

Maumee Valley Planning Organization

Regional Safety Action Plan

JUNE 2026



Thank You to Partners

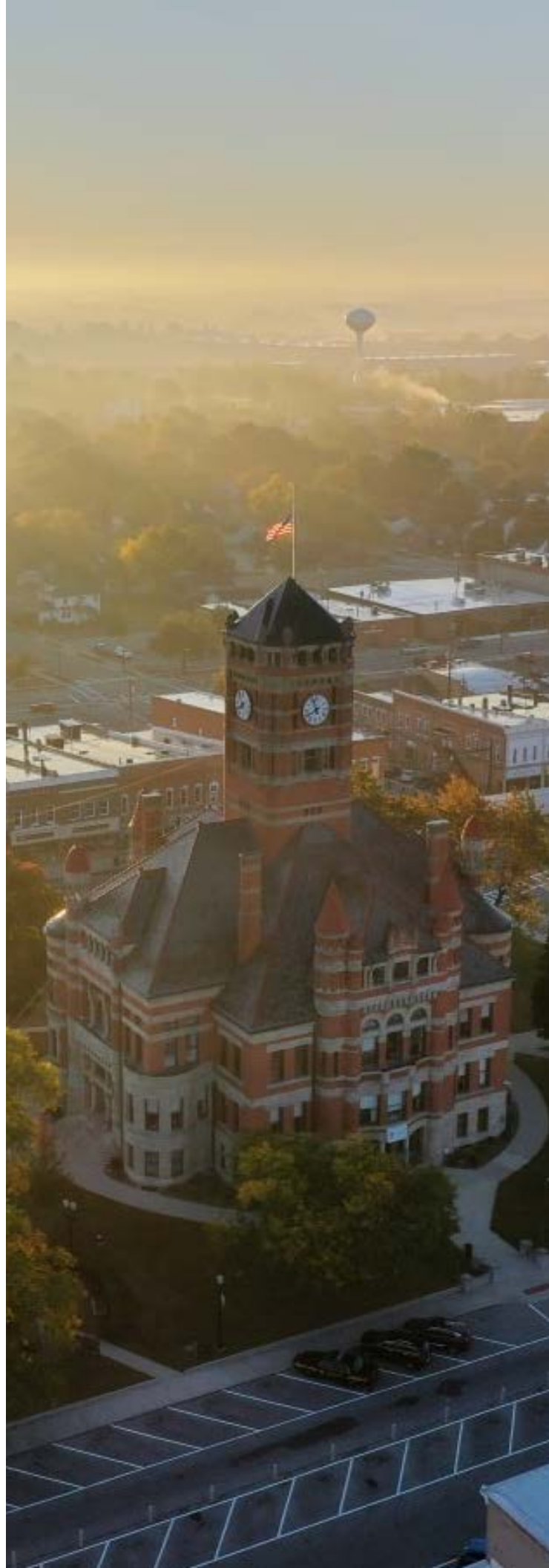
MVPO would like to thank the many partners, stakeholders, and community members who contributed to the development of this Plan. This effort was shaped by the time, insight, and local knowledge shared throughout the process by public agency staff, Transportation Coordinating Committee members, focus group participants, and residents from across the region.

Special appreciation is extended to the Transportation Coordinating Committee (TCC), which served as the steering committee for this effort and provided guidance throughout project development. The TCC helped shape project direction, review findings, and extend awareness of public engagement opportunities across the region. Their continued support will remain important as MVPO and its partners move from planning to implementation.

MVPO also extends sincere appreciation to the Ohio Department of Transportation (ODOT) for its partnership and continued support of regional safety planning efforts. ODOT's coordination, technical partnership, and shared commitment to reducing fatal and serious injury crashes have helped strengthen this work and reinforce the importance of linking local, regional, and statewide safety priorities.

MVPO also appreciates the residents and stakeholders who participated in the public survey, interactive input map, and stakeholder focus group. Their experiences and perspectives helped ground the Plan in the everyday safety concerns faced by people who live, work, and travel in the region. This input strengthened the Plan by ensuring that technical analysis was informed by local context and lived experience.

Finally, MVPO recognizes the importance of the ongoing partnership required to carry this work forward. The recommendations in this Plan reflect a collaborative effort, and their success will depend on continued coordination among regional and local partners in the years ahead.



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01



Introduction



I Introduction

The Maumee Valley Planning Organization (MVPO) Regional Safety Action Plan establishes a shared framework for improving transportation safety across Defiance, Fulton, Henry, Paulding, and Williams Counties. The plan is intended to help MVPO and its partners better understand regional safety conditions, identify priority locations and strategies, and position the region for coordinated implementation and future funding.

This Plan responds to a clear need. Serious crashes in the MVPO region occur in a range of settings, from rural roads and regional corridors to intersections, town centers, and school-area environments. The factors contributing to those crashes are also varied. They include speeding, roadway departure risk, turning conflicts, limited pedestrian infrastructure, visibility concerns, and conditions shaped by growth, development, and changing travel patterns. Addressing these issues requires more than isolated projects. It requires a shared understanding of where risk is concentrated, what types of strategies are most appropriate, and how regional partners can work together over time.

The Plan brings together data analysis, public and stakeholder engagement, county-level context, and implementation-focused recommendations to create that framework. It includes both infrastructure and

non-infrastructure strategies because improving safety will depend on physical improvements as well as coordination, communication, policy, and ongoing follow-through. The Plan is designed to be practical and action-oriented. It is intended not only to identify needs, but also to support future project development, strengthen regional coordination, and help MVPO and its partners compete for implementation funding.

Just as importantly, this Plan is meant to serve as a starting point rather than an endpoint. It reflects the conditions, concerns, and priorities identified during the planning process, while also establishing a structure for continued collaboration and refinement. As projects advance, conditions change, and new opportunities emerge, MVPO and its partners can continue building on the foundation established through this work.



The Safe System Approach

This Plan is grounded in the Safe System Approach. The Safe System Approach recognizes that people will make mistakes, but those mistakes should not result in death or serious injury. It emphasizes designing and managing the transportation system in a way that accounts for human vulnerability and reduces the likelihood that common errors lead to the most severe outcomes.

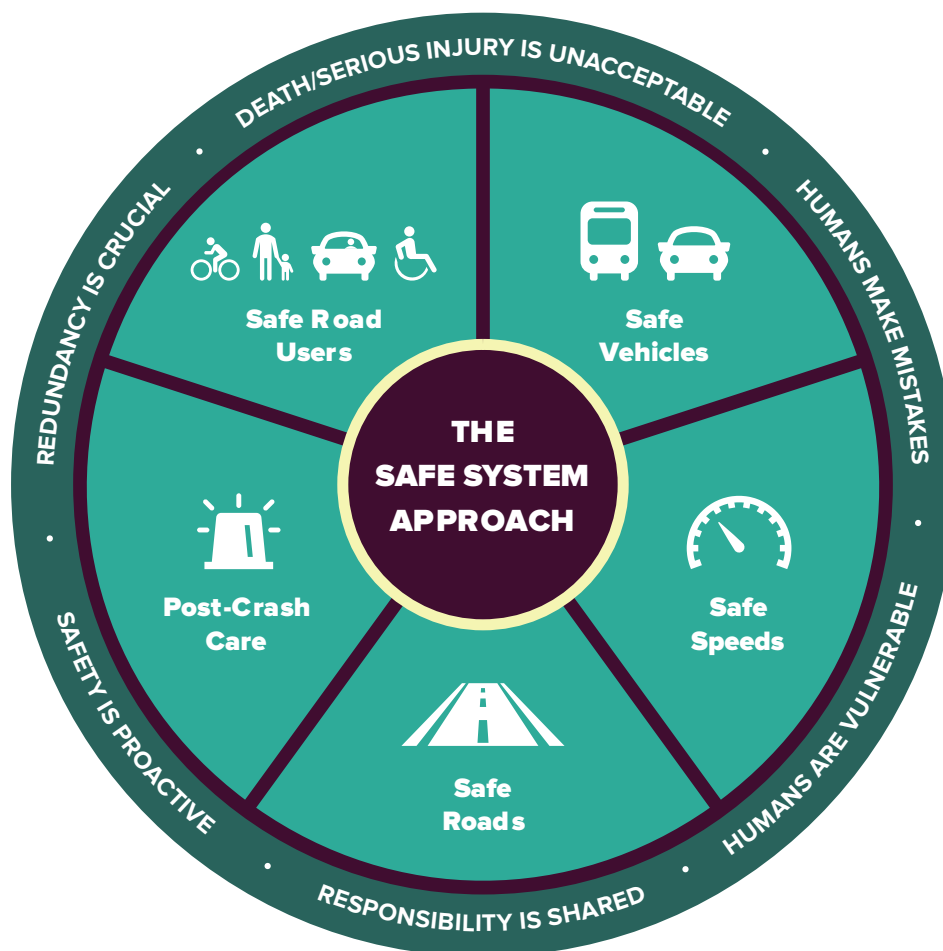
This approach shifts the focus from reacting only to individual crashes toward addressing the conditions that contribute to severe harm. It recognizes that roadway design, travel speed, visibility, crossings, vehicle conflicts, education, maintenance, and emergency response all influence safety outcomes. It also emphasizes shared responsibility across agencies, disciplines, and system users. Safe outcomes depend not on one project or one organization alone, but on

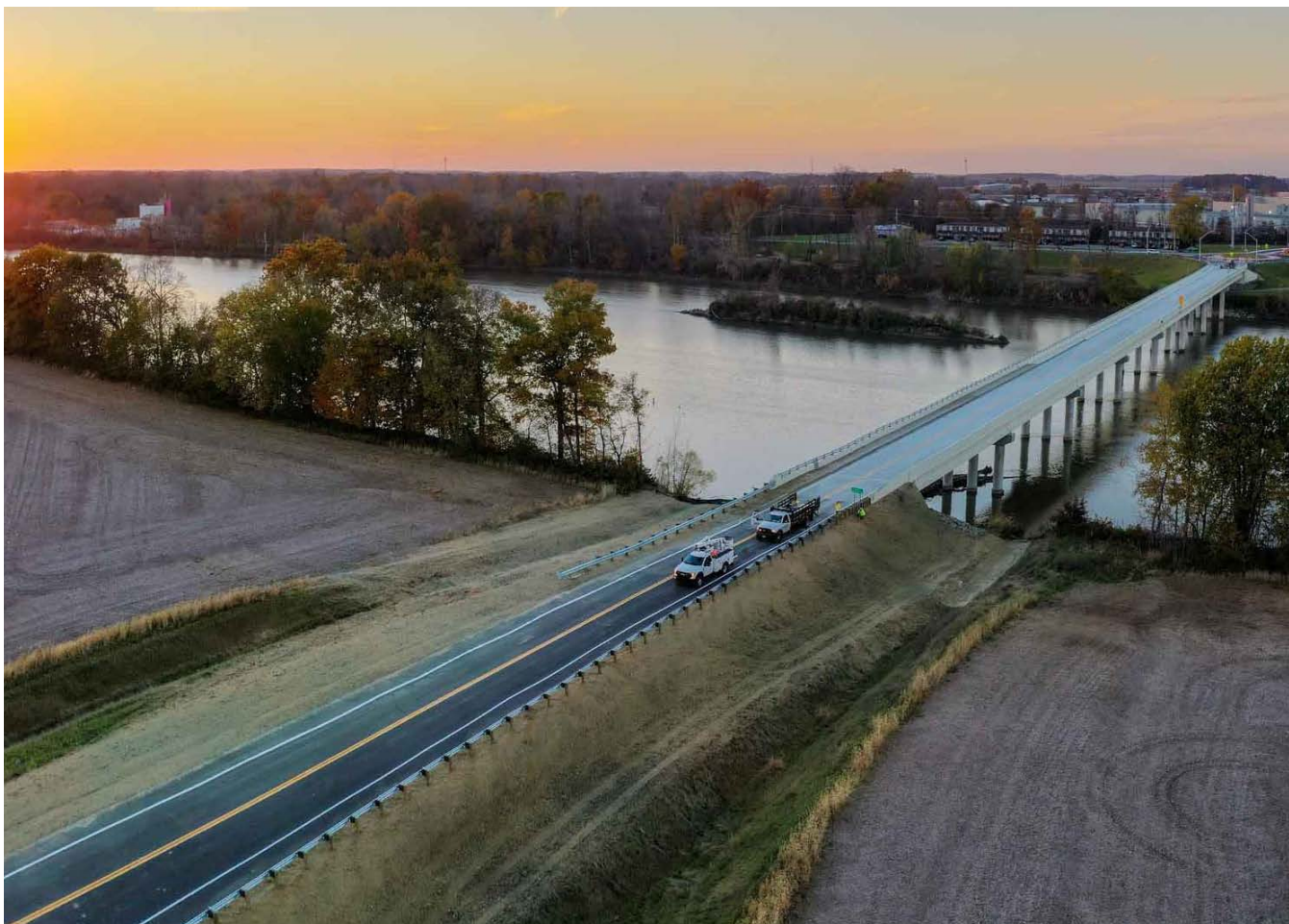
how the transportation system is planned, operated, maintained, and improved over time.

Within the MVPO region, the Safe System Approach is especially relevant because serious crash risk appears across a range of roadway settings. In rural areas, key concerns often include roadway departures, speed, and limited visibility at intersections. In more active community settings, turning conflicts, crossings, and pedestrian conditions become more prominent. The Safe System Approach helps address these varied conditions within a shared framework focused on reducing fatal and serious injury crashes through systemic, context-sensitive, and implementable actions.

This Plan applies the Safe System Approach by pairing data-driven analysis with local knowledge, identifying both corridor-specific and systemwide needs, and recommending a combination of infrastructure and non-infrastructure strategies. It supports a shift from isolated problem-solving toward a more coordinated and proactive safety effort across the region.

Figure 1: The Safe System Approach framework





Regional Commitment to Safe Streets

The Plan reflects a regional commitment to safer streets for all users. That commitment recognizes that transportation safety is not only a local issue, but a shared regional responsibility. People travel across jurisdictional boundaries every day for work, school, shopping, healthcare, recreation, and community life. As a result, meaningful safety progress depends on continued coordination among counties, municipalities, townships, transportation agencies, schools, public safety partners, health organizations, and community stakeholders.

Throughout Plan development, partners across the MVPO region helped identify concerns, review findings, and shape recommendations. Their input

reinforced that safety challenges are both place-specific and regional in nature. Some communities face distinct corridor or intersection issues, while others are grappling with recurring concerns related to speed, visibility, school travel, rural roadway conditions, or growth-related change. Even where the context differs, the need for stronger coordination and sustained implementation is shared.

This Plan reflects that broader commitment by organizing safety needs into a regional framework while still recognizing county and community differences. It is intended to help partners move forward with a common understanding of priorities and a clearer path toward action. It also reinforces the importance of continued collaboration after Plan adoption. Advancing safer streets across the MVPO region will require ongoing leadership, coordination, and willingness to carry this work into project development, funding, and implementation.



02

Understanding
Regional Safety
Patterns

Understanding Regional Safety Patterns

The project team completed a regional safety analysis to better understand where serious crash risk is concentrated, what roadway and land use conditions are associated with that risk, and how those patterns vary across the region. The analysis was designed to support a systemic safety approach by identifying both high-concern corridors and the broader roadway contexts where fatal and serious injury crashes are most likely to occur.

Because the county profiles and engagement results appear in the chapters that follow, this section focuses on the regional story. It explains the purpose of the analysis, summarizes the most important findings across the five-county region, and describes how those findings informed the Plan's infrastructure and non-infrastructure recommendations.

Key Findings



Severe crash risk is concentrated in a limited number of corridors and community centers.

The Plan direction focused on specific location corridor review with broader resources rather than relying only on isolated spot improvements.



Defiance County contains the strongest concentration of high-severity segments at the regional scale.

This suggests that Defiance County, especially the City of Defiance, warrants more concentrated implementation attention at the regional scale, while still accounting for important local hotspots in the other counties.



Moderate-speed roadways in higher-activity areas show elevated severe crash patterns.

Speed management, access management, crossing safety, visibility, and turning conflict reduction should remain central implementation themes.



Two-lane roadways account for a large share of severe crash patterns across the region.

Systemic treatments on similar roadway types may be just as important as location-specific projects.



County conditions vary and should be interpreted alongside local context and public input.

The county profiles and engagement findings that follow this chapter provide the local detail needed to translate regional findings into action.



Purpose of the Regional Analysis

The regional analysis was developed to help MVPO and its partners to better understand where safety investments may have the greatest potential to reduce fatal and serious injury crashes. Rather than focus only on locations with a high number of reported crashes, the analysis emphasized crash severity, vulnerable road user involvement, social vulnerability, and recurring roadway patterns across the network.

Within the Plan, this work serves three related purposes:

- Identify roadway segments and corridors where severe crash patterns are concentrated.
- Highlight the roadway and land use contexts associated with elevated severe crash risk.
- Provide a regional basis for prioritizing infrastructure improvements, supportive policy actions, and future implementation efforts.

How the Analysis Was Used

The analysis relied on crash data from 2020 through 2024 for Defiance, Fulton, Henry, Paulding, and Williams Counties. It focused on major roads and excluded controlled access highways. Crash records were obtained from the ODOT (ODOT) and included information such as crash severity, location, and roadway characteristics, as well as whether pedestrians or bicyclists were involved. Animal-related crashes were excluded. To support the spatial analysis, crashes were aligned to Ohio roadway centerlines using ODOT's linear referencing framework and the State's Location-Based Response System (LBRS) road centerline data.

A severity indexing approach was then used to distinguish locations where crashes tended to be more severe from locations that simply had a high number of crashes. Each crash was weighted based on the most serious injury sustained by any person involved. Fatal and serious injury crashes were

Collision Weighting

How crash severity was weighted in the MVPO analysis

Each crash was assigned a weight based on the most serious injury sustained by any person involved. This helped highlight locations with patterns of more severe harm while avoiding the overrepresentation of isolated fatal crashes.

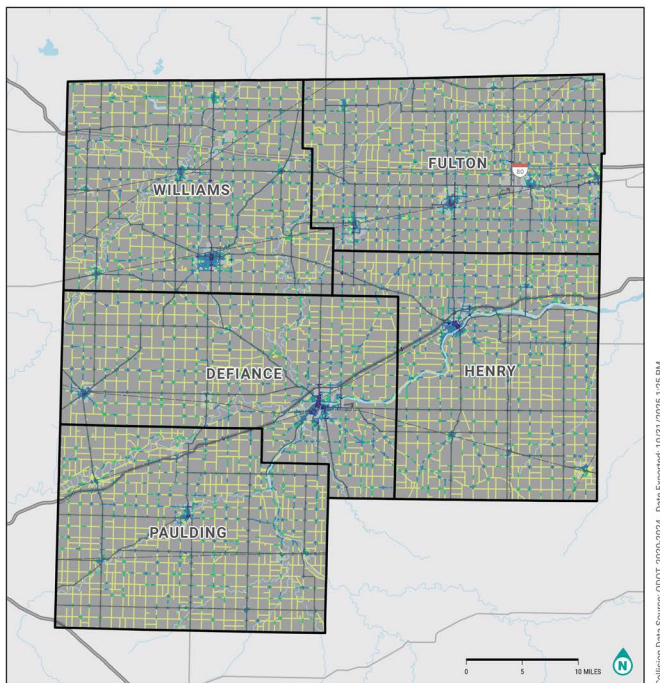
Crash severity category	Crash code(s)	Weight
Fatal injury or serious injury	K,A,B	4
Minor injury	C	1
Property damage only	O	0.5

Why use weights?	Weighting prioritizes places where crashes result in more serious harm, helping the analysis focus on where the greatest safety benefit may be achieved.
Why not weight fatal crashes even higher?	Using a moderate severity ratio prevents isolated fatal crashes from dominating the High Injury Network, allowing the HIN to better represent roadways with recurring patterns of severe crashes.

weighted highest, minor injury crashes received a lower weight, and property-damage-only crashes received the lowest weight. The Alta Severity Index Explainer and Collision Weighting sections provide more detail on how this method was applied.

The methodology also increased weighting for crashes involving pedestrians and bicyclists and for crashes occurring in socially vulnerable areas. This allowed the analysis to more clearly reflect the Safe System emphasis on reducing the most severe outcomes and accounting for where harm can be felt more acutely.

After weighting, crashes were spatially linked to the roadway network, aggregated, and normalized to create a Severity Index for roadway segments across the region. The project team then used network-adjusted kernel density estimation to identify where severity-weighted crash patterns are most concentrated along the street network rather than only at single points. From that work, a Severe Collision Network was developed for each county by identifying the top 20 percent of ranked roadway segments based on relative weighted crash density.



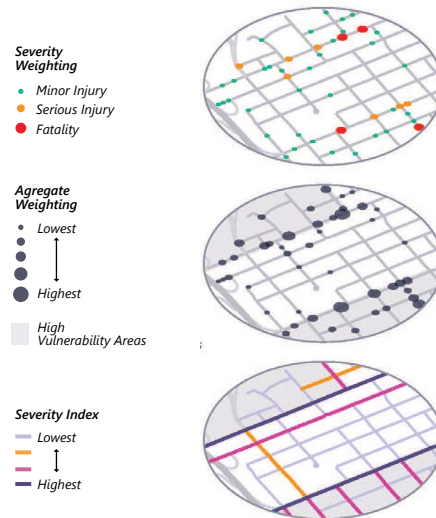
SEVERITY INDEX
MVPO REGION
MVPO REGIONAL
SAFETY ACTION PLAN



LEGEND
Severity-Weighted Crash
Density
 <1
 1-2
 2-10
 20-300
 >300

These outputs should be understood as screening and prioritization tools rather than as a stand-alone project list. They are intended to support decision-making by helping MVPO and its partners compare safety concerns across roadway segments, identify corridors that merit further review, and understand where severe crash patterns align with broader roadway and land use conditions.

Alta Civic Analytics Explainer



Determining the Severity Index

Severity Weighting

One goal of collision analysis is to identify an improvable subset of a community's streets that address the majority of collisions where a victim is Killed or Severely Injured (KSI). To achieve this, KSI collisions are assigned higher scores so they have more "weight" relative to collisions with less tragic outcomes.

Other Considerations

These scores can also be modified to include other considerations such as whether collisions involve vulnerable road users (bicyclists and pedestrians) or occur in socially vulnerable communities. These factors can be directly incorporated into weights associated with each collision.

Severity Index

After weights are developed, they are associated to the network, aggregated, and normalized so that we can understand the relative intensities of collisions of concern.*

Figure 2: Severity-weighted crash density across the MVPO region.



Regional Safety Patterns

At the regional scale, severe crash patterns were not evenly distributed. The top 50 high-severity segments identified through the Severe Collision Network summary were concentrated primarily in Defiance County, which accounted for 45 of the 50 segments. Within Defiance, the strongest concentrations appeared along Clinton Street, followed by Second Street and Wayne Avenue. Outside Defiance County, smaller but still notable concentrations were identified in Napoleon, Ridgeville Township, and Wauseon.

County-level results show that each county still has distinct areas of concern, even where the regional

concentration is less pronounced. In Fulton County, higher-severity segments were concentrated in Archbold, Wauseon, and Swanton. In Henry County, the strongest pattern centered on Napoleon, with a smaller concentration in Ridgeville Township. In Paulding County, the most notable areas were along U.S. Route 24 in Cecil and Emerald Townships and within the Village of Paulding. In Williams County, the strongest pattern was centered on Bryan, with additional notable segments in Montpelier.

These results show that the region's most severe crash concerns are concentrated in a limited number of corridors and community centers, while still appearing across all counties. This reinforces the need to pair focused attention on the highest-concern locations with broader strategies that can address recurring risks across the regional network.

Top 50 Segments on the Severe Collision Network MVPO Region, OH

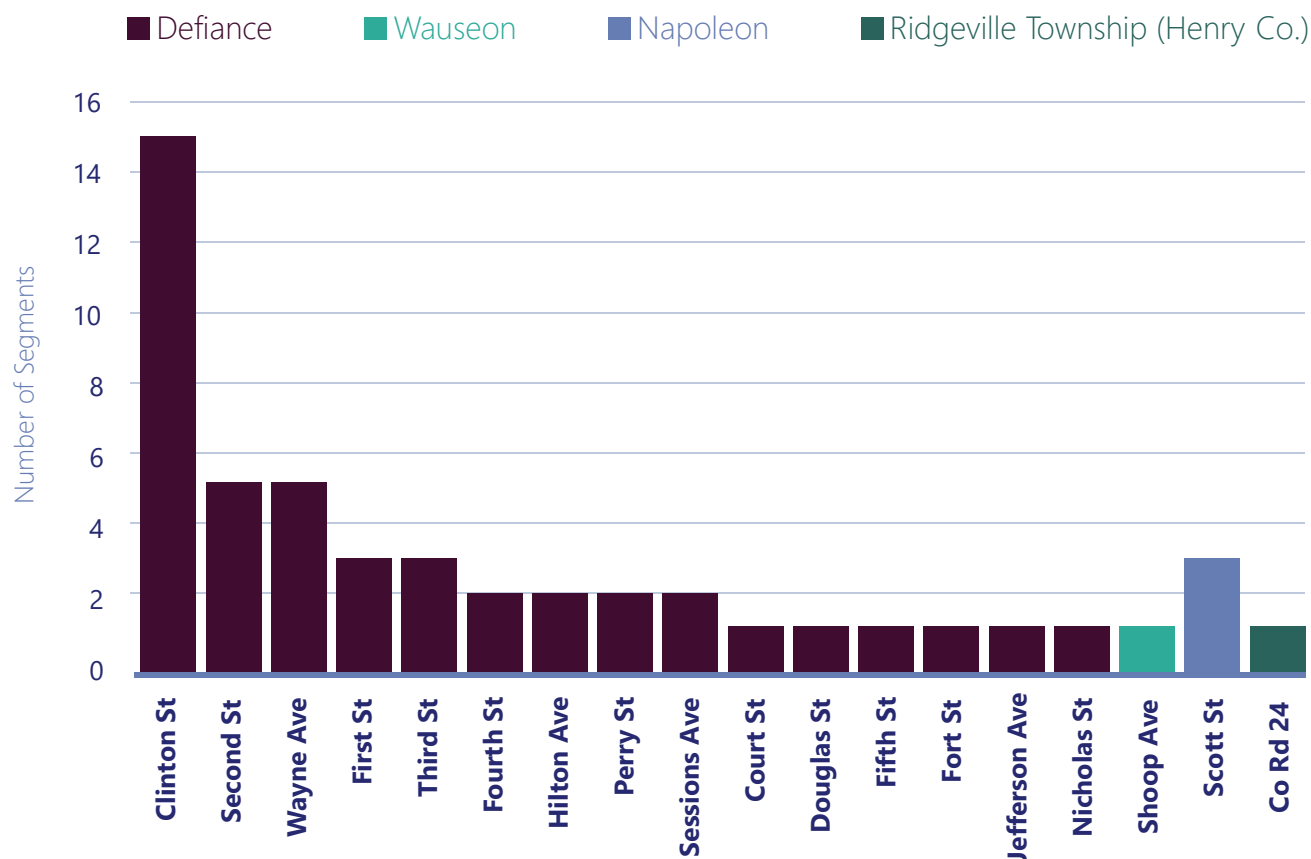


Figure 3: Top 50 Segments on the Severe Collision Network for the Maumee Valley Planning Region

Roadway and Context Findings

To better understand the conditions associated with crash severity, the analysis also examined lane count, speed limit, and gross activity density. Results were normalized by roadway mileage within each category so that differences across roadway environments could be compared more meaningfully.

SEVERAL CLEAR PATTERNS EMERGED:

★ Two-Lane Roads

accounted for the largest share of crash severity overall, with the highest severity-weighted crash rate occurring on two-lane roads posted between 25 and 35 miles per hour.

★ One-Lane Roads

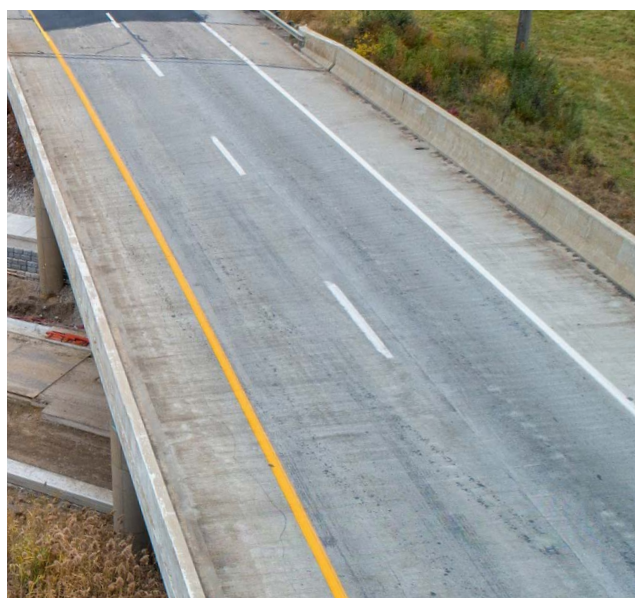
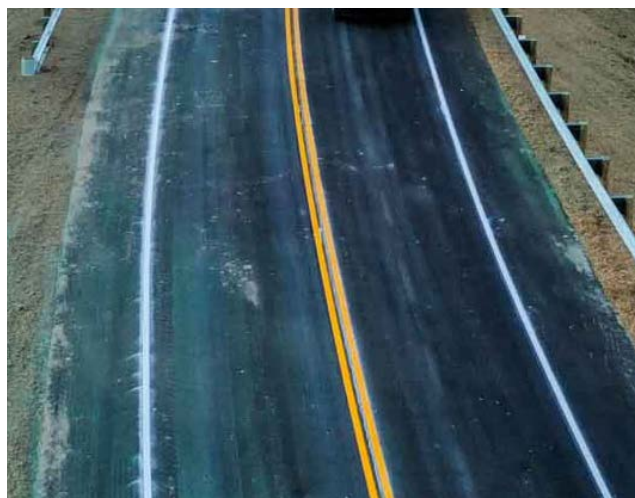
also showed elevated crash rates across several speed ranges.

★ Three- and Four Lane Roads

represented a smaller share overall, but the crashes that did occur on those facilities were more concentrated at mid-range speeds between 45 and 55 miles per hour.

The land use analysis added another important layer. The highest severity-weighted crash rates occurred in the region's highest activity density areas, especially at speed ranges between 25 and 45 miles per hour. The strongest results appeared in areas with more than 20 jobs and housing units per acre at speeds of 35 to 45 miles per hour. Moderate-density areas also showed elevated crash severity at similar speeds.

These findings suggest that severe crash risk in the MVPO region is strongly associated with places where roadway function, speed, and surrounding activity overlap. Risk is not limited to the highest-speed rural roadways. It is also concentrated on moderate-speed corridors in community centers and developed areas, where access density, turning activity, and multimodal exposure create more complex conditions.





What This Means for the Plan

Several implications from the analysis are especially important for the Plan. First, the findings support a systemic and context-sensitive approach to implementation. Severe crash risk is concentrated not only along a few high-profile corridors, but also across recurring roadway and land use conditions. The Plan therefore combines location-specific project development with systemic countermeasures, supportive policy changes, and operational improvements.

Second, moderate-speed environments deserve particular attention. The findings show that severe crash patterns are strongly associated with roadways in the 25 to 45 miles per hour range, especially where activity levels are higher. This reinforces the importance of speed management, access management, crossing safety, turning conflict reduction, visibility improvements, and clearer roadway expectations in downtowns, town centers, commercial corridors, and other places where people and vehicles interact more frequently.

Third, the analysis underscores the need for local context in implementation. While Defiance stands out as the region's strongest concentration of high-severity corridors, each county includes distinct crash patterns, emphasis areas, and roadway conditions. For that reason, the county profiles that follow this chapter should be used alongside the regional findings to inform local priorities and next steps rather than treating the regional analysis as the only basis for action.

Finally, the analysis provides an important bridge between the technical work in the appendix and the action-oriented recommendations in the Plan. It informed both the infrastructure recommendations and several of the non-infrastructure strategies, particularly those related to speed management, school-area safety, proactive corridor review, rural operations, funding readiness, and ongoing monitoring and accountability.

Using This Analysis During Implementation

As MVPO and its partners move into implementation, the Severity Index and Severe Collision Network should be treated as living tools rather than static products. They provide a strong basis for current prioritization, but they can also support future updates as crash data, land use conditions, and implementation progress change over time.

Within implementation, the regional analysis can help MVPO and its partners:

- Screen corridors and segments for further review
- Support project and countermeasure prioritization
- Identify contexts where systemic safety treatments may be appropriate
- Connect county and local safety concerns back to a regional framework
- Track whether Plan implementation is responding to the most significant severe crash patterns over time

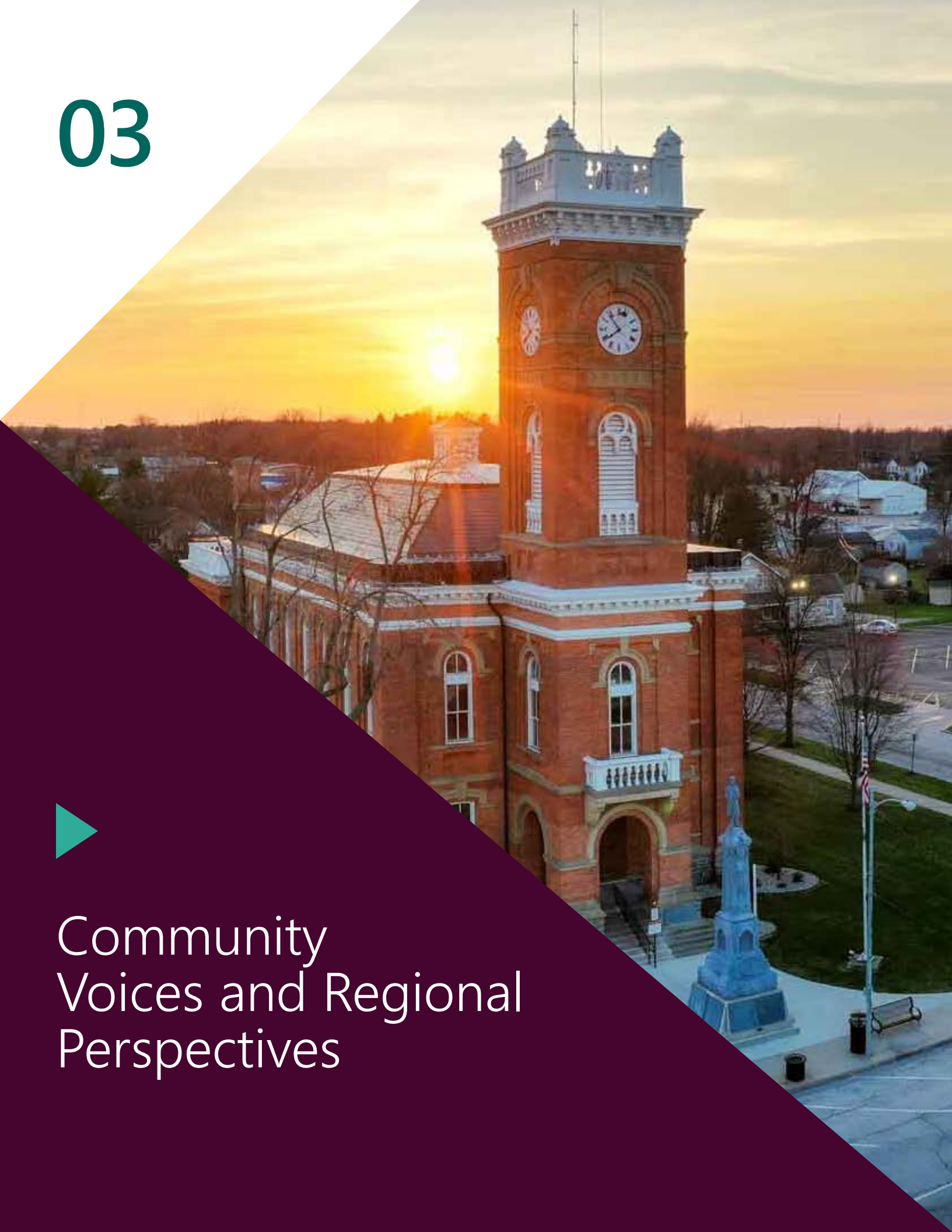
Detailed methodology, maps, and supporting graphics are provided in the data analytics memorandum included in Appendix A.



03



Community Voices and Regional Perspectives



Community Voices and Regional Perspectives

Overview and Key Findings

Public and stakeholder engagement played an important role in shaping the Plan. Engagement was designed to ensure that the Plan responded not only to crash data and technical analysis, but also to the experiences, concerns, and priorities of the people and organizations that use, manage, and influence the transportation system across the region.

This work included online public engagement, a virtual stakeholder focus group, and ongoing guidance from the Transportation Coordinating Committee (TCC), which served as the project steering committee throughout Plan development. The online engagement tools captured both the types of safety concerns people experience and the specific locations where those concerns occur, while the focus group helped ground those concerns in local and institutional experience. The TCC provided continuity across the process and extended awareness of engagement opportunities to a broader set of regional partners.

Engagement for the Plan was structured to gather input from both the public and regional stakeholders. The public survey and interactive input map provided residents with an opportunity to describe safety challenges in their own words and identify where those issues occur. The virtual focus group brought together stakeholders from across the region to discuss safety priorities, corridor concerns, and implementation needs. The TCC served as an ongoing steering committee, helping guide project development and support outreach over the course of the Plan.

The engagement process revealed several clear themes. Public input most consistently pointed to speeding, distracted driving, unsafe crossings, sidewalk and shoulder gaps, school-area concerns, visibility issues, and concern about how growth and development may worsen existing safety problems. The focus group reinforced many of these same issues, while also emphasizing intersections, rural roadway conditions, coordination challenges, and the need to pair infrastructure investments with education, enforcement, and ongoing collaboration. These findings helped confirm that the Plan must respond to both physical safety needs and the broader behavioral, operational, and institutional conditions that shape safety outcomes across the MVPO region.



Key Engagement Findings



Speeding and unsafe driver behavior were the concerns most consistently raised across engagement formats.



Stakeholders emphasized that infrastructure improvements alone will not be sufficient without education, enforcement, and stronger coordination.



Public input repeatedly identified unsafe crossings, sidewalk gaps, and limited space for walking in both community centers and rural areas.



Growth, new development, and changing traffic conditions were identified as important factors that should be considered proactively rather than reactively.



Corridors and locations identified through engagement often aligned with higher-risk areas identified through the data analysis, strengthening confidence in their relevance to the Plan.



School travel and pick-up and drop-off conditions remain an important safety concern in several communities.

Transportation Coordinating Committee

The Transportation Coordinating Committee (TCC) served as the steering committee for the Plan. The TCC is an ongoing group of MVPO stakeholders and regional partners that provided continuity throughout the planning process and championed development of the Plan. In addition to guiding the project team at key milestones, the TCC extended awareness of public engagement opportunities and served as an important link between the Planning process and the communities and agencies represented across the region.

The TCC met five times over the course of project development. Through these meetings, the committee reviewed interim findings, provided feedback on project direction, and helped shape how the Plan responded to both technical analysis and engagement input. Continued involvement from this group will be important as MVPO and its partners advance implementation, coordinate funding opportunities, and track progress over time.

Meeting 1

Project Kick-Off

Meeting 2

Priorities + Process
Exploration

Meeting 3

Engagement +
Analysis Findings

Meeting 4

Draft Strategies +
Prioritized Location
Recommendations

Meeting 5

Draft Plan +
Preparation for
Future Funding

Stakeholder Focus Group

A virtual stakeholder focus group was conducted on September 11, 2025, to gather regional and local perspectives on roadway safety conditions, priority concerns, and implementation needs. Participants represented a broad range of interests and institutions from across Defiance, Fulton, Henry, Paulding, and Williams Counties, including local governments, health departments, law enforcement, Safe Communities coalitions, schools, and community organizations. The session was designed to supplement public input by bringing in the perspectives of agencies and organizations involved in safety, transportation, education, health, and emergency response.

The focus group reinforced many of the issues later echoed through public engagement. Stakeholders identified driver behavior and speeding as the most pressing safety issues, followed by infrastructure gaps such as sidewalks, lighting, and crossings, as well as concerns related to youth and older adult vulnerability, crash data and reporting, and emergency response. Intersections emerged as a particularly important concern, with repeated references to left-turn conflicts, failure to yield, red-light running, rear-end crashes, and pedestrian conflicts. Rural conditions were also emphasized, including animal crashes, crop and vegetation obstructions, limited lighting, roadway departures, and confusion around specific facility types such as roundabouts and highway-rail crossings.

Stakeholders also discussed the tools that would be most helpful in addressing safety concerns. Safer intersections, crossings, and improved walking and biking infrastructure were identified most often, but participants also emphasized the value of community education resources, crash data tools, public awareness campaigns, and speed reduction strategies. This reinforced the importance of a balanced Plan that includes both capital and non-capital actions.

