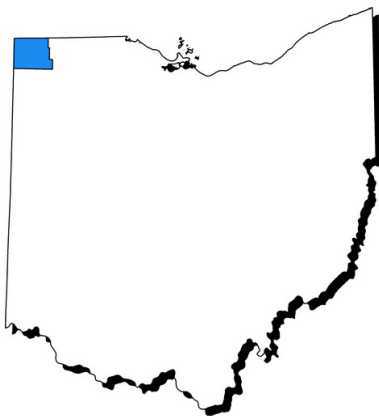

FINAL PLAN

FEBRUARY 2019 - 2029

WILLIAMS COUNTY ACTIVE TRANSPORTATION PLAN



healthy people
healthy environment
healthy economy
mobility for all

Maumee Valley Planning Organization
1300 E. Second Street, Suite 200 Defiance, OH 43512
www.mvpo.org mvpo@mvpo.org 419-784-3882

ACKNOWLEDGEMENTS

Cover Photo: Wabash Cannonball Trail near West Unity, OH
Jennifer Hellard, The Bryan Times, Fall 2015

This plan was made possible with the support of the Williams County Parks
Committee. Thank you!

Williams County Health Department
Williams County Soil & Water Conservation District
Williams County Engineer's Office
Williams County Parks
City of Bryan Parks
City of Bryan
Bryan Development Foundation
New Leaf Consulting
Village of Edon
Village of Edgerton
Village of Montpelier
Village of West Unity
Northwestern Ohio Rails to Trails Association (NORTA)
First Insurance Group
Ohio Department of Transportation



CONTENTS

[1] INTRODUCTION	1
1A. WHAT IS ACTIVE TRANSPORTATION?	1
1B. THE NEED FOR CONNECTIVITY	1
1C. THE PLAN	1
[2] VISION & GOALS	2
2A. VISION	2
2B. GOALS	2
[3] PUBLIC INVOLVEMENT	4
3A. PUBLIC SURVEY	4
3B. SURVEY RESULTS	4
3C. PUBLIC MEETINGS	6
[4] EXISTING CONDITIONS	9
4A. DEMOGRAPHICS	9
4B. CRASH STATISTICS	11
4C. EXISTING ASSETS	15
4D. RELEVANT PLANS AND POLICIES	19
[5] NEEDS ASSESSMENT	22
5A. GAPS & BARRIERS	22
5B. FOCUS AREAS	23
[6] RECOMMENDATIONS	26
6A. FOCUS AREA 1: INFRASTRUCTURE	26
6B. FOCUS AREA 2: EXISTING PARKS & TRAILS	30
6C. FOCUS AREA 3: EDUCATION & AWARENESS	31
6D. FOCUS AREA 4: POLICIES	32
[7] IMPLEMENTATION & EVALUATION	33
7A. PROJECT PRIORITIES	33
7B. FUNDING SOURCES	35
7C. PLAN ADOPTION	36
7D. SHORT-TERM IMPLEMENTATION ITEMS	36
7E. PERFORMANCE MEASURES	36
APPENDIX A: EXISTING CONDITIONS MAPS BY ENTITY	37
APPENDIX B: RESOLUTION ADOPTING THE PLAN	53



List of Tables

Table 1. Williams County Parks Committee Members.....	1
Table 2. Commute Time to Work.....	10
Table 3. Bicyclist Related Crashes (2013-2017)	12
Table 4. Pedestrian Related Crashes (2013-2017)	13
Table 5. Williams County Project List 2018.....	33
Table 6. Funding Sources	35

List of Figures

Figure 1. Open ended survey responses (created with Wordle)	4
Figure 2. Modes of transportation to work (public survey results)	5
Figure 3. Reasons for feeling unsafe (public survey results)	5
Figure 4. Types of trails (public survey results).....	6
Figure 5. Public Feedback Map – City of Bryan.....	7
Figure 6. Public Feedback Map – Village of Montpelier	8
Figure 7. Williams County, OH Population Breakdown	9
Figure 8. Williams County population projections 2010-2050	9
Figure 9. Williams County, OH Population Pyramids	10
Figure 10. Bicyclist Related Crashes Map (2013-2017).....	13
Figure 11. Pedestrian Related Crashes Map (2013-2017)	14
Figure 12. Fatal & Serious Injury Crashes (2013-2017) City of Bryan Map.....	15
Figure 13. Existing Conditions Map.....	16
Figure 14. Existing Sidewalks Map	17
Figure 15. National Register of Historic Places – Williams County, OH	18
Figure 16. Proposed State Bicycle Route 90 Map	21
Figure 17. Major Roads in Williams County.....	22



[1] INTRODUCTION

1a. What is Active Transportation?

The Ohio Department of Transportation (ODOT) defines Active Transportation 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.

1b. The Need for Connectivity

Community leaders in Williams County came together in late 2017 to create the Williams County Parks Committee (Table 1). Members of the County Health Department, County Engineering staff, municipal representatives, as well as regional trail supporters and other County organizations formed the Committee in order to better connect parks throughout the County, share resources, and ultimately enhance amenities in Williams County while improving the overall quality of life for residents and visitors alike. Through meeting and discussing ideas, the Committee recognized the need for Active Transportation while planning for bicycle and pedestrian connectivity.

1c. The Plan

After recognizing the need for greater connectivity for non-motorized transportation, the committee enlisted the Maumee Valley Planning Organization to lead the development of an Active Transportation Plan for the County. The main purpose of this Plan is to outline the vision, goals, and strategies needed to support increased modes of Active Transportation in Williams County. 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 provides next steps in the form of implementation and evaluation items.

Table 1. Williams County Parks Committee Members

Williams County Health Department
Williams County Soil & Water Conservation District
Williams County Engineer's Office
Williams County Parks
City of Bryan Parks
Bryan Development Foundation
New Leaf Consulting
Village of Edon
Village of Edgerton
Village of Montpelier
Village of West Unity
Northwestern Ohio Rails to Trails Association (NORTA)
First Insurance Group
Maumee Valley Planning Organization
Ohio Department of Transportation

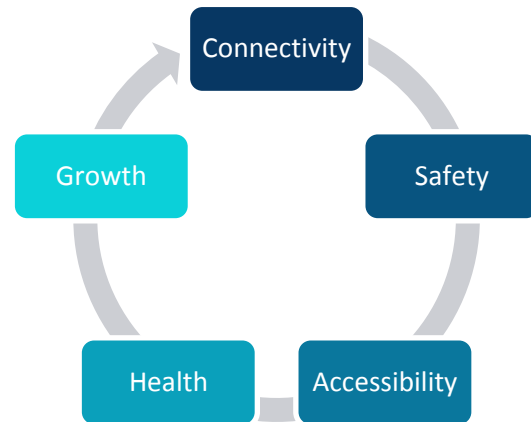


[2] VISION & GOALS

The following vision, goals, objectives, and strategies were created with input from the public, stakeholder engagement, and committee feedback.

2a. Vision

For the next 10 years, Williams County envisions coordination between local governments, non-profit organizations, residents, and businesses to work towards developing a County-wide non-motorized transportation system that will be safe, connected, and accessible for all, promote healthy lifestyles, and attract new residents and industry to the County.



2b. 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 Growth.

(1) **Connectivity: Increase connections between places for non-motorized means of travel**

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

Strategy 1: Identify areas lacking non-motorized infrastructure (i.e. sidewalks and bike lanes).

Strategy 2: Identify locations for off-road trails that would help establish connectivity throughout the County.

Strategy 3: Determine feasible County roads that could support bike lanes or be designated as part of a State bike route.

Strategy 4: Encourage local communities to invest in promoting bicycling and walking.

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

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

Strategy 1: Facilitate educational programs that increase awareness and understanding about the rules and responsibilities for both motorized and non-motorized users.

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

Strategy 1: Promote and encourage Safe Routes to School programs in the County.

Strategy 2: Improve the condition of infrastructure for pedestrian and bicyclists in the County.



Strategy 3: Review crash data annually to identify areas of concern.

(3) Accessibility: Enhance mobility for all users

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

Strategy 1: Identify existing infrastructure where ADA improvements are needed (i.e. sidewalks, curb ramps, crossing signals).

Strategy 2: Encourage the design and implementation of Complete Streets that balance the needs of all users and all forms of transportation.

(4) Health: Support healthy lifestyles for all residents

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

Strategy 1: Partner with the Health Department to develop initiatives to support Active Transportation in the County.

Strategy 2: Educate decision makers and other stakeholders on the role Active Transportation has on both physical and mental health.

(5) Growth: Enhance and promote quality of place assets to attract people and industry to the County

Objective 5a: Establish a marketing strategy to promote quality of place assets.

Strategy 1: Partner with the Health Department to increase signage at trails, parks, and recreational facilities.

Strategy 2: Increase amenities along trails and within parks.

Strategy 3: Make information relating to parks, trails, and community events available on a centralized website.



[3] PUBLIC INVOLVEMENT

Public participation was an important step for the development of the Active Transportation plan. The public was involved in a variety of ways, beginning with the development and distribution of a public survey. Following the survey results, two public meetings were held to further gauge public interest and garner input on existing conditions. Finally, existing and future condition data collection was further gathered through coordination with the local YMCA.

3a. Public Survey

In order to gain initial feedback and opinions from the public, a public survey was created and distributed. The public survey was distributed on July 5, 2018 and open for approximately two months. During that time, the Williams County Parks Committee members shared the survey via news releases, social media, local libraries, post offices, entity web pages, and local grocery stores.

3b. Survey Results

The survey received 445 responses and gathered input on demographics, preferences for walking and biking, reasons for walking and biking, safety concerns, needed improvements, trail and park usage, and future improvements. The majority of the respondents reported residences in Bryan and Montpelier; however, there was at least one response for every area within the County, which provided a comprehensive picture of the overall area. All age groups were represented in the survey, with the largest representation being from ages 35-44, followed by ages 55-64. Full survey results are available upon request from Maumee Valley Planning Organization.



Figure 1. Open ended survey responses (created with Wordle)

According to the survey results, most people prefer to bike on roads, sidewalks, and trails. Respondents indicated their preference for walking on trails and sidewalks versus walking on roads. The reasons for walking and biking were primarily for exercise and personal health, rather than out of convenience. Specifically, 81% of respondents bicycle to improve their overall health and 96% walk to improve their overall health. Respondents were also asked to describe their ideal future for the County regarding Active Transportation. Their responses were used to create the Wordle shown in Figure 1, which depicts the frequency of words used (larger words were used most often). As seen in this illustration, the most common responses were safe, connected, maintained, and accessible.



Respondents stated that they almost always use their motor vehicle to get to work while a few respondents said that they walk or bike to work (Figure 2). The responses were similar for the next question, which asked how respondents traveled to social engagements.

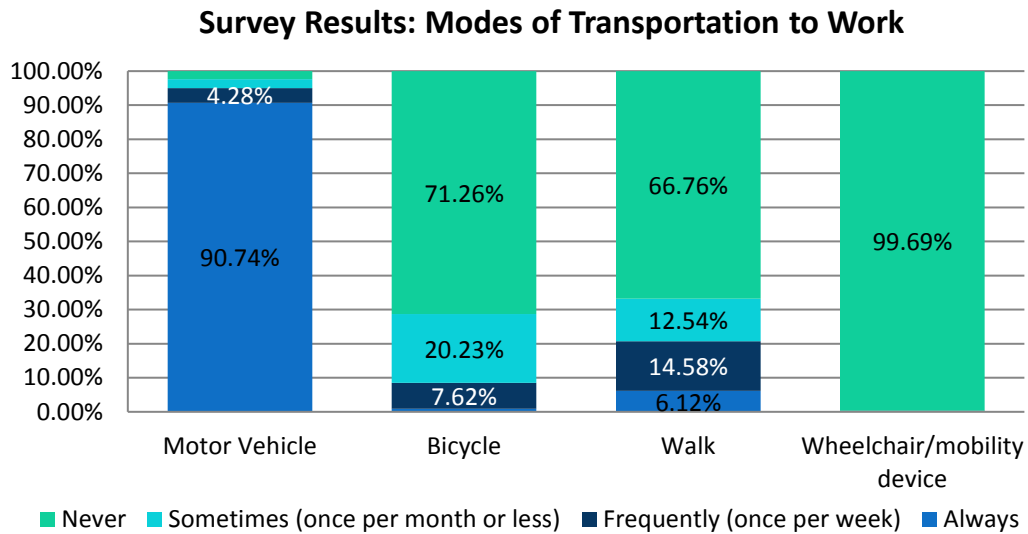


Figure 2. Modes of transportation to work (public survey results)

Respondents were also asked several questions relating to safety. When asked if they felt safe walking or biking in their community, the majority responded affirmatively that they do feel safe. Approximately 25% of respondents said that they do not feel safe walking and 25% do not feel safe biking. Figure 3 below shows an overview of why respondents do not feel safe walking or biking. Overall, most people felt unsafe due to heavy traffic and poor sidewalk and road conditions. Specifically, respondents reported feeling unsafe on roads because of distracted drivers and high-speed characteristics of rural roads.

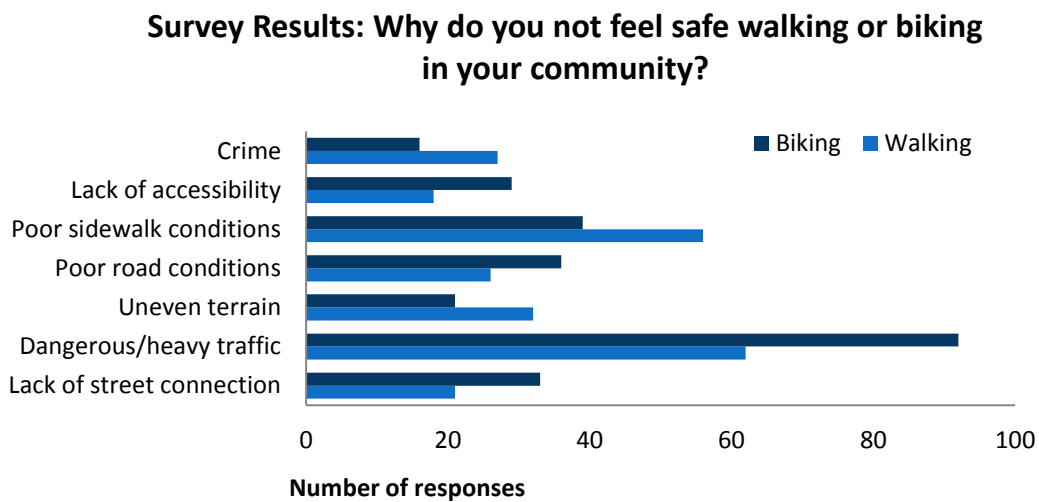


Figure 3. Reasons for feeling unsafe (public survey results)



Respondents reported that they would bike more often if there was better signage, more designated bike lanes, and more shared use paths and off-road trails. Respondents also said they would walk more if the sidewalks were better maintained and if there were sidewalks installed in places where there currently are none.

Residents utilize County parks and trails regularly; 46% reported visiting them sometimes and 30% said they frequently visited County parks and trails, while only 14% of respondents said that they never visit parks or trails. Respondents were asked what parks they frequently visit; George Bible Park was stated most often followed by Moore Park, the Wabash Cannonball Trail, Opdyke Park, Garver Park, Prairie Creek Detention Basin, La Su An Wildlife Area, and Goll Woods. Many respondents generally stated that they use Village or City parks and trails often. As illustrated in Figure 4 below, Williams County residents would like to see more nature trails, paved trails, and shared use paths.

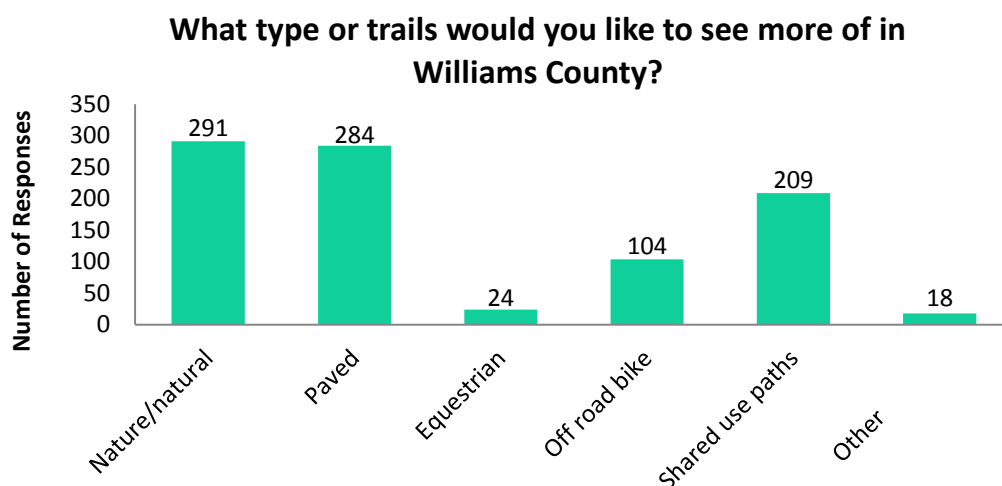


Figure 4. Types of trails (public survey results)

3c. Public Meetings

Two public meetings were held during the development of this plan. The public meetings were advertised in several ways including newspaper ads, flyers, web postings, via word of mouth, and social media. The first public meeting was held in Montpelier, which is centrally located in the County and is the second largest municipality. The second public meeting was held in the City of Bryan, which is the County seat and the largest municipality. The public meetings followed the same agenda, during which the survey results were presented and the public was encouraged to participate in an interactive mapping exercise. The interactive exercise allowed attendees to indicate on municipal and regional maps where they would like to see trails, sidewalks, and bike lanes as well as where these improvements could be linked within and outside of Williams County.

Many maps were completed during the public meetings. On the regional maps, the public indicated they would like to see bike lanes on a number of roads including: County Road M, County Road N-30, County Road 8, and County Road R. Respondents also outlined bike lanes connecting from Goldie Newman to Opdyke Park and George Bible Park, and George Bible Park to the Village of Montpelier. A resident also



indicated a need for a parking lot where the North County Trail and the Wabash Cannonball Trail meet. On the second regional map, the public envisioned a trail connecting Lake Seneca to the Ohio Department of Natural Resource's property and Nettle Lake. Also illustrated was a connection between Opdyke Park and George Bible Park in order to connect Bryan to Montpelier.

Several local entity maps were also completed during the public meetings. The maps that were filled out primarily included the Village of Montpelier and the City of Bryan. A local resident also commented on the lack of sidewalks in the southwest corner of the Village of Montpelier and Lincoln Street. Two completed entity maps for Montpelier also indicated the need for bike lanes on County Road 12 into the Village.

The local entity maps for the City of Bryan showed multiple locations lacking sidewalks. Specifically, residents would like sidewalks connecting Maple Grove to the Retention Pond and to East End Park. The schools also lack safe sidewalks for children, which is a great concern for the public.

