

2020

Maumee Valley Scenic Byway Corridor Management Plan (CMP)

Ohio Department of Transportation

Submitted March 2020



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I. INTRODUCTION AND MAP

A. Byway Introduction

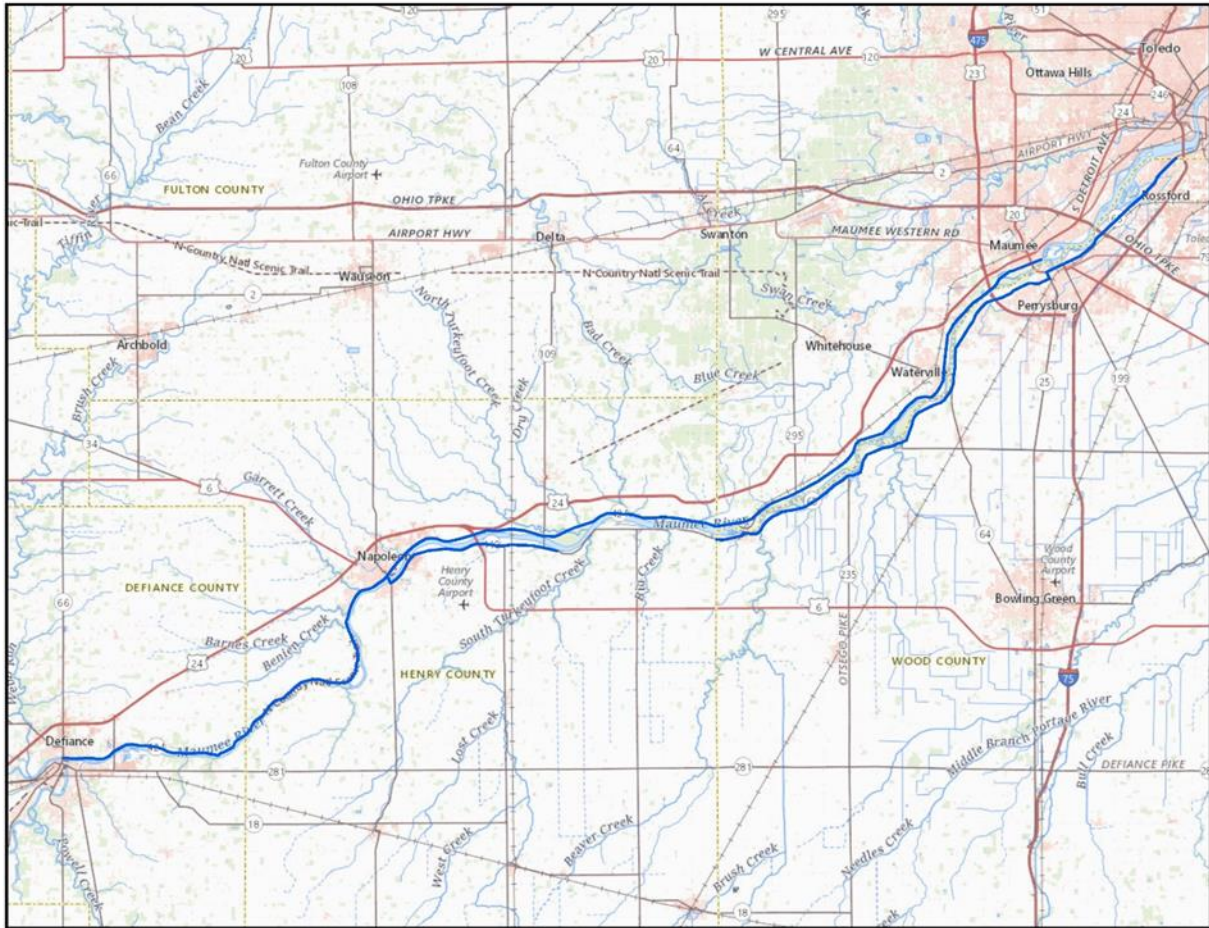
The Maumee Valley Scenic Byway (MVSB) straddles the Maumee River through four counties in northwest Ohio, extending from Defiance to Toledo for 59 miles. On the north side of the river, the byway follows SR 424/295 from Maumee to Defiance. On the south side (except for a short segment west of Grand Rapids), it follows SR 65 from Rossford to Napoleon.

The largest of all the Great Lakes rivers, the Maumee is one of the most important inland avenues of history and culture in North America. The Maumee Valley played a pivotal role in the creation of the Northwest Territory and the westward expansion of the United States. Control of the area was hotly contested among Native Americans, French, British and Americans for over 200 years. Until the early 1800s, the settlements and strategic outposts with the Maumee Valley – many of which can still be visited – marked the edge of American’s western frontier.

As peace was established, the construction of canals and railroads in the 1840s expanded local markets and brought trade, opportunity and prosperity to the region. Remnants of the Miami/Wabash & Erie Canals are tangible reminders of that era of growth, evident today in the riverside parks, towpath trails, or the street grids and place names of the small towns and cities along the canal’s former path.

The Valley is also recognized for its abundant natural and recreational resources. Shaped by receding glaciers, it was once part of the Great Black Swamp, whose fertile deposits helped create today’s rich agricultural economy. Other remnants of the glacial period include the Oak Openings, which the Nature Conservancy calls one of the “Last Great Places on Earth” for its numerous endangered species. The Maumee River itself was designated a State Scenic and Recreational River in 1974 and an Ohio Water Trail in 2018.

B. Byway Route Map



II. BYWAY STRATEGIC PLAN: VISION, MISSION, GOALS AND ACTIONS

A. Vision and Mission

Vision:

Through collaboration with local partners, the MVSB will provide residents and visitors with an authentic experience of the rich natural, historical and cultural heritage of the Maumee Valley, from its headwaters near Ohio’s western state line to Toledo, where it enters Lake Erie through Maumee Bay.

Mission:

The Maumee Valley Heritage Corridor Inc. (MVHC) is a non-profit organization committed to the implementation of a comprehensive resource plan for the valley, a critical and logical step toward its future protection. The plan will help protect and interpret the natural, cultural, recreational, agricultural, economic, and historical resources of the corridor. As part of the MVHC’s overarching mission, the Scenic Byway Committee was created specifically focus on management, coordination, promotion, and development of byway initiatives in the corridor.

B. Accomplishments since last CMP

Since the last CMP, the MVHC (in partnership with the Defiance Soil & Water Conservation District) hosted a second, highly successful trail conference on October 9, 2015. Titled “Boots, Bikes & Boats across the Valley” the program theme was the connectivity between various modal interests in the Maumee Valley. Topics included funding; route planning and considerations; trail making, signage and maps; infrastructure requirements and features; and promotion. The program concluded with a robust round-table discussion and participant survey that identified common goals and needs and established a general framework and action plan for future collaboration.

Since that time, the MVHC has continued to serve on the Board of Trustees for the Toledo Metropolitan Area Council of Governments (TMACOG) to maintain local government contacts, keep apprised of regional transportation issues and opportunities for partnership/collaboration, and retain our standing as an advocate for multi-modal transportation in the Maumee Valley. To the same end, we have maintained active affiliate memberships with other historical, trail, park, and chamber/convention/visitor organizations throughout the MVHC. We also participated as an exhibitor at the Riverfest (and Defiance Trail Town dedication) in Defiance on June 28, 2018, at the Buckeye Trialfest near Liberty Center (and Napoleon Trail Town dedication) on May 16, 2019.

C. Goals, Objectives, and Action Plans

Goal I: Educate the public about the unique intrinsic qualities of the Maumee River valley.

| Objective | Person/group responsible | Timeline | Action Plan | Funding |
|----------------------------|---------------------------------|-----------------|---|----------------|
| Update the byway brochure. | Maura Johnson, CVBs | 2020 | • Review existing, obtain source files, update resource inventory, determine costs, | TBD |

| | | | | |
|---|---|------|---|----------------------------|
| | | | and solicit funding for CVB distribution. | |
| Develop apps for modern interpretation. | MVHC Social Media Committee, university interns, CVBs | 2023 | <ul style="list-style-type: none"> • Determine what tools are best suited to our circumstances and develop a plan for implementation. • Identify associated costs. | TBD |
| Reissue <i>Towns Along the River</i> brochure. | Maura Johnson, CVBs | 2022 | <ul style="list-style-type: none"> • Review existing, obtain source files, and coordinate with CVBs and local businesses for updates and funding. | MVHC/CVBs/local businesses |
| Include byway topics in annual MVHC programming. | MVHC Speakers Bureau | 2020 | <ul style="list-style-type: none"> • Coordinate Advisory Group actions with relevant speakers. | NA |
| Improve website presence. | MVHC | 2021 | <ul style="list-style-type: none"> • Hire a web designer specifically knowledgeable about historic and natural resources and designate a qualified local webmaster to maintain the site. | MVHC |
| Assist in the development of an integrated signage and media system of local heritage features. | Maura Johnson, Advisory Group, MVHC Executive Committee, CVBs, County Engineers | 2025 | <ul style="list-style-type: none"> • Develop materials that identify, interpret and promote significant sites and attractions. Interpretive signage, literature and kiosks. | TBD |

Goal II: Advocate for the continued development of a multi-modal byway corridor.