Another major theme from the focus group was coordination. Most participants described current coordination on safety as moderate, with stronger results in places where Safe Communities coalitions are active. Stakeholders suggested that the Plan should help strengthen regional collaboration and create

more consistent structures for coordination across counties and jurisdictions. Participants also highlighted the importance of engaging a broad partner network, including schools, public works departments, local and state law enforcement, health departments, hospitals, senior centers, economic development organizations, trucking and logistics companies, and residents who live near problem corridors.

The focus group provided valuable insights into the safety challenges in the MVPO region, which are not limited to one type of roadway or one type of response. Instead, stakeholders emphasized that meaningful progress will require a mix of infrastructure investment, operational changes, behavior-focused strategies, and stronger ongoing coordination. These perspectives helped shape the Plan's recommendations and highlighted where implementation will depend on continued partnership rather than one-time action.

Public Engagement

Online public engagement was the broadest direct opportunity for residents to share their experiences during development of the Plan. MVPO deployed two online tools: a regional public survey and an interactive input map. Together, these tools were designed to gather both narrative and location-based information. The survey captured how residents experience safety conditions in daily travel, while the map allowed participants to identify specific corridors, intersections, and routes where they perceive safety concerns. This dual approach helped connect lived experience with geographic context and provided a stronger foundation for identifying both recurring issues and place-specific needs.

Public input revealed a high degree of consistency across both tools. Residents repeatedly described concerns related to speeding, distracted driving, unsafe crossings, sidewalk and shoulder gaps, limited lighting and visibility, school-area circulation issues, and walking conditions in places where pedestrian infrastructure is incomplete or absent. Several comments also pointed to concerns around future development and how additional traffic, turning movements, or pedestrian activity could worsen already challenging conditions. The overlap



between the survey and the input map strengthened confidence that these were not isolated concerns, but recurring issues experienced across different communities and contexts.

The online survey provided insight into how residents perceive safety across the region and what types of conditions affect their daily travel. Approximately 225 survey responses were submitted. Respondents described speeding as a dominant concern, along with distracted driving, unsafe turning movements, lack of sidewalks, limited bicycle infrastructure, school zone issues, lighting needs, and concern about future traffic growth. Many respondents indicated that walking and biking are constrained not simply by preference, but by a lack of safe facilities and uncomfortable roadway conditions. Comments also reflected a sense of urgency, with respondents describing certain locations and conditions as persistent and in need of attention.

The interactive input map added an important spatial dimension by showing where those concerns are concentrated. Mapped comments highlighted sidewalk gaps, unsafe crossings, pedestrian activity near commercial areas, rural walking routes without shoulders, and locations where turning conflicts or speeding create discomfort for people walking, biking, or driving. Repeatedly identified areas included West Riverview Avenue in Napoleon, South Clinton Street in Defiance, South Main Street in Hicksville, rural connectors around Bryan, and pedestrian connections near downtown and the riverfront in Defiance. These mapped locations helped translate broad themes into corridor- and location-specific implications for the Plan.

The online survey and input map provided complementary perspectives on transportation safety across the MVPO region.

While the survey helped identify the types of concerns residents experience in their daily travel, the map showed where those concerns are most concentrated.

- ▶ **225** survey responses were collected.
- ▶ The online input map had **121** interactions (point and line drawings, likes, and comments).

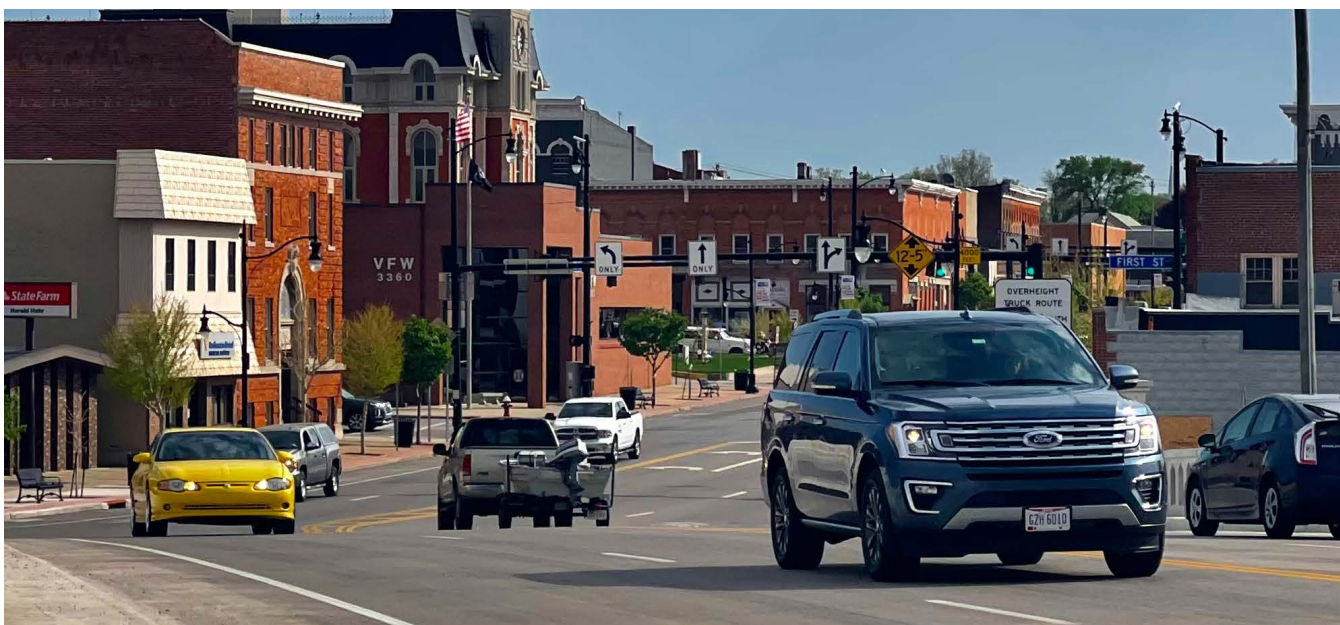
Perhaps most importantly, the strongest themes were consistent across both online tools:

- ▶ Missing sidewalks and incomplete pedestrian connections were raised repeatedly in residential, commercial, downtown, and rural contexts.
- ▶ Unsafe crossings and turning conflicts emerged as recurring issues, particularly where higher traffic volumes, turning vehicles, or commercial access points intersect with pedestrian movement.
- ▶ Unsafe driver behavior, especially speeding and failure to yield, was one of the most consistent concerns raised by the public.
- ▶ School-area conditions were highlighted, particularly in places where narrow roadways, vehicle queues, and limited pedestrian space create safety concerns during arrival and dismissal periods.
- ▶ Public comments made clear that safety planning should account for future growth and new development, rather than addressing safety only after conditions have worsened.

Impact from What We Heard

These findings directly informed the Plan in several ways. They reinforced the need to prioritize safer walking routes, crossing improvements, and context-sensitive treatments in places where people already walk but lack adequate protection. They also supported the Plan's emphasis on speed management, behavior-focused strategies, and stronger attention to school-area safety and rural walking conditions. In addition, public comments helped identify where future growth may require earlier review and proactive coordination. The online engagement process therefore contributed not only to location-based prioritization, but also to the broader strategy framework reflected in the Plan's infrastructure and non-infrastructure recommendations.

| *The engagement summary can be found in Appendix B.*



Overlapping Concerns Across Online Engagement Tools

Sidewalk Gaps:

"Lots of foot traffic... but no sidewalks." (Input Map)

"Walking is difficult due to inconsistent sidewalks." (Survey)

Turning Conflicts:

"This crosswalk is dangerous when cars turn left through it." (Input Map)

"Turning onto the main routes is terrifying." (Survey)

Walking in Rural Areas:

"No safe place to walk—cars go fast here." (Input Map)

"County roads are unsafe—cars go way too fast." (Survey)

Unsafe Driver Behavior:

"Drivers don't slow down anymore." (Survey)

"Drivers don't always yield here." (Input Map)

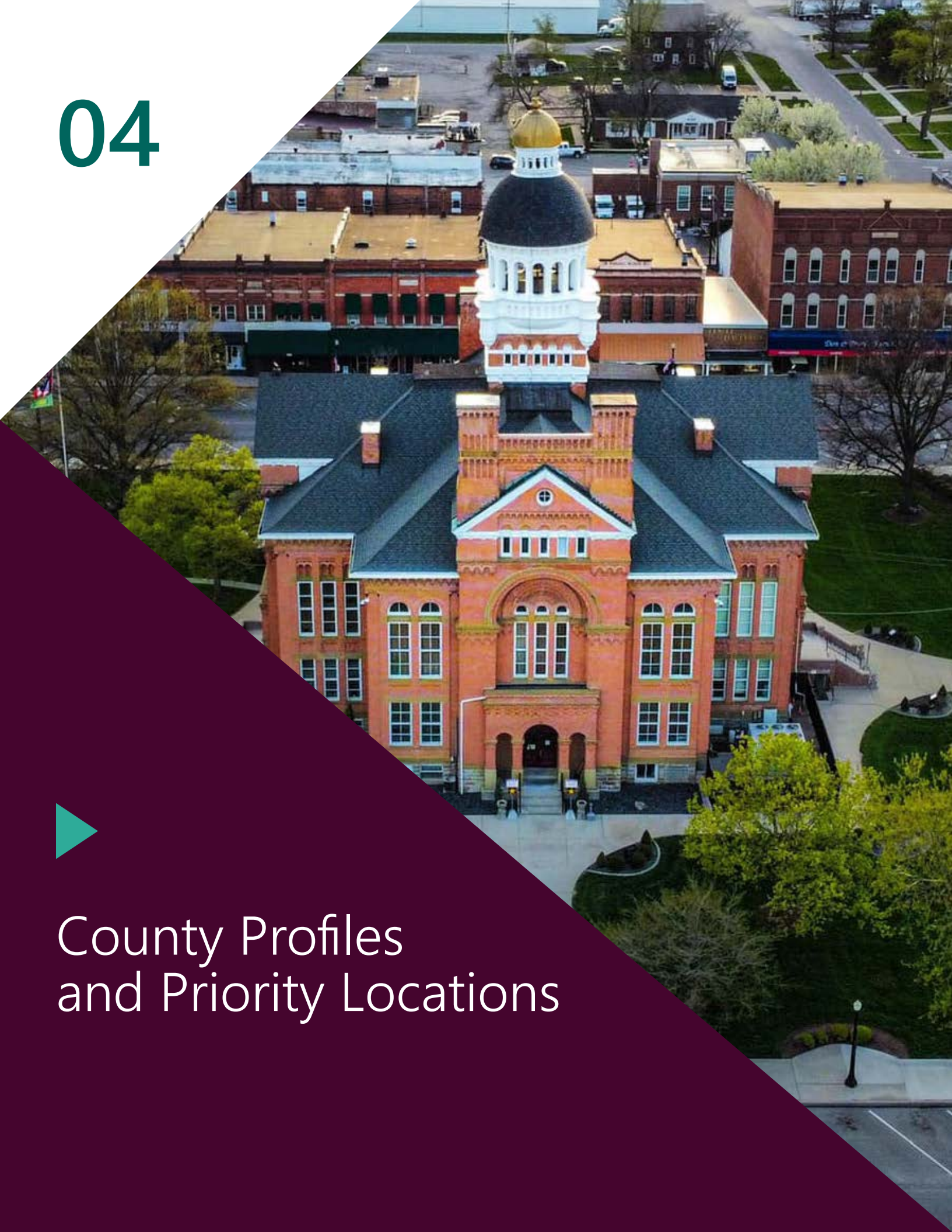
Growth Drivers Safety Concerns:

"Turning left will be impossible once apartments go up." (Survey)

"Foot traffic will increase here with new apartments." (Input Map)



04



County Profiles and Priority Locations

I County Profiles and Priority Locations

The following section presents county profiles and priority infrastructure recommendations for each MVPO county. The county profiles summarize existing safety conditions, key crash patterns, and local context that informed Plan development. Collectively, they provide a county-specific perspective on the safety issues reflected in the broader regional analysis.

Following each county profile, the Plan presents the priority infrastructure recommendations identified for that county. These recommendations were developed based on crash data, roadway context, field review, stakeholder input, and public engagement. Full page priority location recommendations can be found in Appendix C.

Concept illustrations are included to show how safety concerns at selected corridors and intersections may potentially be addressed. These illustrations

are planning-level examples intended to support discussion, prioritization, and future project development. They are not final designs. All associated cost estimates are also preliminary and are provided for planning purposes only. Additional study, engineering analysis, field verification, and coordination with the responsible agencies will be needed to confirm the preferred approach, identify site-specific constraints, and refine project scope and cost.

2026 Population by County



DEFIANCE
38,689



FULTON
41,705



HENRY
27,508



PAULDING
18,782



WILLIAMS
36,477



Defiance County

OVERVIEW

Defiance County is in the western part of the MVPO region. The City of Defiance is the county's largest community and is situated around the Maumee and Auglaize rivers.

RELEVANT PLANS AND POLICIES

Defiance County Active Transportation Plan; Defiance, Fulton, Henry, Paulding, and Williams County Coordinated Transportation Plan; Defiance County Safe Communities Coalition

PROFILE

38,689 RESIDENTS

1,086 CENTERLINE MILES



100% of the population lives in a federally defined equity area.

1,121 miles of roadways are in a federally defined equity area.

FROM 2020-2024:

23 people killed in 23 crashes

120 people seriously injured in 100 crashes

6 people killed and seriously injured in 21 crashes involving a person walking

4 people biking killed or seriously injured in 41 crashes involving a person biking

3,426 total crashes (excluding animal crashes)

HIGH INJURIES FROM 2020-2024

HIGH-SEVERITY CORRIDORS

Top severe-collision corridors are Clinton Street, Second Street, and Wayne Avenue, all within the City of Defiance.

TOP CONTRIBUTING FACTORS

The following were the most common factors contributing to fatal and serious injury crashes:

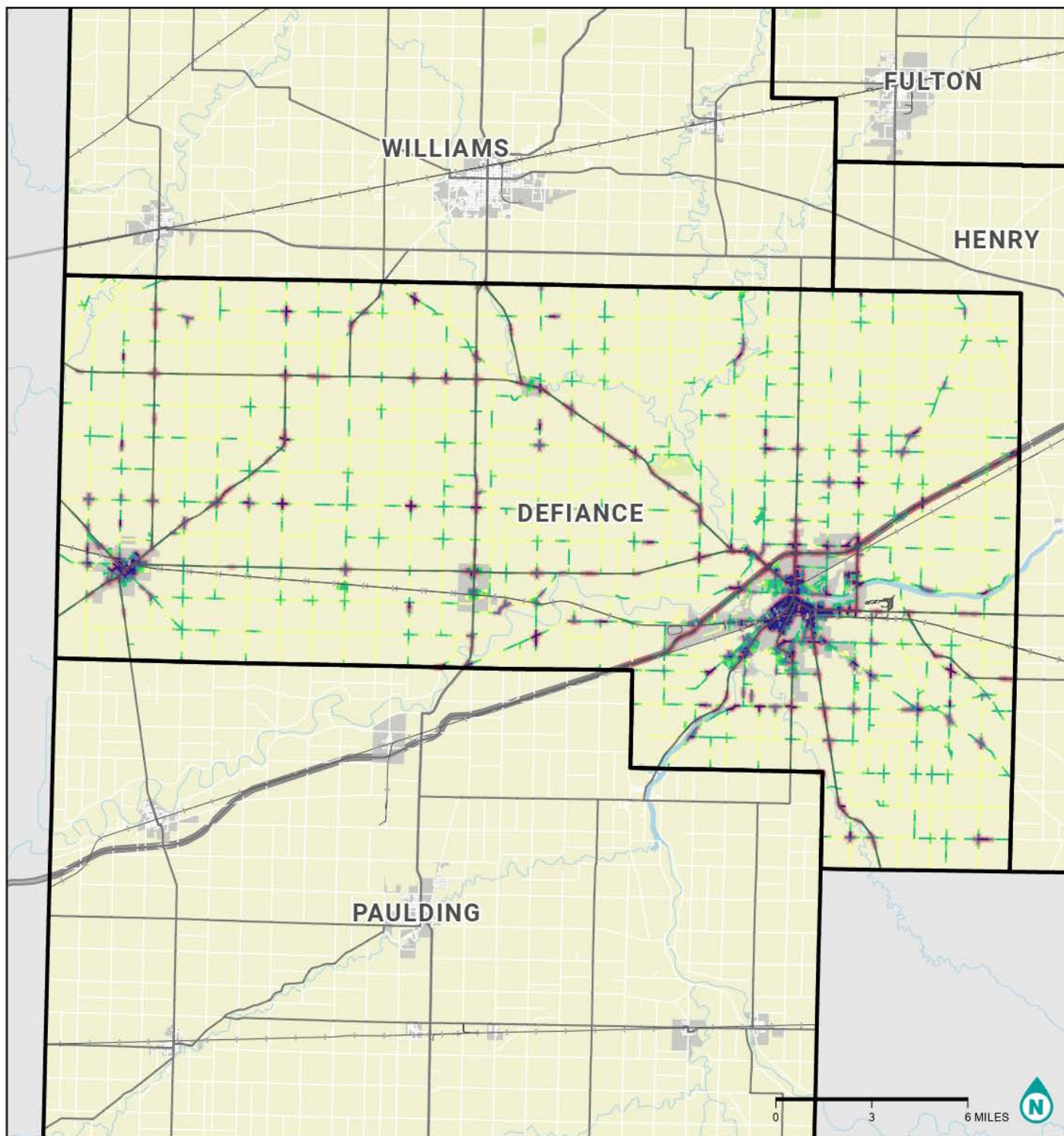
- Drove off road
- Failure to Yield
- Unsafe Speed

Animal crashes involving deer are common in the county, though most resulted in property damage only.

FINDINGS

- Public input highlighted South Clinton Street as a key concern due to speeding, distracted driving, and difficult crossings near downtown.
- Downtown and riverfront connectors, including W Second Street, Hopkins Street, and Holgate Avenue, were also identified for missing or fragmented pedestrian connections.

A 25-mph posted speed was the most common Unit 1 speed, reflecting the county's concentration of crashes in Defiance.



Collision Data Source: ODOT, 2020-2024. Date Exported: 9/5/2025 1:23 PM

SEVERITY INDEX PERCENTILE BY COUNTY DEFIANCE COUNTY

MVPO REGIONAL
SAFETY ACTION PLAN

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LEGEND

- Severe Collision Network
- Severity Index Percentile
 - Bottom 40%
 - 40% - 60%
 - 60% - 80%
 - 80%-90%
 - Top 10%





PRIORITY INFRASTRUCTURE RECOMMENDATIONS

Watson Road / Power Dam Road

This corridor extends from State Route 66 (Jefferson Avenue) to Campbell Road, covering roughly two miles in a rural setting where curves, intersection conditions, and roadside hazards combine to create a challenging driving environment. Existing conditions include roadway departure concerns on curves and approaches, visibility and alignment issues at Campbell Road and State Route 66, and evidence of recurring run-off-road behavior, including guardrail strikes and property protection measures near the Watson Road intersection.

Start Point/Intersection (State Log Point)		End Point/Intersection (State Log Point)	Project Segment Length (Miles)
State Route 66 (Jefferson Ave)		Campbell Rd	2
Total Fatal Injuries	Total Serious Injuries	Total Minor Injuries	Common Crash Types
1	2	3	Fixed Object (56.25%) Angle (18.75%)

WATSON ROAD AND STATE ROUTE 66 (JEFFERSON ROAD)

Watson Road/Power Dam Road Corridor – Defiance County
SR 66 to Campbell Road (Approx. 2.0-mile)



Concept illustration of recommended safety improvements at Watson Road and SR 66 in Defiance County.



Guardrail damage and curve signing needs on Power Dam Road.



Concrete barrier at Watson Road intersection reflecting run-off-road concerns.

1 Install Rumble Strips

Install shoulder and centerline rumble strips along curved and tangent roadway segments to reduce lane departure crashes through audible and vibratory alerts. Paved shoulders may need widened on curved sections to accommodate the rumble strips.

2 Upgrade Pavement Markings

Install high visibility edge lines and chevron markings at curve to strengthen driver guidance and improve overall visibility during nighttime or low light conditions.

3 Enhance Signage

Add advanced curve warning signs to alert drivers to upcoming horizontal curves and reduce risk of run off road incidents. Also install advance intersection warning signs to increase visibility and driver awareness, especially at night or in higher speed operating conditions. All warning and regulatory signs should utilize sign post reflective strips.

4 Improve Roadside Safety

Upgrade existing roadside guardrail systems to meet current design standards, enhancing roadside protection and reducing crash severity. Widen shoulders to increase recovery area.

5 Consider Future Realignment of

Campbell Rd Intersection (Not Pictured)

If crash patterns persist, consider realigning intersection to form a 90-degree approach to Power Dam Road to improve sight distance, minimize skew related conflict points, and simplify vehicle turning movements.





PRIORITY INFRASTRUCTURE RECOMMENDATIONS

State Route 15 (Main Street)

This segment extends from Mulligans Bluff Road to the State Route 15 / State Route 249 split, covering approximately 1.8 miles as traffic enters a more active Main Street and downtown setting in the Village of Ney. The corridor functions as both a through route and a local street, creating tension between higher-speed regional travel and the needs of a more pedestrian-oriented environment. Existing concerns include high-speed entry into the Main Street area, crash concentration near The Bend Road, and operational issues at the State Route 15 / State Route 249 intersection, where State Route 249 remains free-flow while State Route 15 is stop-controlled. Sight distance challenges from a curved section of roadway and a structure on the southeast corner at The Bend Road further complicate turning movements.



SR 15 and The Bend Road intersection sight distance concerns

Start Point/Intersection (State Log Point)	End Point/Intersection (State Log Point)	Project Segment Length (Miles)
Mulligans Bluff Rd	State Route 15/State Route 249 Split	1.8

Total Fatal Injuries	Total Serious Injuries	Total Minor Injuries	Common Crash Types
1	2	3	Fixed Object (33.33%) Angle (19.05%)

The recommended changes focus on The Bend Road intersection, where crash patterns and unusual geometry suggest a need for clearer intersection control and lower approach speeds entering the Village of Ney. Proposed improvements include all-way STOP control at The Bend Road to improve safety, address sight distance limitations, and help slow westbound traffic as it enters the village from a rural area. A more detailed engineering study should

also be conducted to confirm the most appropriate final stop-control configuration at the State Route 15 / State Route 249 split. These changes are intended to reduce confusion, improve turning safety, and create a clearer and more predictable approach for drivers. All intersection and warning signs on the corridor should incorporate signpost reflective strips for enhanced visibility at night.



MAIN STREET AND THE BEND ROAD

SR 15 (Main Street) Corridor – Defiance County
Mulligans Bluff Road to SR 15/SR 249 Split (Approx. 1.8-mile)



| Concept illustration of recommended safety improvements at SR 15 (Main St.) and The Bend Rd. in Defiance County

1 Install Bump-Outs

Install a 6-foot long bump-out on the west leg and downtown bump-outs at existing crosswalks to tighten curb radius, shorten pedestrian crossings, calm traffic, and improve streetscape visibility.

2 Improve Surface Treatments

Stripe high-visibility edge lines to improve delineation and driver awareness.

Apply a high friction or specialty surface treatment at the curve to improve traction and reduce roadway departure crashes. Evaluate potential to install traffic signal based on limited sight lines on the southeast corner of this intersection.

3 Evaluate All-Way STOP Control (AWSC) and Eastbound Left-Turn Lane

Evaluate adding an eastbound left-turn lane (pending volume analysis), recognizing potential challenges with lane alignment for both EB/WB directions. Conduct volume and operational analysis to determine if AWSC is feasible and an eastbound left-turn lane is warranted. While this improvement could reduce delay and turning conflicts, careful consideration is needed due to potential alignment challenges for both eastbound and westbound travel lanes departure crashes.

4 Future Intersection Improvement (Not Pictured)

Square up Main Street (SR 15) and SR 249 intersection to create right angle with an all-way stop and evaluate AWSC for the intersection. Add dual “STOP AHEAD” warning signs and dual STOP signs at Main Street (SR 15) and SR 249 intersection.



SR 15 and SR 249 intersection with potential stop control issues



Fulton County

OVERVIEW

Fulton County is in the northeastern part of the MVPO region. Wauseon is the largest municipality, and the county includes a mix of small towns, rural townships, and major regional corridors.

RELEVANT PLANS AND POLICIES

Fulton County Comprehensive Land Use Plan 2040; Defiance, Fulton, Henry, Paulding, and Williams County Coordinated Transportation Plan; Fulton County Safe Communities

PROFILE

41,705 RESIDENTS

1,036 CENTERLINE MILES



36% of the population lives in a federally defined equity area.

464 miles of roadways are in a federally defined equity area.

FROM 2020-2024:

48 people killed in 40 crashes

194 people seriously injured in 157 crashes

10 people killed and seriously injured in 23 crashes involving a person walking

6 people killed and seriously injured in 18 crashes involving a person biking

3,500 total crashes (excluding animal crashes)

HIGH INJURIES FROM 2020-2024

HIGH-SEVERITY CORRIDORS

Top severe-collision corridors are Defiance Street in Archbold, Shoop Avenue and Fulton Street in Wauseon, and Airport Highway.

TOP CONTRIBUTING FACTORS

- Failure to yield
- Ran stop sign
- Drove off road

Animal crashes averaged about 272 per year, though most resulted in property damage only.

FINDINGS

- Severe crash segments are concentrated in Archbold, Wauseon, and Swanton, with some presence in Royalton Township.
- The engagement summary did not identify one standout county-specific location, so the clearest documented pattern is the concentration of higher-severity corridors in the county's larger communities.

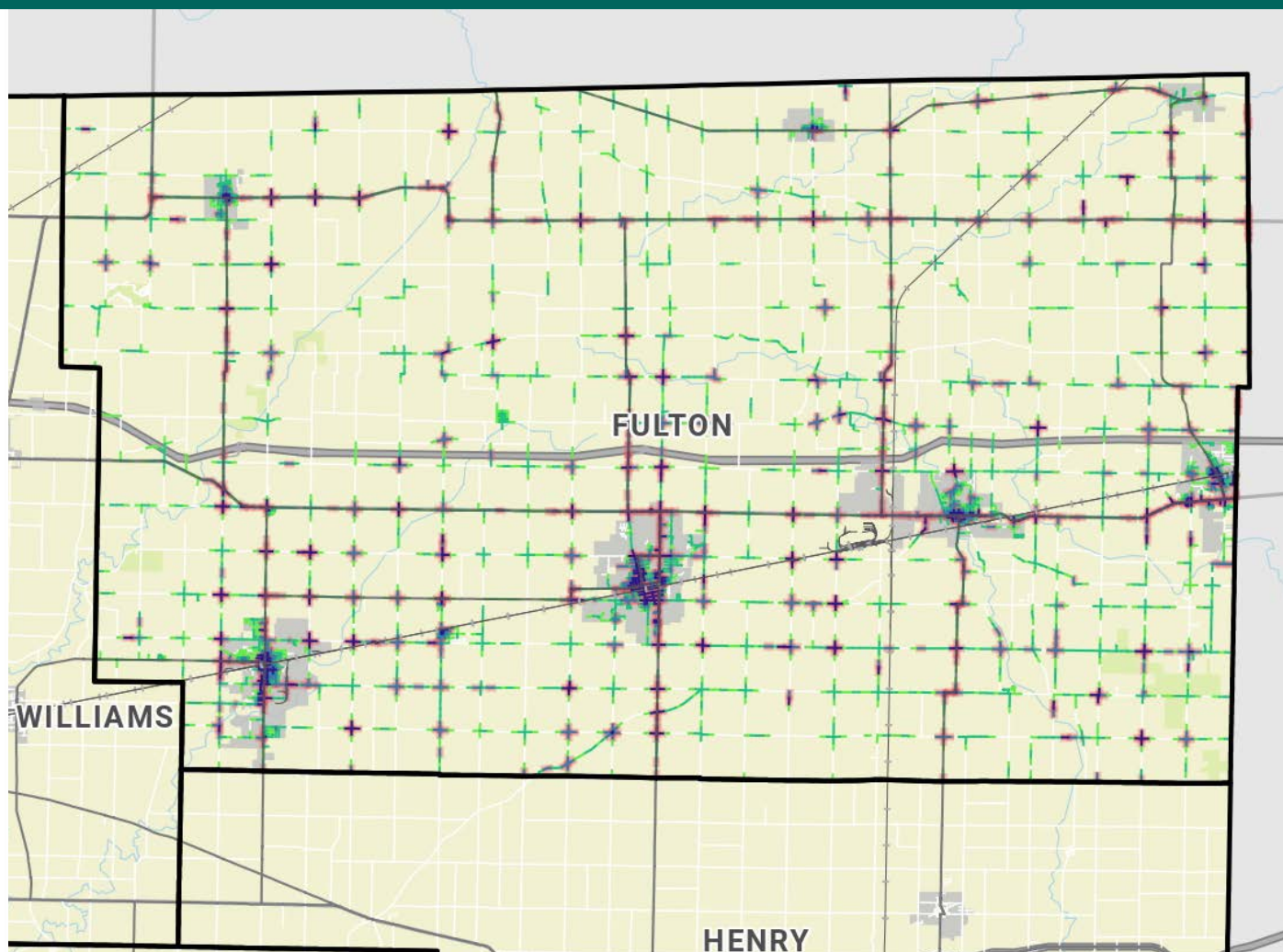
Animal crashes are common, but most did not result in fatal or serious Route injury outcomes.

ADDITIONAL STAKEHOLDER-IDENTIFIED SAFETY CONCERN:

CR-11 at the Norfolk Southern Railroad Crossing near CR-F

Fulton County staff identified the County Road 11 at-grade Norfolk Southern Railroad crossing near County Road F as a location that may warrant additional safety review. The concern was raised due to reported crash history, limited sight distance at the crossing, and the need for low-clearance signing at at-grade railroad crossings. A crash summary provided with the

stakeholder request identified 12 crashes associated with the crossing area from 2021 to 2025, averaging approximately 2.4 crashes per year, with 33.3 percent involving injury. The exact crossing location and crash data limits should be confirmed during any follow-up review. While this location was not selected as one of the Plan's priority infrastructure recommendations, it should remain a candidate for further engineering review, railroad coordination, signing improvements, and future funding consideration if crashes continue or if planned realignment advances.



Collision Data Source: ODOT, 2020-2024. Date Exported: 9/5/2025 10:29 AM

SEVERITY INDEX PERCENTILE BY COUNTY FULTON COUNTY

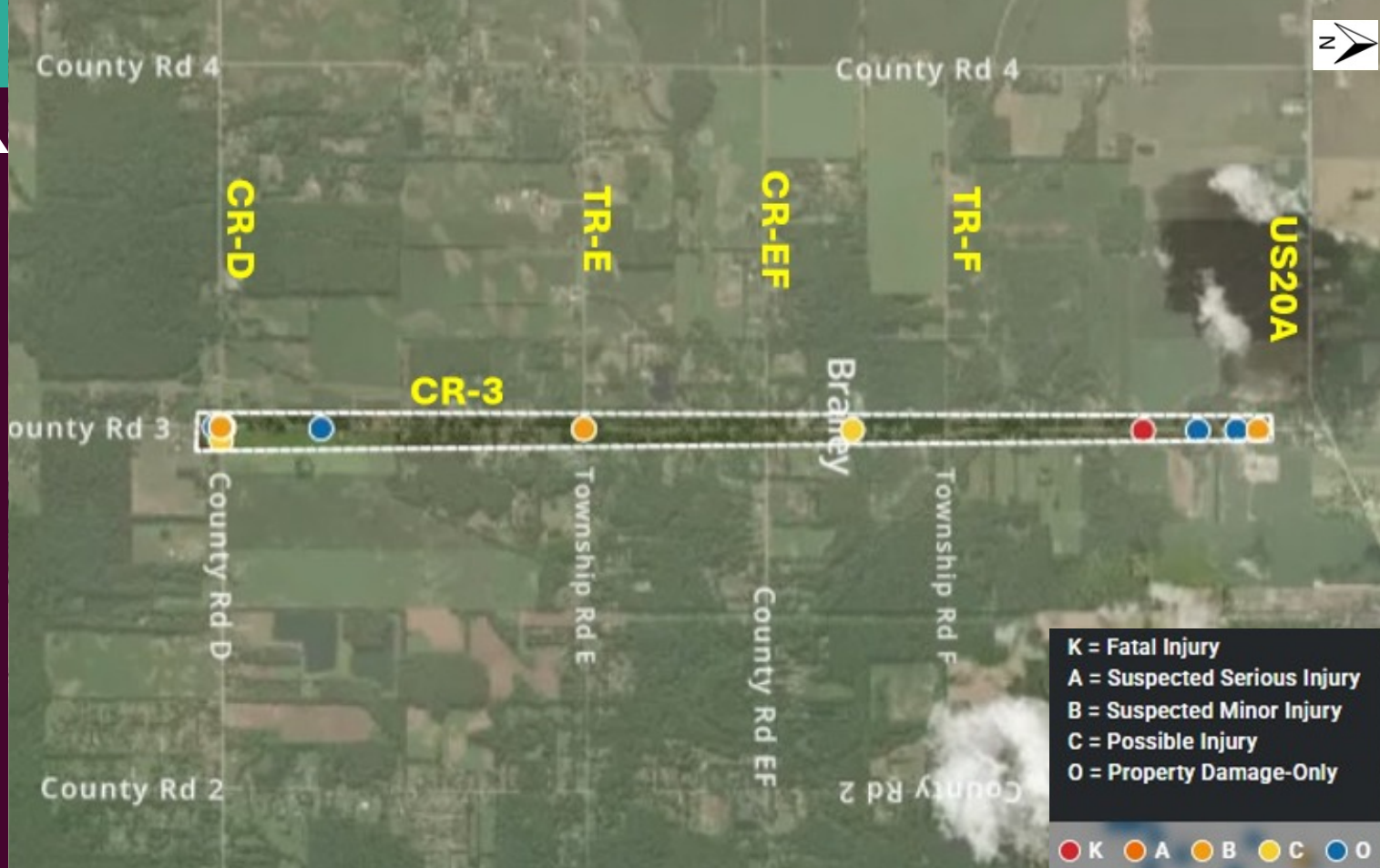
MVPO REGIONAL
SAFETY ACTION PLAN

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LEGEND

- Severe Collision Network
- Severity Index Percentile
 - Bottom 40%
 - 40% - 60%
 - 60% - 80%
 - 80% - 90%
 - Top 10%





PRIORITY INFRASTRUCTURE RECOMMENDATIONS

CR-3

The focus segment of CR-3 extends from US Route 20A to CR-D and serves as a rural corridor where intersection crashes, roadside hazards, and lane guidance issues all contribute to safety concerns. The intersection of US-20A & CR-3 was not included as a roundabout is planned for that intersection. Narrow shoulders and fixed objects such as utility poles, trees, and mailboxes sit close to the roadway edge, increasing the consequences of roadway departure crashes. At the CR-D intersection, existing warning and stop-control treatments are already in place, yet crashes continue to occur, suggesting that additional action is needed. The recommended changes are intended to improve how drivers recognize and navigate the corridor while also reducing the severity of run-off-road events.



Existing warning treatments at County Road 3 and County Road D.

Start Point/Intersection (State Log Point)		End Point/Intersection (State Log Point)	Project Segment Length (Miles)
US Route 20A		CR-D	3
Total Fatal Injuries	Total Serious Injuries	Total Minor Injuries	Common Crash Types
1	2	3	Angle (38.10%) Fixed Object (19.05%) Sideswipe-passing (19.05%)

Recommended changes focus primarily on intersection safety, especially at CR-3 and CR-D, where crash patterns indicate a greater need for control and visibility improvements than for broader roadway departure treatments. Proposed improvements include all-way STOP control at the CR-3 / CR-D intersection as an interim measure, enhanced warning signs and pavement markings, and updated no-passing zone treatments supported by supplemental signage where appropriate. A single-lane roundabout should be considered for a longer-term option if a future study

confirms the need for a roundabout. These changes are intended to improve driver expectancy, strengthen recognition of intersection approaches, and reduce the risk of angle and severe crashes at the corridor's key conflict point. The remainder of the intersections should provide signing improvements that include Intersection Ahead warning signs, STOP Ahead warning signs, and dual STOP signs. All signs should include signpost reflective strips for enhanced visibility at night in this rural area. If crashes continue in the future, then LED STOP signs should be considered.



COUNTY ROAD 3 AND COUNTY ROAD D

County Road 3 Corridor – Fulton County
US 20A to County Road D (Approx. 3.0-mile)



Concept illustration of recommended safety improvements at County Road 3 and County Road D in Fulton County.

1 Enhance Intersection Safety

Apply multiple treatments to enhance driver awareness and visibility. Install All-Way Stop Control (as warranted), including LED enhanced STOP signs, and dual "STOP AHEAD" warning signs with beacons, rumble strips on County Road D approach and remove vegetation or obstruction.

2 Improve Shoulders and Roadside Safety (Future)

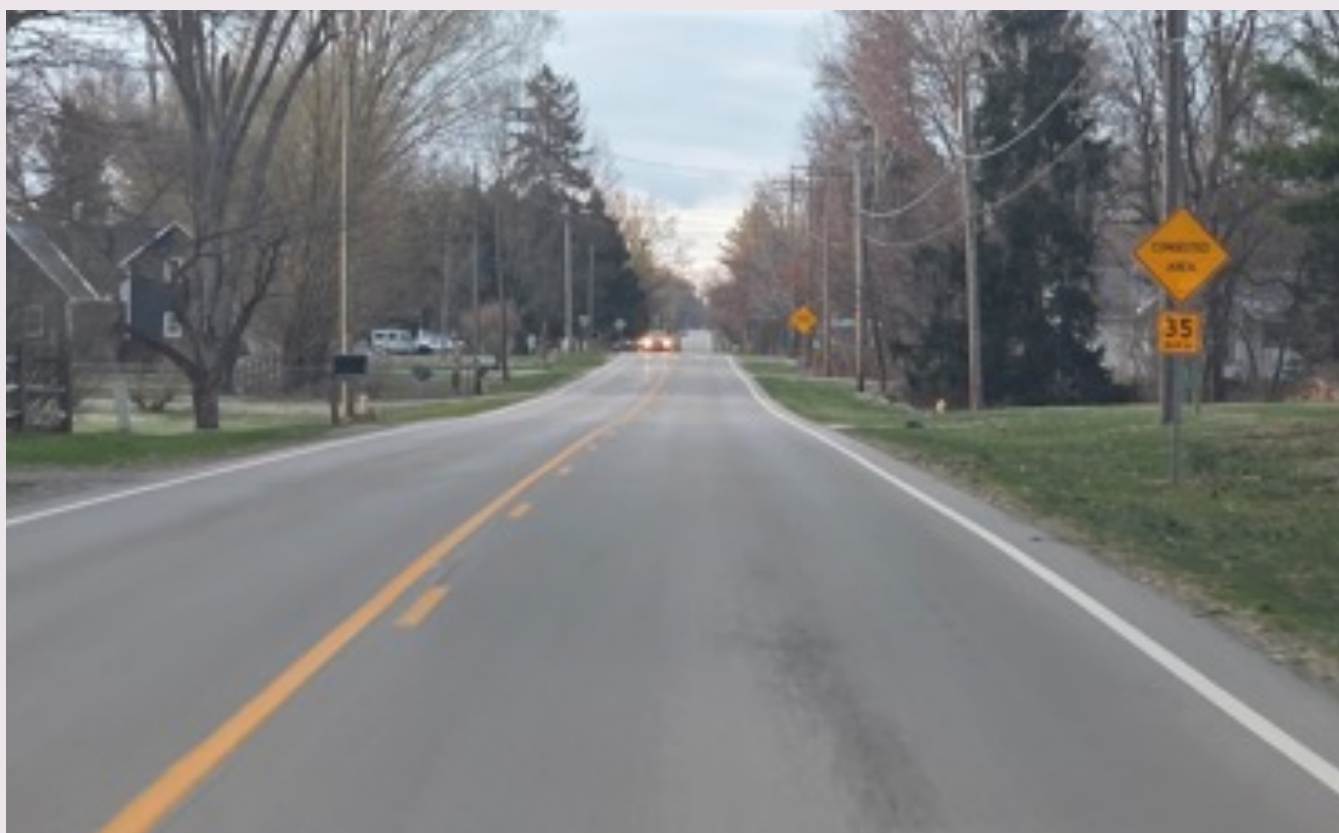
In future if roadway departure crashes increase, consider the need to widen paved shoulders where feasible and install shoulder and centerline rumble strips on straight segments. Remove, relocate, and shield fixed objects.

3 Update and Improve Striping Treatments

Refresh high visibility pavement markings, extend no passing zones where sight distance is limited, and add centerline delineators to reduce sideswipe, passing, and rear end crashes.

4 Future Roundabout at CR-D & CR-3

If AWSC at this intersection does not reduce crashes and the severity of crashes once implemented, then consider an engineering study to determine if a single lane roundabout is feasible.



