizations represented on the Planning Committee.

The Plan

The plan was developed by the Maumee Valley Planning Organization with the main purpose of outlining the vision, goals, and strategies needed to support increased modes of active transportation in Defiance County, Ohio. The plan identifies the vision and goals, documents the public involvement efforts that occurred during the planning process, provides information about existing conditions, analyzes where gaps exist through a needs assessment, outlines plan recommendations and focus areas, and provides next steps in the form of implementation and evaluation items.

Table 1. Defiance County Active Transportation Plan Planning Committee Members

County	Municipalities	Organizations
<ul style="list-style-type: none">• Commissioners• Engineer• Health Department	<ul style="list-style-type: none">• City of Defiance• Village of Hicksville• Village of Ney• Village of Sherwood	<ul style="list-style-type: none">• United Way• Defiance College• Maumee Valley Planning• Northwestern Ohio Community Action

The Benefits of Active Transportation

The Ohio Department of Transportation (ODOT) presented the following benefits of incorporating active modes of travel into a community's transportation system:

Greater economic prosperity:

Workers, tourists, and businesses are attracted to locations with multi-modal, high quality transportation systems.

Better transportation choices:

With more choices, it is easier for people of all ages and abilities to get around.

Improved access to local businesses and services:

Residents are more connected to activity centers and jobs.

Healthier communities: Physical activity is incorporated into everyday life.

Cleaner air and water: Less cars on the road means reduced greenhouse gas emissions and less stormwater contamination.

Improved social equity: Low-cost transportation options available to all people regardless of income or background.

Source: ODOT Active Transportation Guide (Oct. 2014)

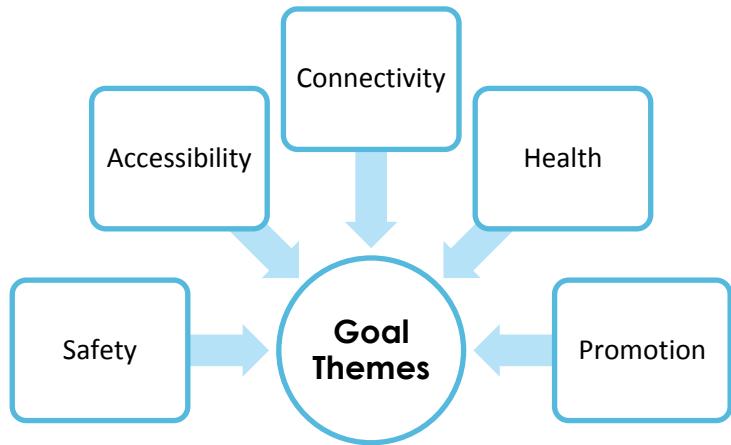
VISION AND GOALS

Vision

Defiance County envisions a connected, safe, and efficient non-motorized transportation system for essential travel, health, recreation, and tourism.

Goals

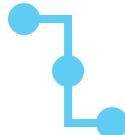
Five goals were developed with corresponding objectives and strategies in order to reach the County's vision. The goals include the overarching themes of Connectivity, Safety, Accessibility, Health, and Promotion.



1. Connectivity: Increase connections between places for non-motorized means of travel

Objective 1.a. Develop a comprehensive non-motorized transportation system that provides County-wide connectivity.

Objective 1.b. Increase connections and fill gaps between existing parks and amenities in the City and Villages.



2. Safety: Improve the safety and efficiency of the transportation system for non-motorized users

Objective 2.a. Reduce distracted driving, walking, and bicycling.

Objective 2.b. Reduce the number and severity of crashes involving bicyclists and pedestrians.

Objective 2.c. Create and maintain safe routes for students traveling to and from school.



3. Accessibility: Enhance mobility for all users

Objective 3.a. Improve and expand infrastructure for pedestrians, bicyclists, and people with disabilities.

Objective 3.b. Enhance opportunities for active water transportation on the local rivers.

Objective 3.c. Adopt policies, standards, or regulations promoting Complete Streets principles.



4. Health: Support healthy lifestyles for all residents

Objective 4.a. Promote healthier communities by encouraging and improving access to active transportation facilities.

Objective 4.b. Increase walking and biking for short trips.

Objective 4.c. Support policies to ensure walking and bicycling are viable and desirable components of the transportation network.



5. Promotion: Enhance and market existing parks, trails, and amenities

Objective 5.a. Establish a marketing strategy to promote existing parks, trails, and amenities.

Objective 5.b. Develop a regular maintenance schedule to ensure existing sidewalks and bicycle facilities are well maintained.

Objective 5.c. Increase the number of pedestrian and bicycle support facilities, such as bike racks, repair stations, and wayfinding signs.



PUBLIC INVOLVEMENT

The public was engaged in a variety of ways during development of the Active Transportation Plan. A public survey was released to gather input from County residents. After which, two public meetings were held in the City of Defiance and the Village of Hicksville, respectively. Additional opportunities for public involvement included a presentation to Defiance's City Council on September 10, 2019, participation in the City of Defiance's Ask the Mayor TV Series, and a public comment period from Friday, December 13, 2019 to Monday, January 13, 2020 on the final draft of the plan (see sidebar).



Figure 1. Active transportation survey advertisement for social media

Public Survey

A public survey was developed to gauge opinions on existing and future conditions for active transportation infrastructure and initiatives in Defiance County. The survey was open from June 7, 2019 to July 3, 2019. Prior to opening the survey to the public, it was shared with Defiance College staff and students while school was still in session and received approximately 90 responses. The survey received a total of 502 responses across Defiance County. It was advertised on the Maumee Valley Planning Organization's website, the City of Defiance's website, social media, email, flyers, word-of-mouth, and through a press

Public Comment Period

Several comments were received during the public comment period when the draft plan was made available online and in paper format from December 13, 2019 to January 13, 2020.

Comments included:

- Addressing public sidewalks, especially in Evansport where the sidewalks need repairs.
- Best practices in Fort Wayne, IN on their trails system: "I have ridden there several times and they [do] a wonderful job of converting otherwise unusable space into excellent bike routes."
- In Defiance, a separate path along River Rd. to Independence Dam State Park; and connecting the Northside Mall from Stadium Dr. to Carpenter and River Rd.
- Also in Defiance, a possible sidewalk on Jefferson Ave. from Palmer Dr. to the Jefferson St. Bridge, which could ultimately connect past the Boy Scout Campgrounds.
- Praise for the existing paths – Defiance's Reservoir and the Eastside walking path near the Sheriff's Department.
- Sidewalk maintenance to ensure that the existing facilities are usable.

release in the City of Defiance's Crescent News and the Village of Hicksville's Hicksville Tribune (Figure 1).

The survey consisted of sixteen questions, which included demographics, current travel behaviors, existing conditions, and future conditions. Most respondents were from the City of Defiance, accounting for 71.9% of the total responses. The complete survey analysis can be found in Appendix A.

Survey Analysis Overview

Safety

Several questions gauged public perception on safety when riding bicycles, walking, or participating in other forms of active transportation. 36% of respondents said they did not feel safe/comfortable walking or bicycling in their respective communities. The most common reasons for not feeling safe walking or bicycling were dangerous or heavy traffic, followed by lack of connections (i.e. sidewalk ends), and poor sidewalk conditions.

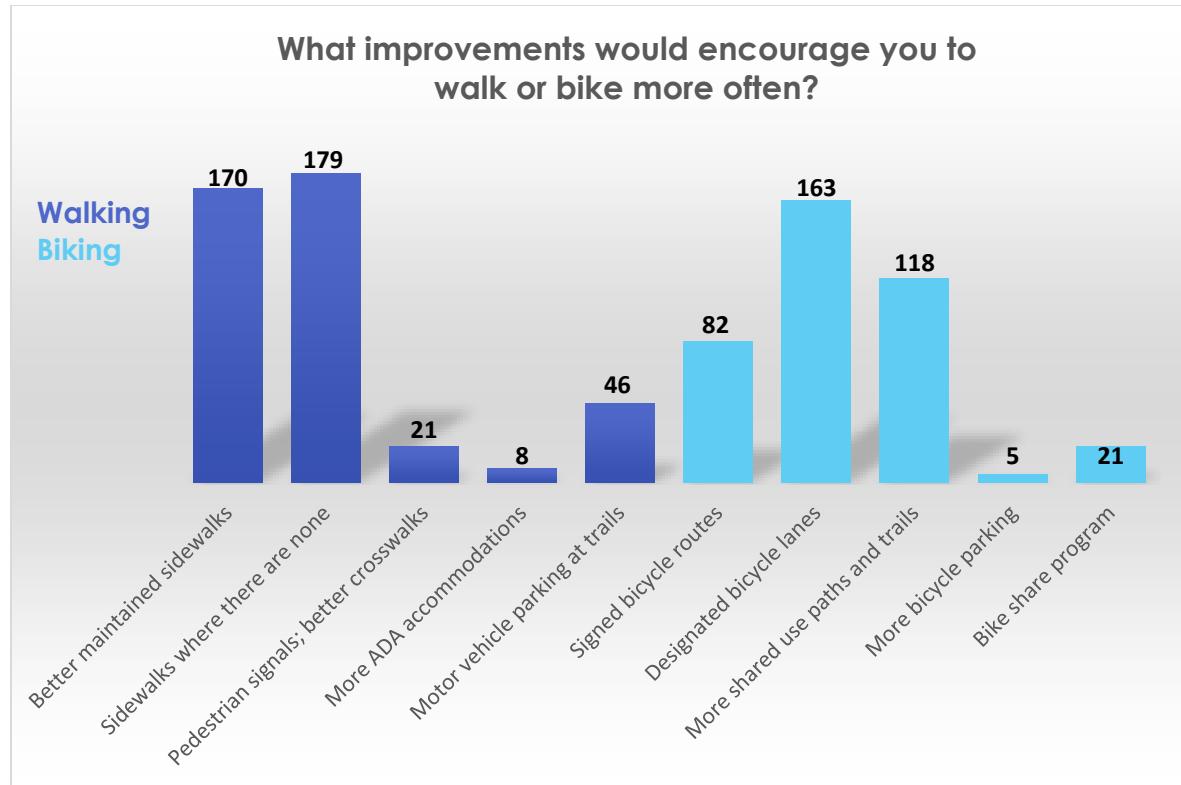


Figure 2. Survey results on improvements to bicycle and pedestrian infrastructure

Survey participants shared the improvements that would encourage them to walk or bike more often. Sidewalks where there are none, better maintained sidewalks, designated bicycle lanes, and more share use paths and trails were the top selected improvements (Figure 2). The most commonly selected improvement was sidewalks where there are none, comprising 36.0% of responses, followed by better maintained sidewalks at 34.2% (Figure 2). Other answers

included more walking trails, better trail lighting, and bike lanes. A few respondents also noted the issue of safety and educating drivers to share the road.

32.7% of survey participants selected designated bicycle routes as an improvement that would encourage them to bike more, followed by more off-road shared use paths and trails (23.7%), and signed bicycle routes (16.4%). 18.8% of respondents marked the question as not applicable. Comments within the “Other” category included owning a bike or fixing a bike they already had would be a reason to bike.

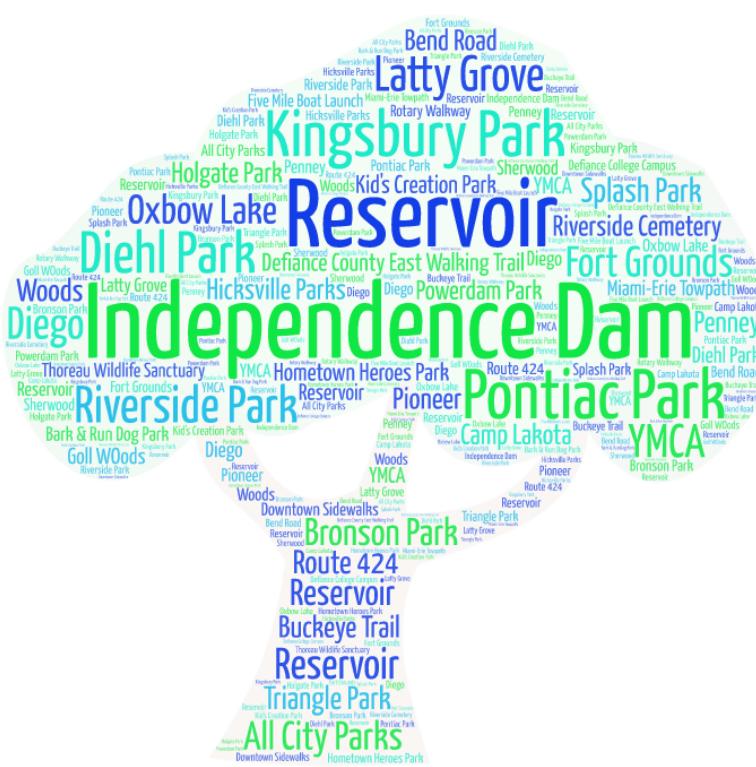


Figure 3. Defiance County parks word cloud

Parks

The survey also included questions pertaining to the current use of parks throughout the County. 262 survey participants reported that they utilize the parks and trails in Defiance County sometimes, meaning once per month or less. 121 individuals said they frequently utilize the County parks and trails, amounting to once per week or more. 85 individuals or 17.1% said they never use the County parks and trails, while 30 or 6.0% always use them. 425 respondents listed the parks and trails that they have visited or used in Defiance County. The most commonly listed parks and trails were Independence Dam State Park, the Defiance City Reservoir, Kingsbury Park, Pontiac Park, Diehl Park, and Riverside Park (Figure 3).

Trails

Survey participants primarily wanted to see more nature/natural trails (77.6%) and paved trails (71.6%) in Defiance County. Other top selected trails were off-road bike paths (39.6%), shared use paths (37.8%), and water trails (36.4%). 7.4% of respondents also indicated that they would like to see more equestrian trails. This question received a total of 500 responses, with only 2 respondents skipping the question.

Water Recreation

Respondents were asked if they used non-motorized transportation options on the three local rivers and 483 individuals provided a response. Many respondents used kayaks for water transportation on these rivers, with the greatest usage on the Auglaize River (18.3%), followed by the Maumee River (16.6%) and the Tiffin River (13.0%). Canoes were the second choice for many



individuals, with the Maumee River leading with 11.0% of respondents, followed by the Auglaize River (10.3%) and the Tiffin River (6.7%). Paddle-boards were not as popular as the other forms of water transportation and varied from 2.4% usage on the Auglaize River, 2.1% on the Maumee River, and 1.4% on the Tiffin River.

Ideal, Future Transportation System

Survey participants were asked to identify three words they would use to describe their ideal, future transportation system in the County. The top three words selected were safe (160), accessible (115), and convenient (53). Other responses included clean, maintained, affordable, efficient, and scenic.

Public Meetings

After the public survey, two meetings were held at the public libraries in Hicksville and Defiance to gain further input from residents through an interactive mapping exercise (Figure 4). After a brief presentation on the purpose of active transportation, plan development, and an overview of the survey results, participants were asked to draw on maps where they wanted to see sidewalks, bike lanes, trails, and connections in Defiance County and throughout the municipalities. Public comments were also collected during the meetings, with input on where to place bicycle and pedestrian infrastructure and where to make improvements. See Appendix B for the full list of comments.

ALL ARE WELCOME!

Provide your input on walking, biking, and more in your community for the development of Defiance County's Active Transportation Plan.



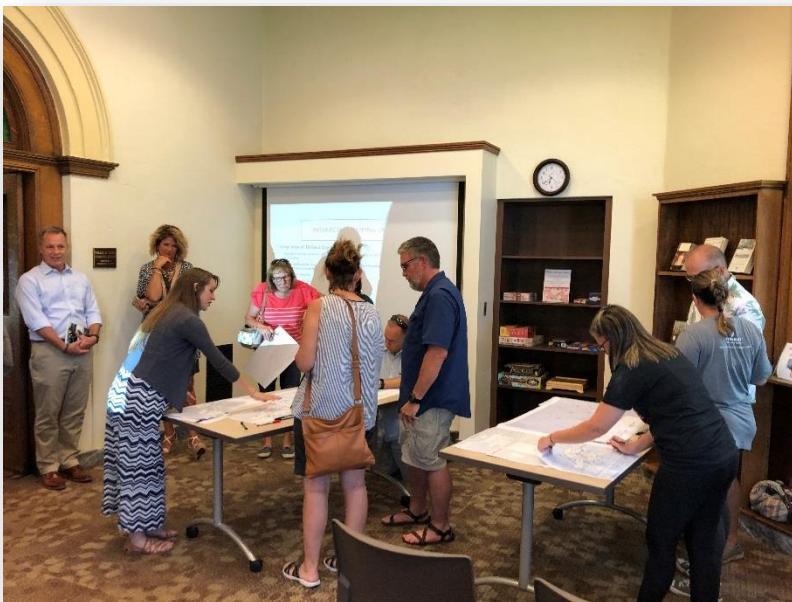
Defiance County Active Transportation Plan Public Meetings

Figure 4. Public meetings advertisement



"Look at existing trails we have and explore more ways to connect them all."

- *Comment from the Defiance public meeting*



Public Input

Community members in Hicksville and Defiance attended public meetings to learn more about active transportation and provide input on where improvements could be made throughout the County.

The first meeting was held at the Johnson Memorial Library in Hicksville on Tuesday, July 30, 2019 at 6:00 p.m. (top photo). After a brief presentation by Maumee Valley Planning Organization, attendees drew on maps where they wanted to see improvements for walking, biking, and trail development.

Later in the week, the second public meeting occurred in Defiance at the Defiance Public Library on Thursday, August 1, 2019 at 6:00 p.m. (second photo). The format of the meeting was the same as the first.

Additional comments were collected at the City of Defiance meeting, which can be found in Appendix B.

EXISTING CONDITIONS

Existing conditions data related to active transportation in Defiance County, Ohio were gathered in order to understand what the County has and where gaps may exist. Demographic information, relevant plans and policies, crash statistics, and information about existing trails, parks, sidewalks and other assets are provided in this chapter. Demographic data was collected and analyzed from the U.S. Census Bureau's American Community Survey (ACS) five-year estimates (2012-2017).

Demographics

Defiance County, located in northwest Ohio, borders Indiana to the west, Williams County to the north, Paulding County to the south and Henry County to the east. The County population of 38,311 mainly live within a City or Village, with 44% residing in Defiance City, 8% in Hicksville, 1% in Ney, and 2% in Sherwood. 44% of Defiance County residents live in Townships (US Census ACS 2017, Figure 5).

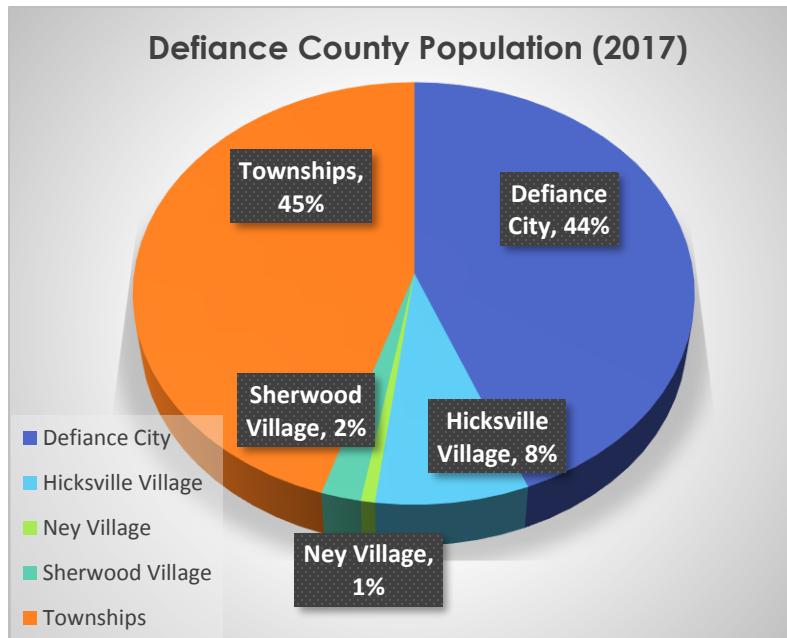


Figure 5. Defiance County population (US Census ACS 2017)

The median household income for the County is \$55,295, though the median household incomes for the City of Defiance and the Villages of Hicksville, Ney, and Sherwood are much lower (Figure 6).

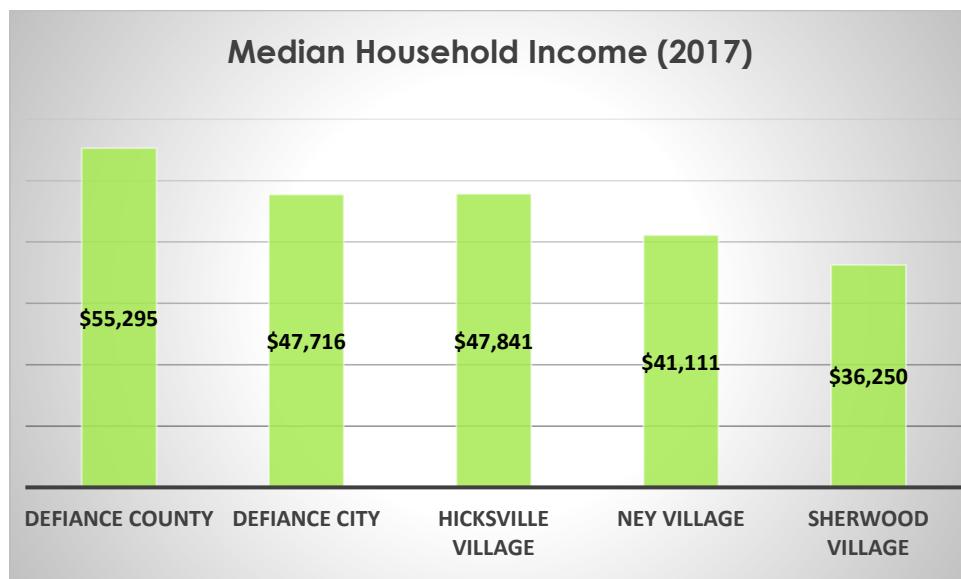


Figure 6. Median household income (US Census ACS 2017)

There are 4,839 individuals in Defiance County with a disability, with the largest proportion residing in the City of Defiance (Figure 7). *Total population includes the number of individuals with a disability.