| Objective | Person/group responsible | Timeline | Action Plan | Funding |
|---|---------------------------------|-----------------|--|----------------|
| Establish a working group of transportation/travel advisors (Advisory Group). | Maura Johnson | 2020 | <ul style="list-style-type: none"> • Circulate a survey to potential representatives requesting input and gauge level of interest in participating as byway advisors. | NA |
| Identify an achievable planning or development model. | Maura Johnson, Advisory Group | 2023 | <ul style="list-style-type: none"> • Host brainstorming meetings. • Seek input from local APA chapter. • Solicit public/stakeholder input to gauge support. | NA |

| | | | | |
|--|--|---------|--|---------------------------------------|
| Develop an action plan to make the byway a major destination for all types of travel, including an advocacy and implementation strategy. | Advisory Group, TMACOG, MVPO, CVBs | 2025 | <ul style="list-style-type: none"> • Hire professional planning/tourism consultant. | TBD |
| Host annual trails workshop or conference. | Maura Johnson, MVHC Executive Committee, affiliated partners | 2020 | <ul style="list-style-type: none"> • Identify timely, topical subjects for half-day event. • Seek sponsorships to reduce/eliminate costs. • Encourage planning collaboration. | MVHC, sponsorships, and nominal fees. |
| Continue participation in Metropolitan Planning Organization. | MVHC Executive Committee | Ongoing | <ul style="list-style-type: none"> • Maintain membership to identify trends, activities, initiatives, and funding opportunities. | MVHC annual budget |

Goal III: Encourage organizations, businesses and communities to view the byway (and its intrinsic qualities) as a tool for economic development in the region.

| Objective | Person/group responsible | Timeline | Action Plan | Funding |
|---|-----------------------------------|----------|---|---------|
| Quantify the economic value of scenic byways. | Maura Johnson, university interns | 2022 | <ul style="list-style-type: none"> • Compile data on the economic impact of recreation and heritage tourism. • Case studies. | TBD |
| Present results of economic study. | Maura Johnson, Advisory Committee | 2025 | <ul style="list-style-type: none"> • Select most effective format for distributing results, in print/digital media, speaking engagements, affiliate newsletters, conferenced, etc. | TBD |

Goal IV: Work with city, village and township planning/zoning commissions and other stakeholders to preserve the uniqueness of the byway and to garner more involvement in the byway.

| Objective | Person/group responsible | Timeline | Action Plan | Funding |
|-------------------------------|--------------------------|----------|---|---------|
| Identify the stakeholders who | Maura Johnson | 2020 | <ul style="list-style-type: none"> • Analyze the state of the byway, identify stakeholders | MVHC |

| | | | | |
|---|---------------|------|---|------|
| have an interest in land use to gather annually for a state of the byway meeting. | | | and organize a meeting after the annual byway update. <ul style="list-style-type: none"> • Provide updates on economic studies (as available) and information about existing recognition/incentive (NR/CLG) programs. | |
| Enhance public access to attractions. | Maura Johnson | 2025 | <ul style="list-style-type: none"> • Identify resources. • Evaluate current access, site limitations, associated requirements, and signage. • Clearly identify rest areas, public restrooms, and safe overlooks on maps. • Encourage appropriate jurisdictions to undertake roadway improvements as they become necessary, at the possible earliest time. | CVBs |

Goal V: Promote community pride in the appearance of the Byway.

| Objective | Person/group responsible | Timeline | Action Plan | Funding |
|---|---|----------|---|--|
| Develop an awards program for beautification, preservation successes/heroes, where selection may yield NR nomination. | Maura Johnson, MVHC | 2022 | <ul style="list-style-type: none"> • Explore <i>America in Bloom</i> program. | TBD, solicit CVB funding |
| Install interpretive signage at key locations. | Maura Johnson, MVHC, County Engineers, local historical societies | 2022 | <ul style="list-style-type: none"> • Work with municipalities and local historical societies to develop a corridor-wide sign program that identifies and interprets significant sites and attractions in the Byway corridor. | TBD, Pomeroy Grant for canal resources |

Goal VI: Extend the existing byway east to Toledo and west to the Indiana state line, with no gaps.

| Objective | Person/group responsible | Timeline | Action Plan | Funding |
|-----------------------|--------------------------|----------|--|---------|
| Convince the Damascus | Maura Johnson, | 2021 | <ul style="list-style-type: none"> • Determine if the section is FAP or NHS designation. If | NA |

| | | | | |
|--|-----------------------------------|------|--|----|
| Township trustees to accept byway designation | MVHC board members | | so, then approach current township trustees then ODOT. | |
| Extend the byway on the north side of the river east along River Road into Toledo. | Maura Johnson, MVHC board members | 2025 | <ul style="list-style-type: none"> • Determine if the section is FAP or NHS designation. If so, then approach City Council then ODOT. | NA |
| Extend the byway on the north side of the river along SR 424 to the Ohio state line. | Maura Johnson, MVHC board members | 2025 | <ul style="list-style-type: none"> • Determine if the section is FAP or NHS designation. If so, then approach current municipalities/townships then ODOT. | NA |
| Extend the byway on the south side of the river to the Museum of the Great Lakes in East Toledo. | Maura Johnson, MVHC board members | 2025 | <ul style="list-style-type: none"> • Determine if the section is FAP or NHS designation. If so, then approach current municipalities/townships then ODOT. | NA |

III. BYWAY ORGANIZATION: STRUCTURE, COMMITTEES, VOLUNTEERS, AND PARTNERS

A. Structure:

Currently, under the bylaws of the MVHC, Maura Johnson has been leading the scenic byway subcommittee. Per Goal 2, an Advisory Group will be established to provide professional guidance to the byway committee and develop an action plan. Per Goal 4, stakeholders will gather yearly to provide input to the byway process as a de facto committee. The hope is that interest will build to the point where stakeholders become members of the MVHC byway committee.

B. Description of Current and Future Byway Committee Representatives, Partners and Stakeholders

The byway is currently inactive.

Members of the Maumee Valley Heritage Corridor Board members are:

- President: Frank Butwin
- Vice President: Willis Beck
- Secretary: Scott Duncan
- Treasurer: Ed Hoeffel

Scenic Byway Stakeholders:

Lucas County:

| POSITION/ORGANIZATION | NAME | ADDRESS | PHONE | EMAIL |
|------------------------------|----------------|--|--------------|--|
| County | | 1 Government Center Toledo, OH 43604 | 419-213-4000 | |
| City of Waterville | | 25 N 2 nd St Waterville, OH 43566 | 419-878-8100 | townhall@waterville.org |
| City of Maumee | | 400 Conant St Maumee, OH 43537 | 419-897-7115 | administrator@maumee.org |
| Waterville Township Trustee | Kyle Hertzfeld | 621 Farnsworth Rd Waterville, OH 43566 | 419-878-5176 | kyle.hertzfeld@watervilletownship.com |
| Waterville Township Trustee | Brett Warner | 621 Farnsworth Rd Waterville, OH 43566 | 419-343-2474 | Brett.warner@watervilletownship.com |
| Waterville Township Trustee | Duke Wheeler | 621 Farnsworth Rd Waterville, OH 43566 | 419-350-9640 | Duke.wheeler@watervilletownship.com |
| Monclova Township Trustee | Brian D Craig | 4335 Albon Rd Monclova, OH 43542 | 419-865-7862 | bcraig@monclovatwp.org |
| Monclova Township Trustee | Chuck Hoecherl | 4335 Albon Rd Monclova, OH 43542 | 419-865-7862 | choecherl@monclovatwp.org |

| | | | | |
|-------------------------------------|---------------------|---|--------------|--|
| Monclova Township Trustee | Barbara Lang | 4335 Albon Rd Monclova, OH 43542 | 419-865-7862 | blang@monclovatwp.org |
| Providence Township Trustee | Steve Kendall | 13257 Perry Rd Grand Rapids, OH 43522 | 419-832-3224 | GR13818@aol.com |
| Providence Township Trustee | Jeremiah Floyd | 13257 Perry Rd Grand Rapids, OH 43522 | 419-875-6592 | |
| Providence Township Trustee | Lee Bialecki | 13257 Perry Rd Grand Rapids, OH 43522 | 419-832-0131 | |
| Lucas County Commissioner | Megan Vahey Casiere | One Government Center Suite 800 Toledo, OH 43604 | 419-213-4500 | mvcasiere@co.lucas.oh.us |
| Lucas County Commissioner | Jessica Ford | One Government Center Suite 800 Toledo, OH 43604 | 419-213-4500 | jmford@co.lucas.oh.us |
| Lucas County Commissioner | Matthew Heyrman | One Government Center Suite 800 Toledo, OH 43604 | 419-213-4500 | mheyrman@co.lucas.oh.us |
| Maumee Valley Historical Society | | 1035 River Rd Maumee, OH 43537 | 419-893-9602 | mvhs@wolcotthouse.org |
| Destination Toledo | | 401 Jefferson Ave Toledo, OH 43604 | 419-321-6404 | info@VisitToledo.org |
| Toledo Regional Chamber of Commerce | | 300 Madison Ave Toledo, OH 43604 | 419-243-8191 | joinus@toledochamber.com |
| Lucas County Engineer | Mike Pniewski | 1049 S McCord Rd Holland, OH 43528 | 419-213-2860 | |