Narrow shoulders and roadside obstacles along County Road 3





PRIORITY INFRASTRUCTURE RECOMMENDATIONS

CR-D

This corridor extends from CR-9 to CR-13, covering approximately four miles through a rural setting where recurring angle crashes and limited advance warning at intersections are key concerns. Existing conditions at intersections such as CR-11 and CR-13 suggest that drivers may not be receiving enough advance notice of approaching stop-controlled conditions, and slight curvature through some intersections may contribute to visibility and decision-making challenges.

Start Point/Intersection (State Log Point)		End Point/Intersection (State Log Point)	Project Segment Length (Miles)
CR-13		CR-9	4
Total Fatal Injuries	Total Serious Injuries	Total Minor Injuries	Common Crash Types
1	2	3	Angle (36.67%) Fixed Object (30.00%)

The recommended changes focus on improving how drivers perceive and navigate intersections along the corridor, where crashes are dispersed but consistently tied to intersection conditions. Proposed improvements include enhanced intersection signing, including new or upgraded Intersection Ahead, STOP Ahead, and STOP signs with reflective posts, as well as targeted approach treatments to improve visibility and driver

recognition. The concept drawing may highlight the CR-D / CR-10 intersection as an example, while similar signing upgrades can be considered at other higher-crash intersections along the corridor. These changes are intended to reduce angle crash risk, improve driver awareness, and create a more consistent and clear approach visibility at rural intersections.

COUNTY ROAD D AND COUNTY ROAD 10

County Road D Corridor – Fulton County
CR 9 to CR 13 (Approx. 4.0-mile)



Concept illustration of recommended safety improvements at County Road D and County Road 10 in Fulton County.



Limited intersection warning at County Road D and County Road 11.



Curved approach and limited warning at County Road D and County Road 13.

1 Reduce Angle Crashes at Intersections

Install dual STOP signs on side-street approaches (if warranted) along with "STOP AHEAD" warnings and supplemental beacons with high approach speeds. Use rumble strips to slow vehicles entering intersections, clear brush, and remove sight obstructions.

2 Improve Roadside Safety (Future)

In the future, if roadway departure crashes increase, widen shoulder recovery space and install shoulder rumble strips along corridor. Consider centerline rumble strips on long tangent segments. Also remove or relocate fixed objects (poles, signposts, and trees) where feasible.

3 Improve Passing Behavior

Use high visibility or wet reflective materials to address sideswipe and passing crashes linked to alignment and delineation issues. Add Intersection Ahead warning signs on CR-D at each intersection to warn motorists of the approaching intersections. Use sign post reflectors to add visibility for nighttime driving.

4 Evaluate Geometric Improvements (Future)

Consider adding left turn lanes where minor road traffic volumes warrant additional separation. Add advance intersection warning signs to improve driver awareness at high speed approach intersections.



Henry County

OVERVIEW

Henry County is in the eastern part of the MVPO region. Napoleon is the county's largest city, and the county includes a mix of community streets, State Routes, and rural roads.

RELEVANT PLANS AND POLICIES

Henry County Comprehensive Plan; Defiance, Fulton, Henry, Paulding, and Williams County Coordinated Transportation Plan; Henry County Safe Communities Coalition

PROFILE

27,508 RESIDENTS

1,171 CENTERLINE MILES



44% of the population lives in a federally defined equity area.

157 miles of roadways are in a federally defined equity area.

FROM 2020-2024:

28 people killed in 27 crashes

156 people seriously injured in 113 crashes

3 people killed and seriously injured in 8 crashes involving a person walking

2 people killed and seriously injured in 10 crashes involving a person biking

2,271 total crashes

HIGH INJURIES FROM 2020-2024

HIGH-SEVERITY CORRIDORS

Top severe-collision corridors are Scott Street, North Perry Street, and Clinton Street in Napoleon, with additional segments on US Route 6 and State Route 34.

TOP CONTRIBUTING FACTORS

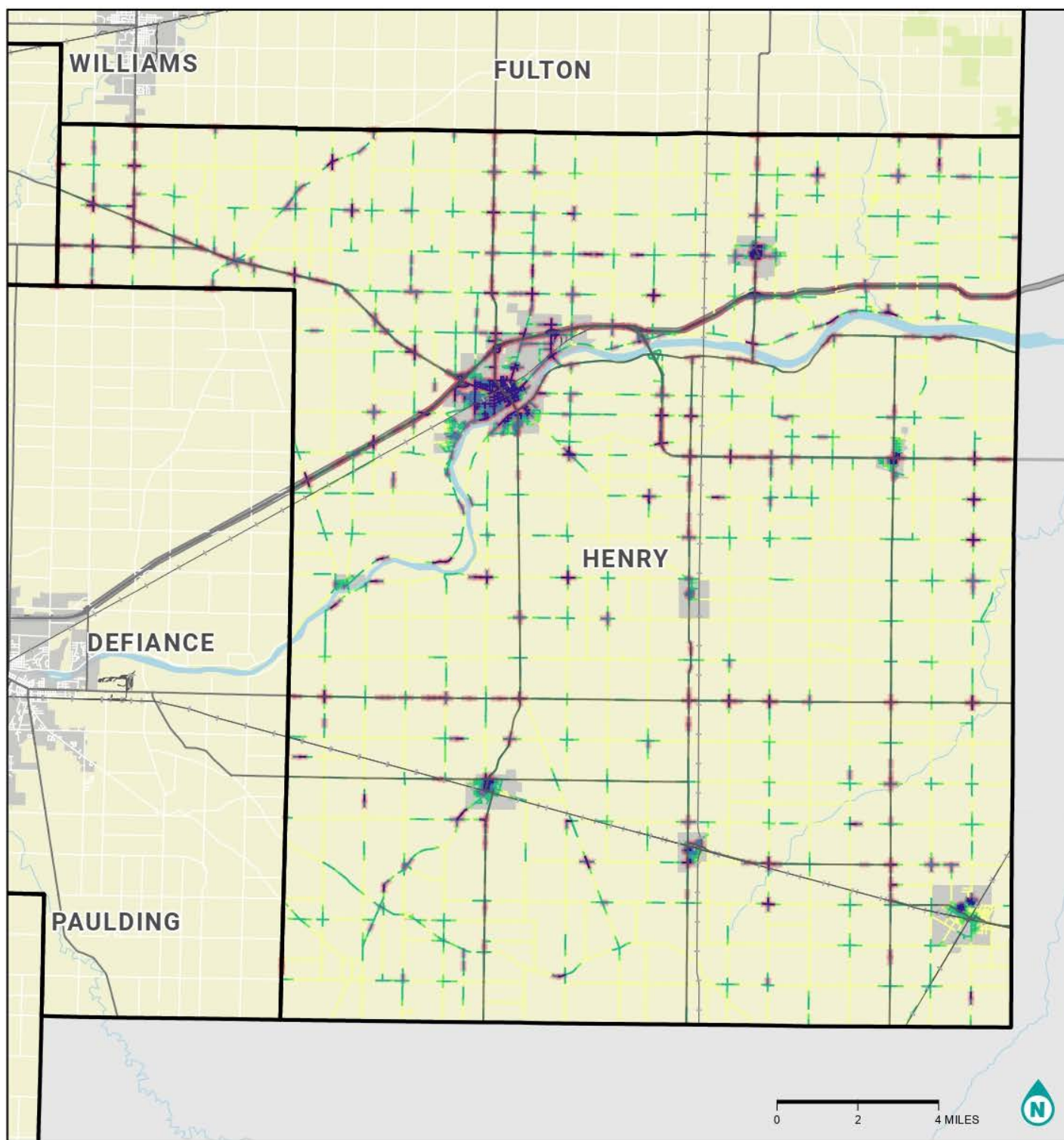
- Drove off road
- Failure to yield
- Ran stop sign

Animal crashes were common, but most resulted in property damage only.

FINDINGS

- Severe crash segments are concentrated primarily in Napoleon, with minor presence in Ridgeville Township.
- Public input identified West Riverview Avenue in Napoleon as a priority sidewalk gap corridor in an area where residents already walk.

Young driver involvement in serious Route injury crashes was relatively high from 2021-2024.



Collision Data Source: ODOT, 2020-2024. Date Exported: 9/5/2025 10:59 AM

SEVERITY INDEX PERCENTILE BY COUNTY HENRY COUNTY

MVPO REGIONAL
SAFETY ACTION PLAN

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LEGEND

- Severe Collision Network
- Severity Index Percentile
 - Bottom 40%
 - 40% - 60%
 - 60% - 80%
 - 80% - 90%
 - Top 10%





PRIORITY INFRASTRUCTURE RECOMMENDATIONS

State Route 66

This segment extends from State Route 34 to CR-U, a short but important corridor of approximately 0.4 miles shaped by school traffic, campus route destinations, and concentrated turning demand. Existing conditions create operational stress at both ends of the segment. At CR-U, the lack of a northbound left-turn lane on State Route 66 contributes to rear-end risk as through vehicles approach drivers waiting to turn. At State Route 34, left-turn lanes exist on State Route 66 but not on State Route 34 approaches, creating a similar need for better separation between turning and through movements. The broader area is also influenced by nearby growth and planned ODOT improvements for a roundabout on SR34 just west of the SR66 & SR34 intersection at CR-24, making coordination especially important. The recommended changes are intended to reduce turning conflicts, improve traffic flow, and align near-term improvements with longer-term project activity.



| Northbound approach at SR 66 and County Road U without left-turn lane.

Start Point/Intersection (State Log Point)		End Point/Intersection (State Log Point)	Project Segment Length (Miles)
US Route 34		CR-U	0.4
Total Fatal Injuries	Total Serious Injuries	Total Minor Injuries	Common Crash Types
1	2	3	Rear End (75%) Angle (10%)

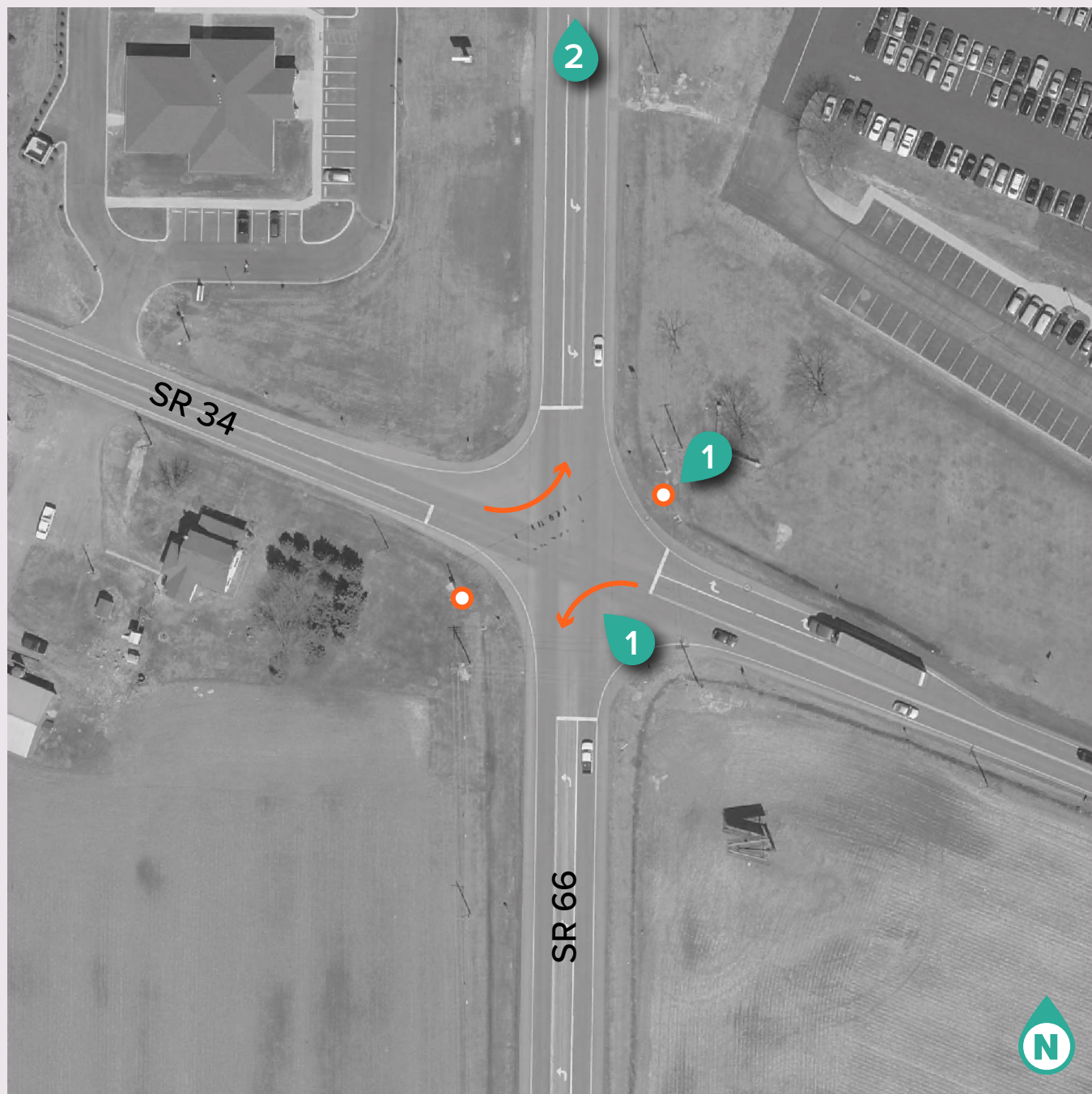
The recommended changes focus on improving operations and reducing rear-end and turning-related crashes at the corridor's key intersections, particularly at CR-U and State Route 34. Proposed improvements include a northbound left-turn lane on State Route 66 at CR-U, evaluation of left-turn lanes on the State Route 34 approaches at State Route 66, signal timing and phasing review at the State Route 34 / State Route 66 intersection, and lane-width or cross-section review near the schools where corridor activity is higher. Turn-lane

recommendations would require additional engineering analysis and turning movement data to confirm final warrants. These changes are intended to improve traffic flow, reduce conflicts involving stopped turning vehicles, and better manage corridor operations in a growing, high-activity area. Preliminary engineering analyses should be conducted to determine feasibility of turn lanes and lengths after conducting turning movement counts at these locations.



STATE ROUTE 66 AND STATE ROUTE 34

State Route 66 Corridor – Henry County
SR 34 to CR U (Approx. 0.4-mile)



| Concept illustration of recommended safety improvements at State Route 66 and State Route 34 in Henry County.

1 Enhance Signal Timing and Operations

Add EB and WB left turn lanes on SR 34 at the SR 66 signalized intersection, and update signal timing/phasing. An engineering study would need conducted to determine if left turn lanes on SR 34 are warranted.

2 Reduce Turning Conflicts (not pictured)

Add a left turn lane for northbound SR 66 at County Road U, and consider adding center left turn lane from SR 66 intersection northward to the CR-U new left turn lane. The center left turn lane would service the Four County Vocational School and Northwest State Community College, as well as several businesses. This would reduce congestion during peak school periods. An engineering study would need conducted to determine feasibility of adding turn lane.



SR 66 and SR 34 intersection with need for added left-turn capacity.





PRIORITY INFRASTRUCTURE RECOMMENDATIONS

Scott Street / Clinton Street / Woodlawn Avenue

This location is a complex five-leg intersection in Napoleon where Scott Street, Clinton Street, and Woodlawn Avenue meet in a way that creates multiple conflicts for drivers, trucks, and pedestrians. Wide pavement, skewed crossings, and multiple turning paths make the intersection difficult to read and uncomfortable to cross, while the area must also continue to accommodate truck access. The recommended concept focuses on simplifying operations and improving pedestrian safety without undermining freight function.

Total Fatal Injuries	Total Serious Injuries	Total Minor Injuries	Common Crash Types
1	2	3	Rear End (33.33%) Sideswipe-Passing (20%)

The recommended changes focus on reducing conflict points and improving how the intersection functions for all users, while recognizing that the most appropriate final countermeasures will require additional analyses by conducting an engineering study. Proposed improvements may include access and

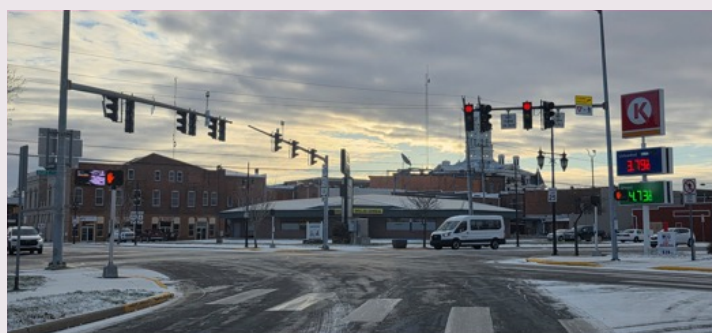
circulation changes, striping adjustments, signal timing updates, and pedestrian crossing refinements, but a more detailed traffic and crash evaluation should be conducted before final countermeasures are selected. This added direction frames the concept as an initial safety response rather than a final design solution.

SCOTT STREET, CLINTON STREET, AND WOODLAWN AVENUE

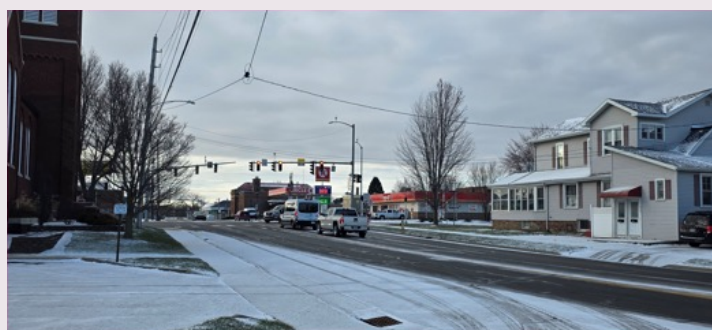
Henry County
Single Intersection Focus Area



Concept illustration of recommended safety improvements at the Scott Street, Clinton Street, and Woodlawn Avenue intersection in Henry County.



Complex multi-leg Scott Street intersection with pedestrian crossing challenges.



Wide southbound Scott Street approach near the church.

1 Install Traffic Calming Improvements

Narrow Scott St. through neckdowns or restripe to reduce speeds and create a more pedestrian scaled environment. Because Scott functions as a truck route to Clinton and Perry, evaluate freight impacts for all above proposals.

2 Restrict Turning Movements

Restrict select turning movements on Clinton Street to reduce conflict points and cut through traffic. Evaluate converting W. Clinton Street to a one way operation to simplify circulation and improve safety.

3 Enhance Pedestrian Safety

Install curb extensions at corners where on street parking meets the intersection—particularly in the southeast, south, and potentially northwest quadrants—to shorten crossings and improve pedestrian visibility. Shorten and realign long diagonal crosswalks to create more direct and safer pedestrian paths. Any geometric changes need to consider truck turning movements through the intersection

4 Optimize Signals/ Intersection Operations

Review and adjust Woodlawn signal timing/phasing and nearby intersections to improve vehicular progression and reduce delay. Prioritize operations that balance traffic flow with pedestrian movement and safety needs.

Completion of a thorough traffic study, including crash and traffic pattern analysis, is recommended prior to final countermeasures selection.



Paulding County

OVERVIEW

Paulding County is in the southwestern part of the MVPO region. The Village of Paulding is the county's largest population center, and the county's crash patterns are shaped by both village streets and rural highway corridors.

RELEVANT PLANS AND POLICIES

The Coordinated Transportation Plan and the Paulding County Community Development Plan

PROFILE

18,782 RESIDENTS

1,127 CENTERLINE MILES



65% of the population lives in a federally defined equity area.

878 miles of roadways are in a federally defined equity area.

FROM 2020-2024:

13 people killed in 12 crashes

90 people seriously injured in 72 crashes

2 people killed and seriously injured in
3 crashes involved in a person walking

2 people killed and seriously injured in
5 crashes involving a person biking

1,230 total crashes (excluding animal crashes)

HIGH INJURIES FROM 2020-2024

HIGH-SEVERITY CORRIDORS

Top severe-collision corridors are US Route 24 in Cecil and Emerald Townships and Williams, Jackson, and Perry streets in the Village of Paulding.

TOP CONTRIBUTING FACTORS

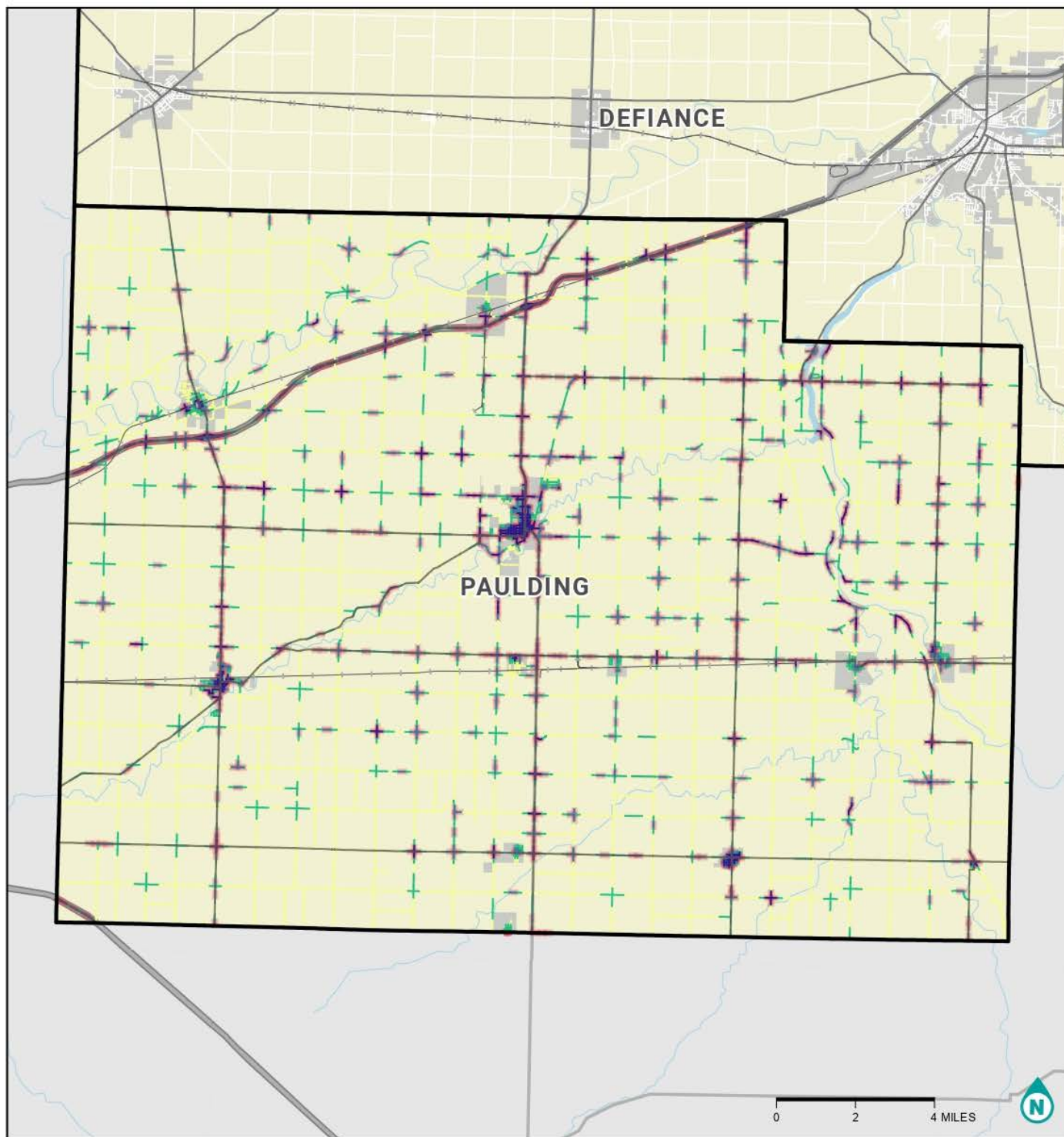
- Drove off road
- Failure to yield
- Ran stop sign

Animal crashes increased from 2020 to 2023 before declining in 2024.

FINDINGS

- Public input identified roads near Antwerp schools as a concern due to narrow roadways and pickup and drop-off conflicts.
- Together, these findings point to both corridor-level crash concentration and localized school-area safety concerns.

| *Roadway departure is the top crash emphasis area.*



Collision Data Source: ODOT, 2020-2024. Date Exported: 9/5/2025 11:02 AM

SEVERITY INDEX PERCENTILE BY COUNTY PAULDING COUNTY

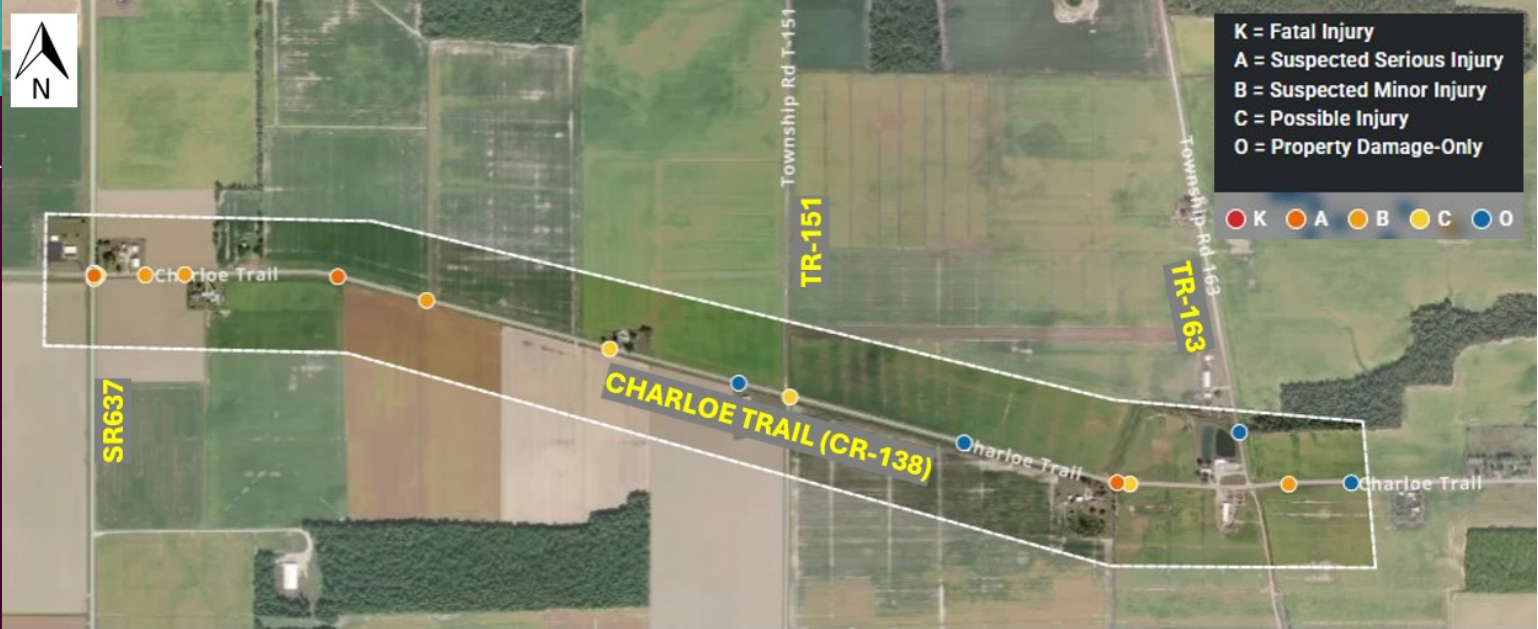
MVPO REGIONAL
SAFETY ACTION PLAN

alta

LEGEND

- Severe Collision Network
- Severity Index Percentile
 - Bottom 40%
 - 40% - 60%
 - 60% - 80%
 - 80% - 90%
 - Top 10%





PRIORITY INFRASTRUCTURE RECOMMENDATIONS

Charloe Trail (CR-138)

The focus segment of Charloe Trail is a rural corridor where narrow shoulders, limited recovery area, and roadside obstacles contribute to roadway departure risk, particularly as drivers approach the State Route 637 intersection. The roadway context suggests a need for both corridor-wide and intersection-specific improvements, especially where turning movements and visibility add to the safety challenge.

Start Point/Intersection (State Log Point)		End Point/Intersection (State Log Point)	Project Segment Length (Miles)
State Route 637		TR 163	1.8
Total Fatal Injuries	Total Serious Injuries	Total Minor Injuries	Common Crash Types
1	2	3	Fixed Object (66.67%) Angle (22.22%)

The recommended changes are intended to make the corridor more forgiving and improve driver awareness at the State Route 637 intersection. Proposed improvements include shoulder widening, rumble strips, roadway widening where feasible, upgraded stop control and warning signs at State Route 637

(with signpost reflectors on all signs), and geometric refinements to improve turning movements. Some longer-term improvements may also require utility relocation. These changes are intended to reduce roadway departure risk, improve recognition of the intersection, and strengthen overall rural corridor safety.

CHARLOE TRAIL (CR 138) AND STATE ROUTE 637

Charloe Trail (CR 138) – Paulding County
SR 637 to TR 163 (Approx. 1.8-mile)



Concept illustration of recommended safety improvements at Charloe Trail and State Route 637 in Paulding County.



Narrow shoulder and fixed-object exposure on Charloe Trail.



Minimal signing and tight turning conditions at SR 637 and Charloe Trail.

1 Improve Shoulders and Roadside Safety

Improve shoulders and install shoulder rumble strips along the corridor to reduce roadway-departure crashes. Consider centerline rumble strips for added separation.

2 Widen Roadway

Widen roadway where needed to improve safety and accommodate vehicle movements. Because utilities are concentrated on one side, pole relocation may be required.

3 Upgrade Signage

Upgrade signing at the SR 637 and Charloe Trail intersection, including dual STOP signs to increase visibility and driver awareness on approach. Also install dual "Intersection Ahead" warning signs on northbound and southbound SR 637.

4 Intersection Radius and Sight Line Improvements

Consider a radius cutback at the SR 637 and Charloe Trail intersection to improve turning movements and enhance available sight distance. Existing "Intersection Ahead" warning signs remain adequate.



K = Fatal Injury
A = Suspected Serious Injury
B = Suspected Minor Injury
C = Possible Injury
O = Property Damage-Only

K A B C O



PRIORITY INFRASTRUCTURE RECOMMENDATIONS

N. Williams Street

This segment extends from North Drive to the north corporation limit, approximately 0.6 miles along a commercial corridor where turning conflicts, driveway access, and pedestrian connectivity all influence safety. Existing conditions near Dooley Drive and Gasser Road include gas stations with broad, poorly defined curb cuts that create unexpected turning movements and add friction to intersection operations. On the Gasser Road eastbound approach, the lack of a left-turn lane further contributes to conflict at the intersection. At the same time, the corridor serves nearby neighborhoods and destinations that create a need for better pedestrian accommodation.

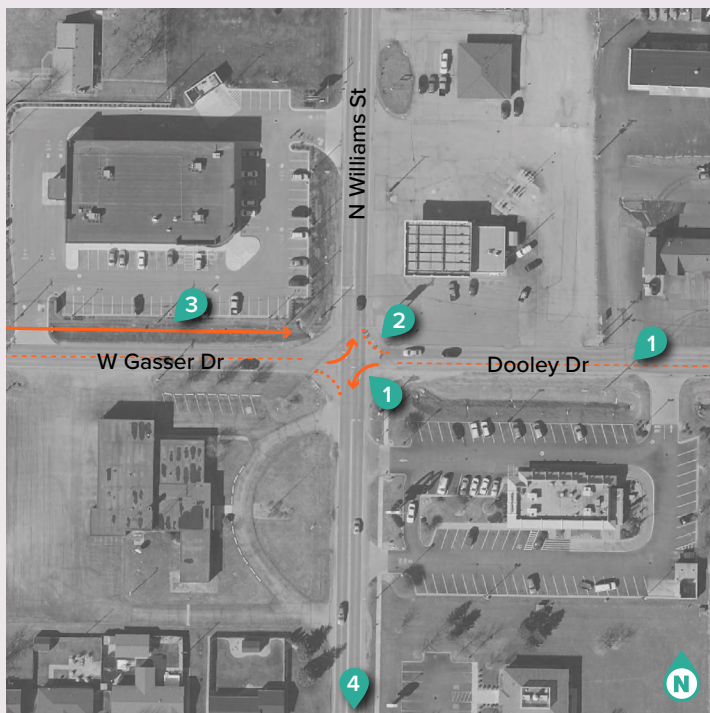
Start Point/Intersection (State Log Point)		End Point/Intersection (State Log Point)	Project Segment Length (Miles)
North Dr		N Corporation Limit	0.6
Total Fatal Injuries	Total Serious Injuries	Total Minor Injuries	Common Crash Types
0	2	3	Rear End (30.30%) Angle (18.18%)

The recommended changes focus on organizing vehicle access and improving pedestrian connections without undermining corridor function. Proposed improvements include turn-lane or striping changes, more clearly defined driveway access at adjacent gas stations, added

pedestrian crossings, and sidewalk extensions to fill key gaps in the local network. These changes are intended to reduce turning-related crash risk, improve access management, and strengthen safe connections for people walking between nearby destinations.

NORTH WILLIAMS STREET AND DOOLEY DRIVE/GASSER DRIVE

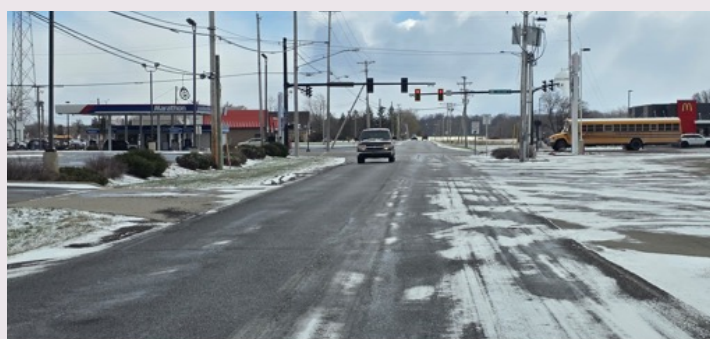
North Williams Street Corridor – Paulding County
North Dr. to N. Corporation Limit (Approx. 0.6-mile)



Concept illustration of recommended safety improvements at North Williams Street and Dooley Drive/Gasser Drive in Paulding County.



Broad curb cut and turning conflicts near gas station access.



Gasser Road approach to US 127 without left-turn lane.

1 Improve Intersection Safety

Address recurring crash issues by improving turn movements and better defining traffic flow. Consider adding left turn lanes on Gasser and Dooley Drive or add white lane striping to organize vehicles and reduce conflicts.

2 Implement Access Management

Implement access management strategies by reducing, consolidating, or clearly defining curb cuts at Circle K and Marathon. These changes will reduce turning conflicts and improve overall safety along the corridor.

3 Extend Sidewalk

Extend sidewalk from Maple Avenue along north side of Gasser to the east to intersection of Gasser Drive & Williams Street to close connectivity gaps.

4 Add Pedestrian Crossings (not pictured)

Provide a new pedestrian crossing for west side neighborhoods to reach the existing sidewalk network. Add an additional crossing at North Drive to connect to east side sidewalks and improve direct access for residents and consider a rectangular rapid flashing beacon at North Drive & Williams Street crossing.



Williams County

OVERVIEW

Williams County is in the northwestern part of the MVPO region. Bryan is the county's largest city, and the county includes both small-town corridors and rural roads with limited walking infrastructure.

RELEVANT PLANS AND POLICIES

Williams County Active Transportation Plan; Bryan School Travel Plan; Edgerton School Travel Plan; Defiance, Fulton, Henry, Paulding, and Williams County Coordinated Transportation Plan

PROFILE

36,477 RESIDENTS

1,092 CENTERLINE MILES



62% of the population lives in a federally defined equity area.

878 miles of roadways are in a federally defined equity area.

FROM 2020-2024:

30 people killed in 28 crashes

148 people seriously injured in 113 crashes

5 people killed and seriously injured in 15 crashes involved in a person walking

0 people killed and seriously injured in 13 crashes involving a person biking

3,357 total crashes (excluding animal crashes)

HIGH INJURIES FROM 2020-2024

HIGH-SEVERITY CORRIDORS

Top severe-collision corridors are Main Street, Walnut Street, High Street, and Lynn Street in Bryan, with State Route 15 in Montpelier also standing out.

TOP CONTRIBUTING FACTORS

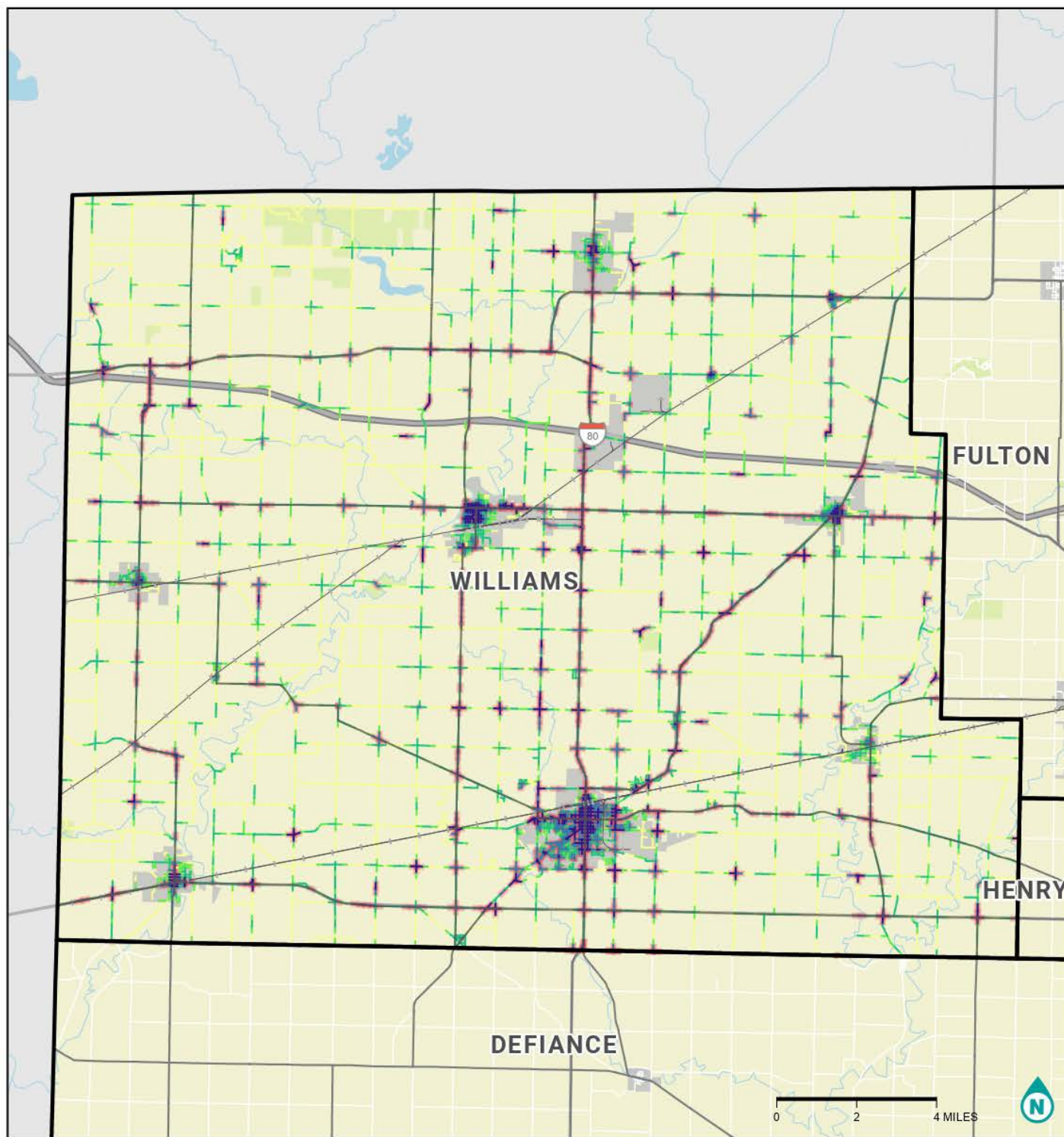
- Failure to yield
- Drove off road
- Left of center

Animal crashes have increased steadily since 2020.

FINDINGS

- Public input identified CR-s 15 and 18 east of Bryan as rural corridors where people walk despite lacking shoulders or sidewalks.
- The county profile reflects both small-town street safety needs and rural walking and connectivity concerns.

| *Angle crashes are higher than the state average.*



Collision Data Source: ODOT, 2020-2024. Date Exported: 9/5/2025 11:03 AM

SEVERITY INDEX PERCENTILE BY COUNTY WILLIAMS COUNTY

MVPO REGIONAL
SAFETY ACTION PLAN

alta

LEGEND

- Severe Collision Network
- Severity Index Percentile
 - Bottom 40%
 - 40% - 60%
 - 60% - 80%
 - 80% - 90%
 - Top 10%





PRIORITY INFRASTRUCTURE RECOMMENDATIONS

State Route 2 / State Route 34

This corridor extends from CR-20.50 to State Route 191, covering approximately 0.9 miles through a rural intersection area where visibility, traffic control, and recovery space present safety concerns. At the State Route 2 / State Route 34 / State Route 191 intersection, crashes have continued despite existing stop control and warning signs on the north-south approaches, suggesting that additional measures may be needed to improve driver recognition and reduce conflict risk. Westbound State Route 34 also experiences rear-end crash potential at CR-20.50, where right-turning vehicles must slow within the through lane rather than using a separate turn lane.