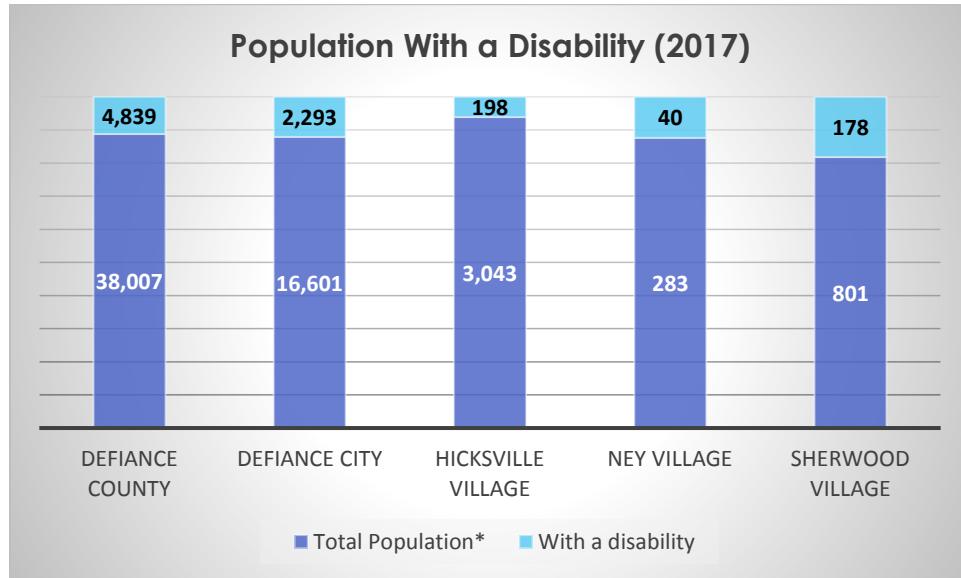


Figure 7. Population with a disability (US Census ACS 2017)

9.0% of individuals walked to work in the Village of Hicksville (Figure 8). A greater proportion of individuals walked to work in Defiance County than in the State of Ohio, accounting for 2.6% and 2.2%, respectively (Figure 8).

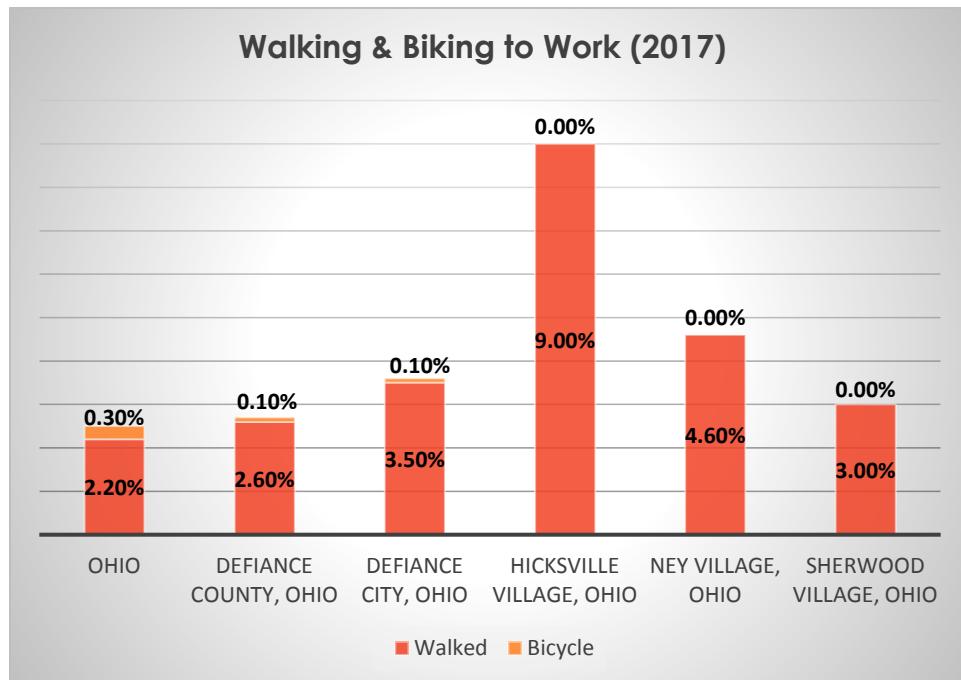


Figure 8. Walking and biking to work (US Census ACS 2017)

Physical Health

According to the Defiance County Health Assessment (2018), 72% of Defiance County adults were overweight (32%) or obese (40%). Reasons for not exercising included time constraints (45%) but also included reasons such as poorly maintained or no sidewalks (6%) and no walking, biking, trails or parks (4%). However, those adults that did participate in physical activities in the past year did so by walking (32%), cycling (4%), and running or jogging (2%). In addition to Defiance County adults, 19% of Defiance County youth were obese and 32% were overweight.



Mental Health

Health benefits of active transportation extend to mental health as well as physical health. Physical activity can reduce the risks of mental illness.¹ The Defiance County Health Assessment provided information on the current mental health status of Defiance County adults in 2018. 2% of adults considered attempting suicide, while 11% of adults experienced depression almost every day for two weeks.



Crash Statistics

There were 39 crashes involving a pedestrian, cyclist, or other non-motorist from 2014-2018 in Defiance County (ODOT Transportation Information Mapping System, 2019). The City of Defiance had the greatest number of non-motorist crashes, accounting for 25 out of the total 39 crashes, or 64% of the total crashes involving a non-motorist in the County. The Village of Hicksville experienced 7 out of the total 39 crashes, or 18% during the five-year period. The remaining 7 crashes occurred outside of municipal boundaries in several different townships.

Out of the 39 crashes from 2014-2018, 20 involved pedestrians and 19 involved cyclists. Most crashes resulted in some level of injury (90%), followed by property damage only (7.5%) and one fatal crash (2.5%) (Figure 9).

There were 18 injuries associated with pedestrian crashes and 17 injuries associated with cyclist crashes. Property damage only crashes occurred once in relation to pedestrians, and twice in relation to

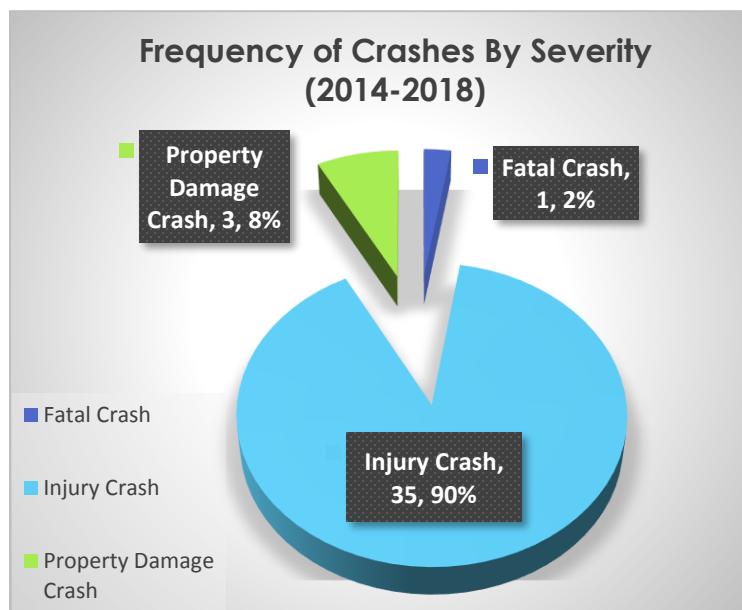


Figure 9. Frequency of crashes by severity 2014-2018

¹ How Transportation Choices Impact Health & Wellness (2018). <https://www.ite.org/pub/?id=7BEFD03F-E368-AB13-FC14-D92743EBBCA1>

cyclists. The only fatal crash in the five-year period involved a pedestrian. Out of the injury crashes, 7 were incapacitating injuries (Figure 10).

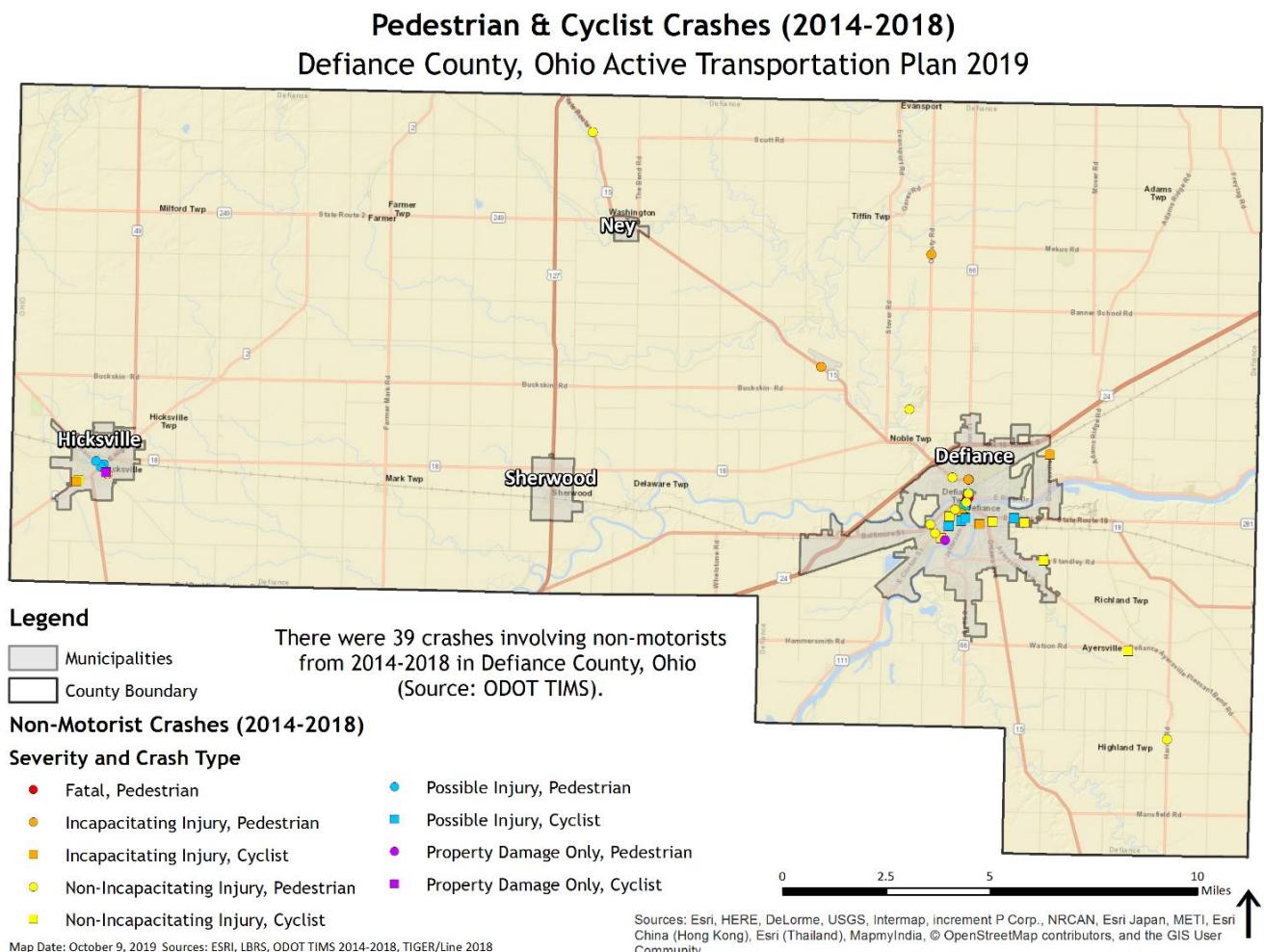


Figure 10. Map of pedestrian and cyclist crashes in Defiance County 2014-2018

Contributing factors, roadway, and light conditions were also analyzed for the 39 crashes in the five-year time frame. Failure to yield, improper crossing, and darting accounted as contributing factors for over 50% of crashes (Figure 11). The greatest number of crashes occurred in 2016 (Figure 12). Roadway conditions were dry in 84.6% of total crashes, followed by wet conditions (12.8%), and snow on one occasion (2.6%). Light conditions varied from daylight, accounting for 74.4% of the total crashes, followed by dark – roadway not lighted (12.8%), dark – lighted roadway (5.1%), and dusk (5.1%). There was one crash in which the light condition was unknown. The road contour was straight and level in 87.2% of the total crashes, followed by straight grade in 10.3% of crashes, and only one crash involved a curve. Most crashes did not occur at intersections (48.7%), though 33.3% did occur at a four-way intersection, followed by driveways (10.3%), and T-intersections (7.7%).

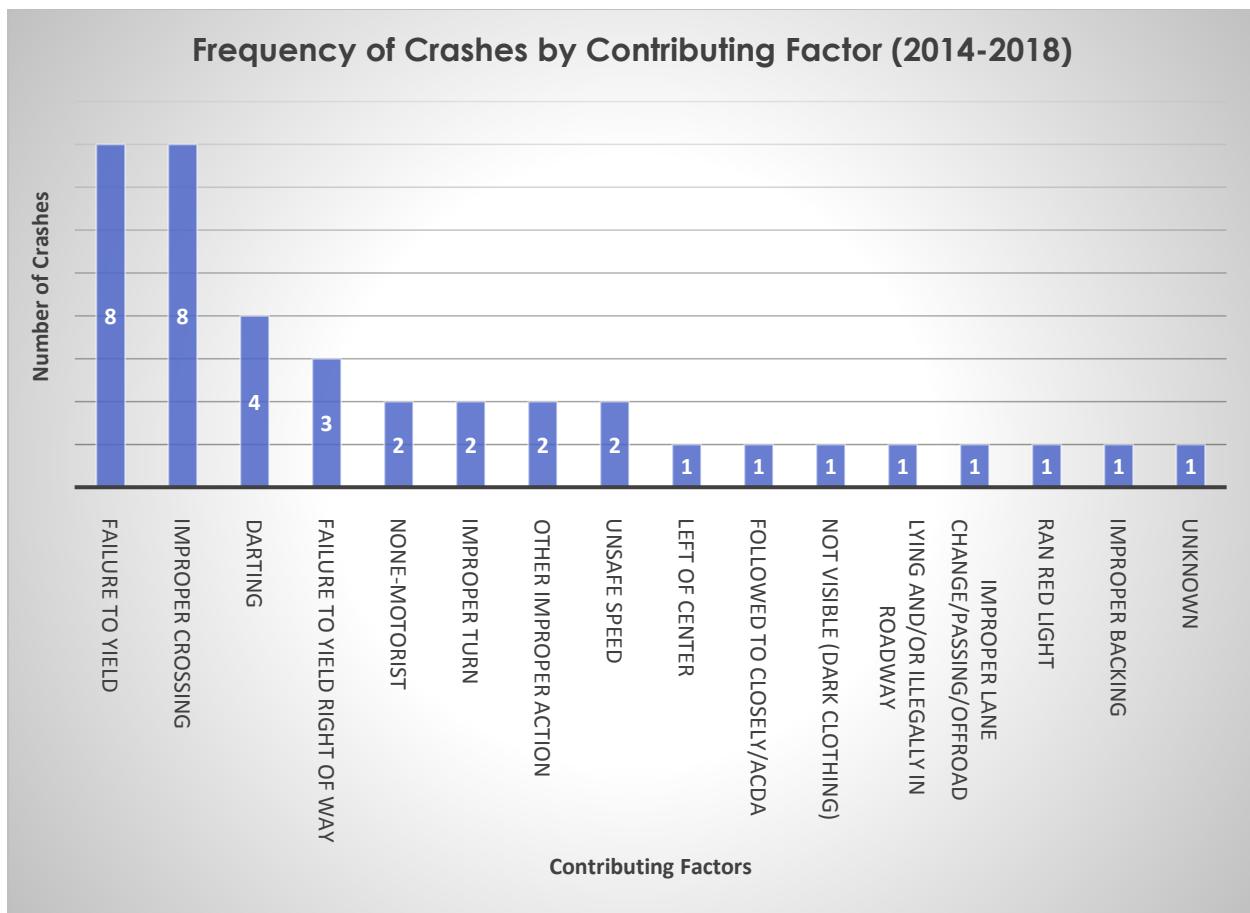


Figure 11. Contributing factor for crashes in Defiance County 2014-2018

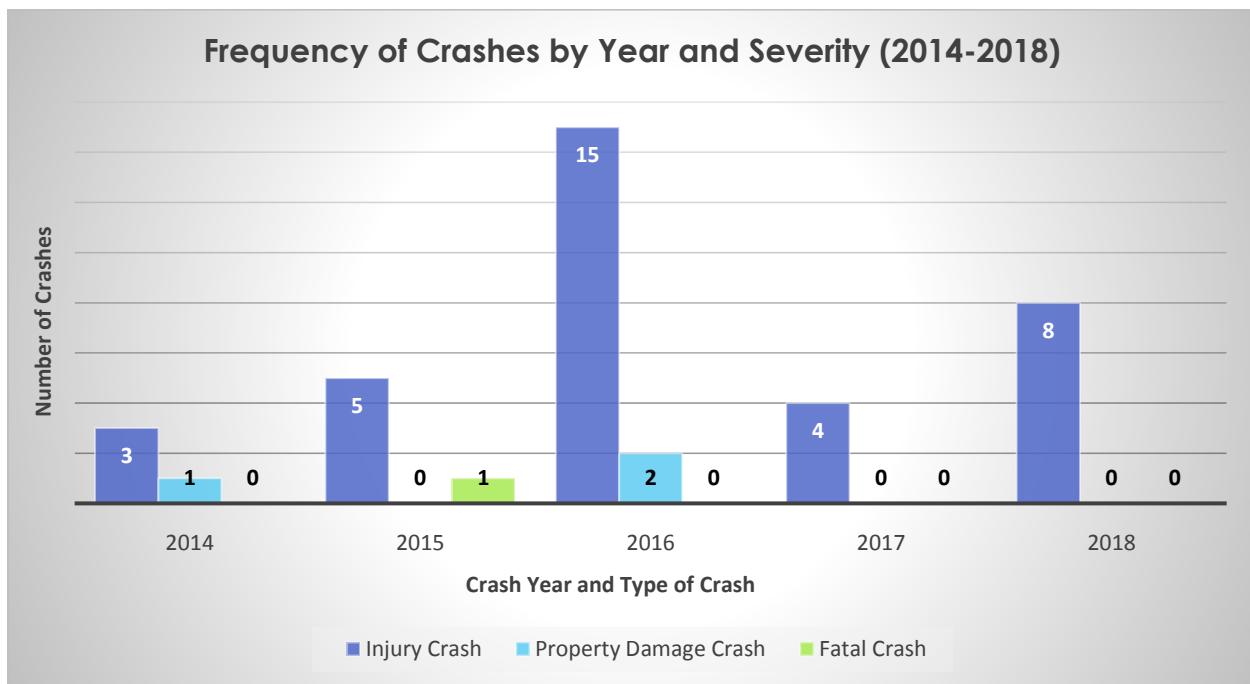


Figure 12. Year and severity of crashes in Defiance County 2014-2018

Existing Assets & Historic Places

Existing conditions in Defiance County, Ohio include trails, parks, and historic places. Below is a map of existing conditions, which shows the current parks and trails in the County (Figure 13).

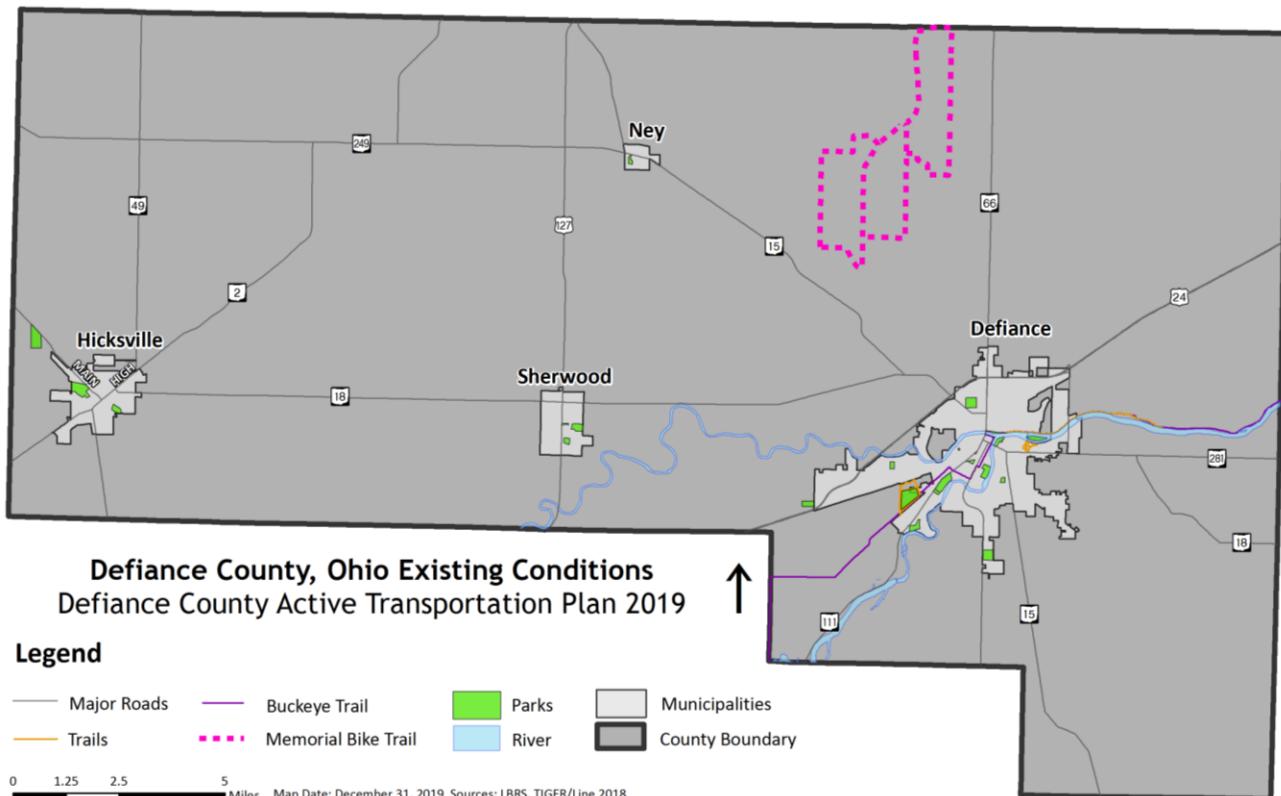


Figure 13. Defiance County Existing Conditions Map

Existing Assets

Parks are located throughout the entire County, with the majority in the City of Defiance. The County also boasts one State Park called Independence Dam, which features a natural trail and space for recreational fishing in the Maumee River. Trails include a portion of the Buckeye Trail/North Country National Scenic Trail, the Memorial Bike Trail, the Defiance County East Walking Trail (connecting to Mercy Hospital in the City of Defiance), and the Reservoir Trail, also in the City of Defiance. There is a natural trail within the Independence Dam State Park, which connects to Florida, OH in Henry County and beyond. Two trails are planned in the future within the City of Defiance, including the Northside River Trail and the Canal Pathway.