Wood County:

| POSITION/ORGANIZATION | NAME | ADDRESS | PHONE | EMAIL |
|------------------------------|-------------|--|--------------|--|
| County | | 1 Courthouse Sq Bowling Green, OH 43402 | 419-354-9000 | |
| Village of Grand Rapids | | 17460 Sycamore Rd | 419-832-5305 | information@grandrapidsohio.com |

| | | | | |
|----------------------------------|----------------------|---|--------------|--|
| | | PO Box 309 Grand Rapids, OH 43522 | | |
| City of Perrysburg | | 201 W Indiana Ave Perrysburg, OH 43551 | 419-872-8010 | |
| City of Rossford | | 133 Osborn St Rossford, OH 43460 | 419-666-0210 | |
| Washington Township Trustee | Abel Euler | PO Box 116 Tontogany, OH 43565 | 419-250-2728 | abe.euler@yahoo.com |
| Washington Township Trustee | Steve Powell | PO Box 116 Tontogany, OH 43565 | 419-304-1263 | smpowell53@gmail.com |
| Washington Township Trustee | Dave Smith | PO Box 116 Tontogany, OH 43565 | 419-409-1056 | dsmith@metalink.net |
| Grand Rapids Township Trustee | Rita Foos | PO Box 410 Grand Rapids, OH 43522 | 419-832-6011 | ritalfoos@gmail.com |
| Grand Rapids Township Trustee | Ike Topp | PO Box 410 Grand Rapids, OH 43522 | 419-672-1144 | i-topp@onu.edu |
| Grand Rapids Township Trustee | Dave Chamberlain | PO Box 410 Grand Rapids, OH 43522 | 419-672-1144 | upthecreekdave@gmail.com |
| Perrysburg Township Trustee | Gary Britten | 26609 Lime City Rd Perrysburg, OH 43551 | 419-779-0396 | |
| Perrysburg Township Trustee | Joe Schaller | 26609 Lime City Rd Perrysburg, OH 43551 | 419-392-7642 | |
| Perrysburg Township Trustee | Robert Mack | 26609 Lime City Rd Perrysburg, OH 43551 | 419-661-1992 | |
| Middleton Township Trustee | Fred Vetter | 21745 N Dixie Highway Bowling Green, OH 43402 | 419-353-7144 | middletonfo@frontier.com |
| Middleton Township Trustee | Jim Bostdorff | 21745 N Dixie Highway Bowling Green, OH 43402 | 419-352-3018 | middletonfo@frontier.com |
| Middleton Township Trustee | Penny Getz | 21745 N Dixie Highway Bowling Green, OH 43402 | 419-277-7268 | middletonfo@frontier.com |
| Wood County Commissioner | Doris Herringshaw | One Courthouse Square Bowling Green, OH 43402 | 419-354-1522 | commissioners@co.wood.oh.us |

| | | | | |
|--|--------------------|---|--------------|--|
| Wood County Commissioner | Craig LaHote | One Courthouse Square Bowling Green, OH 43402 | 419-354-1522 | commissioners@co.wood.oh.us |
| Wood County Commissioner | Theodore Bowlus | One Courthouse Square Bowling Green, OH 43402 | 419-354-1522 | commissioners@co.wood.oh.us |
| Wood County Economic Development Commission | | 639 Dunbridge Rd Bowling Green, OH 43402 | 419-352-7469 | tourism@woodcounty.com |
| Bowling Green Chamber of Commerce | | 130 S Main St Bowling Green, OH 43402 | 419-353-7945 | |
| Wood County Engineer | John Musteric | One Courthouse Square Bowling Green, OH 43402 | 419-354-9060 | engineer@co.wood.oh.us |
| Wood County Museum | | 13660 County Home Rd Bowling Green, OH 43402 | 419-352-0967 | museum@woodcountyhistory.org |

Henry County:

| POSITION/ORGANIZATION | NAME | ADDRESS | PHONE | EMAIL |
|--------------------------------|---------------------|--|--------------|--|
| County | | 660 N Perry St Napoleon, OH 43545 | 419-592-4876 | |
| Village of Florida | | 206 E High St Napoleon, OH 43545 | 419-762-5334 | |
| City of Napoleon | | 255 W Riverview Rd PO Box 151 Napoleon, OH 43545 | 419-592-4010 | info@napoleonohio.com |
| Washington Township Trustee | John R Patrick | 4321 County Rd V Liberty Center, OH 43532 | 419-467-2531 | |
| Washington Township Trustee | Harold L Conner | R996 County Rd 3 Liberty Center, OH 43532 | 419-966-5669 | |
| Washington Township Trustee | Julian Westhoven | S051 County Rd 3B Liberty | 419-392-2005 | |

| | | | | |
|----------------------------------|------------------|---|--------------|--|
| | | Center, OH 43532 | | |
| Napoleon Township Trustee | Kevin L Gerken | R011 County Rd 18 Napoleon, OH 43545 | 419-906-7393 | |
| Napoleon Township Trustee | Kevin Sonnenberg | 305 Briarcliff Dr Napoleon, OH 43545 | 419-966-5083 | |
| Napoleon Township Trustee | Kyle Borstelman | Q733 County Rd 17 Napoleon, OH 43545 | 419-261-1429 | |
| Flatrock Township Trustee | Thomas Bortz | 14291 County Road J Napoleon, OH 43545 | 419-438-2389 | |
| Flatrock Township Trustee | Charles Eberle | 14955 County Road Z Napoleon, OH 43545 | 419-906-1110 | |
| Flatrock Township Trustee | Nicholas Franz | 14523 County Road J Napoleon, OH 43545 | 419-966-1553 | |
| Harrison Township Trustee | John Babcock | 7049 SR 110 Napoleon, OH 43545 | 419-966-7185 | |
| Harrison Township Trustee | Bradley Kinder | N874 County Rd 8 Napoleon, OH 43545 | 419-438-3053 | |
| Harrison Township Trustee | Alan Storch | 10061 County Rd O Napoleon, OH 43545 | 419-783-7188 | |
| Henry County Commissioner | Glenn Miller | 1853 Oakwood Ave Napoleon, OH 43545 | 419-592-4876 | commissioners@henrycountyohio.com |
| Henry County Commissioner | Robert Hastedt | 1853 Oakwood Ave Napoleon, OH 43545 | 419-592-4876 | commissioners@henrycountyohio.com |
| Henry County Commissioner | | 1853 Oakwood Ave Napoleon, OH 43545 | 419-592-4876 | commissioners@henrycountyohio.com |
| Henry County Chamber of Commerce | | 611 N Perry St Napoleon, OH 43545 | 419-592-1786 | hcnoc@henrycountychamber.org |
| Henry County Engineer | | 1823 Oakwood Ave Napoleon, OH 43545 | 419-592-2976 | hce@henrycountyohio.com |
| Henry County Historical Society | | 229 W Clinton St Napoleon, OH 43545 | 419-592-8006 | |

Defiance County:

| POSITION/ORGANIZATION | NAME | ADDRESS | PHONE | EMAIL |
|---------------------------------|---------------------|--|--------------|--|
| City of Defiance | | 631 Perry St Defiance, OH 43512 | 419-784-2249 | |
| Defiance Township Trustee | Dan Peck | 500 Court St Defiance, OH 43512 | 419-576-2507 | |
| Defiance Township Trustee | Jason Shaffer | 500 Court St Defiance, OH 43512 | 418-784-4046 | |
| Defiance Township Trustee | Diana Mayer | 500 Court St Defiance, OH 43512 | 419-438-6773 | |
| Richland Township Trustee | Joel Martin | 8125 Independence Rd Defiance, OH 43512 | 419-576-0812 | |
| Richland Township Trustee | Joe Schindler | 8125 Independence Rd Defiance, OH 43512 | 419-783-7358 | |
| Richland Township Trustee | Bruce Colwell | 8125 Independence Rd Defiance, OH 43512 | 419-395-2626 | |
| Defiance County Commissioner | Ryan Mack | 500 Court St, Suite A Defiance, Ohio 43512 | 419-782-4761 | commissioners@defiance- county.com |
| Defiance County Commissioner | Mick Pocratsky | 500 Court St, Suite A Defiance, Ohio 43512 | 419-782-4761 | commissioners@defiance- county.com |
| Defiance County Commissioner | Gary Plotts | 500 Court St, Suite A Defiance, Ohio 43512 | 419-782-4761 | commissioners@defiance- county.com |
| Defiance County CVB | | 325 Clinton St Defiance, OH 43512 | 419-782-0739 | info@visitdefianceohio.com |
| Defiance Chamber of Commerce | | 325 Clinton St Defiance, OH 43512 | 419-782-7946 | commerce@defiancechamber.com |
| Defiance County Engineer | Warren Schlatter | 510 Court Street, Suite 201 Defiance, OH 43512 | 419-782-4751 | dce@defiance-county.com |

Public Organizations:

| | | | | |
|---|---|--|--|---|
| Toledo MetroParks | Metropolitan Park District | Defiance Masonic Temple Association | Defiance Area Chamber of Commerce | Perrysburg Exchange Club |
| Soroptimist International of Napoleon | Les Jardineres De Napoleon | Napoleon Lions Club | Northwest Ohio Rivers Council | Hispanic Awareness Organization |
| Wild Bill Davidson Memorial Association | Scenic Riverview Drive Group of Napoleon | Pond Pals, Jr. Garden Club | Florida Spade and Trowel Garden Club | Canal Society of Indiana |
| Grand Rapids Area Chamber of Commerce | Henry County Historical Society | Defiance Rotary Club | Harrison Garden Club | Rotary of Perrysburg |
| Fifth Masonic District Assn. (15 Lodges in Defiance, Henry, Williams and Fulton Counties) | Toledo Town Committee, National Society of Colonial Dames | Country Garden Club of Perrysburg | Bert G. Taylor Post #300. American Legion Elijah Gunn Sr. Chapter National Society | Perrysburg Convention and Visitors Center |
| Ottawa Hills Garden Club | Black Swamp Conservancy | Quality of Life Committee (Maumee, Ohio) | Wood County Friends of the Park | |

C. Primary and Secondary Byway Leader Contact Information

| Primary Contact | Secondary Contact |
|--|---|
| <p>Frank Butwin President of the Maumee Valley Heritage Corridor Phone: 419-874-5686 Email: fb21@wcnnet.org</p> | <p>Maura Johnson Chair of Maumee Valley Heritage Corridor Phone: 419-278-0773 Email: Mjohnson@manniksmithgroup.com</p> |

D. Level of Participation in State/Regional Byway Meetings and Trainings

Maura Johnson and Daniel Hershberger (MVHC Marketing Director) attended the annual Byway Links Conference in Cadiz, Ohio on April 21, 2016. Maura Johnson attended the Midwest Byway Conference in Richmond, Indiana on August 21-22, 2018 and the Ohio Annual Byway Meeting in New Paris, Ohio on August 23, 2018.