Persistent crash location at SR 2, SR 34, and SR 191 intersection.

Start Point/Intersection (State Log Point)	End Point/Intersection (State Log Point)	Project Segment Length (Miles)
CR-20.50	State Route 191	0.9

Total Fatal Injuries	Total Serious Injuries	Total Minor Injuries	Common Crash Types
1	2	3	Angle (35%) Rear End (25%)

The recommended changes focus on the State Route 2 / State Route 34 / State Route 191 intersection as the primary safety concern along the corridor. Proposed improvements include all-way stop control as an interim measure, dual STOP signs on all approaches with an All-Way STOP placard, and consideration of a roundabout in the future if crashes persist after stop-control changes are made. All signs should provide

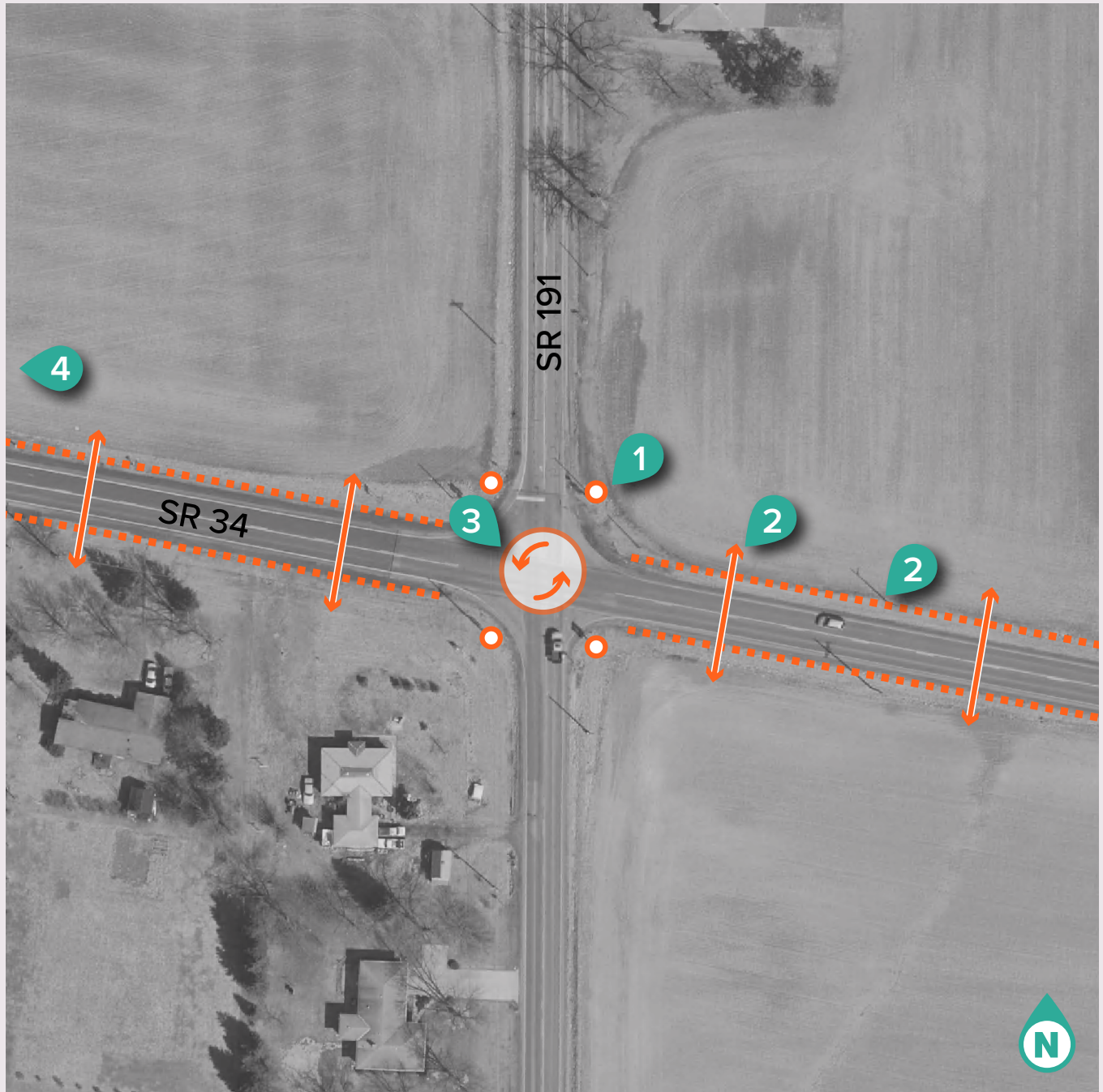
signpost reflective strips. The concept may also retain evaluation of a westbound right-turn lane at CR-20.50, while noting that an engineering analysis would be needed to confirm whether a turn lane is warranted. These changes are intended to improve intersection control, reduce failure-to-yield and turning conflicts, and provide a clearer and safer operating environment at the corridor's main crash location.



STATE ROUTE 34 AND STATE ROUTE 91

SR 2/SR 34 – Williams County

CR 20.50 to SR 191 (Approx. 0.9-mile)



Concept illustration of recommended safety improvements at State Route 34 and State Route 191 in Williams County.

1 Improve Intersection

Install All-Way STOP Control (as warranted) at the SR 191 and SR 34 intersection. Add dual STOP signs on all approaches with an All-Way STOP placard added to the signs.

2 Widen Roadway and Improve Shoulders

Widen the roadway where feasible to accommodate shoulder treatments and operational needs. Add rumble strips along both roadway edges, requiring at least 4 feet of paved shoulder.

3 Evaluate Long-Term Intersection Improvements (Future)

Assess the feasibility of a roundabout or other geometric improvements at the SR 2 / SR 34 / SR 191 intersection to improve safety, reduce conflict points, and calm approach speeds.

4 Right Turn Lane (not pictured)

Add a westbound right turn lane on SR 34 at the intersection with CR 20.50 to remove right turning vehicles out of the higher speed through traffic movements to improve safety. Conduct an engineering analysis to determine if the right turn lane is warranted.



Westbound SR 34 approach lacking right-turn lane at County Road 20.50.





PRIORITY INFRASTRUCTURE RECOMMENDATIONS

State Route 576

This corridor extends from CR-D to CR-G, covering approximately 3.2 miles along a rural route where several intersections present visibility, stop-control, and geometric challenges. Existing conditions include limited stop-control visibility at CR-D, constrained intersection recognition at locations near State Route 34, and a curved approach at CR-G combined with excess pavement area that can create driver confusion and sight distance concerns. These conditions increase crash risk and make the corridor's key intersections more difficult to navigate safely.



| Offset stop sign and limited intersection warning at County Road D.

Start Point/Intersection (State Log Point)		End Point/Intersection (State Log Point)	Project Segment Length (Miles)
CR-D (South Leg)		CR-G	3.2
Total Fatal Injuries	Total Serious Injuries	Total Minor Injuries	Common Crash Types
1	2	3	Fixed Object (52.78%) Angle (16.67%)

The recommended concept focuses on improving how drivers perceive and navigate rural intersections along the corridor, with particular attention to complex geometry and limited visibility at selected locations. Proposed changes include stronger intersection warning and stop-control signage, dual STOP Ahead and STOP signs with reflective posts where visibility is limited, double-arrow T-intersection

signing where appropriate, and geometric simplification at CR-G through realignment and removal of unnecessary paved areas. These changes are intended to improve driver recognition of intersection conditions, reduce confusion at skewed or visually complex locations, and support a phased approach to improving safety along the corridor.



STATE ROUTE 576 AND COUNTY ROAD G

State Route 576 – Williams County
CR D (south leg) to CR G (Approx. 3.2-mile)



Concept illustration of recommended safety improvements at State Route 576 and County Road G in Williams County.

1 Improve Signage

Install dual STOP signs at the County Road D intersection along with an advance flashing warning sign to increase driver awareness. Add "Intersection Ahead" warning signs where needed. All signs should have sign post reflective strips added to them for improved nighttime visibility.

2 Widen Shoulders

Widen shoulders along SR 576 (ODOT jurisdiction in the unincorporated area) to improve safety, provide recovery space, accommodate future rumble strips and reduce roadway-departure risk throughout the corridor.

3 Realign Skewed Intersection

Realign or potentially remove the skewed intersection at SR 576 and County Road G to improve geometry and sight lines and reduce conflict points. Remove extra lane on left side of the SR 576 and County Road G intersection and adjust the curve through the intersection.

4 Intersections Visibility (not pictured)

At SR 576 and CR D add dual 'Intersection Ahead" warning signs and dual STOP signs. Also add dual arrow warning sign on CR D to alert of T-intersection and no through movements.



Skewed geometry and sight distance issues at SR 576 and County Road G.



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Tools for
Safer Streets

I Tools for Safer Streets

The Tools for Safer Streets chapter is intended to help MVPO and its partner communities move from identifying safety needs to advancing practical action. While earlier chapters of this Plan focus on understanding regional safety patterns, hearing from communities, and identifying priority locations, this chapter is focused on implementation. It brings together three complementary resources: the Countermeasure Toolbox, the Funding Matrix, and the Safe System Strategies. These resources are intended to help local agencies, partner organizations, and decision-makers consider what types of improvements may be most appropriate, how those improvements might be funded, and what policy, programmatic, and organizational actions can help strengthen safety over time.

Each resource serves a different purpose within the broader implementation framework. The Countermeasure Toolbox provides a practical menu of context-sensitive safety treatments that can help communities respond to recurring crash patterns and roadway conditions across the region. The Funding Matrix is intended to help MVPO and local partners align project needs with realistic local, state, and federal funding opportunities. The Safe System Strategies broaden the focus beyond physical projects alone by identifying coordination, policy, operational, and implementation practices that can help address systemic safety issues and support long-term progress.

This chapter reflects an important theme of the Plan: improving safety across the region will require more than a list of projects. It will require a clear understanding of which tools are available, where they may be most effective, how projects can become more implementation-ready, and how regional partners can continue working in coordination over time. The chapter is intended to serve as a practical bridge between the Plan's findings and the work of future project development, funding pursuit, coordination, and implementation.



Countermeasure Toolbox

The MVPO Countermeasure Toolbox is intended to serve as a practical resource for communities across the region as they advance roadway safety improvements over time. While the priority recommendations in this Plan respond to specific locations and patterns identified through analysis and engagement, this toolbox provides a broader menu of proven safety strategies that can be considered as additional needs emerge, projects move into design, or funding opportunities become available.

The toolbox is grounded in the Safe System Approach and reflects the understanding that reducing serious injuries and fatalities requires a combination of context-sensitive roadway design, speed management, visibility improvements, intersection treatments, and systemic safety upgrades. It is designed to help local agencies, partner organizations, and decision-makers identify countermeasures that align with the needs of different roadway types and safety concerns present across the MVPO region.

Because communities in the region range from small towns and village centers to rural corridors and higher-speed roadways, no single treatment

will be appropriate everywhere. Instead, this toolbox is intended to support informed decision-making by highlighting countermeasures that may be most relevant based on roadway context, common crash patterns, and implementation considerations. In many cases, the most effective approach will involve combining multiple treatments into a coordinated package rather than relying on a single improvement in isolation.

This chapter is intended to help MVPO and its partner communities think about countermeasures in context rather than as a one-size-fits-all list. The tool highlights treatments that are likely to be most relevant across common roadway conditions in the region, including rural roadway departure corridors, rural intersections, village centers, suburban arterials, and activity areas near schools, parks, and transit stops.

The full countermeasure reference table is provided in Appendix D. It includes the complete toolbox from the draft resource in a compact table format, including applicability by typology, evidence and safety information, planning-level costs, and notes that can support future screening, scoping, and project development.



How to Use This Toolbox

- ▶ Start with context. Select the roadway or intersection type that best matches the location under study rather than jumping directly to a single treatment.
- ▶ Think in packages. Many of the most effective safety strategies work best when several complementary treatments are applied together, especially on rural corridors, at higher-speed intersections, and at pedestrian crossings.
- ▶ Use cost and evidence as screening tools. Relative cost and available crash-reduction information can help with prioritization, but engineering judgment, maintenance considerations, right-of-way constraints, and community context still matter.
- ▶ Match improvements to the Safe System Approach. Favor treatments that reduce conflict points, lower operating speeds, improve visibility, and create more predictable movements for all users.

Using This Resource Over Time

- ▶ MVPO can continue to refine this toolbox over time as corridor studies, safety planning efforts, and project development identify which treatments are most feasible, effective, and useful across the region.
- ▶ Tracking countermeasure packages alongside individual treatments may make the resource easier to use by helping communities move from broad safety concerns to more complete, context-sensitive solutions.
- ▶ Over time, MVPO may also want to add simple screening prompts tied to crash patterns, roadway context, speed, volume, school proximity, freight activity, and implementation readiness.
- ▶ Implementation notes may also be helpful where additional coordination is likely to be needed, particularly on State Routes, near schools, or in locations where right-of-way, drainage, or utility constraints may affect what can reasonably be advanced.

This resource is best used alongside the Plan's analysis, county profiles, and priority location recommendations to help move from identified safety needs to future project development and implementation discussions.



RECOMMENDED COUNTERMEASURE PACKAGES FOR THE MVPO REGION

Rural Roadway Departure Package

Best for Typologies 1 and 2 on corridors with run-off-road, curve, wet-weather, or nighttime crash patterns.

- Centerline and shoulder rumble strips
- Safety edge with resurfacing
- Wider or wet-reflective edge line and centerline markings
- High-friction surface treatment on curves where warranted
- Curve signage, fluorescent warning signs, and sequential chevrons
- Clear-zone improvements, barrier, or fixed-object relocation where severe roadside hazards are present

Rural Intersection Visibility and Warning Package

Best for stop-controlled or skewed rural intersections with angle, turning, or approach-recognition issues.

- STOP-ahead signs and markings
- Improved STOP-sign retro reflectivity or LED STOP signs (as warranted)
- Intersection conflict warning systems at eligible rural intersections
- Flashing beacons as warranted
- Sight-distance improvements and skew reduction where feasible
- Rumble strips on STOP-controlled approaches where appropriate

Town Center Pedestrian Crossing Package

Best for village centers, school areas, downtown main streets, and other community activity nodes along Typology 2 or 3 corridors.

- High-visibility crosswalks
- Curb extensions or reduced curb radii
- Pedestrian refuge islands or raised medians
- RRFBs or PHBs where crossing demand and exposure warrant added control
- Lighting focused on the crossing zone
- Signal timing changes such as LPIs, all-walk phases, or longer crossing times where applicable

Suburban Arterial Conflict Reduction Package

Best for Typology 3 corridors with higher volumes, turning conflicts, multiple driveways, and recurring rear-end or angle crashes.

- Access management and driveway consolidation
- Raised medians or directional medians
- Protected-only left-turn phasing or flashing yellow arrow upgrades as appropriate
- Signal visibility improvements and revised yellow/all-red intervals
- Road diets or lane reallocation where traffic operations allow
- Targeted pedestrian and bicycle crossing treatments at activity generators

School, Park, and Transit Access Package

Best for locations where people walking or biking need to cross higher-speed roads to reach schools, parks, community destinations, or transit stops

- Sidewalk infill or connections
- Marked and illuminated crossings
- RRFBs, PHBs, or signal timing changes depending on context
- Curb extensions and refuge islands
- Speed feedback signs or targeted speed management near activity areas
- Bike lane, shared-use path, or protected bike facility connections where a network gap exists
- Treatments at activity generators

MVPO CORRIDOR TYPOLOGIES USED IN THE TOOLBOX

Typology	General Context	Typical MVPO Application
Typology 1	Not a State roadway; not a divided roadway; AADT below about 8,500; typically two to three lanes; mostly rural.	Lower-volume county roads, township roads, and local rural connectors where roadway departure, signage, shoulder condition, and visibility are often the biggest safety concerns.
Typology 2	No access control; no median; generally 50–55 miles per hour; mostly rural; mostly two to three lanes; mix of moderate traffic volumes.	Higher-speed rural corridors and state or county highways where intersection visibility, speed management, access conflicts, and roadway departure risk are important considerations.
Typology 3	Partial access control; unprotected median; AADT above about 8,500; mostly urban.	Urban and suburban corridors, small-city arterials, and developed commercial segments where pedestrian crossings, signal timing, left-turn conflicts, and access management become more prominent.



Funding Matrix

Communities across the MVPO region will likely need to combine multiple funding approaches to advance the safety improvements identified in this Plan. No single grant program will fit every recommendation. Instead, the most effective implementation strategy will pair local match and early project development with the grant program that best aligns with a project's scale, purpose, and readiness.

For many recommendations, the strongest near-term opportunities will come through ODOT-administered programs such as HSIP, TAP, Safe Routes to School, Township Safety Sign funding, Local Major Bridge funding, and OPWC infrastructure programs. Larger or bundled regional priorities may be better positioned for national discretionary funding such as SS4A, BUILD, the Rural Surface Transportation Grant Program, ATIIP, or PROTECT. At the same time, local revenue and financing tools remain essential because they often provide the match, design funding, and implementation flexibility needed to make a project competitive.

This chapter is intended to help MVPO and local partners think strategically about how to fund safety improvements over time. A full funding reference table is provided in the Appendix E.

How to Use This Funding Resource

- Use local and state programs for early wins and practical delivery. Many township, county, municipal, and school-area safety projects are more likely to move through ODOT or OPWC programs than through large national discretionary competitions.
- Bundle related improvements when that creates a stronger funding story. Corridor packages, countywide systemic safety upgrades, school-area bundles, and multi-jurisdictional initiatives can be more competitive than isolated projects.
- Advance project readiness even before a grant opens. Communities that already have a defined scope, planning-level estimate, sponsor commitment, and preliminary delivery path are much better positioned to apply quickly and effectively.
- Treat local revenue as part of the funding strategy, not as a last resort. Local capital funds, permissive taxes, development contributions, and other local tools are often what make grant implementation possible.

RECOMMENDED FUNDING PATHWAYS FOR THE MVPO REGION

Funding Pathway	Best Fit in MVPO Context	Typical Scale	Why It Matters
ODOT HSIP CEAO HISP	Systemic and spot safety improvements on local roads, including curves, departures, intersections, and pedestrian safety projects.	Small to medium capital	Often the most direct fit for proven safety countermeasures in a rural region.
ODOT TAP	Sidewalks, shared Use paths, crossings, and active transportation links.	Small to medium capital	A key implementation source for walking and bicycling safety recommendations.
ODOT SAFE ROUTES	School access improvements and school-focused safety programming.	Small to medium capital and non-infrastructure	A strong fit where recommendations improve how students walk and bike to school.
OPWC SCIP / LTIP	Road, bridge, culvert, and related local infrastructure projects.	Small to large local capital	A practical state funding source for locally sponsored infrastructure delivery and match stacking.
SS4A	Plan-based safety implementation, demonstrations, and bundled initiatives.	Medium to large	Aligns well with this Plan and strong for multijurisdictional or corridor-scale work.
BUILD / Rural / ATIIP / PROTECT	Larger corridor, bridge, resilience, and network projects with regional significance.	Large discretionary	Best for the region's bigger bundled priorities once scoping, partnerships, and readiness are strong.
Local revenue and financing tools	Match, design, maintenance, and smaller stand-alone improvements.	Ongoing / flexible	Critical for making projects grant-ready and for advancing improvements that do not fit a grant cycle well.



FUNDING PRIORITIES FOR IMPLEMENTATION

Establish local match and implementation capacity early.

Communities will be better positioned to compete for funding when dependable local match sources are identified in advance, including local capital funds, motor vehicle license tax revenues, and development-linked contributions.

Align funding sources to project scale and purpose.

ODOT HSIP, TAP, CEAO HISP, Safe Routes to School, Township Sign, and OPWC programs are often the most practical near-term tools for many MVPO recommendations, while SS4A, BUILD, Rural, ATIIP, and PROTECT may be better suited to larger bundled or regionally significant efforts.

Bundle projects where coordination strengthens competitiveness.

Corridor packages, countywide systemic sign or curve programs, school-area bundles, and multi-jurisdictional safety initiatives can be more competitive than many isolated small applications.

Advance project readiness through early scoping and design.

Many strong projects miss funding because the sponsor does not yet have a realistic scope, estimate, schedule, or sponsor commitment. Setting aside local dollars for pre-application development can materially improve competitiveness.

Clarify partner roles in implementation.

Funding strategies will be stronger when MVPO, local governments, ODOT, county engineers, schools, transit providers, health partners, and major institutions are clearly aligned around near-, mid-, and long-term implementation roles.

Using This Resource Over Time

This funding chapter is intended to support implementation after Plan adoption, not to serve as a one-time snapshot. Program details, match expectations, deadlines, and eligibility requirements can shift from year to year. MVPO can strengthen long-term implementation by updating the Appendix E funding table on a regular basis, tracking which communities have potential match sources in place, and identifying which near-term projects should be moved into scoping and pre-application development first.

In practice, the most successful projects will likely be those that combine: (1) a clear safety need documented in this Plan, (2) a local sponsor willing to lead delivery, (3) a realistic source of match or early design funding, and (4) the right funding program for the project’s scale and purpose. That combination can help turn the Plan’s recommendations into a credible, fundable implementation pipeline for the MVPO region.



Safe System Recommendations

Improving safety across the MVPO region will require more than physical roadway changes alone. While infrastructure remains essential, the concerns raised throughout Plan development also point to the need for stronger coordination, clearer processes, consistent safety messaging, and sustained follow-through over time.

Residents and stakeholders identified concerns related to speeding, distracted driving, unsafe school travel conditions, limited visibility, turning conflicts, inconsistent maintenance, and the effects of growth and development on the transportation network. Many of these issues cut across agency responsibilities and cannot be addressed through capital projects alone. The strategies in this chapter provide MVPO and its partners with a practical framework for advancing safety through coordination, policy, operations, technical support, monitoring, and accountability.

These recommendations are intended to complement the Plan's infrastructure recommendations. In several cases, they also provide a starting point for developing the local frameworks, policies, and implementation tools needed to support future action. Where appropriate, MVPO and partner agencies can draw from existing national guidance, model practices, and established program resources rather than building new efforts from scratch.

The Safe Streets and Roads for All (SS4A) program frames the Safe System Approach around five core elements: Safer People, Safer Roads, Safer Speeds, Safer Vehicles, and Post-Crash Care. These categories are helpful not only for infrastructure decisions, but also for the non-infrastructure recommendations in this chapter. The strategies that follow support safer outcomes through coordination, communication, implementation support, monitoring, and response. In doing so, they help MVPO and its partners strengthen the broader systems and practices needed to advance safety over time.



HOW TO USE THIS CHAPTER

The recommendations in this section are not intended to function as one-time actions. They are intended to help MVPO and its partners establish repeatable practices that can support implementation over time. Some can be initiated in the near term through coordination and partner agreement, while others may require additional policy development, staffing, or phased rollout.

Each recommendation includes:

- A description of the strategy and why it matters in the regional context
- Examples of the types of tools, frameworks, or actions that could support implementation
- Near-term actions to help MVPO and its partners begin moving the strategy forward

SUMMARY OF STRATEGIES

Strategy	Primary SS4A Goal	Primary Focus	Initial Emphasis
Regional Speed Management and Safe Driving Campaign	Safer Speeds	Shared messaging and behavior change	Speeding, distraction, yielding, and seasonal emphasis periods
School-Area Safety Partnership Program	Safer People	School travel safety coordination	School-area reviews, circulation issues, crossings, and communication
Proactive Corridor and Development Safety Review	Safer Roads	Early identification of emerging safety issues	Screening growth areas, driveways, turning conflicts, crossings, and access changes
Systemic Rural Safety Operations Program	Safer Roads	Low-cost rural safety action	Signage, markings, visibility, speed management, and targeted operational fixes
Local Safety Implementation Support Program	Safer Roads + People	Tools and technical support for member communities	Templates, grant readiness, issue framing, and project development support
Safety Monitoring, Reporting, and Response Framework	Post-Crash Care + Roads	Ongoing tracking and accountability	Intake, triage, reporting, annual review, and follow-through
Post-Crash Response and Recovery Coordination Program	Post-Crash Care	Response coordination and post-crash learning	Serious crash review, emergency response coordination, recurring access and communication issues, and feedback into future safety improvements

REGIONAL SPEED MANAGEMENT AND SAFE DRIVING CAMPAIGN

Strategy Description

A regional approach to safety messaging can reinforce consistent expectations across jurisdictions and give local partners a shared framework for addressing behaviors that contribute to serious crashes. During Plan development, speeding, distracted driving, and unsafe driver behavior emerged as recurring concerns. These issues affect a wide range of roadway contexts and are often raised even in locations where infrastructure changes may not be immediately feasible.

This strategy would support development of a coordinated regional campaign focused on a limited number of priority behaviors. Rather than relying on one-time outreach, the campaign should be structured around recurring emphasis periods and shared partner messaging. The goal is to create a recognizable and repeatable regional effort that local agencies, schools, law enforcement partners, and community organizations can reinforce.

Tools, Frameworks, and Actions to Support Implementation

- A shared campaign identity and message framework
- Seasonal or issue-based emphasis periods, such as back-to-school or winter driving
- Partner-ready materials for local distribution
- Coordination with education, outreach, and enforcement efforts where appropriate
- A simple process for tracking campaign activities and lessons learned

Near-Term Actions

Focus on defining a manageable first phase. MVPO and its partners could identify two or three priority behaviors for initial emphasis, develop a core message package, and test the approach through one coordinated campaign period. Starting with a pilot effort would allow partners to refine the message, identify the most useful communication channels, and determine what level of coordination is realistic over time.

SCHOOL-AREA SAFETY PARTNERSHIP PROGRAM

Strategy Description

School travel safety is shaped by more than roadway design alone. Arrival and dismissal operations, pick-up and drop-off activity, crossing supervision, family communication, bus route circulation, and walking route conditions all influence how safely students travel to and from school. During Plan development, school-area concerns were frequently raised as a high-visibility and community-sensitive issue.

This strategy would establish a more structured approach for reviewing and responding to school-area safety concerns. The intent is not to create a one-size-fits-all program, but to provide a consistent process that schools and local agencies can use to identify operational issues, short-term improvements, and longer-term infrastructure needs.

Tools, Frameworks, and Actions to Support Implementation

- A standard school-area review process
- A field checklist or worksheet for assessing circulation, crossings, signage, supervision, and route conditions
- A process for documenting findings and assigning follow-up actions
- Standard communication materials or route information for families where appropriate
- A simple framework for distinguishing near-term operational improvements from longer-term capital needs

Near-Term Actions

MVPO could begin this work by developing a basic school-area review form and piloting it with one or two schools in different settings. These pilot reviews could help test the process, build partner familiarity, and produce example action summaries that other communities can use as a model. Over time, the program could support more regular coordination with school districts, local governments, and law enforcement partners around recurring school travel concerns.



PROACTIVE CORRIDOR AND DEVELOPMENT SAFETY REVIEW



Strategy Description

Growth, redevelopment, and changing travel patterns can introduce safety concerns before they are fully reflected in crash patterns or formal project programming. New access points, increased turning activity, changes in land use intensity, and rising multimodal demand can all create conditions that warrant earlier review. During Plan development, stakeholders raised concerns about the effects of growth and development on corridor operations, visibility, driveway conflicts, and crossing needs.

This strategy would encourage MVPO and partner agencies to use a more proactive review process for corridors and development areas where safety conditions may be changing. The purpose is to identify issues early enough to inform local review, project scoping, and interagency coordination before they become more difficult or costly to address.



Tools, Frameworks, and Actions to Support Implementation

- A short corridor and development safety screening checklist
- Review prompts related to access management, turning conflicts, crossing demand, sidewalk continuity, lighting, and school or trail connectivity
- A process for identifying corridors where growth-related change may warrant additional coordination
- Model language or guidance that local jurisdictions can adapt to their own review processes



Near-Term Actions

This strategy could begin with the development of a simple screening tool that member communities may use on a voluntary basis. MVPO could pilot the tool in one active growth area and one corridor with recurring concerns, then revise it based on partner feedback. Over time, the tool could help improve consistency in how emerging safety issues are documented and discussed across jurisdictions.

SYSTEMIC RURAL SAFETY OPERATIONS PROGRAM



Strategy Description

Many rural safety concerns can be addressed through low-cost, systemic, and operational improvements rather than full reconstruction. Limited visibility, roadway departure risk, inconsistent signage or delineation, speed-related concerns, and intersection warning needs are often recurring issues across rural networks. Plan development reinforced the need for a practical way to identify and respond to these conditions at a regional level.

This strategy would support a recurring process for identifying rural safety issues that may be appropriate for low-cost treatments or operational action. The focus should remain on practical measures that can be deployed more quickly and broadly when compared with larger capital projects.



Tools, Frameworks, and Actions to Support Implementation

- A common set of rural issue types to screen for across the region
- A candidate project form for documenting low-cost safety needs
- A recurring review process with county, township, and local agency partners
- A method for packaging systemic improvements for future funding or maintenance coordination
- Signage and pavement marking upgrades
- Delineation or visibility improvements
- Vegetation management tied to sight distance concerns
- Speed feedback or targeted speed management treatments
- Operational improvements at stop-controlled or higher-risk locations



Near-Term Actions

MVPO could begin by working with partner agencies to define a limited set of rural screening categories and identify an initial list of candidate locations. A simple review process through the TCC or a smaller technical working group could help partners compare issues, track action taken, and identify where low-cost improvements may be bundled into future implementation efforts.



LOCAL SAFETY IMPLEMENTATION SUPPORT PROGRAM



Strategy Description

Smaller jurisdictions and partner agencies may identify safety needs but still face challenges translating those needs into fundable scopes, clear project concepts, or repeatable local processes. During implementation, the difference between recognizing a problem and advancing action often comes down to whether local staff have access to templates, technical guidance, and support in framing next steps.

This strategy would position MVPO to provide targeted implementation support to member communities. The purpose is not to duplicate local decision-making, but to make it easier for local partners to move from concern identification to action. This support may be especially valuable for communities with limited staff capacity or limited experience packaging safety issues for funding or implementation.



Tools, Frameworks, and Actions to Support Implementation

- A small set of practical templates and tools
- Support in preparing problem statements and preliminary project descriptions
- Grant readiness materials and issue-framing worksheets
- Model local policy or process language where useful
- Example action summaries that help distinguish operational needs, capital needs, and coordination needs
- One-page safety problem statement templates
- Project scoping worksheets
- Grant readiness checklists
- School-area action summary templates
- Corridor issue summary templates



Near-Term Actions

A phased approach is recommended. MVPO could first ask member communities which tools would be most useful, then prepare a small set of core templates for pilot use. Starting with a few high-value resources would allow the program to remain practical and responsive rather than attempting to build a full toolkit all at once.



SAFETY MONITORING, REPORTING, AND RESPONSE FRAMEWORK



Strategy Description

Several of the non-infrastructure recommendations in this Plan depend on having a consistent way to receive concerns, route them to the right agency or department, track follow-up, and report back over time. Without a defined process, issues raised by residents or partners may be addressed inconsistently, and it becomes difficult to demonstrate progress or identify recurring themes.

This strategy would establish a single ongoing framework for intake, triage, tracking, and accountability. The framework should support both responsiveness and longer-term learning. In addition to helping partners respond to individual concerns, it can also provide a more structured basis for annual review, issue trend tracking, and communication with the TCC and broader stakeholders.



Tools, Frameworks, and Actions to Support Implementation

- ▶ A basic online or partner-facing issue reporting mechanism
- ▶ Standard categories for maintenance, operations, enforcement, policy, study, and capital needs
- ▶ A routing process that clarifies which agency or partner should receive each issue type
- ▶ A schedule for periodic review and reporting
- ▶ A concise set of implementation metrics or progress indicators
- ▶ Annual or semi-annual review of concerns received
- ▶ Identification of recurring issue types and geographic patterns
- ▶ Public-facing or partner-facing reporting on actions advanced
- ▶ Stronger linkage between issue reporting, maintenance follow-up, and future project development



Near-Term Actions

MVPO could initiate this strategy by defining intake categories, identifying a lead process owner, and testing a basic reporting workflow before investing in a more formal dashboard or platform. Beginning with a manageable process and a small set of trackable metrics would help keep the framework usable and sustainable.

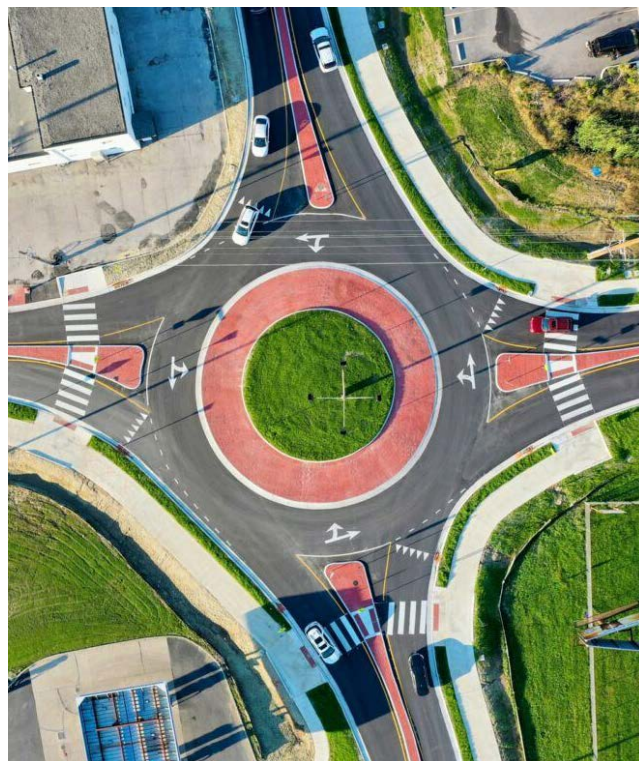
POST-CRASH RESPONSE AND RECOVERY COORDINATION PROGRAM



Strategy Description

Post-crash care is an essential part of the Safe System Approach, particularly in a region where serious crashes occur across rural roads, small communities, and corridors where emergency response times, hospital access, and coordination between agencies may vary. While prevention remains the primary goal, the transportation system should also support a timely and coordinated response when severe crashes do occur.

This strategy would support stronger coordination around post-crash response, communication, and follow-up across MVPO and partner agencies. The purpose is not to duplicate emergency response responsibilities, but to improve how transportation, public safety, emergency medical services, and partner organizations identify response-related issues, review serious crashes, and connect lessons learned back to safety planning and implementation. Over time, this could help MVPO and its partners better understand where response challenges exist and where operational, communication, or infrastructure improvements may help reduce harm after a crash has occurred.





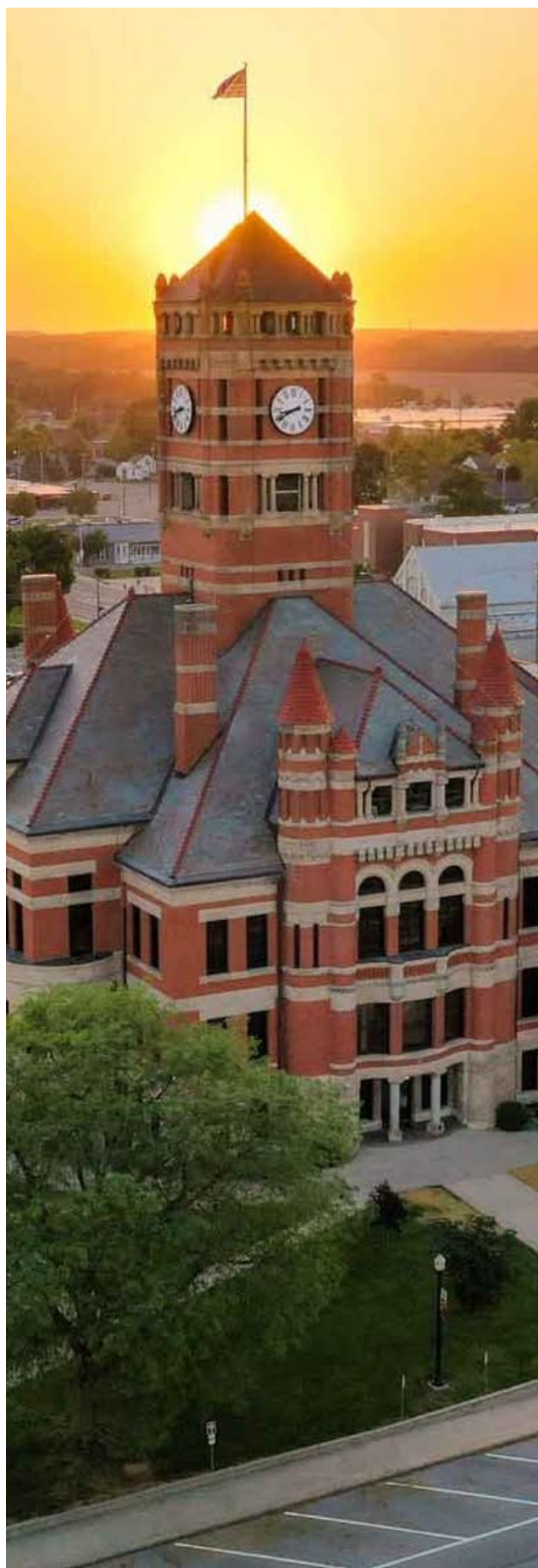
Tools, Frameworks, and Actions to Support Implementation

- A regional coordination process for discussing serious crash response needs and follow-up considerations
- A simple post-crash review template that identifies transportation-related response issues such as access, visibility, location identification, signage, or routing challenges
- A framework for coordinating with emergency medical services, fire departments, law enforcement, hospitals, and county emergency management partners where appropriate
- A process for documenting recurring post-crash concerns and linking them to future planning, maintenance, or project development discussions
- A method for identifying corridors or locations where emergency response access or communication may warrant additional review
- Partner discussion prompts related to response time considerations, rural access, incident clearance, and communication challenges
- A process for elevating transportation-related lessons learned through the TCC or another regional coordination forum



Near-Term Actions

MVPO could begin this work by coordinating a focused discussion with public safety and emergency response partners to better understand whether any recurring transportation-related issues affect post-crash response across the region. From that discussion, MVPO could prepare a simple post-crash review worksheet and pilot a basic process for documenting lessons learned from a small number of serious crash locations. Starting with a limited and coordination-focused first phase would help keep the effort practical while establishing a clearer connection between post-crash response experience and future safety action.





IMPLEMENTATION CONSIDERATIONS

These strategies are intended to be flexible and scalable. Some may begin as pilot efforts led by a small group of partners, while others may be incorporated gradually into existing committees, coordination, or planning processes. Not every strategy will advance at the same pace, and implementation should reflect available staff capacity, partner interest, and near-term opportunities. See Appendix F for a report card that can be used for tracking implementation activity, funding progress, recurring issues, and next steps.

Across all six strategies, several common implementation needs are likely to recur:

- Clear ownership and partner roles
- Agreement on a manageable first phase
- Templates or tools that reduce the burden on local staff
- A way to document actions taken and lessons learned
- Periodic review through an existing regional forum such as the TCC

For that reason, MVPO may wish to treat the first year of implementation as a start-up phase focused on establishing a few core tools, piloting selected efforts, and identifying where more formal policy or program development is warranted.

Suggested First-Year Priorities

Priority Action	Purpose
Identify lead and support roles for each strategy	Clarify ownership and coordination expectations
Select two or three strategies for initial pilot action	Keep implementation manageable and visible
Prepare a small set of core templates and review tools	Provide practical starting materials for local use
Establish a basic monitoring and reporting workflow	Support accountability and follow-through
Review progress with the TCC on a defined schedule	Maintain regional visibility and partner input



SOURCES AND SUPPORTING RESOURCES

MVPO and its partners do not need to build these efforts from scratch. Several established national resources provide starting points that can be adapted to local conditions, agency roles, and staff capacity. These resources are most useful when treated as models to inform local practice rather than as prescriptive requirements.

For regional safety messaging and behavior-focused campaigns, materials from the National Highway Traffic Safety Administration provide a strong starting point. National Highway Traffic Safety Administration (NHTSA) resources related to speeding, speed management, distracted driving, pedestrian safety, bicycle safety, and high-visibility enforcement can inform campaign themes, message framing, and emphasis-period coordination.

For school-area safety efforts, the Safe Routes to School National Partnership's Safe Routes to School Guide offers useful examples of engineering, education, and programmatic approaches that can inform school-area reviews, school route communication, and coordination with school partners. These materials are especially helpful when developing a practical review form or checklist for local use.

