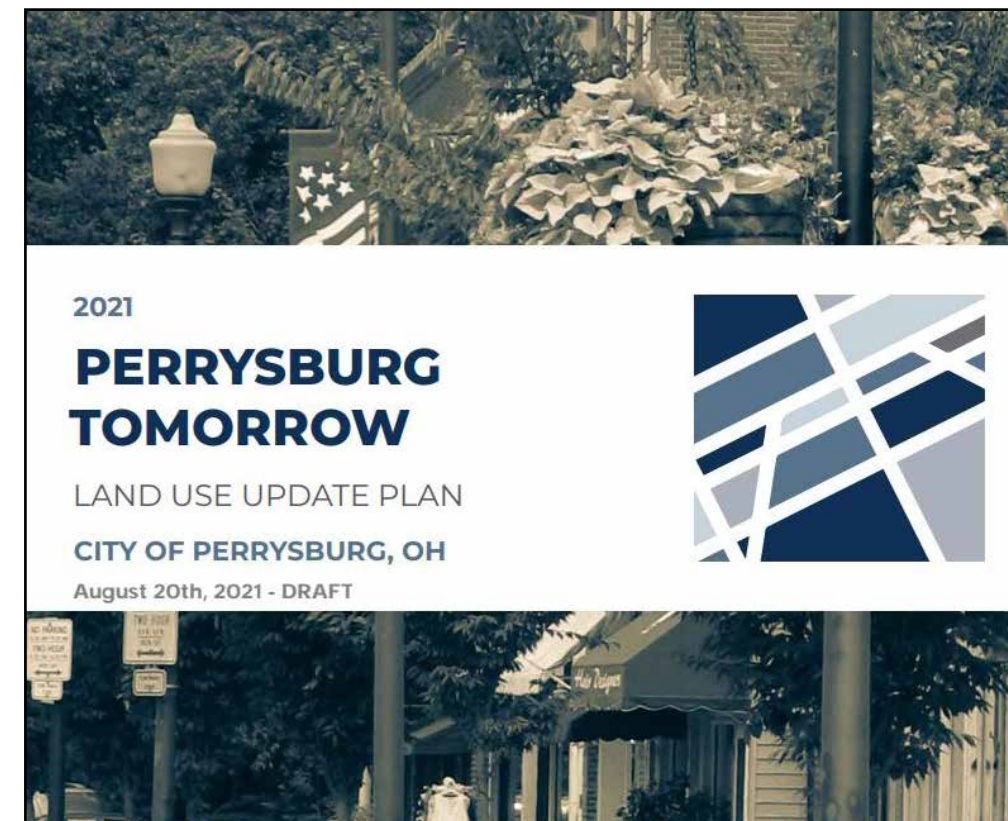


# Existing Plans/Programs

- Perrysburg Tomorrow: 2022 Land Use Update Plan
- 2009 Perrysburg School Travel Plan
- 2017 Wood County Future Land Use Plan
- 2020 Walk.Bike.Ohio
- 2020 TMACOG Complete Streets Policy
- 2020 On the Move 2015-2045 Transportation Plan Update
- 2012 Regional Sidewalk Policy
- City of Perrysburg Safety Town Program

## PERRYSBURG TOMORROW (2022)



- Recommends the following applicable Community Connections action items:
  - Establish a Bicycle and Pedestrian Advisory Committee
  - Create an internal mobility team
  - Create a Gateway and Wayfinding Masterplan
  - Create a Safe Routes to School Plan

## SCHOOL TRAVEL PLAN (2009)



- Outlines specific goals and recommendations related to bicycle and pedestrian policies surrounding elementary schools.
- Records and outlines the city's plans to support students walking and biking to and from school.

## TMACOG COMPLETE STREETS POLICY (2020)



- Recognizes the importance of planning, designing, and maintaining a transportation system that is safe and efficient for users of all ages and abilities, regardless of their mode of transportation.
- Encourages multimodal facilities through mechanisms that requires project sponsors receiving TMACOG-managed funding to make every effort to include projects that improve walking, bicycling, and transit whenever feasible.

## WALK.BIKE.OHIO. (2020)



- The vision established in this plan is: "Walking and biking in Ohio will be a safe, convenient and accessible transportation option for everyone."
- The vision statement is supported through these goals: Equity, Network Utilization, Network Connectivity, Safety, Livability, and Preservation.

## WOOD COUNTY FUTURE LAND USE PLAN (2017)



- Provides strategies to advance future growth and development by incorporating multimodal components.
- Strategies aim to enhance mobility, promote sustainability, and improve quality of life for residents.
- Strategies allow for alternative modes of transportation, accommodate electric vehicles, and integrate Special District Characteristics.