Public Feedback

Figure 5 below shows public feedback for Active Transportation infrastructure in the City of Bryan. Residents indicated the southwest portion of the City as an area of high concern. This area contains the Bryan Local Schools and also lacks sidewalks. Feedback included bike lanes or enhanced shoulders from the City to connect residents to other parks and Villages. Additionally, residents seek connections to City parks via trails to support non-motorized transportation.

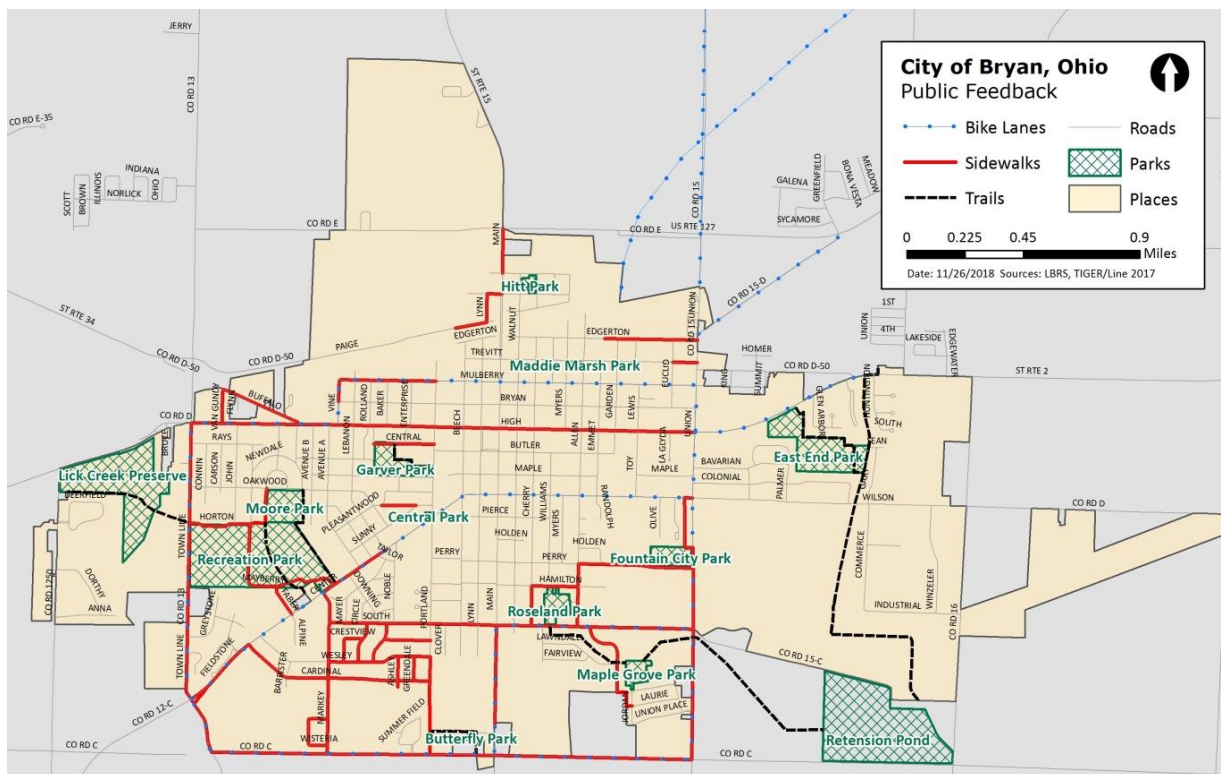


Figure 5. Public Feedback Map – City of Bryan

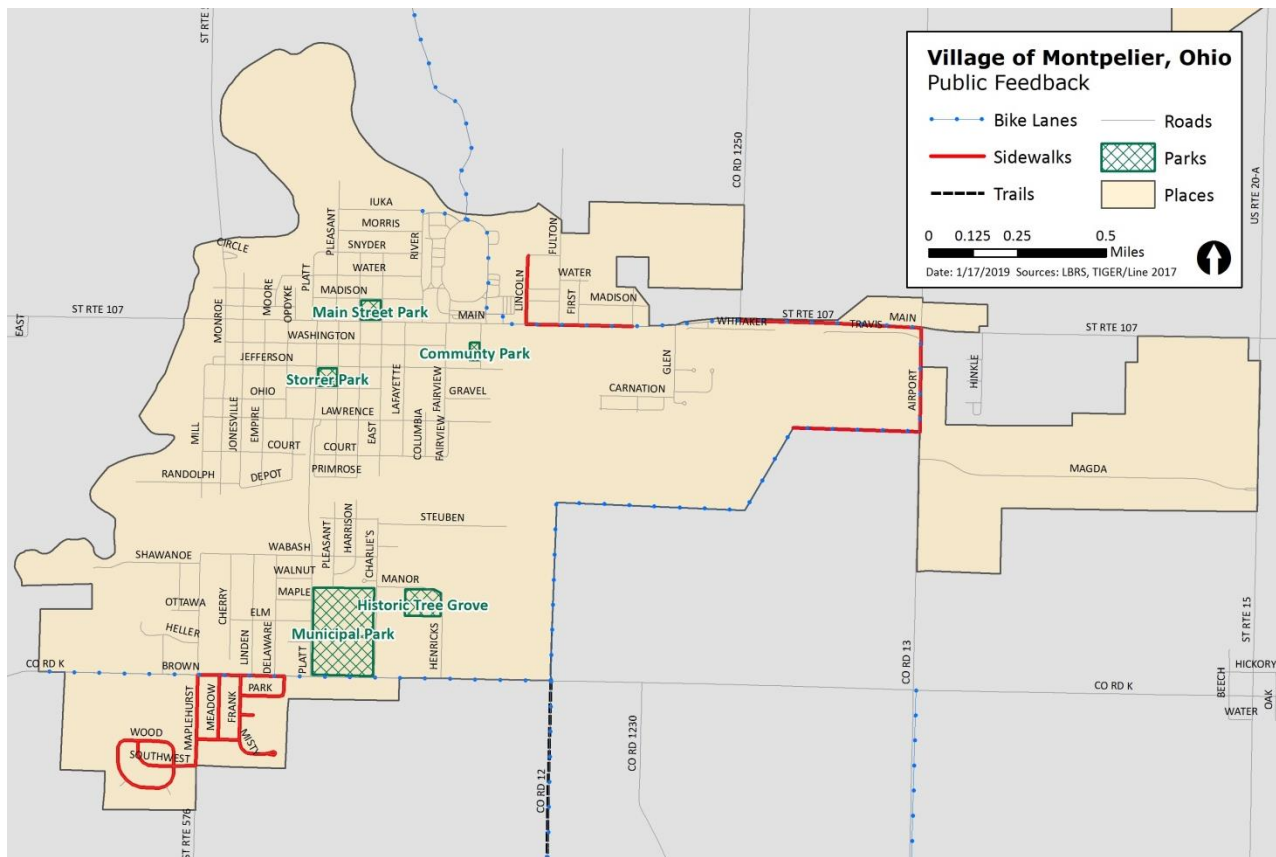


Figure 6. Public Feedback Map – Village of Montpelier

Figure 6 above shows public feedback for Active Transportation options in the Village of Montpelier. As illustrated, specific locations for sidewalks include the southwest and northeast portions of the Village. Bicycle lanes are desired at many locations throughout the Village.



[4] EXISTING CONDITIONS

Existing conditions in Williams County, OH include demographic information, pedestrian and cyclist crash statistics, current infrastructure, and relevant plans and policies. Demographic data was collected and analyzed from the U.S. Census Bureau's American Community Survey (ACS) five-year estimates (2011 – 2016).

4a. Demographics

Williams County is located in northwest Ohio, bordering Michigan to the north and Indiana to the west. The median household income for the County is \$45,044, which is almost \$6,000 less than the State of Ohio's median household income. The County is characteristically rural as 41% of residents live in unincorporated areas (Figure 7). Williams County consists of the City of Bryan, the Villages of Blakeslee, Edgerton, Edon, Holiday City, Montpelier, Pioneer, Pulaski, Stryker, and West Unity and the census designated places (CDP) of Alvordton, Kunkle, Nettle Lake, Lake Seneca, and Pulaski. The current population of the County is 36,784, though the population has been steadily declining in previous years and is expected to continue this decline in the coming years (Figure 8).

Williams County, OH
Population Breakdown (2016)

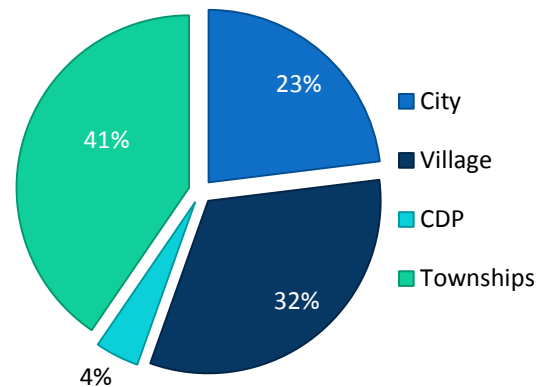


Figure 7. Williams County, OH Population Breakdown

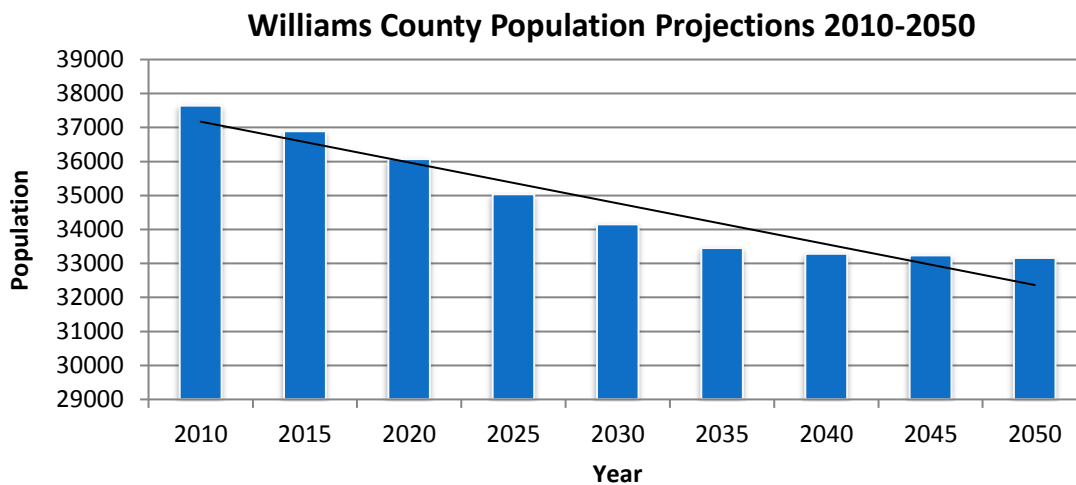


Figure 8. Williams County population projections 2010-2050

Along with the decreasing population, the overall population is also projected to age considerably. The declining and aging population presents a unique challenge for the County regarding transportation. The infrastructure must accommodate an aging population as well as entice younger generations to reside in the County in order to stabilize the population and reverse the decline. Figure 9 on the following page depicts how the County population is aging. In 2010, residents were most represented in the 50-54 age group, while in 2017, the 55-59 age group contained the greatest number of residents.



Williams County Population Pyramids

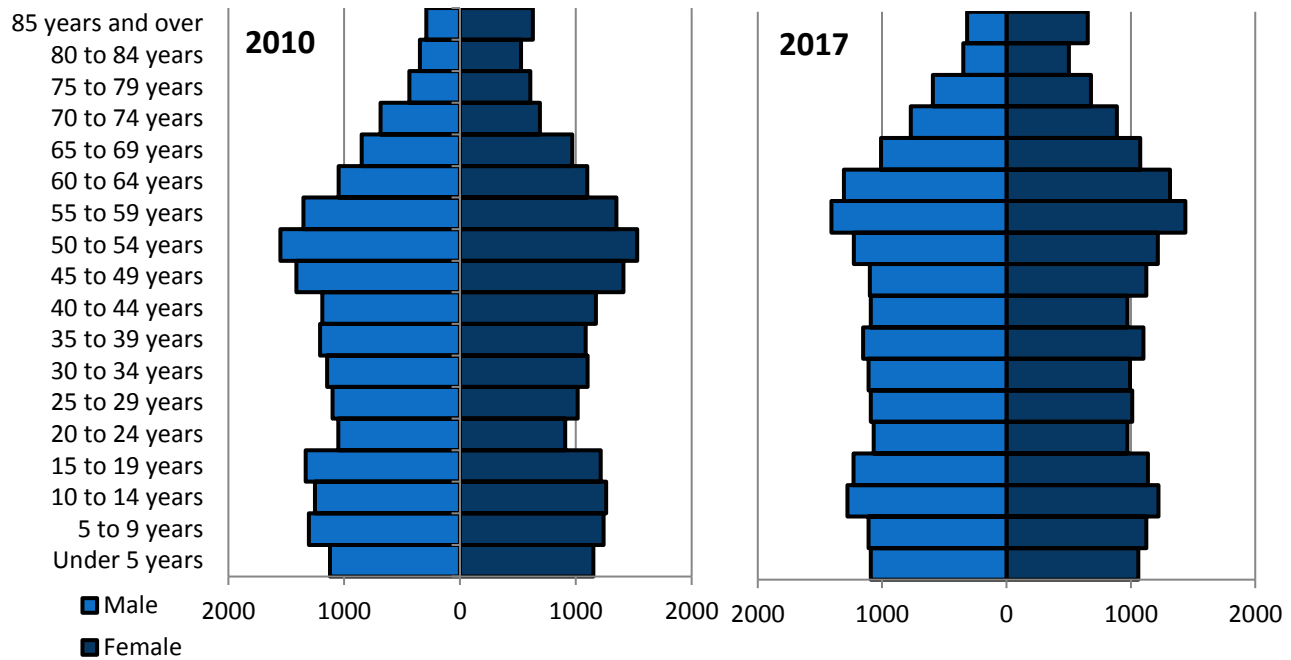


Figure 9. Williams County, OH Population Pyramids

Since Williams County is rural, many residents are unable to walk or bike to work due to the distance between population centers. As illustrated in Table 2, most Williams County residents commute to work in either 25 minutes or less. However, 1% of the population does not own a vehicle. Williams County currently does not have public transportation options and is not regionally connected with Active Transportation infrastructure. Residents without vehicles may have to walk or bike in unsafe conditions or carpool to work. U.S. Census data show that 6% of the County population carpools to work, while 1.2% work from home, 1.5% walk to work, and 0.3% bike to work (ACS 2016).

Table 2. Commute Time to Work

Time to Work	Ohio	Williams County
Less than 10 minutes	14.5%	24.2%
10 to 14 minutes	14.8%	17.1%
15 to 19 minutes	16.3%	17.6%
20 to 24 minutes	16.2%	15.6%
25 to 29 minutes	7.9%	6.6%
30 to 34 minutes	12.6%	7.2%
35 to 4 minutes	6.7%	3.8%
45 to 59 minutes	6.1%	3.6%
60 or more minutes	5.0%	4.3%



Physical Health

When discussing Active Transportation initiatives, it is important to consider the link between Active Transportation and health. According to the 2016 Williams County Health Assessment, 13% of Williams County's youth is obese based on Body Mass Index (BMI), which is equal to or less than the State of Ohio percentage (13%) and the U.S. percentage (14%). 76% of County youth reported exercising for 60 minutes on three or more days per week. 71% of Williams County adults are overweight or obese based on BMI, with 41% of residents characterized as obese. This percentage of obese adults in Williams County is greater than the Ohio average (33%) and the U.S. average (30%). 50% of adults were engaged in some form of physical activity for at least 30 minutes for three or more days per week, 19% exercised five or more days per week, and 28% were not participating in any physical activity during the week. Of those individuals who stated they were not exercising, 5% indicated it was due to no walking or biking trails and no parks. 1% stated it was due to poorly maintained or no sidewalks and another 1% said there was no access to parks.

Mental Health

A link can also be made between Active Transportation and mental health. Multiple studies have been conducted which show the positive effects of being outdoors, especially when combined with physical activity, on an individual's mental state. For example, studies have shown that being outdoors in general has the ability to lower stress and heart rates while also eliminating fatigue. Other studies suggest that taking outdoor walks may even fight depression and anxiety as well as lower blood pressure. Research shows that in general, spending time outdoors may be associated with a lower overall risk of early death, including a possible reduced risk of death from cancer, lung disease, and kidney disease.

Based on the physical and mental health benefits, it is clear that there is a great need for additional Active Transportation facilities and better access to parks in Williams County. Developing these connections and infrastructure can ultimately encourage Williams County residents to participate in more physical activity and improve their overall health.

4b. Crash Statistics

Crashes involving bicyclists and pedestrians in Williams County, OH were examined over a five-year period, from 2013 to 2017, using the Ohio Department of Transportation's GIS Crash Analysis Tool (GCAT). Crash records utilized in the GCAT are provided by the Ohio Department of Public Safety.

Bicyclist Related Crashes

There were 20 bicyclist related crashes in the County from 2013 – 2017, with the greatest number of crashes occurring in 2014 (Table 3). The majority of cyclist related crashes occurred within the City of Bryan, accounting for 13 of the total crashes. The Village of Montpelier had the second highest number of cyclist crashes, totaling 4 in the five-year time span.



Table 3. Bicyclist Related Crashes (2013-2017)

Bicyclist Related Crashes		Crash Years (2013-2017)					
Place	Severity	2013	2014	2015	2016	2017	Total
Bryan	No Injury	1				3	4
	Possible Injury	2	3				5
	Serious Injury		1		1		2
	Visible Injury		1	1			2
Bryan Total		3	5	1	1	3	13
Edgerton	Fatal Injury					1	1
Edgerton Total						1	1
Montpelier	Serious Injury		1				1
	Visible Injury	1	1	1			3
Montpelier Total		1	2	1			4
Pulaski Township	Serious Injury	1					1
	Visible Injury			1			1
Pulaski Township Total		1		1			2
Total		5	7	3	1	4	20

The top two contributing factors in bicyclist related crashes were failure to yield (20% of crashes) and failure to yield right of way (15% of crashes). Other contributing factors included failure to obey signs, wrong side of the road, and following too closely. Alcohol use for drivers was a factor in 4 of the 20 crashes. Bicyclist related crashes mostly took place outside of intersections, accounting for 45% of crashes, while 35% of crashes took place at four-way intersections.

One fatal crash occurred in 2017 in the Village of Edgerton on a clear and dry morning (Figure 10). The contributing factor in this crash was a vehicle following too closely. Injury crashes accounted for 75% of the total crashes involving a bicyclist. Crashes primarily took place during daylight hours, accounting for 80% of total crashes. Only 2 crashes occurred on a dark, not-lighted roadway. Conditions were primarily clear (75% of crashes) and roadways were dry (90% of crashes).