For corridor screening, access-related issues, pedestrian crossing conditions, and broader systemic safety planning, Federal Highway Administration (FHWA) resources provide useful policies and processes examples. These materials can inform local screening tools, review prompts, and decision frameworks related to crossings, corridor change, and recurring safety patterns on rural and urban roads.

For implementation support, grant readiness, and action-oriented planning, resources developed through the US Department of Transportation (US DOT) Safe Streets and Roads for All (SS4A) program may help inform templates, partner coordination structures, and phased implementation Planning. These materials are particularly helpful when framing how Planning, policy development, supplemental activities, and implementation support can work together over time.

As MVPO advances these recommendations, national resources should be used selectively and adapted to fit the region's governance structure, partner responsibilities, and implementation capacity. The most effective next step will often be to begin with a modest local tool or pilot process, then refine it through implementation.



Safe System Resources for Reference

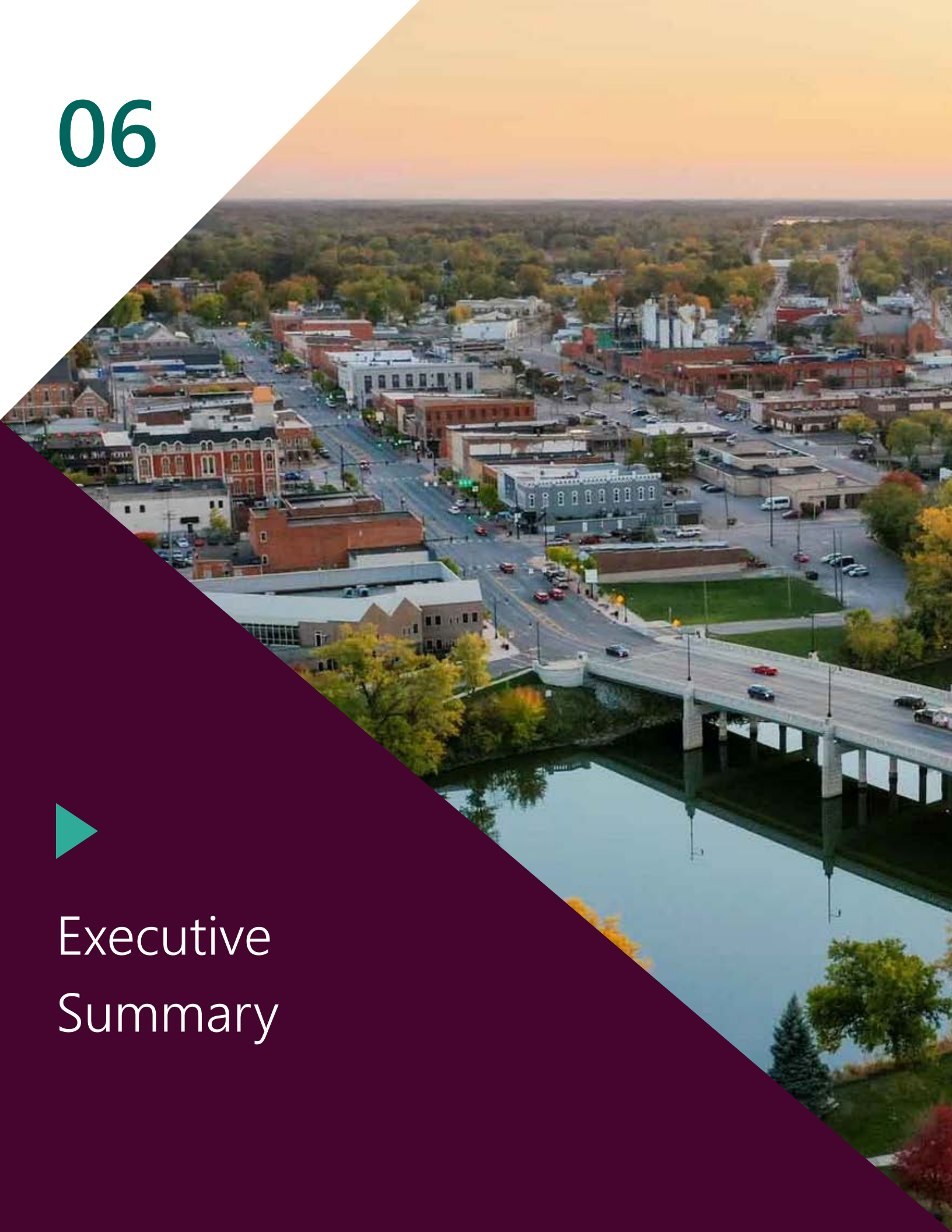
Source	Resource Name	Description	Link
National Highway Traffic Safety Administration (NHTSA)	Countermeasures That Work	Evidence-based guide to proven traffic safety countermeasures.	<u>NHTSA Countermeasures That Work</u>
NHTSA	Speeding and Speed Management	Practical NHTSA resource on speeding-related countermeasures and speed management.	<u>NHTSA Speeding and Speed Management</u>
NHTSA	High Visibility Enforcement (HVE) Toolkit	Toolkit for pairing targeted enforcement with public messaging and visibility.	<u>NHTSA HVE Toolkit</u>
Safe Routes to School National Partnership	Safe Routes to School Guide	Comprehensive guide for school travel safety programs and strategies.	<u>Safe Routes to School Guide</u>
Federal Highway Administration (FHWA)	Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations	Practical resource for identifying and addressing pedestrian crossing safety needs.	<u>FHWA Pedestrian Safety Guide</u>
FHWA	Access Management Resources	Collection of FHWA materials on managing access points to improve safety and operations.	<u>FHWA Access Management Resources</u>
US Department of Transportation (US DOT)	Safe Streets and Roads for All (SS4A) Resources	Implementation and application resources for SS4A Planning and safety projects.	<u>US DOT SS4A Resources</u>



06



Executive Summary



I Executive Summary

A Regional Plan for Safer Transportation

The Maumee Valley Planning Organization (MVPO) Regional Safety Action Plan establishes a shared approach to improving transportation safety across Defiance, Fulton, Henry, Paulding, and Williams Counties. The Plan is intended to help MVPO and its partners better understand regional safety conditions, identify priority locations and strategies, and advance coordinated implementation over time. Grounded in the Safe System Approach, the Plan recognizes that while people will make mistakes, those mistakes should not result in death or serious injury. The result is a plan that moves beyond isolated crash response and instead focuses on reducing the conditions that contribute to the most severe outcomes.

The Safe System Approach as the Foundation

The Plan is rooted in the understanding that safety is shaped by more than individual behavior alone. Roadway design, travel speed, visibility, crossings, access patterns, maintenance, education, and coordination all influence whether mistakes lead to serious harm. This is especially important in the MVPO region, where serious crashes occur in a range of settings, including rural corridors, intersections, school-area routes, town centers, and regional main streets. The Safe System Approach provides a clear foundation for addressing these varied conditions through a combination of context-sensitive and systemic solutions.

Regional Analysis Identified the Most Serious Route Patterns

The regional analysis used crash data from 2020 through 2024 to better understand where fatal and serious injury crash risk is concentrated and what roadway and land use conditions are associated with that risk. Findings showed that the region's most severe crash patterns are concentrated in a limited number of corridors and community centers, with the strongest regional concentration occurring in Defiance County. Each county, however, includes distinct areas of concern that warrant local attention. Across the region, elevated severe crash patterns were especially associated with two-lane roads and moderate-speed roadways in more active settings, reinforcing the importance of speed management, access management, visibility, crossing safety, and turning conflict reduction as key implementation themes.

Community Input Reinforced Technical Findings

Public and stakeholder engagement played an important role in shaping the Plan and confirming that the technical analysis aligned with lived experience. Through the public survey, interactive input map, stakeholder focus group, and Transportation Coordinating Committee involvement, participants consistently identified speeding and unsafe driver behavior as major concerns. They also highlighted unsafe crossings, missing sidewalks, limited walking space in both developed and rural areas, school travel concerns, visibility issues, and the need to account for future growth and development. These findings reinforced that safety challenges in the MVPO region are both physical and systemic and will require more than one-time project responses.



County Profiles Provide Local Context

While the regional analysis identifies broad patterns, the county profiles provide the detail needed to translate those findings into action. Each county chapter summarizes key crash trends, local context, high-severity corridors, and relevant community concerns. This county-level perspective helps show how safety needs vary across the region and why implementation must remain responsive to local conditions within a shared regional framework.

Priority Locations Establish a Starting Point for Project Development

The Plan includes priority infrastructure recommendations for selected corridors and intersections in each county. These recommendations were developed based on crash patterns, roadway context, field review, stakeholder input, and public engagement. The concepts are planning-level recommendations intended to illustrate how safety concerns at high-priority locations may be addressed through future project development and design.

Priority locations identified through the Plan include the following:

Defiance County

- ▶ Watson Road / Power Dam Road (corridor)
- ▶ State Route 15 (Main Street) (corridor)

Fulton County

- ▶ CR-3 (corridor)
- ▶ CR-D (corridor)

Henry County

- ▶ State Route 66 (corridor)
- ▶ Scott Street / Clinton Street / Woodlawn Avenue (intersection)

Paulding County

- ▶ Charloe Trail (CR-138) (corridor)
- ▶ N. Williams Street (corridor)

Williams County

- ▶ State Route 2 / State Route 34 (corridor/ intersection area)
- ▶ State Route 576 (corridor)

These locations reflect the range of safety contexts present across the MVPO region, including rural corridors, complex intersections, community main streets, and higher-activity areas shaped by turning movements, school travel, pedestrian needs, and roadway departure risk. They provide a place-based starting point for moving the Plan's findings toward implementation.

Implementation Resources Support Action

The Tools for Safer Streets chapter is designed to help MVPO and local partners move from identifying safety needs to advancing practical action. It brings together three complementary resources: a Countermeasure Toolbox, a Funding Matrix, and a set of Safe System strategies. Each serves a different purpose, but collectively they help communities consider what improvements may be most appropriate, how those improvements might be funded, and what supporting actions can strengthen safety over time. This chapter reinforces a central message of the Plan: meaningful progress will depend not only on identifying projects, but also on having the tools, funding pathways, and organizational practices needed to advance them.

Safe System Strategies Broaden the Response

The Plan's non-infrastructure recommendations recognize that long-term safety progress depends on coordination, communication, policy, operations, and sustained follow-through in addition to physical roadway improvements. These strategies include a regional speed management and safe driving campaign, a school-area safety partnership program, a proactive corridor and development safety review process, a systemic rural safety operations program, a local safety implementation support program, and a safety monitoring, reporting, and response framework. These recommendations are intended to help MVPO and its partners respond more proactively to safety concerns, strengthen implementation capacity, and support a more consistent regional approach to safety over time.



Safe System Strategies at a Glance

Safe System Strategy	Primary Focus	Why It Matters
Regional Speed Management and Safe Driving Campaign	Shared messaging and behavior change	Reinforces consistent messaging around speeding, distraction, yielding, and other unsafe driving behaviors that were raised repeatedly through engagement.
School-Area Safety Partnership Program	School travel safety coordination	Helps local partners address recurring concerns related to pick-up and drop-off operations, crossings, circulation, and walking routes near schools.
Proactive Corridor and Development Safety Review	Early review of changing conditions	Encourages earlier attention to access changes, turning conflicts, crossings, and growth-related safety issues before they become more severe.
Systemic Rural Safety Operations Program	Low-cost rural safety improvements	Supports practical, repeatable improvements such as signage, markings, visibility upgrades, and other operational treatments on rural roads.
Local Safety Implementation Support Program	Tools and technical support for communities	Helps member communities move from identifying a concern to defining a project, preparing for funding, and advancing implementation.
Safety Monitoring, Reporting, and Response Framework	Ongoing tracking and accountability	Creates a clearer process for receiving concerns, routing issues, tracking follow-up, and reviewing progress over time.

A Strong Foundation for Ongoing Implementation

This Plan is intended to serve as both a roadmap and a foundation for continued action. It identifies where serious safety concerns are concentrated, reflects the issues most important to communities and stakeholders, and outlines practical tools for

advancing implementation. It also establishes a shared regional structure that MVPO and its partners can continue to build on as conditions change, projects advance, and new opportunities emerge. Reducing fatal and serious Route injury crashes across the MVPO region will require continued leadership, coordination, and follow-through. This Plan is intended to support that work with a practical and action-oriented path forward.





Appendix A: Safety Analysis Summary

Regional Safety Action Plan

MAUMEE VALLEY PLANNING ORGANIZATION



Appendix A: MVPO Safety Analysis Summary

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Introduction

Creating a safe mobility system requires proactively identifying where safety risks exist and ensuring traffic speeds remain low enough to reduce the likelihood of severe crashes. This memo documents Alta's proactive Severity Index approach that combined weighted crash data (emphasizing fatal and severe injuries, vulnerable road users, and social vulnerability) and normalized it across the street network to highlight areas with the greatest safety concerns for the Maumee Valley Planning Organization (MVPO) region in Northwest Ohio.

This methodology outlines a structured approach to identifying and prioritizing locations within the transportation network where safety interventions can most effectively reduce the risk of severe and fatal crashes. The process integrates crash severity, equity considerations, and spatial analysis to produce a comprehensive Severity Index.

Data Collection

This analysis used crash data from 2020 to 2024, covering Defiance, Fulton, Henry, Paulding, and Williams Counties and focusing on major roads excluding controlled access highways. The dataset was obtained from the Ohio Department of Transportation (ODOT) and included all reported crashes excluding those involving animals. Each record contained detailed attributes such as crash severity (fatal, severe injury, minor injury), location, roadway characteristics, and involvement of vulnerable road users (pedestrians and bicyclists). This comprehensive dataset supports a systemic safety approach by enabling the identification of high-risk corridors and patterns across the statewide roadway network.

The roadway network used in this analysis is derived from the Ohio Department of Transportation's Linear Referencing System (LRS), which enables precise spatial alignment of crash records to specific roadway segments. To ensure consistency and clarity, the analysis utilized centerline data only, representing the central axis of each roadway segment and excluding ramps, service roads, and other non-primary features.

Access to the centerline data was facilitated through OGRIP (Ohio Geographically Referenced Information Program), which provided the State's Location-Based Response System (LBRS) Road Centerlines. These centerlines offer a standardized and detailed representation of Ohio's roadway network, supporting accurate mapping and analysis of crash data across major roads in all counties, excluding controlled access highways.

Severity Index

The Severity Index methodology included the following steps, as shown in the flow chart in **Figure 1**.

Process

1. Severity Weighting

The first step involved identifying a subset of the street network where the majority of collisions resulting in fatalities or severe injuries (KSI) occurred. These collisions were assigned higher weights to reflect their greater impact compared to minor incidents. This weighting ensured that the most critical safety concerns were emphasized in the analysis.

2. Equity and Vulnerability Consideration

To ensure a holistic and equitable approach, additional factors were incorporated into the weighting system:

- Vulnerable road users: Collisions involving pedestrians and bicyclists received increased weighting due to their heightened exposure and risk.
- Social vulnerability: Collisions occurring in communities with higher levels of social vulnerability were also weighted more heavily, recognizing the disproportionate impact of traffic violence in these areas.

These considerations are embedded directly into the scoring framework, allowing for a more inclusive and targeted safety strategy.

3. Severity Index Calculation

Weighted collision data were spatially linked to the street network. The scores were then aggregated and normalized to produce a Severity Index, which reflects the relative intensity of safety concerns across different roadway segments.

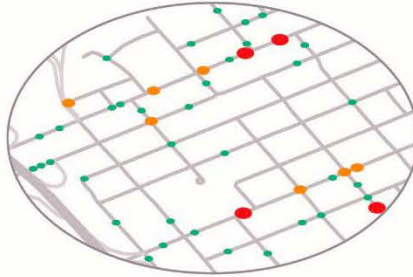
This index enables planners and decision-makers to:

- Visualize high-risk areas within the network.
- Compare severity levels across different contexts.
- **Identify a Severe Collision Network from roadways with the highest Severity Index scores.**
- Prioritize interventions where they are most needed.

Alta Civic Analytics Explainer

Severity Weighting

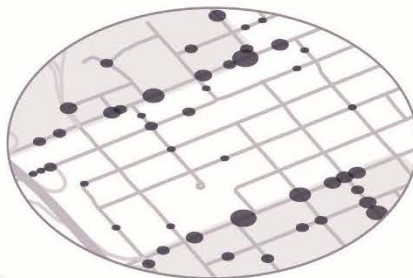
- Minor Injury
- Serious Injury
- Fatality



Aggregate Weighting

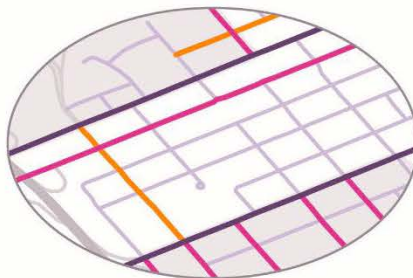
- Lowest
- Highest

Highly Vulnerable Areas



Severity Index

- Lowest
- Highest



Determining the Severity Index

Severity Weighting

One goal of collision analysis is to identify an improvable subset of a community's streets that address the majority of collisions where a victim is Killed or Severely Injured (KSI). To achieve this, KSI collisions are assigned higher scores so they have more "weight" relative to collisions with less tragic outcomes.

Other Considerations

These scores can also be modified to include other considerations such as whether collisions involve vulnerable road users (bicyclists and pedestrians) or occur in socially vulnerable communities. These factors can be directly incorporated into the weights associated with each collision.

Severity Index

After weights are developed, they are associated to the network, aggregated, and normalized so that we can understand the relative intensities of collisions of concern.*

Figure 1. Severity Index Overview

Severe Collision Networks

Collision Weighting

This analysis weighted each crash based on the most serious injury sustained by any individual involved in the crash. This effectively prioritized areas where more serious crashes occurred in order to identify areas where the most serious injuries can be reduced. These proportions are based on the ratio of the average cost to society from fatal and serious crashes compared to minor injury crashes. While some analyses may weigh serious crashes higher in proportion to minor crashes, that can lead to every segment with a fatal crash being represented on the HIN. Using

this ratio avoided overweighting fatal crashes that occur as isolated events so that the HIN can represent roadways with patterns of severe crashes.¹ The weight value per crash severity is outlined below:

- Fatal injury or serious injury (K, A, B): 4
- Minor injury (C): 1
- Property damage only (O): 0.5

Severe Collision Network Identification

Alta sampled the network adjusted kernel density estimation procedure using weighted collisions, using a process shown in **Figure 2** from Esri Documentation.

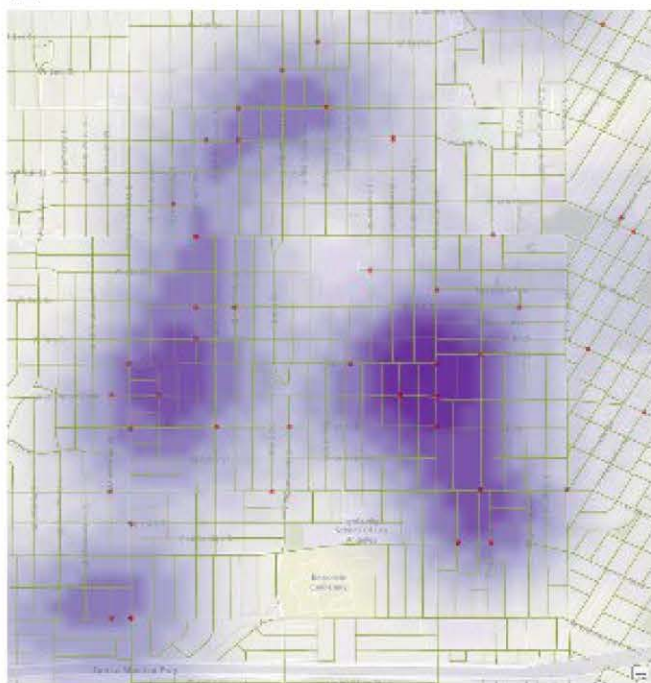
- Alta used the density sampling measure in collisions per square mile to the network to then develop relative scores based on a percent rank of weighted collision densities.
- The top 20% of each county's ranked streets were identified as a Severe Collision Network.

Findings

Each county's Severity Index calculations and resulting Severe Collision Networks are shown in **Figures 4** through **15**.

¹ There are many calculations of average cost of severe and fatal crashes. The ratio shown here is based off of the FHWA's *Crash Costs for Safety Analysis* (Harmon et al, 2018), table 17. The weights shown here are proportional to the square root of average costs to society of serious crashes (fatal and serious injury) compared to the baseline of minor-injury crashes. Source: Harmon T., Bahar G. Gross F. (2018) Crash Costs for Highway Safety Analysis. FHWA. <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-09/fhwasa17071.pdf>.

(1)



- Late night road accident locations
- ++ Road network
- Calculated density

(2)



Figure 2. Esri illustrates how kernel density estimation with barriers can be used to enhance collision analysis in its [documentation](#).

County Profiles

The analysis resulted in Severity Collision Network maps for all five counties. A regional map covering the Maumee Valley Planning Organization region displays raw network density values to provide a broad overview of collision distribution. Individual county maps highlight relative percentile scores, with segments in the top 20% of severity shown in red. This red network is labeled as the “top severity network.” **The Severe Collision Network highlighted in the county-level maps represents the top 20% of crash densities in each county.** The accompanying narrative identifies key corridors and streets with a high concentration of severe collisions.

MVPO Region

Across the region, the top 50 high-severity segments were overwhelmingly concentrated in Defiance County, which accounted for 45 of the 50 segments within the Severe Collision Network (**Figure 3**). The most critical corridor is Clinton Street, with 15 segments, followed by Second Street and Wayne Avenue, each with five segments; and First Street and Third Street, each with three segments. Other notable streets include Fourth Street, Hilton Avenue, and Perry Street with two segments each, while several streets such as Court, Douglas, Fifth, Fort, Jefferson, and Nicholas appear with only one segment.

Outside Defiance County, severe crash patterns were minimal but notable in Napoleon, which had three segments—West Clinton Street (two segments) and Scott Street (one segment), and in Ridgeville Township, where County Road 24 accounts for the single segment. The City of Wauseon had a high-severity segment on Shoop Street.

This distribution underscores that while Defiance is the primary hotspot for severe crashes, targeted interventions in Napoleon and Ridgeville Township could address localized safety concerns. The Severe Collision Network for all counties is shown in **Figure 4**.

Top 50 Segments on the Severe Collision Network MVPO Region, OH

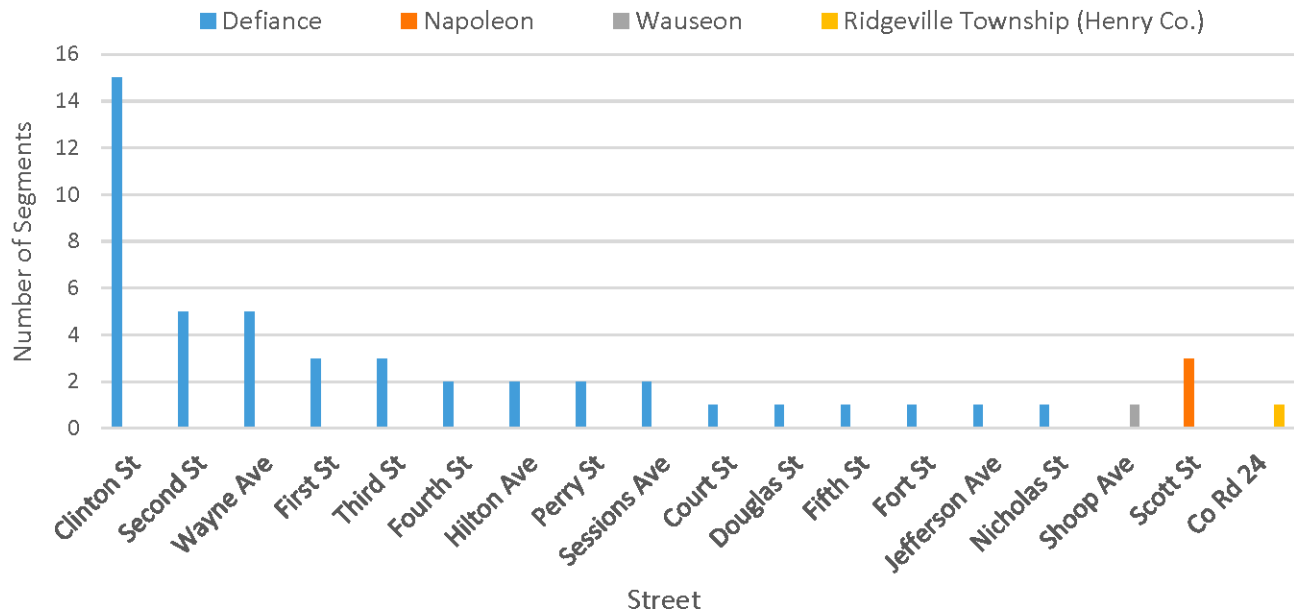
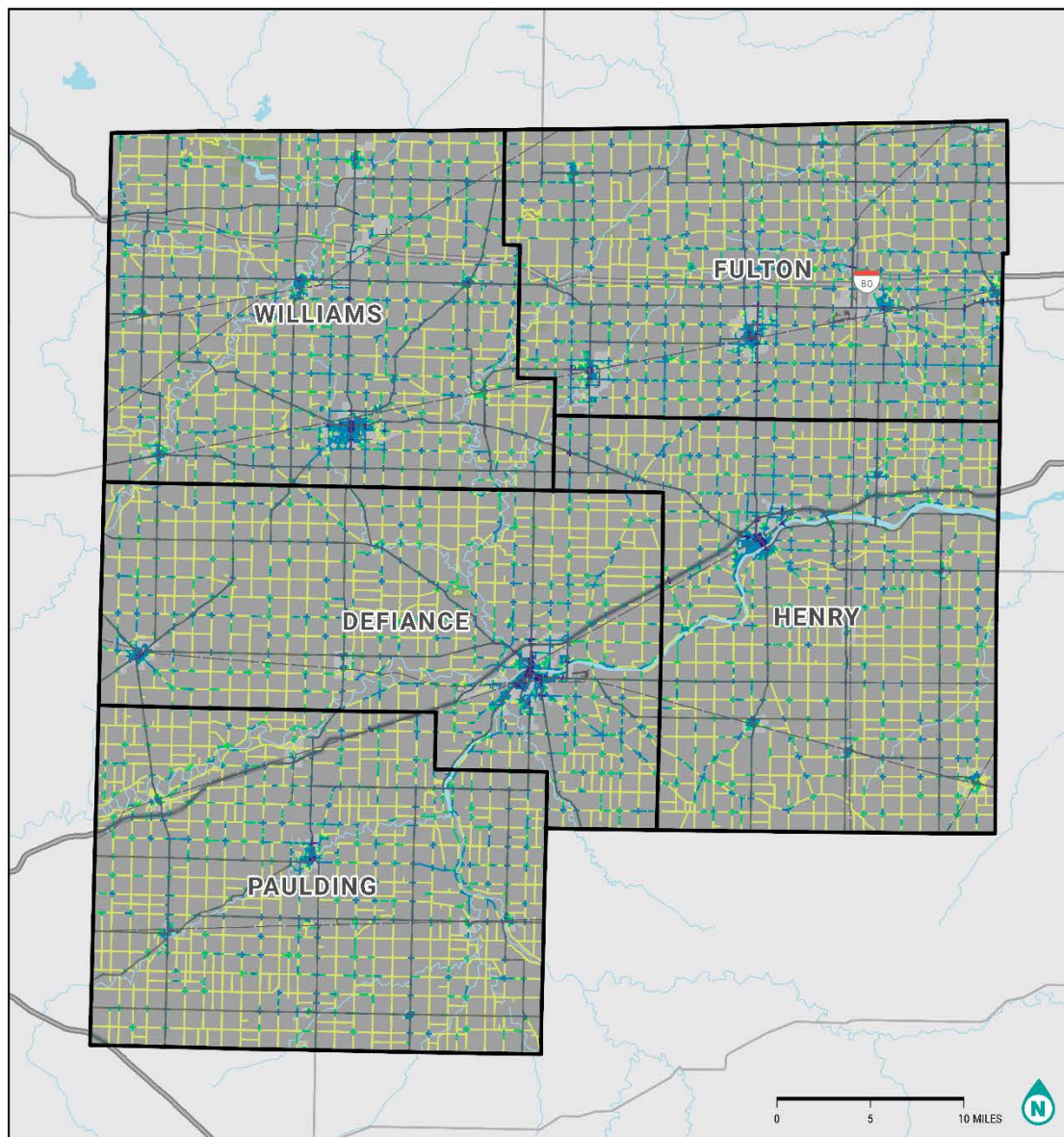


Figure 3. Top 50 Segments on the Severe Collision Network for the Maumee Valley Planning Region



Collision Data Source: ODOT, 2020-2024. Date Exported: 10/31/2025 1:25 PM

SEVERITY INDEX
MVPO REGION
 MVPO REGIONAL
 SAFETY ACTION PLAN



LEGEND

Severity-Weighted Crash Density

—	<1
—	1-2
—	2-10
—	20-300
—	>300

Figure 4. Severity Index Map of the MVPO Region

Defiance County

The top 50 high-severity segments on the Severe Collision Network in Defiance County are located within the City of Defiance. Clinton Street was the most critical corridor for severe crash reduction efforts, followed by Second Street and Wayne Avenue (Figure 5). The overall Severe Collision Network for Defiance County can be seen in Figure 6.

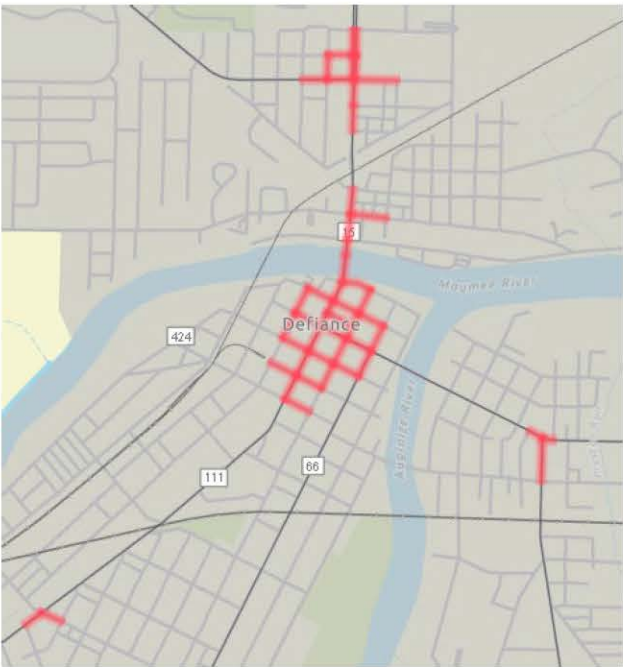


Figure 5. City of Defiance Severe Collision Network

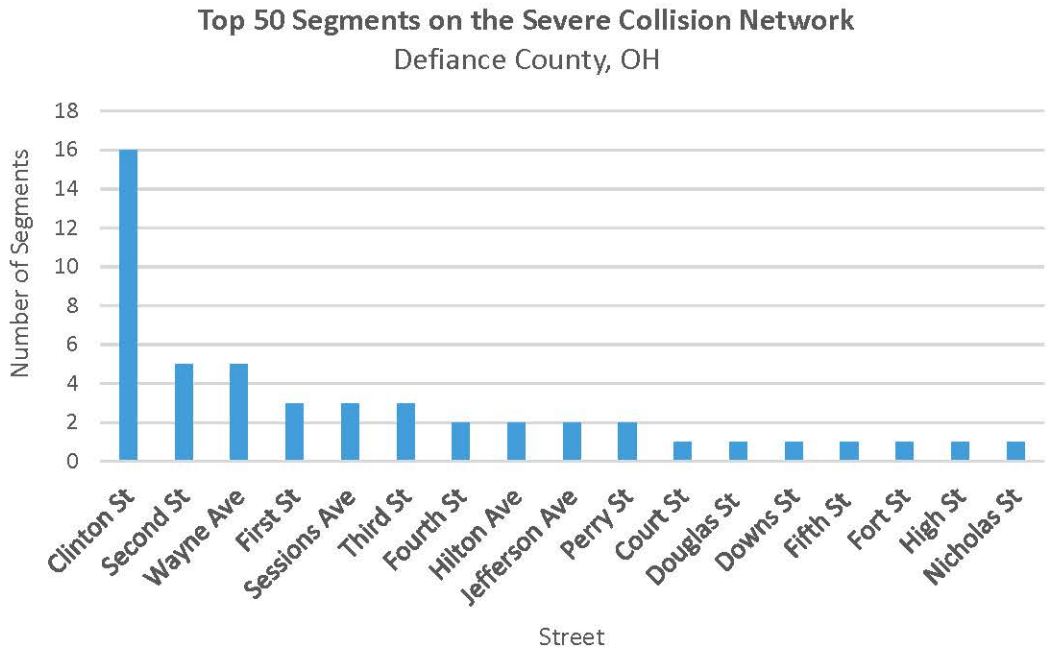
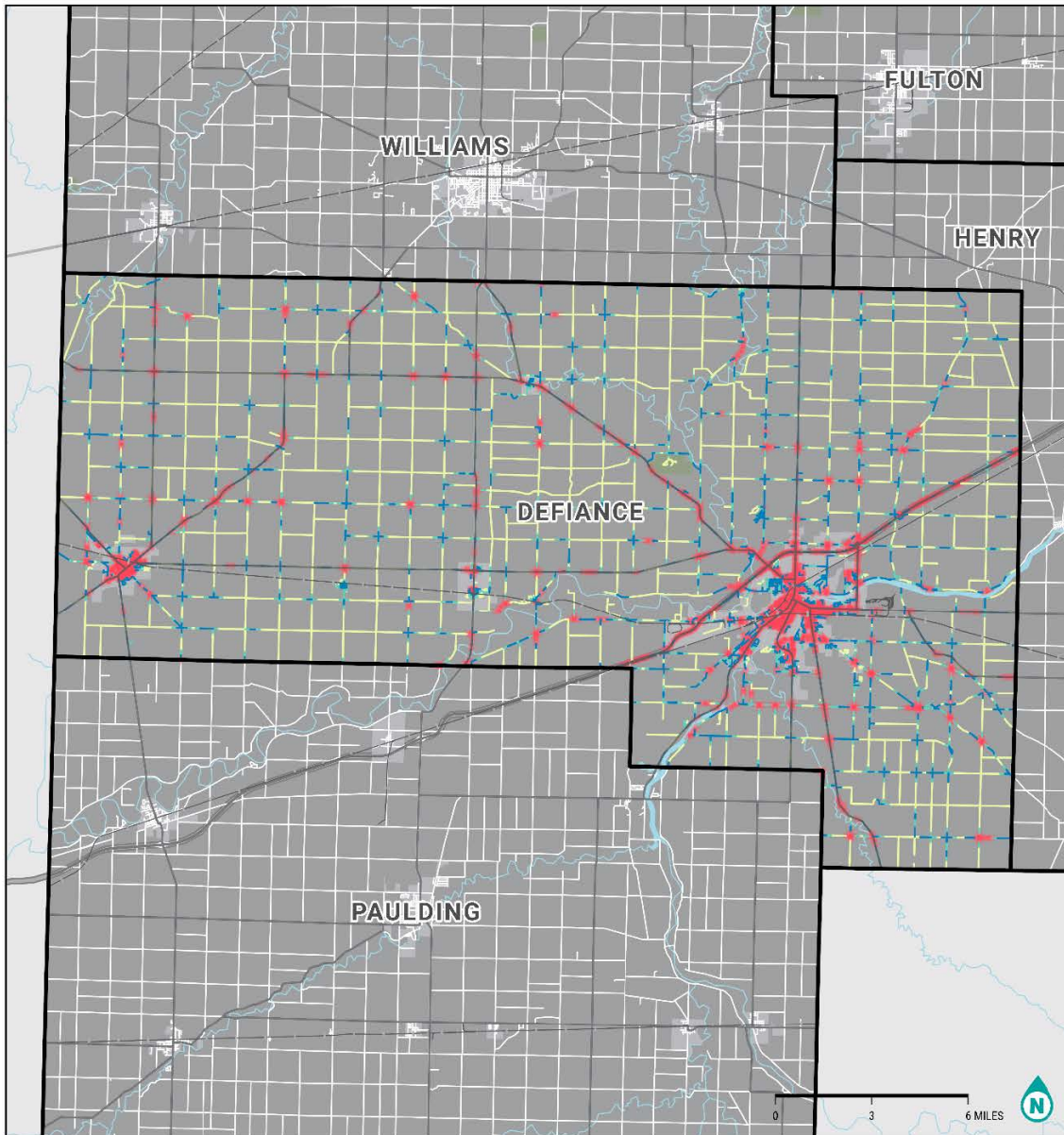


Figure 6. Top 50 Segments on the Severe Collision Network in Defiance County



Collision Data Source: ODOT, 2020-2024. Date Exported: 10/31/2025 1:37 PM

SEVERITY INDEX PERCENTILE BY COUNTY DEFIANCE COUNTY

MVPO REGIONAL SAFETY ACTION PLAN



LEGEND

- Severe Collision Network (Top 20%)
- Severity Index Percentile
 - Bottom 40%
 - 40% - 60%
 - 60% - 80%

Figure 7. Severe Collision Network Map of Defiance County

Fulton County

High-severity segments in Fulton County were concentrated in Archbold, Wauseon, and Swanton, with some presence in Royalton Township (**Figure 8**). The highest concentration of high-severity segments in Fulton County occurred on Defiance Street in Archbold with eight segments, followed by Shoop Street in Wauseon with six segments and Fulton Street in Wauseon with five segments. Airport Highway, spanning Wauseon and Swanton, accounted for four segments, while Main Street in Swanton and Stryker Street in Archbold each had three segments. Streets with moderate concentrations, at two segments each, included Co Rd 24, Depot Street, Elm Street, Holland Street, Mechanic Street, SH 109, and US 20A. The remaining streets consisting of Clinton Street, Co Rd 14, Ditto Street, Linfoot Street, and State Highway 120 and 2 each had a single segment, indicating lower severity presence. See **Figure 9** for a map of the Severe Collision Network corridors in Fulton County.