## TMACOG ON THE MOVE (2020)

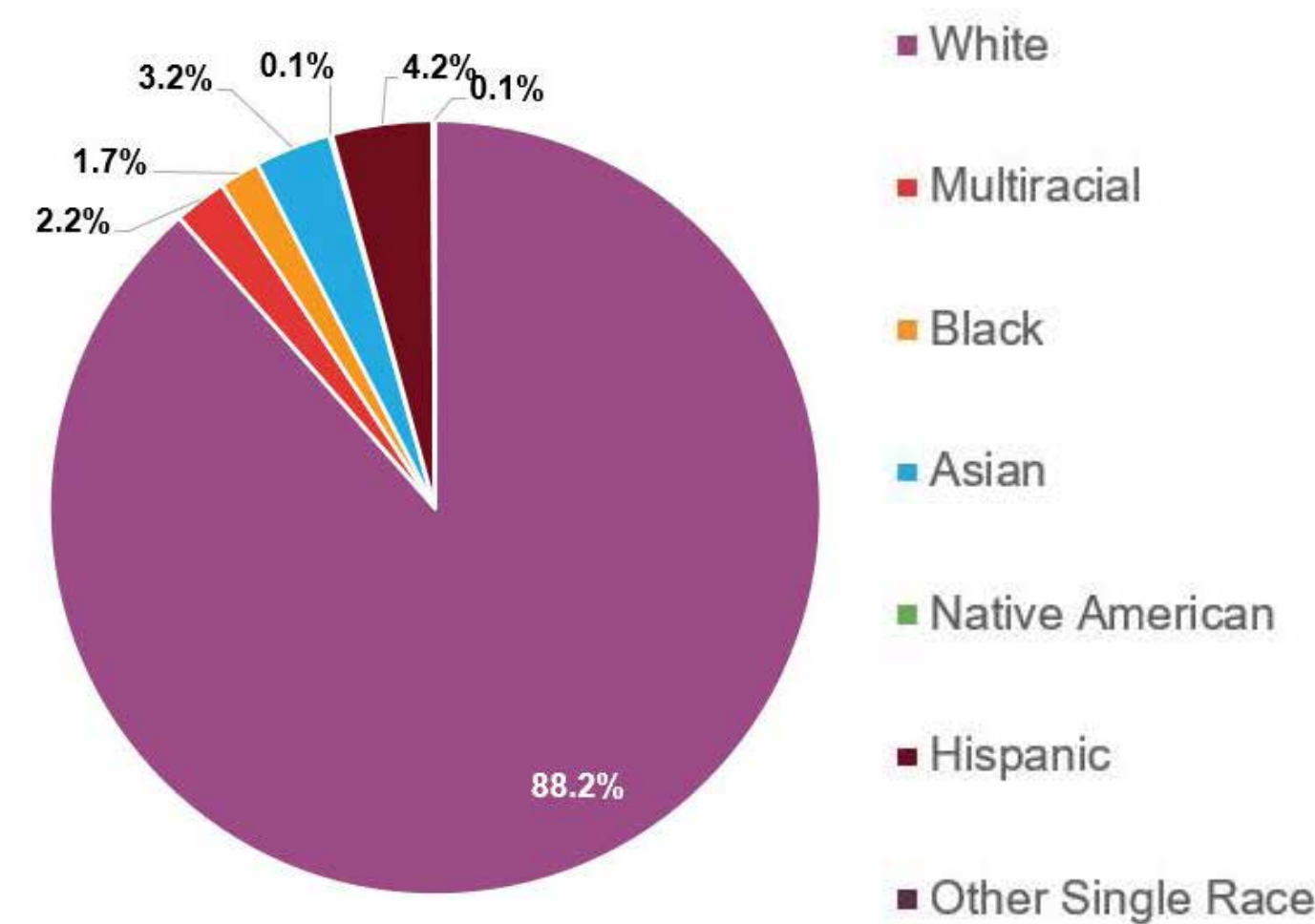


- Provides a program of transportation projects, initiatives, and policies that will guide over \$3.8 billion of public investment over 25 years to enhance the regional transportation system.
- Includes all transportation modes and there is a focus on integrating improvements to further develop an intermodal transportation system moving both people and goods.