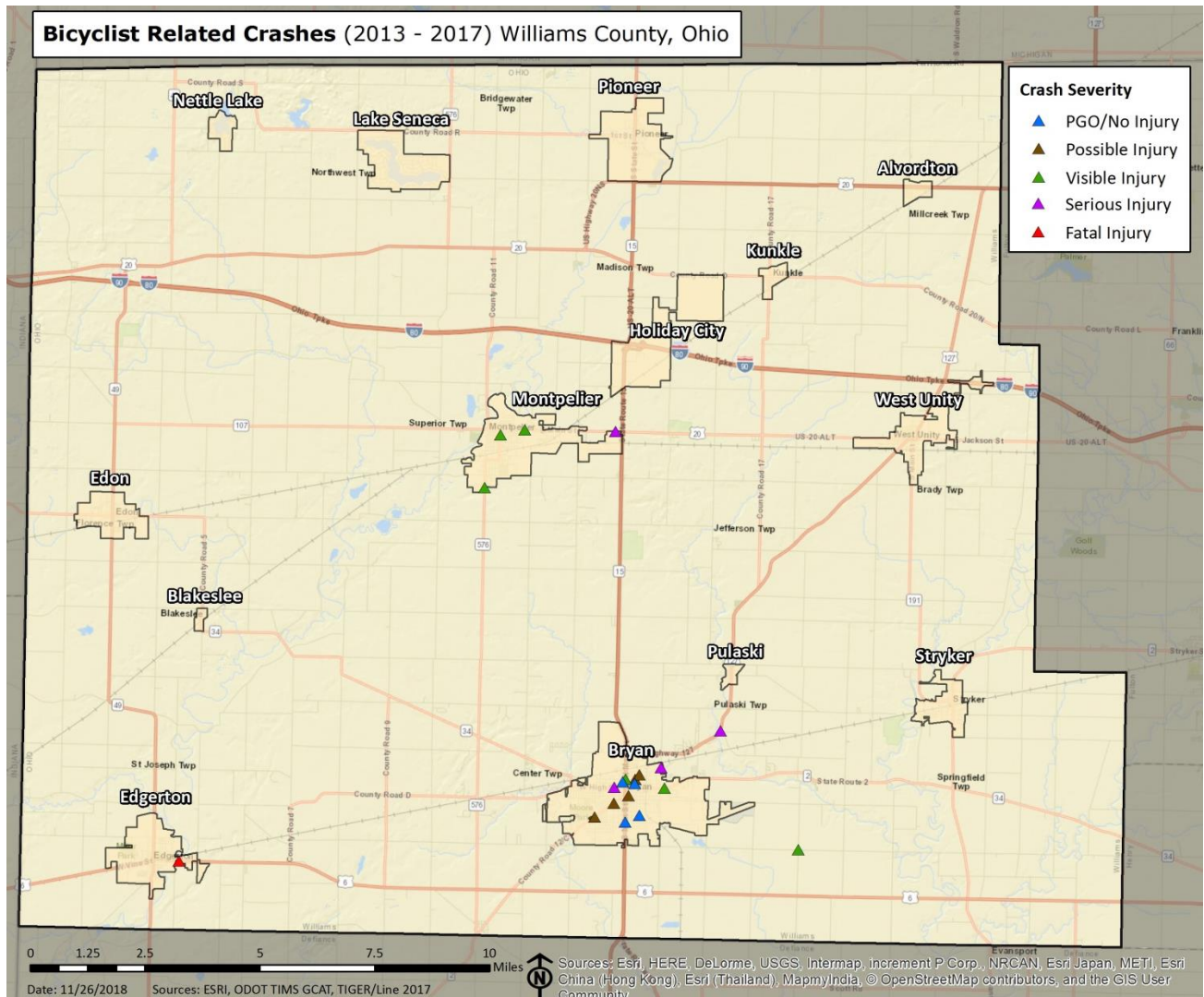


Figure 10. Bicyclist Related Crashes Map (2013-2017)

Pedestrian Related Crashes

There were 18 pedestrian related crashes from 2013-2017 located in the City of Bryan and several Townships (Table 4). Pedestrian crashes most frequently occurred in the City of Bryan, accounting for 14 out of the total 18 crashes over the five-year period. Two of these crashes were fatal, while the others varied between possible injuries to serious injuries. The fatal pedestrian crashes occurred at locations without sidewalks. See Figure 11 for a map of the pedestrian-related crash locations.

Table 4. Pedestrian Related Crashes (2013-2017)

Pedestrian Related Crashes		Crash Years (2013-2017)					
Place	Severity	2013	2014	2015	2016	2017	Total
Bryan	Fatal Injury	1				1	2
	Possible Injury	1		1	2	1	5
	Serious Injury		1	2			3
	Visible Injury	1	1	1		1	4
Bryan Total		3	2	4	2	3	14



Place	Severity	2013	2014	2015	2016	2017	Total
Center Township	Serious Injury					1	1
Center Township Total						1	1
Florence Township	Possible Injury			1			1
Florence Township Total				1			1
Superior Township	Visible Injury	1		1			2
Superior Township Total		1		1			2
Total		4	2	6	2	4	18

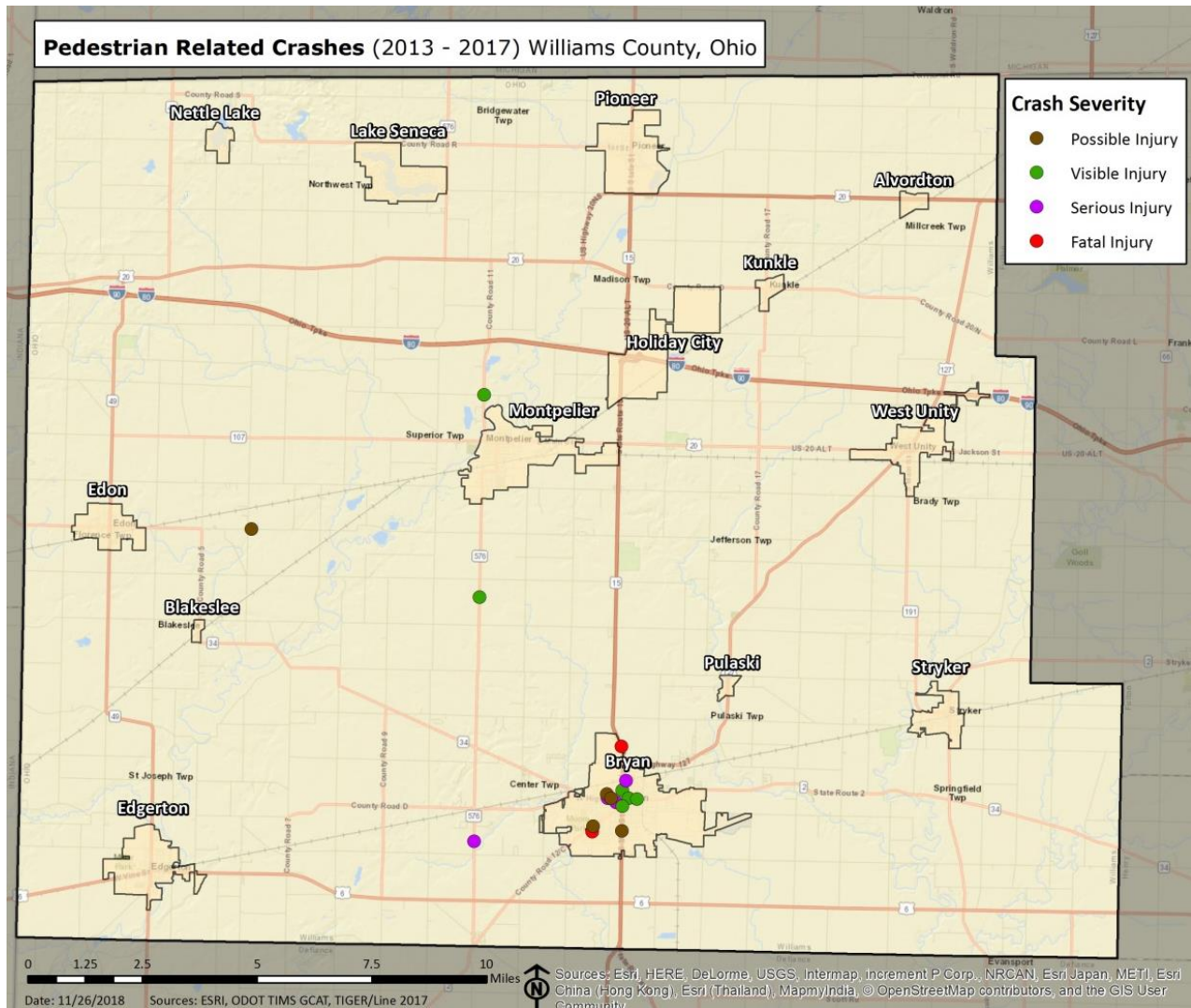


Figure 11. Pedestrian Related Crashes Map (2013-2017)

Over half of the crashes involving pedestrians occurred at locations other than intersections (55.6%), followed by a four-way intersection (33.3%). Failure to yield was the most common contributing factor, accounting for 27.8% of total crashes from 2013-2017. Other contributing factors included improper crossing (16.7% of crashes) and other improper actions (11.1% of crashes). Five out of the total 18 pedestrian crashes occurred at areas with no traffic controls, followed by four crashes that had pavement markings and four with a traffic signal. Drivers were using alcohol in 44.4% of pedestrian related crashes, accounting for 8 out of the total 18 crashes in the time period.



Half of the crashes involving pedestrians occurred during daylight hours, while the remaining crashes occurred evenly between dawn, on dark non-lighted roadways, and on dark lighted roadways. Weather conditions were clear in 55.6% of the crashes, followed by cloudy conditions (27.8%), and rain (11.1%). The road conditions were primarily dry for most of the crashes, accounting for 13 out of the 18 total pedestrian-related crashes.

The City of Bryan and the Village of Montpelier shared the majority of pedestrian and bicyclist related crashes. Four bicyclist related crashes occurred in Montpelier from 2013-2017. 13 bicyclist related crashes and 14 pedestrian related crashes occurred during the same period in the City of Bryan. During the time period, there were 18 pedestrian related crashes and 20 bicyclist related crashes in the entire County. A fatal crash involving a bicyclist occurred in the Village of Edgerton on US Route 6. Two fatal crashes in Bryan involved pedestrians and were located in areas without sidewalks, one on Main Street/State Route 15 and one on Markey Avenue in the southwest part of the City (Figure 12).

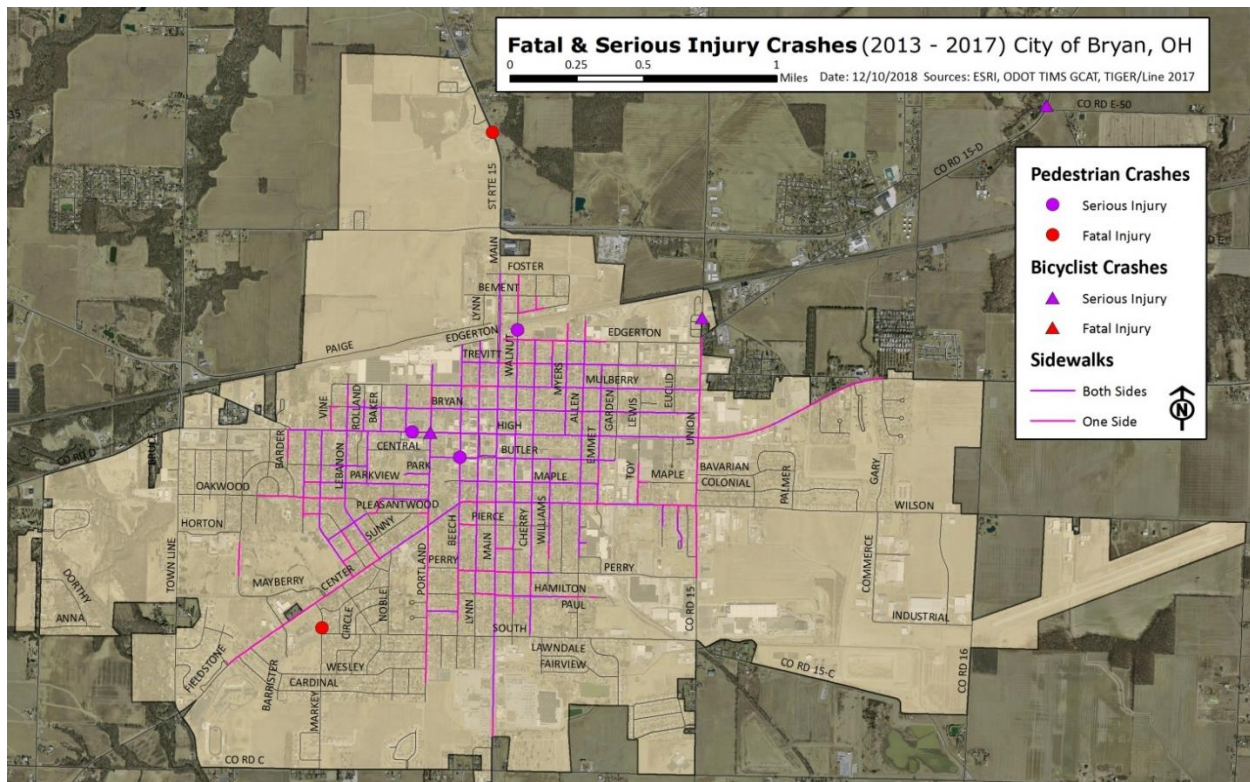


Figure 12. Fatal & Serious Injury Crashes (2013-2017) City of Bryan Map

4c. Existing Assets

Understanding existing conditions is imperative in planning for the future. Knowing what infrastructure and assets are currently available provides a baseline of data upon which all analyses and planning procedures are based. The existing conditions for Williams County, including physical infrastructure such as trails and parks, as well as policies and procedures were collected and are provided in the following section. Williams County currently has a variety of Active Transportation infrastructure in place.



However, much of this infrastructure is disconnected and mainly located within the municipalities. Figure 13 below illustrates the existing roads, railroads, trails, parks, and sidewalks located in the County.

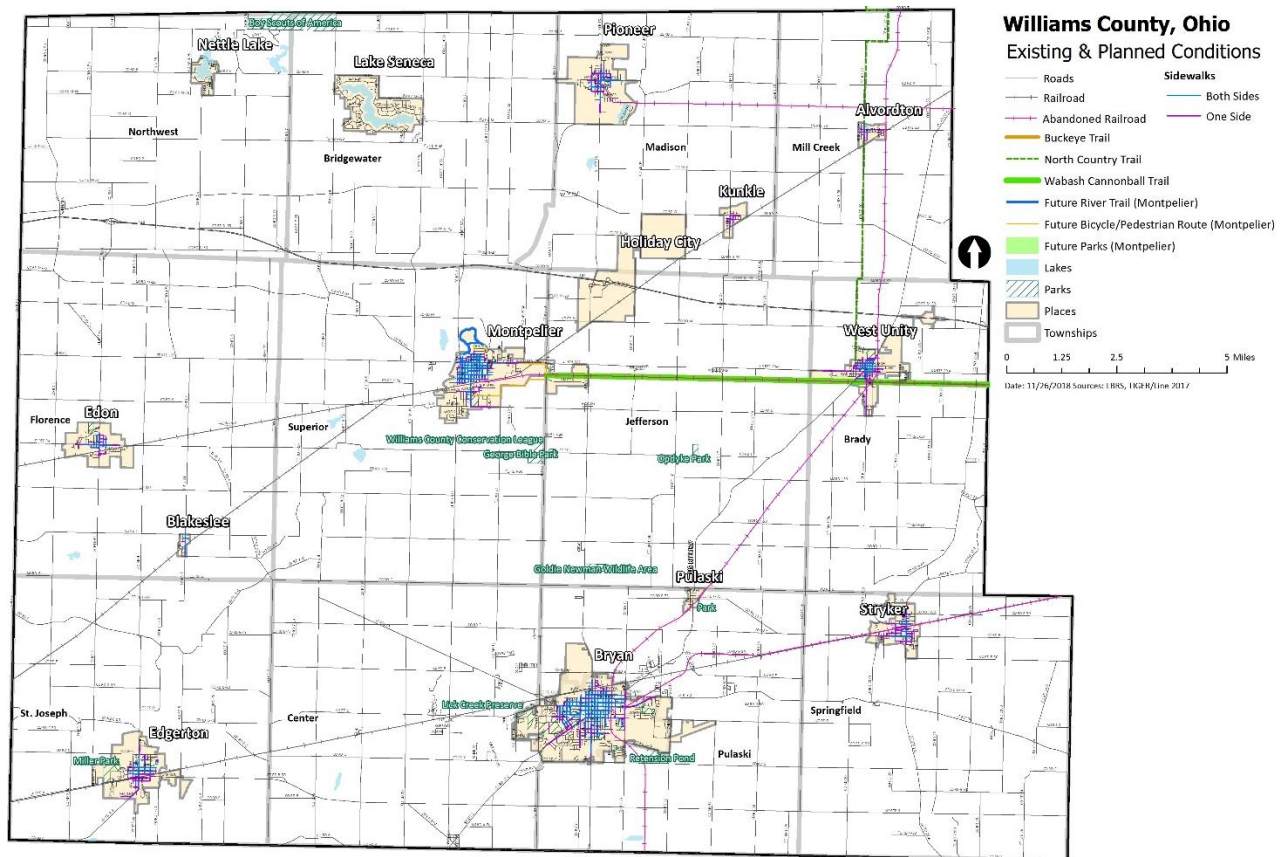


Figure 13. Existing Conditions Map

Parks, Wildlife Areas and Campgrounds:

There are at least 30 parks, nature preserves, reservoir parks, and other recreational lands in Williams County dispersed throughout the area (Figure 13). Williams County parks include a variety of amenities such as ball fields, playgrounds, picnic areas and shooting ranges and are located mainly within the village and city entities. In addition, the Ohio Department of Natural Resources (ODNR) owns land throughout the area including the Lake La Su An Wildlife Area, located on the northwest side of the County. Just north of the Lake La Su An Wildlife Area is the Boy Scouts of America land which is used for Boy Scouts activities. Three campgrounds are also located in Williams County; Hidden Valley, Funny Farm, and Lazy River.



Sidewalks:

Nearly every entity in the County has sidewalks, with the exception of Nettle Lake, Lake Seneca, Pulaski and Holiday City, totaling approximately 70 miles. Figure 14 below shows an overview of the sidewalks in Williams County. See Appendix A for existing conditions maps of each entity for more detail.