Defiance County Parks

Parks throughout the County and within the City and Villages are listed below (Table 2):

Table 2. Defiance County Parks

Defiance City Parks	Bark & Run Dog Park
	Bronson Park
	Diehl Park
	Fort Grounds
	Holgate Park
	Hometown Heroes Park
	Kingsbury Park & Pool
	Pontiac Metro Park
	Reservoir & Disc Golf
	Riverside Park
	Splash Park
	Triangle Park
	Veteran's Memorial Grove (Latty Grove Park)
Hicksville Village Parks	Defiance County Fairgrounds
	Froggy Park
	Hicksville Veteran's Memorial
	Village Park
Ney Village Parks	Ney Community Park
Sherwood Village Parks	Little Reservation Station Park
	Moats Park
	Sherwood Ball Park
	Village Park
Defiance County Parks	Independence Dam State Park
	Oxbow Lake (State Wildlife Area)
	Auglaize Village/Maumee Valley Heritage Park

About Defiance County Parks

The **City of Defiance** has a Parks & Recreation division within its local government. The division oversees and maintains the Riverside Cemetery and all City Parks. Annual activities include the “Clean Up Your Park Day,” held every April in which volunteers clean up their favorite parks of winter debris.

The **Village of Hicksville** also has a Parks & Recreation department. The department is dedicated to maintaining its park facilities and coordinating park activities.

The **Defiance Metropolitan Park District** serves the County and maintains some parks in the City and Villages, as well as canoe and kayak launches on the Maumee and Tiffin Rivers.

Historic Places

There are many sites and corridors with historic designation from the National Register of Historic Places in Defiance County. Popular historic sites include Fort Defiance Park, Defiance Public Library, the East Side Fire Station, and the Riverside Chapel in the City of Defiance (Figure 14). St. Paul's Episcopal Church is the only historic structure in the Village of Hicksville. Defiance has an entire historic district spanning Holgate Avenue near the downtown area. The district comprises many historic homes overlooking the Maumee River. The Defiance County Historical Society maintains Auglaize Village just outside the Defiance City limits, which is home to several museums and holds public events such as historical re-enactments and festivals celebrating the history of the area.



Fort Defiance Park

- Site of Fort Defiance, constructed during the Northwest Indian War 1794, 1803
- Located adjacent to the Defiance Public Library



Defiance Public Library

- 320 Fort Street Defiance
- Tudor Gothic/Revival style, 1900-1924



East Side Fire Station

- Douglas & Hopkins Street Defiance
- Historical significance: 1875-1899



St Paul's Episcopal Church

- Gothic Revival style, 1873
- High Street, Hicksville



Riverside Chapel

- Gothic Revival style, 1890
- S Clinton St in Riverside Cemetery Defiance

National Register of Historic Places in Defiance County, Ohio

Brooke Site: Prehistoric site in Defiance

Dey Road Bridge: Truss bridge spanning the Tiffin River
Location: 19060.35 miles east of US 24 (off W. High Street) Defiance

Holgate Avenue Historic District: Historic homes lining Holgate Avenue in the City of Defiance

Location: 328-716 Holgate Avenue Defiance

Judge Alexander Latty House: Former home of Judge Alexander Latty (1861)
Location: 718 Perry Street Defiance

Charles Speaker House: Second Empire style, single dwelling home (1850-1874)
Location: 912 Holgate Avenue Defiance

Defiance High School: Also referred to as the "1918 Building," the former Defiance High School was recently designated on September 9, 2019 as a nationally recognized historic place.
Location: 629 Arabella Street Defiance

Figure 14. National Register of Historic Places in Defiance County

Relevant Plans

The City, County, and region have multiple current planning documents that support active transportation. The plans are listed below and provide more information for each.

Defiance County Community Health Improvement Plan (2019-2021)

The Defiance County General Health District contracted with the Hospital Council of Northwest Ohio to facilitate the Community Health Assessment and the Community Health Improvement Plan (CHIP). The CHIP identifies the priority health issues, and establishes goals, strategies and available resources to resolve health issues in Defiance County. The top priorities chosen to focus on over three years are mental health and addiction, chronic disease, and injury prevention.



Defiance County Community Health Status Assessment (2018)

The Community Health Status Assessment was conducted via survey from January through March 2018, which provided an overview of health-related data for Defiance County adults, youth, and children.

City of Defiance Strategic Plan (2017)

The Strategic Plan outlines the vision and mission of the City with a 5-year horizon. The plan also contains guiding principles and establishes six pillars relating to the Plan's overarching goals and strategies, focusing on Connectivity, Culture and Education, Economic Development, Health and Wellness, Housing, and Perception.

Moving Together 2040 (2015)

Moving Together 2040 (MT2040) is the long-range transportation plan for Defiance, Fulton, Henry, Paulding, and Williams Counties. The plan serves as the blueprint for what the MVPO region envisions the transportation system to be in future years. The plan reviews existing transportation conditions in the region, identifies areas of improvement and encompasses many modes of transportation. The plan includes several overarching goals including a bicycle and pedestrian goal with corresponding objectives. The plan is updated every five years and a priority project list included in the plan is updated annually. The plan is currently being updated for completion in 2020.



Comprehensive Economic Development Strategy (CEDS) (2018)

The purpose of the CEDS is to establish a regional strategy in which to guide economic impacts and boost the region into greater economic prosperity through short-term planning objectives and long-term planning goals. The CEDS was first drafted in 2012 and later updated in 2018. The document covers the MVPO region, which encompasses Defiance, Fulton, Henry, Paulding, and Williams Counties in northwest Ohio.

Eastside Neighborhood Improvements (2019-2020)

Comprehensive improvements in the Ottawa Avenue area of Defiance's Eastside Neighborhood will consist of new storm sewers along Ottawa, Thurman, and Ayersville Avenues; new

sidewalks and road repaving; new waterline on Myrna; and a new neighborhood park with playgrounds and a shelter house (see Figure 15). The improvements address multiple concerns area residents have identified throughout a series of neighborhood meetings starting in 2016. Secured funding for this project includes the following: Community Development Block Grant (CDBG), Neighborhood Revitalization Program (ODSA), CDBG Allocation Program (ODSA), NatureWorks (ODNR), Transportation Alternatives Program (ODOT), State of Ohio Capital Appropriations, and local funds.

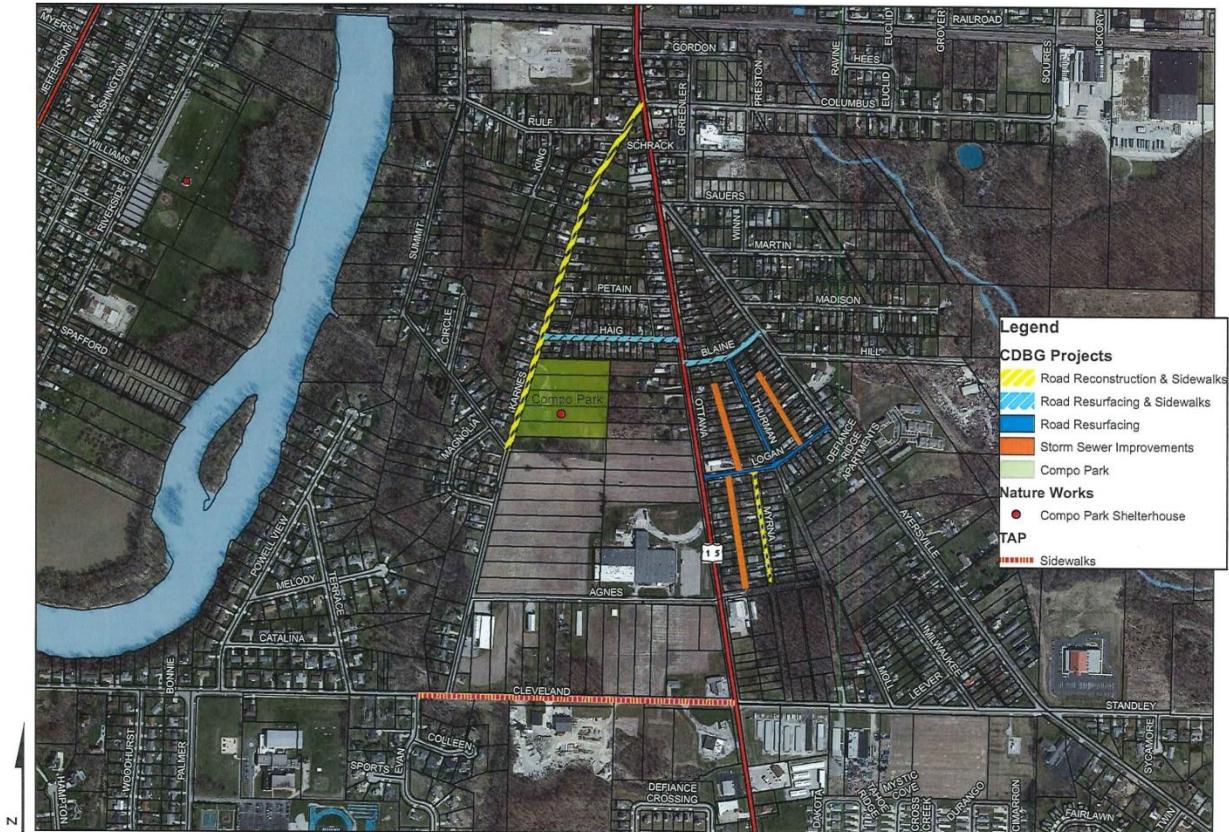


Figure 15. Defiance Eastside Neighborhood Improvements Map

Karnes Avenue Street Reconstruction (2020)

Karnes Avenue in the City of Defiance will be reconstructed from Ottawa Avenue to Summit Street. Secured funding for this project includes the following: CDBG Critical Infrastructure (ODSA), Ohio Public Works, and local funds.

Cleveland/Ottawa Intersection Improvements

Reconfiguration of a non-controlled intersection to address safety issues at the intersection of Cleveland and Ottawa in the City of Defiance. The project will consist of the construction of a single-lane roundabout based on the recommendations of the Ottawa Avenue Feasibility Study completed by Mannik & Smith Group, Inc. in 2016. Funds were secured through ODOT's Safety Program and ODOT's Small Cities Program.

NEEDS ASSESSMENT

Gaps & Barriers

Gaps and barriers in the active transportation network were determined through fieldwork, public feedback, committee input, and infrastructure mapping. The main gaps and barriers to creating a comprehensive non-motorized transportation network include funding, natural and infrastructure barriers, weather & climate, and public awareness. Gaps and barriers are discussed in further detail below.

Funding

It will take multiple funding sources as well as time to implement a County-wide and regionally connected active transportation system. In order to overcome this barrier, Defiance County can prioritize projects while also identifying potential funding sources. Phasing projects into multiple parts may also be a solution to this issue.

Natural Barriers

Defiance County is unique as it has two major rivers flowing through it – the Maumee River and the Auglaize River, as well as the smaller Tiffin River (Figure 16). The Maumee flows north from Fort Wayne, IN to Toledo, OH through the City of Defiance. The Auglaize River is a tributary of the Maumee and flows southwest in the City of Defiance to Paulding County.

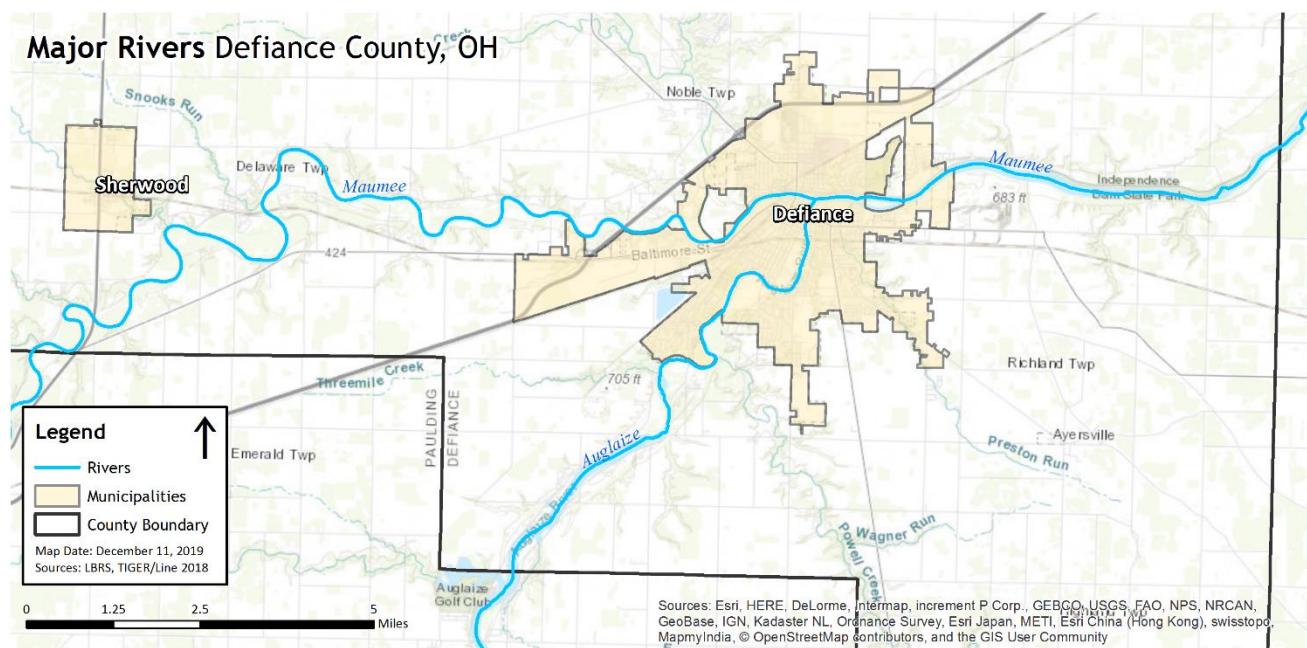


Figure 16. Major Rivers in Defiance County, OH Map

The rivers are assets to the County but can complicate planning efforts. There are a limited number of bridges across the rivers and even fewer with pedestrian and bicycle infrastructure. Incorporating pedestrian and bicyclist infrastructure when bridges are being rebuilt or maintained can help in addressing this barrier.

Infrastructure Barriers

As Defiance County is primarily rural, one of the largest barriers is creating connections between places. Many of the roads that connect municipalities and other Counties are on State and U.S. Routes (Figure 17). The high speeds and narrow shoulders on many of these roads make it unsafe for active transportation users. Creating paths adjacent to these roadways, connecting via less-travelled County roads, widening shoulders, and installing bike lanes are a few ways to combat the infrastructure barriers in the County.

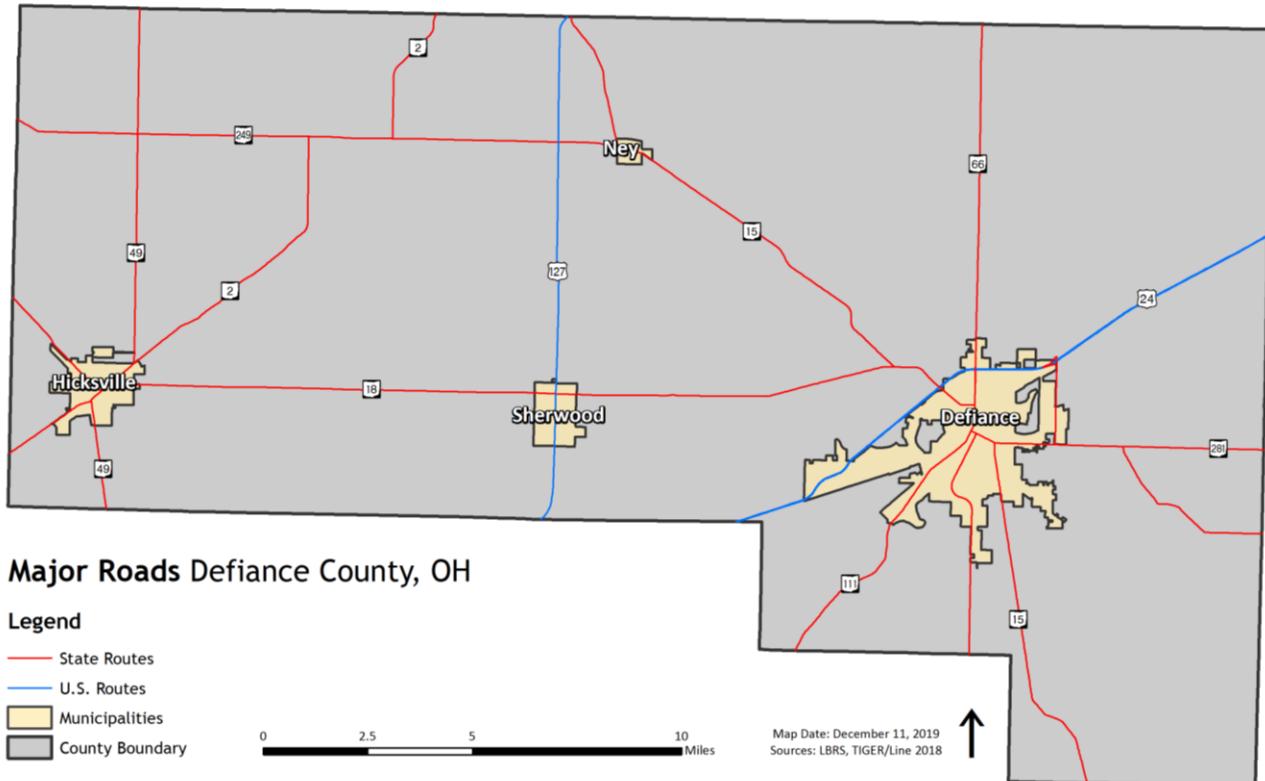


Figure 17. Major Roads in Defiance County, OH Map

Weather and Climate

Defiance County experiences harsh winters, with low temperatures, high winds, and precipitation ranging from rain, snow, and ice. During the winter months from December to March, it is difficult for active transportation users to navigate the roadways. Infrastructure typically deteriorates further during this time due to roadway salt, snow plows, and cold temperatures. Additionally, it is difficult to install countermeasures like raised crosswalks due to the prevalence of snow plows and snow routes. Unfortunately, the winter months cannot be changed, but encouraging short-distance travel between nearby places during these months may be a possible solution for active transportation users.

Public Awareness

There are many facets of public awareness that are important to consider for active transportation. First, members of the public may not be aware of the existing assets already in the County and the many benefits of active transportation. This barrier can be overcome by marketing the existing parks and trails to residents and visitors alike and working with the County Health Department to advertise the benefits of physical activity. Second, residents may not feel safe walking and biking in public places due to inadequate lighting, unsafe crossings, and speed of vehicles. Education of motorists and non-motorized transportation users can help to remedy one part of this barrier. However, another safety issue may be the fear of crime or violence, especially in isolated locations. Educating the public on safe practices when traveling could also be beneficial. Lastly, members of the public may be unaware of laws and policies in place related to walking, biking, and other active modes of transportation. A lack of knowledge on safe practices for active transportation may also discourage potential users. Creating and implementing educational and encouragement campaigns around active transportation can help to create positive public awareness and increase safe travel behaviors for motorists, pedestrians, bicyclists, and other users.

Addressing Barriers

Safety is a large part of public awareness. Through planning for Safe Routes to School, many parents answered that they would not allow their children to walk or bike to school due to the amount and speed of traffic, unsafe crossings, lack of sidewalks and pathways, and perceived crime and violence. As such, the first focus area is a Safe Routes to School Travel Plan for the City of Defiance. Following the School Travel Plan are infrastructure focus areas that can be used to implement projects to fill gaps and overcome barriers.

CITY OF DEFIANCE

SAFE ROUTES TO SCHOOL TRAVEL PLAN

A Safe Routes to School Travel Plan (STP) outlines a community's intentions for enabling students in grades K-8 to engage in safe, active transportation (i.e. walking or bicycling) as they travel to and from school. The Ohio Safe Routes to School (SRTS) program requires applicants to have an approved STP or Active Transportation Plan (ATP) that addresses walking and biking to school when applying for SRTS funds. The following provides the STP for four schools in the City of Defiance (Table 3). Table 4 shows the demographics for the Defiance City School District. Table 5 on the following page lists the Safe Routes to School Team Members.