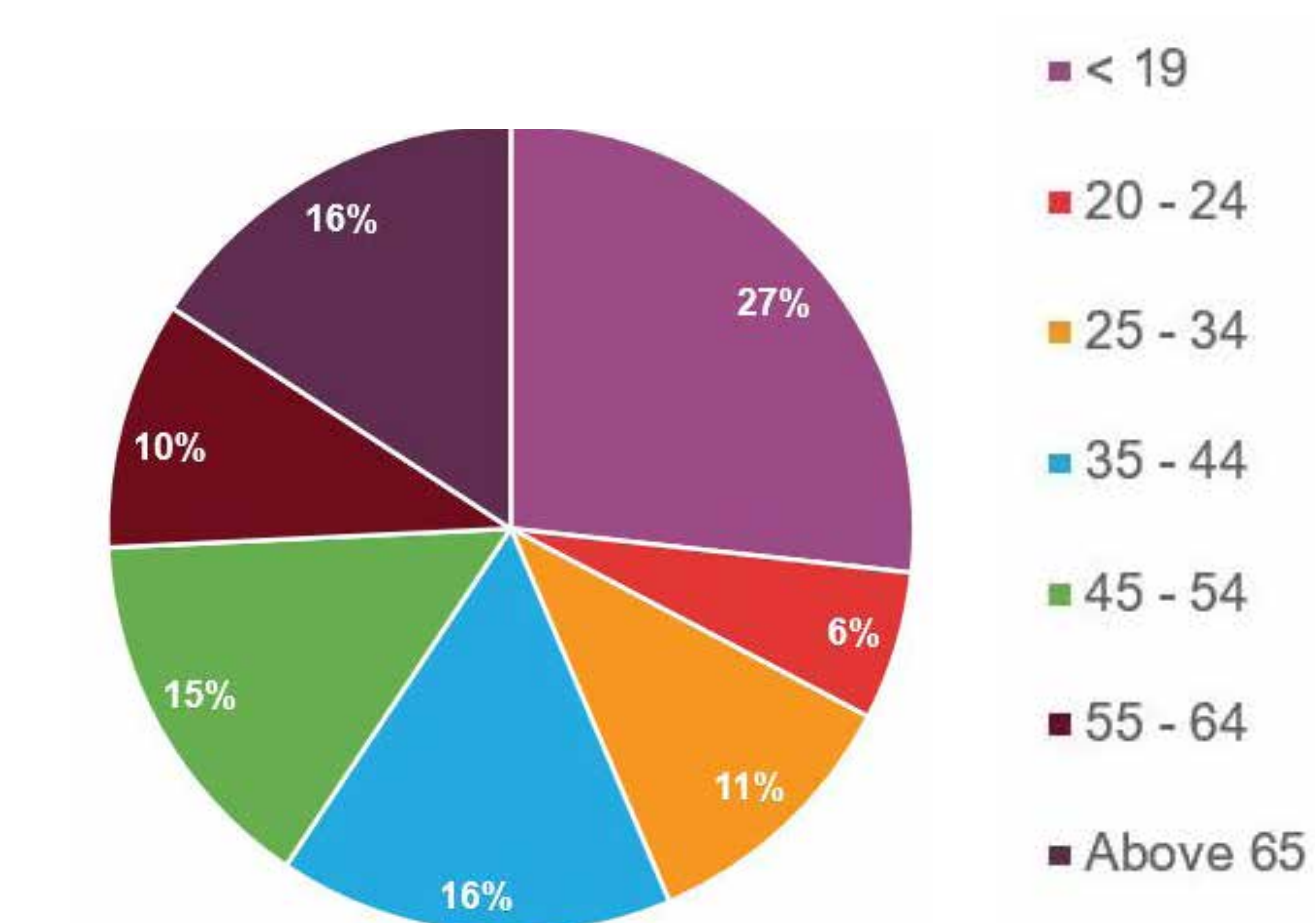


# Demographics and Crashes

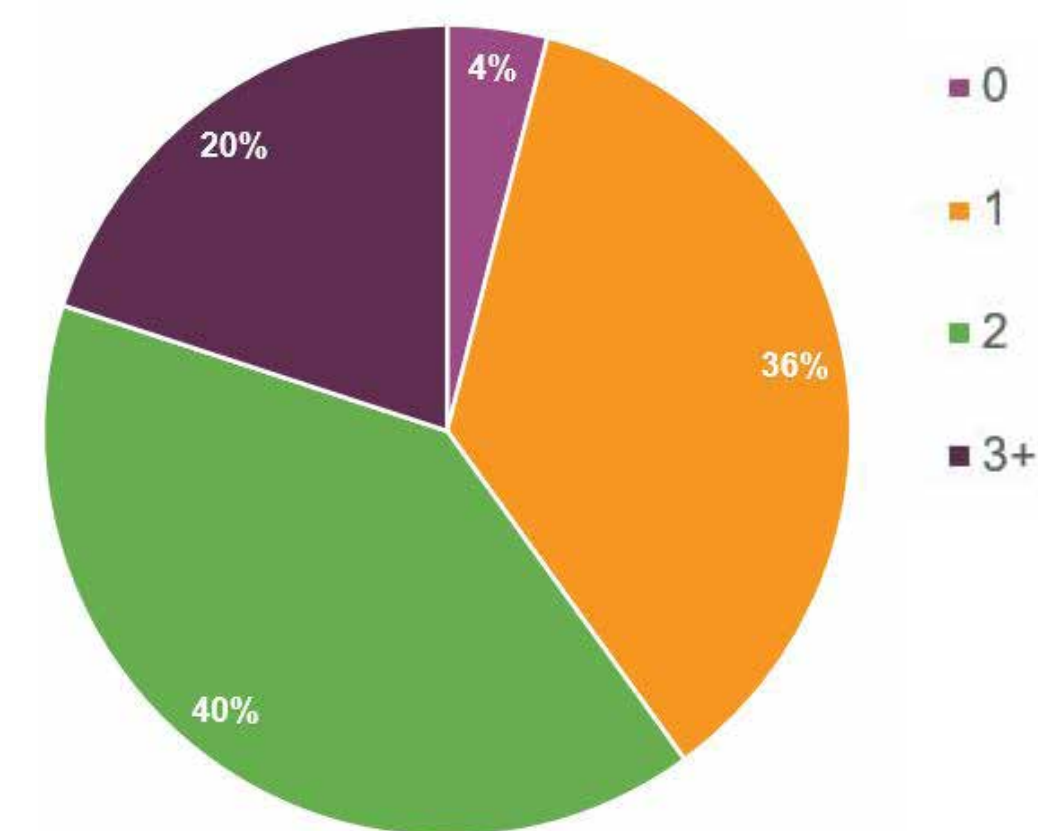
Race (2022)