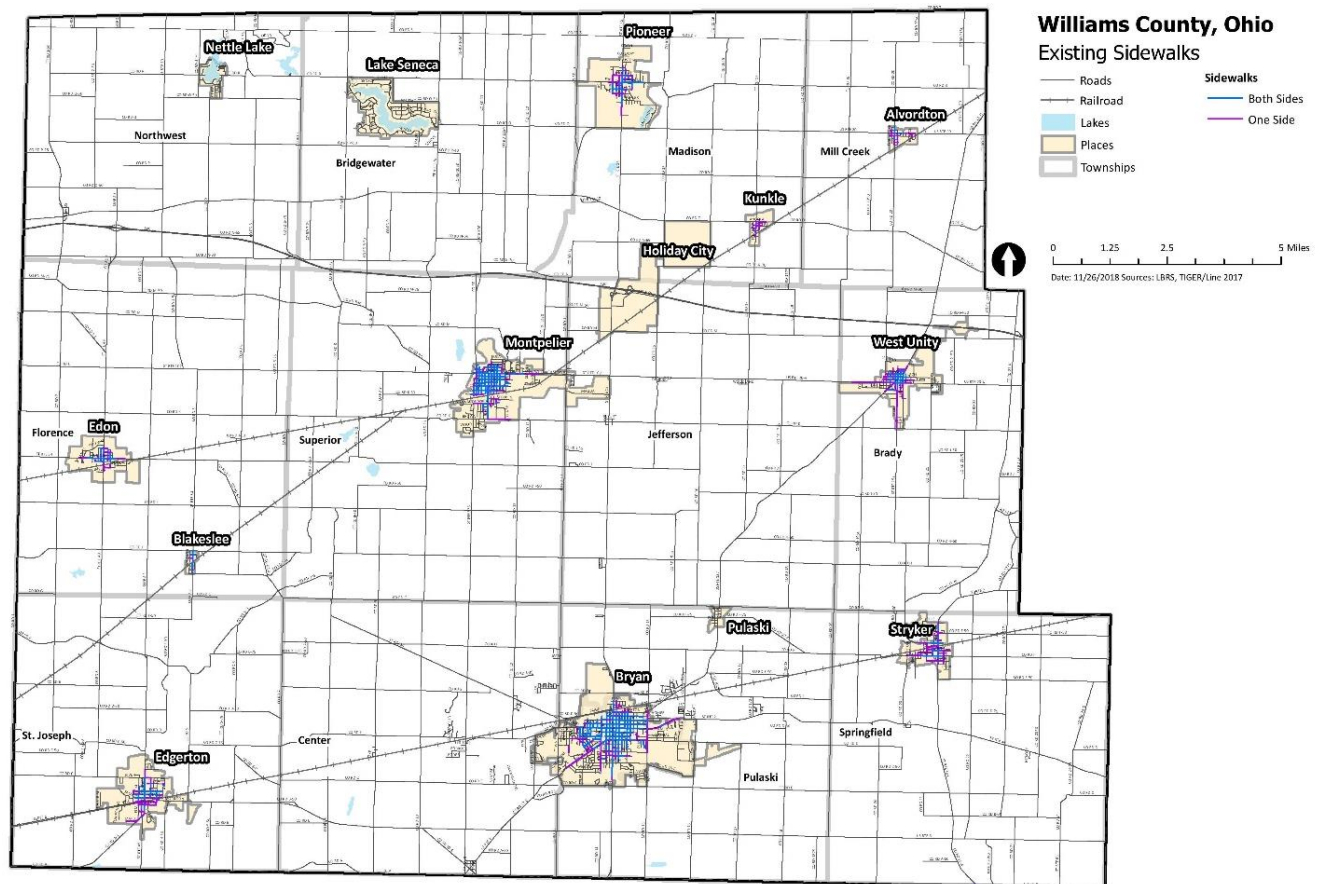


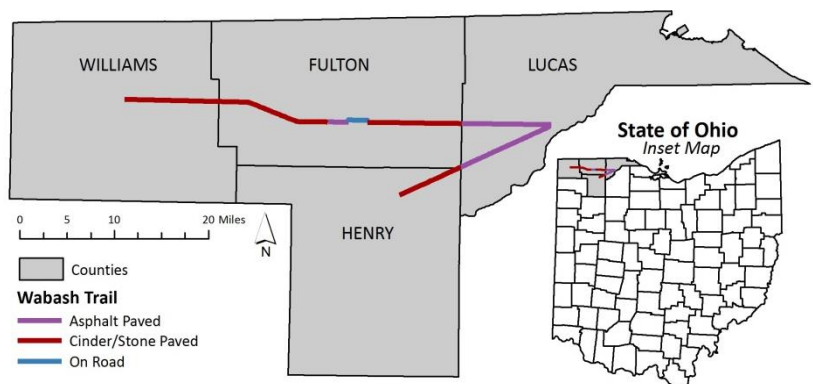
Figure 14. Existing Sidewalks Map

Trails:

Wabash Cannonball Trail

The Wabash Cannonball Trail is a 63 mile multi-use recreational trail located in northwest Ohio. The trail surface varies from entity to entity, spanning from asphalt to hard packed cinder ballast to areas of only dirt and grass. The trail provides non-motorized access to hikers,

bikers, equestrians, and cross-country skiers. The Wabash was established in 1994 in response to a nationwide movement to rehabilitate former railroad corridors into trails.





North Country Trail

The North Country National Scenic Trail is the longest in the National Trails System, which spans 4,600 miles over seven States. The trail traverses through National forests, Federal, State and local public lands as it winds through North Dakota, Minnesota, Wisconsin, Michigan, Ohio, Pennsylvania, and New York. Portions of the Wabash Cannonball Trail are certified segments of the North Country Trail.



Northwest Ohio Rivers Council Memorial Trail

This trail is located in the southeastern portion of Williams County, travelling through the Village of Stryker, Pulaski, and Springfield Township. The trail connects to Goll Woods in Fulton County and 6 miles of the trail is located in Defiance County.



Historic Places

There are seven sites in Williams County that are listed on the National Register of Historic Places. The James Delos Hill House in Montpelier, OH, the Kunkle Log House, and Bryan's Downtown Historic District are shown in Figure 15. Other places registered include the Fountain City Historic District and Williams County Courthouse in Bryan, the Nettle Lake Mound Group, and the Stryker Depot.



Figure 15. National Register of Historic Places – Williams County, OH

Photo source: https://en.wikipedia.org/wiki/National_Register_of_Historic_Places_listings_in_Williams_County,_Ohio



4d. Relevant Plans and Policies

Plans and policies in place for Williams County that affect Active Transportation are listed below along with short summaries.

Moving Together 2040 (2014): 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.

Williams County Community Health Improvement Plan (CHIP) (2017 - 2019): The CHIP document for Williams County addresses long-term efforts to improve the overall health of Williams County residents. One of the priorities identified in the plan includes decreasing obesity. The plan identified that 71% of Williams County adults were overweight or obese and 13% of the youth were obese. One of the best practices identified in the plan is to encourage communities to invest in Complete Streets which will allow for more transportation options for residents. The Health Department also has maps of walking routes available on their website for several municipalities in the County: <http://www.williamscountyhealth.org/health-education/walking-directories/>

Village of Montpelier Active Transportation Plan

(2018): The Village of Montpelier's Active Transportation Plan is a long-range guiding document for the development of safe, user-oriented bicycle, pedestrian and multimodal connections within the Village. The plan includes improvements to existing facilities, areas of new development, and recommendations for updated infrastructure and facilities. Specific projects have been identified as part of the plan which will be constructed in phases. The first phase of the Village's plan is the Iron Horse River Trail, a trail which will be located along the St. Joseph River on the north side of the community.



Ohio Trails Partnership (Ongoing): The Ohio Department of Natural Resources manages a website (<https://trails.ohiodnr.gov/>) that is dedicated to developing and maintaining a comprehensive non-motorized trail system throughout the State of Ohio. Multiple groups have collaborated to develop the trail system.

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.

Williams County Housing Opportunities Assessment (2018): The housing analysis was completed by DiSalvo Development Advisors in 2018 through the Williams County Economic Development Corporation (WEDCO). The full report can be accessed on WEDCO's website: <http://www.wedco.info/>. The report identifies housing opportunities within Williams County and strategies to facilitate housing development. By identifying strategies to encourage housing development, Williams County can work towards increasing its population.

Sidewalk Policies:

Bicycling on Sidewalks

There are several municipalities in Williams County with minimal, if any, sidewalk policies in place. The Village of Edon has policies to prohibit bicycling on sidewalks, but they are not enforced. The Village of Edgerton does not allow bicycles on the sidewalks within the 100th block of North Michigan Street, which is in the downtown area. However, there are no policies for other areas in the Village. The Village of West Unity will not ticket bicyclists for riding on the sidewalks. West Unity also has a bike path along State Route 191 on the west side of the road that resembles a sidewalk. All other municipalities in Williams County do not have any policies prohibiting the use of bicycles on sidewalks.

Maintenance/Installation of Sidewalks

Municipalities in Williams County have specific policies regarding the maintenance and installation of sidewalks in order to ensure sidewalk connectivity throughout a City or Village. The policies below are outlined in the codified ordinances of each City or Village.

City of Bryan: Requires that sidewalks be constructed on both sides of a street in subdivisions in front of all single-family, two-family, multifamily dwellings, and subdivisions in commercial districts. Sidewalks may be required in industrial lots, upon recommendation of the Planning Commission and approval of City Council. All sidewalks must comply with precise standards and specifications.

Village of Montpelier: Owners are responsible for the maintenance of existing sidewalks along a street or alley adjacent to the owner's lot or parcel. Sidewalks are required to be installed to the Village standards for all new development and must connect with existing or proposed sidewalks. The requirement may be waived if the area is not already served by sidewalks or if the sidewalks would serve no public benefit.

Village of Stryker: Maintenance of existing sidewalks is under control of the Village. Residents pay \$2.00 per month with their utility bill for pedestrian safety. The Village has developed a needs assessment to determine whether sidewalks are needed in areas where none currently exist.

Village of Edgerton: Owners are responsible for the maintenance of existing sidewalks along a street or alley that is adjacent to the owner's lot or parcel.



Village of Pioneer: Village residents are required to maintain sidewalks. The Village offers replacement for residents that need repairs at a cost of \$3.00 per linear foot. The Village does not require sidewalks to be installed in subdivisions.

Village of West Unity: West Unity requires sidewalks on both sides of the street in all residential subdivisions where the predominate lot width is less than eighty feet and where there are existing adjacent sidewalks. Owners are responsible for the maintenance of existing sidewalks and can be reimbursed for the installation of new sidewalks when parallel to a Village street.

Village of Edon: Sidewalks are required on both sides of the road in all residential subdivisions. Construction and maintenance are at the owner's expense.

Bicycle Route Designation: The Ohio Department of Transportation is currently undertaking a project to designate a network of State and U.S. Bicycle Routes throughout Ohio. Route designation efforts are designed to identify the safest and most scenic places to ride bicycles and are an attempt to connect municipalities throughout Ohio with bicycle infrastructure. Ohio State Bicycle Route 90 has been proposed to travel through Fulton and Williams Counties in Northwest Ohio. Proposed State Bicycle Route 90 will begin on-road south of the Village of Edon and connect to the Wabash Cannonball Trail past the Village of Montpelier. The bike route will then continue into Fulton County (Figure 15).

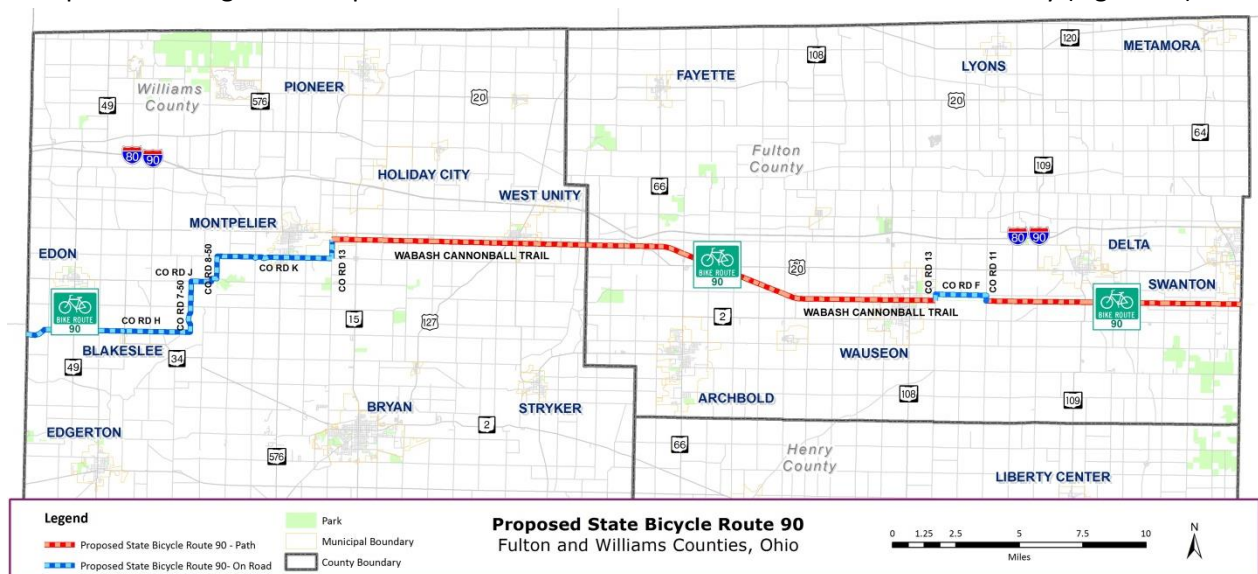


Figure 16. Proposed State Bicycle Route 90 Map

Americans with Disabilities Act (ADA): The Americans with Disabilities Act was signed into law on July 26, 1990. This act provides equal opportunity for individuals with disabilities and is also included in the Civil Rights Act. ADA requires that all programs and new/alterd facilities, regardless of funding, be accessible to all individuals.



[5] NEEDS ASSESSMENT

5a. Gaps & Barriers

Gaps and barriers in the active transportation network were determined through public feedback, fieldwork in priority areas, and mapping of current infrastructure.

Funding

Implementing a regionally connected active transportation system will cost millions of dollars and will take decades to fully implement. Prioritizing projects and identifying all potential funding sources is one way for Williams County to overcome this barrier. However, many local jurisdictions or non-profit organizations may be unable to provide a local match and projects may have to be completed in multiple phases.

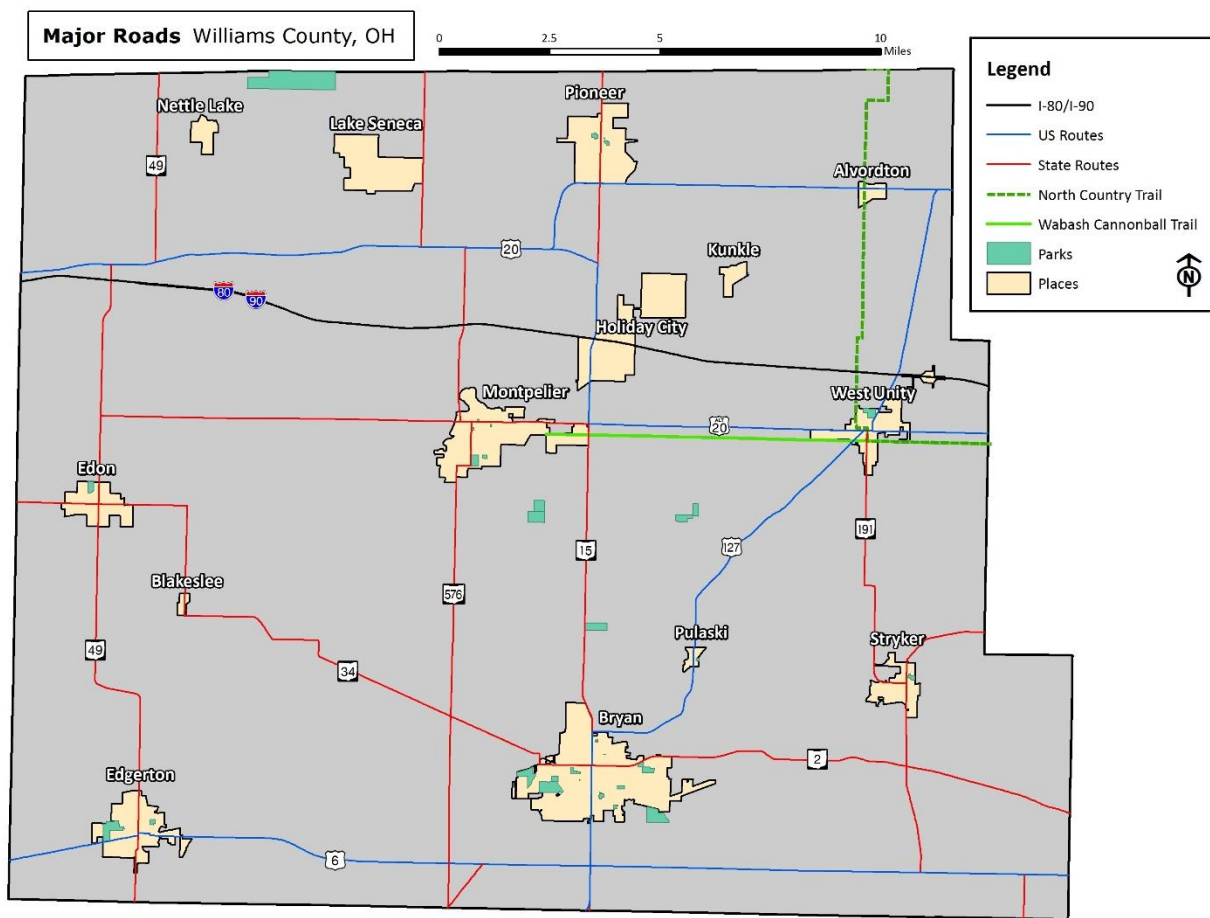


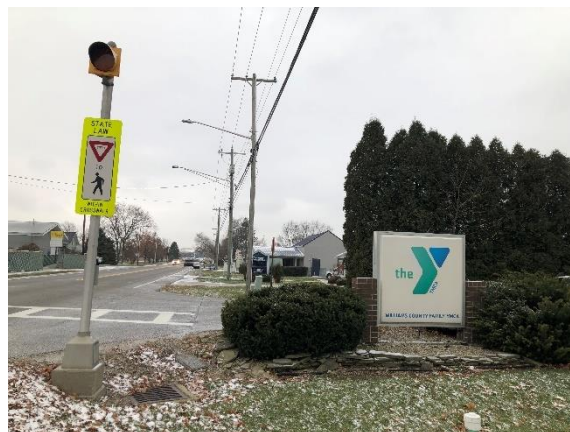
Figure 17. Major Roads in Williams County

Infrastructure Barriers

Given the County's rural character, one of the barriers that currently prevents safe and frequent pedestrian and bicycle travel is transportation facilities. There are many narrow bridges, wide roadways, State and U.S. highways, and high-speed locations throughout the County. Some of these locations make walking and biking nearly impossible or in some cases walking and biking is not permitted. Figure



16 below shows the major roads in Williams County which include State and U.S. Routes and the Ohio Turnpike. Walking or bicycling on the turnpike is not permitted and doing so on a busy State or U.S. route is dangerous and not desired. Widening shoulders, installing bike lanes, sidewalks, or crosswalks can help to improve the safety at these locations. However, one barrier that cannot be altered is the mileage between the local jurisdictions.