E. Byway Leadership Succession Plan

With the loss of a paid director in 2014, the Board of the MVHC is facing serious capacity issues. In 2020, our goal is to perform a critical assessment of the organization’s future and discuss with ODOT the possible transfer of Byway responsibilities to a functioning affiliate organization.

IV. BYWAY CORRIDOR CONDITIONS: ROADWAYS, SAFETY, INTRINSIC RESOURCES, AND ACCESSIBILITY

A. Road Conditions and Signage

The home rule nature of the State of Ohio and the urban/rural character of the corridor adds to the complexity of the roadway inventory. There are governmental units and the State Department of Transportation involved in regulating, maintaining and improving roadways within the proposed corridor. Modifications and proposed improvements to roadways within the corridor are the responsibility of the local governmental unit. The roads that comprise the Byway are both rural and urban, but all have been improved to easily accommodate two-wheel drive traffic. All the roads are used for routine local traffic and many of the roads meet design criteria as major thoroughfares. Most of the roads are classified as minor and major arterial and some are minor and major collector routes. All the roads included along the route are paved with 404 asphalt or concrete. The roads are generally in good condition with smooth or mostly smooth surfaces. No sections of roadway are impassable. All roadways have at least two designated lanes. The roads accommodate two-way traffic and have lane widths more than twelve feet. Urban roads often have curbs and gutters; many of the rural roads have roadside ditches. Where there are roadside ditches, most of the roads have 1 to 3 ft. aggregate shoulders of 2 to 4-foot paved berms. The pavement widths accommodate all traffic which includes commercial vehicles. The terrain of the byway route is primarily flat. The grade of the highways does not prevent the use of two-wheel drive vehicles but in some places the high traffic count causes some concern for safety and creates maintenance problems.

The speed limits vary along the byway from 25 mph in the residential area to 55 mph along the more rural stretches of highway. The changes in speed limit are well marked with street signs. The accident rates for most of the byway is very low. This road review was approved by Dave Lewis and Rod Maas of ODOT Districts I & II.

i. Existing official ODOT byway signs.

See appendix.

ii. Local byway signs.

None.

iii. Interpretive signs.

None yet.

iv. Future sign needs.

See goal VI.

B. List of Primary and Secondary Intrinsic Qualities/Resources

| Primary Intrinsic Quality | Secondary Intrinsic Quality | Site and Location (GPS when available) | Description |
|---------------------------|-----------------------------|---|--|
| Historic | | Rossford (Eagle Point Colony) (41.609583, -83.572444) | Eagle Point Colony is an 1103 acre early 20th century, National Register-listed, planned neighborhood fronting the Maumee River in Rossford. The Colony was begun in 1916 and features sizeable, architect-designed homes in a variety of styles. |
| Natural | Recreational | W.W. Knight Preserve (41.5806, -83.5935) | Donated by the family of the late William Windus Knight, this 44-acre preserve offers hiking trails and boardwalks through various natural areas including wetland, remnant swamp woods and native prairie. |
| Historic | | Fort Miamis (41.572778, -83.626389) | On this site in 1794, the British built Fort Miami to block General Mad Anthony Wayne's expected march to Detroit. Remains of earthworks can be seen there today. |
| Historic | Cultural | Perrysburg (41.558667, -83.628861) | Perrysburg boasts a beautiful National-Register listed downtown commercial and residential district that encompasses nearly 100 buildings of various styles and periods spanning the early 19th century through the first half of the 20th centuries. |
| Historic | | Maumee Valley Historical Society & The Wolcott House (41.572361, -83.638778) | Six-building museum complex including the National Register-Listed Wolcott House. The mission of the Maumee Valley Historical Society is to collect, preserve, study, interpret, and communicate the region's history and culture. |
| Historic | | Fort Meigs (41.552778, -83.651667) | Built in early spring 1813 to withstand British and Canadian soldiers and Tecumseh warriors. Named after Ohio Governor Meigs, on March 1, 1813 this fort became the focal point of nine days of attacks. Another attack on the fort in July also failed, marking a turning point in the War of 1812. |
| Historic | Cultural | Maumee (41.5625, -83.653722) | Maumee's National Register-listed Uptown commercial district is home to several historic buildings dating from the 1850s through the first half of the twentieth |

| | | | |
|--------------|--------------|--|---|
| | | | century. Just north of this district is the listed Maumee Indoor Theater. |
| Natural | Recreational | Side Cut Metropark (41.5566, -83.6715) | The first Toledo Area Metropark dating back to the 1920s, Side Cut contains three of the six original locks from the "side cut" of the Miami and Erie Canal that served to connect the main canal to the city of Maumee. |
| Historic | | Fallen Timbers Monument (41.543278, -83.6965) | Site of the August 20, 1794 battle between American troops and a confederacy of Native forces loyal to Britain. The battle was a decisive victory for the Americans and led to the opening of the Northwest Territory to American settlers |
| Recreational | Scenic | Wabash Cannonball Trail (41.556764, -83.699306) | The Wabash Cannonball Trail is a 63-mile multi-use recreational trail in Northwest Ohio. The Trail is comprised of two rail lines that converge in Maumee at Jerome Road. |
| Historic | Cultural | The Columbian House (41.499306, -83.7175) | Built in 1828 as an inn, this National Register listed structure later served as a jail, trading post, elementary school, doctor's office, and antique restaurant. |
| Historic | Cultural | Waterville (41.498833, -83.719944) | Waterville's 3rd Street Commercial District, a collection of late 19th and early 20th century structures, was nominated to the National Register in 1976. |
| Recreational | Scenic | Farnsworth Metropark (41.482778, -83.742444) | Farnsworth is a narrow park along the Maumee overlooking Missionary, Butler and Indian islands, which are owned by the Ohio Division of Wildlife. |
| Recreational | Scenic | Otsego Wood County Park (41.445221, -83.786724) | The oldest of the Wood County Parks, Otsego Park was established in 1937. Located on the Maumee River, the 21-acre park includes 10 acres of islands. It is home to Thompson Stone Hall, built between 1936 and 1939 by the WPA, and the Otsego Canoe Livery. |
| Recreational | Scenic | Providence Metropark & The Canal Experience (41.416861, -83.866747) | Providence is home to The Canal Experience. The park is in what was once the canal town of Providence and includes The Volunteer, a reproduction of a mule-drawn canal boat on which visitors can take an hour-long, narrated ride. |
| Historic | Cultural | Grand Rapids (41.412333, -83.869444) | Grand Rapid's beautiful Romanesque Style Town Hall was built in 1898 to serve as an administrative building, also an opera house, which was used regularly up until |

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|--------------|----------|---|---|
| | | | the mid-1930s when a new auditorium was built at the high school. |
| Recreational | Scenic | Mary Jane Thurston State Park (41.411747, -83.890436) | Situated along the Maumee, the Miami and Erie and Wabash and Erie Canals once passed through the park. The park contains a one mile stretch of the Buckeye Trail and there are activities available for all sorts of outdoor enthusiasts. |
| Recreational | Scenic | Vorwerk Park (41.410347, -84.090228) | Park length is nearly a mile along the river. It features not only beautiful views of the river but also picnic areas and trails through the woods, a foot bridge over a natural waterway, and sections of the old canal. |
| Historic | Cultural | Historic Napoleon (41.390777, -84.128036) | Built in 1882 in the Second Empire Style, the Henry County Courthouse is the centerpiece of Napoleon's historic downtown. it is one of four National-Register listed buildings in Napoleon. |
| Recreational | Scenic | Independence Dam State Park (41.323032, -84.2756) | An impressive four-mile park situated between the Maumee River and the remains of the Ohio and Erie Canal. Sections of Ohio and Erie Canal Lock No. 13 are intact on either side of the park entrance. |
| Recreational | | Wabash, Miami & Erie Canal Towpath Trail (41.292167, -84.275667) | The former Miami and Erie Canal Towpath has been converted into a hiking/biking trail adjacent to the Maumee River. The Towpath Trail constitutes a segment of the Buckeye Trail/North Country Scenic Trail. |
| Historic | | Pontiac Park (41.2893, -84.357) | The reputed birthplace of Chief Pontiac (1712-1769), the Ottawa chief remembered for his role in organizing the rebellion bearing his name of a confederacy of Native American tribes against the British policies following the French and Indian War. |
| Historic | Cultural | Defiance (41.287639, -84.357889) | Defiance offers a quaint downtown with historic buildings including the National Register-listed Public Library. Built in 1904 with funds from Andrew Carnegie, the building includes stained glass, a red sandstone facade, and picture windows. |
| Recreational | Scenic | Buckeye Trail (41.192278, -84.456417) | The Buckeye Trail is a 1444-mile trail loop trail encircling the entire state of Ohio, maintained and promoted by volunteers with the Buckeye Trail Association. The |

| | | | |
|--------------|--------|---|---|
| | | | Defiance portion of the trail begins near Junction, Ohio and runs through the Maumee Valley. |
| Recreational | Scenic | North Country Scenic Trail (41.192278, -84.456417) | The North Country Trail runs 4600 miles from New York to North Dakota through Pennsylvania, Ohio, Michigan, Wisconsin, and Minnesota. Through much of Ohio, it follows the path of the Buckeye Trail. |