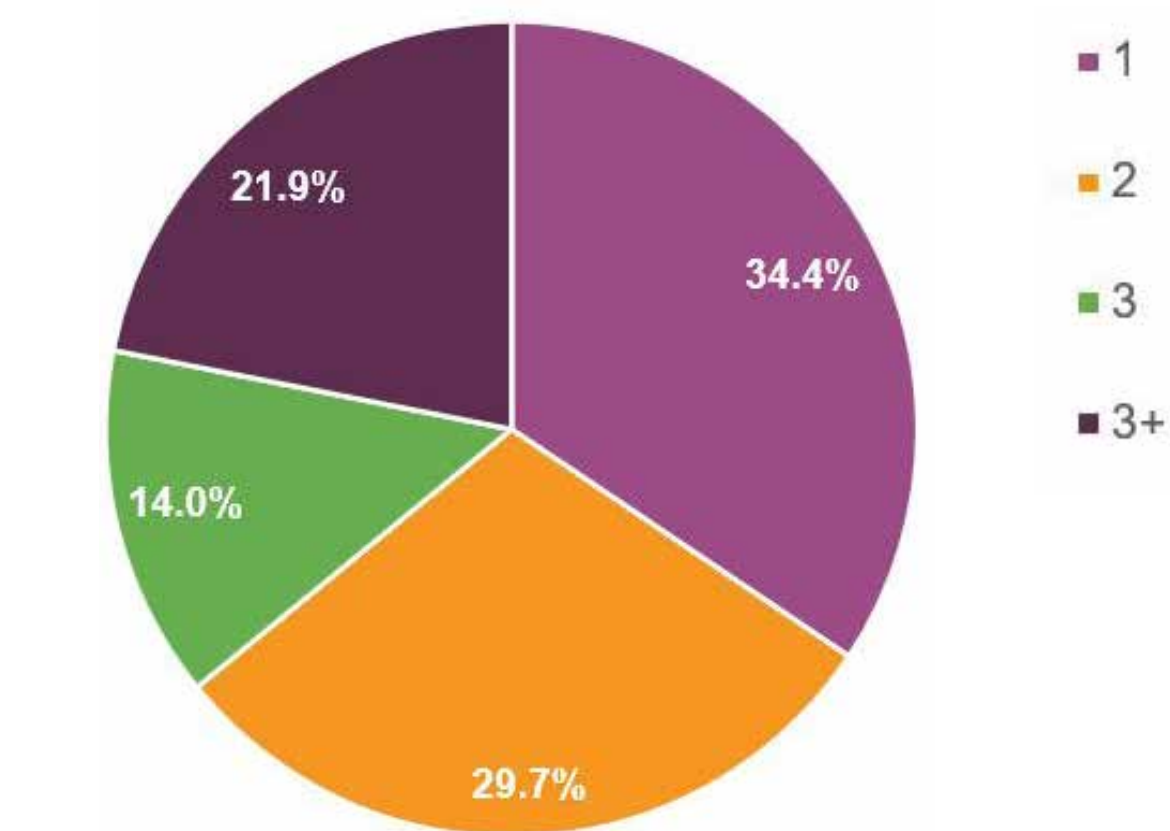
Age (2022)



Number of Cars Available (2022)



Size of Household (2022)



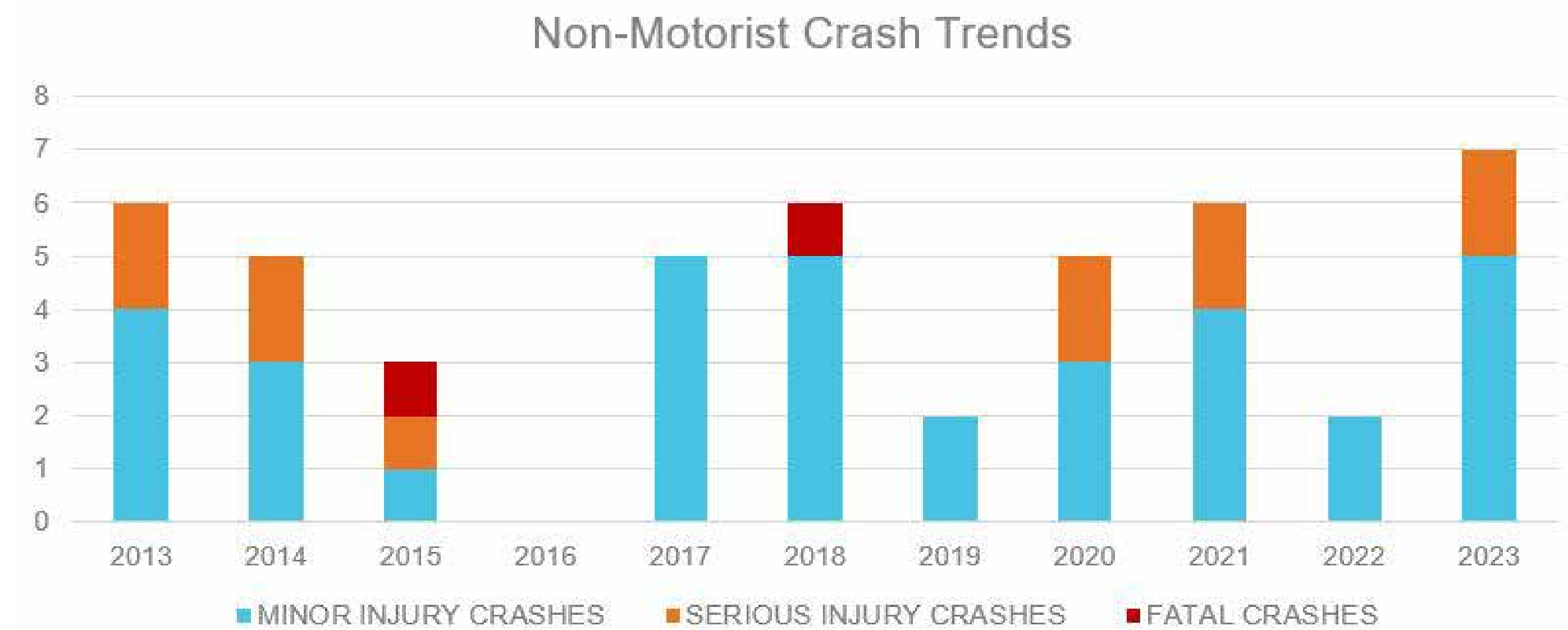
Mode Split: Journey to Work (2022)



## C.A.P.E. CRASH TRENDS 2013-2023

The Crash Analysis Planning and Evaluation (C.A.P.E.) Tool has been developed by ODOT to assist in the analysis of crash data and the development of charts and figures for use in the safety planning process. This tool is intended to provide users with long term trends for county/ region-wide analysis. The CAPE tool is not intended for short term spot location analysis. The project team collected 10 years of data for crashes involving pedestrians and bicyclists from the Ohio Department of Transportation.