YMCA crosswalk & lack of sidewalks – City of Bryan

Weather and Climate

Williams County is notorious for its extreme winters. Low temperatures, high winds, and rain/snow/ice are common occurrences during the winter months. These conditions are not always conducive for Active Transportation users. The winter weather generally lasts from December to March. During these months, the infrastructure deteriorates due to roadway salt, snow plows, and cold temperatures and individuals typically do not choose to walk or bicycle outside with as much frequency.

Public Perception

There are several barriers to overcome regarding public perception of walking, bicycling and other forms of active transportation. These include, but are not limited to, perceptions of the safety of existing parks and trails, public knowledge of available parks and trails, public knowledge of laws and policies relating to active transportation modes, public knowledge of safe practices for active transportation, and awareness of the benefits of utilizing available resources such as parks and trails. Parks and trails may be perceived as unsafe due to inadequate lighting, isolated locations, crime, aggressive and/or unleashed dogs, and unsafe trail crossings. Williams County residents may also not be aware of all the parks and trails that currently exist, which may keep them from utilizing them. In addition, members of the public may not be aware of laws and policies that are in place relating to walking, bicycling and other modes and that combined with a lack of knowledge of safe practices for active transportation, could keep residents from engaging in active transportation. Finally, individuals may not know all the benefits that come from using parks and trails and participating in active transportation activities and may therefore not choose to do so.

5b. Focus Areas

Four focus areas were chosen in order to better prioritize planning and investments for the Active Transportation system throughout Williams County. These areas include 1) Infrastructure; 2) Existing Parks and Trails; 3) Education and Awareness; and 4) Policies. During plan implementation, efforts will be primarily focused in these four areas.

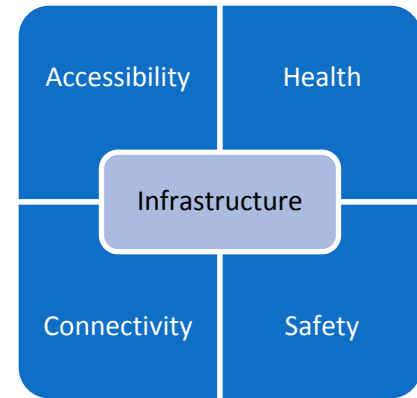


Location with no sidewalks near Bryan City Schools



1.) Infrastructure

As some of the main barriers to Active Transportation are transportation facilities, infrastructure is a main focus area of this plan. Focusing on areas where infrastructure is either nonexistent or in need of upgrades will support the enhancement of Active Transportation in the County. Examples include building sidewalks where none currently exist, improving the poor condition of existing sidewalks, identifying locations where crashes have occurred and determining if countermeasures can be constructed to improve safety, building trails or other infrastructure to connect villages and entities in the County, and installing bicycle lanes on roads with no current infrastructure for bicyclists.



Goals achieved: *Safety, Accessibility, Health, Connectivity*

2.) Education and Awareness



Educating and making the public more aware of existing parks and trails, the benefits of Active Transportation, and how to safely use this form of transportation is also a focus of this plan. Concentrating efforts in this area can help increase safe walking and bicycling, which will make Williams County residents healthier, improve their quality of life, and potentially draw individuals from other areas to the County.

Goals achieved: *Safety, Growth, Health*

3.) Existing Parks and Trails

Williams County has a variety of parks and trails that already exist, which will be a focus area of this plan. Focusing efforts on the existing resources in the County is important as improvements and connections can be made between them. Doing so will increase utilization of these existing assets, helping Williams County achieve its goals for supporting and enhancing Active Transportation options throughout the County.

Goals achieved: *Connectivity, Safety, Accessibility, Growth*





4.) Policies

Incorporating policies such as complete streets and ADA accessible standards will encourage the growth of Active Transportation in Williams County. These policies have the potential to strengthen the consideration of bicyclists, pedestrians, and individuals with disabilities in roadway design, operation, and maintenance. Considering these individuals and alternate modes of transportation on Williams County roadways, where feasible, will enable safe, convenient, and comfortable travel for users of all abilities and ages regardless of their form of transportation.





[6] RECOMMENDATIONS

There are several ways to better support Active Transportation in Williams County, which include, but are not limited to: increasing visibility of parks and trails, programming efforts for safety and education, policies to support Active Transportation, and infrastructure planning. The following section will outline suggested recommendations for improving and expanding the Williams County Active Transportation network which will be organized by plan focus areas.

6a. Focus Area 1: Infrastructure

Facility Types

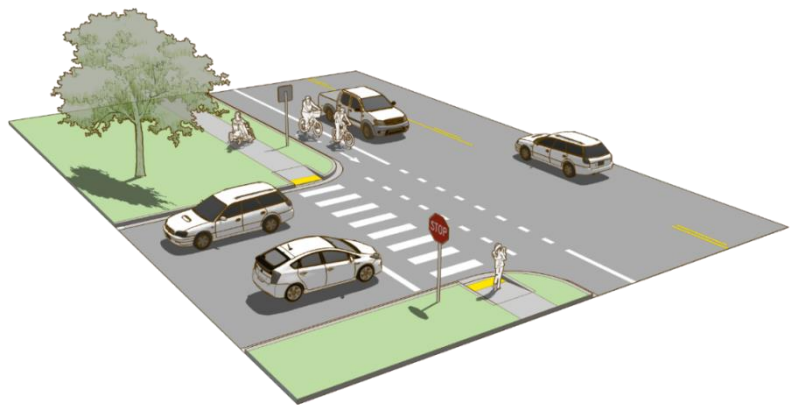
The following section provides a brief overview of the types of standard bicycle and pedestrian facilities that exist. The types referred to utilize the facility definitions in AASHTO's Guide for the Development of Bicycle Facilities (*Fourth Edition*) as well as the Federal Highway Administration (FHWA) Small Town and Rural Multimodal Networks guide. Williams County can utilize these different facility types 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 the use of 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.

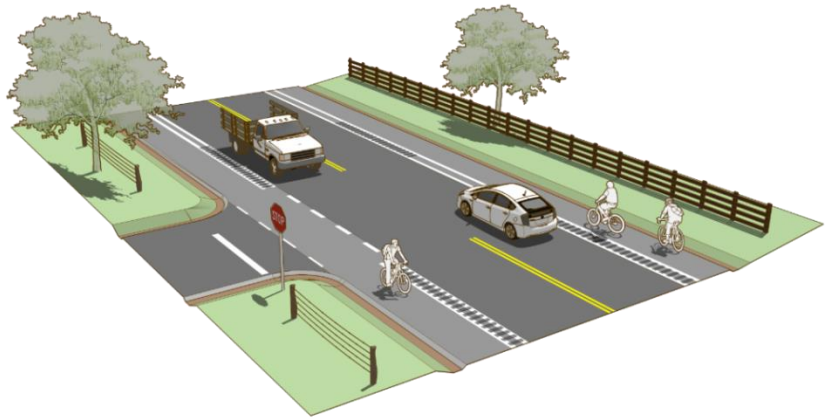


Paved Shoulders

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

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.

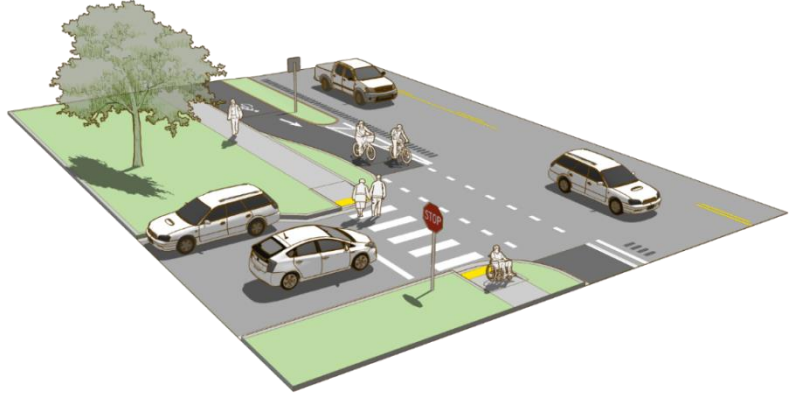




SEPARATED

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.



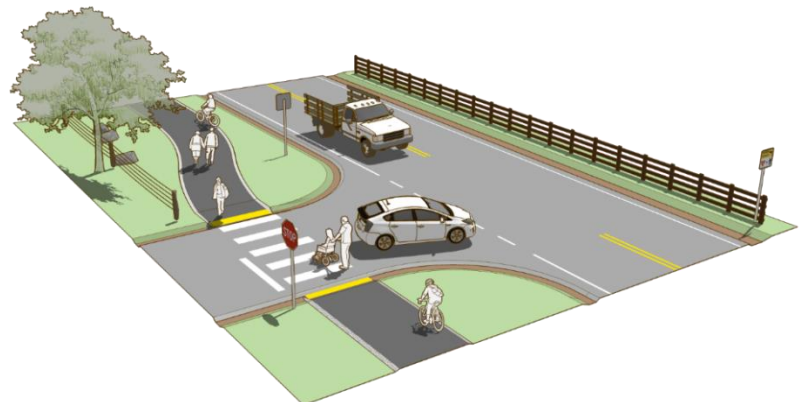
Sidewalk

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

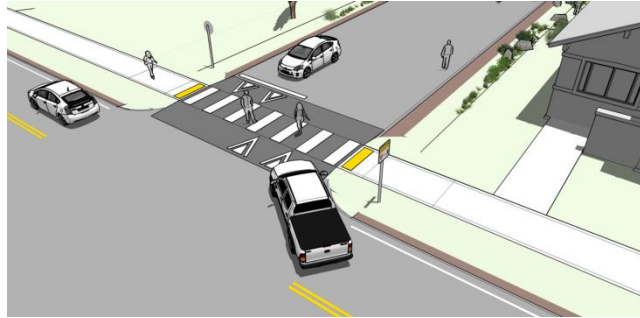
A sidepath is a bidirectional shared use path located immediately adjacent and parallel to a roadway.





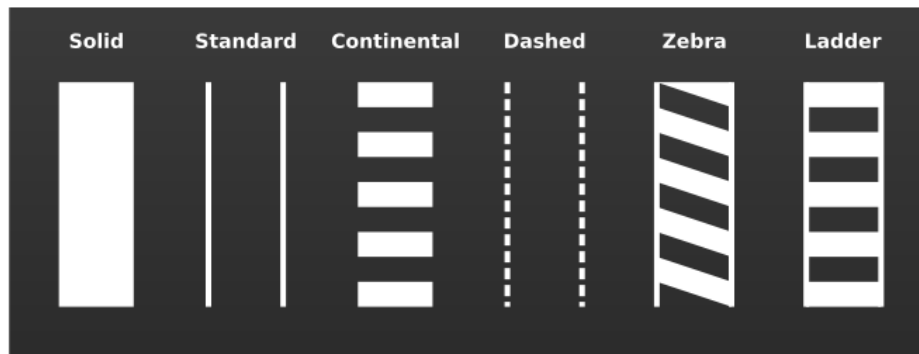
Raised Crosswalk

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



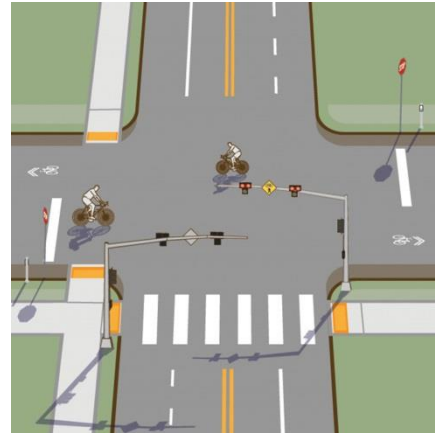
High-Visibility Crosswalk

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.



6b. Focus Area 2: Existing Parks & Trails

Signage

Williams County has a large system of trails and parks, but unfortunately these facilities often are underutilized. The public survey conducted during development of this plan showed an inconsistency of trail and park names, with residents using different naming conventions for the same park or trail. This inconsistency causes confusion and makes trails and parks more difficult to locate.



Lack of signage at the Prairie Creek Retention basin in Bryan



In order to better promote the parks and trails in the County, more signage is needed. Residents and visitors should be able to clearly identify the locations of all existing parks and trails. Quality signage and branding will allow users to easily access parks and trails and feel safe and comfortable while doing so. Signs can provide users with a variety of information including:

- Name of facility
- Map of facility
- History of facility
- Facts about plants, animals, ecosystems
- Health information



Williams County Health Department Signage

All of the parks and trails should be identified with similar signage in order to be easily recognized and associated with Williams County. The Williams County Health Department, with funding through the Four County ADAMhs Board, provided signs to parks throughout the County in order to promote mental wellness for residents.

6c. Focus Area 3: Education & Awareness

Online Presence

Currently, the Williams County Parks do not have a strong online presence. The City of Bryan and the Village of Montpelier have actively updated Facebook and website pages, but upon an initial Google search, a user would have to scroll down in order to find information. It is recommended that the County Parks make park and trail information readily available and within an entity owned webpage,



complete with photos, information, events, and regular updates about all of the parks and trails.



Google Maps does not recognize some of the parks by name and a simple web search makes it difficult, if not impossible, to locate an address for a local park. Visitors traveling through the County and residents should be able to easily locate parks and trails. Therefore, it is recommended that all parks be added to Google Maps and publicly shared. Adding pages to Wikipedia can also be an easy and cost-effective way to disseminate information on trails and parks.

Safe Communities Aware

Williams County has an active Safe Communities Coalition, which participates in many events and hosts several transportation campaigns. The Coalition's mission is to *"help save lives and reduce injuries on our roadways through leadership and partnering efforts with public safety agencies and community members."* In order to encourage and educate communities on the benefits of active transportation, the



Safe Communities Coalition could host campaigns for Active Transportation. These campaigns can be designed to educate both motorized and non-motorized users on how to be safe and share roads.

Social Media Campaigns

It is important for residents in Williams County to be aware of Active Transportation and its benefits. Social media campaigns can be a useful tool in educating the public and can work in conjunction with creating a wider online presence.

6d. Focus Area 4: Policies

Complete Streets

Complete streets are “designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities” (Smart Growth America). Complete Streets may include sidewalks, bike lanes, wide shoulders, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, and roundabouts. Complete streets can increase the efficiency and accessibility for all modes of transportation while also increasing the quality of life for the residents.



ADA Accessibility

In all future infrastructure projects, incorporate ADA accessible elements. According to Subpart D section 35.151 of the Americans with Disabilities Act, “each facility constructed by, on behalf of, or for the use of a public entity shall be designed and constructed in such a manner that the facility...is readily accessible to and usable by individuals with disabilities...” These facilities are broad and include infrastructure such as proper pedestrian access routes, curb ramps, detectable warnings, crosswalks, and accessible pedestrian signals.





[7] IMPLEMENTATION & EVALUATION

7a. Project Priorities

During development of the plan, MVPO solicited projects from the steering committee and local entities. Many of the projects focused on regional connectivity in the County (Table 5).

Table 5. Williams County Project List 2018

Opdycke Park 5K Trail: Cross County trail course with event parking

Location	Cost Estimate	Phase	Sponsor
Opdycke Park & CR 16	\$125,000	Preliminary Engineering	Park District

Bike Route 90 Signage: Placing route signs

Location	Cost Estimate	Phase	Sponsor
CR 13 west to the County line	\$4,600	Preliminary Engineering	Park District

CR 13 Pedestrian Path: Connect the Village of Montpelier to Bible Park

Location	Cost Estimate	Phase	Sponsor
SR 107 to CR J along CR 13	\$230,000	Conceptual	Park District

Beaver Creek Trail: Horse/walking trail connecting Opdycke Park to the Wabash Cannonball Trail

Location	Cost Estimate	Phase	Sponsor
Jefferson Township	\$165,00	Conceptual	Park District

Beaver Creek Pedestrian Bridge: Pedestrian bridge over Beaver Creek in Opdycke Park

Location	Cost Estimate	Phase	Sponsor
Opdycke Park	\$220,000	Conceptual	Park District

Bible Park Trail: One-mile trail with drainage

Location	Cost Estimate	Phase	Sponsor
Bible Park & CR J	\$50,000	Conceptual	Park District

Goldie Newman Trail: One-mile trail with drainage

Location	Cost Estimate	Phase	Sponsor
Goldie Newman Park & SR 15	\$45,000	Conceptual	Park District

Airport Road Bike Trail: Bike lanes connecting SR 107 to Wabash Cannonball Trail

Location	Cost Estimate	Phase	Sponsor
CR 13 & Airport Road	N/A	Conceptual	Montpelier/ County/NORTA

East End Park Pedestrian Pathway: Pathway around EE Park including the south nature area; connect front of park & Gary Drive with foot bridge

Location	Cost Estimate	Phase	Sponsor
East End Park & East End High	\$450,000	Conceptual	City of Bryan



Roseland Park: Pathway around and through the Roseland Park Area

Location	Cost Estimate	Phase	Sponsor
Roseland Park & East South	\$160,000	Conceptual	City of Bryan

Fountain City Park Pedestrian Pathway: Pathway around and through Fountain City Park Area

Location	Cost Estimate	Phase	Sponsor
Fountain City Park & East Perry	\$150,000	Conceptual	City of Bryan

Townline Road walking and bike path: Install a walking and bike path on Townline Road from High Street to Fountain Grove Drive

Location	Cost Estimate	Phase	Sponsor
Western Bryan	\$850,000	Preliminary Engineering	City of Bryan

Fountain Grove Walking and Bike Path: Install a walking and bike path on Fountain Grove Drive from Main Street to Townline Road

Location	Cost Estimate	Phase	Sponsor
Southern Bryan	\$750,000	Preliminary Engineering	City of Bryan

Southwest Bryan Pedestrian Improvements: Install sidewalks in all neighborhoods in Southwest Bryan that do not currently have them

Location	Cost Estimate	Phase	Sponsor
Southwest Bryan	\$2.2 Million	Preliminary Engineering	City of Bryan

Marquis Corridor Pathway Improvement: Install 8 miles of paved path on Marquis Corridor from Ney, Ohio to Bryan, Ohio and connect to East End Park in Bryan

Location	Cost Estimate	Phase	Sponsor
Williams & Defiance Counties	\$5.0 Million	Conceptual Planning	City of Bryan

Holiday City Park Improvements: 1318 Co Rd M and SR 15

Description	Cost Estimate	Phase	Sponsor
Walking Path	\$88,675	Conceptual	Holiday City Council
Work out stations	\$22,700	Conceptual	Holiday City Council
Picnic area	\$45,600	Conceptual	Holiday City Council
Playground equipment, fence, benches	\$135,000	Conceptual	Holiday City Council



7b. Funding Sources

The table below outlines several State and Federal funding sources that relate to Active Transportation planning and projects (Table 6). These are potential sources Williams County entities can access in order complete the financial packages of their projects. Local funding sources include the Bryan Area Foundation and Northwest Electric.