C. Changes in Intrinsic Qualities/Resources since last CMP

Within the MVSB corridor, three new bridge crossings over the Maumee River have been completed since 2015. The new bridges were designed to improve safety and efficiency for drivers, bicyclists and pedestrians. In 2016, the Damascus Bridge (SR 109) in Harrison/Liberty Townships (Henry County) was replaced with a new, wider crossing. The bridge intersects with the Maumee Wabash Erie Canal Trail (also the Buckeye Trail and NPS North Country Trail). In Waterville the new SR 64 Bridge opened on January 31, 2020. Part of the Byway route, it includes a shared use path and sidewalk for a unique perspective of this historic and scenic location. An adjoining riverfront community park is still under construction.

At the west end of the Byway, the Clinton Street Bridge in Defiance – which carries SR 15, 18 and 66 over the Maumee River – was replaced with a four-lane structure that provides better access for pedestrians, bicyclists and those with disabilities. The bridge connects the newly designated Defiance Downtown Historic District (National Register of Historic Places) on the south side of the river, to Pontiac Park on the north side of the river, the purported birthplace of the great Ottawa Chief Pontiac. The bridge was dedicated on December 12, 2019 as the Purple Heart Bridge, in honor of Defiance’s Purple Heart veterans. From the new bridge, the MVSB extends east along E. River Road/CR 424, also the on-road segment of the Buckeye Trail. A four-mile road enhancement along U.S. 424 is planned to improve bicycle access on the MVSB from Pontiac Park to Independence State Park

On October 25, 2015 the new Fallen Timbers Battlefield visitor center was formally dedicated. Designated an Affiliated Unit of the National Park Service, the site is managed by the Toledo Area Metroparks. It is a nationally significant historic site, and public visitation is expected to increase with ongoing marketing efforts and facility enhancements.

D. Accessibility to Intrinsic Quality/Resources: Pull-Offs, Parking, Rest Areas, Visitor Amenities, etc.

Bicycle, Joggers, and Pedestrian Paths:

There are roughly 31.7 miles of non-vehicular trails or paths along the MVSB. Nearly all of them lie between the byway and the Maumee River. Most are at least 25 feet from the road.

- Side Cut Park in Maumee connects Fallen Timbers Monument to Canal Locks and Island View Area (2 miles).
- Also in Side Cut Park in Maumee, the trail follows the river from Island View Area to Riverview Park and City Park (1 mile).
- On the north side of the river in Providence Park (opposite Grand Rapids), towpath extends east

from the restored Lock and Canal Boat area through Farnsworth Park to River Road in Waterville (8 miles).

- Vorwerk Park at the east end of Napoleon, north side of the river (1 mile).
- West end of Napoleon, north side of the river, the path passes through Ritter Park, Meyerholz Wildlife Park and Anthony Wayne Park (2 miles).
- From Independence Dam State Park, the improved path on the old canal towpath extends east through Florida to the spillway (6.5 miles).
- Path through Pontiac Park in Defiance follows the river to the new Clinton Street Bridge crossing to the site of Fort Defiance with a beautiful view of the confluence of the Auglaize and Maumee Rivers (3 miles).
- Sidecut trail in Grand Rapids follows the river from the foot bridge beside the Mill House Bed and Breakfast west to Providence Dam (.5 mile).
- Mary Jane Thurston State Park is basically a marina but also has trails. (6.5 miles).
- Riverside Park in Perrysburg (.5 mile).
- W. W. Knight Preserve east of Perrysburg (1.2 miles).
- Island View Park in Rossford, a walking/jogging park with nice pathways along the river (.5 mile).

Particularly with the designation of Napoleon and Defiance as Trail Towns, there is increased interest and advocacy for creating an integrated trail system on the north side of the river, including the Buckeye Trail, the North Country Trail, the Wabash Cannonball Trail, the Chessie Trail, and other local trail systems.

V. VISITOR EXPERIENCE: INTERPRETATION, STORIES, AND PRESERVATION

A. Interpretation since Designation

Visitors travelling the Maumee Valley Scenic Byway will be driving primarily on two lane roads that parallel the river. On the north side of the river, heading east from Defiance, they will see remnants of the old Miami & Erie Canal and towpath most of the way to Napoleon. Seven parks are located along this stretch, along with many historical sites. On the south side, heading east from Napoleon, the visitor will pass primarily through rural lands until reaching Grand Rapids. From Grand Rapids eastward, on both sides of the river, are small, historic towns and some suburban development. Many parks and river access points along the river provide the opportunity for rest stops, picnics, fishing, boating or just river watching. Public restrooms are available at many of these sites. Historic sites are plentiful, but many are poorly marked at present. The villages and small towns have attractive, well-maintained homes, many built in the mid-1800s and protected by historic ordinances. There are plenty of antique dealers along the way and a variety of other shopping experiences, as well as excellent restaurants and lodging. Off the Byway, but nearby, are the usual malls and fast-food chains. There are no billboards along the Byway currently. Overall, the drive along any part of the Byway is a pleasant experience. What is lacking at present is enough visitor information to make the trip more educational and significant.

B. Byway Story

The Maumee River is the largest in the entire Great Lakes System, and it is an Ohio designated State Scenic and Recreational River. Its watershed drains over 4 million acres, (that's 6562 sq. miles— the size of Connecticut and Rhode Island combined) from parts of Michigan, Indiana, and Ohio. The Maumee River is one of the most biologically productive in the Great Lakes, and yet is also the greatest source of phosphorus pollution and sediment into Lake Erie.

The unique geography of the Maumee watershed is a remnant of glaciers and the slowly falling water levels of prehistoric Lake Erie. The Oak Openings Region is a rare remnant of former beaches and oak savannahs and is considered by the Nature Conservancy to be one of the "Last Great Places on Earth." The Great Black Swamp once covered most of the watershed, and over 16,000 miles of drainage ditches were installed in order to create the level and productive farmland that continues to generate much of the economic wealth of the region.

The Maumee River has served as a link between the Mississippi River system and the Great Lakes for humans for over 10,000 years. During the early period of European discovery in the New World, European traders and trappers began using the route already in place by millennia of Native American communities. As New France increased its influence in the Mississippi Valley, the route was the direct link between Quebec and New Orleans.

This excellent link became contested as Britain and France vied for dominance in trade with Native American communities, and it was a major theater during the era between the French and Indian War and the War of 1812. It also played a role in troop movements during the Revolutionary War.

France built two forts in the valley—Fort St. Phillippe des Miamis and Fort Miamis— near what is now downtown Fort Wayne, between 1700 and 1760. Great Britain won the second of these forts during the French and Indian War and manned it until Pontiac’s War in 1763, when it was taken by Native American forces.

Great Britain also built a fort at the east end of the Maumee River at the rapids near what is now Maumee, Ohio, and called it Fort Miami. The British rebuilt the fort in 1794, on what was now considered American soil by the U.S. following the treaty that ended the Revolutionary War. The British wanted to maintain trading relationships in what was now the Northwest Territory, and continued to occupy the fort, on U.S. territory, until the end of the War of 1812.

The period between 1785 and 1815 saw continued efforts by the United States, British Canada, and Native Americans to gain control of the Northwest Territory. In 1790 newly elected President Washington sent General Harmer and a group of army regulars and Kentucky militia to take control of the headwaters of the Maumee, which had become the meeting point for a confederation of American Indian tribes organized to oppose American expansion into the region. General Harmer’s troops were routed in a series of battles in what is now Fort Wayne, Indiana. A second expedition in 1791 was even more unsuccessful for American troops, when U.S. forces under General Arthur St. Clair suffered the worst loss ever against American Indian forces at what is now Fort Recovery, Ohio.

The tide turned in 1794, when American forces under the command of General Anthony Wayne beat the Indian Confederacy at the Battle of Fallen Timbers, near Maumee, Ohio. Following this battle, and the Treaty of Green Ville in 1795, the Americans took possession of the region until 1812.

The Maumee Valley again became a theater of war during the War of 1812. In September 1812, British allied American Indians held Fort Wayne under siege for several weeks. During May and July 1813, Fort Meigs, at what is now Perrysburg, was besieged on two separate occasions, and received a barrage of artillery from British forces across the Maumee River. British and Indian troops led by Tecumseh traveled the Maumee route, as did the American forces of William Henry Harrison and others.