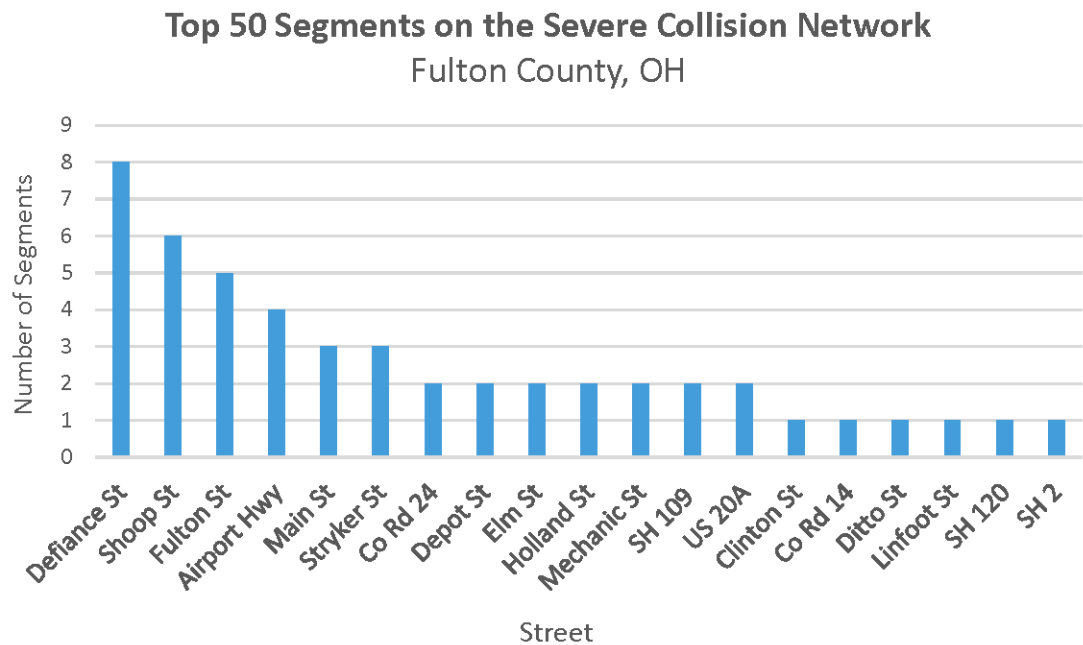
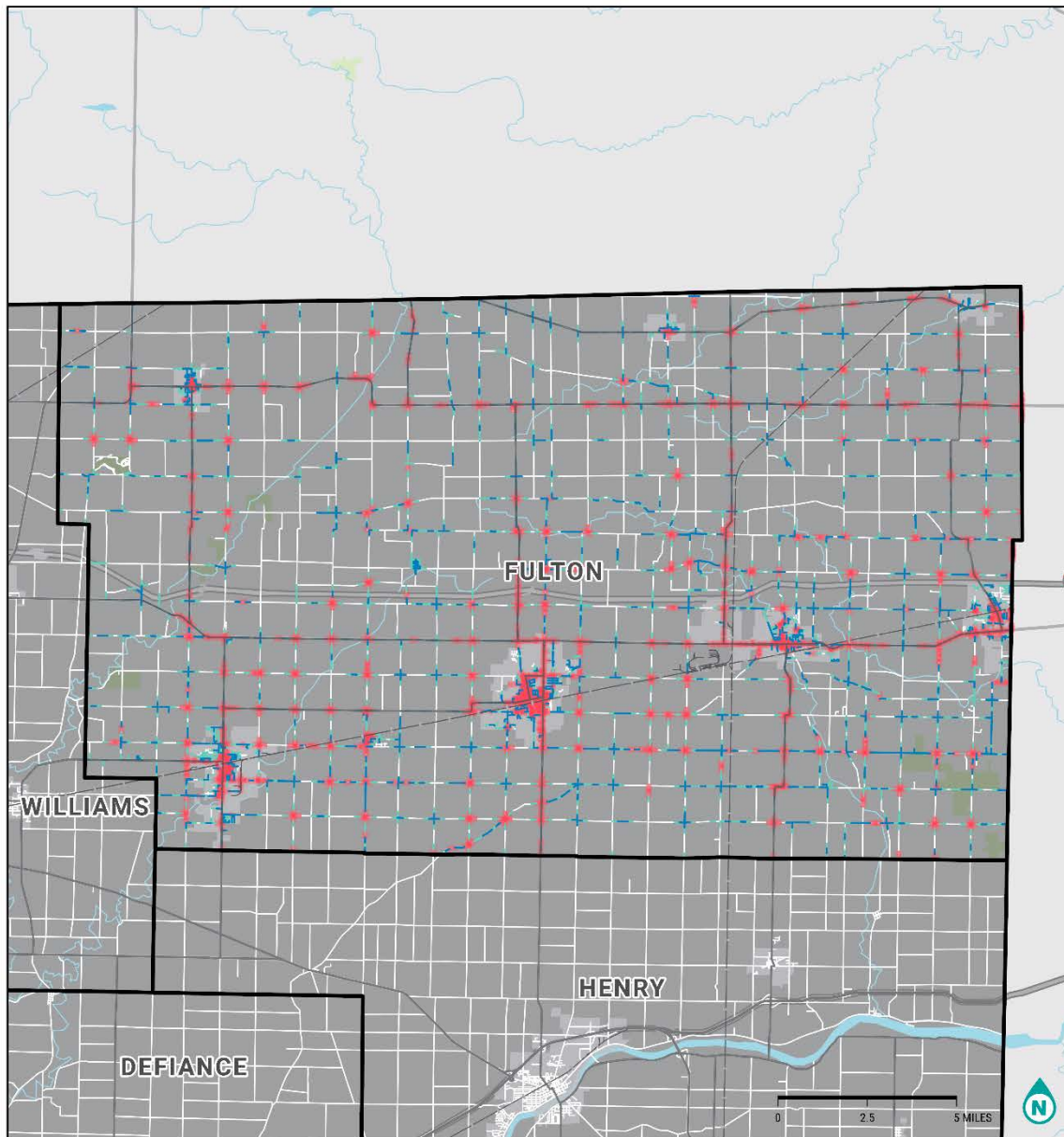


Figure 8. Top 50 Segments on the Severity Collision Network in Fulton County



Collision Data Source: ODOT, 2020-2024. Date Exported: 10/31/2025 1:57 PM

SEVERITY INDEX PERCENTILE BY COUNTY FULTON COUNTY

MVPO REGIONAL
SAFETY ACTION PLAN



LEGEND

- Severe Collision Network (Top 20%)
- Severity Index Percentile
 - Bottom 40%
 - 40% - 60%
 - 60% - 80%

Figure 9. Severe Collision Network Map of Fulton County

Henry County

High-severity segments for Henry County were primarily concentrated in the City of Napoleon, with minor presence in Ridgeville Township. Napoleon corridors, especially Scott St and N Perry St, had the highest severity followed by Clinton St and major routes like US 6 and SR 34 (Figure 10). The highest concentration of severe crash segments in Henry County is found in Napoleon, with Scott Street leading at 11 segments, followed by North Perry Street with eight segments and Clinton Street with four segments. Streets with moderate concentrations included Lagrange Street, Ohio Street, County Road 24, and US Route 6, each with three segments, while South Perry Street, Shelby Avenue, and State Route 34 had two segments each. Several other streets, such as Co Rd 17 D N, E/W Riverview Avenue, E/W Washington Street, Rieser Street, W Front Street, W Main Street, and Woodlawn Avenue, appeared with only one segment each, indicating isolated severe crash occurrences.

Figure 11 shows the distribution of the Severe Collision Network in Henry County by place.

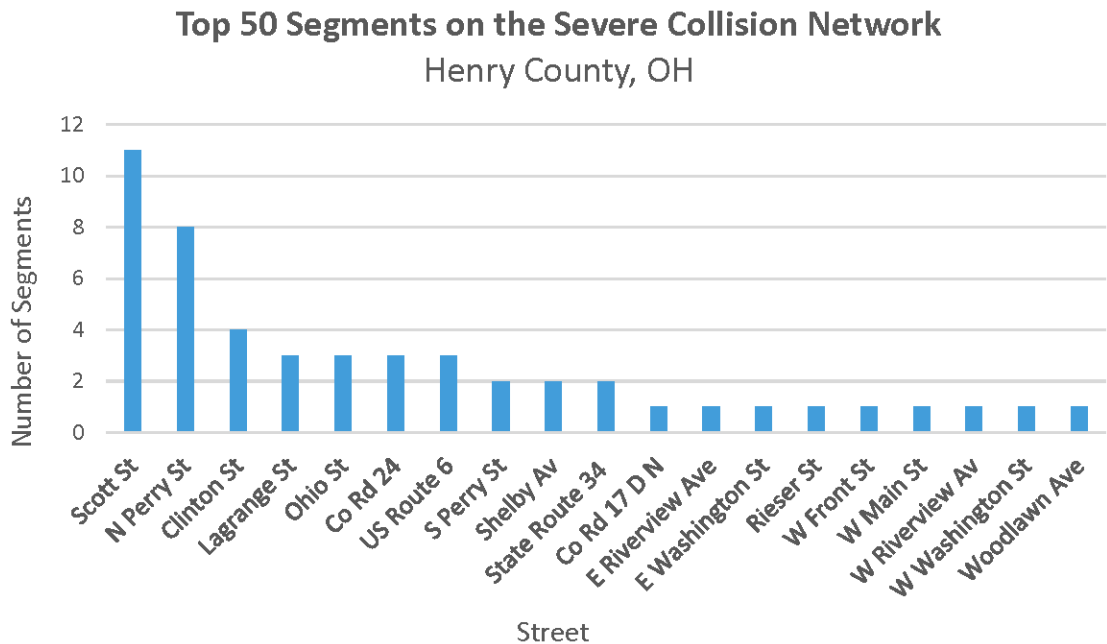
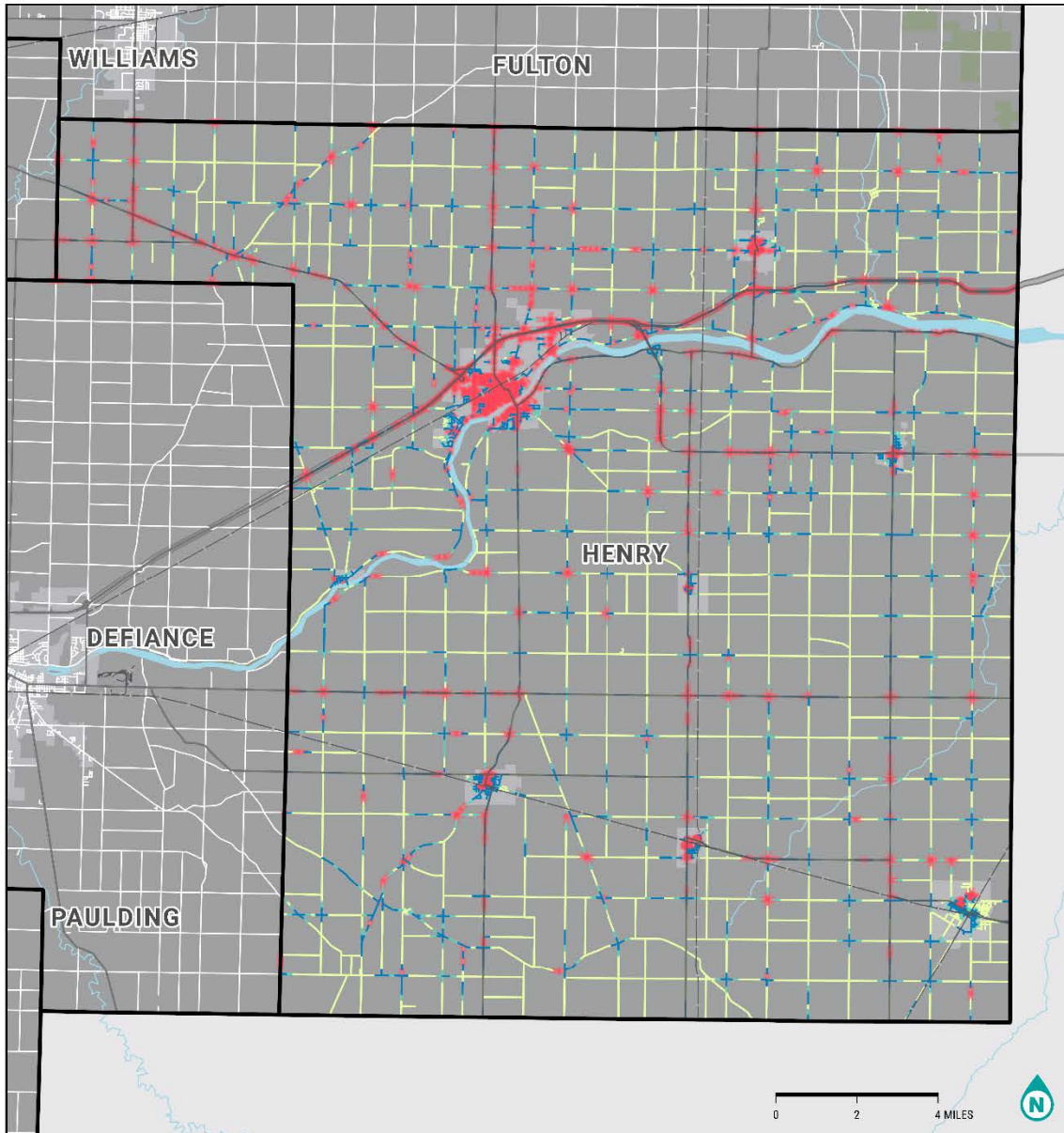


Figure 10. Top 50 Segments on the Severe Collision Network in Henry County



Collision Data Source: ODOT, 2020-2024. Date Exported: 10/31/2025 2:05 PM

SEVERITY INDEX PERCENTILE BY COUNTY HENRY COUNTY

MVPO REGIONAL
SAFETY ACTION PLAN



LEGEND

- Severe Collision Network (Top 20%)
- Severity Index Percentile
 - Bottom 40%
 - 40% - 60%
 - 60% - 80%

Figure 11. Severe Collision Network Map of Henry County

Paulding County

The highest concentration of severe crash segments in Paulding County occurred along US Route 24 in Cecil/Emerald Township with eight segments (**Figure 12**). Within the Village of Paulding, Williams Street had five segments, while Jackson Street and Perry Street each had four segments. Streets with moderate concentrations included Cherry Street, Harrison Street, Main Street, County Road 143, County Road 232, and Water Street, all with three segments. Several other roads, such as Caroline Street, Dooley Drive, Gasser Road, North Street, and multiple county roads (115, 133, 192, 21, 8, 83) as well as US 127, appeared with only one segment each, indicating isolated severe crash occurrences.

The Severe Collision Network for Paulding County is shown in **Figure 13**.

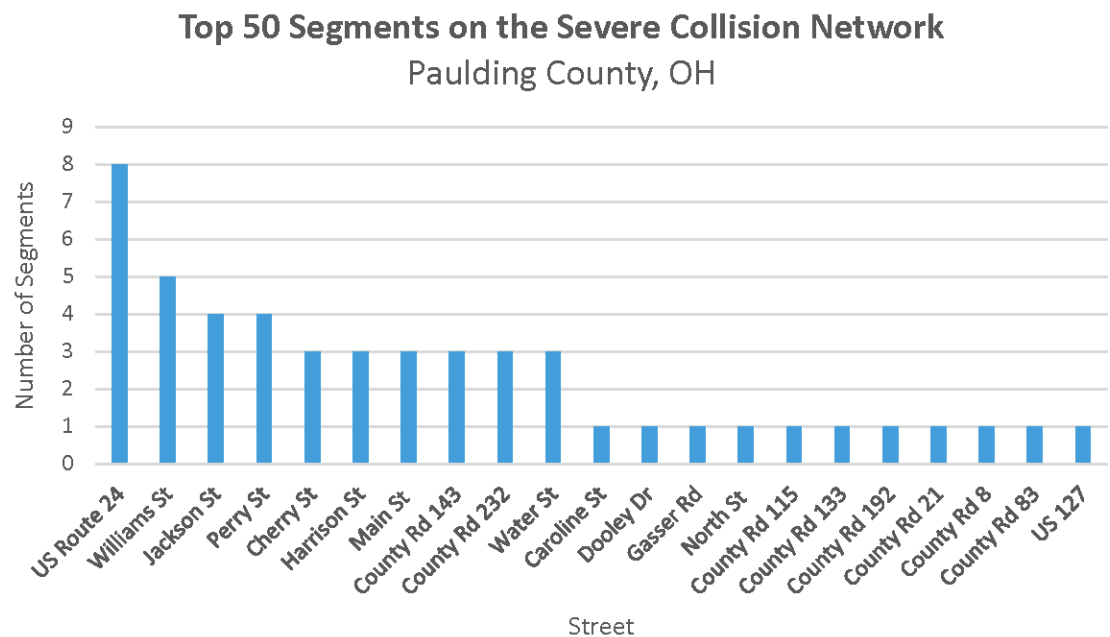
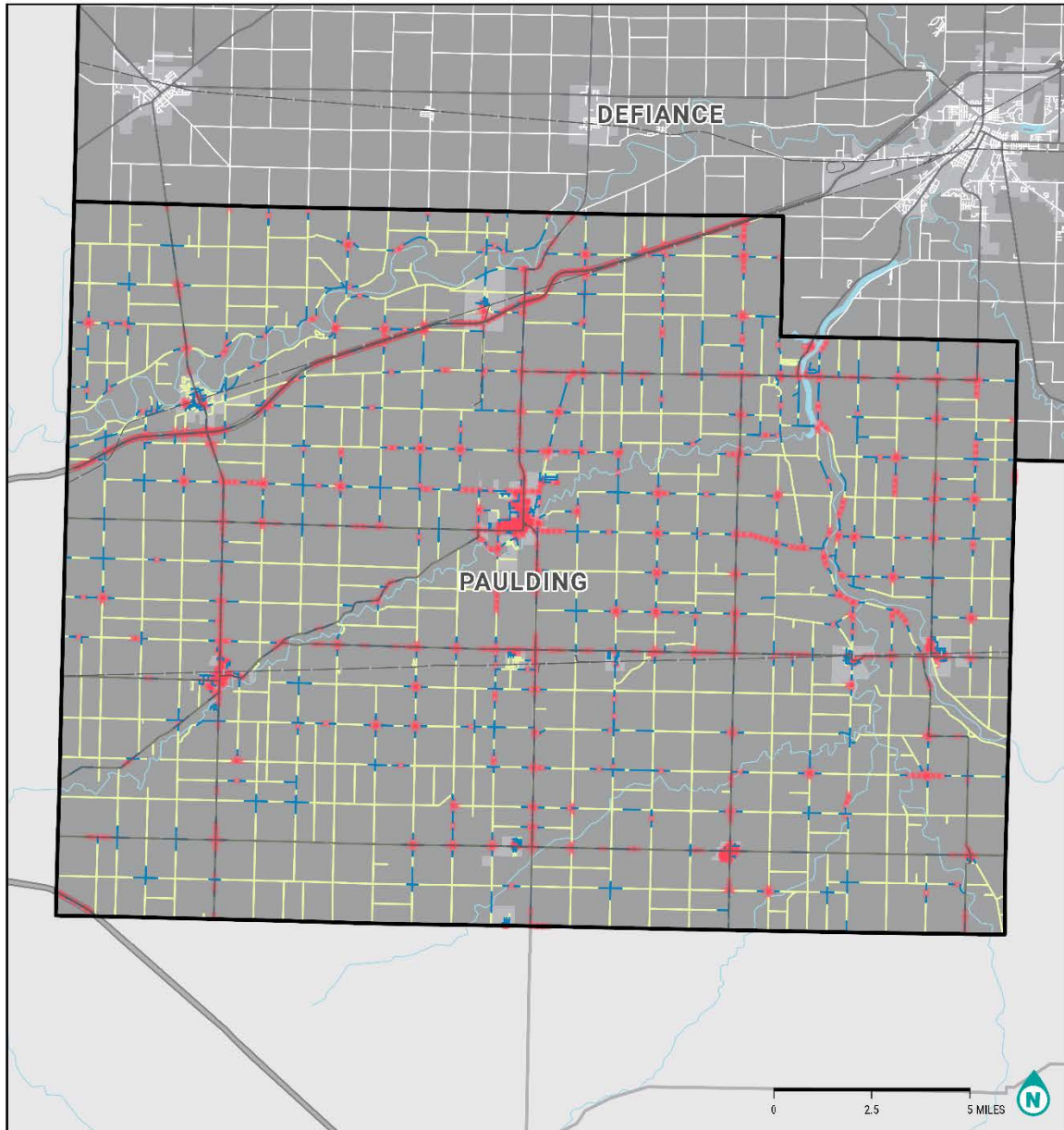


Figure 12. Top 50 Segments on the Severe Collision Network in Paulding County



SEVERITY INDEX PERCENTILE BY COUNTY PAULDING COUNTY

MVPO REGIONAL
SAFETY ACTION PLAN



- LEGEND**
- Severe Collision Network (Top 20%)
 - Severity Index Percentile
 - Bottom 40%
 - 40% - 60%
 - 60% - 80%

Figure 13. Severe Collision Network Map of Paulding County

Williams County

In Williams County, the highest concentration of severe crash segments occurred on Main Street in Bryan, with 11 segments, followed by Walnut Street with six segments (**Figure 14**). High Street and Lynn Street each had four segments, while Butler Street and State Route 15 in Montpelier each had three segments. Streets with moderate concentrations included Bryan Street, Co Rd K, Jackson Street, Maple Street, Mulberry Street, South Street, and Wilson Street, all with two segments. Several other routes, such as State Route 107, Trevitt Street, US Route 127, US Route 20, and US Route 20-A, appeared with only one segment each, indicating isolated severe crash locations. The Severe Collision Network for Williams County is shown in **Figure 15**.

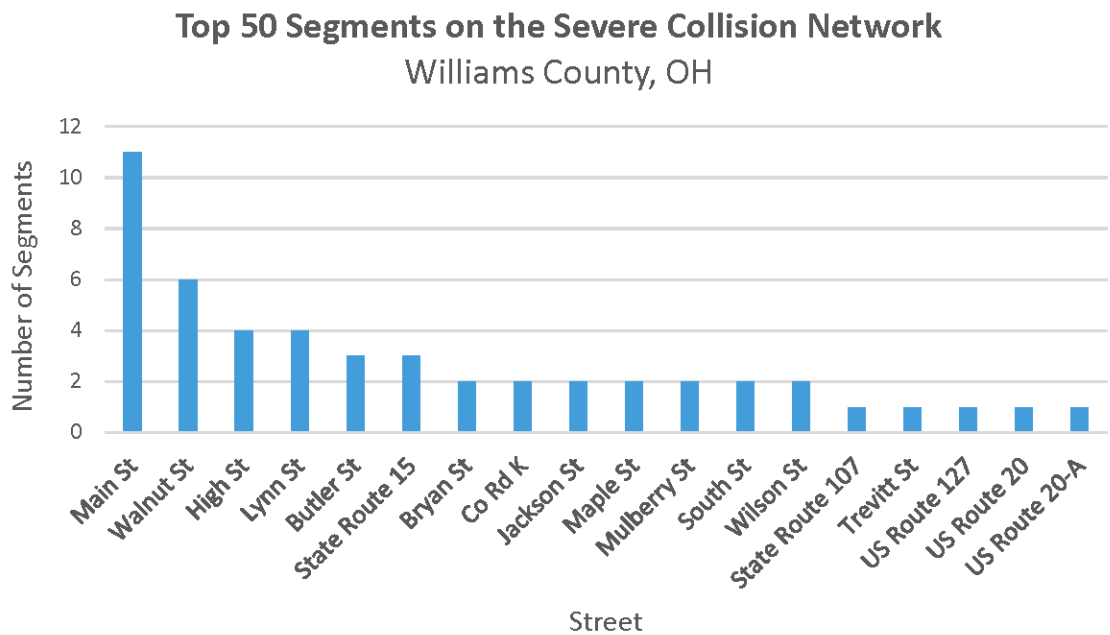
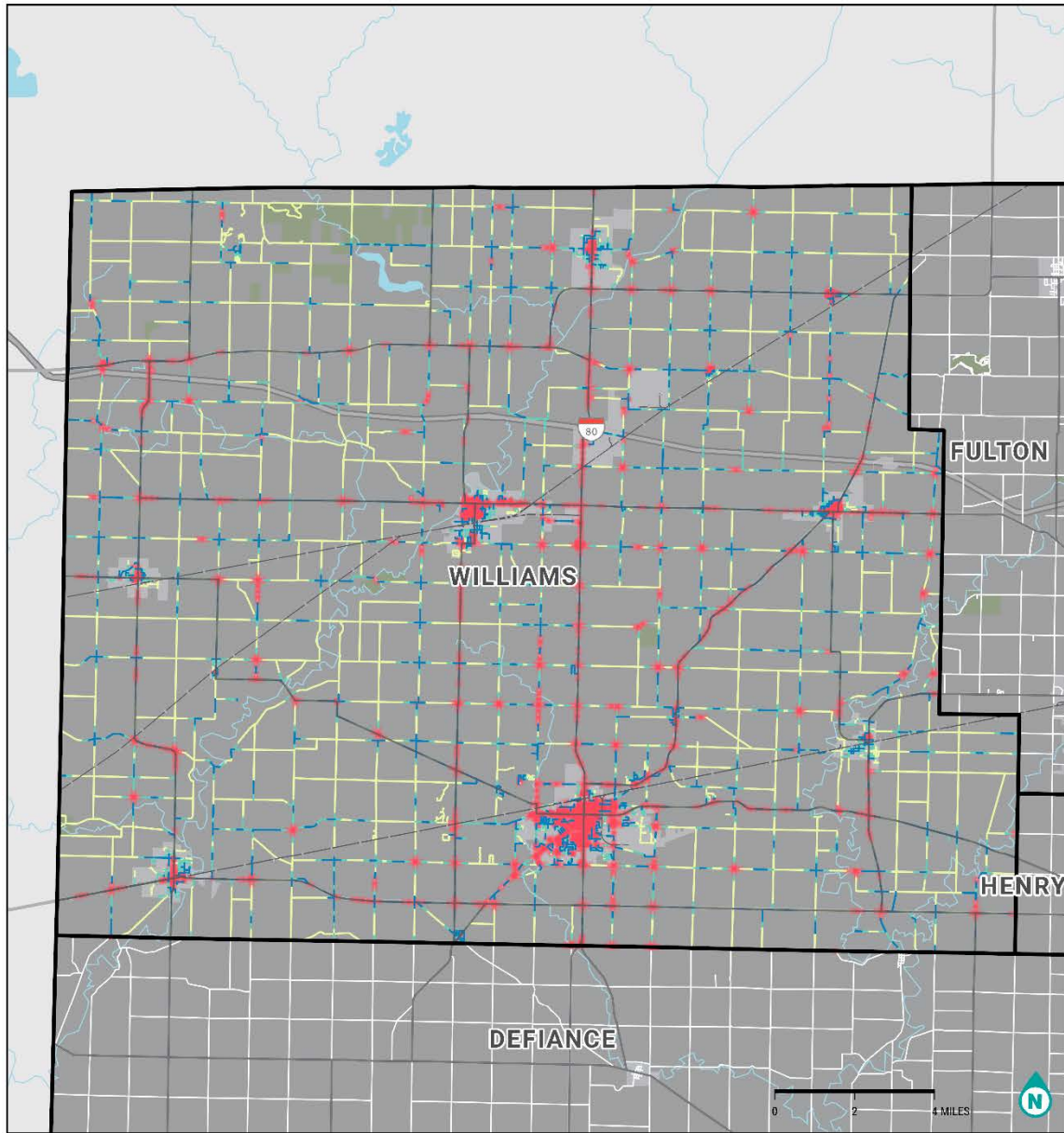


Figure 14. Top 50 Segments on the Severe Collision Network in Williams County



Collision Data Source: ODOT, 2020-2024. Date Exported: 10/31/2025 2:35 PM

SEVERITY INDEX PERCENTILE BY COUNTY WILLIAMS COUNTY

MVPO REGIONAL
SAFETY ACTION PLAN



LEGEND

- Severe Collision Network (Top 20%)
- Severity Index Percentile
 - Bottom 40%
 - 40% - 60%
 - 60% - 80%

Figure 15. Severe Collision Network Map of Williams County

Risk Factor Evaluation

Process

In systemic safety analysis, [risk factors](#) refer to contextual conditions or exposures that increase the probability of serious harm resulting from a crash. This evaluation analyzed risk factors for traffic collisions by examining how crash severity correlates with roadway characteristics, such as the number of lanes and speed limits, using data from ODOT and the Highway Performance Monitoring System (HPMS). It also incorporated land use metrics like gross activity density from the U.S. EPA’s Smart Location Database. The analysis normalized results by the number of miles in each network category to allow for meaningful comparisons across different environments. **Table 1** below identifies the risk factors that were evaluated and their data sources.

Table 1. Table of Risk Factor Data Sources and Risk Factors Considered

Possible Contextual Factor	Data Source
Number of Lanes	ODOT / Highway Performance Monitoring System (HPMS)
Speed Limit	ODOT / Highway Performance Monitoring System (HPMS)
Land Use (Gross Activity Density)	U.S. EPA Smart Location Database

Findings

Risk factor heatmaps for severity-weighted crashes per mile were created for the percentage of lane count by speed limits, by gross activity density and speed limit, and by lane count and speed limits.

The heatmap in **Figure 16** shows how severity-weighted crashes per mile vary by speed limit and lane count. This heatmap presents crashes as a percentage within each lane category, depicting the distribution within each lane type.

- Two-lane roads dominate crash severity, accounting for the highest overall percentage (42.86%). Within this category, crashes are most concentrated at 25–35 MPH (24.3%), followed by 55–65 MPH (17.1%) and 35–45 MPH (15.4%).
- Single-lane roads also have a significant share (33.53%), with severity distributed evenly across speed ranges: 19.6% at 35–45 MPH, 19.4% at both ≤25 MPH and 45–55 MPH, and 16.2% at 55–65 MPH.
- Three- and four-lane roads show extreme concentration at 45–55 MPH, where 100% of crashes occur for these lane counts, though their overall contribution is small (3.84% and 2.0% respectively).
- High-speed roads (≥65 MPH) had the lowest severity percentages across all lane counts, indicating fewer severe crashes relative to other speed ranges.

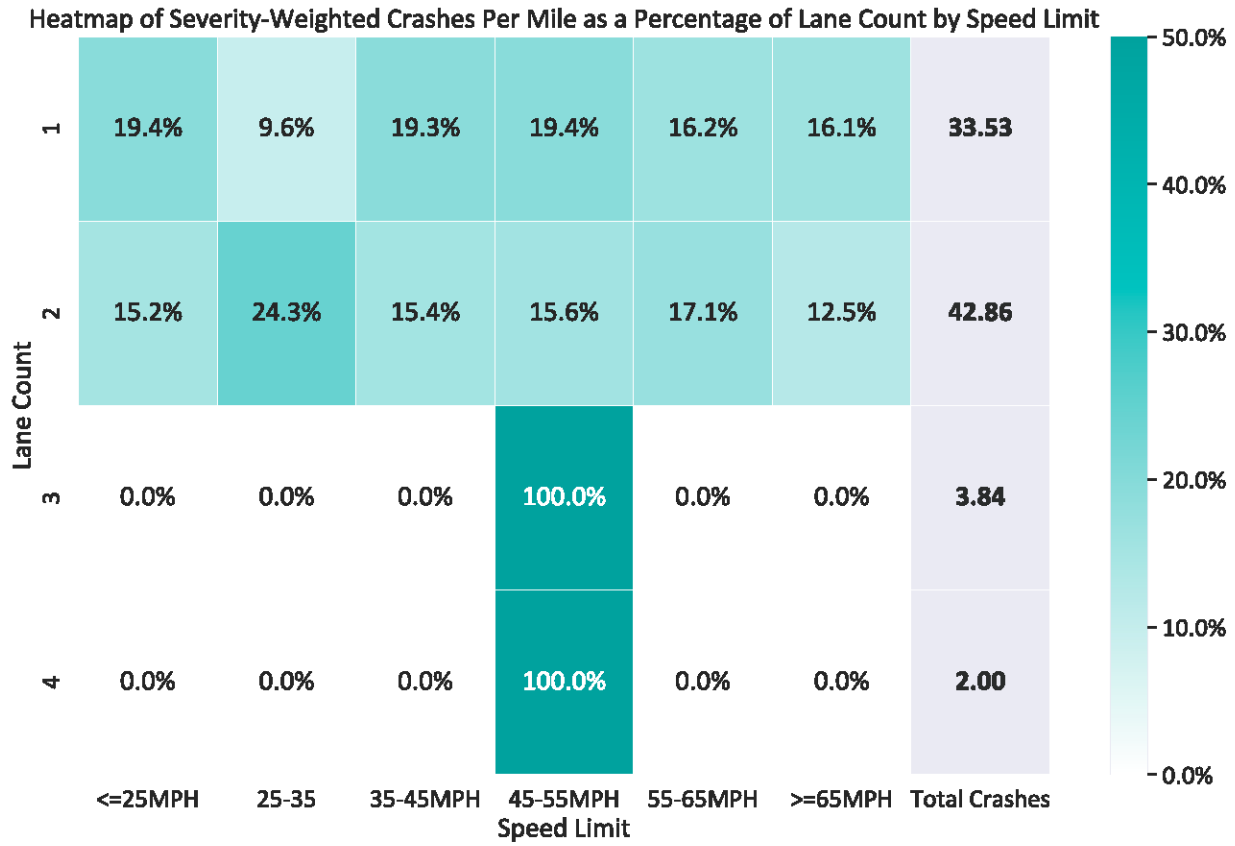


Figure 16. Collisions Crosstabulations by Percentage of Lane Count by Speed Limit

Severe crashes were most prevalent on two-lane roads at moderate speeds (25–35 MPH) and on single-lane roads across multiple speed ranges, while multi-lane roads only showed severity at 45–55 MPH but represented a small share overall.

The heatmap in **Figure 17** illustrates severity-weighted crashes per mile vary by gross activity density (jobs + housing units per acre) and speed limit.

Highest crash concentrations occurred in areas with very high activity density (>20 units/acre) at moderate speed ranges:

- 35–45 MPH: 10.42
- 25–35 MPH: 9.31
- ≤25 MPH: 8.85

This suggests dense urban environments with lower speed limits experienced more severe crashes per mile. Moderate-density areas (0.05–1 units/acre) also showed elevated crash severity at 25–35 MPH (10.34), indicating suburban corridors with moderate speeds were high-risk. Low-density areas (<0.05 units/acre) had relatively lower crash severity overall, though slightly higher at 55–65 MPH (7.86), likely reflecting rural highways. High-speed roads (≥65 MPH) consistently showed very low crash severity across all density levels, reinforcing that severe crashes were concentrated in lower-speed, high-activity zones. Severe crashes were strongly associated with dense activity areas

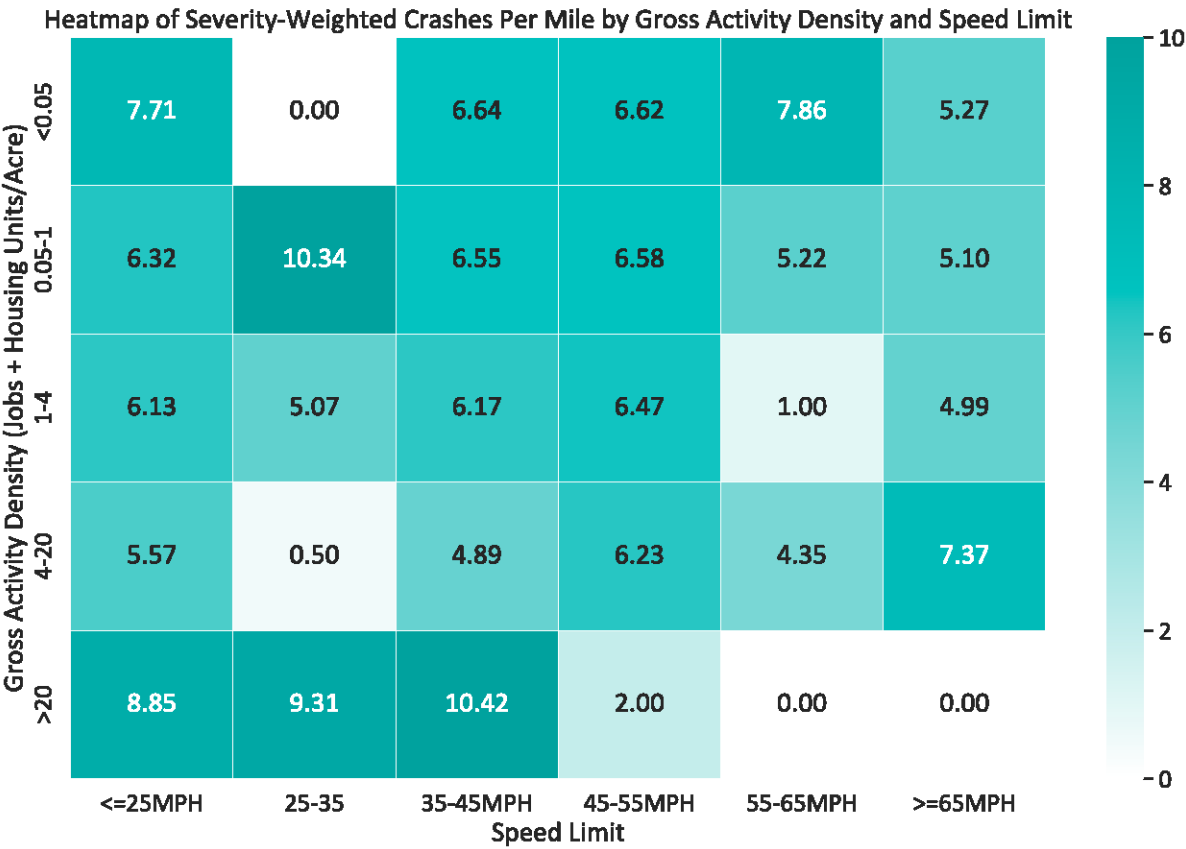


Figure 17. Collisions Crosstabulations by Gross Activity Density and Speed Limit and moderate speed limits (25–45 MPH), highlighting the need for targeted safety measures in urban and suburban corridors rather than high-speed rural roads.

The heatmap in **Figure 18** shows severity-weighted crashes per mile categorized by lane count (1–4 lanes) and speed limit ranges (≤ 25 MPH to ≥ 65 MPH). This heatmap shows actual crash rates per mile and shows where crashes are the most severe overall.

Crashes were concentrated on one-lane and two-lane roads, whereas three and four-lane roads had very low values. This may be due to a lack of streets with multiple travel lanes. Higher crash rates occurred at lower speed limits (≤ 35 MPH), especially for two-lane roads. Two-lane roads with a 25–35 MPH speed limits experienced the highest crash density, at 10.40 severity-weighted crashes per mile, shown as the darkest cell on the heatmap. For one-lane roads, crash rates were fairly consistent across speed limits (around 5.4–6.5). For two-lane roads, crash rates remained high across all speed ranges (5.35–7.31), peaking at 25–35 MPH. Three-lane roads only showed crashes at 45–55 MPH (3.84). Four-lane roads showed crashes at 45–55 MPH (2.00). Lower speed limits and fewer lanes correlated with higher severity-weighted crash rates, suggesting urban or congested areas may be riskier.

Key Takeaways

Severity-weighted crash patterns vary significantly by lane count, speed limit, and activity density. Crashes were most frequent on one and two-lane roads, with the highest absolute rate at two lanes with speed limits between 25–35 MPH (10.40 crashes per mile). Two-lane roads dominated the crash severity, while percentages revealed that for multi-lane roads, crashes were concentrated entirely in the 45–55 MPH range. Percentage-wise, crashes on one and

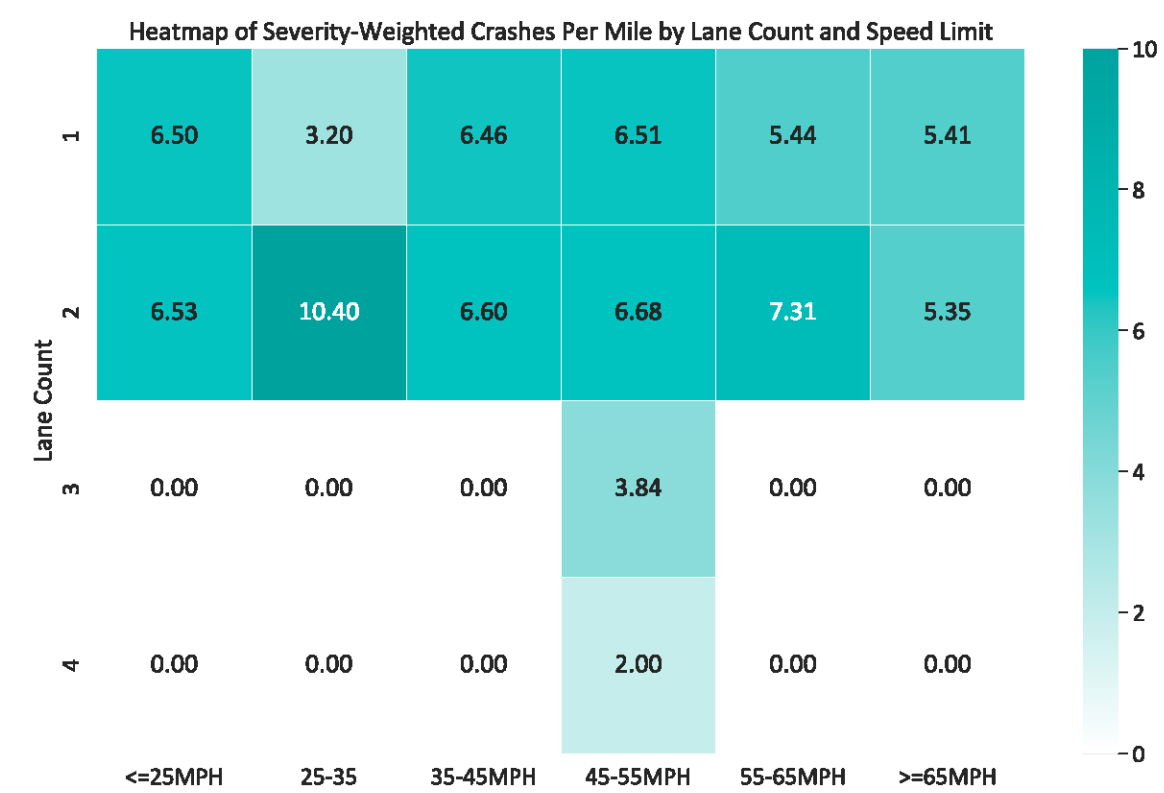


Figure 18. Collisions Crosstabulations by Lane Count and Speed Limit

two-lane roads were evenly distributed across speed ranges, while three and four-lane roads concentrated 100% of crashes at 45–55 MPH. Activity density adds another layer as areas with >20 jobs/housing units per acre had the highest crash rates at speed limits between 35–45 MPH (10.42), and dense zones generally experienced elevated

crash severity at lower speeds. Overall, lower speed limits and higher density environments correlated with greater crash severity, while multi-lane roads saw fewer crashes but with strong clustering at mid-range speeds.



Appendix B: Online Engagement Summary

Regional Safety Action Plan

MAUMEE VALLEY PLANNING ORGANIZATION



Appendix B: MVPO Safety Action Plan Online Engagement Summary

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Introduction

To support development of the Maumee Valley Planning Organization (MVPO) Regional Safety Action Plan, two online engagement tools were deployed: a regional online survey and an interactive map for identifying specific locations of concern. Together, they offered both narrative and spatial insights into how residents experience safety challenges across the region. Despite gathering input in different formats, both tools revealed consistent concerns including speeding, unsafe crossings, sidewalk and shoulder gaps, school-area challenges, and growth-related safety pressures. These findings will directly inform the priorities and strategies recommended in the Safety Action Plan.