Location and severity of crashes involving bicyclists and pedestrians, 2013-2023





# PERRYSBURG ACTIVE TRANSPORTATION PLAN

## EXISTING PEDESTRIAN FACILITIES



## EXISTING BICYCLE FACILITIES





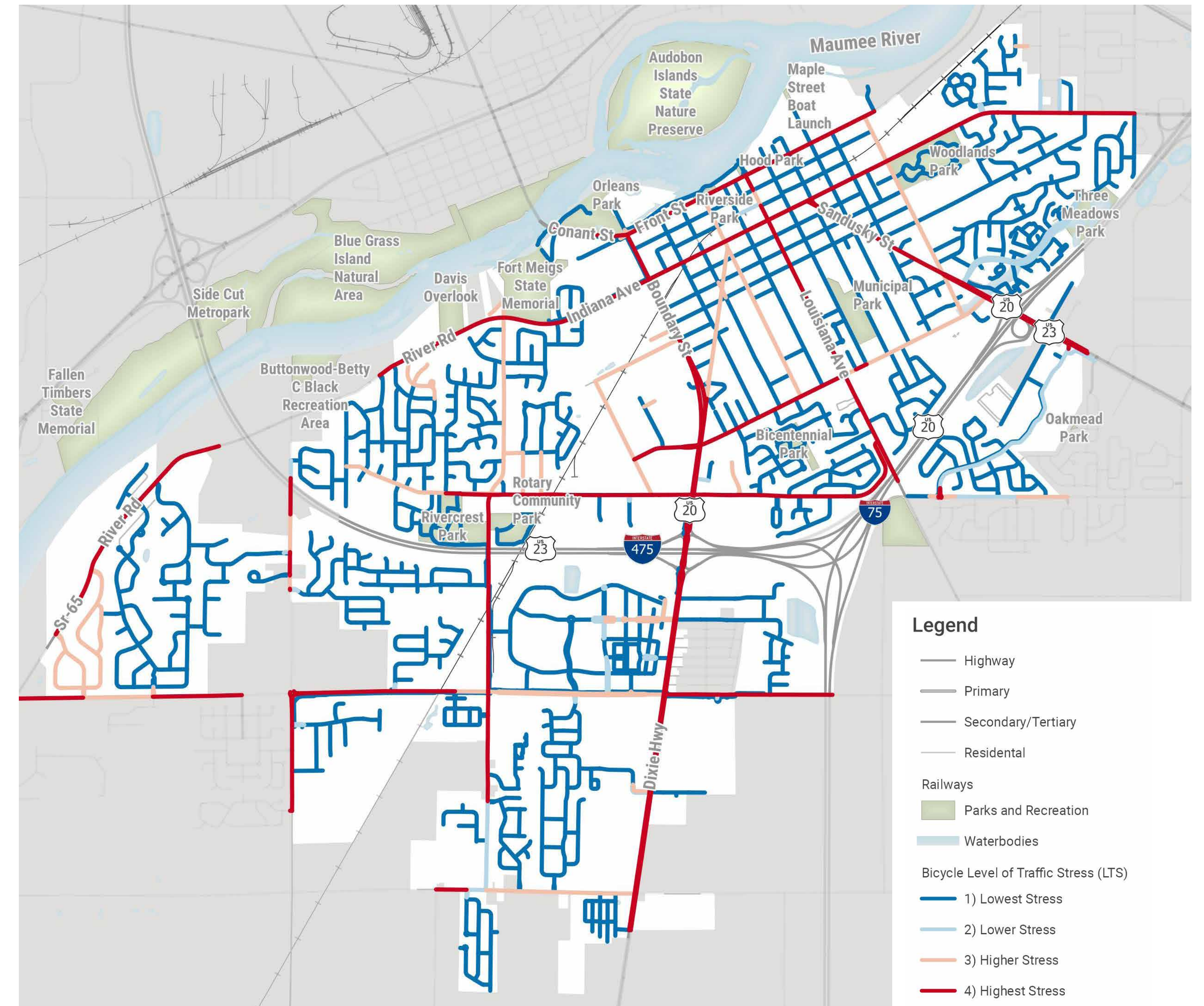
# Bicycle Level of Traffic Stress

## WHAT DO THE LEVELS OF TRAFFIC STRESS MEAN?

- LTS 1 and 2 are comfortable for almost everyone.
- LTS 3 is comfortable for somewhat confident bicyclists.
- LTS 4 is only comfortable for highly confident bicyclists which represent ~5% of people who bicycle.

	Shared Lanes	Bike Lanes	Intersections	Trails	Separated Bike Lanes
<b>LOW</b> Level of Traffic Stress <b>1</b>	 Low Traffic < 20 mph	 Medium/High Traffic < 25 mph, 2-3 Lanes	 Medium/High Traffic Protected	 Trail	 Low/High Traffic Separated Bike Lane
<b>2</b>	 Low Traffic 30 mph	 Low/Medium Traffic 30 mph, 2-3 Lanes	 Low/Medium Traffic Short Right Turn Lane	 Shared Use Path (Low Ped Volume)	
<b>3</b>	 Low Traffic 35 mph	 Medium/High Traffic 35 mph, 3-4 Lanes	 Medium/High Traffic Long Right Turn Lane	 Shared Use Path (High Ped Volume)	
<b>HIGH</b> <b>4</b>	 Low/Medium Traffic > 35 mph	 Medium/High Traffic > 4 Lanes	 Medium/High Traffic Bike Lane Drop		