Section 1: Our Schools

Table 3. Schools in Defiance City School Travel Plan

School	Address	Grades
Defiance Elementary School	400 Carter Road Defiance, OH 43512	K-5
Defiance Middle School	1755 Palmer Drive Defiance, OH 43512	6-8
St. John Lutheran School	655 Wayne Avenue Defiance, OH 43512	K-8
Holy Cross Catholic School	1745 South Clinton Street Defiance, OH 43512	K-5

Table 4. Defiance City School District Demographics (2018)

Defiance City School District		
Ohio School Report Card Demographics	Defiance Elementary	Defiance Middle
Average Daily Student Enrollment	1,105	595
Black, non-Hispanic	75	34
American Indian or Alaska Native	NC	NC
Asian or Pacific Islander	NC	NC
Hispanic	264	160
Multi-Racial	18	20
White, non-Hispanic	743	380
Economic Disadvantage	620	280
Limited English Proficient	NC	NC
Students with Disabilities	151	70
Migrant	NC	NC
<i>If Enrollment is less than 10, results are Not Calculated (NC).</i>		

1B. Community Members and the Safe Routes to School Team

Table 5. City of Defiance Safe Routes to School Team Members

Rep.	Name	Email	5 E Role:
School	Shellie Kosmerchock, St. John Lutheran Principal	principal.sjl@stjohntigers.com	Education, Encouragement
	Rose Reinhart, Holy Cross Principal	principal@defianceholycross.org	Education, Encouragement
	Beth Curtzwiler, Defiance City Schools Superintendent Office	bcurtzwiler@defianceschools.net	Education, Encouragement
Community	Amy Herren, Northwestern Ohio Community Action Commission	aherren@nocac.org	Education, Encouragement
	Lisa Marsalek, Defiance College	lmarsalek@defiance.edu	Education
	Carrie Wetstein, United Way of Defiance County	carrie@unitedwaydefiance.org	Encouragement
Local Government	Mayor Mike McCann, Defiance City	mayor@cityofdefiance.com	Education, Encouragement
	Niki Warncke, Defiance City Planner	nwarncke@cityofdefiance.com	Evaluation
	Melinda Sprow, Defiance City Engineer	msprow@cityofdefiance.com	Engineering
Education	Jane Myers, Defiance Elementary Principal (3-5)	jmyers@defianceschools.net	Education, Encouragement
	Matt Carr, Defiance Middle School Principal	mcarr@defianceschools.net	Education, Encouragement
Health	Katie Marbaugh, Defiance Co. Health Dept.	kmarbaugh@defiancecohealth.org	Education
	Rachelle Kuhn, Defiance Co. Health Dept.	rkuhn@defiancecohealth.org	Education
Public Safety	Todd Schaffer, Police Chief, Defiance City	tshafer@cityofdefiance.com	Enforcement
Other	Emma Kirkpatrick, Planner/GIS Analyst, Maumee Valley Planning Organization	planner2@mvpo.org	Evaluation

1C. The lead contact for our Plan is:

Name: Emma Kirkpatrick

Affiliation: Maumee Valley Planning Organization

Phone Number: 419-784-3882

Email address: planner2@mvpo.org

Mailing address: 1300 E. Second Street, Suite 200 Defiance, OH 43512

Section 2: Our SRTS Vision

The City of Defiance Safe Routes to School Team, in conjunction with the Defiance County Active Transportation Committee, envisions a safe, connected, and accessible non-motorized transportation network that will support kids walking and biking to school. The Team and Committee plan to:

- Increase the number of students walking and biking to school through infrastructure improvements and educational campaigns;
- Support school policies and activities that encourage students to walk and bike to school;
- Enhance enforcement efforts to reduce motorist speeds and ensure safety of student travel;
- Create a more walkable and bikeable community within the City of Defiance; and
- Ensure the progress of the SRTS program by evaluating the program annually.

Section 3: Current Student Travel

3A. Students within Walking and Biking Distance of School

Student distances from school were calculated through a student address list submitted to the Ohio Department of Transportation (Table 6). Safe Routes to School infrastructure improvements can occur within 2 miles of school. Maps showing the school attendance boundary, school site, and points representing students are shown in Appendix C for each of the four schools. The distances shown below are cumulative, which means that those students shown living $\frac{1}{4}$ mile from school are also included within $\frac{1}{2}$ mile of school.

Table 6. Student Distances for Defiance Safe Routes to School

Student Distances from School by Number of Students and Percentage of Student Body								
Distance from School	Defiance Elementary		Defiance Middle		Holy Cross Catholic		St. John Lutheran	
1/4 mile	10	0.93%	9	1.53%	6	8.45%	7	8.86%
1/2 mile	13	1.21%	27	4.58%	1	1.41%	2	2.53%
1 mile	93	8.64%	120	20.37%	4	5.63%	13	16.46%
2 miles	433	40.24%	246	41.77%	14	19.72%	21	26.58%

3B. Students Currently Walking and Biking to School

Table 7 below was completed through Student Travel Tallies, conducted in teacher homerooms during normal days and hours of school. Students were asked how they arrived at school and how they would be getting home from school.

Table 7. Number of Students Currently Walking and Biking to School

	Number of Students	Walk	Bike	School bus	Family Vehicle	Carpool	Public Transit	Other
Defiance Elementary	Morning	9	3	1,424	660	75	0	0
	Afternoon	12	3	1,568	453	45	0	0
	Primary walking /bicycling routes	Jefferson Avenue, Palmer Drive, Rosewood Avenue, Carter Road						
Defiance Middle	Morning	32	3	580	379	29	0	5
	Afternoon	59	2	628	347	24	0	5
	Primary walking /bicycling routes	Palmer Drive, Jefferson Avenue, Cleveland Avenue, Ottawa Avenue, Karnes Avenue, Ayersville Avenue						
Holy Cross	Morning	0	0	25	112	2	0	0
	Afternoon	0	0	34	104	1	0	0
	Primary walking /bicycling routes	South Clinton Street, Power Dam Road (Harding Road)						
St. John Lutheran	Morning	5	0	14	62	0	0	0
	Afternoon	6	0	17	58	0	0	0
	Primary walking /bicycling routes	Jefferson Avenue, Wayne Avenue, South Clinton Street						

3C. School Policies for Walking and Biking

Defiance City School Policies

With the completion of the Safe Sidewalks to School Grant by the city, students are now allowed to walk to school and/or ride their bicycles. A crossing guard will be on duty to cross St. Rt. 66 from 8:30-9:00 a.m. Additional school personnel will also be on duty from 8:30-9:00 a.m. to help students cross the school parking lot from Rosewood Avenue. *All students must enter the grounds from Rosewood Avenue. No walkers or bike riders will be permitted to enter from Carter Road.*

St. John Lutheran Policies

Bicycles may be ridden to school. Students are expected to walk their bicycles on the school premises. A bike rack for parking the bicycles is located in the rear of the school. Chain locks are strongly encouraged. The school assumes no responsibility for stolen or damaged bicycles.
UPDATE: Bikes are kept in school since the bike rack was removed.

Holy Cross Catholic School

No applicable policies for walking and biking to school.

3D. School Arrival and Dismissal Process

Defiance Elementary: A crossing guard will be on duty to cross St. Rt. 66 from 8:30-9:00 a.m. Additional school personnel will also be on duty from 8:30-9:00 a.m. to help students cross the school parking lot from Rosewood Avenue. *All students must enter the grounds from Rosewood Avenue. No walkers or bike riders will be permitted to enter from Carter Road.*

Defiance Middle: The school day officially starts at 7:50 a.m., but students start to arrive at 7:20 a.m. when the doors open. The main drop-off time is from 7:30 a.m. – 7:45 a.m. The school day ends at 2:45 p.m.

Holy Cross Catholic: Normal doors open at 8:30 a.m. and school starts at 9:00 a.m. The students are dismissed at 3 p.m. for preschool, 3:10 p.m. for bus riders, and 3:20 p.m. for the car riders.

St. John Lutheran: The students in Kindergarten through 8th Grade riding the bus or being transported home by parents will assemble in their designated area to wait for such transportation. No constant traffic in and out of the building is allowed and no one is permitted to leave the school grounds during this waiting period. One of the teachers will be on duty. Teachers give special directions for arrival and departure from school for walkers and automobile riders. Bus transportation is available to students residing more than one mile from school. The schedule for dismissal follows two rows in the parking lot to pick children up in a vehicle. Parents or caregivers can also park on Wayne Avenue and walk over to get their child.

3E. Parent Attitudes towards Walking and Biking

Parent surveys were distributed at each school to gauge opinions on parent perception of allowing or not allowing their children to walk or bike to school. Table 8 summarizes the reasons parents cited for not allowing their children to walk or bicycle to school for the Defiance City Schools. Table 9 on the following page summarizes the top issues for St. John Lutheran School.

Table 8. Top Issues – Defiance City Schools

Defiance City Schools – Top Issues				
Issue	Child Does <u>not</u> Walk/Bike to School		Child Walks/Bikes to School	
Distance	88	61.97%	27	81.82%
Speed of traffic along route	74	52.11%	13	39.39%
Amount of traffic along route	74	52.11%	16	48.48%
Weather or climate	72	50.70%	12	36.36%
Safety of intersections and crossings	62	43.66%	11	33.33%
Sidewalks or pathways	54	38.03%	14	42.42%

Table 9. Top Issues – St. John Lutheran

St. John Lutheran* – Top Issues		
Issue	Child Does <u>not</u> Walk/Bike to School	
Speed of traffic along route	9	60.00%
Safety of intersections and crossings	8	53.33%
Violence or crime	8	53.33%
Amount of traffic along route	6	40.00%
Distance	6	40.00%
Sidewalks or pathways	5	33.33%

*There were no respondents with children currently walking or biking to/from school.

3F. Safety Issues and Concerns

Table 10 below shows the number of crashes involving pedestrian and bicyclists that occurred within 2 miles of each school during the past five years (2014-2018).

Table 10. Pedestrian and Bicyclist Crashes (2014-2018) within 2 miles of School

Relevant Traffic Crashes within 2 miles of School (2014-2018)					
School	Total Crashes in STP Study Area	Injury Crashes	Fatal Crashes	Pedestrian Crashes	Bicyclist Crashes
Defiance Elementary	9	8	0	2	7
Defiance Middle	23	20	1	8	15
Holy Cross Catholic	7	6	0	3	4
St. John Lutheran	25	22	1	11	14

3G. Walking and Biking Encouragement Activities

Defiance City Schools, Holy Cross, and St. John Lutheran participated in Walk and Bike to School Day on October 2, 2019.

Section 4: Key Issues Impacting Safe Walking and Biking to School

Key issues impacting student ability to safely walk and bike to school were compiled from the student travel tallies, parent surveys, walk audit, and feedback from the Safe Routes to School Team.

Key Issues:

- Motorists speeding in school zones and within school campus
- Lack of encouragement from schools to support walking and biking
- Faded crosswalks at all school locations
- Lack of ADA compliant pedestrian infrastructure on South Clinton Street
- Lack of safe pedestrian and bicyclist infrastructure on South Jefferson Avenue
- Lack of pedestrian infrastructure on Karnes Avenue and Cleveland Avenue
- Lack of connections between residential neighborhoods and schools

Section 5: Recommended SRTS Countermeasures

Countermeasures were developed to remedy the key issues listed in Section 4. The following countermeasures are split between non-infrastructure and infrastructure.

Proposed Countermeasures

Non-infrastructure

- Enforcement of school zone speeds by the Defiance City Police Department
- Education of pedestrian, bicyclists, and motorists as a partnership with Defiance County Health Department
- Encouragement through the City of Defiance's Heart Healthy Communities initiative

Infrastructure

Low-Cost

- Repaint crosswalks in school zones to be more visible
- Addition of crosswalk at Karnes & Cleveland Avenue near Defiance Middle School
- Installation of bike racks at St. John Lutheran and Holy Cross Schools

Medium-Cost

- Rectangular Rapid Flashing Beacon at intersection of Jefferson Avenue and Rosewood Avenue
- Sidewalk infill on Jefferson Avenue from Pinewood to Carter
- Sidewalk infill on Karnes from Cleveland to Summit

High-Cost

- Sidewalk on South Clinton Street from Bassard Drive to Power Dam Road
- Sidewalk infill on Cleveland Avenue from Greenler to Palmer and Ottawa to Ayersville
- Sidewalk on Ayersville Avenue from Ottawa to Cleveland

Table 11 on the following page provides additional information on the proposed infrastructure countermeasures. Figures 18 through 21 correspond to table 11 and are separated by school.

Table 11. Infrastructure Countermeasures for Defiance City Schools

ID	Location	Issue	Countermeasure	Timeframe	Priority	Jurisdiction	Cost Est.	Funding Sources
A	South Clinton St.	Lack of ADA compliant pedestrian infrastructure	Install a sidewalk on the east side of S. Clinton St. from Bassard Dr. to Power Dam Rd.	Long Term	High	City of Defiance	High	ODOT SRTS, CDBG, City of Defiance
B	Karnes Ave.	Lack of pedestrian infrastructure	Infill sidewalk on the west side of Karnes Ave. from Cleveland Ave. Summit Street	Medium Term	Med.	City of Defiance	Med.	ODOT SRTS, CDBG, City of Defiance
C	Multiple locations	Lack of bicycle facilities	Install bike racks at St. John Lutheran & Holy Cross Schools	Short Term	Med.	City of Defiance	Low	ODOT SRTS, City of Defiance
D	All schools	Crosswalks faded and not visible	Repaint all crosswalks in school zones to be more visible	Short Term	High	City of Defiance	Low	ODOT SRTS, City of Defiance
E	Karnes Ave. & Cleveland Ave.	Lack of safe crossing across Cleveland to Karnes	Addition of crosswalk at Karnes & Cleveland	Short Term	Med.	City of Defiance	Low	ODOT SRTS, City of Defiance
F	Cleveland Ave. Sidewalk	Lack of pedestrian infrastructure	Infill sidewalk from Palmer to Greenler and Ottawa to Ayersville	Medium Term	Med.	City of Defiance	High	ODOT SRTS, CDBG, City of Defiance
G	Ottawa Ave. Multi-Use Path	Lack of connections between residences and school	Multi-use path from Blaine to Defiance Corp. Limits on Ottawa Avenue	Long Term	Med.	City of Defiance	High	ODOT SRTS, ODOT TAP, City of Defiance
H	Jefferson Ave. & Rosewood Ave.	Motorists not obeying school zone speed limit	Install a RRFB at intersection	Medium Term	Low	City of Defiance	Med.	ODOT SRTS, ODOT Safety
I	Jefferson Ave.	Lack of pedestrian infrastructure	Infill sidewalk on the west side of Jefferson Ave. from Pinewood to Carter Rd.	Medium Term	Med.	City of Defiance	High	ODOT SRTS, CDBG, City of Defiance

City of Defiance, Ohio Safe Routes to School Holy Cross Countermeasures



Figure 18. Infrastructure Countermeasures for Holy Cross School (Map)

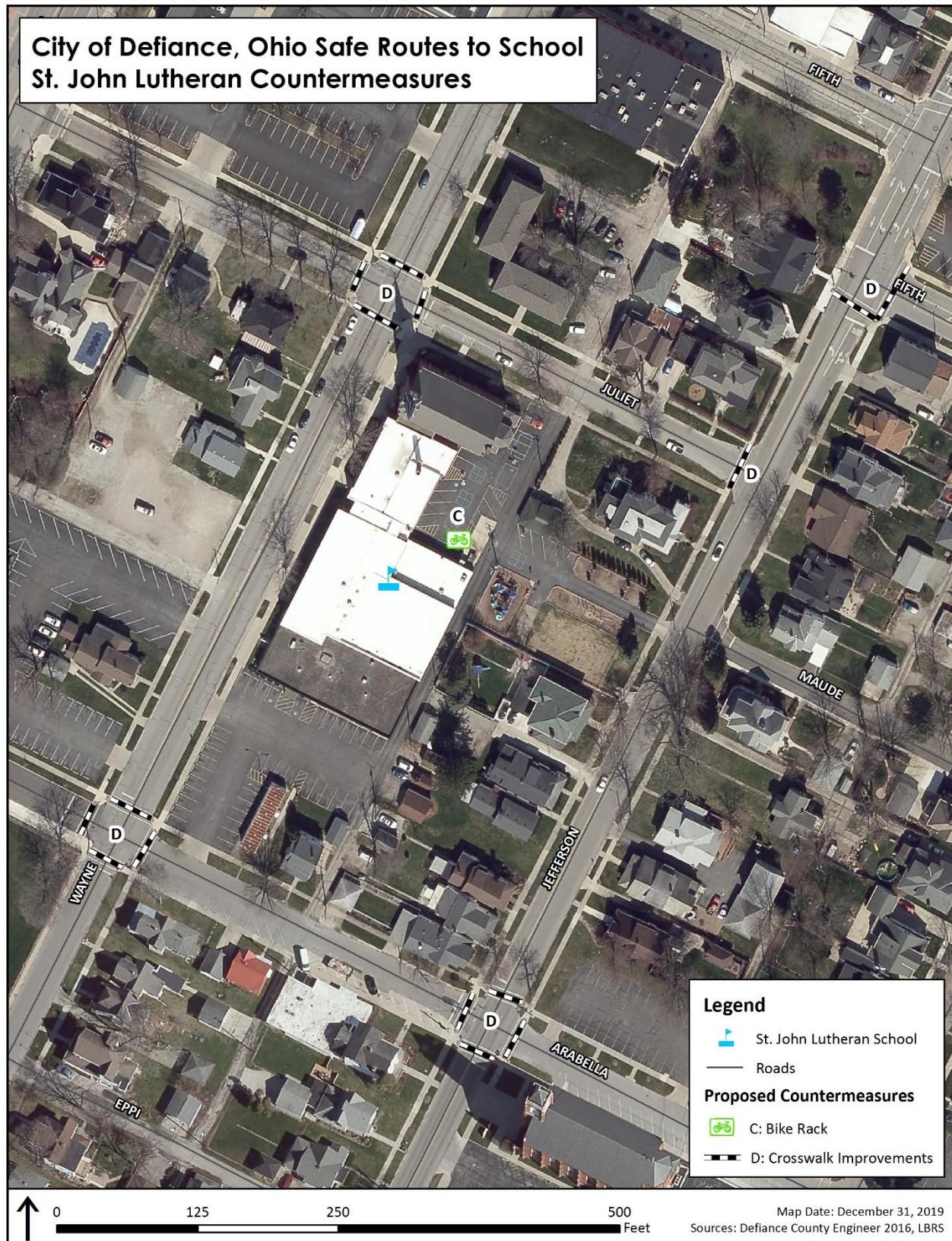


Figure 19. Infrastructure Countermeasures for St. John Lutheran School (Map)

City of Defiance, Ohio Safe Routes to School Defiance Middle School Countermeasures

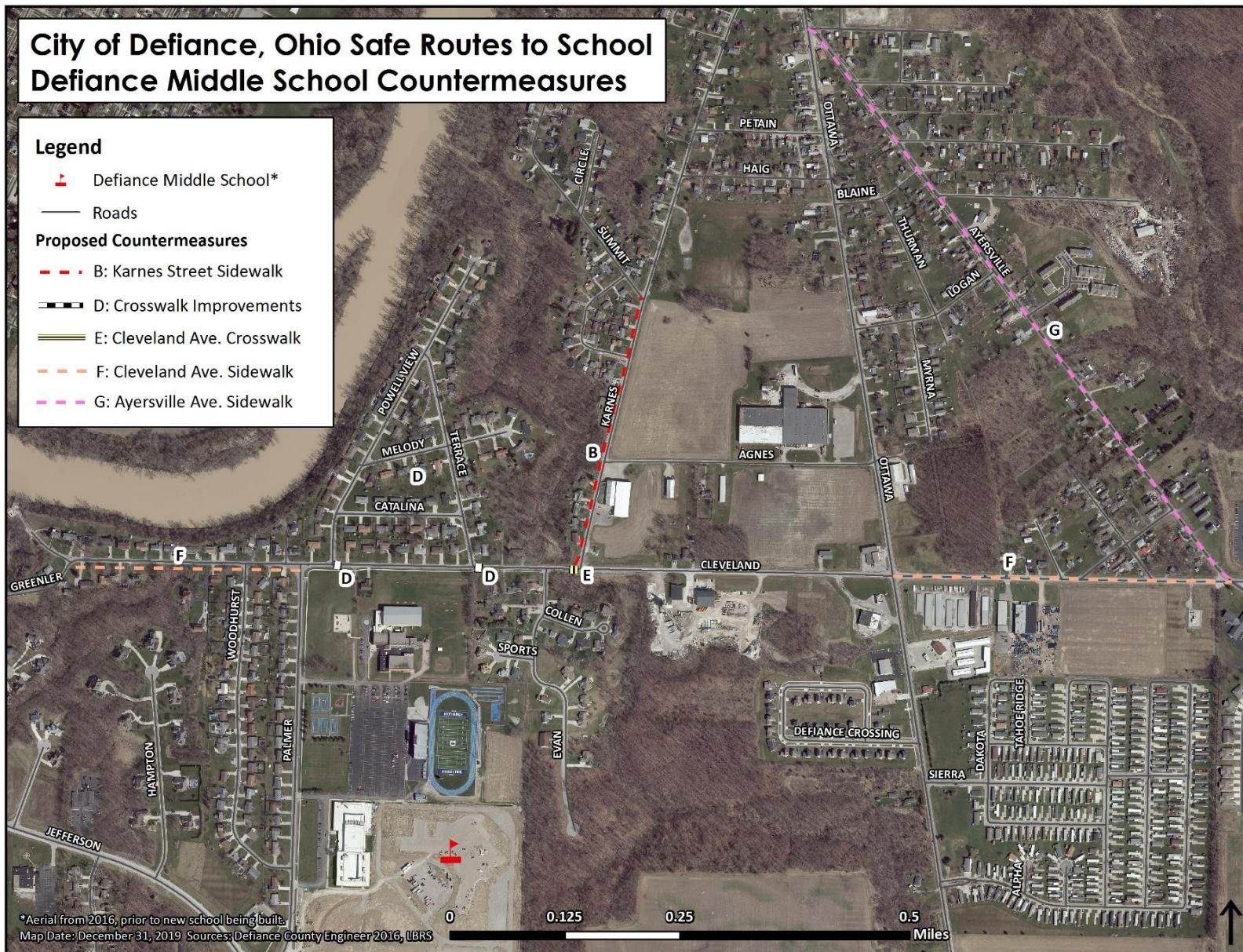
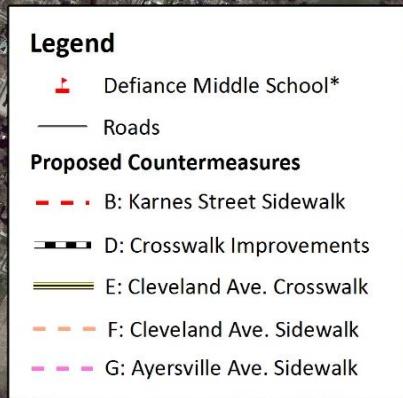


Figure 20. Infrastructure Countermeasures for Defiance Middle School (Map)