Table 6. Funding Sources

Program	Description	Applicants	Funding	Due Dates
ODOT Transportation Alternatives Program (TAP)	Multi-use paths that connect destinations	Local governments and park districts	No set maximum 20% local match plus engineering	Annual February 1 LOI; Full App May
ODOT Safety Program	Bike/ped facilities in high crash areas; safety education	Local and state governments	10-20% local match plus engineering	Accepted biannually
ODOT 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 for infrastructure projects; \$60,000 for other projects	Annual January - March
SRTS National Partnership Safe Routes to Parks	Planning, education, signage, maintenance, street design, right-of-way acquisition, etc.	Nonprofits	\$12,500 Match not required	December
ODNR Clean Ohio Trails	Land acquisition, trail development, trailside and trailhead facilities, engineering and design, trail safety education	Local government, special districts, state and federal agencies, nonprofits	Maximum award is \$500,000; 25% local match (can use as local match for ODOT funding)	Annual February 1
ODNR NatureWorks	Recreation and park projects, acquisition, development and rehabilitation	Local governments and park districts	Maximum award is \$30,000 25% local match	Annual March
ODNR Recreational Trails Fund	Trail linkages, maintenance of existing trails, restoration of trail areas, improved access, acquisition	Local government, special districts, state and federal agencies, nonprofits	Maximum award is \$150,000 20% local match	Annual February 1
Community Development Block Grant	Public facilities, remove barriers for accessibility	Local governments	\$150,000 for a minimum of 4 projects	Accepted biennially
PeopleForBikes	Bicycling, active transportation, community development	Non-profits, city or county agencies or departments	\$10,000 match not required, but encouraged	Annual LOI due January, full app due April



7c. Plan Adoption

Following a 30-day public comment period lasting from January 22, 2019 to February 22, 2019, the Plan was adopted via resolution by the Williams County Commissioners on February 25, 2019 (Appendix B).

7d. Short-Term Implementation Items

Short-term implementation items were developed for the Williams County Active Transportation Plan. These initiatives can be implemented with little upfront cost and focus primarily on education and awareness.

Phase One: Update the County's Online Presence

1. Update all park and trail addresses in Google Maps
2. Create Wikipedia pages for County parks and trails
3. Add information about existing parks and trails to entity web pages

Phase Two: Increase Education & Awareness

4. Work with Safe Communities to implement Active Transportation safety campaigns
5. Work with the County Health Department to promote the benefits of Active Transportation for physical and mental health

Phase Three: Plan for Funding

6. Match projects to funding sources
7. Assess the budget and plan for local matches
8. Get community input and create short and long range plans (i.e. Safe Routes to School Travel Plan)

7e. Performance Measures

The Plan will be reviewed annually to assess performance measures, track progress towards goals, and update the project list. The Plan will be fully updated every five years.

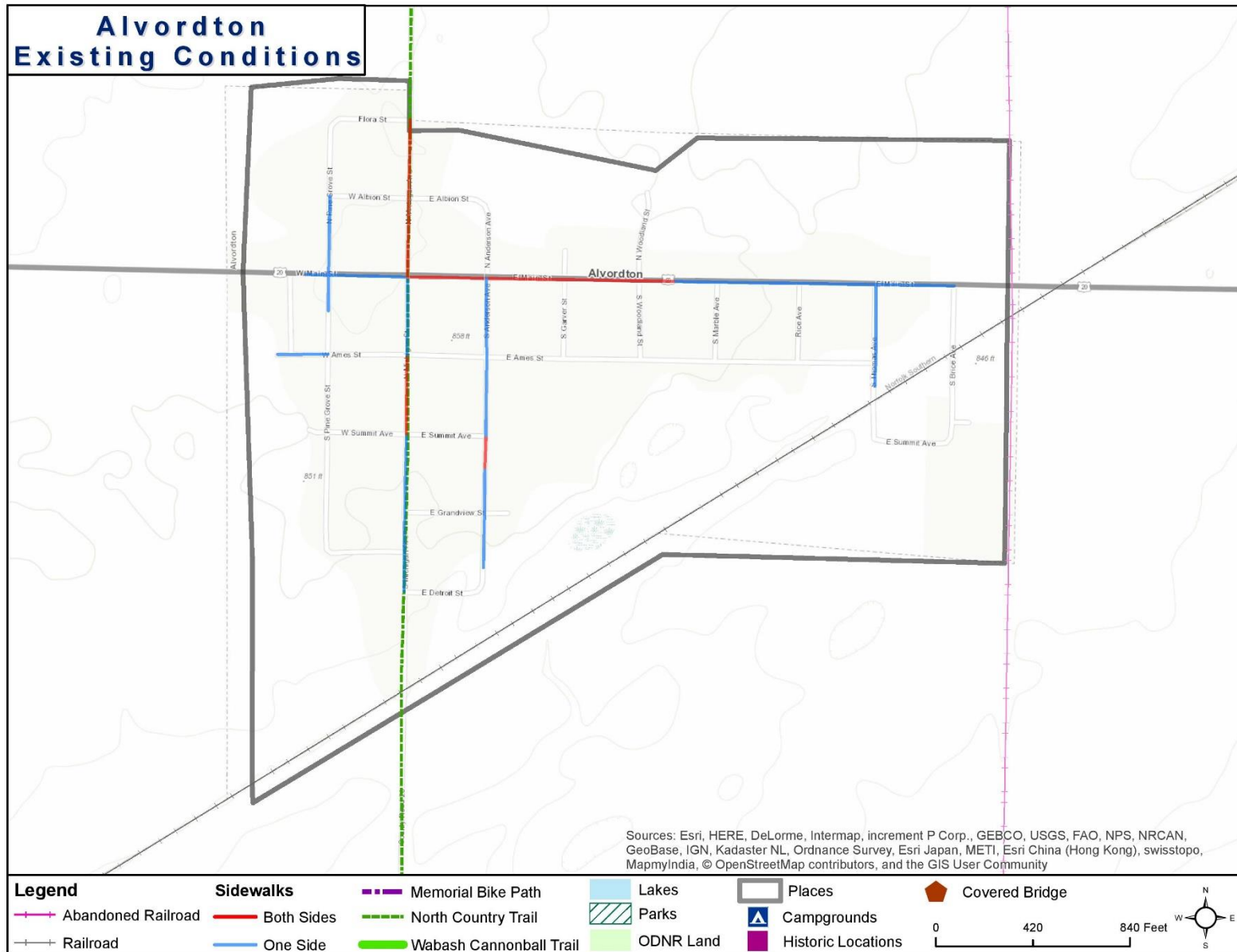
Tracking progress

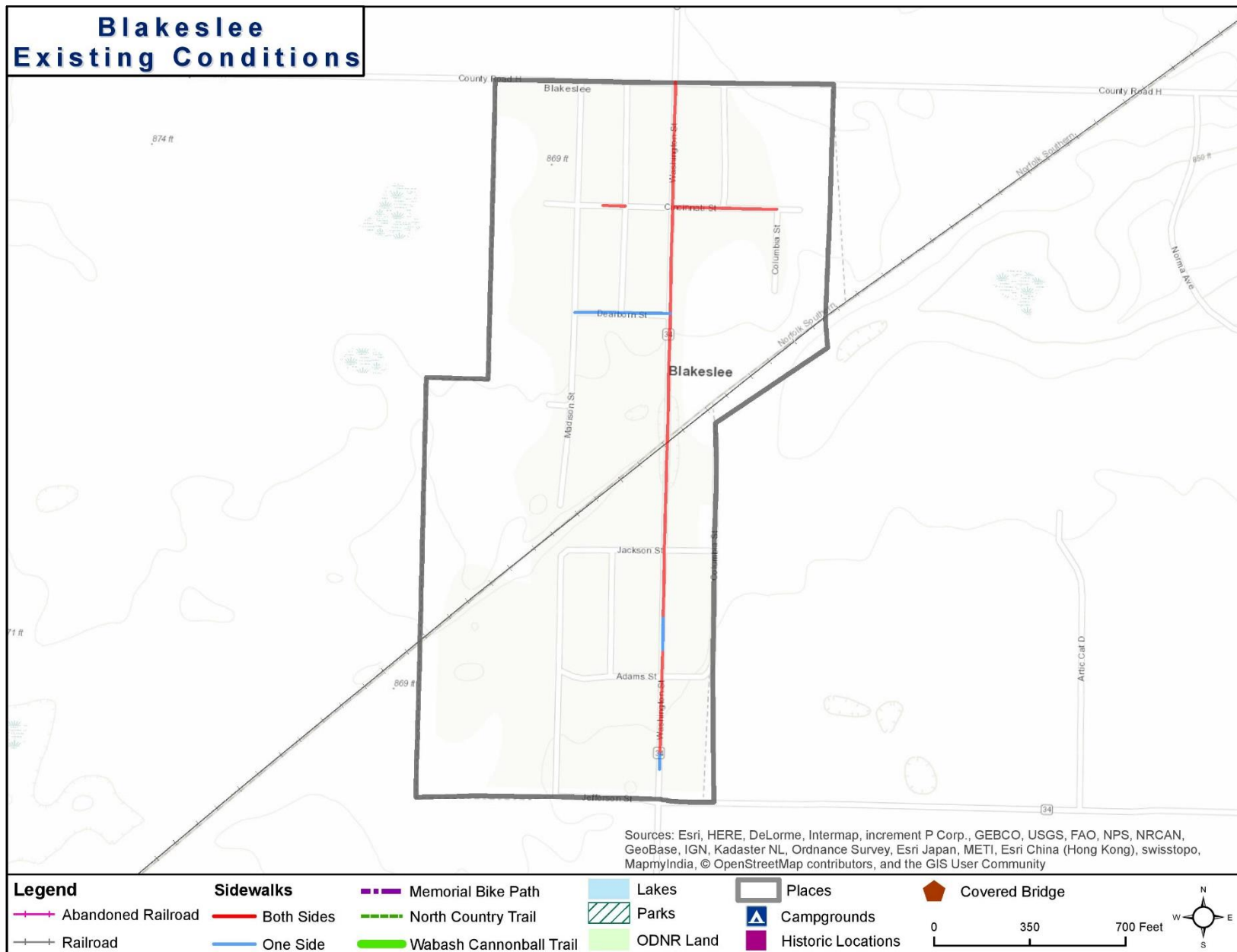
- Quarterly meetings
- Miles of bicycle and pedestrian facilities (i.e. sidewalks, trails, bike lanes, etc.)
- Number and severity of pedestrian crashes
- Number and severity of bicyclist crashes
- Number of educational programs for safety
- Number of active transportation projects started and/or completed
- Number of community events related to active transportation
- Number of recreational opportunities such as parks, trails, etc.
- Number of complete streets policies incorporated into planning efforts and projects
- Amount of times ADA accessible design is incorporated into planning efforts and projects
- Number of signs at park and trail facilities
- Number of amenities at parks and trailheads
- Amount of advertisement for existing facilities on social media and website

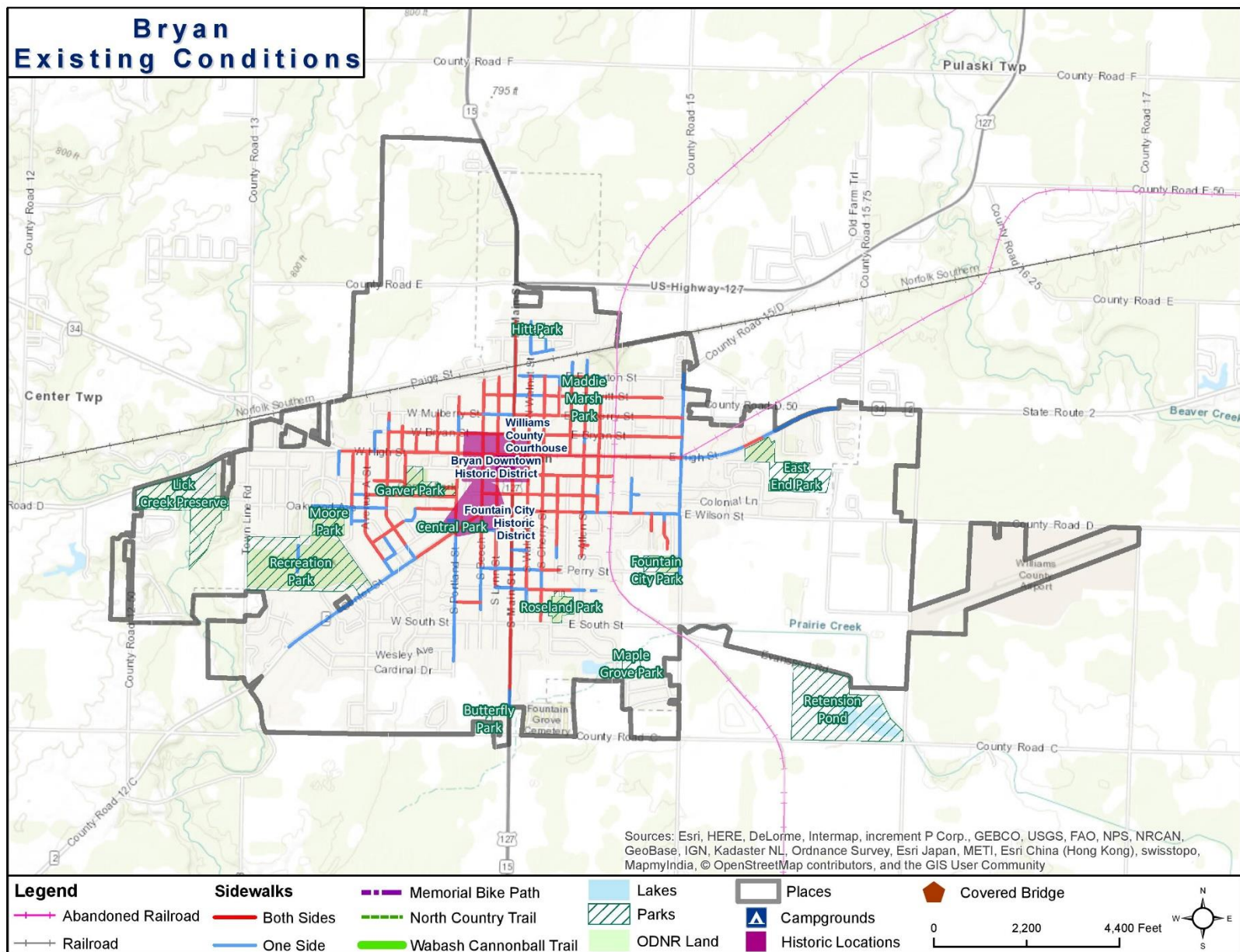


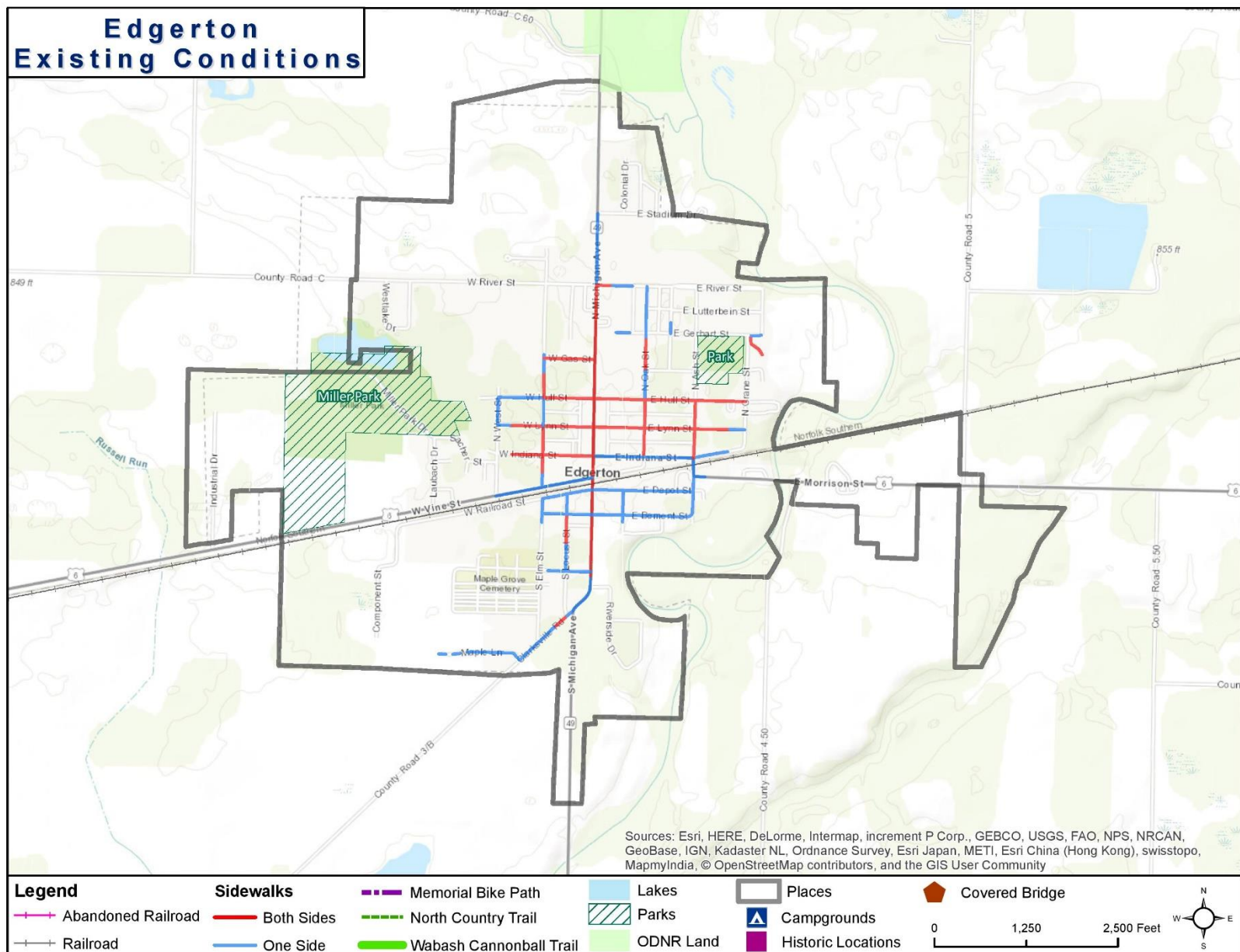
APPENDIX A: EXISTING CONDITIONS MAPS BY ENTITY