Purpose & Intent of the Online Engagement

The online engagement was designed to capture both the *nature* of residents' concerns and the *exact locations* where those concerns occur.

- **The online survey** captured personal experiences, perceptions of safety, and day-to-day travel challenges.
- **The interactive map** translated these experiences into geography by allowing participants to draw unsafe routes or place markers at problem locations.

These tools ensure the Safety Action Plan is grounded in both community experience and local context.

Key Findings from Online Engagement

Survey Findings: What Residents Experience

Responses reflected concerns about speeding, distracted driving, limited pedestrian amenities, unsafe turning movements, school circulation patterns, and anticipated growth. Residents described feeling unsafe walking along roads without sidewalks, crossing high-speed state routes, or navigating areas where drivers fail to yield.

Input Map Findings: Where These Issues Occur

The map provided highly specific locations where these concerns play out. Areas such as West Riverview Avenue in Napoleon, South Clinton Street in Defiance, South Main Street in Hicksville, and rural county roads around Bryan were highlighted repeatedly. Mapped patterns reflect sidewalk gaps, unsafe crossings, pedestrian activity in commercial areas, and rural walking routes without shoulders.

Overlapping Findings Across Both Tools

The strongest themes of sidewalk gaps, unsafe crossings, speeding, rural walking, school-area safety, and development-driven concerns surfaced in both the survey and the map. This alignment reinforces the legitimacy of these issues and provides a clear foundation for prioritizing improvements.

Overlapping Locations

Several corridors and intersections appear frequently across both tools. See the table below for locations, concerns, and implications for the Safety Action Plan.

LOCATION	DESCRIPTION OF CONCERN (SURVEY + MAP OVERLAP)	REPRESENTATIVE QUOTES	PLAN IMPLICATIONS
SOUTH CLINTON STREET (DEFIANCE)	Identified in both tools as a high-conflict corridor with speeding, distracted driving, and a dangerous crossing near the bridge. Residents described left-turn conflicts and unpredictable driver behavior.	“Distracted driving and speeding on South Clinton.” (Survey) “This crosswalk is dangerous when cars turn left through it.” (Input Map)	Prioritize crossing safety enhancements, evaluate turning movements, review signal timing, and introduce speed management measures.
WEST RIVERVIEW AVENUE (NAPOLEON)	Long sidewalk gaps noted in the survey and multiple mapped routes indicate residents walk here often but lack continuous pedestrian space.	“Sidewalk needed here to connect to other sidewalks.” (Input Map) “Any area without sidewalks feels unsafe.” (Survey)	Designate as a priority sidewalk gap corridor and include within a sidewalk expansion and connectivity strategy.
MAIN STREET / SOUTH MAIN (HICKSVILLE)	High foot traffic between apartments and stores on a corridor without sidewalks. Appeared repeatedly in map drawings and survey comments about unsafe walking.	“Add sidewalks—lots of foot traffic between the apartments and Mobil.” (Input Map) “There are no sidewalks, especially for wheelchair users.” (Survey)	Recommend complete streets treatments including sidewalk infill, ADA access, lighting, and improved pedestrian crossings.
DOWNTOWN DEFIANCE & RIVERFRONT CONNECTORS (W SECOND ST, HOPKINS ST, HOLGATE AVE)	Survey comments referenced walking challenges and missing links, while map input marked fragmented routes and inconsistent sidewalk connections.	“There are missing connections around downtown.” (Input Map) “Walking is difficult due to inconsistent sidewalks.” (Survey)	Conduct a pedestrian gap assessment and prioritize downtown/Riverview linkages as part of a complete streets district.
COUNTY ROADS 15 & 18 (BRYAN AREA)	Residents walk on these high-speed rural corridors despite no shoulders.	“No crosswalks, sidewalks... people turning too fast to notice.” (Input Map) “County roads are unsafe—	Incorporate these roads into a rural safety program focused on shoulder widening,

	Speeding and unsafe turning noted in both tools.	cars go way too fast.” <i>(Survey)</i>	lighting, and speed management.
SCHOOL-ADJACENT ROADS (ANTWERP, HICKSVILLE)	Both tools identified narrow roadways and drop-off/pick-up conflicts; pedestrians share space with vehicle queues.	“The roads near the school are too narrow for buses and cars.” <i>(Survey)</i> “Lots of foot traffic here but no sidewalks.” <i>(Input Map)</i>	Recommend Safe Routes to School studies, circulation redesign, sidewalk infill, and updated signage/markings.

Overlapping Concerns

The table below brings together themes from both tools and describes how these themes shape the Safety Action Plan.

INTEGRATED THEME	DESCRIPTION	REPRESENTATIVE QUOTES	PLAN IMPLICATIONS
SIDEWALK GAPS IN HIGH-ACTIVITY AREAS	Both tools showed missing sidewalks in areas where people already walk daily, including residential neighborhoods, commercial corridors, and downtowns.	“Sidewalk needed here to connect to other sidewalks.” <i>(Input Map)</i> “We need sidewalks everywhere.” <i>(Survey)</i>	Develop a prioritized sidewalk expansion and connectivity program based on mapped pedestrian demand.
UNSAFE CROSSINGS & TURNING CONFLICTS	Intersections with left-turn conflicts, driver failure to yield, and crossings near commercial driveways were flagged repeatedly.	“This crosswalk is dangerous when cars turn left through it.” <i>(Input Map)</i> “Turning onto the main routes is terrifying.” <i>(Survey)</i>	Conduct crossing audits, consider intersection control changes, refresh markings, and improve signal timing.
WALKING IN RURAL AREAS WITHOUT PROTECTION	Residents walk along high-speed county roads where no shoulders or sidewalks exist. Both tools highlighted dangerous rural walking conditions.	“No safe place to walk—cars go fast here.” <i>(Input Map)</i> “County roads are unsafe—cars go way too fast.” <i>(Survey)</i>	Add shoulder widening, safety edge, rural lighting, and speed mitigation as part of a systemic rural safety strategy.
HIGH FOOT-TRAFFIC CORRIDORS LACKING URBAN INFRASTRUCTURE	Areas with daily foot traffic—such as Hicksville’s Main Street and downtown Defiance—lack sidewalks, crossings, and lighting.	“Lots of foot traffic... but no sidewalks.” <i>(Input Map)</i> “Walking is difficult due to inconsistent sidewalks.” <i>(Survey)</i>	Target these corridors for complete streets transformations to improve year-round multimodal safety.

UNSAFE DRIVER BEHAVIOR	Speeding, distraction, and rolling stops were dominant concerns across both tools.	“Drivers don’t slow down anymore.” <i>(Survey)</i> “Drivers don’t always yield here.” <i>(Input Map)</i>	Pair infrastructure improvements with behavioral safety strategies, enforcement, and targeted education.
GROWTH-DRIVEN SAFETY CONCERNS	Both tools identified areas where new development is expected to worsen turning movements and traffic.	“Turning left will be impossible once apartments go up.” <i>(Survey)</i> “Foot traffic will increase here with new apartments.” <i>(Input Map)</i>	Integrate land-use coordination and development-driven safety reviews into long-term planning.

Key Takeaways for the Safety Action Plan

The survey and map reveal the need for:

- Safer walking routes in residential, commercial, and downtown areas
- Improved crossings on high-volume corridors like South Clinton Street
- Systemic safety strategies to address speeding and distracted driving
- Infrastructure that supports rural walking where it already occurs
- School-area safety improvements and circulation upgrades
- Proactive planning for traffic growth and development impacts

These community-driven insights strengthen project prioritization, guide corridor recommendations, and ensure that safety strategies respond to real, lived concerns.

How MVPO Can Respond to Public Input Long-Term After Plan Adoption

While the Safety Action Plan sets immediate and near-term priorities, MVPO will continue to hear from residents as conditions evolve. Establishing a long-term framework for responding to public input ensures the plan remains adaptive, accountable, and community centered.

The following strategies can help MVPO sustain this engagement:

Establish an Ongoing Public Input Portal

Maintain a simplified version of the input map or an online form where residents can continue reporting unsafe locations. This creates a living database of safety concerns that can feed into annual or biennial updates.

Integrate Community Feedback into Project Selection Cycles

As new transportation improvement funds become available, MVPO can review recent public comments alongside crash data to identify emerging priority locations. This ensures decision-making remains dynamic and reflective of new patterns or problem spots.

Track Public Input Trends Over Time

By analyzing recurring corridors, intersections, and concern types, MVPO can identify which safety issues are persistent and which may require additional attention or a different type of intervention.

Coordinate With Local Jurisdictions to Respond to New Issues

Some concerns will fall within municipal or township control. MVPO can share updated issue logs with local partners and help them identify potential funding pathways, technical assistance needs, or policy changes.

Evaluate the Effectiveness of Implemented Improvements

After major projects are completed, MVPO can revisit the public engagement tools to ask:

- Are problem locations still being reported?
- Have safety perceptions improved?
- Are new issues emerging because of growth or land use shifts?

Communicate Progress Back to the Community

Regularly sharing project updates, before-and-after visuals, and summaries of how public feedback shaped decisions helps build trust and encourages continued participation.

Incorporate Public Input into Future Safety Planning Efforts

As MVPO updates the Safety Action Plan in five to seven years, this ongoing engagement record will serve as a foundational dataset, ensuring continuity, responsiveness, and institutional memory.

Appendix A: Survey Results Summary

MVPO conducted an online public survey to gather residents' experiences and concerns related to roadway safety across the region. Approximately 221 responses were submitted, offering meaningful, qualitative insight into the day-to-day challenges people encounter while traveling. Responses described concerns about roadway conditions, driver behavior, missing pedestrian infrastructure, and specific locations where safety feels compromised.

Consistent themes emerged across comments: speeding, distracted driving, unsafe rural intersections, school-area congestion, lack of sidewalks, and concerns about visibility and lighting. Many respondents described difficulty navigating high-speed environments and a general sense that walking, biking, and even turning movements feel unsafe on many roads.

Frequently Mentioned Concerns

CONCERN	THEME / DESCRIPTION	REPRESENTATIVE QUOTES
SPEEDING	Excessive speeds on state routes, county roads, and through town centers; limited enforcement.	"People speed up and down South Clinton nonstop."
DISTRACTED DRIVING	Phone use, inattentive drivers, and failure to observe traffic control.	"Distracted driving and speeding on South Clinton—it's constant."
UNSAFE INTERSECTIONS	Stressful or unsafe turning movements, high-speed traffic, limited gaps and visibility.	"Turning onto the main routes is terrifying."
LACK OF SIDEWALKS / WALKABILITY	Missing sidewalks, narrow shoulders, and limited ADA access.	"Whole city lacks adequate sidewalks, especially if using a wheelchair."
LIMITED BICYCLE INFRASTRUCTURE	Residents feel they must leave their community to ride safely.	"We have nowhere to ride bikes here—I have to go to Fort Wayne."
SCHOOL ZONE SAFETY	Narrow roads, congestion, and unsafe circulation around schools.	"Roads by the school are too narrow and can't handle traffic."
LIGHTING AND VISIBILITY ISSUES	Need for lighting at rural or high-volume intersections.	"We need lighting at these intersections."
FUTURE DEVELOPMENT IMPACTS	Concern about increased traffic and worsened safety with planned growth.	"Once the apartments go up, turning left will be impossible."

Frequently Mentioned Locations

LOCATION	THEME / DESCRIPTION	REPRESENTATIVE QUOTES
----------	---------------------	-----------------------

SOUTH CLINTON STREET / SR 111	Speeding, distraction, and high traffic volumes.	“Distracted driving and speeding on South Clinton.”
ROADS SURROUNDING ANTWERP SCHOOLS	Narrow roadways and congestion during pickup and drop-off.	“The roads near Antwerp school are way too narrow for buses and cars.”
CLEVELAND STREET	Repeated mentions of safety issues, likely tied to visibility, width, or missing sidewalks.	“Cleveland.” (listed repeatedly as a standalone concern)
GENERAL COUNTY ROADS	High speeds, poor visibility, and unsafe intersections.	“County roads are unsafe—cars go way too fast.”
LOCAL ROADS WITHOUT SIDEWALKS	Walking and ADA access concerns across multiple communities.	“There are no sidewalks, especially for wheelchair users.”
REGIONAL ROUTES WITHOUT BIKE FACILITIES	Lack of safe bike access.	“We have nowhere to ride bikes around here.”

Implications for the Safety Action Plan

Public responses highlight consistently stressful conditions that influence how residents perceive and navigate the roadway system. Across the region, people experience fast-moving traffic, limited pedestrian and bicycle options, and discomfort performing turning movements on high-speed roads. This provides clear direction for the Safety Action Plan.

High-Speed Rural Intersections Must Be a Core Priority

Respondents described uncomfortable turning conditions on rural corridors and county roads, with high speeds and limited opportunities to safely enter or cross traffic. Improving these intersections with signage, pavement markings, lighting, enhanced controls, or geometric adjustments will respond directly to these concerns.

Unsafe Driver Behavior Requires Both Design and Policy Solutions

Speeding and distracted driving were the most frequently mentioned concerns. Residents feel driver behavior is worsening, reinforcing the need for engineering strategies that naturally slow traffic, coupled with targeted enforcement and community-focused safety campaigns.

School Zones Need Coordinated, Holistic Safety Improvements

Parents and community members described unsafe and congested school zones, particularly around Antwerp. The Plan should recommend improving school zone markings, completing sidewalk gaps, establishing clearer circulation plans, and evaluating Safe Routes to School opportunities.

Pedestrian Infrastructure Gaps Limit Safe Mobility

Residents repeatedly noted that walking is difficult due to missing sidewalks, inconsistent ADA access, and unsafe crossing opportunities. The Plan should place high emphasis on sidewalk gap identification, safe crossing improvements, and rural shoulder enhancements.

Safety Planning Must Anticipate Future Growth

Several comments highlighted concern about new development making existing unsafe conditions worse. Integrating land-use projections and proactive roadway design will ensure future growth does not exacerbate existing safety risks.

Survey Responses by Question

Q1–Q6: Respondent Background & Travel Patterns

These questions captured respondents' travel habits and how they typically navigate their communities. Most rely on personal vehicles, with limited walking or biking partially due to safety concerns.

Frequent Responses / Themes

- Driving is the primary transportation mode.
- Walking and biking occur occasionally but are hindered by missing infrastructure.
- Parents highlight school-related travel as a major part of their daily experience.

Representative Quotes

- *"I'd walk more if there were sidewalks or if cars slowed down."*
- *"Getting my kids to school feels chaotic sometimes."*

Plan Implications

Improving multimodal safety and connectivity will support how residents want to travel, not just how they currently travel.

Q7: Areas or Locations Perceived as Most Unsafe

Respondents identified a range of unsafe locations, most frequently connected to speeding, missing sidewalks, and issues at high-speed or high-volume corridors.

Frequent Responses / Themes

- Speeding on local and regional routes
- Unsafe or stressful turning movements
- Lack of sidewalks
- School-area safety problems

Representative Quotes

- *“Any area without sidewalks feels unsafe.”*
- *“The school roads are too narrow and chaotic.”*

Plan Implications

These responses validate the need for intersection improvements, pedestrian infrastructure upgrades, and school-zone enhancements.

Q8–Q9: Greatest Safety Concerns & Top Priority Locations

Residents identified their single most important concern, which commonly involved speeding, distracted driving, walking conditions, or specific corridors such as South Clinton or Cleveland.

Frequent Responses / Themes

- Speeding as the top risk
- Distracted drivers
- Lack of sidewalks or safe crossings
- High-speed corridors as top priority

Representative Quotes

- *“South Clinton is my biggest concern.”*
- *“We need sidewalks everywhere.”*

Plan Implications

The Plan should target high-speed corridors and gaps in pedestrian infrastructure as primary early-action focus areas.

Q10: Pedestrian and Bicycle Safety Conditions

Pedestrian and bicycle conditions were a major concern, with residents stating they must leave town to safely bike.

Frequent Responses / Themes

- Missing sidewalks
- No bike paths
- Unsafe shoulders
- Difficulty crossing major roads

Representative Quotes

- *“There are no safe crossing points.”*
- *“I have to go to Fort Wayne to ride my bike.”*

Plan Implications

This feedback supports prioritizing sidewalk gap analysis, rural shoulder improvements, pedestrian crossings, and safe multimodal access.

Q11–Q16: Perceptions of Overall Community Safety

Respondents feel that safety is declining due to worsening driver behavior and insufficient pedestrian facilities.

Frequent Responses / Themes

- Distracted driving
- Rolling stops
- Poor lighting
- Unsafe walking areas

Representative Quotes

- *“Drivers don’t slow down anymore.”*
- *“It’s dark and hard to see at intersections.”*

Plan Implications

Behavioral strategies such as education, enforcement, and roadway designs that promote slower speeds, are essential to addressing these concerns.

Q17–Q19: Traffic Behavior and Enforcement Feedback

Residents expressed frustration with a lack of enforcement for speeding and distracted driving.

Frequent Responses / Themes

- Running stop signs
- Unsafe passing
- High speeds in rural areas
- Distraction

Representative Quotes

- *“People just fly through stop signs.”*
- *“Phones are making drivers unpredictable.”*

Plan Implications

Partnerships with law enforcement and exploration of automated enforcement tools can help address behavior-based risks.

Q20–Q23: Additional Open-Ended Comments

Residents described visibility issues, need for lighting, and concerns about increasing traffic.

Frequent Responses / Themes

- Poor lighting
- Growth-related congestion
- Insufficient turn lanes

Representative Quotes

- *“We need lighting at intersections.”*
- *“New apartments will make turning impossible.”*

Plan Implications

The Plan should integrate lighting upgrades and proactively consider development impacts.

Q29: Final Comments

Final comments echoed strong concern about speeding, distracted driving, unsafe walking conditions, and a desire for improvements.

Frequent Responses / Themes

- Speeding
- Unsafe turning
- Missing sidewalks
- Crashes waiting to happen

Representative Quotes

- *“Please fix these issues before someone gets hurt.”*
- *“People want to walk—we just need safe places.”*

Plan Implications

Residents feel urgency for change; early-action projects should prioritize the most cited concerns.

Appendix B: Online Input Map Summary

This memo summarizes public feedback from the MVPO “Step One” interactive input map. It focuses exclusively on:

- **Where** residents placed markers and drew routes
- **What** safety or access issues were described
- **How** these mapped locations directly inform and strengthen the Safety Action Plan’s recommended strategies

How the Map Data Should Inform the Plan

The mapped comments reveal spatial patterns and specific locations where the public perceives safety challenges. These mapped insights help the plan by:

- **Identifying precise corridors with sidewalk gaps and walking demand**
 - Prioritize these corridors for pedestrian infrastructure and connectivity projects.
- **Locating high-conflict intersections requiring operational or crossing improvements**
 - Use these points to guide intersection audits or early-action crossing upgrades.
- **Highlighting rural roads where walking occurs without shoulders**
 - Support recommendations for rural shoulder widening or context-appropriate pedestrian treatments.
- **Revealing areas where land use (apartments, schools, commercial nodes) creates unprotected pedestrian travel**
 - Strengthen recommendations related to Safe Routes to School, multimodal access to services, and development review.
- **Directing MVPO toward corridors with recurring speeding or driver-behavior stress**
 - Support the plan’s systemic behavior-focused countermeasures and enforcement strategies.

Key Overall Themes

THEME	SPECIFIC LOCATIONS IDENTIFIED ON MAP	REPRESENTATIVE QUOTES	PLAN IMPLICATIONS
THEME 1: SIDEWALK GAPS IN HIGH-ACTIVITY AREAS	• Napoleon – W. Riverview Ave • Hicksville – Main St corridor (from Mobil station to apartments) • Defiance – Downtown connectors (W. Second St, Hopkins St, Holgate Ave)	“Sidewalk needed here to connect to other sidewalks.” “Add sidewalks—lots of foot traffic between the apartments and Mobil.” “There are missing connections around downtown.”	Recommend a future prioritized sidewalk expansion strategy anchored in mapped community demand and high pedestrian activity zones.

THEME 2: UNSAFE CROSSINGS AND TURNING CONFLICTS	• South Clinton St (Defiance), especially near the bridge crossing • Commercial driveways along high-volume corridors	“This crosswalk is dangerous when cars turn left through it.” “Drivers don’t always yield here.”	Target these locations for intersection control evaluation, signal timing review, and crossing enhancements (markings, signage, refuge islands).
THEME 3: WALKING OCCURS IN RURAL AREAS WITHOUT ADEQUATE INFRASTRUCTURE	• County Road 15 (east of Bryan) • County Road 18 (east of Bryan) • Other rural connectors lacking shoulders	“No crosswalks, sidewalks, also people turning too fast to notice.” “No safe place to walk—cars go fast here.”	Integrate rural pedestrian needs into the systemic safety toolbox, including shoulder widening, lighting, and speed management strategies.
THEME 4: HIGH FOOT-TRAFFIC AREAS WITH URBAN-SCALE INFRASTRUCTURE GAPS	• Hicksville – South Main St commercial-residential corridor • Defiance – Riverfront/downtown pedestrian connections	“Lots of foot traffic from the apartments to the stores but no sidewalks.” “Connections to the riverfront aren’t clear or safe.”	Highlight these areas as candidate corridors for complete streets transformations, improving multimodal access and safety.

Summary of Key Issues by Geographic Area

Napoleon – West Riverview Avenue Sidewalk Gap

What residents drew:

Multiple routes along West Riverview Avenue and adjoining neighborhood streets west of downtown.

What residents said:

- “Sidewalk needed here to connect to other sidewalks.”

Issue:

Long, continuous sidewalk gaps in an area with active neighborhood foot traffic.

Encouraged direction:

- West Riverview Ave should be considered a priority sidewalk gap corridor.
- This confirms the need for a sidewalk connectivity strategy and local walking network priorities.

Defiance – South Clinton Street (SR 111) Crossing & Corridor Concerns

What residents marked:

A point and route along South Clinton Street, especially at the crossing near the Clinton Street bridge into downtown.

What residents said:

- “This crosswalk is dangerous when cars are turning left through it.”
- “Distracted driving and speeding on South Clinton—constant issues.”

Issue:

A dangerous multimodal conflict zone at a gateway into downtown.

Encouraged direction:

- Conduct an intersection/crossing safety assessment at South Clinton & bridge area.
- Identify traffic-calming, yield compliance, or signal timing improvements.
- Flag this corridor for systemic speed management evaluation.

Bryan Area / Eastern Rural Connectors – County Roads 15 & 18

What residents drew:

Long line segments along County Road 15, County Road 18, and adjacent rural roads between Bryan and New Bavaria.

What residents said:

- “No crosswalks, sidewalks, also people turning too fast to notice.”

Issue:

Walking occurs on high-speed roads without shoulders or sidewalks.

Encouraged direction:

- Prioritize rural shoulder widening or context-appropriate pedestrian accommodations (e.g., safety edge, wider lane/shoulder, shared-use considerations).
- These corridors should be included in a rural connectivity and safety bundle for systemic improvement.

Hicksville – Main Street (SR 2) Between Mobil and Apartments

What residents drew:

A concentrated route on South Main Street, extending from the Mobil station northward toward apartment complexes.

What residents said:

- “Add sidewalks—lots of foot traffic from Mobil to the apartments.”

Issue:

Significant unprotected pedestrian travel in a commercial area without sidewalks.

Encouraged direction:

- Recommend Main Street as a priority urban corridor for sidewalk infill.
- Highlight commercial-residential connectors as pedestrian activity zones requiring ADA-compliant paths.
- Consider pairing with lighting and crossing enhancements.

Defiance – Downtown / Riverfront Area (W Second St, Hopkins St, Holgate Ave)

What residents drew:

Multiple short segments on streets near the riverfront and downtown destinations.

What residents said:

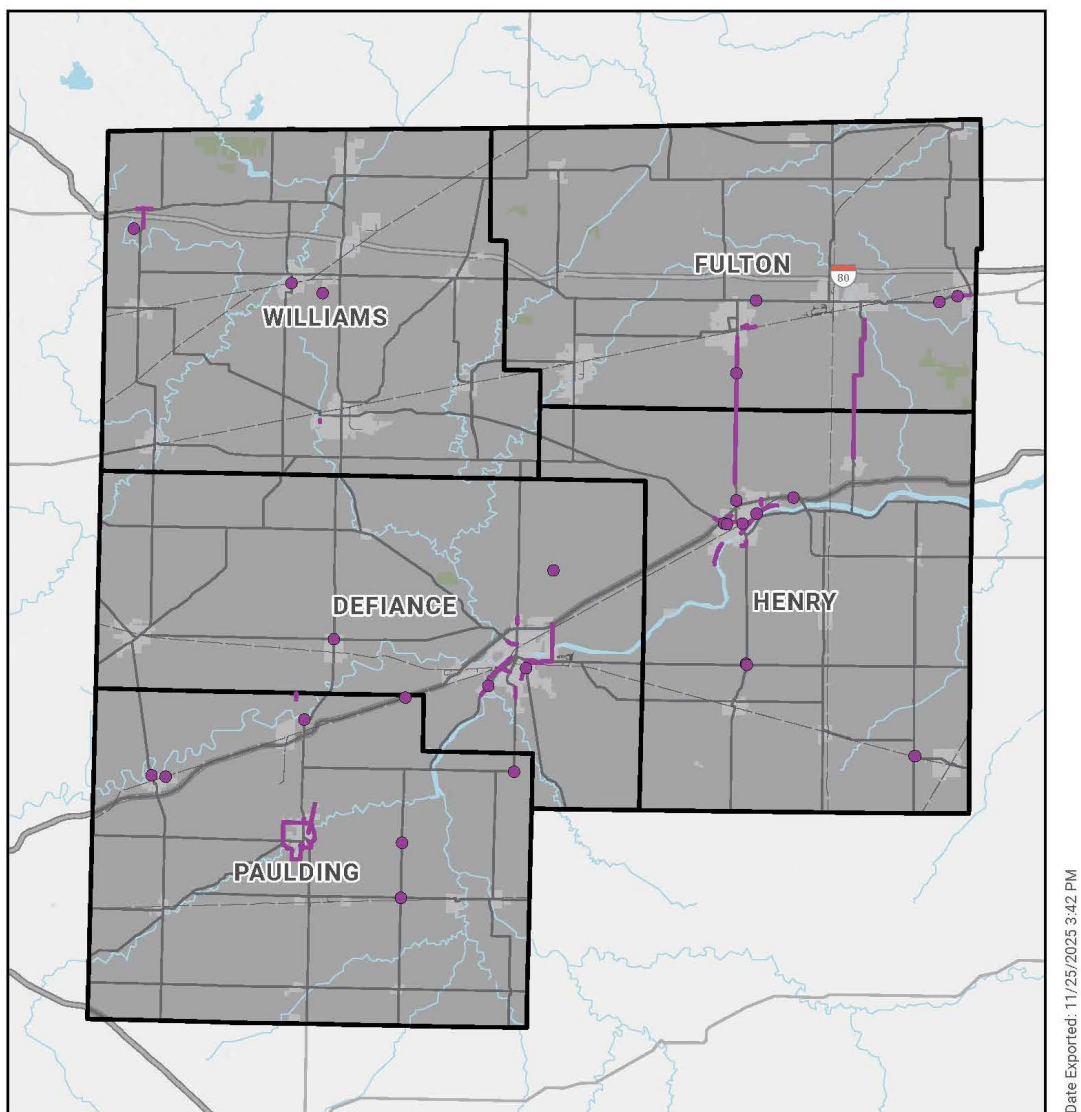
- Comments about inconsistent or missing connections.

Issue:

Fragmented pedestrian network serving a mixed-use area.

Encouraged direction:

- Conduct a downtown pedestrian gap assessment.
- Prioritize linkages between neighborhoods, riverfront amenities, and downtown.
- Recommend ADA and connectivity enhancements as part of a complete streets district approach.



INPUT MAP RESULTS MVPO REGION

MVPO REGIONAL SAFETY ACTION PLAN



Figure 1: Input Map Results for the MVPO Region





Appendix C: Full Page Priority Location Recommendation Graphics

Regional Safety Action Plan

MAUMEE VALLEY PLANNING ORGANIZATION

WATSON ROAD AND STATE ROUTE 66 (JEFFERSON ROAD)

Watson Road/Power Dam Road Corridor – Defiance County
SR 66 (Jefferson Ave.) to Campbell Road (Approx. 2.0-mile)



1 Install Rumble Strips

Install shoulder and centerline rumble strips along curved and tangent roadway segments to reduce lane departure crashes through audible and vibratory alerts. Paved shoulders may need widened on curved sections to accommodate the rumble strips.

2 Upgrade Pavement Markings

Install high visibility edge lines and chevron markings at curve to strengthen driver guidance and improve overall visibility during nighttime or low light conditions.

3 Enhance Signage

Add advanced curve warning signs to alert drivers to upcoming horizontal curves and reduce risk of run off road incidents. Also install advance intersection warning signs to increase visibility and driver awareness, especially at night or in higher speed operating conditions. All warning and regulatory signs should utilize sign post reflective strips.

4 Improve Roadside Safety

Upgrade existing roadside guardrail systems to meet current design standards, enhancing roadside protection and reducing crash severity. Widen shoulders to increase recovery area.

5 Consider Future Realignment of

Campbell Rd Intersection (Not Pictured)

If crash patterns persist, consider realigning intersection to form a 90-degree approach to Power Dam Road to improve sight distance, minimize skew related conflict points, and simplify vehicle turning movements.

MAIN STREET AND THE BEND ROAD

SR 15 (Main Street) Corridor – Defiance County
Mulligans Bluff Road to SR 15/SR 249 Split (Approx. 1.8-mile)



1 Install Bump-Outs

Install a 6-foot long bump-out on the west leg and downtown bump-outs at existing crosswalks to tighten curb radius, shorten **pedestrian crossings, calm traffic, and** improve streetscape visibility.

2 Improve Surface Treatments

Stripe high-visibility edge lines to improve delineation and driver awareness. Apply a high friction or specialty surface treatment at the curve to improve traction and reduce roadway departure crashes. **Evaluate potential to install traffic signal** based on limited sight lines on the southeast corner of this intersection.

3 Evaluate All-Way STOP Control (AWSC) and Eastbound Left-Turn Lane

Evaluate Eastbound Left-Turn Lane
Evaluate adding an eastbound left-turn lane (pending volume analysis), recognizing potential challenges with lane alignment for both EB/WB directions. Conduct volume and operational analysis to determine if AWSC is feasible and an eastbound left-turn lane is warranted. While this improvement could reduce delay and turning conflicts, careful consideration is needed due to potential alignment challenges for both eastbound and westbound travel lanes departure crashes.

4 Future Intersection Improvement (Not Pictured)

Square up Main Street (SR 15) and SR 249 intersection to create right angle with an all-way stop and evaluate AWSC for the intersection. Add dual "STOP AHEAD" warning signs and dual STOP signs at Main Street (SR 15) and SR 249 intersection.

COUNTY ROAD 3 AND COUNTY ROAD D

County Road 3 Corridor – Fulton County
US 20A to County Road D (Approx. 3.0-mile)



1 Enhance Intersection Safety

Apply multiple treatments to enhance driver awareness and visibility. Install All-Way Stop Control (as warranted), including LED enhanced STOP signs, and dual "STOP AHEAD" warning signs with beacons, rumble strips on County Road D approach and remove vegetation or obstruction.

2 Improve Shoulders and Roadside Safety

Widen paved shoulders where feasible and install shoulder and centerline rumble strips on straight segments. **Remove, relocate, and shield fixed objects.** Add chevrons and upgraded curve warning signs with advisory speed plaques to improve curve safety.

3 Update and Improve Striping Treatments

Refresh high visibility pavement markings, extend no passing zones where sight distance is limited, and add centerline delineators to reduce sideswipe, passing, and rear end crashes.

4 Future Roundabout at CR-D & CR-3

If AWSC at this intersection does not reduce crashes and the severity of crashes once implemented, then consider an engineering study to determine if a single lane roundabout is feasible.

COUNTY ROAD D AND COUNTY ROAD 10

County Road D Corridor – Fulton County
CR 9 to CR 13 (Approx. 4.0-mile)



1 Reduce Angle Crashes at Intersections

Install STOP signs on side-street approaches (if warranted) along with “STOP AHEAD” warnings and supplemental beacons with high approach speeds. Use rumble strips to slow vehicles entering intersections, clear brush, remove sight obstructions, and upgrade lighting to improve visibility.

2 Improve Roadside Safety

Widen shoulder recovery space and install shoulder rumble strips along corridor. Consider centerline rumble strips on long tangent segments. Also remove or relocate **fixed objects (poles, signposts, and trees)** where feasible.

3 Improve Passing Behavior

Use **high visibility or wet reflective materials** to address sideswipe and passing crashes linked to alignment and delineation issues.

4 Evaluate Geometric Improvements

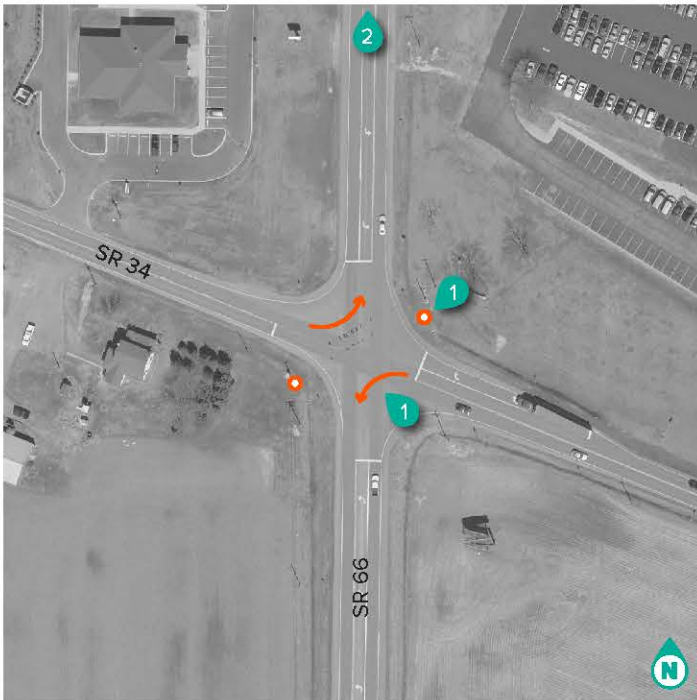
Consider adding left turn lanes where minor **road traffic volumes warrant additional** separation. Add advance intersection warning signs to improve driver awareness at high speed approach intersections.

5 Enhance Speed Management Options

Install current speed feedback signs to promote self correction. Consider transverse rumble stripes on approaches to known crash clusters to slow vehicles and increase driver awareness.

STATE ROUTE 66 AND STATE ROUTE 34

State Route 66 Corridor – Henry County
SR 34 to CR U (Approx. 0.4-mile)



1 Enhance Signal Timing and Operations

Add EB and WB left turn lanes on SR 34 at the SR 66 signalized intersection, and update signal timing/phasing. An engineering study would need conducted to determine if left turn lanes on SR34 are warranted.

2 Reduce Turning Conflicts (not pictured)

Add a left turn lane for northbound SR 66 at County Road U, and consider adding center left turn lane from SR 66 intersection northward to the CR-U new left turn lane. The center left turn lane would service the Four County Vocational School and Northwest State Community College, as well as several businesses. This would reduce congestion during peak school periods. An engineering study would need conducted to determine feasibility of adding turn lane.

SCOTT STREET, CLINTON STREET, AND WOODLAWN AVENUE

Henry County
Single Intersection Focus Area



Concept illustration of recommended safety improvements at the Scott Street, Clinton Street, and Woodlawn Avenue intersection in Henry County.

1 Install Traffic Calming Improvements

Narrow Scott St. through neckdowns or restripe to reduce speeds and create a more pedestrian scaled environment. Because Scott functions as a truck route to Clinton and Perry, evaluate freight impacts for all above proposals.

2 Restrict Turning Movements

Restrict select turning movements **on Clinton Street to reduce conflict points and cut through traffic. Evaluate** converting W. Clinton Street to a one way operation to simplify circulation and improve safety.

3 Enhance Pedestrian Safety

Install curb extensions at corners where on street parking meets the intersection—particularly in the southeast, south, and potentially northwest quadrants—to shorten crossings and improve pedestrian visibility. Shorten and realign long diagonal crosswalks to create more direct and safer pedestrian paths. Any geometric changes need to consider truck turning movements through the intersection

4 Optimize Signals/ Intersection Operations

Review and adjust Woodlawn signal timing/phasing and nearby intersections to improve vehicular progression and reduce delay. Prioritize operations that **balance traffic flow with pedestrian** movement and safety needs.

Completion of a thorough traffic study, including crash and traffic pattern analysis, is recommended prior to final countermeasures selection.

CHARLOE TRAIL (CR 138) AND STATE ROUTE 637

Charloe Trail (CR 138) – Paulding County
SR 637 to TR 163 (Approx. 1.8-mile)



Concept illustration of recommended safety improvements at Charloe Trail and State Route 637 in Paulding County.

1 Improve Shoulders and Roadside Safety

Improve shoulders and install shoulder rumble strips along the corridor to reduce roadway-departure crashes. Consider centerline rumble strips for added separation.

2 Widen Roadway

Widen roadway where needed to improve safety and accommodate vehicle movements. Because utilities are concentrated on one side, pole relocation may be required.

3 Upgrade Signage

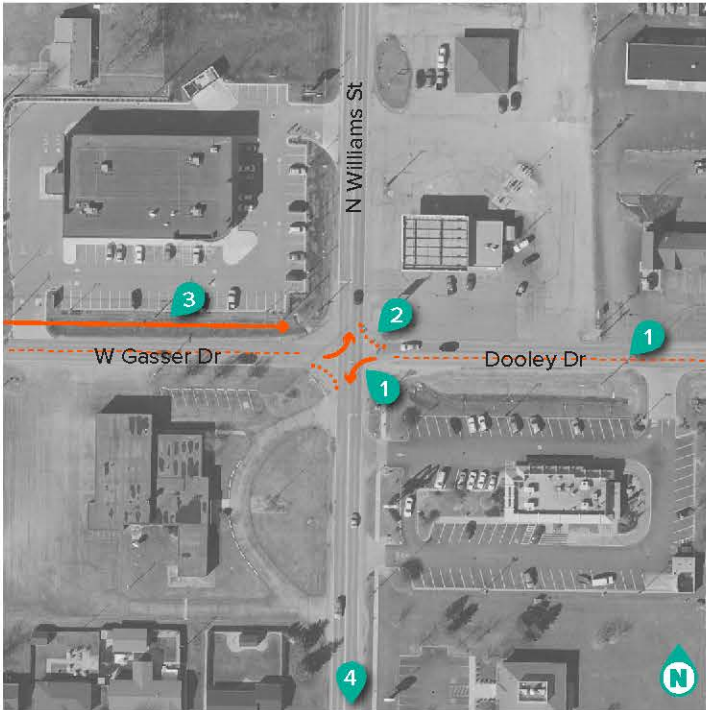
Upgrade signing at the SR 637 and Charloe Trail intersection, including dual STOP signs to increase visibility and driver awareness on approach. Also install dual "Intersection Ahead" warning signs on northbound and southbound SR 637.

4 Intersection Radius and Sight Line Improvements

Consider a radius cutback at the SR 637 and Charloe Trail intersection to improve turning movements and enhance available sight distance. Existing "Intersection Ahead" warning signs remain adequate.

NORTH WILLIAMS STREET AND DOOLEY DRIVE/GASSER DRIVE

North Williams Street Corridor – Paulding County
North Dr. to N. Corporation Limit (Approx. 0.6-mile)



Concept illustration of recommended safety improvements at North Williams Street and Dooley Drive/Gasser Drive in Paulding County.

1 Improve Intersection Safety

Address recurring crash issues by improving turn movements and better **defining traffic flow**. Consider adding left turn lanes on Gasser and Dooley Drive or add white lane striping to organize **vehicles and reduce conflicts**.

2 Implement Access Management

Implement access management strategies by reducing, consolidating, or clearly **defining curb cuts at Circle K and Marathon**. These changes will reduce **turning conflicts and improve overall safety** along the corridor.

3 Extend Sidewalk

Extend sidewalk from Maple Avenue along north side of Gasser to the east to intersection of Gasser Drive & Williams Street to close connectivity gaps.

4 Add Pedestrian Crossings (not pictured)

Provide a new pedestrian crossing for west side neighborhoods to reach the existing sidewalk network. Add an additional crossing at North Drive to connect to east side sidewalks and improve direct access for residents and consider a rectangular **rapid flashing beacon at North Drive & Williams Street crossing**.

STATE ROUTE 34 AND STATE ROUTE 91

SR 2/SR 34 – Williams County

CR 20.50 to SR 191 (Approx. 0.9-mile)



1 Improve Intersection

Install All-Way STOP Control (as warranted) at the SR 191 and SR 34 intersection. Add dual STOP signs on all approaches with an All-Way STOP placard added to the signs.