## BICYCLE LEVEL OF TRAFFIC STRESS

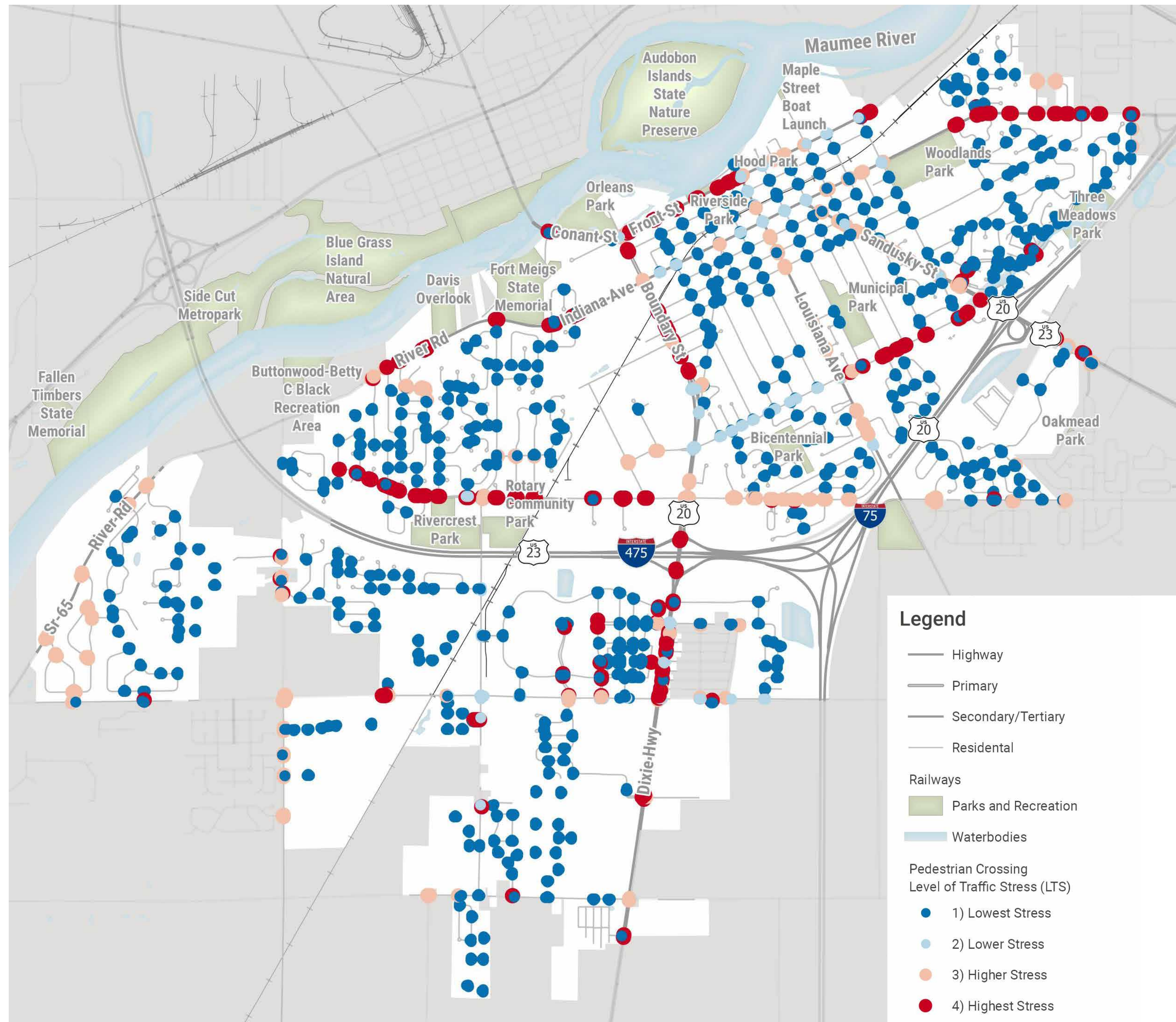


The BLTS analysis showed the highest stress streets for bicycling are along arterial and collector streets such as Front/Maumee Western Reserve Road, Louisiana Avenue, Indiana Avenue, River Road, Sandusky Street, West Boundary Street, E South Boundary Street, Eckel Junction Road, Dixie Highway, Roachton Road, and Fort Meigs Road (south of Eckel Junction Road).