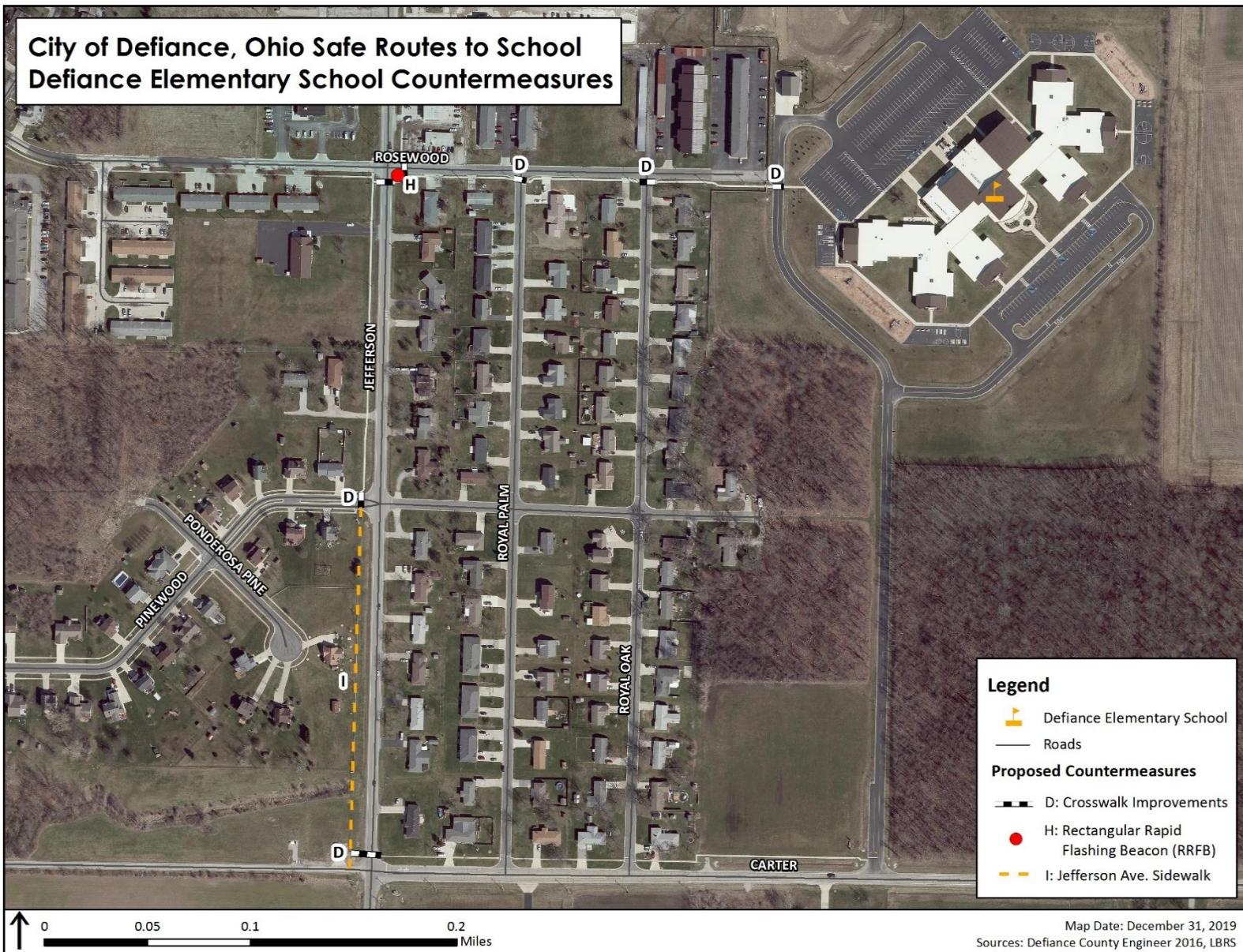


Figure 21. Infrastructure Countermeasures for Defiance Elementary School (Map)

FOCUS AREAS

Facility Types: Infrastructure

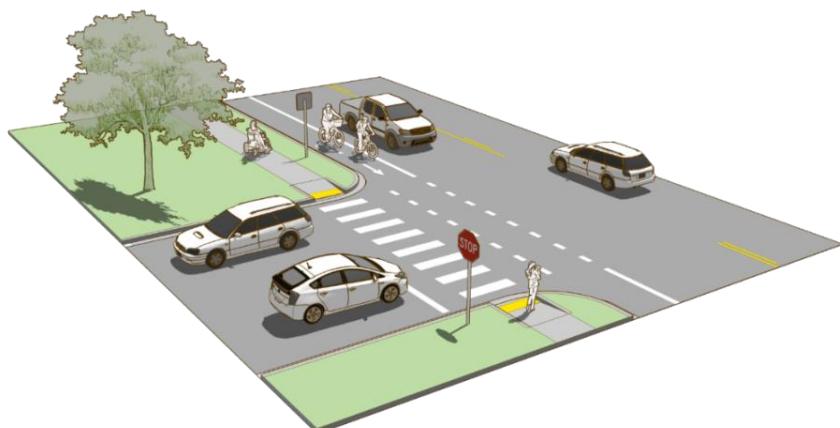
The following section provides a brief overview of standard bicycle and pedestrian facilities that exist. The following types refer to facility definitions in AASHTO's Guide for the Development of Bicycle Facilities (*Fourth Edition*) as well as the Federal Highway Administration (FHWA) Small Town and Rural Multimodal Networks guide. These different facility types can be utilized when updating and implementing active transportation infrastructure.

VISUALLY SEPARATED

Visually separated facilities are found on roads with low to moderate volumes of traffic at moderate speeds. These facilities typically use buffer striping and markings to increase the distance between motorists and non-motorized users. No physical barrier exists with these facilities.

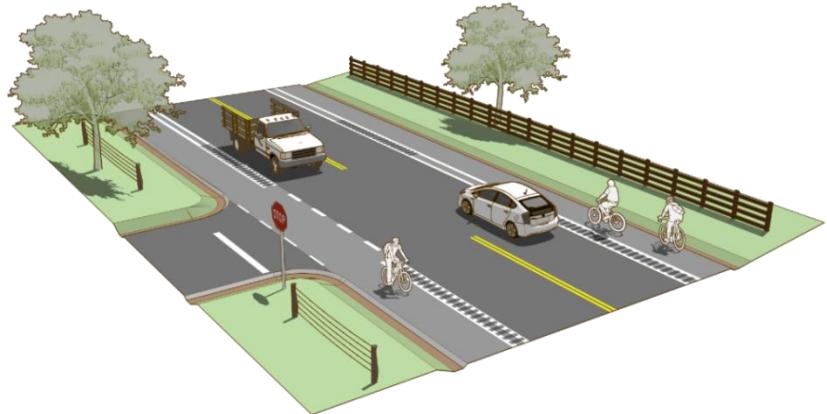
Bike Lane

Bike lanes designate an exclusive space for bicyclists through pavement markings and signs. A bike lane is located directly adjacent to motor vehicle travel lanes and follows the same direction as motor vehicle traffic.



Paved Shoulder

The roadway shoulder is the portion of the roadway continuous with the traveled way that accommodates stopped vehicles and emergency use. Shoulders can be enhanced to serve as a functional space for bicyclists and pedestrians to travel in the absence of other facilities with more separation.



MIXED TRAFFIC

Mixed traffic facilities are best suited for roads with low traffic volumes and low speeds. These facilities are shared among motorists, bicyclists, and sometimes pedestrians.

Shared Lanes

An unmarked shared lane is a lane of travel that is open to both bicycle and motor vehicles but does not have pavement markings or signage. A marked shared lane is a lane that is open to both bicycle and motor vehicle travel, with pavement markings indicating appropriate bicycle positioning.



Sharrows

A shared-lane marking, or sharrow, is a street marking installed to indicate where people should preferably cycle. It is not a dedicated lane, but an indication of lane to be shared by bicycles and motor vehicles. Sharrows should not be used if the posted travel speed exceeds 35 mph.

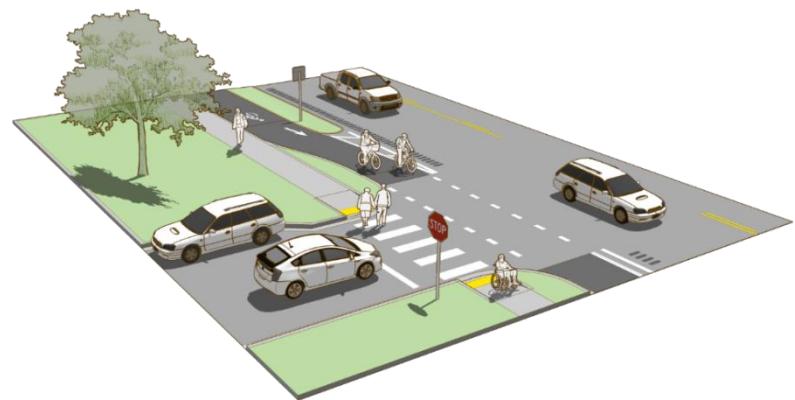


PHYSICALLY SEPARATED

Physically separated facilities create actual barriers from the roadway network.

Separated Bike Lane

A separated bike lane is a facility for exclusive use by bicyclists that is located within or directly adjacent to the roadway and is physically separated from motor vehicle traffic.



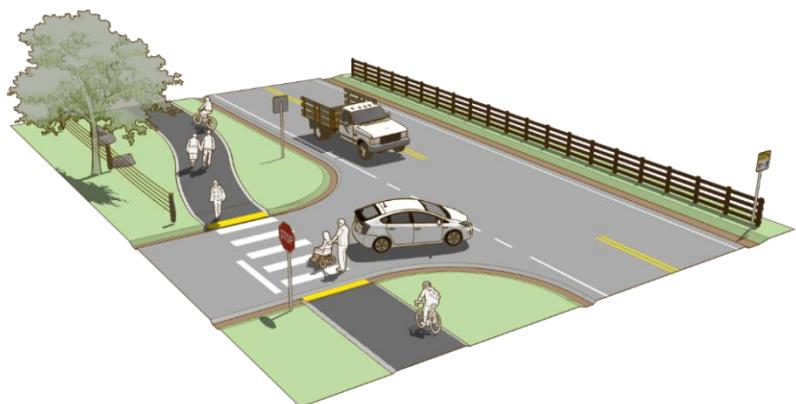
Sidewalk

Sidewalks provide dedicated space intended for use by pedestrians that is safe, comfortable, and accessible to all. Sidewalks are physically separated from the roadway by a curb or unpaved buffer.



Sidepath

A sidepath is a bidirectional shared use path located immediately adjacent and parallel to a roadway.



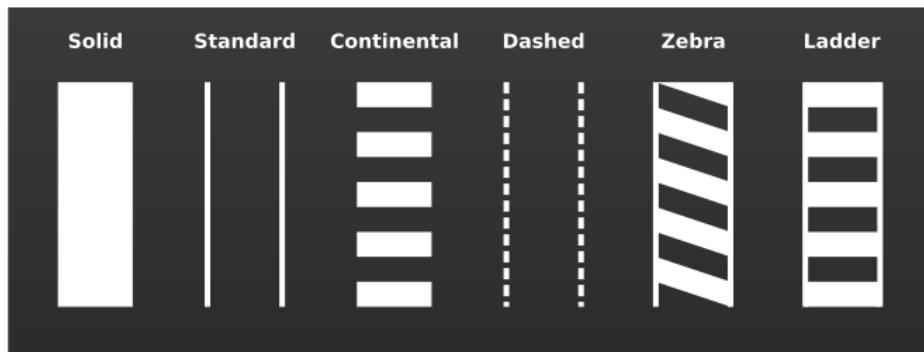
Raised Crosswalk

Raised crosswalks elevate just the crosswalk at an intersection to make pedestrians more visible to vehicular traffic and reduce speeds.



High-Visibility Crosswalk

Incorporating diagonal, ladder-style or “continental style” (only vertical stripes) into crosswalk markings rather than two parallel lines is typically more visible and helpful for areas where approaching traffic is not controlled by a stop sign. Advance warning signs or traffic signals can be incorporated along with high visibility crosswalks in high traffic and high-speed areas.



Pedestrian Hybrid Beacon

Also known as HAWKs (High intensity activated crosswalk), the Pedestrian Hybrid Beacon is a pedestrian activated traffic control measure, which is designed for arterial roads with high traffic and several lanes. Pedestrians activate the beacon by pushing a button, which results in a series of flashing and steady lights to stop traffic and allow the pedestrian(s) to safely cross. The beacon is helpful in areas where gaps in traffic are inadequate to allow crossing or for roads with high vehicle speeds.



Roundabout

A roundabout is a type of circular intersection that increases the safety of an intersection by reducing the number and severity of conflict points, and by slowing down traffic moving through the intersection. Roundabouts can also complement other transportation objectives such as complete streets, by improving safety for non-motorized users.



PROJECTS

Projects were solicited from all entity organizations in the County, including all the Townships, Villages, and the City of Defiance. Project forms were sent via email and mail in August 2019, with a due date of September 30, 2019. Projects were also solicited from the County Engineer and the Defiance County Economic Development office. It was imperative that projects be solicited and included in this plan as their completion will help the County achieve its goals for Active Transportation. 26 total projects were submitted, which consisted of 18 projects and 1 safety study within the City of Defiance, 1 project in the Village of Hicksville, 2 projects in the County, and 4 regional projects spanning multiple counties.

City of Defiance	Cost Estimate
Ottawa Avenue Multi-Use Trail and Sidewalks	
Phase 2: 2,000 linear feet of multi-use trail from Cleveland/Ottawa South to the City Corporation Limits. This project is in the planning stage and was submitted by the City of Defiance.	\$400,000
Phase 3: 1,500 linear feet of multi-use Trail from Cleveland/Ottawa North to Blaine on Ottawa Avenue. This project is in the conceptual phase.	\$300,000
Ayersville Avenue Sidewalk Improvements	
Phase 1: 4,000 linear feet of sidewalk improvements on Ayersville Avenue from Ottawa south to Cleveland Avenue. The project is in the conceptual stage and was submitted by the City of Defiance.	\$800,000
Phase 2: 6,000 linear feet of sidewalk improvements from Cleveland to Dohoney on Ayersville Avenue. This project is also in the conceptual phase.	\$1,200,000
South Clinton Street Sidewalks Improvements	
4,000 linear feet of sidewalk improvements on South Clinton Street from Bassard to Bronson Park Splash Park. The project is in the planning stage and was submitted by the City of Defiance.	\$800,000
South Jackson Street Sidewalks Improvements	
3,400 linear feet of sidewalk improvements from Precision Way/Canal to Deatrict Street on South Jackson Street. This project is in the conceptual phase and was submitted by the City of Defiance.	\$680,000
Downs Street Sidewalks Improvements	
2,300 linear feet of sidewalk improvements on Downs Street from South Clinton Street to Jefferson Street. This project is in the planning stage and was submitted by the City of Defiance.	\$460,000

Ralston Avenue Sidewalks Improvements	1,600 linear feet of sidewalk improvements on Ralston Avenue from the U.S. 24 interchange to Diehl Park. This project is in the conceptual phase and was submitted by the City of Defiance.	\$320,000
North Clinton Street Sidewalks Improvements	2,000 linear feet of sidewalk improvements on North Clinton Street from Elliott Road to the North Corporation Limits. This project is in the conceptual phase and was submitted by the City of Defiance.	\$400,000
Latchaw Drive Sidewalks Improvements	5,000 linear feet of sidewalk improvements on Latchaw Drive from West High Street to Harding/Ralston. This project is in the conceptual phase and was submitted by the City of Defiance.	\$1,000,000
Jefferson Avenue Sidewalks Improvements	1,000 linear feet of sidewalk improvements on Jefferson Avenue from Pinewood to Carter Road. This project is in the conceptual phase and was submitted by the City of Defiance.	\$200,000
Sherwood Forest Sidewalks Improvements	1,000 linear feet of infill sidewalk improvements on Sherwood Forest. This project is in the conceptual phase and was submitted by the City of Defiance.	\$200,000
Ginter Road Sidewalks Improvements	4,500 linear feet of sidewalk improvements on Ginter Road from Jefferson Avenue to South End. This project is in the conceptual phase and was submitted by the City of Defiance.	\$900,000
Cleveland Avenue Sidewalks Improvements	1,400 linear feet of sidewalk improvements on Cleveland Avenue from Greenler to Palmer. This project is in the conceptual phase and was submitted by the City of Defiance.	\$280,000
Stadium Drive Sidewalks Improvements	5,200 linear feet of sidewalk improvements on Stadium Drive from Clinton Street to Carpenter Road. This project is in the conceptual phase and was submitted by the City of Defiance	\$1,040,000
Carpenter Road Sidewalks Improvements	4,500 linear feet of sidewalk improvements on Carpenter Road from Stadium Drive to County Road 424. This project is in the conceptual phase and was submitted by the City of Defiance.	\$900,000

East Second Street Sidewalk Improvements

Phase 1: 2,800 linear feet of sidewalk improvements on East Second Street from Greenhouse to Domersville. This project is in the conceptual stage and was submitted by the City of Defiance. \$560,000

Phase 2: 2,600 linear feet of sidewalk improvements on East Second Street from Tiedeman to Greenhouse (South Side). This project is in the conceptual phase. \$260,000

Webster Street Walking Trail

Defiance County Economic Development proposed a conceptual project to install a sidewalk or multi-use path up the bluff from Pontiac Park to East River Drive in the City of Defiance. The project would also include improving sidewalks on East Webster Street from E. River Drive. The project would connect to CR 424, which recently received enhanced shoulders for pedestrian and bicyclist use. Unknown

Stadium Drive Sidewalk

A sidewalk along Stadium Drive would allow access to and from the Defiance College Campus. This conceptual project submitted by Defiance County Economic Development would connect Stadium Drive from North Clinton Street to Carpenter Road in the City of Defiance. Unknown

Carpenter Road Sidewalk

This project would be in conjunction with the rebuild of Carpenter Road in the City of Defiance, planned for the year 2020. Installing a sidewalk along Carpenter Road from North Clinton to East River Drive would complete the loop route along N. Clinton Street and CR 424 (River Road). This project is in the conceptual phase and was submitted by Defiance County Economic Development. Unknown

East Second Street Corridor Safety Study

This project would be the completion of a safety study for the East Second Street corridor in the City of Defiance. This area lacks pedestrian infrastructure though many pedestrians use it and there is a history of pedestrian related crashes in the corridor. Maumee Valley Planning Organization would conduct the safety study. N/A

Village of Hicksville	Cost Estimate
Hicksville Village Park Sidewalk This project involves the installation of approximately 2,400 linear feet of sidewalk along the south side of Bryan Street from Spencerville Road to Arthur Street in the Village of Hicksville Park. The sidewalk addition would create connections from the park to the downtown area and other desired destinations, such as the Hicksville Pool, Froggy Park, and Veteran's Memorial. This project is in the conceptual phase with the Village of Hicksville as the project sponsor.	\$288,000 (based upon \$120 per linear foot of sidewalk)
Defiance County	Cost Estimate
Canal Road Bicycle and Pedestrian Enhancements Project The County of Defiance and the City of Defiance will collaborate to construct enhanced roadway shoulders along both sides of Canal Road from Jackson Street to Ball Road. The northeast termini of the project will connect to the sidewalks at the south end of Jackson Street and the shared use paths around the City of Defiance Reservoir. The shoulders will be added to existing pavement- converting the existing stone/sod to pavement, will be constructed in City and County road public right-of-way, and are proposed to be five feet wide each. The purpose of this project is to provide a safer way for bicyclists and pedestrians to utilize and connect to the Buckeye Trail/North Country National Scenic Trail (NCT) from the Defiance City Reservoir via Canal Road.	\$750,000
Ridenour Road Improvements Project Farmer Township's project for shoulder widening and resurfacing on Ridenour Road will terminate North of Scott Road. The project is in the preliminary engineering phase and has Ohio Public Works Commission funds committed. This project could potentially connect to both the Village of Hicksville and Williams County.	\$235,000

Regional	Cost Estimate
Recreational Trail Construction from Ney to Bryan This collaborative project between Defiance and Williams Counties would construct a recreational trail from the Village of Ney in Defiance County to the City of Bryan in Williams County. The conceptual project would reuse an existing railroad bed for the basis of the trail.	\$750,000
Kiser/Krouse Road Recreational Trail from Defiance City Reservoir to CR 424 Kiser and Krouse Road are located southwest of the City of Defiance in Defiance Township. Defiance County's conceptual project is to connect these roads to the Defiance City Reservoir just over two miles northeast. The Defiance City Reservoir features several walking paths, as well as bicyclist and pedestrian infrastructure. County Road 424 is north of the Reservoir and is used as a biking and walking path on the east side of the City. Improving the west side of CR 424 would enable greater connectivity for active transportation throughout the County and City.	\$2,650,000
CR 424 Recreational Trail from Krouse Road to Defiance County Line Over 6.5 miles of trail would be developed on County Road 424 from Krouse Road west to the Defiance County Line. This conceptual project is sponsored by Defiance County would further connect CR 424 and its recreational facilities.	\$4,000,000
Marquis Corridor Pathway Improvement Installation of 8 miles of paved path on the Marquis Corridor from the Village of Ney in Defiance County to the City of Bryan in Williams County and connect to the East End Park in Bryan. This conceptual project is sponsored by the City of Bryan and was incorporated into the Williams County Active Transportation Plan (2018). Project partners include Defiance County, the Northwestern Ohio Rails to Trails Association (NORTA), and the Ohio Horseman Council.	\$5,000,000

Funding Sources

Potential funding sources available for entities within the County to utilize to complete projects related to Active Transportation include Ohio Department of Transportation (ODOT) grants such as the Safety Program, Safe Routes to School, and the Transportation Alternatives Program (TAP); Ohio Department of Natural Resources (ODNR) grants such as the Clean Ohio Trails Fund, NatureWorks, and the Recreational Trails Fund; and additional funding sources through Ohio Public Works, the State Capital Budget, and the Community Development Block Grant (CDBG) program.

Table 12 on the following page provides more information about the types of projects eligible for each source, application deadlines, and other details.