2 Widen Roadway and Improve Shoulders

Widen the roadway where feasible to accommodate shoulder treatments and operational needs. Add rumble strips along both roadway edges, requiring at least 4 feet of paved shoulder.

3 Evaluate Long-Term Intersection Improvements (Future)

Assess the feasibility of a roundabout or other geometric improvements at the SR 2 / SR 34 / SR 191 intersection to improve safety, reduce conflict points, and calm approach speeds.

4 Right Turn Lane (not pictured)

Add a westbound right turn lane on SR 34 at the intersection with CR 20.50 to remove right turning vehicles out of the higher speed through traffic movements to improve safety. Conduct an engineering analysis to determine if the right turn lane is warranted.

STATE ROUTE 576 AND COUNTY ROAD G

State Route 576 – Williams County

CR D (south leg) to CR G (Approx. 3.2-mile)



1 Improve Signage

Install dual STOP signs at the County Road D intersection along with an advance flashing warning sign to increase driver awareness. Add "Intersection Ahead" warning signs where needed. **All signs should have sign post reflective strips** added to them for improved nighttime visibility.

2 Widen Shoulders

Widen shoulders along SR 576 (ODOT jurisdiction in the unincorporated area) to improve safety, provide recovery space, accommodate future rumble strips and reduce roadway-departure risk throughout the corridor.

3 Realign Skewed Intersection

Realign or potentially remove the skewed intersection at SR 576 and County Road G to improve geometry and sight lines and reduce **conflict points. Remove extra lane on left side of** the SR 576 and County Road G intersection and adjust the curve through the intersection.

4 Intersections Visibility (not pictured)

At SR 576 and CR D add dual "Intersection Ahead" warning signs and dual STOP signs. Also add dual arrow warning sign on CR D to alert of T-intersection and no through movements.





Appendix D: Countermeasure Toolbox

Regional Safety Action Plan

MAUMEE VALLEY PLANNING ORGANIZATION

Appendix D: MVPO Safety Action Plan Countermeasure Toolbox

This appendix provides the full countermeasure toolbox in a compact reference-table format. It is intended to support MVPO and partner communities as they consider proven safety strategies that may respond to local roadway context, crash patterns, implementation opportunities, and funding readiness.

How to use this appendix. The chapter version of the toolbox is designed to be read in narrative form. This appendix is designed to be scanned quickly during project development, grant preparation, corridor planning, and early concept discussions. Countermeasures are organized by category and include applicability by MVPO typology, evidence/source references, available CRF/CMF information from the draft toolkit, relative construction cost, and notes where clarification may be helpful.

Typology 1	Mostly rural, non-state roadways or other lower-volume two- to three-lane corridors.
Typology 2	Mostly rural higher-speed corridors, generally without medians or access control.
Typology 3	More urban corridors with higher volumes and partial access control or medians.
Applicability	X = generally applicable; O = applicable under certain circumstances; blank = typically not applicable for that typology.
Cost / Safety Terms	\$ < \$100,000; \$\$ = \$100,000 to \$1,000,000; \$\$\$ > \$1,000,000. CRF = crash reduction factor. CMF = crash modification factor.

Category	Countermeasure	T1	T2	T3	Evidence / Source	CRF	CMF	Crash Type / Severity	Cost
Pavement Markings	Install Wider Edgelines (4-in to 6-in)	X	X	X	CMF 4747; Proven Safety Countermeasures; FHWA	0.365	0.635	All Crash Types, K, A, B, C	\$
Pavement Markings	Upgrade Existing Markings to Wet-Reflective Pavement Markings	X	X	X	CMF 8134; FHWA	0.254	0.746	Run Off Road, Wet Road, All Severities	\$
Pavement Surface	Install Centerline Rumble Strips	X	X	X	CMF 6939; Proven Safety Countermeasures; FHWA	0.22	0.78	All Crash Types, K, A, B, C	\$
Pavement Surface	Install Shoulder Rumble Strips	X	X	X	CMF 6939; Proven Safety Countermeasures; FHWA	0.14	0.86	Run Off Road, All Severities	\$
	Install High Friction Surface Treatment	X	X	X	CMF 10332; Proven Safety Countermeasures; FHWA	0.44	0.56	Run Off Road, K, A, B, C	\$\$
	Install High Friction Surface Treatment on Ramps		X	X	CMF 10337; Proven Safety Countermeasures; N	0.635	0.365	All Crash Types, K, A, B, C	\$\$
	Install High Friction Surface Treatment on Horizontal Curves	X	X	X	CMF 7900; Proven Safety Countermeasures; FHWA	0.485	0.515	All Crash Types, K, A, B, C	\$\$
Shoulder Treatment/Clear Zone	Resurface Deteriorated Pavement	X	X	X	CMF 9305; Proven Safety Countermeasures; FHWA	0.142	0.585	All Crash Types, K, A, B	\$\$
	Install Safety Edge	X	X	X	CMF 9223; Proven Safety Countermeasures; FHWA	0.108	0.892	Run Off Road, K, A, B, C	\$\$
	Install Wider Markings and Shoulder Rumble Strips with Resurfacing (4-in to 6-in)	X	X	X	CMF 4783; Proven Safety Countermeasures; FHWA	0.26	0.74	All Crash Types, K, A	\$\$
	Pave Deteriorated 2-ft Shoulder	X	X	X	CMF 6192; FHWA	0.03	0.97	Fixed Object, Head On, Run off Road, Sideswipe, K	\$\$

Category	Countermeasure	T1	T2	T3	Evidence / Source	CRF	CMF	Crash Type / Severity	Cost
Shoulder Treatment/Clear Zone	Upgrade Narrow Unpaved Shoulder (<5 ft) to Wide Paved Shoulder (> 5ft)	X	X	X	CMF 5404; FHWA	0.72	0.28	All Crash Type, K, A, B, C	\$
	Upgrade Narrow Unpaved Shoulder (<5 ft) to Wide Unpaved Shoulder (> 5ft)	X	X		CMF 5404; FHWA	0.65	0.35	All Crash Type, K, A, B, C	\$
	Flatten Side Slopes	X	X	X	CMF 11203; N	0.053	0.947	Cross Median, Fixed Object, Run Off Road, Other, K, A, B, C	\$
	Remove or Relocate Fixed Objects Outside of the Clear Zone	X	X	X	CMF 2724; Proven Safety Countermeasures; FHWA	0.976	0.024	Fixed Object, All Severities	\$
Shoulder Treatment/Clear Zone	Install Roadside Barrier	X	X	X	CMF 6402; Proven Safety Countermeasures; FHWA	0.51	0.49	Run Off Road, K, A, B, C	\$
	Install Crash Cushion	O	X	X	CMF 57; Proven Safety Countermeasures; FHWA	0.69	0.31	Fixed Object, K, A, B, C	\$
	Install shoulder rumble strips (on horizontal curves), rural roads	X	X	X	CMF 6939; FHWA	0.14	0.86	Run Off Road, All Severities	\$
Signs	Install Sequential Dynamic Chevrons	X	X	X	CMF 10362; Proven Safety Countermeasures; FHWA	0.6	0.4	Non-Intersection Crashes, K, A, B, C	\$
Signs	Install New Fluorescent Curve Signs Or Upgrade Existing Curve Signs To Fluorescent Sheeting	X	X	X	CMF 2434; Proven Safety Countermeasures; FHWA	0.35	0.65	All Crash Types, All Severities	\$
Lighting	Install Illumination	X	X	X	CMF 9029; Proven Safety Countermeasures; FHWA	0.37	0.63	All Crash Types, K, A, B, C	\$
Lighting	Install Intersection Illumination	X	X	X	Proven Safety Countermeasures; FHWA	0.12	0.88	Night Time Crashes, All Severities	\$
	Install Lighting at Interchanges	X	X	X	CMF 4462; N	0.26	0.74	All Crash Types, K, A, B, C	\$

Category	Countermeasure	T1	T2	T3	Evidence / Source	CRF	CMF	Crash Type / Severity	Cost
Median	Provide a Raised Median		O	O	CMF 8200; Proven Safety Countermeasures; FHWA	0.22	0.78	All Crash Types, A, B, C	\$
Median	Convert an open median to a directional median		O	O	CMF 5453; FHWA	0.23	0.77	All Crash Types, K, A, B, C	\$
	Install Any Type of Median Barrier		O	O	CMF 42; Proven Safety Countermeasures; FHWA	0.43	0.57	All Crash Types, K	\$
					Varies Depending on Existing and Proposed Median Widths				
	Increase Median Width		X	X	CMF 6987; N			All Crash Types, A,B,C	\$
Roundabouts	Replace TWLTL with Raised Median		O	O	CMF 2514; Proven Safety Countermeasures; FHWA	0.19	0.81	Rear End, All Severities	\$
	Conversion of intersection to single-lane roundabout	X	X	O	CMF 4194; Proven Safety Countermeasures; FHWA	0.59	0.41	All Crash Types, All Severities	\$
	Conversion of signalized intersection to multi-lane roundabout		X	X	CMF 4194; Proven Safety Countermeasures; FHWA	0.2	0.8	All Crash Types, K, A, B, C	\$
	Conversion of stop controlled intersection to multi-lane roundabout		X	X	CMF 6159; Proven Safety Countermeasures; FHWA	0.05	0.95	All Crash Types, All Severities	\$
Intersection	Convert intersection to high speed (+ 55 MPH approach, rural, low AADT) roundabout, single lane	X	X		CMF 10435; FHWA	0.79	0.21	All Crash Types, K, A, B, C	\$
Layouts	Improve Angle of Channelized Right turn Lane	X	X	X	CMF 8431; FHWA	0.603	0.397	Right Turn, Other, All Severities	\$

Category	Countermeasure	T1	T2	T3	Evidence / Source	CRF	CMF	Crash Type / Severity	Cost
Intersection Layouts	Introducing Zero or Positive Offset Left-Turn Lane on Crossing Roadway	X	X	X	CMF 276; Proven Safety Countermeasures; FHWA	0.2	0.8	Angle, All Severities	\$
	Convert a conventional signalized intersection to a signalized superstreet		X	X	CMF 9984; Proven Safety Countermeasures; FHWA	0.22	0.78	All Crash Types, K, A, B, C	\$\$\$
	Convert intersection to restricted crossing U-turn (RCUT) intersection		X	X	CMF 10850; Proven Safety Countermeasures; FHWA	0.2	0.8	All Crash Types, All Severities	\$\$\$
	Convert Intersection to Type A Median U-Turn Intersection		X	X	CMF 10859; Proven Safety Countermeasures; FHWA	0.227	0.773	All Crash Types, K, A, B, C	\$\$\$
	Convert Intersection to Type B Median U-Turn Intersection		X	X	CMF 10859; Proven Safety Countermeasures; FHWA	0.283	0.717	All Crash Types, K, A, B, C	\$\$\$
Intersection Layouts	Convert a conventional unsignalized intersection to an unsignalized superstreet		X	X	CMF 4884; FHWA	0.44	0.56	All Crash Types, All Severities	\$\$\$
	Change Intersection Skew Angle	X	X	X	CMF 11279; FHWA	Varies Depending on Existing Roadway Geometry		All Crash Types, All Severities	\$\$\$
	Increase Triangle Sight Distance	X	X	X	CMF 307; FHWA	0.48	0.52	All Crash Types, A, B, C	\$
	Change right-turn lane geometry to increase line of sight (Approach Level)	X	X	X	CMF 8498; FHWA	0.59	0.41	All Crash Types, All Severities	\$
	Change right-turn lane geometry to increase line of sight (Intersection Level)	X	X	X	CMF 8497; FHWA	0.436	0.564	All, K, A, B, C	\$
	Convert an Intersection into a Continuous Green T Intersection	X	X	X	CMF 8656; FHWA	0.154	0.846	All Crash Types, K, A, B, C	\$

Category	Countermeasure	T1	T2	T3	Evidence / Source	CRF	CMF	Crash Type / Severity	Cost
Stop Controlled Intersections	Convert minor-road stop control to all-way stop control	X	X		CMF 10532; FHWA	0.7	0.3	All, A, B, C	\$
Stop Controlled Intersections	Replace standard stop sign with LED stop sign	X	X	X	CMF 4074; FHWA	0.415	0.585	Angle, All Severities	\$
Intersections	Provide Flashing Beacons at Stop Controlled Intersections	X	X	X	CMF 446; Proven Safety Countermeasures; FHWA	0.1	0.9	All Crash Types, A, B, C	\$
Stop Controlled Intersections	Provide "Stop Ahead" Pavement Markings and Signs	X	X	X	CMF 403; Proven Safety Countermeasures; FHWA	0.31	0.69	All Crash Types, All Severities	\$
	Implement systemic signing and marking improvements at stop-controlled intersections	X	X	X	CMF 8910; Proven Safety Countermeasures; FHWA	0.184	0.816	All Crash Types, K, A, B, C	\$
	Improve Stop Sign Retro reflectivity	X	X	X	CMF 6050; Proven Safety Countermeasures; FHWA	0.094	0.906	All Crash Types, K, A, B, C	\$
	Install transverse rumble strips on stop controlled approaches in rural areas	X	X	X	CMF 9033; FHWA	0.29	0.71	All Crash Types, K, A, B, C	\$
Stop Controlled Intersections	Install intersection conflict warning systems (ICWS) for two-lane at two-lane intersections	X	X	X	CMF 8442; FHWA	0.3	0.7	All Crash Types, A, B, C	\$
	Install intersection conflict warning systems (ICWS) for four-lane at two-lane intersections	X	X	X	CMF 8444; FHWA	0.2	0.8	All Crash Types, A, B, C	\$
	Access								
Access	Reduce driveways from 10-24 to less than 10 per mile	X	X	X	CMF 179; FHWA	0.25	0.75	All Crash Types, A, B, C	\$
Access	Reduce driveways from 26-48 to 10-24 per mile	X	X	X	CMF 178; FHWA	0.31	0.69	All Crash Types, A, B, C	\$

Category	Countermeasure	T1	T2	T3	Evidence / Source	CRF	CMF	Crash Type / Severity	Cost
Access	Reduce driveways from 48 to 26-48 per mile	X	X	X	CMF 177; FHWA	0.29	0.71	All Crash Types, A, B, C	\$\$\$
Trucks	Provide Truck Climbing Lane	X	X	X	CMF 10074; FHWA	0.46	0.54	Truck Related, All Severities	\$\$
Trucks	Install 10 mph Differential Speed Limit on Rural Interstate Highways		X	X	CMF 5329; N	0.086	0.914	Truck Related, All Severities	\$
	Install Advance Downgrade Warning Sign	X	X	X	CMF 10130; FHWA	0.134	0.866	Truck Related, All Severities	\$
Traffic Signals	No Turn on Red Signs	X	X	X	FHWA; NCHRP Report 926	0.03	0.97	All Crash Types, All Severities	\$
Traffic Signals	Red Light Cameras	X	X	X	CMF 11106; Proven Safety Countermeasures; FHWA	0.324	0.676	All Crash Types, K, A, B, C	\$
	Leading Pedestrian Intervals (LPIs)	O	O	O	CMF; Proven Safety Countermeasures; FHWA	0.15	0.85	Vehicle+Pedestrian, K, A, B, C	\$
	Leading Bicycle Intervals (LBIs)		O	O	CMF; Proven Safety Countermeasures; N				\$
Traffic Signals	Install left turn flashing yellow arrow signals and supplemental traffic signs (Protected-Permissive Left-Turn Phasing)	X	X	X	CMF 7730; FHWA	0.143	0.857	Left Turn, All Severities	\$
	Install left turn flashing yellow arrow signals and supplemental traffic signs (Permissive Only Left Turn Phasing)	X	X	X	CMF 7730; FHWA	0.502	0.498	Left Turn, All Severities	\$
	Convert Protected/Permissive Left Turn Phasing to Protected-Only Left Turn Phasing	X	X	X	CMF; FHWA	0.34	0.66	Left Turn, All Severities	\$

Category	Countermeasure	T1	T2	T3	Evidence / Source	CRF	CMF	Crash Type / Severity	Cost
	Convert Permissive Left Turn Phasing to Protected-Only Left Turn Phasing	X	X	X	CMF; FHWA	0.77	0.23	Left Turn, All Severities	\$
	Implement Coordinated Traffic Signals		O	O	N				\$\$
	Review Green Times	X	X	X	N				\$
	Install Near-Side Signal Heads	X	X	X	FHWA; State: NCDOT	0.3	0.7	Red Light Run Crashes, Frontal Impact Crashes, All Severities	\$
	Install Advanced Dilemma Zone Detection	X	X	X	FHWA; State: NCDOT	0.39	0.61	All Crash Types, K, A, B, C	\$
	Implement Systemic Signing and Visibility Improvements at Signalized Intersections	X	X	X	CMF Clearinghouse, FHWA Proven Safety Countermeasures; Proven Safety Countermeasures; FHWA	0.04	0.96	Rear End, All Severities	\$\$
	Install Dynamic All-Red Extension	X	X	X	CMF Clearinghouse; FHWA	0.07	0.93	Other Crash Type, All severities	\$
	Increase all-red clearance interval	X	X	X	CMF Clearinghouse; FHWA	0.202	0.798	All Crash Types, K, A, B, C	\$
Traffic Signals	Add 3-inch yellow retroreflective sheeting to signal backplates	X	X	X	CMF Clearinghouse, FHWA Proven Safety Countermeasures; Proven Safety Countermeasures; FHWA	0.15	0.85	All Crash Types, All Severities	\$
	Install Pedestrian Countdown Timer	X	X	X	CMF Clearinghouse; FHWA	0.125	0.875	Rear End, All Severities	\$
	Install Dynamic Signal Warning Flashers	X	X	X	CMF Clearinghouse; FHWA	0.208	0.792	Rear End, All Severities	\$

Category	Countermeasure	T1	T2	T3	Evidence / Source	CRF	CMF	Crash Type / Severity	Cost
Traffic Signals	Increase Yellow Change Interval (Greater than ITE Recommended Practice)	X	X	X	CMF Clearinghouse, FHWA Proven Safety Countermeasures; Proven Safety Countermeasures; FHWA	0.357	0.643	Rear End, All Severities	\$
	Install Adaptive Traffic Signal Control	X	X	X	CMF Clearinghouse; FHWA	0.122	0.878	Rear End, All Severities	\$
Pedestrian	Increase Pedestrian Crossing Time	X	X	X	CMF Clearinghouse; FHWA	0.51	0.49	Vehicle-Pedestrian	\$
	Curb Extensions	O	O	O	FHWA; NCHRP Report 926				\$
	Curb Radius Reduction	O	O	O	FHWA; NCHRP Report 926				\$
	Crossing Barriers/Fences to Prevent Pedestrian Crossings in Unsafe Locations	O	O	O	FHWA; NCHRP Report 926				\$
Pedestrian	Grade-Separated Crossings	O	O	O	FHWA; NCHRP Report 926	0.13	0.87	Vehicle-Pedestrian	\$\$\$
	High Visibility Crosswalks	X	X	X	CMF Clearinghouse, FHWA Proven Safety Countermeasures; Proven Safety Countermeasures; FHWA	0.4	0.6	Vehicle-Pedestrian, All Severities	\$
Pedestrian	Install Advanced Yield or Stop Markings and Signs for Midblock Crossings		O	O	CMF Clearinghouse; FHWA	0.2	0.8	Rear End, Sideswipe, All Severities	\$
	Install Raised Median with Marked Crosswalk (Uncontrolled)		X	X	CMF Clearinghouse; FHWA	0.46	0.54	Vehicle-Pedestrian, All Severities	\$\$
	Install raised median with/without crosswalk (uncontrolled)		X	X	CMF Clearinghouse; FHWA	0.315	0.685	Vehicle-Pedestrian, All Severities	\$
	Pedestrian Refuge	X	X	X	FHWA; NCHRP Report 926	0.315	0.685	Vehicle-Pedestrian, All Severities	\$-\$

Category	Countermeasure	T1	T2	T3	Evidence / Source	CRF	CMF	Crash Type / Severity	Cost
	Install a Pedestrian Hybrid Beacon (PHB or HAWK)	X	X	X	CMF Clearinghouse, FHWA Proven Safety Countermeasures; Proven Safety Countermeasures; FHWA	0.45	0.55	Vehicle-Pedestrian, K, A, B, C	\$
	Install rectangular rapid flashing beacon (RRFB)	X	X	X	CMF Clearinghouse, FHWA Proven Safety Countermeasures; Proven Safety Countermeasures; FHWA	0.7	0.3	Vehicle-Pedestrian, All Severities	\$
Pedestrian	All-Walk Phase/Protected Pedestrian Phase	O	O	O	FHWA; NCHRP Report 926	0.35	0.65	Vehicle-Pedestrian, All Severities	\$
	Install Sidewalk	X	X	X	CMF Clearinghouse, FHWA Proven Safety Countermeasures; Proven Safety Countermeasures; FHWA	0.402	0.598	Vehicle-Pedestrian, All Severities	\$
Bicycle	Bicycle Lane Extension Through Intersections		O	O	N; NCHRP Report 926				\$
Bicycle	Bicycle Boxes		O	O	FHWA; NCHRP Report 926				\$
	Two-Stage Bicycle Turn Queue Box	O	O	O	FHWA; NCHRP Report 926				\$
	Bicycle Signals		O	O	FHWA; NCHRP Report 926				\$
	Passive Bicycle Signal Detection	O	O	O	FHWA; NCHRP Report 926				\$
	Install Shared Use Path (on 6-lane divided urban road)		O	O	CMF Clearinghouse; FHWA	0.25	0.75	Vehicle-Bicycle, All Severities	\$

Category	Countermeasure	T1	T2	T3	Evidence / Source	CRF	CMF	Crash Type / Severity	Cost
Bicycle	Install bike lane (CMF for 4-lane, divided arterial)		O	O	CMF Clearinghouse, FHWA Proven Safety Countermeasures; Proven Safety Countermeasures; FHWA	0.14	0.86	Vehicle-Bicycle, All Severities	\$\$
	Convert Traditional Bike Lane to Separated Bike with a blend of Flexi-post and other Vertical Elements		O	O	CMF Clearinghouse, FHWA Proven Safety Countermeasures; Proven Safety Countermeasures; FHWA	0.36	0.64	Vehicle-Bicycle, All Severities	\$\$-\$
Speed Management	Install Dynamic Speed Feedback Sign	X	X	X	CMF Clearinghouse; FHWA	0.05	0.95	Single Vehicle Crashes, All Severities	\$
Speed Management	Implement Automated Speed Enforcement Cameras	X	X	X	CMF Clearinghouse, FHWA Proven Safety Countermeasures; Proven Safety Countermeasures; FHWA	0.48	0.52	All Crash Types, A, B, C	\$
	Mobile Speed Enforcement Cameras	X	X	X	CMF Clearinghouse, FHWA Proven Safety Countermeasures; Proven Safety Countermeasures; FHWA	0.201	0.799	All Crash Types, K, A, B, C	\$
Studies	Road Safety Audit	X	X	X	Proven Safety Countermeasures; FHWA	10% - 60% Reduction in Total Crashes per FHWA Evaluation			\$\$

Category	Countermeasure	T1	T2	T3	Evidence / Source	CRF	CMF	Crash Type / Severity	Cost
Roadway Cross Section	Narrow lane from 12 ft to 11 ft (rural highways)	X	X	X	CMF 7825; FHWA	0.24	0.76	All Crash Types, All Severities	\$
Roadway Cross Section	"Classic Road Diet" - Convert 4-lane undivided road to 2 lanes + TWL/TL		X	X	CMF 4710; Proven Safety Countermeasures; FHWA	0.387	0.613	All Crash Types, All Severities	\$\$
	"Classic Road Diet" - Convert 4-lane undivided road to 2 lanes + TWL/TL + bike lane		X	X	Proven Safety Countermeasures; FHWA	0.38	0.62	Non-Intersection Crashes, All Severities	\$\$
	Install Periodic Passing Lanes on Rural Two-lane Highways	X			CMF 4082; FHWA	0.35	0.65	Non-Intersection Crashes, K, A, B, C	\$\$
	Protected Intersection	O	O	O	FHWA; NCHRP Report 926				\$\$\$





Appendix E: Funding Matrix

Regional Safety Action Plan

MAUMEE VALLEY PLANNING ORGANIZATION

Appendix E:

MVPO Safety Action Plan Funding Matrix

This appendix is intended as a working reference for MVPO and local partners. It combines competitive grants, formula funding pathways, and local funding/financing tools that may help implement safety improvements across the region. Program details should always be rechecked against the current NOFO, guidance, or agency application materials before applying.

Table fields are intentionally planning-level. “Can Fund Construction?” indicates whether a program can support physical implementation, not whether it is limited only to construction. “Typical readiness / construction needs” summarizes what applicants usually need in place to compete well or deliver successfully.

Funding opportunity	Level	Best fit / eligible use	Timeline / frequency	Match	Can fund construction?	Typical readiness / construction needs	Potential partners	MVPO use notes
MVPO / ODOT Formula Funds (STBG and related federal-aid programming through the RTP/TIP and STIP)	Regional / Federal-aid formula	Core local roadway, bike/bed, bridge, intersection, and corridor projects that are already advancing through the regional transportation programming process.	Ongoing programming process; timing depends on MVPO RTP/TIP updates, ODOT coordination, and project readiness. Ongoing / recurring programming cycle	Usually local match required; often 20% for federally funded local projects, but can vary by fund source and project type.	Yes	Strong sponsor commitment, scoping, cost estimate, schedule, and ability to deliver through federal-aid requirements. Best for projects with a clear local champion and pathway into the RTP/TIP.	MVPO, ODOT District, county engineer, city/village/township sponsor, consultants, adjacent jurisdictions.	Important “base funding” pathway for projects that may not be competitive enough for major discretionary grants but are ready to be programmed and delivered.
ODOT Highway Safety Improvement Program (HSIP) – Systemic Safety Funding	State / Federal	Low-cost to moderate-cost proven safety treatments, especially roadway departure and pedestrian safety projects that can be justified	Applications are accepted twice per year. Semiannual (March 31 and August 31 deadlines)	10% local match is typically required.	Yes	Clear safety problem statement, data support, benefit of proven countermeasures, coordination with ODOT District Safety and Local Programs, and	Local public agency sponsor, ODOT District Safety staff, county engineer, local law enforcement, schools or pedestrian generators where relevant.	A strong fit for many MVPO recommendations because it can support systemic rural safety work, signing/markings, curves, intersections, and pedestrian

Funding opportunity	Level	Best fit / eligible use	Timeline / frequency	Match	Can fund construction?	Typical readiness / construction needs	Potential partners	MVPO use notes
		systemically rather than only at one crash hotspot.				enough scope definition to price and deliver the work.		crossing improvements.
ODOT Highway Safety Improvement Program (HSIP) – Formal Safety Application	State / Federal	Higher-cost or more complex spot safety projects with a strong crash history or documented safety need.	Coordinate early with ODOT; schedule varies by project and funding availability. Rolling / as coordinated with ODOT	Local match typically required; amount can vary by program structure and agreement.	Yes	Robust crash analysis, safety study or engineering justification, concept development, cost estimate, and stronger delivery readiness than a basic systemic application.	Local public agency sponsor, ODOT District Safety and Local Programs, county engineer or municipality, design consultant, emergency services if applicable.	Best reserved for projects with strong evidence of safety benefit and a realistic path to design and construction.
ODOT Transportation Alternatives Program (TAP)	State / Federal	Sidewalks, shared use paths, bike facilities, Safe Routes to School-related infrastructure, crossings, and other active	Application cycle opens in the fall and is typically due in winter. Annual	20% local match.	Yes	Good fit with adopted plans, clear public benefit, scoping and estimates, and ability to complete federal-aid project development. Stronger	Local public agency sponsor, MVPO, ODOT Office of Local Programs, schools, parks, health partners, trail groups, adjacent jurisdictions.	One of the most useful implementation programs for walking and bicycling safety improvements in the region.

Funding opportunity	Level	Best fit / eligible use	Timeline / frequency	Match	Can fund construction?	Typical readiness / construction needs	Potential partners	MVPO use notes
		transportation connections.				applications usually show network value, safety benefit, and community support.		
ODOT Safe Routes to School (SRTS)	State / Federal	K-12 walking and bicycling safety near schools, including infrastructure and non-infrastructure projects tied to an approved School Travel Plan.	Current 2026 application cycle was open through March 6, 2026. Recurring ODOT application cycle	Infrastructure projects generally require local match; non-infrastructure activities may be reimbursed up to 100% of eligible costs.	Yes, for infrastructure; also supports non-construction activities	Approved or eligible School Travel Plan, school and local government coordination, clear student safety need, and project definition within the school travel area.	School district, municipality or county/township sponsor, ODOT SRTS program, parents, law enforcement, public health, crossing guards.	Especially helpful where the plan identifies school access barriers, crossing issues, speed concerns, or sidewalk gaps.
ODOT Local Major Bridge Program	State / Federal	Major local bridge replacement or rehabilitation projects, including bridges with safety, structural,	Applications are due by October 15. Annual	ODOT provides up to 80% of eligible costs; local share is typically at least 20%.	Yes	Bridge condition and need documentation, project scoping, cost estimate, local commitment to match and delivery, and	County engineer, municipality, township, ODOT Local Programs, emergency services, school/transit operators if detours affect service.	Not a broad safety program, but important where bridge issues create safety and access constraints in the region.

Funding opportunity	Level	Best fit / eligible use	Timeline / frequency	Match	Can fund construction?	Typical readiness / construction needs	Potential partners	MVPO use notes
		access, or load-related concerns.				often a longer lead time for design and environmental work.		
ODOT Township Safety Sign Grant Program	State	Township-led sign upgrades and replacements, particularly basic warning, regulatory, and safety-related sign needs on local roads.	Current application cycle is open through June 5, 2026. Annual	No local match is generally expected for awarded signs, but local installation responsibilities may apply.	Limited – sign installation / replacement only	Township-led application, inventory or identification of sign deficiencies, and commitment to install and maintain the awarded signs.	Township trustees, township road staff, county engineer, ODOT if coordination is needed.	A good early-action tool for low-cost systemic safety response in rural townships.
Ohio Public Works Commission (OPWC) – SCIP / LTIP	State	Local roads, bridges, culverts, and associated infrastructure needs that may not fit federal discretionary programs but are important to local delivery.	Annual district application cycles through the local Public Works Integrating Committee. Annual	SCIP grants can fund up to 90% of repair/replacement costs; LTIP is a grant program for roads and bridges only. Local share varies by project and district scoring.	Yes	Strong local sponsor, district-level application, clear scope and estimate, and readiness to move into construction. Safety-supportive apurtenances can be included when incidental	County, municipality, township, county engineer, regional district committee, MVPO where coordination helps.	One of the most practical state tools for packaging road, bridge, and related safety-supportive improvements, especially when paired with local match or other grants.

Funding opportunity	Level	Best fit / eligible use	Timeline / frequency	Match	Can fund construction?	Typical readiness / construction needs	Potential partners	MVPO use notes
ODOT / FTA Section 5310 Specialized Transportation Program	State / Federal transit	Transportation improvements that enhance mobility and access for seniors and people with disabilities, including vehicles, mobility management, and selected access improvements connected to service.	ODOT transit application cycle; timing varies by state fiscal year funding round. Recurring / annual state transit cycle	Often 20% local match for capital; operating assistance, where eligible, may require a higher local share.	Usually not a general roadway construction source; best for transit access and mobility-related capital or operational support	Connection to coordinated transit-human services priorities, eligible sponsor or subrecipient, and clear benefit to older adults and people with disabilities.	Transit providers, county mobility management, senior services, disability service organizations, healthcare and human services partners, local governments.	Useful where safety recommendations overlap with accessible transportation, first/last-mile needs, and safer access to services.
USDOT Safe Streets and Roads for All (SS4A)	Federal discretionary	Planning, demonstration, design, and implementation tied to a Safety Action Plan and Safe	NOFO-based; FY 2025 applications were due June 26, 2025. FY 2026 details	20% local match.	Yes, for implementation grants; also supports planning and demonstration	Strong alignment with an adopted safety action plan, compelling safety story, measurable outcomes,	MVPO, counties, municipalities, townships, ODOT, schools, law enforcement, health partners, transit agencies, advocacy	A core federal implementation pathway for carrying this plan forward, especially for bundled regional

Funding opportunity	Level	Best fit / eligible use	Timeline / frequency	Match	Can fund construction?	Typical readiness / construction needs	Potential partners	MVPO use notes
		System Approach priorities.	are pending a new NOFO. Annual discretionary cycle when a NOFO is released			partnership commitments, and realistic project readiness for implementation requests.	groups, emergency responders.	or multijurisdictional safety efforts.
USDOT BUILD (formerly RAISE)	Federal discretionary	Large or regionally significant multimodal projects with strong safety, connectivity, economic, and quality-of-life benefits.	FY 2026 applications closed February 24, 2026; future rounds depend on annual NOFO release. Annual discretionary cycle	Urban projects generally require up to 20% non-federal match; rural and APP/HDC projects may be eligible for up to 100% federal funding.	Yes, and planning	Highly developed application, strong benefit story, credible cost estimate, project readiness, matching funds strategy where needed, and broad local/regional support.	MVPO, counties, municipalities, ODOT, transit providers, freight or economic development partners, major institutions, adjacent jurisdictions.	Best for larger corridor, bridge, downtown reconnection, or multimodal projects that rise above a routine local project scale.
USDOT Rural Surface Transportation Grant Program	Federal discretionary	Rural roadway, bridge, and multimodal projects that improve safety, connectivity, reliability, and regional	Program funding is made available under the Multimodal Project Discretionary	Match requirements vary by NOFO and project location; applicants should confirm current terms each round.	Yes	Rural eligibility, strong project definition, regional significance, benefit narrative, and readiness comparable to	MVPO, counties, municipalities, ODOT, freight partners, economic development organizations, schools, healthcare or major employers	A particularly relevant national program for a rural region when a project is too large for typical local programs but strongly

Funding opportunity	Level	Best fit / eligible use	Timeline / frequency	Match	Can fund construction?	Typical readiness / construction needs	Potential partners	MVPO use notes
		economic strength.	Grant (MPDG) combined NOFO. Annual / NOFO-based			other national discretionary grants.	depending on project benefits.	advances safety and connectivity.
FHWA Active Transportation Infrastructure Investment Program (ATIP)	Federal discretionary	Network-scale bicycle and pedestrian planning/design or construction that creates connected active transportation systems.	NOFO-based; applicants should monitor for future rounds. Discretionary / as funded	Historically 20% local match, subject to the NOFO.	Yes, and planning/design	Best for communities or regional partnerships ready to frame projects as connected networks rather than isolated segments. Construction grants have a high scale threshold.	MVPO, local governments, ODOT, trail organizations, schools, parks, health institutions, universities, major employers.	A strong fit where MVPO wants to advance a connected regional active transportation spine or bundled bike/ped network project.
FHWA PROTECT Discretionary Grant Program	Federal discretionary	Projects that improve transportation resilience to flooding, slope failure, extreme weather, and	NOFO-based across multiple application periods. Discretionary / as funded	Generally 20% non-federal match; applicants with an adopted resilience improvement plan may be better positioned for	Yes, with limits on pre-construction share	Clear resilience problem, documentation of hazard exposure, project scoping, and a strong connection	Local public agency sponsor, MVPO, ODOT, emergency management, watershed or stormwater partners, county	Useful where flooding, washouts, drainage failure, or slope instability affect

Funding opportunity	Level	Best fit / eligible use	Timeline / frequency	Match	Can fund construction?	Typical readiness / construction needs	Potential partners	MVPO use notes
		other hazards that can create safety risk and disruption.		favorable cost share treatment.		between resilience and transportation safety/reliability.	engineer, conservation districts.	safe travel or cut off access routes.
USDOT Reconnecting Communities Pilot / Reconnecting Communities and Neighborhoods	Federal discretionary	Projects that address barriers created by transportation infrastructure and improve safety, access, and community connectivity.	NOFO-based; FY 2024 awards were structured to support FY 2024–FY 2026 funding availability. Discretionary / as funded	At least 20% non-federal match; the program has allowed both 50-50 and 80-20 structures depending on grant type and project.	Yes, and planning	Strong barrier-removal or reconnection narrative, community support, equity and access benefits, and a clear transportation improvement concept.	Local governments, MVPO, ODOT, neighborhoods, community development organizations, schools, transit providers, major institutions.	Less likely to fit every MVPO recommendation, but very relevant where a corridor or facility creates a major access barrier or separation between community destinations.
Build America Bureau – Rural and Tribal Assistance Pilot Program	Federal technical assistance / predevelopment	Communities that need help getting complex transportation projects grant-ready through legal, financial, and technical advisory support.	NOFO-based; the August 2025 round is closed. Periodic / discretionary	No-match assistance in the recent NOFO.	No – technical assistance only	A defined project concept with clear advancement barriers that outside advisory support can help solve.	MVPO, local government sponsor, ODOT, consultants, financial/legal advisors, major institutions or corridor partners.	Not a construction source, but very helpful for building a stronger pipeline for future SS4A, BUILD, Rural, or other competitive applications.



Appendix F: MVPO Safety Action Plan Implementation Report Card

Regional Safety Action Plan

MAUMEE VALLEY PLANNING ORGANIZATION



Appendix F:

MVPO Safety Action Plan Implementation Report Card

This report card is intended to help MVPO and its partners review progress on both the Plan’s non-infrastructure strategies and its priority infrastructure recommendations on a regular basis. It is designed to support the Safety Monitoring, Reporting, and Response Framework already recommended in the Plan by creating a simple, repeatable structure for tracking implementation activity, funding progress, recurring issues, and next steps. The template also incorporates the core SS4A Safe System categories so MVPO can review whether implementation is advancing a balanced approach across safer people, safer roads, safer speeds, safer vehicles, and post-crash care.

1. Review Information

Prepared by:

Review Date:

Overall status: On track / Mixed / Needs attention

Next review date:

2. Planwide Snapshot

Indicator	Current period	Previous period	Notes / interpretation
Fatal crashes			
Serious injury crashes			
Priority infrastructure recommendations advanced			
Safe System strategies advanced			
Funding applications submitted / awarded			
Recurring safety concerns received			

3. SS4A Safe System Goal Summary

Safe System goal	What advanced this period	Related strategies / projects	Key gap or concern	Overall status
Safer People				
Safer Roads				
Safer Speeds				
Safer Vehicles				
Post-Crash Care				

Suggested use: This section provides a quick balanced check on whether implementation is addressing all five SS4A Safe System goals, not just individual projects.

4. Safe System Strategy Progress

Strategy	Primary SS4A goal	Status	Lead	Actions since last review	Barriers / needs	Next steps
Regional Speed Management and Safe Driving Campaign	Safer Speeds	Not started / In progress / Ongoing / Complete				
School-Area Safety Partnership Program	Safer People	Not started / In progress / Ongoing / Complete				
Proactive Corridor and Development Safety Review	Safer Roads	Not started / In progress / Ongoing / Complete				
Systemic Rural Safety Operations Program	Safer Roads	Not started / In progress / Ongoing / Complete				

Local Safety Implementation Support Program	Safer Roads + People	Not started / In progress / Ongoing / Complete				
Safety Monitoring, Reporting, and Response Framework	Post-Crash Care + Roads	Not started / In progress / Ongoing / Complete				
Optional: Post-Crash Response and Recovery Coordination Program	Post-Crash Care	Not started / In progress / Ongoing / Complete				

5. Priority Infrastructure Recommendation and Project Pipeline Review

Location / project	County	Type	Primary SS4A goal	Current phase	Funding status	Key update	Next action
Watson Road / Power Dam Road	Defiance	Corridor					
State Route 15 (Main Street)	Defiance	Corridor					
County Road 3	Fulton	Corridor					
County Road D	Fulton	Corridor					
State Route 66	Henry	Corridor					
Scott Street / Clinton Street / Woodlawn Avenue	Henry	Intersection					
Charloe Trail (County Road 138)	Paulding	Corridor					
N. Williams Street	Paulding	Corridor					

State Route 2 / State Route 34	Williams	Corridor / intersecti on area					
State Route 576	Williams	Corridor					
Other pipeline project							

Suggested use: MVPO can pre-fill the first ten rows with the Plan's initial priority infrastructure recommendations, then add locally initiated safety projects over time.

6. Recurring Issues and Emerging Needs

Issue / pattern	Where it is appearing	How identified	Recommended follow-up	Responsible partner(s)

7. Priority Actions Before the Next Review

Priority action	Lead	Target timing	Notes / support needed

8. Optional Discussion Prompts for TCC Review

- Which strategies or projects advanced most successfully since the last review, and why?
- Are implementation efforts concentrated in only one or two Safe System categories, or is progress balanced across the full SS4A framework?
- Which priority infrastructure recommendations need additional scoping, partner coordination, or funding preparation before the next review?
- Are recurring issues suggesting the need for a new project, policy change, or non-infrastructure action?

Template note: MVPO can adapt this report card to fit available data, staffing capacity, and review



Maumee Valley
Planning Organization