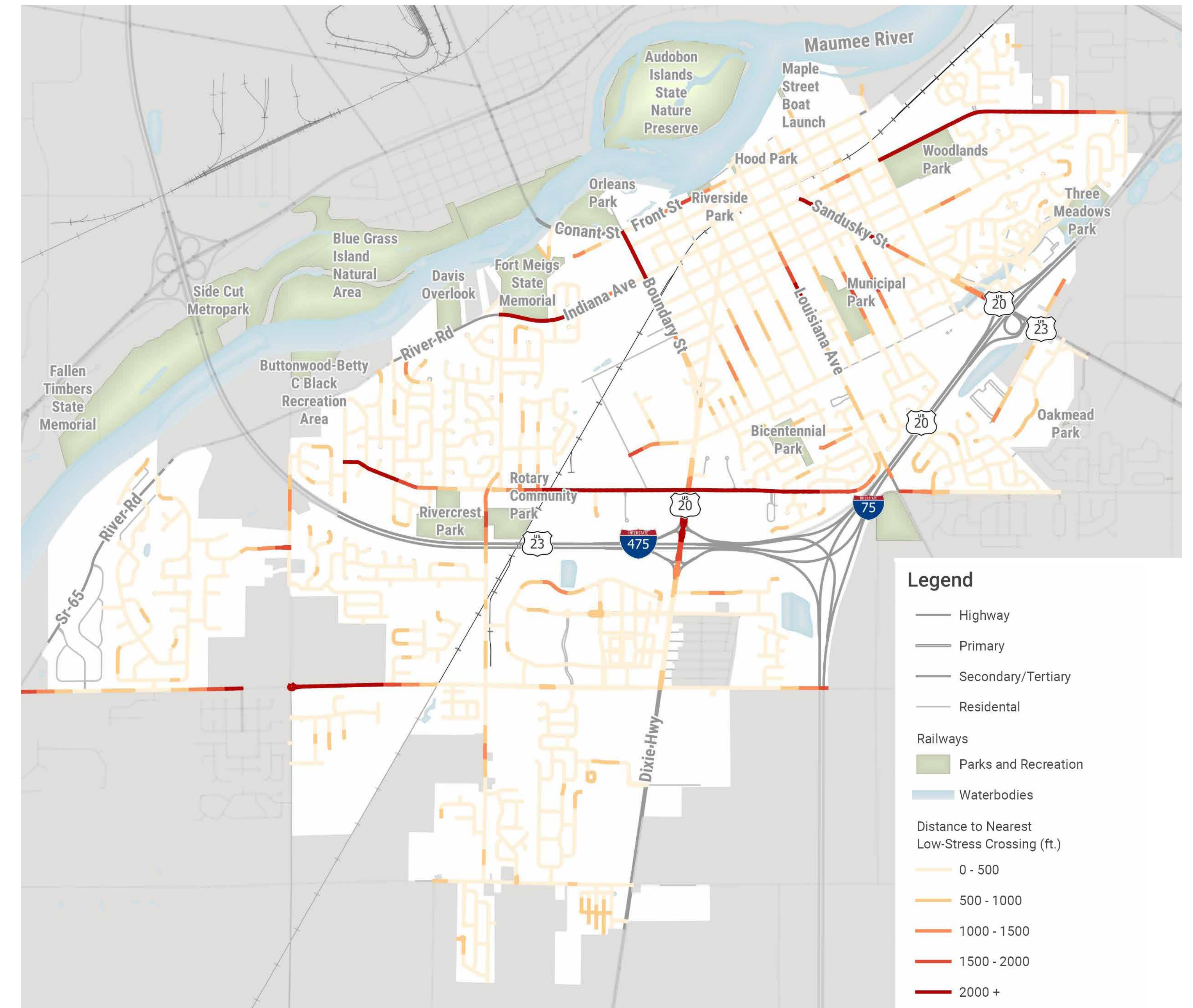
# Pedestrian Level of Traffic Stress

PEDESTRIAN LEVEL OF TRAFFIC STRESS



This analysis evaluates the relative level of stress a person might feel when walking across an intersection or crossing. The analysis uses the number of travel lanes, speed limit, and traffic volume on the street being crossed along with information about the traffic control at the intersection, whether it is a stop sign or traffic signal. The highest stress crossing locations tend to be on Front/Maumee Western Reserve Road, Indiana Ave (west of downtown), River Road, Eckel Junction Road, E South Boundary Street, and along Dixie Highway. Lower stress crossings tend to be on local streets within neighborhoods.