Table 12. Funding Programs

	Program	Description	Applicants	Funding	Dates
Ohio Department of Transportation	Transportation Alternatives Program (TAP)	Multi-use paths that connect destinations	Local governments and park districts	No set max.; 20% local match plus engineering	Annual Oct. 1 st LOI
	Safety Program	Bike/ped facilities in high crash areas; safety education	Local and state governments	0-10% local match plus engineering	Accepted biannually (Apr. 30 & Sept. 30)
	Safe Routes to School	Funds for grades K-8 to encourage kids to walk and bike to school	Local government, schools or school systems	100% funded; \$400,000 infrastructure projects; \$20,000 other	Annual: Jan. to Mar.
Ohio Department of Natural Resources	Clean Ohio Trails	Land acquisition, trail development, trailside & trailhead facilities, design & engineering, trail safety education	Local government, special districts, state, federal agencies, nonprofits	Max. award is \$500,000; 25% local match (can use as local match for ODOT funding)	Annual: Feb. 1
	NatureWorks	Recreation and park projects, acquisition, development and rehabilitation	Local governments and park districts	County allocation up to \$150,000; 25% local match	Annual: Jun. 1
	Recreational Trails Fund	Trail linkages, maintenance of existing trails, restoration of trail areas, improved access, acquisition	Local government, special districts, state, federal agencies, nonprofits	Max. award is \$150,000; 20% local match	Annual: Feb. 1
Other Grant Opportunities	Community Development Block Grant (CDBG)	Public facilities, remove barriers for accessibility	Local governments	Approx. \$150,000 for a minimum of 4 projects	Accepted biennially
	SRTS National Partnership	Planning, education, signage, maintenance, street design, ROW acquisition, etc.	Nonprofits	\$12,500; Match not required	December
	Safe Routes to Parks				
Other Grant Opportunities	People for Bikes	Bicycling, active transportation, community development	Non-profits, city or county agencies or departments	\$10,000; at least 50% match	Accepted biannually (Apr, Oct) LOI (Jan, Jul)

ACTION PLAN

The action plan outlines how Defiance County will successfully implement the Active Transportation plan and reach their vision of having a connected, safe, and efficient non-motorized transportation system for essential travel, health, recreation, and tourism.

Strategies

Strategies for each objective are summarized by goal and objective to successfully reach the Action Plan goals and ultimately fulfill Defiance County's vision for active transportation.

Performance Measures

The performance measures developed for Defiance County's Active Transportation Plan are provided below and will be utilized to determine the progress being made toward each goal outlined in the plan. Performance measures will be assessed annually to measure progress of the plan implementation. The plan will be completely updated every five years. Performance measures correspond to each strategy under the goal objectives.

What are performance measures?

According to the **Federal Highway Administration (FHWA)**, performance measures are indicators of how well something is performing and can be used in several ways.

These measures are most often utilized in objective-driven planning in order to help an organization track progress towards achieving established goals and objectives.



Connectivity Strategies

Increase connections between places for non-motorized means of travel

Objective 1.a. Develop a comprehensive non-motorized transportation system that provides County-wide connectivity.

Leaders	Strategies	Performance Measures
Active Transportation Committee	Conduct corridor planning and public input to determine the best routes for connecting places in the County.	<ul style="list-style-type: none">• Miles of bicycle facilities, sidewalk, and multi-use paths added
Maumee Valley Planning Organization (MVPO)	Create a bicycle level of traffic stress (LTS) network to determine the best routes for bicycle improvements.	<ul style="list-style-type: none">• Percent of roadway miles with complete sidewalks on both sides• Percent of signalized intersections that have complete pedestrian and bicycle facilities

Objective 1.b. Increase connections and fill gaps between existing parks and amenities in the City and Villages.

Leaders	Strategies	Performance Measures
Active Transportation Committee, MVPO	Develop and implement a Safe Routes to Parks plan.	<ul style="list-style-type: none">• Percent of the network complete for pedestrians and bicyclists within ½ mile and 2 miles respectively of each designated destination• Portion of space dedicated to pedestrians through sidewalk additions, roadway widening, or park expansion



Safety Strategies

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

Objective 2.a. Reduce distracted driving, walking, and bicycling.

Leaders	Strategies	Performance Measures
Active Transportation Committee	Develop and implement educational campaigns to teach road users about how to be safe on roads, sidewalks, and in crosswalks.	<ul style="list-style-type: none">• Number of pedestrian fatalities and serious injuries• Number of bicyclist fatalities and serious injuries
Defiance County Health Department, MVPO	Partner with the Defiance County Health Department to increase education of motorized and non-motorized users.	

Objective 2.b. Reduce the number and severity of crashes involving bicyclists and pedestrians.

Leaders	Strategies	Performance Measures
Safe Routes to School Team, law enforcement, Health Department	Emphasize law enforcement that impacts active transportation user safety and behavior change in motorists.	<ul style="list-style-type: none">• Number of active transportation users• Portion of space dedicated to safe crossings for active transportation users
City of Defiance, Village of Hicksville, Defiance County	Promote safe roadway crossing through infrastructure improvements like crosswalks and pedestrian refuge islands.	

Objective 2.c. Create and maintain safe routes for students traveling to and from school.

Leaders	Strategies	Performance Measures
Safe Routes to School Team, MVPO, City of Defiance	Apply for Safe Routes to School infrastructure funding to improve the built environment to make it easier and safer to participate in active transportation.	<ul style="list-style-type: none">• Number of students walking and biking to school (evaluate with student travel tallies and parent surveys)
Safe Routes to School Team, MVPO, City of Defiance	Apply for Safe Routes to School non-infrastructure funding to support and expand encouragement, education, and enforcement.	



Accessibility Strategies

Enhance mobility for all users

Objective 3.a. Improve and expand infrastructure for pedestrians, bicyclists, and people with disabilities.

Leaders	Strategies	Performance Measures
Defiance County, City, Villages, Townships	Incorporate ADA compliant paths and signals for all infrastructure improvements.	<ul style="list-style-type: none">Percent of total street crossings that meet accessibility standardsPercent of total sidewalk miles that meet accessibility standardsPercent of on-street parking spaces that are accessiblePercent of transportation-disadvantaged population within a $\frac{1}{4}$ mile network distance to sidewalk, trail, or bike facility

Objective 3.b. Enhance opportunities for active water transportation on the local rivers.

Leaders	Strategies	Performance Measures
City of Defiance, Parks Board, Defiance County	Market the existing water trail facilities. Work towards projects that establish canoe and kayak launches. Incorporate educational materials on active water transportation during the annual City of Defiance Riverfest.	<ul style="list-style-type: none">Number of active water transportation facilities added

Objective 3.c. Adopt policies, standards, or regulations promoting Complete Streets principles.

Leaders	Strategies	Performance Measures
Defiance County, City, Villages, MVPO	Tailor a complete streets policy for the County and local communities and encourage adoption through working with stakeholders and the public.	<ul style="list-style-type: none">Number of complete streets policies adopted



Health Strategies

Support healthy lifestyles for all residents

Objective 4.a. Promote healthier communities by encouraging and improving access to Active Transportation facilities.

Leaders	Strategies	Performance Measures
Health Department, MVPO	Partner with the Defiance County Health Department to promote the health benefits of Active Transportation.	<ul style="list-style-type: none">Percent of population within a $\frac{1}{4}$ mile network distance to sidewalk, trail, or bike facility
Active Transportation Committee, MVPO	Complete a data and mapping analysis of local parks to identify barriers to park access.	<ul style="list-style-type: none">Proportion of residences within a $\frac{1}{2}$-mile walking distance or 2-mile biking distance to specific key destinations, such as parks or schools
Active Transportation Committee, MVPO, Defiance County	Conduct walk and accessibility audits with community partners to address safety, access, and any barriers to active transportation facilities.	

Objective 4.b. Increase walking and biking for short trips.

Leaders	Strategies	Performance Measures
Defiance County, City, Villages	Increase the availability of information on walking and bicycling options in the City and Villages.	<ul style="list-style-type: none">Average minutes of physical activity per day attributable to active transportation

Objective 4.c. Support policies to ensure walking and bicycling are viable and desirable components of the transportation network.

Leaders	Strategies	Performance Measures
Defiance County, City, Villages	Promote complete streets policies through partnerships and projects.	<ul style="list-style-type: none">Number of complete streets policies adopted



Promotion Strategies

Enhance and market existing parks, trails, and amenities

Objective 5.a. Establish a marketing strategy to promote existing parks, trails, and amenities.

Leaders	Strategies	Performance Measures
Active Transportation Committee	Create a media campaign on active transportation and identify partners to distribute campaign message.	<ul style="list-style-type: none">• Increase in park and trail users

Objective 5.b. Develop a regular maintenance schedule to ensure existing sidewalks, bicycle facilities, and water transportation facilities (including signage) are well maintained.

Leaders	Strategies	Performance Measures
Defiance County, City, Villages	Coordinate with the City and Villages to track the maintenance schedule and apply for funds if needed.	<ul style="list-style-type: none">• Miles of maintained sidewalks, trails, and bike lanes

Objective 5.c. Increase the number of pedestrian and bicycle support facilities, such as bike racks, repair stations, and wayfinding signs.

Leaders	Strategies	Performance Measures
Defiance County, City, Villages, MVPO	Access funding sources for implementing support facilities at existing parks and trailheads.	<ul style="list-style-type: none">• Number of support facilities added for active transportation
City of Defiance, DDVB, MVPO	Work with the City and Downtown Visitors Bureau to determine appropriate locations for wayfinding signs for parks, trails, and amenities.	<ul style="list-style-type: none">• Increase in park and trail users• Increase in downtown business sales
Defiance County, Health Department	Encourage bicycle parking at workplaces, parks, and desired destinations.	

PLAN ADOPTION

After a 30-day public comment period from December 13, 2019 to January 13, 2020, the final draft of the Defiance County Active Transportation Plan was presented to the Defiance County Commissioners for adoption. The plan was adopted via resolution on January 13, 2020 (Figure 22).

BOARD OF DEFIANCE COUNTY COMMISSIONERS

RESOLUTION: IN THE MATTER OF: ADOPT THE DEFIANCE COUNTY, OHIO ACTIVE TRANSPORTATION PLAN

DATE: MONDAY, JANUARY 13, 2020

The Board of Commissioners, County of Defiance, State of Ohio met in regular session on the above date in the Defiance County Commissioners' Conference Room with the following members present:

Ryan Mack: PRESENT Michael Pocratsky: PRESENT Gary Plotts: PRESENT

Commissioner PLOUTTS moved and Commissioner POCRATSKY seconded the adoption of the following Resolution:

WHEREAS, the Maumee Valley Planning Organization has prepared an Active Transportation Plan for Defiance County, Ohio that follows the requirements of the State of Ohio's Active Transportation Planning Guidelines; and

WHEREAS, Active Transportation is defined by the Ohio Department of Transportation as human-powered transportation that engages people in healthy physical activity while they travel from place to place; and

WHEREAS, the Active Transportation Plan states goals and policies intended to enhance pedestrian and bicycle mobility, connectivity, and safety in the County, and promote healthy lifestyles and economic growth; and

WHEREAS, the Active Transportation Plan is based on and consistent with local planning efforts and was developed with the input of the Defiance County Active Transportation Committee composed of local agency representatives and other stakeholders; and

WHEREAS, a public outreach process was conducted to inform the public and seek input, and included a public meeting in the Village of Hicksville on July 30, 2019, a public meeting in the City of Defiance on August 1, 2019 and a public comment period lasting from December 13, 2019 to January 13, 2020;

NOW, THEREFORE, BE IT RESOLVED that the Defiance County Commissioners hereby adopt the Defiance County Active Transportation Plan.

BE IT FURTHER RESOLVED, that it is found and determined that all formal actions of this Board concerning and relating to the adoption of this Resolution were so adopted in an open meeting of this Board and that all deliberations of this Board and of any of its committees that resulted in such formal action were in meetings open to the public in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

BOARD OF DEFIANCE COUNTY COMMISSIONERS

The roll call vote upon its adoption resulted as follows:

RYAN MACK	<u>Ryan Mack</u>	yes
GARY PLOTT	<u>Gary Plot</u>	yes
MICHAEL POGRATSKY	<u>Michael Pocratsky</u>	yes

MOTION CARRIED:

ATTEST: Stephanie M. Metz, CLERK
STEPHANIE M. METZ

JOURNAL #163, RESOLUTION #20-01-014

Figure 22. Resolution to Adopt the Defiance County Active Transportation Plan

APPENDICES

Appendix A: Public Survey Results

Summary

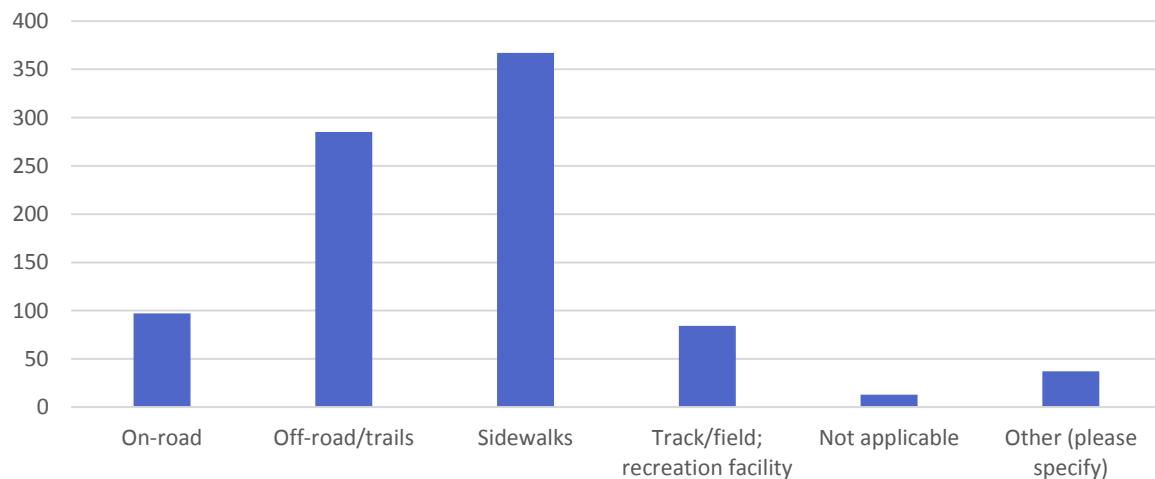
The public survey was open from June 7, 2019 to July 3, 2019. Prior to opening the survey to the public, it was shared with Defiance College staff and students while school was still in session. The survey received a total of 500 responses. It was advertised on Maumee Valley Planning Organization's website, the City of Defiance's website, social media, email, and through a press release in the City of Defiance's Crescent News and the Village of Hicksville's Hicksville Tribune.

Analysis of Responses

Q1) Where do you currently prefer to walk? Select all that apply.

Answer Choices	Responses	
On-road Off-road/trails Sidewalks Track/field; recreation facility Not applicable Other (please specify)	19.4%	97
	57.0%	285
	73.4%	367
	16.8%	84
	2.6%	13
	7.4%	37
	Answered	500
	Skipped	2

Where do you currently prefer to walk?



Most respondents (367) currently preferred to walk on sidewalks, followed by off-road/trails. Respondents were able to choose multiple answers for this question. Other responses included specific parks, places, and trails. Frequent responses included the Defiance City Reservoir, Independence Dam State Park, Defiance's Northtowne Mall, and Riverside Cemetery.

Q2) Where do you currently prefer to ride your bicycle? Select all that apply.

Answer Choices	Responses	
On-road	41.0%	205
	39.2%	196
	39.4%	197
	22.2%	111
	4.6%	23
	Answered	500
	Skipped	2

Respondents preferred to ride their bicycles on-road (205) followed closely by sidewalks (197) and off-road/trails (196). Survey respondents were able to select as many answers as applicable. Other responses included the Defiance City Reservoir, paved trails, and the Riverside Cemetery.

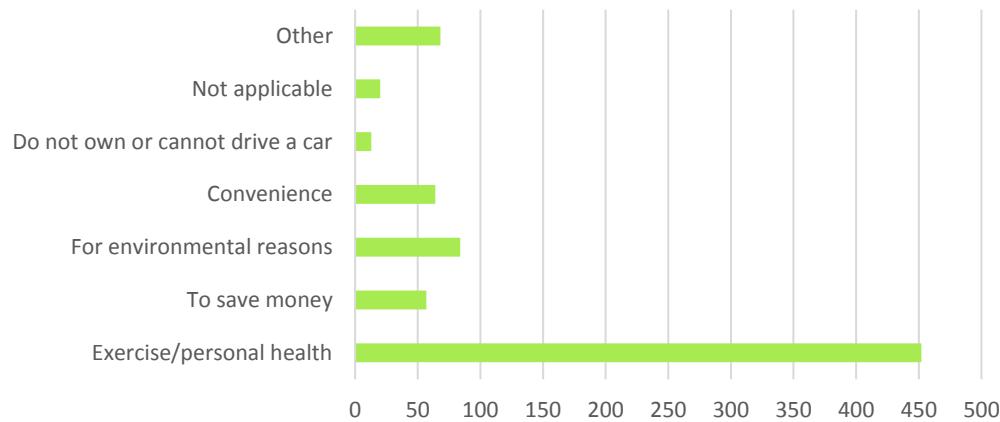
Where do you currently prefer to ride your bicycle?



Q3) For which of the following reasons do you choose to walk or ride a bicycle? Select all that apply.

Answer Choices	Responses	
Exercise/personal health	90.8%	452
	11.5%	57
	16.9%	84
	12.9%	64
	2.6%	13
	4.0%	20
	13.7%	68
	Answered	498
	Skipped	4

For which of the following reasons do you choose to walk or ride a bicycle?



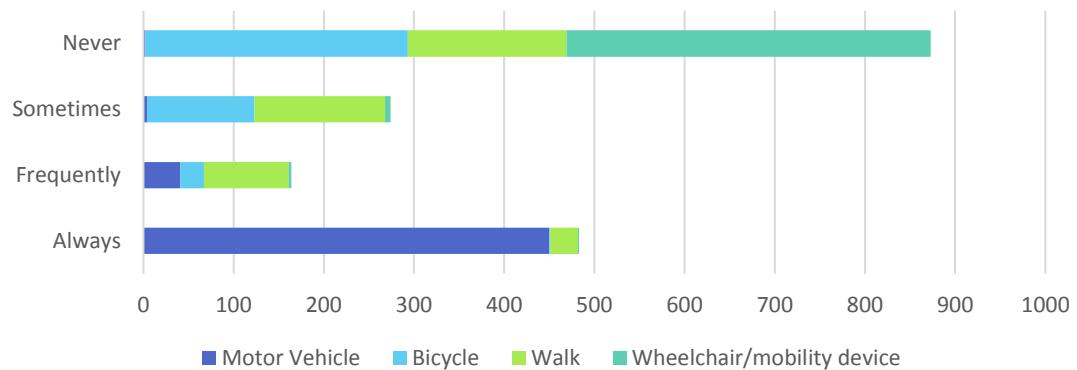
Most respondents (90.8%) selected exercise/personal health when asked for the reason they chose to walk or ride a bicycle. 16.9% of respondents said they walked or rode a bicycle for environmental reasons. There were several other responses, the main being that the activities were fun, relaxing, enjoyable, and stress relieving. Other respondents said they choose to walk or bike in order to exercise their pets, spend time with family, and to enjoy the outdoors.

Q4) How often do you use the following modes of transportation to go to work, medical appointments, social engagements, or other destinations?

	Always	Frequently	Sometimes	Never
Motor Vehicle	90.5%	8.3%	0.8%	0.4%
Bicycle	0.2%	6.0%	27.2%	66.6%
Walk	7.0%	21.1%	32.5%	39.5%
Wheelchair/mobility device	0.2%	0.7%	1.5%	97.6%

498 respondents answered this question. Frequently was defined as once per week, and Sometimes was defined as once per month or less. There were five additional responses in "Other." When traveling to work, medical appointments, social engagements, or other destinations, respondents most likely used motor vehicles as their mode of transportation, accounting for 90.5% of all responses. 7.0% of respondents said they always walk to their destinations, while only 0.2% bicycled, and 0.2% used a mobility device or wheelchair.

How often do you use the following modes of transportation to go to work, medical appointments, social engagements, or other destinations?



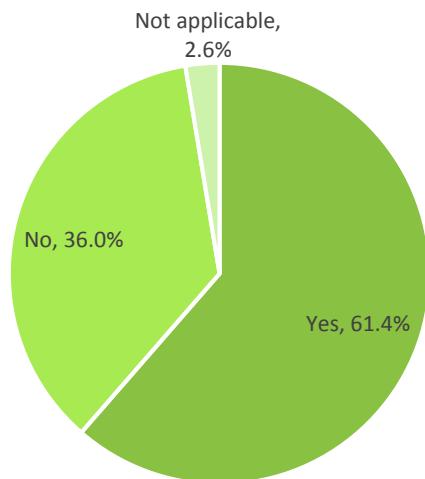
Q5) Do you feel safe/comfortable walking or bicycling in your community?

Answer Choices Responses

Yes	61.4%	307
No	36.0%	180
Not applicable	2.6%	13
Answered	500	
Skipped	2	

61.4% of respondents said that they felt safe/comfortable walking or bicycling in their community. However, 36% of respondents said they did not feel safe/comfortable walking or bicycling in their respective communities.

Q6) If you answered no to the previous question, why do you not feel safe walking or bicycling in your community? Select all that apply.

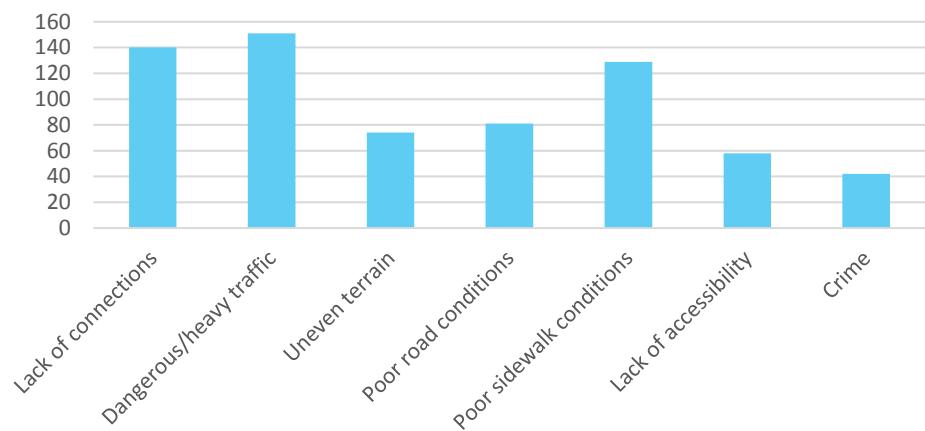


Answer Choices Responses

Lack of connections (i.e. sidewalk ends)	31.5%	140
Dangerous/heavy traffic	33.9%	151
Uneven terrain	16.6%	74
Poor road conditions	18.2%	81
Poor sidewalk conditions	29.0%	129
Lack of accessibility	13.0%	58
Crime	9.4%	42
Not applicable	49.2%	219

445 respondents answered this question, while 57 respondents skipped the question. Apart from the 219 respondents that answered the question as “Not applicable,” the most common reasons for not feeling safe walking or bicycling were dangerous or heavy traffic, followed by lack of connections (i.e. sidewalk ends), and poor sidewalk conditions.