After the end of the War of 1812 the Maumee River watershed underwent a rapid transition as American Indian groups ceded large tracts of land, settlers from Europe and the eastern United States began to build communities, and an era of massive internal improvements in Ohio and Indiana led to the creation of the Miami and Erie Canal and the Wabash and Erie Canal. These two monumental projects brought thousands of workers to the valley and created the transportation system needed for settlement.

C. Future Interpretation

Plans to interpret byway resources to tourists:

Work with Chambers of Commerce, Historic Societies, Park Administrators and MVHC to develop:

1. A map of all parks and their facilities along the route
2. A map of all historic sites, museums and attractions along the route
3. A calendar of all heritage and cultural events.
4. A self-guiding audio tape of various segments along the route.
5. More historical, descriptive signs.

D. Plans for Improving Visitor Experience

Our primary effort here will be to increase and improve access to the publicly owned sites along the byway. We will begin by identifying the resources and attractions along the byway that best represent the MVSBS story. Using selection criteria based on geographic distribution, resource type, and level of public support (matrix to be determined), the Advisory Group will document accessibility conditions, site limitations, compliance requirements, and signage at those locations. We will produce written or virtual maps that clearly identify rest areas, public restrooms, and safe overlooks. We will also encourage appropriate jurisdictions to undertake roadway improvements as they become necessary, at the possible earliest time.

E. Preservation

Preservation of intrinsic qualities is a priority for the MVSBS. To that end, we will continue to assist and collaborate with historical organizations, park districts, soil and water districts, governments, and individuals to promote and protect the historical, natural and cultural assets of the byway, and to provide ways for people to share those authentic experiences.

VI. MARKETING: PROMOTION, FEATURED ATTRACTIONS AND FUTURE PLANS

A. Current and Future Planned Marketing Activities

Individual Communities:

Until now, most of the promotion has been done by individual communities. Major festivals in these towns draw tens of thousands of people in one day. In addition, a considerable number of educational programs are offered year around by Toledo Metroparks and Wood County Park districts, reaching out to all the parks and communities in their districts. However, all the communities along the MVC Byway are interested in attracting more tourists and residents on a year around basis.

Joint Promotions:

In partnership with the MVHC and Toledo Area Metroparks, six of the communities along the river – Defiance, Napoleon, Grand Rapids, Waterville, Maumee and Perrysburg – produced a colorful brochure to promote a year-round calendar of special events, an overview of the area’s history, a map locating all parks along the corridor, and maps of each community, listing scenic and historic attractions, shops, restaurants and lodging. Our goal is to help update and reissue that publication – *Towns Along the River* – by 2022.

B. Recommended Products or Attachments for Media and Public Relations

i. Short description of byway for use in publications.

The Maumee River Valley is geologically, geographically and historically unique. Between 1785 and 1815, Native Americans, British Canadians and U.S. forces vied for control of the region. One of the nation’s most important battles, Fallen Timbers, occurred here in 1794. Soon canal projects linked the Mississippi and Great Lakes, opening settlement of the Northwest Territory.

ii. Seasonal digital photographs (at least 300 dpi).

See appendix.

iii. Brief description of the top 5-10 unique/authentic attractions on the byway.

| # | Name | Description | GIS |
|---|--|--|-----------------------|
| 1 | Fallen Timbers Battlefield Visitors Center, Maumee | The battlefield was designated as an affiliated unit of the National Park Service on December 16, 1998. A new visitor center 4949 Jerome Road was dedicated | 41.552523, -83.693338 |
| 2 | Fallen Timbers State Memorial, Maumee | Located at 5601 Anthony Wayne Trail, the Memorial was dedicated in 1929 at the site then believed to be where the Battle of Fallen Timbers was fought. Investigations by archaeologist G. Michael Pratt in 1995 determined that the battle occurred north of the Memorial. Still, this Memorial represents the oldest and most prominent public commemoration of the battle. | 41.544224, -83.697731 |

| | | | |
|---|---------------------------------------|---|--------------------------|
| 3 | Maumee River | On May 16, 2018 the Maumee River was dedicated as an Ohio River Trail. The 107-mile river trail extends from the Indiana/Ohio border to Maumee Bay (Lake Erie). The trail connects 5 Metroparks, 3 state parks, 3 wildlife areas and 15 other publicly owned parks, and can be accessed at 39 locations. | |
| 4 | Side Cut Metro park, Maumee | The longest canal ever built in the United States and second longest in the world is the Wabash and Erie Canal (completed in 1853 between Toledo, and Evansville, IN. (468 miles). Side Cut Metro park is named for the “side cut extension” which served as the terminus of the Miami & Erie Canal around 1850. A series of six locks lowered boats from the canal to the Maumee River, three of which were preserved by WPA workers during the Depression and can still be seen today. Along with these canal features, there are also several historic WPA-built shelters in the park. Activities and attractions include a sledding hill, indoor and pavilion picnic shelters, and wildlife feeding stations with indoor viewing areas. | 41.556667, -83.671111 |
| 5 | Providence Metro park, Grand Rapids | Providence Metro park gives visitors a sense of what canal travel was like during a trip aboard an authentic, mule-drawn canal boat on an original section of the Miami & Erie Canal with a restored, working canal lock. Along with the canal experience, park attractions and features include the historic Isaac Ludwig Mill building, historic WPA buildings and bridges, indoor and pavilion picnic shelter facilities, a playground, as well as fishing and other recreational opportunities. | 41.415556, -83.861111 |
| 6 | Fort Meigs, Perrysburg | Fort Meigs, built during the War of 1812, is the largest reconstructed, wooden-walled fort in the U.S. and is a National Historic Landmark. The 65-acre park includes a full-size replica of the original fortification, along with a modern museum and education center. The fort withstood two British sieges in 1813 and became a turning point in the war for the American forces. The original grand traverse is preserved within the interior of the fort. | 41.551275, -83.651226 |
| 7 | Independence Dam State Park, Defiance | Independence Dam State Park is a 525-acre site situated along the banks of the Maumee River. The park features a marina and launch ramp, with a 4-mile section accommodating water skiers. The river access here is also excellent for canoeing and kayaking and offers fine fishing. Additional recreational activities include picnicking at riverside tables or in shelter houses, birdwatching, tent camping, wintertime cross-country skiing, or hiking along a 3-mile trail, once the towpath | 41.294872, -84.291111 |

| | | | |
|--|--|---|--|
| | | of the Miami and Erie Canal. Another 3-mile access road through the park offers a scenic ride for bicyclists. | |
|--|--|---|--|

iv. Provide website/URL (if available) and local website/URL that manages byway.

<https://maumeevalleyheritagecorridor.org/>

v. Marketing contact information:

Point of Contact (Marketing): Dan Hershberger, Plymouth, Michigan

VII. PUBLIC PARTICIPATION: COMMUNITY PARTNERS, PUBLIC FORUMS, AND CRITICAL ISSUES

A. Ongoing Communication and Cooperation with Community Partners

The MVHC maintains reciprocal memberships with several affiliate organizations throughout the byway. Through our affiliates, community partners and stakeholders are notified of all educational events, activities, and annual meetings. Our board meetings are rotated on a quarterly basis to locations throughout the valley. Quarterly newsletters have also been an effective means of communicating with partners, although publication has become sporadic of late.

B. Public Meeting and Public Participation Opportunities

The MVHC holds quarterly meetings. As a public entity, the public is welcome to attend these meetings.

C. Steps Taken to Update Byway Mission and Vision

None to report.

D. Narrative on Critical Issues and How They Will Be Addressed

There are no outstanding critical issues currently.

VIII. APPENDIX

A. Ohio Byway sign inventory (Microsoft Excel Spreadsheet, GIS information formatted as latitude, longitude as per ODOT guidelines)

Existing Signage:

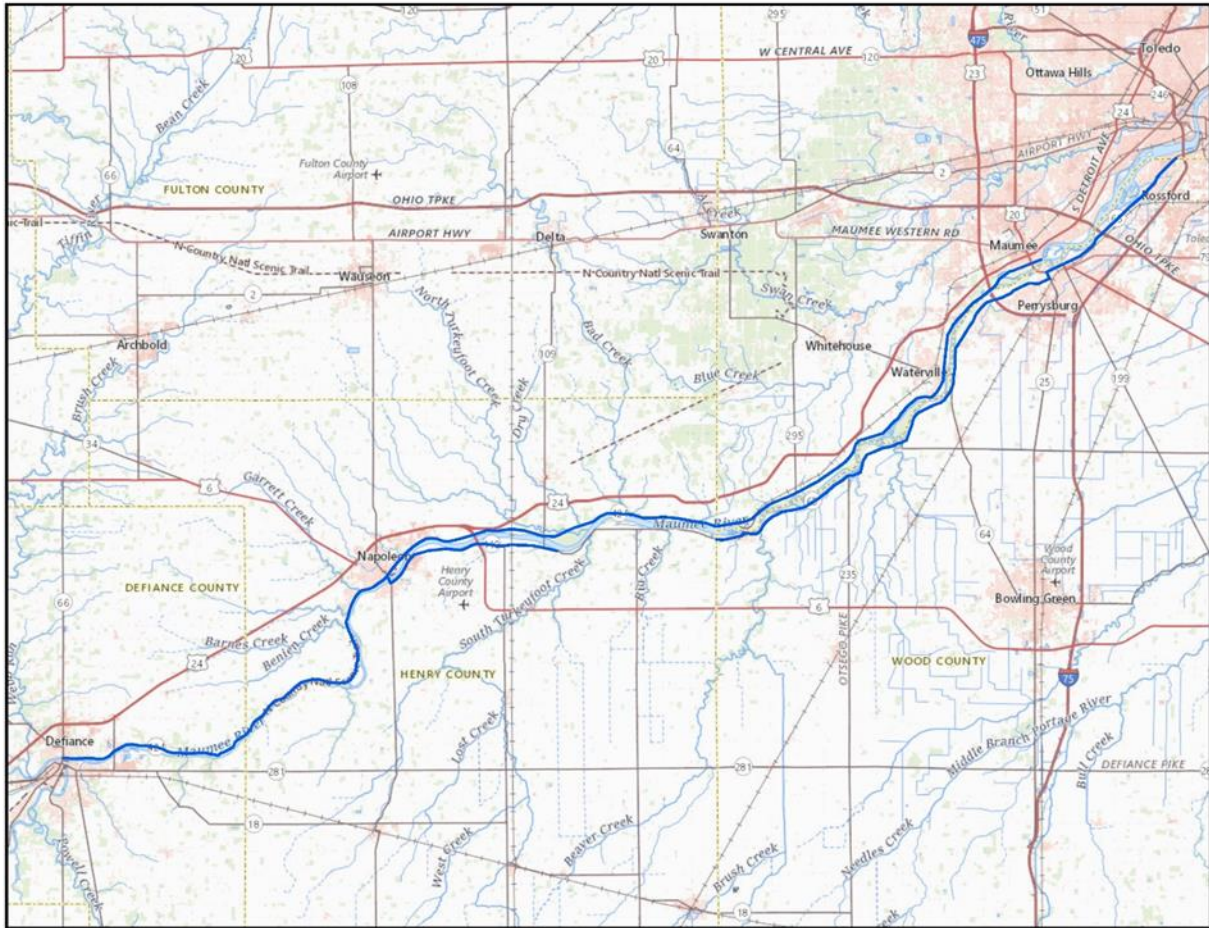
| County | Route | Direction | SLM | Description | Treatment | Jurisdiction |
|---------------|--------------|------------------|------------|--------------------------|-------------------|---------------------|
| HEN | 424 | EB | 4 | East of Florida | Confirm | ODOT |
| HEN | 424 | WB | 4 | East of Florida | Confirm | ODOT |
| HEN | 424 | WB | 9.5 | In Napoleon | Confirm | Napoleon |
| HEN | 424 | EB | 10.5 | In Napoleon | Confirm | Napoleon |
| HEN | 424 | WB | 13 | East of Napoleon | Confirm | ODOT |
| HEN | 424 | EB | 13.7 | West if US 6 ramps | Advance Left | ODOT |
| HEN | 424 | EB | 13.8 | At US 6 entrance ramp | Arrow to Left | ODOT |
| HEN | 6 | EB | 15.9 | West of SR 110 exit ramp | Advance top-right | ODOT |
| HEN | 6 | EB | 16 | At SR 170 exit ramp | Arrow top-right | ODOT |
| HEN | 108 | SB | 15.6 | North of SR 110 | Advance left | Napoleon |
| HEN | 108 | SB | 15.5 | at SR 110 | Arrow to left | Napoleon |
| HEN | 110 | WB | 0.1 | East of SR 108 | Advance right | Napoleon |
| HEN | 110 | WB | 0 | At SR 108 | Arrow to right | Napoleon |
| HEN | 110 | EB | 0.5 | In Napoleon | Confirm | Napoleon |
| HEN | 110 | WB | 3.8 | West of US 6 | Confirm | ODOT |
| HEN | 110 | EB | 4.4 | East of US 6 | Confirm | ODOT |
| HEN | 110 | EB | 7.4 | At CR 7 | End | ODOT |
| WOO | 65 | WB | 0 | At CL | End | ODOT |
| WOO | 65 | WB | 0.9 | At Mill Street | Confirm | ODOT |
| WOO | 65 | EB | 0.9 | At Mill Street | Advance left | ODOT |
| WOO | 65 | EB | 1 | At Wapakoneta Road | Arrow to Left | ODOT |
| WOO | 65 | WB | 1 | At Second Street | Arrow to Right | ODOT |
| WOO | 65 | EB | 1.1 | At Canal Street | Arrow to Right | ODOT |
| WOO | 65 | WB | 1.2 | East of RR | Arrow to Left | ODOT |
| WOO | 65 | WB | 1.1 | At Wapakoneta Road | Arrow to Left | ODOT |
| WOO | 65 | EB | 1.2 | East of RR | Confirm | ODOT |
| WOO | 65 | EB | 7.5 | Near Rangeline Road | Confirm | ODOT |
| WOO | 65 | WB | 7.5 | Near Rangeline Road | Confirm | ODOT |
| WOO | 65 | EB | 13.5 | Near Roachtton Road | Confirm | ODOT |
| WOO | 65 | WB | 13.5 | Near Roachtton Road | Confirm | ODOT |
| WOO | 65 | WB | 17.6 | West of SR 25 | Confirm | Perrysburg |
| WOO | 65 | EB | 17.6 | West of SR 25 | Advance Left | Perrysburg |
| WOO | 65 | EB | 17.7 | At West Boundary Street | Arrow to Left | Perrysburg |
| WOO | 25 | SB | 22.4 | North of Indiana Avenue | Advance Right | Perrysburg |

| | | | | | | |
|-----|------------|----|------|---------------------------|----------------|--------------|
| WOO | 25 | SB | 22.3 | At Indiana Avenue | Arrow to Right | Perrysburg |
| WOO | 25 | NB | 22.5 | South of Front Street | Advance Right | Perrysburg |
| WOO | 25 | NB | 22.6 | At Front Street | Arrow to right | Perrysburg |
| WOO | 20 | WB | 0.5 | West of W boundary Street | Advance left | Perrysburg |
| WOO | 20 | WB | 0.4 | At West Boundary Street | Arrow to left | Perrysburg |
| WOO | 20 | EB | 0.5 | East of SR 25 | Confirm | Perrysburg |
| WOO | 65 | EB | 20.8 | North of White Road | Confirm | ODOT |
| WOO | 65 | WB | 20.8 | North of White Road | Confirm | ODOT |
| WOO | 65 | EB | 24.2 | At CL | End | Rossford |
| LUC | River Road | WB | | At US 24 | End | Waterville |
| LUC | River Road | EB | | East of Dutch Road | Confirm | Lucas County |
| LUC | River Road | WB | | East of Dutch Road | Confirm | Lucas County |
| LUC | River Road | EB | | East of IR 475 | Confirm | Maumee |
| LUC | River Road | WB | | East of IR 475 | Confirm | Maumee |
| LUC | River Road | EB | | At Michigan Avenue | End | Maumee |

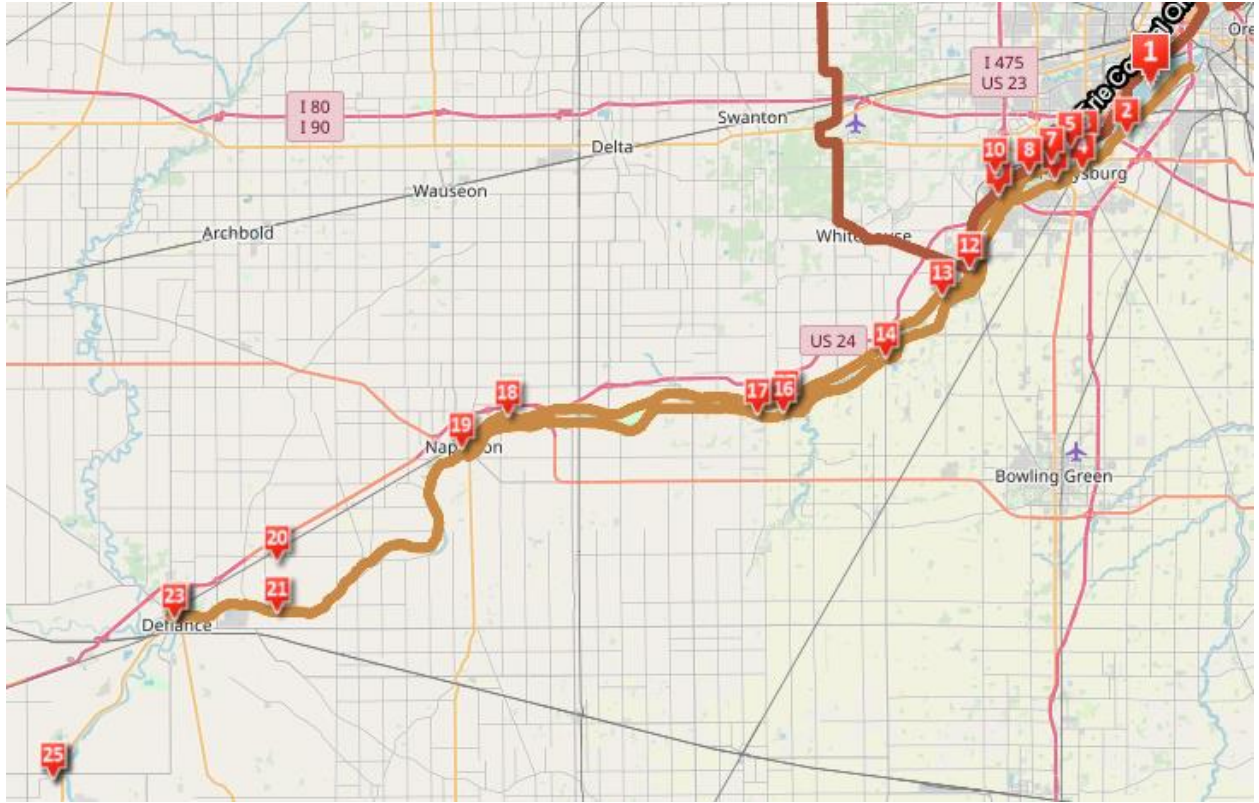
Total number of signs needed:

| | | |
|-------|--------------------|----|
| M-56 | Byway Sign | 54 |
| BM-24 | Arrow (left/right) | 11 |
| BM-27 | Arrow (top-right) | 1 |
| BM-14 | End | 5 |
| BM-19 | Advance Right | 3 |
| BM-20 | Advance top-right | 1 |
| BM-21 | Advance Left | 6 |