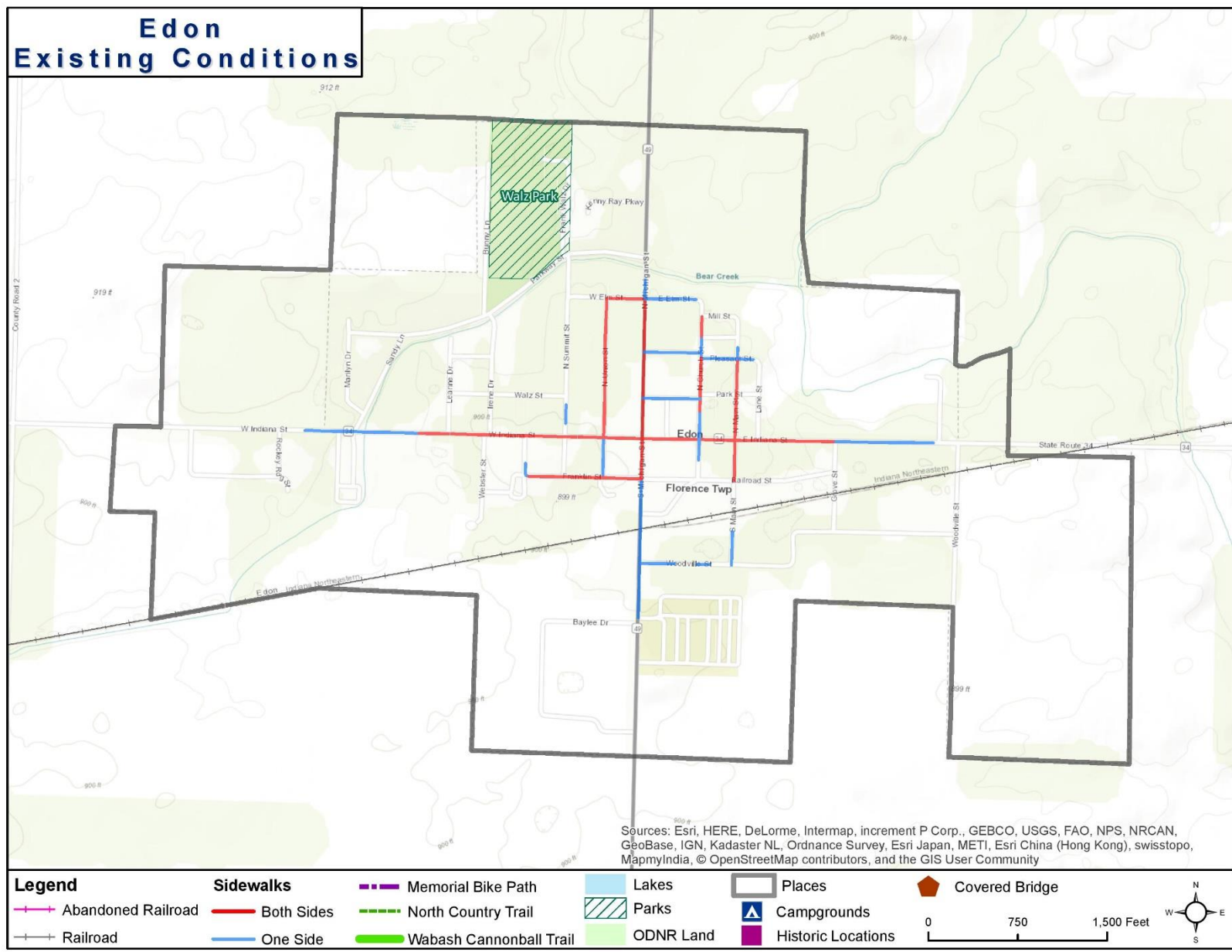
Maps are organized alphabetically by place and depict the existing conditions in each Census-Designated Place, Village, or City.