Why do you not feel safe walking or bicycling in your community?

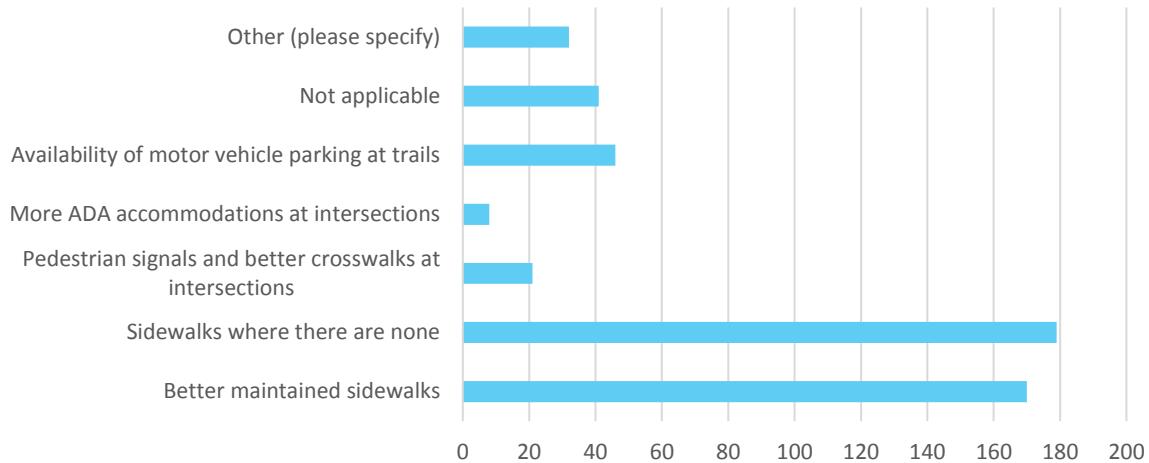


Q7) What improvement would encourage you to walk more often?

Answer Choices	Responses	
Better maintained sidewalks	34.2%	170
Sidewalks where there are none	36.0%	179
Pedestrian signals and better crosswalks at intersections	4.2%	21
More ADA accommodations at intersections (such as curb ramps)	1.6%	8
Availability of motor vehicle parking at trails	9.3%	46
Not applicable	8.3%	41
Other (please specify)	6.4%	32
Answered	497	
Skipped	5	

Other answers included more walking trails, better lighting of trails, and bike lanes. A few respondents also noted the issue of safety and educating drivers to share the road. The most commonly selected improvement was sidewalks where there are none, comprising 36.0% of responses, followed by better maintained sidewalks at 34.2%.

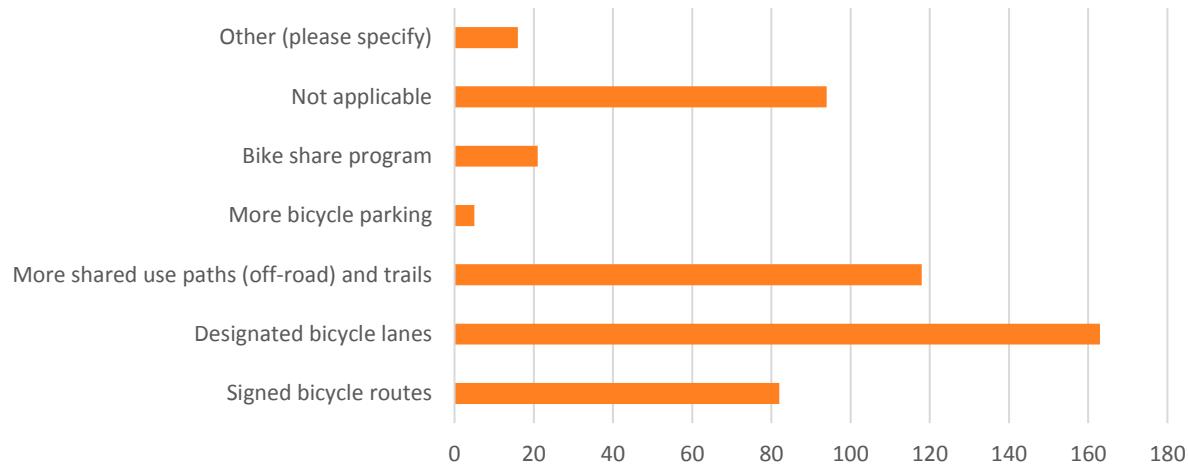
What improvement would encourage you to walk more often?



Q8) What improvement would encourage you to bike more often?

Answer Choices	Responses	
Signed bicycle routes	16.4%	82
Designated bicycle lanes	32.7%	163
More shared use paths (off-road) and trails	23.7%	118
More bicycle parking	1.0%	5
Bike share program	4.2%	21
Not applicable	18.8%	94
Other (please specify)	3.2%	16
Answered		499
Skipped		3

What improvement would encourage you to bike more often?

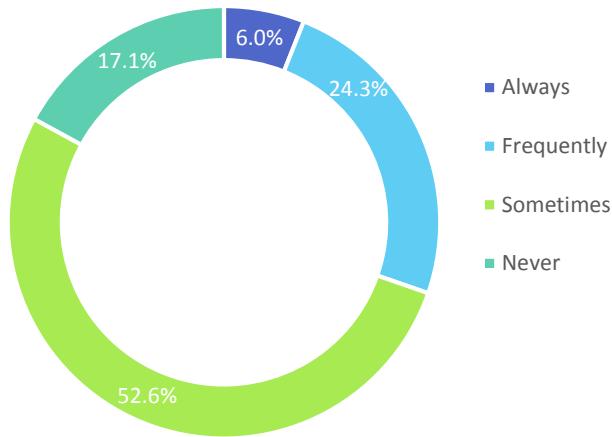


32.7% of respondents selected designated bicycle routes as an improvement that would encourage them to bike more, followed by more off-road shared use paths and trails (23.7%), and signed bicycle routes (16.4%). 18.8% of respondents marked the question as not applicable. Comments within the “Other” category included owning a bike or fixing a bike they already had would be a reason to bike.

Q9) How often do you utilize the parks and trails in Defiance County?

Answer Choices	Responses	
Always	6.0%	30
Frequently (once per week)	24.3%	121
Sometimes (once per month or less)	52.6%	262
Never	17.1%	85
Answered	498	
Skipped	4	

How often do you utilize the parks and trails in Defiance County?

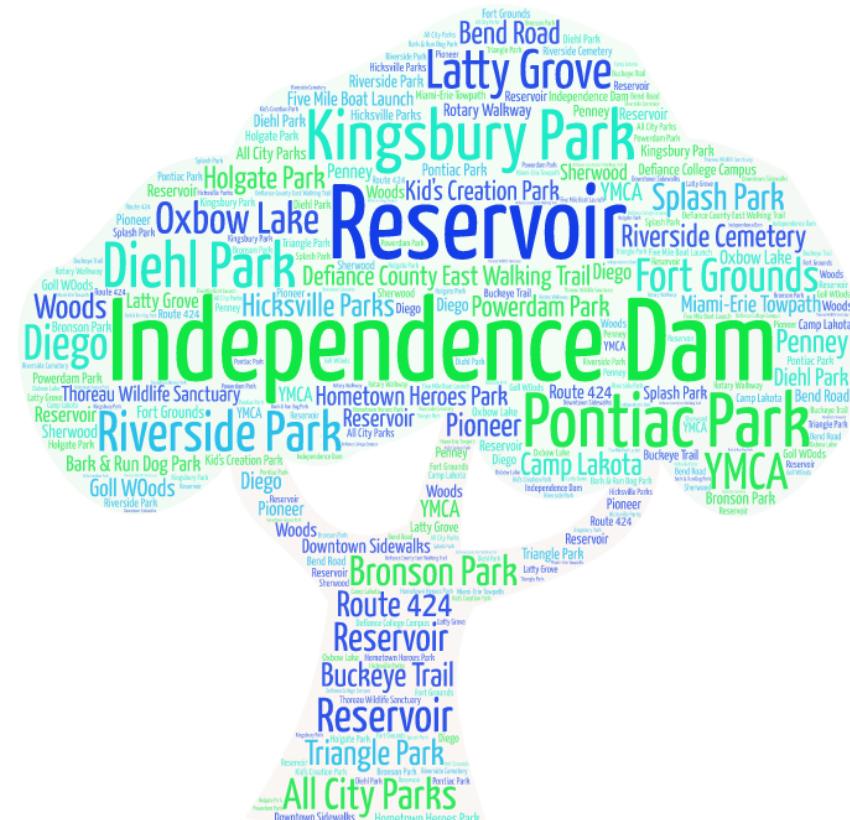


262 respondents reported that they utilize the parks and trails in Defiance County sometimes, meaning once per month or less. 121 respondents said they frequently utilize the County parks and trails, amounting to once per week or more. 85 respondents or 17.1% said they never use the County parks and trails, while 30 or 6.0% always use them.

Q10) Which Defiance County parks/trails have you visited or used?

425 respondents listed the parks and trails that they have visited or used in Defiance County.

The most commonly listed parks and trails were Independence Dam State Park, the Defiance City Reservoir, Kingsbury Park, Pontiac Park, Diehl Park, and Riverside Park.

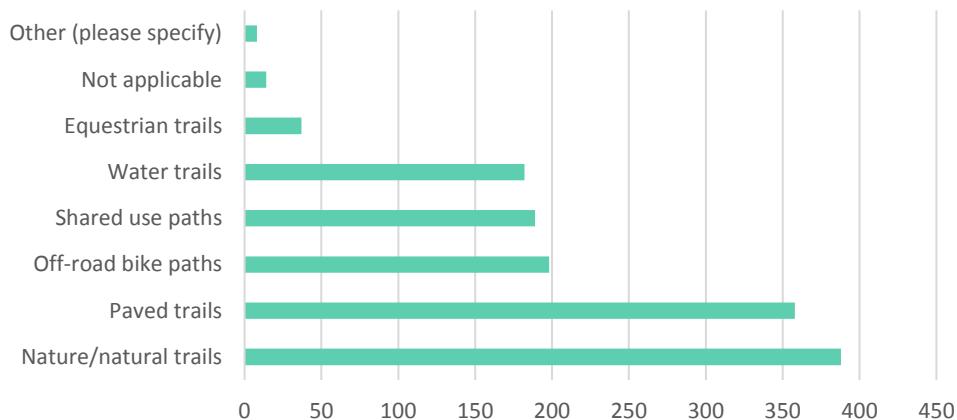


Q11) What type of trails would you like to see more of in Defiance County?
Select all that apply.

Answer Choices	Responses	
Nature/natural trails	77.6%	388
	71.6%	358
	39.6%	198
	37.8%	189
	36.4%	182
	7.4%	37
	2.8%	14
	1.6%	8

Respondents wanted to see primarily more nature/natural trails (77.6%) and paved trails (71.6%) in Defiance County. Other top selected trails were off-road bike paths (39.6%), shared use paths (37.8%), and water trails (36.4%). 7.4% of respondents also indicated that they would like to see more equestrian trails. This question received a total of 500 responses, with only 2 respondents skipping the question.

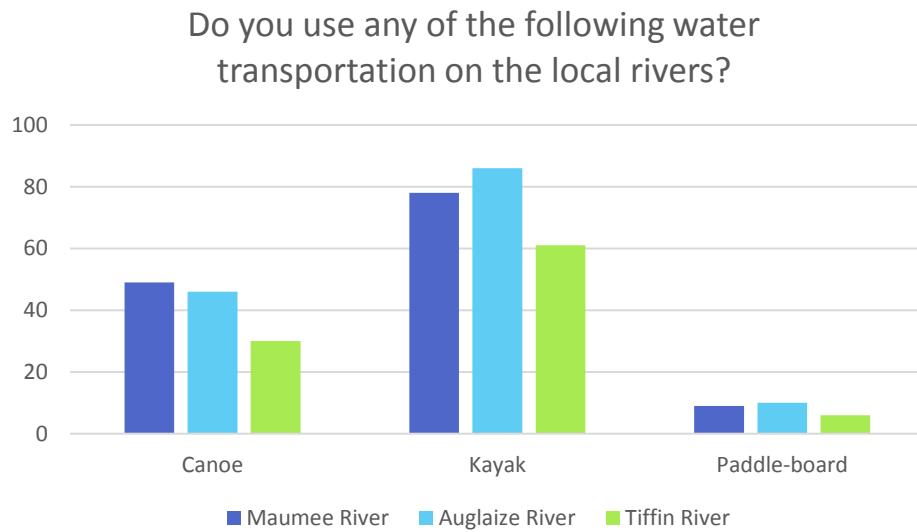
What type of trails would you like to see more of in Defiance County?



Q12) Do you use any of the following water transportation on the local rivers? Select all that apply.

	Maumee River			Auglaize River			Tiffin River			None	Total
Canoe	11.0%	49	10.3%	46	6.7%	30	30	85.6%	381	445	
	16.6%	78	18.3%	86	13.0%	61		76.2%	359	471	
	2.1%	9	2.4%	10	1.4%	6		96.9%	412	425	

Three local rivers were listed with non-motorized water transportation options for Question 12. 483 respondents answered the question. Respondents used kayaks the most for water transportation on these rivers, with the greatest usage on the Auglaize River (18.3%), followed by the Maumee River (16.6%) and the Tiffin River (13.0%). Canoes were the second choice for many respondents, with the Maumee River leading with 11.0% of respondents, followed by the Auglaize River (10.3%) and the Tiffin River (6.7%). Paddle-boards were not as popular as the other forms of water transportation and varied from 2.4% usage on the Auglaize River, 2.1% on the Maumee River, and 1.4% on the Tiffin River.



Q13) What three words would you use to describe the ideal, future transportation system in Defiance County?



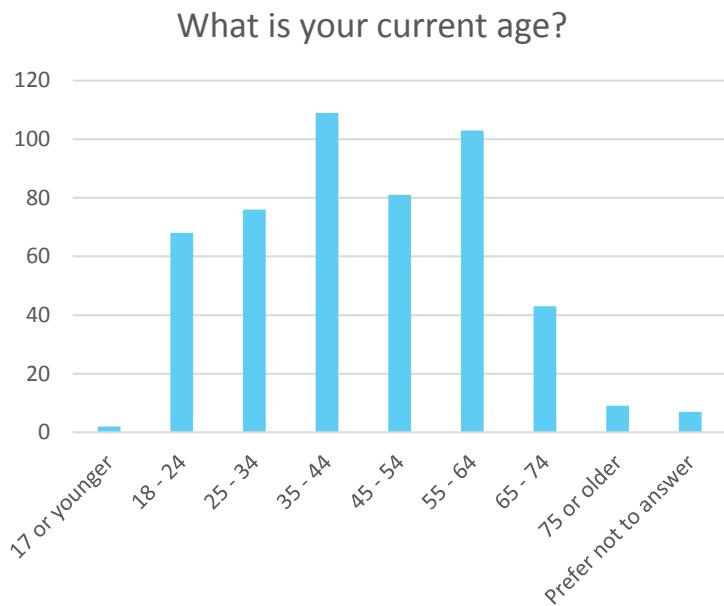
Demographics

Q14) Where do you live?

Answer Choices	Responses	
Defiance City	71.9%	335
Hicksville Village	1.1%	5
Ney Village	0.9%	4
Sherwood Village	0.2%	1
Adams Township	0.2%	1
Defiance Township	8.2%	38
Delaware Township	0.9%	4
Farmer Township	0.4%	2
Hicksville Township	0.4%	2
Highland Township	3.4%	16
Mark Township	0.2%	1
Milford Township	0.0%	0
Noble Township	5.6%	26
Richland Township	3.2%	15
Tiffin Township	2.6%	12
Washington Township	0.9%	4
Other (Please specify)		36
Answered	466	
Skipped	36	

Other responses primarily included places outside of Defiance County. The majority of respondents live in the City of Defiance (71.9%), followed by Defiance Township (8.2%), Noble Township (5.6%), and Highland Township (3.4%).

Q15) What is your current age?



Answer Choices	Responses	
17 or younger	0.40%	2
18 - 24	13.65%	68
25 - 34	15.26%	76
35 - 44	21.89%	109
45 - 54	16.27%	81
55 - 64	20.68%	103
65 - 74	8.63%	43
75 or older	1.81%	9
Prefer not to answer	1.41%	7
Answered	498	
Skipped	4	

Q16) Please provide any additional comments below.

There were 163 responses to Question 16, which asked respondents to provide additional comments at the end of the survey. Some of the comments are as follows:

- As a young family considering whether to stay or move away, the city/county adding things like nature trails and bike paths implies a positive direction and progression of the town.
- Build the Tridge!!!
- Defiance is not a very walkable city. The sidewalks are too narrow and close to the road in most places outside of downtown. Defiance County as a whole lacks sidewalks in many places.
- Don't make this a project that will take years into the making.
- During the winter months January-march I start up a ladies winter walking group. Most of us ride horses; this and being able to go to different trails on foot is wonderful. It helps some keep winter depression down. Having more nature trails to walk would be fantastic.
- I appreciate the willingness of the city of Defiance Mayor, the planning committee and ODOT to come together to create and implement a new mode of transportation in our community. Can't wait to see what's decided upon.
- I think connecting all the sidewalks would be a great first step and making the uneven ones more accessible for handicap users and bikers, etc.
- Love that we are thinking health and wellness.
- More public transportation would be fantastic for Defiance.
- Please do not leave out accessibility – wheelchair lifts in vehicles, paved paths, and sidewalks for wheelchairs.
- The heart of our community is the rivers. We don't have any activities with them like kayaking or canoe rentals.
- The towpath would be a great place to ride horses.
- There seems to be a disconnect between Hicksville and Defiance. It would be great to see a trail similar to the Loveland Bike Trail across Defiance County.
- To me it is important to have bike trails separate from auto traffic. In our world of texting while driving and distracted driving, I will not ride my bike on a path next to auto traffic. Too dangerous!!
- Would be nice to have a multi-use trail system in and around Defiance where people could walk/run/bike in a safe, clean environment.
- Would love a bike/running pathway between Defiance and Napoleon! Also could include Hicksville and surrounding towns/villages.