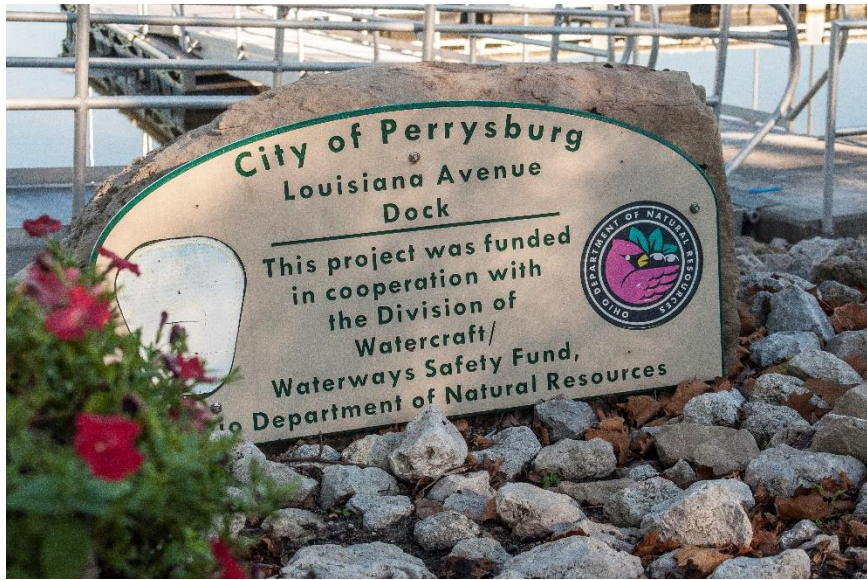
B. Most Current Byway Map

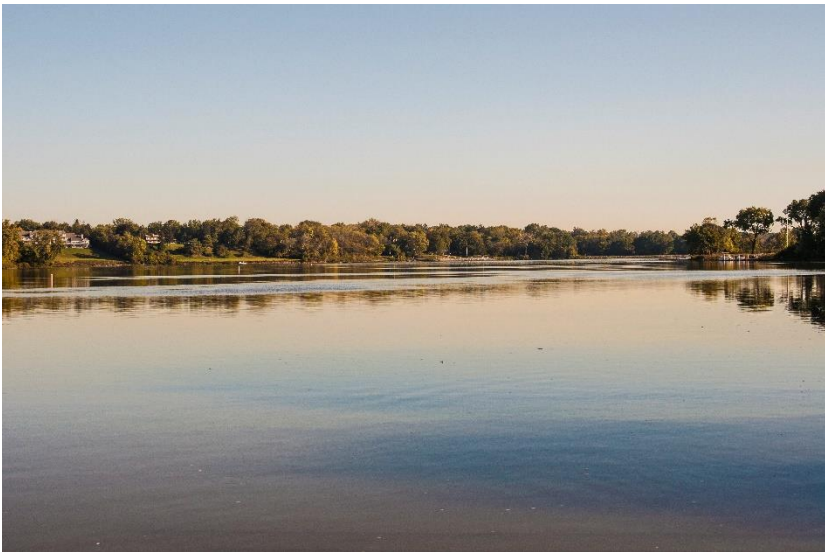


C. Maps Identifying Primary Intrinsic Quality/Resource Locations

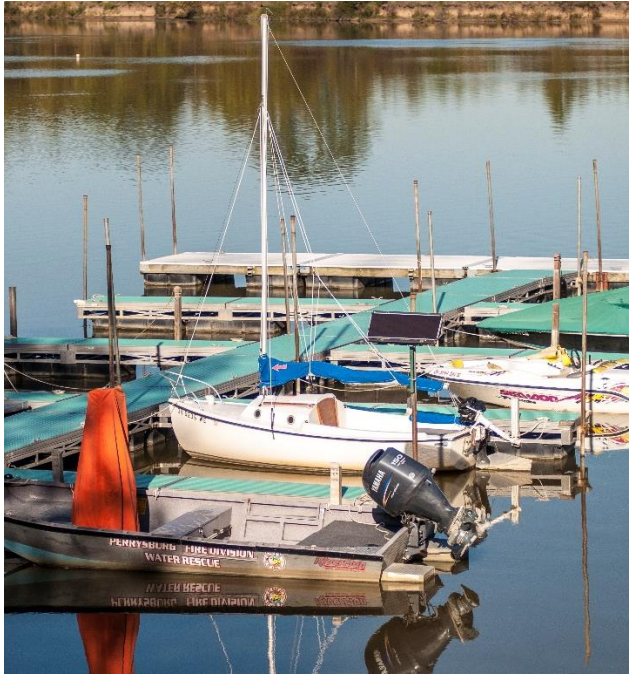


D. Byway Photographs- Include several images of your byway, at least one from each season.





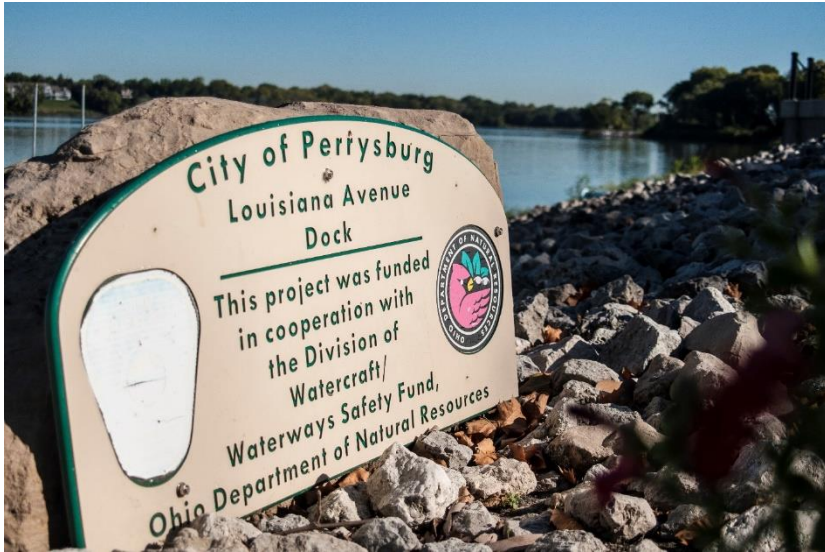
























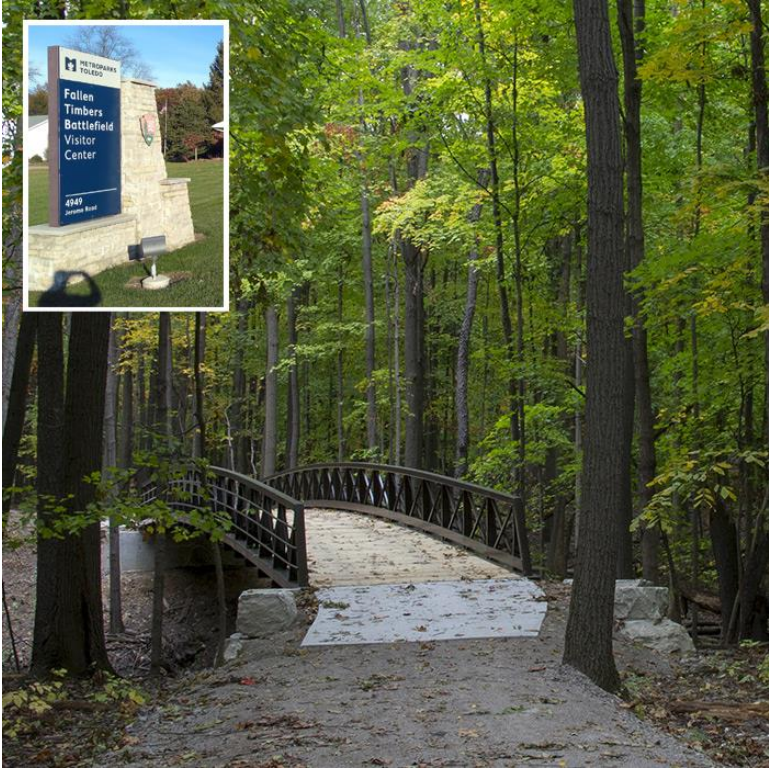


































E. Marketing Materials- If applicable.

N/A.