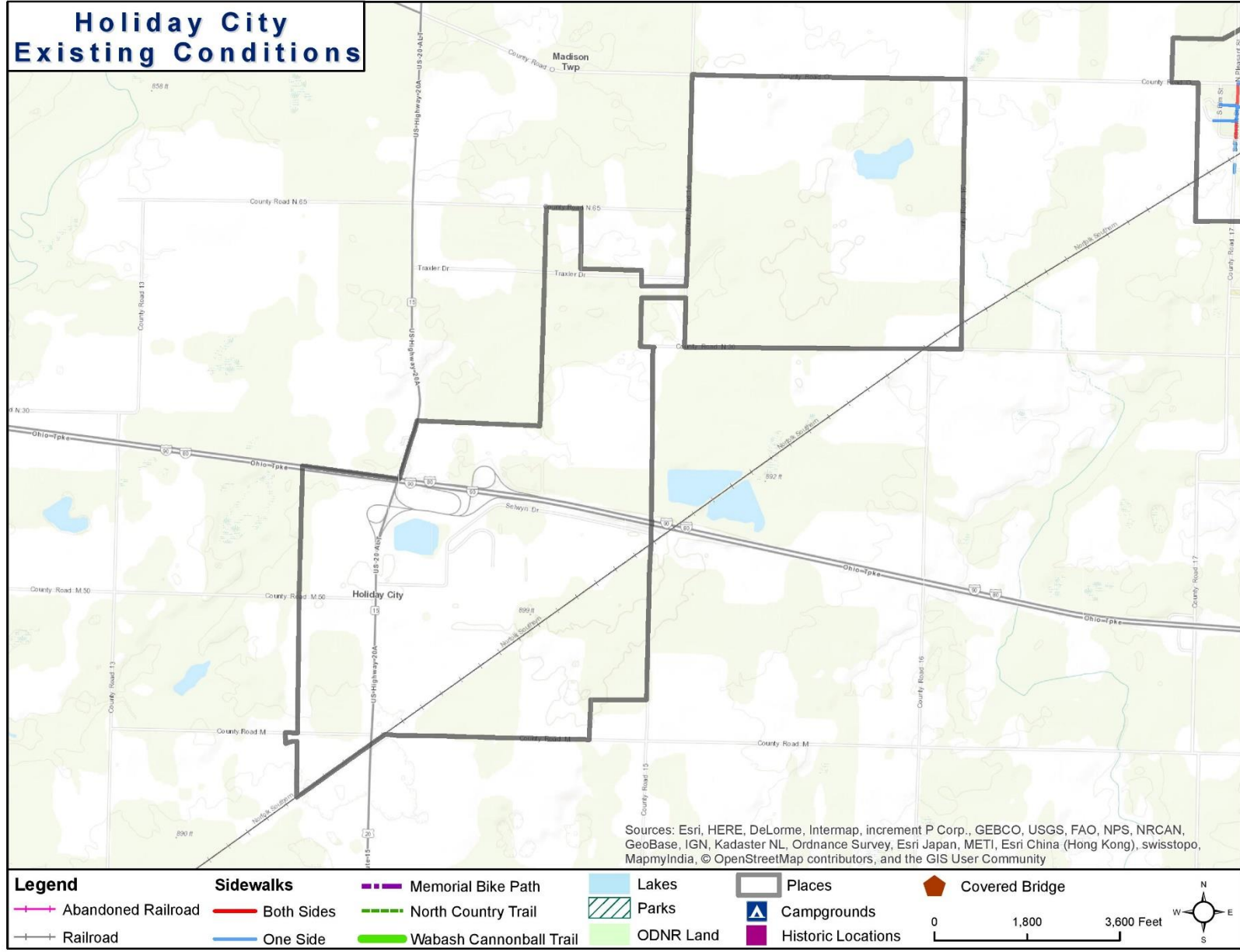


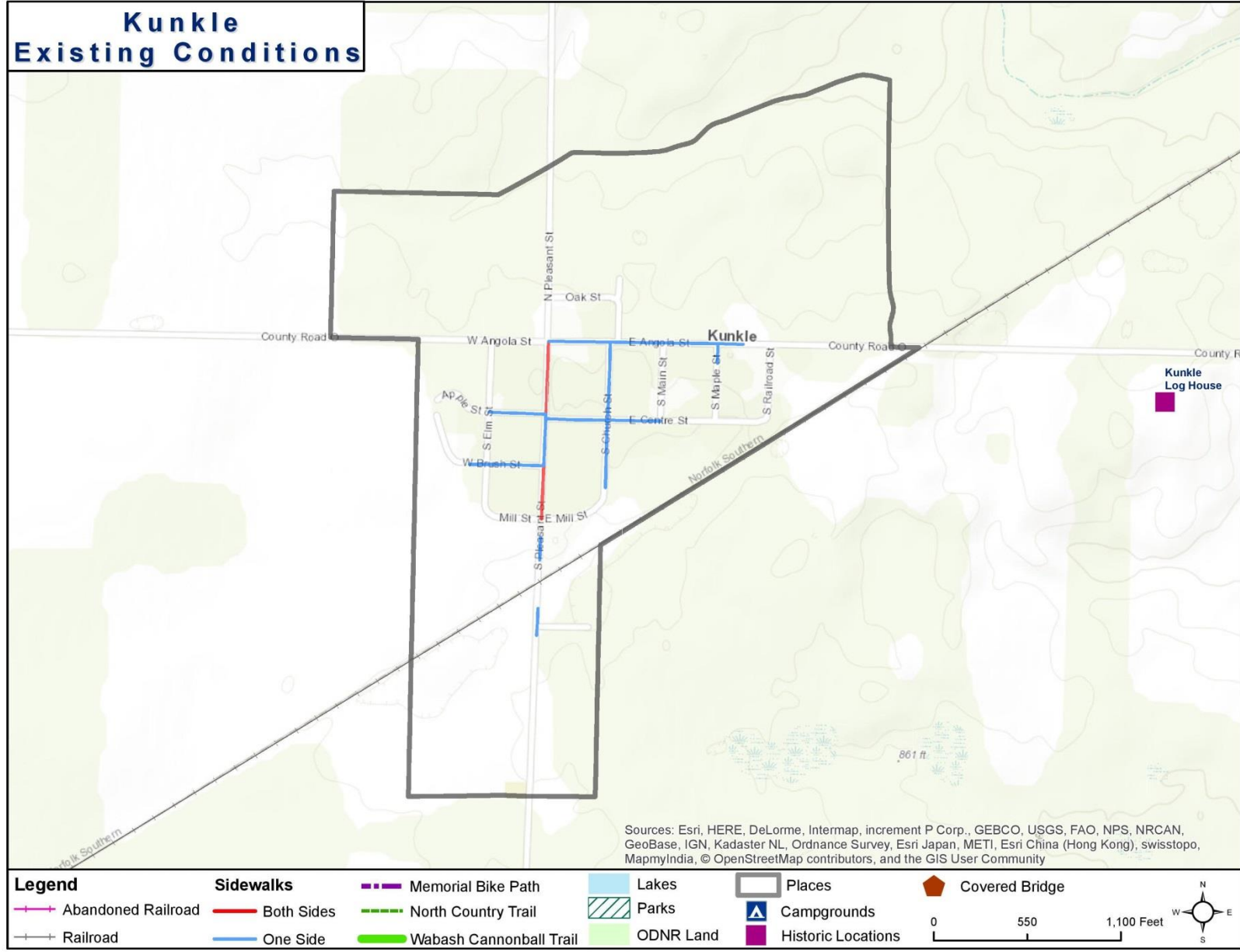


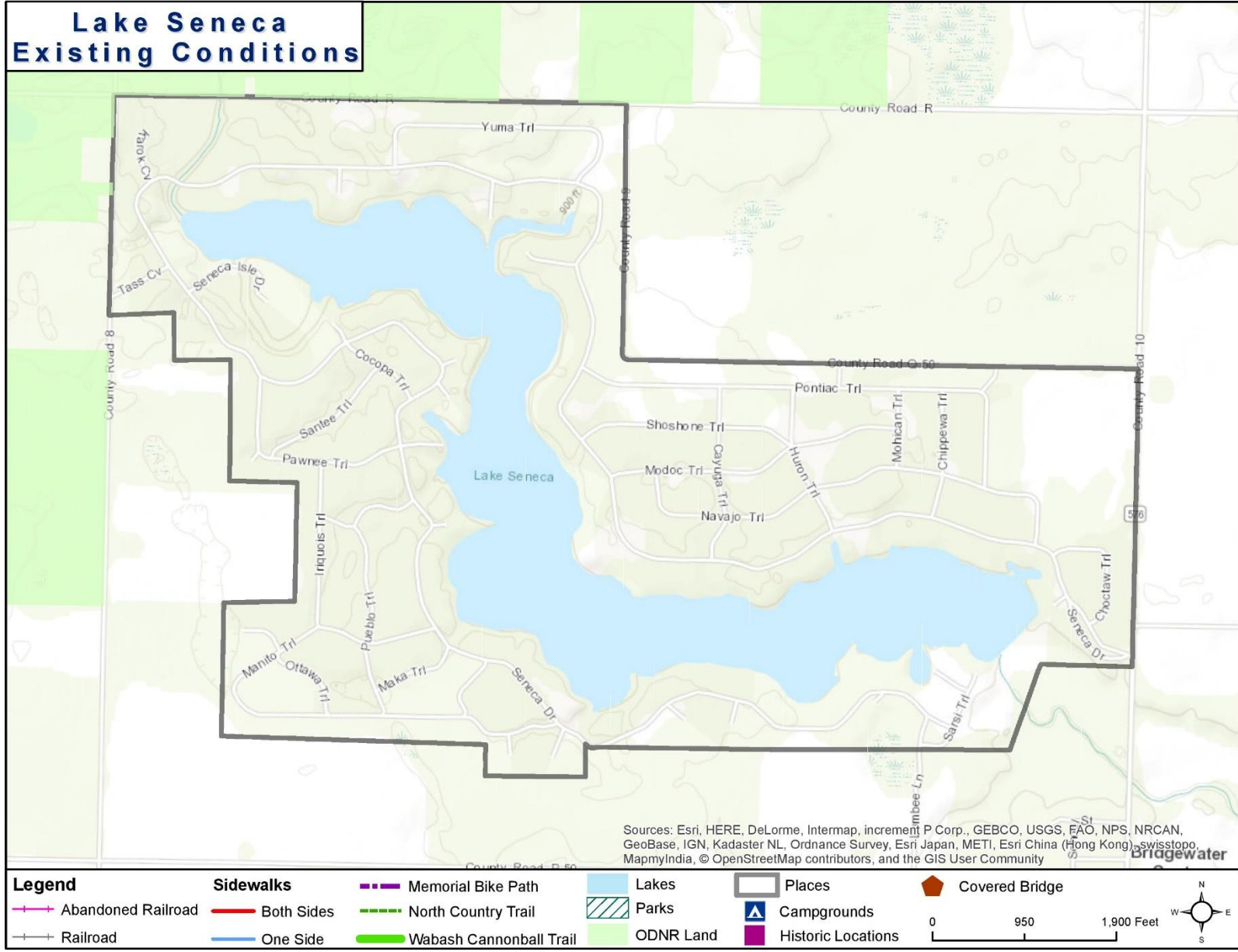


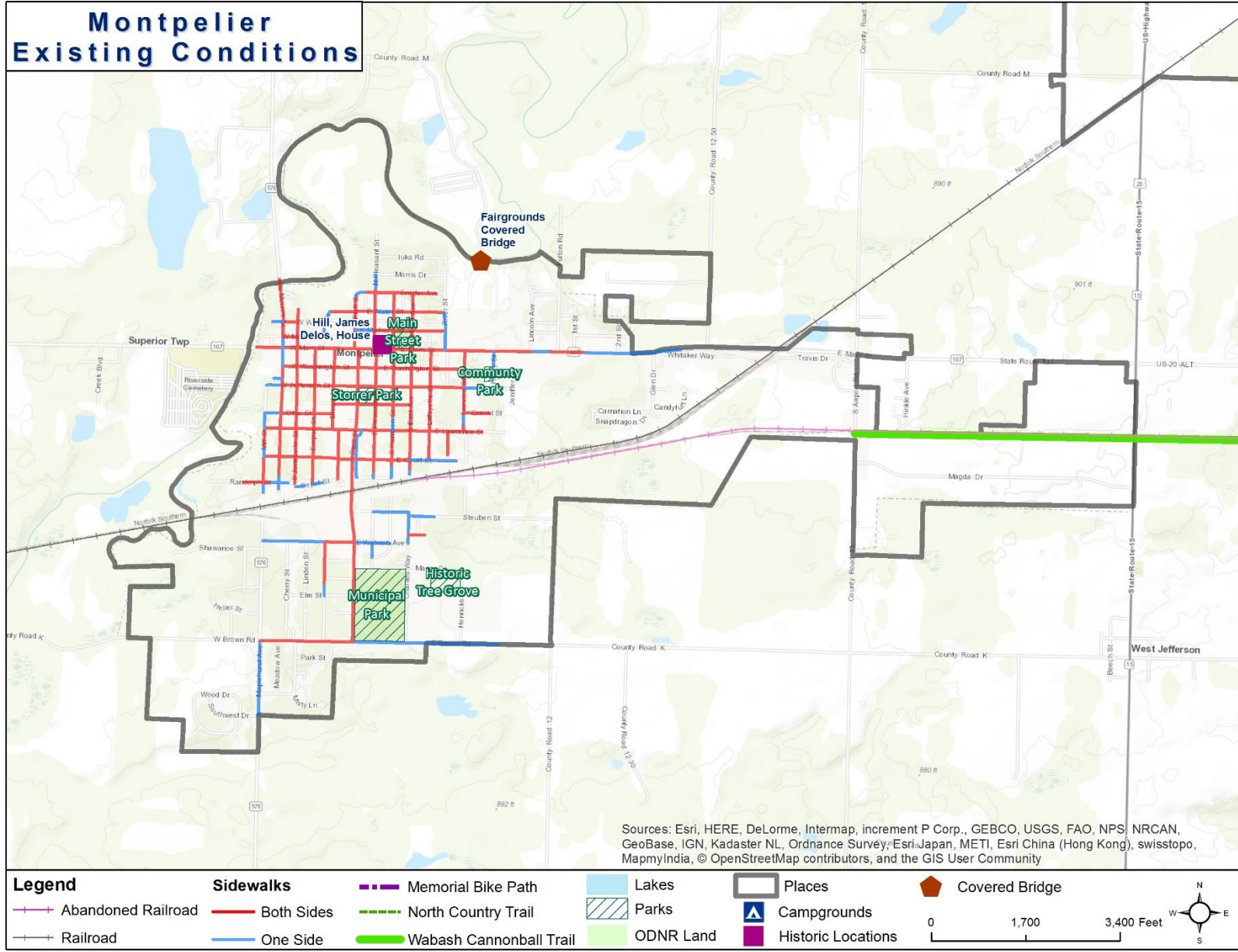


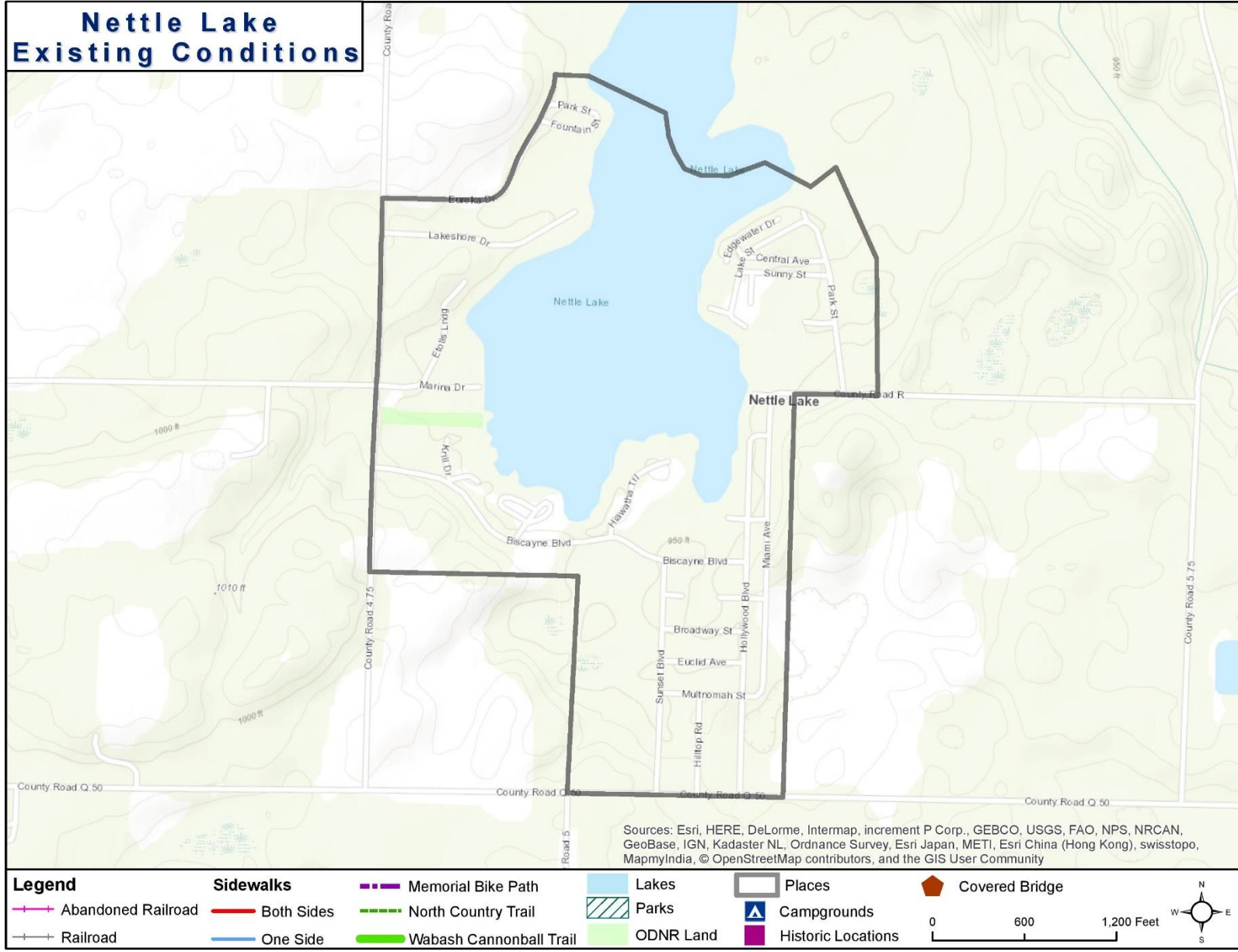


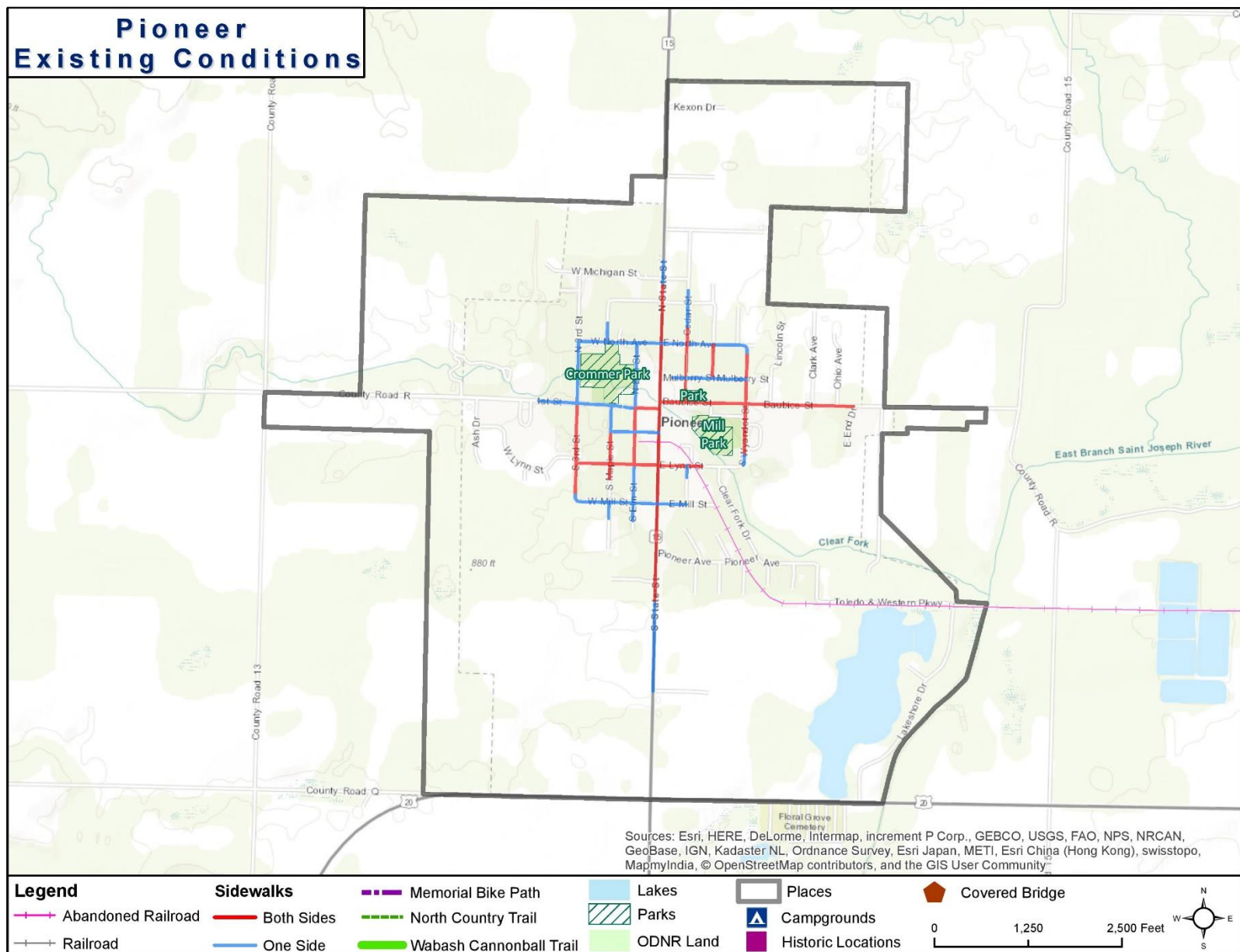


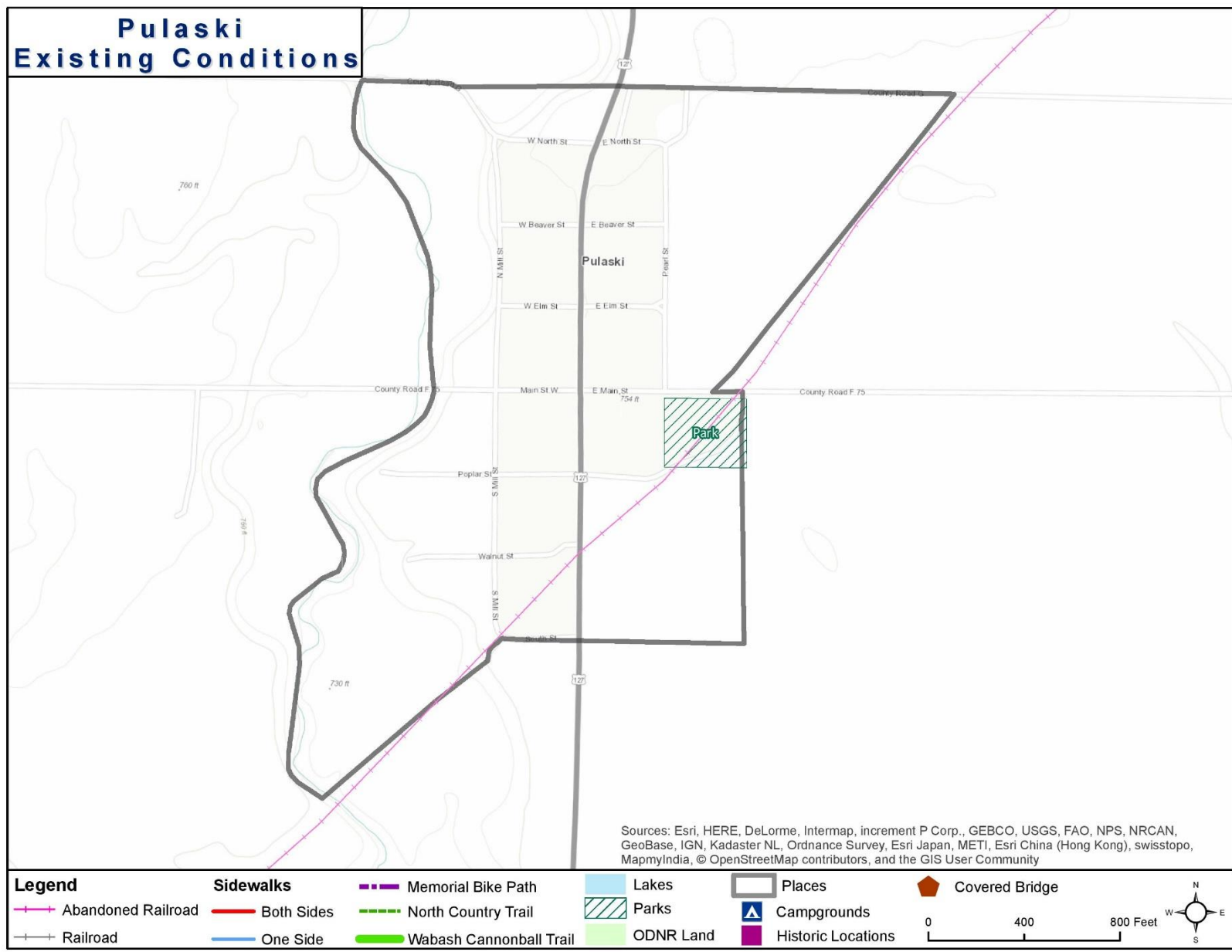


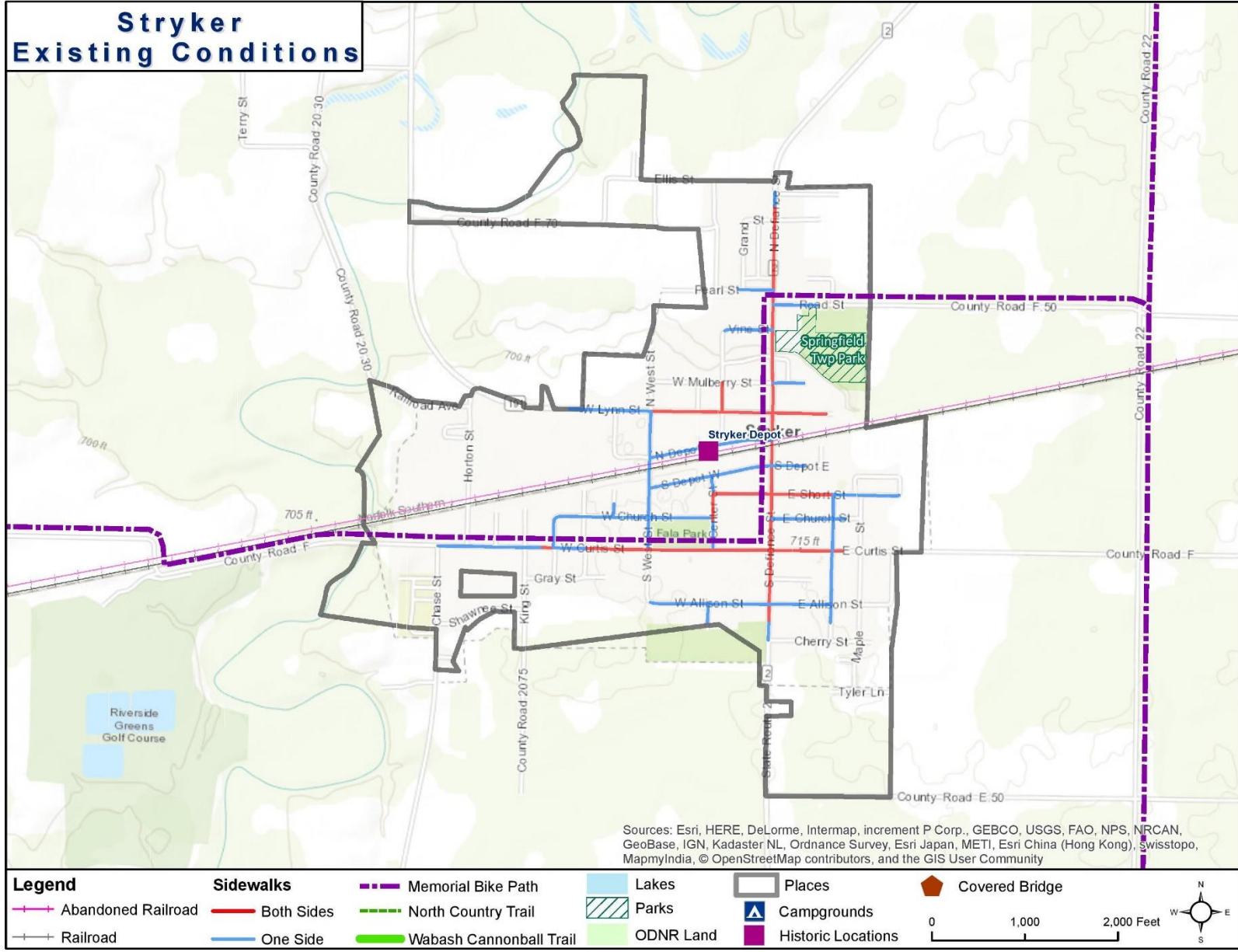


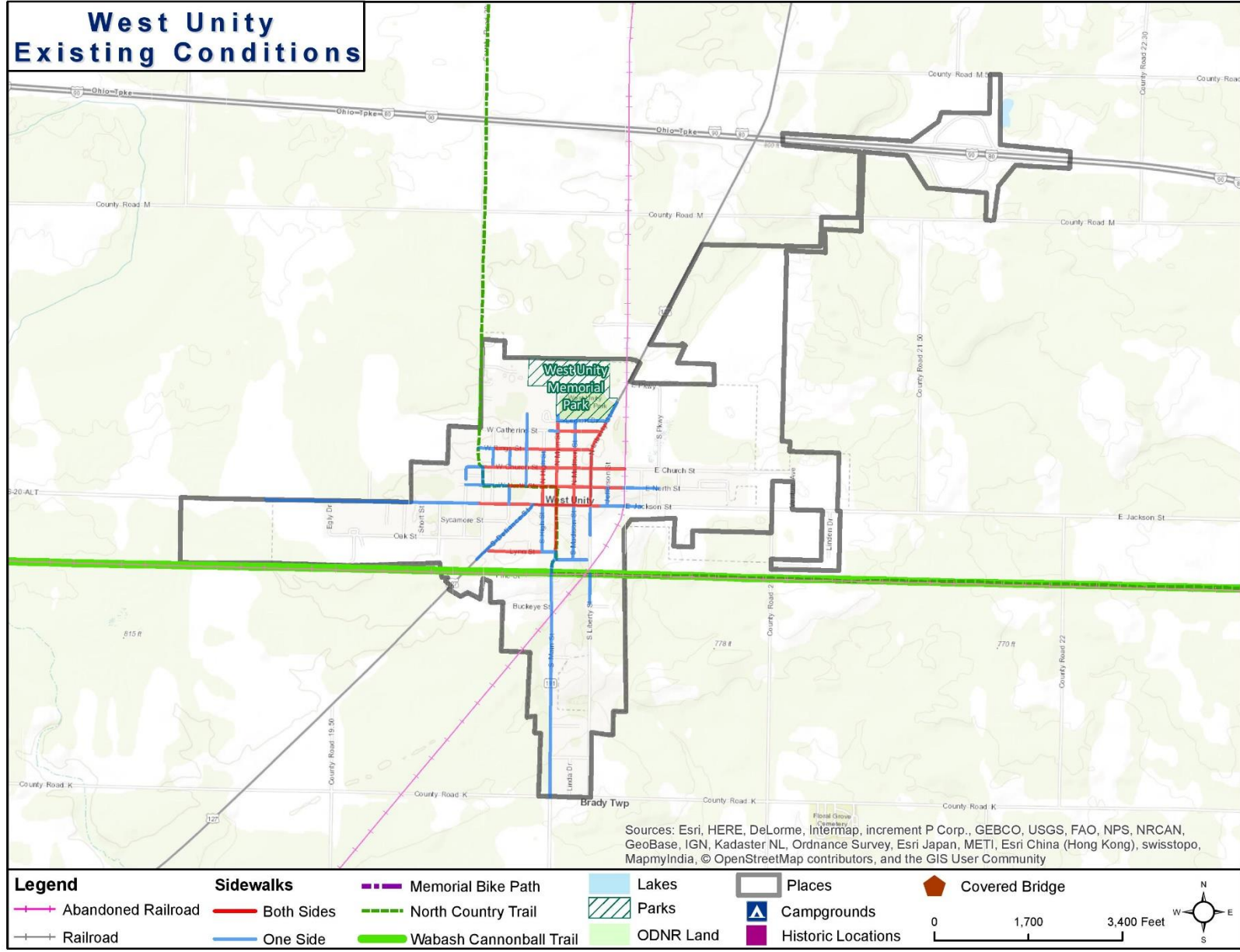












APPENDIX B: RESOLUTION ADOPTING THE PLAN

RESOLUTION 19-0078

COUNTY COMMISSIONERS' OFFICE
WILLIAMS COUNTY, BRYAN, OHIO
February 25, 2019

In the Matter of
To Adopt the Williams County
Active Transportation Plan

The Board of Williams County Commissioners met in regular session on the above date with the following members present:

Terry N. Rummel, Yes Lewis D. Hilkert, Yes Brian A. Davis, Yes

Commissioner Hilkert moved adoption of the following resolution:

WHEREAS, the Maumee Valley Planning Organization has prepared an Active Transportation Plan for Williams 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 Williams County Parks 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 Montpelier on September 18, 2018, a public meeting in the City of Bryan on October 4, 2018 and a public comment period lasting from January 22, 2019 to February 22, 2019;

NOW, THEREFORE, BE IT RESOLVED that the Williams County Commissioners hereby adopt the Williams County Active Transportation Plan;

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

Resolution 19-0078

Commissioner Davis seconded the motion.

The vote upon adoption resulted as follows:

Mr. Terry N. Rummel, VS

Mr. Lewis D. Hilkert, yes

Mr. Brian A. Davis, yes

WILLIAMS COUNTY COMMISSIONERS

Terry Rummel
President of the Board of Commissioners

Lewis D. Hilkert
Vice-Pres of the Board of Commissioners

Brian A. Davis
Member of the Board of Commissioners

Attest:

Anne M. Retcher
Anne Retcher, Clerk

Resolution 19-0078