Appendix B: Public Meeting Results

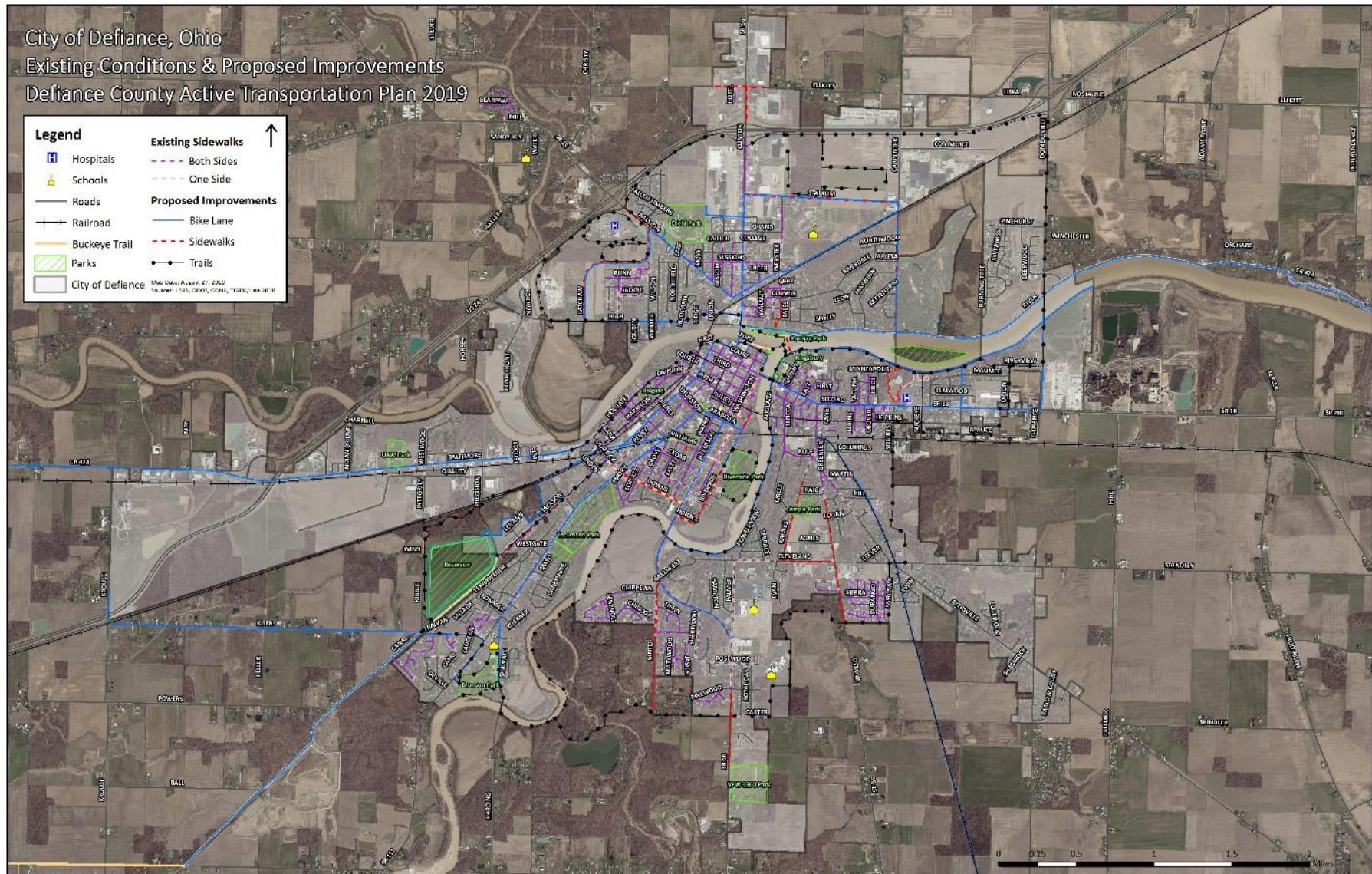
Public Meeting Comments

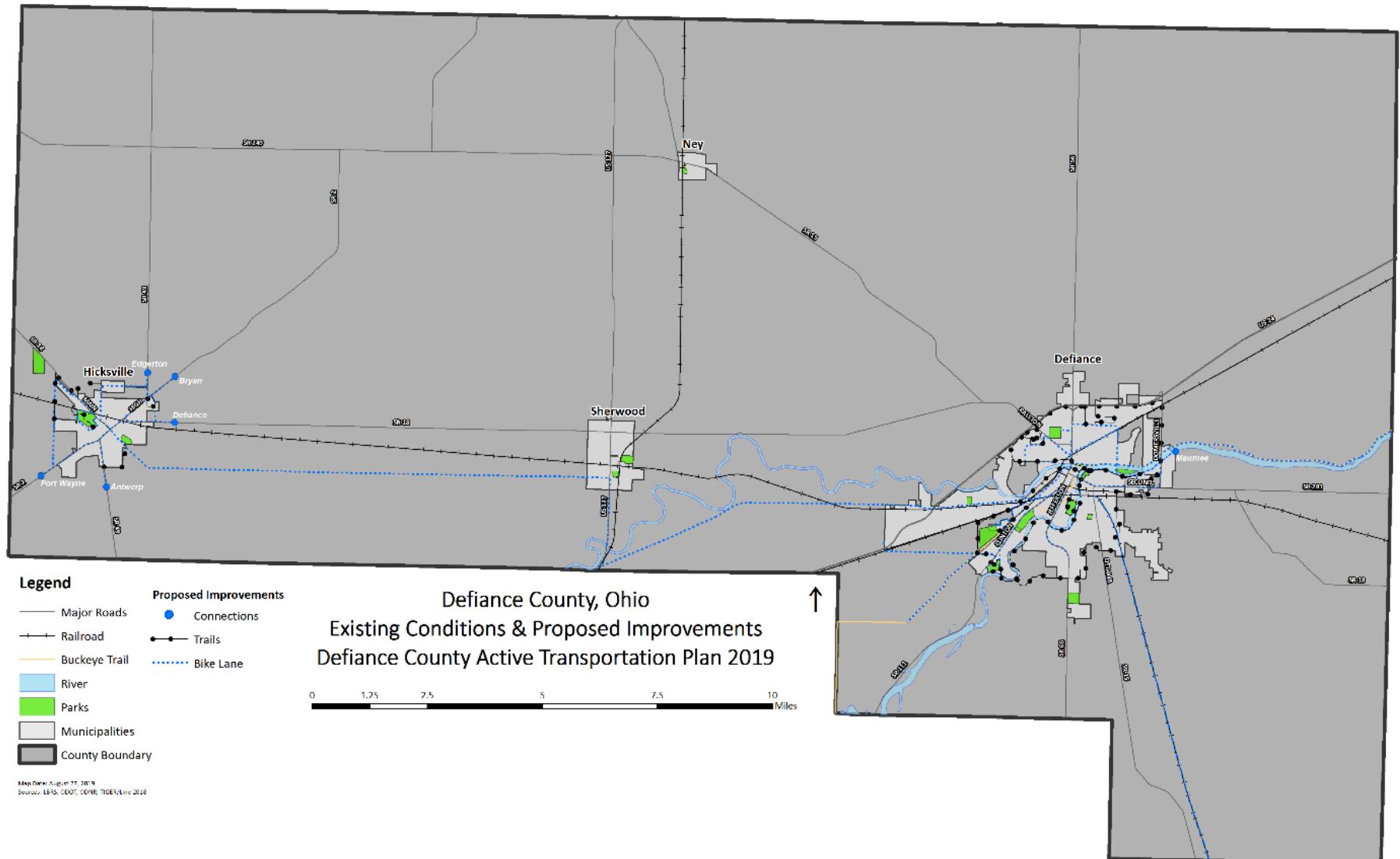
- Sidewalks on north side of Defiance near Defiance College. Objective: Create walking loop to encourage exercise and give better access to the Defiance College Campus.
- Build new walking trail from Pontiac Park to Webster Street: new sidewalk/path up the bluff from Pontiac Park to E. River Drive and then east to Webster Street. Improve existing sidewalks on Webster to the Defiance College campus.
- Build a new sidewalk along Stadium Drive from N. Clinton Street to Carpenter Road. This is a retail/service retail area and a new sidewalk would allow access to and from the Defiance College Campus.
- Build new sidewalk on Carpenter Road from Stadium Drive to E. River Drive. This would complete a loop route from N. Clinton to Carpenter to E. River Drive. Carpenter Road is scheduled for rebuild in 2020.
- Add signage on the enhanced shoulders on River Road.
- There is concern for pedestrians/bikes to safely cross bridges to move from park to park. Include Riverside Cemetery in the development.
- There is a need for better access to rivers for kayaks, canoes, in Pontiac Park, Kingsbury Park, some other on south side of the River, possible the library and end of Perry Street.
- Enhanced shoulders to Independence Dam does not seem as safe as we would ideally want.
- Clarify legality of bicycling on sidewalks, then inform and enforce for safety of all.
- At the bridges, a separation from the sidewalk just dropping off to the street and traffic; many pedestrians feel unsteady as weather or conditions change, and also during evening hours.
- The area on Wayne – the property owner of the apartments has the sidewalk blocked and there are also overgrown weeds and trees.
- On Downs Street, there is no sidewalk for pedestrians.
- Strange curve on Clinton Street bridge at railing with no bike lane. All should have a bike line.
- Going north, the sidewalks are not maintained during winter months and folks are knee deep in snow; they don't have cars, and some have medical issues that prevent driving (i.e. seizure disorder).
- Trail for both sides of town going east to south. Use old railroads for paths for walking/biking.
- Need bike & walking path going down Clinton Street out to the mall and past the restaurants.
- Wayne Street is in desperate need of repair.
- Downs Street needs a sidewalk and walking/bike path
- Latty Street sidewalk
- Bike/walking path on all bridges
- Repurpose non-used railroad areas
- Look at existing trails we have and explore more ways to CONNECT them all

- Reservoir area is a great start, but we need MORE
- Our frustration: we put our bikes in our truck to get our bikes to a place to ride. For example – take bikes in truck to Reservoir and same on Independence Dam.
- Trail from Pontiac Park to Florida, OH – not mixing with traffic
- Look to: New Haven, IN, Fort Wayne, Perrysburg, Toledo Metroparks – we need this. We take our bikes in the truck to all of these places.
- We need property – acres – to build something like the Toledo Metroparks, Oak Openings.
- We need trail on Jackson (dedicated) to CONNECT downtown to the Reservoir.
- The kayak launches are horrible – very, very steep.
- A trail/improved trail along the towpath to and through Florida, OH; much of it is a dirt path, could go all the way to Maumee.
- Bike trails/paths/trails leading to the Reservoir
- General bike lanes on most main streets
- Is anybody considering Passenger Rail possibilities?
- Add signage on the Buckeye Trail
- Sidewalks in front of City Parks
- Main gateways should have sidewalks
- Use old canal towpath as a trail

Public Input Maps







Appendix C: Safe Routes to School Student Address Maps

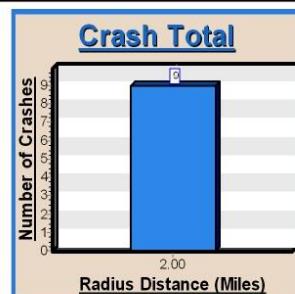
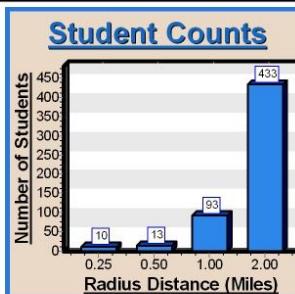
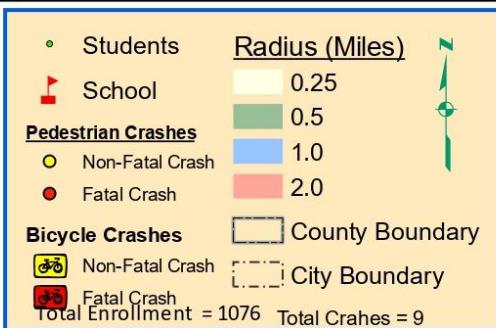
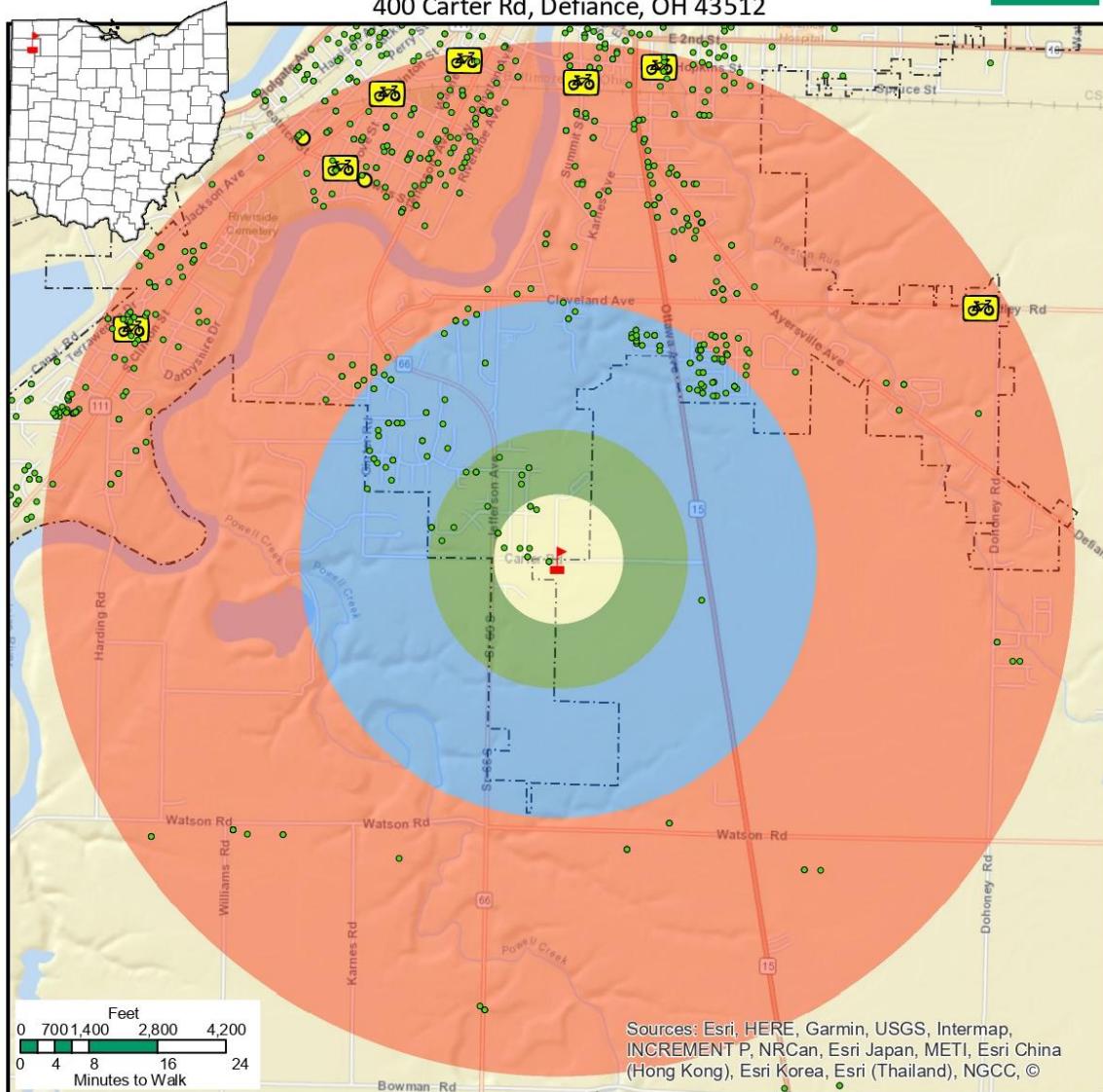


Defiance Elementary School - Defiance City Schools - Defiance Co

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9/16/2019

400 Carter Rd, Defiance, OH 43512



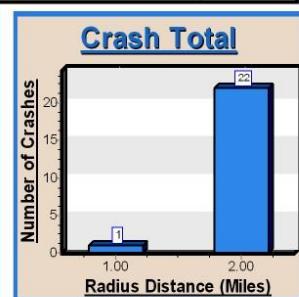
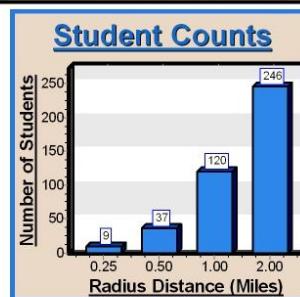
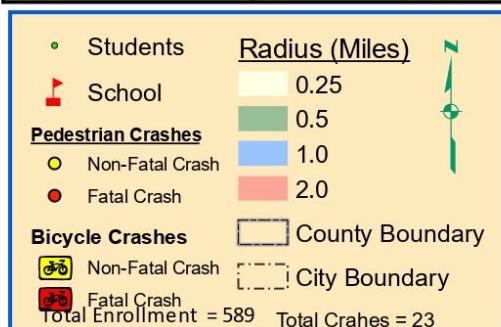
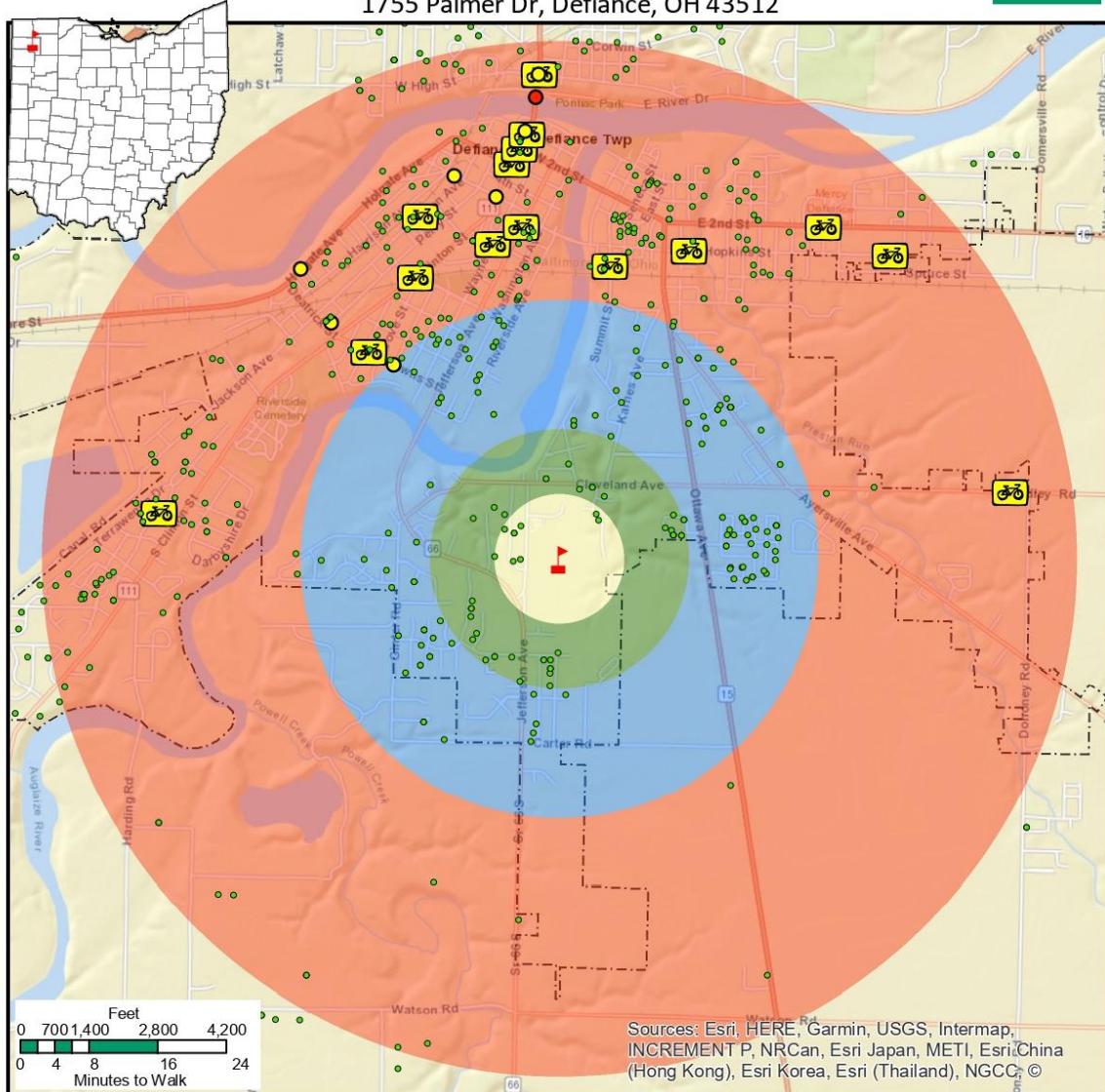


Defiance Middle School - Defiance City Schools - Defiance Co

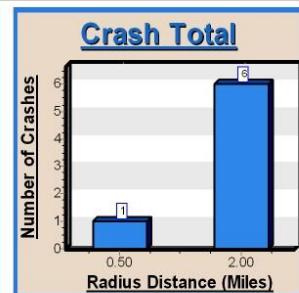
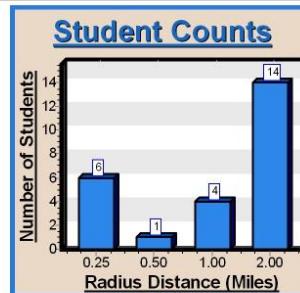
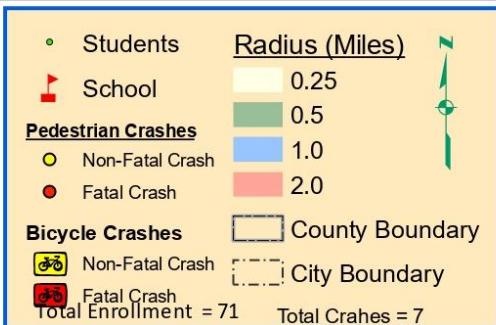
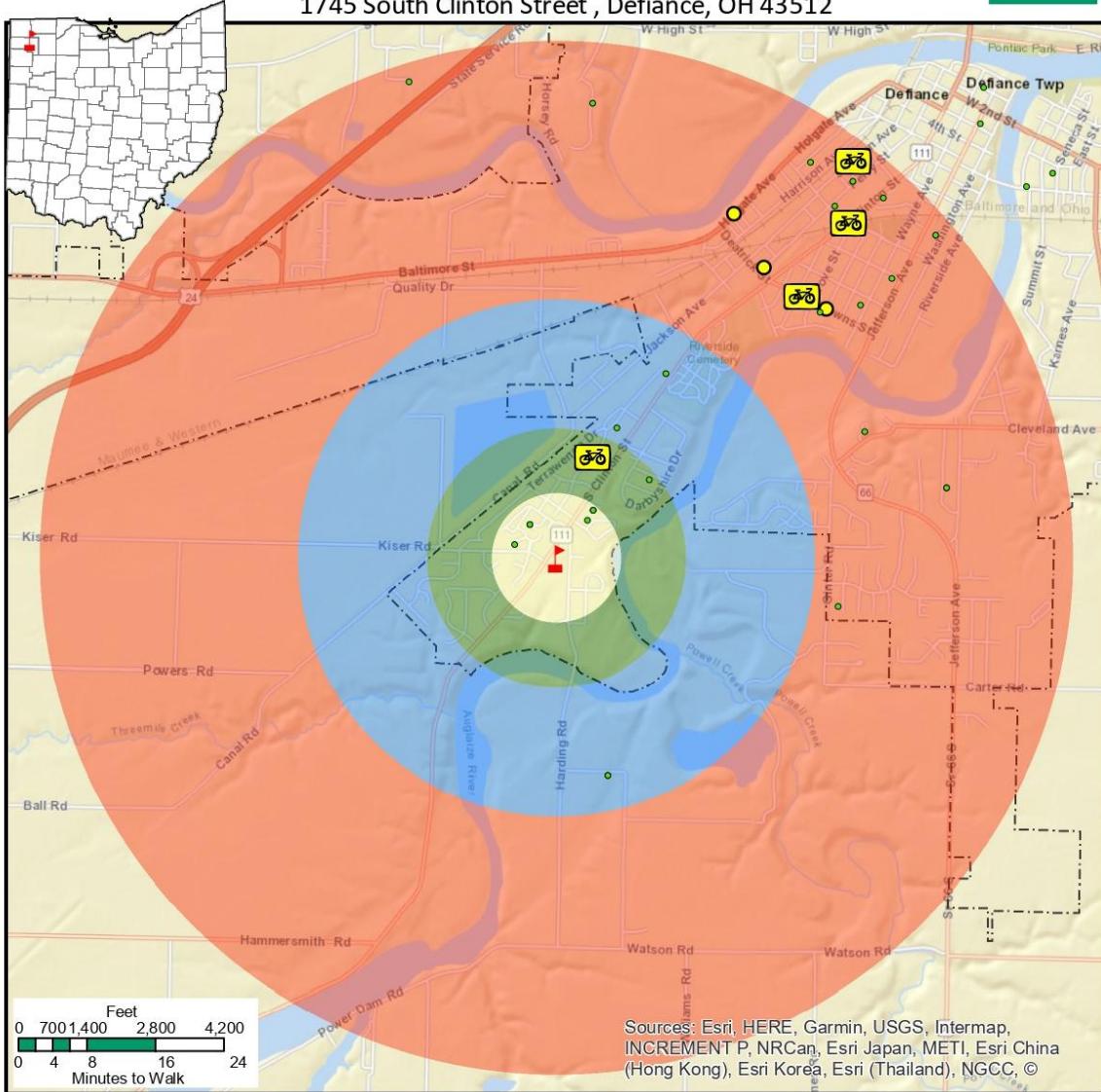
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Office of Program

9/18/2019

1755 Palmer Dr, Defiance, OH 43512



1745 South Clinton Street, Defiance, OH 43512





St. John Lutheran School - Defiance City Schools - Defiance Co

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9/18/2019

655 Wayne Avenue, Defiance, OH 43512