DISTANCE TO NEAREST LOW-STRESS CROSSING

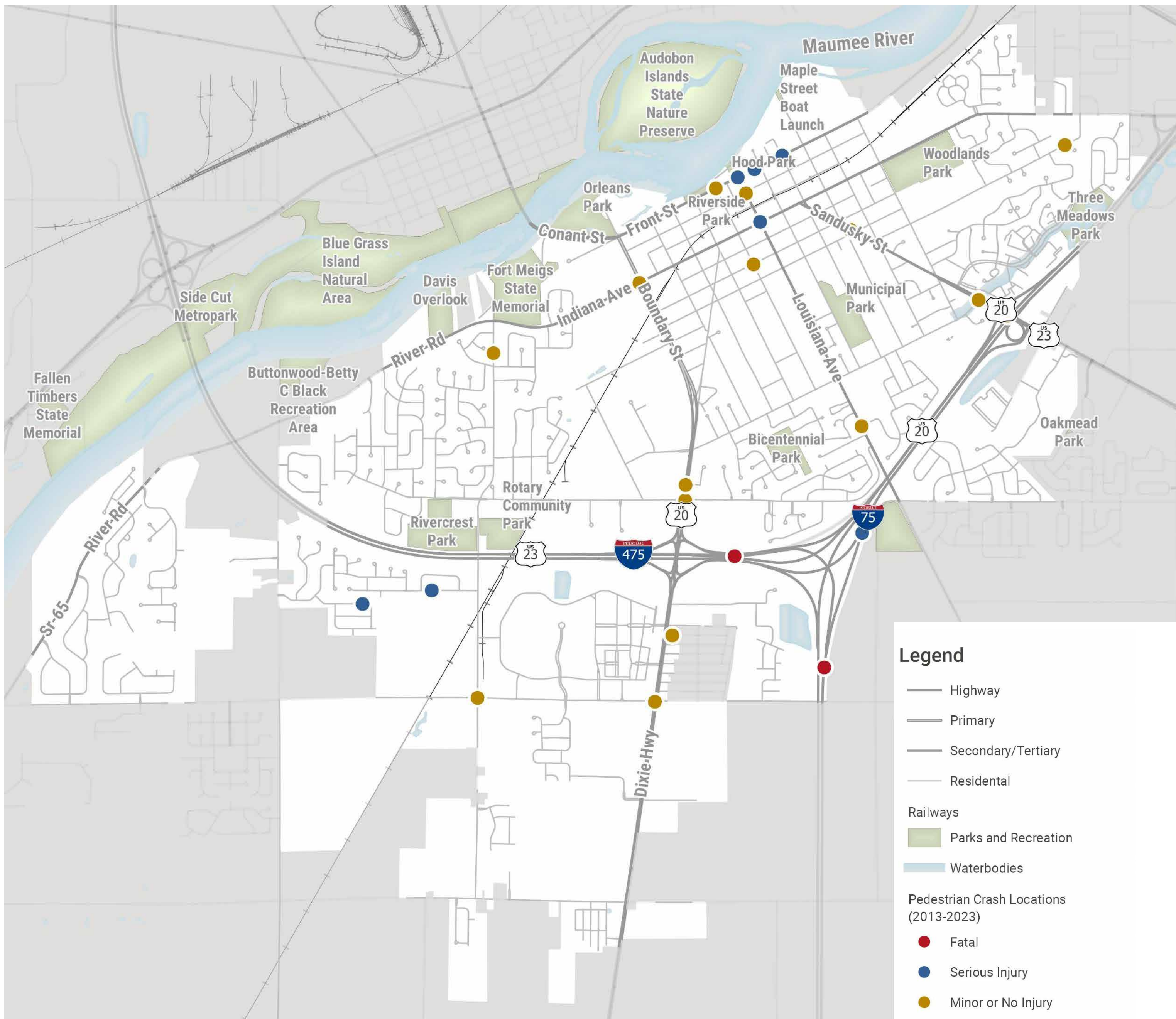


This analysis considered intersections with a PLTS score of 1 or 2 as low-stress crossings. Streets with long stretches between low-stress crossings are noted as locations that could be candidates to evaluate for enhanced pedestrian crossings, depending on the land use characteristics and destinations in that area. Some streets with the longest distances between low stress crossings are West Boundary Street, Louisiana Avenue, Indiana Avenue (south and west of downtown), Sandusky Street, Eckel Junction Road, Dixie Highway, and Roachton Road.



# CAPE Tool Crash Analysis

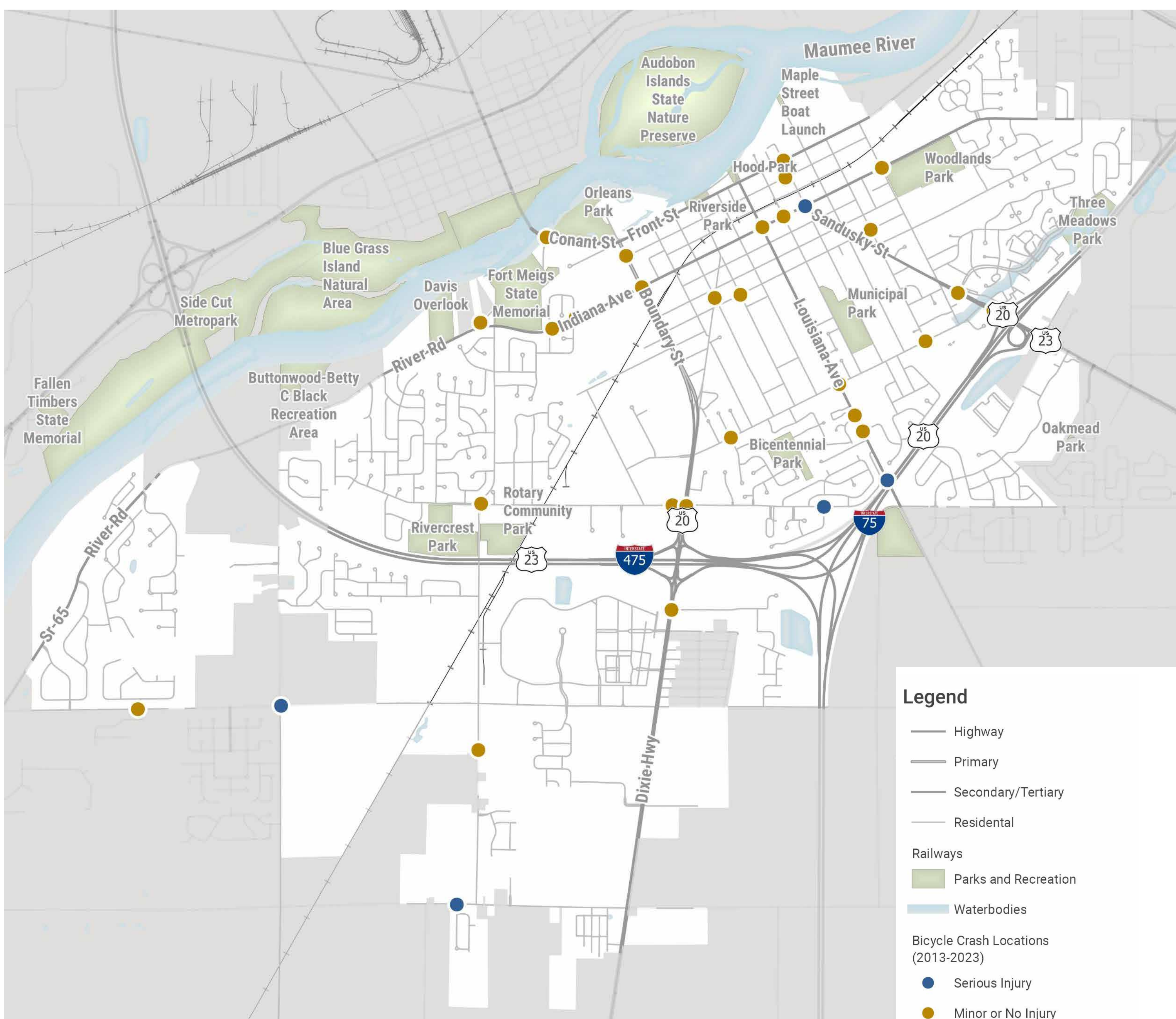
## PEDESTRIAN CRASH LOCATIONS



### CONCENTRATED PEDESTRIAN CRASH LOCATIONS:

- Front Street
- Louisiana Avenue
- US-20/SR-25/Dixie Highway

## BICYCLE CRASH LOCATIONS



### CONCENTRATED BICYCLE CRASH LOCATIONS:

- Indiana Avenue
- Eckel Junction Road
- Louisiana Avenue