



Active Transportation Plan

For Ohio's Strategic Highway Safety Plan



GOALS

Reduce the number of bicyclist fatalities from 17 in 2013 to 16 in 2017.

Reduce the number of bicyclist serious injuries from 221 in 2013 to 204 in 2017.

Reduce the number of pedestrian fatalities from 100 in 2013 to 92 in 2017.

Reduce the number of pedestrian serious injuries from 531 in 2013 to 490 in 2017.

Increase the prevalence of adults (ages 18+) meeting physical activity guidelines for aerobic activity and muscle strengthening by 5 percent in 2018.

Increase the percent of adults who report actively commuting to x% in 2020 (TBD)

THE LEADERS

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THE STRATEGIES

- Education
- Infrastructure
- Policy
- Data



EDUCATION

Strategy 1: Increase safety and participation in active transportation through education and awareness.

Timeline: 0-2 years

Leaders	Description	Performance Measure
ODOT, ODPS	Incorporate additional active transportation knowledge into driver licensing requirements.	# of added questions Change in correct answers by test takers Instructor module developed Student module developed
Yay Bikes, ODH, ODOT, MPOs, RTPOs, ODE	Develop and implement experiential education programs that teach road users and decision makers about safe, active transportation.	# of programs developed for key audiences # of partners providing program(s) # of sites using program # of jurisdictions by program type # of people educated Before/after surveys of behavior change
Yay Bikes, ODOT, ODPS, BMV	Incorporate experiential learning programs as a court tool, requiring program completion for road offenses. 0-3 years	# of judges using program # offenders trained survey of knowledge/behavior
ODH, ODOT, local transp and HDs	Develop and implement broad scale community-at-large media campaign on Active Transportation.	# of impressions Survey showing knowledge of safety and behavior change Track public comments
ODOT, ODH	Extend education specifically to community leaders and land developers on best practices and issues related to AT	List of events and opportunities for presentations to public officials List of communities to receive outreach materials

Strategy 2: Emphasize enforcement of laws that directly impact active transportation user safety and behavior change in motorists.

Timeline: 2-4 years

Leaders	Description	Performance Measure
ODOT, ODPS	Educate law enforcement on active transportation and related crash reporting to improve consistency and accuracy	Pre/post survey to gauge knowledge More consistent data and information on OH-1 reports
ODOT, ODPS	Provide enforcement strategies for laws that protect vulnerable road users	# of agencies receiving information
ODOT, ODPS/OTSO	Gather better data on situations in which road users are cited with violations	# of citations, tickets and warnings
ODOT, ODPS	Require curriculum for standardized law enforcement crash reporting	Standardize curriculum # of officers trained on new curriculum
ODOT, ODPS	Develop guidance for law enforcement education program on pedestrians and bicycles	Guidance developed



INFRASTRUCTURE STRATEGIES

Strategy 1: Advance the use of new technology and roadway designs that encourage active transportation and make infrastructure safer for bicyclists and pedestrians.

Timeline: Varies by strategy

Leaders	Description	Performance Measure
ODOT	Pilot best practice technology and infrastructure: Identify, fund and evaluate projects that incorporate new technology and infrastructure designs (e.g. separated bike lanes). 0-3 years	# of projects evaluated Document and share results
LTAP, ODOT Safety	Conduct walk and bicycle safety audits in high-priority corridors. Ongoing (plug-in to Safety applications)	# of audits and improvements
OPTA, ODOT	Pilot technology that tracks transit activities. 2-4 years	Pilot launched
LTAP, ODOT	Provide training on proven countermeasures and design practices (Safe Routes Academy). 0-1 year	# of trainings and people trained
ODOT	Develop clearinghouse for studies that support new designs. 0-2 years	Clearinghouse launched



POLICY STRATEGIES

Strategy 1: Improve and maintain accommodation for bicycles and pedestrians in Ohio.

Timeline: Varies by strategy

Leaders	Description	Performance Measure
ODOT/ Safety Office	Develop complete streets policy/update accommodation policy. 0-2 years	Policy adopted
Greater Ohio Policy Center	Increase AT funding over the next five years. 3-5 years.	Funding programmed for AT
ODOT	Review best practices and adopt and recommend maintenance policies (including snow removal) and enforcement. 0-1 year	Number of policies in place in Ohio. Quantifying maintenance enforcement activities

Strategy 2: Incorporate active transportation related health metrics into all transportation funding decisions.

Timeline: Varies by strategy

Leaders	Description	Performance Measure
ODOT, ODH	Determine what a meaningful health measure is for each program (equity: health, income, HH without cars, minorities, etc.). 0-1 year	Finalization of health metric
ODOT	Work with ODOT management and funding managers on policy to incorporate meaningful health metrics in all transportation funding scoring. 0-2 years	Increase in low income population, minority population impacted. Increase in communities with high rates of chronic disease impacted

Strategy 3: Develop Education Policy to institutionalize bike/pedestrian best practices.

Timeline: Varies by strategy

Leaders	Description	Performance Measure
SRTSNP	Include bike/pedestrian safety into K-12 school curriculum. 0-2 years	Curriculum developed
ODH/OFCC	Locate and design school building sites with active transportation considerations (and all government buildings) – . 0-3 years	OFCC school site checklist updated Pilot EPA tool Education on full cost of school facility/siting
ODOT Safety Office	Require agencies that install bike/pedestrian designs to educate the public on what they are used. 0-2 years	Policy developed Education materials developed
OPTA, ODOT	Determine optimal placement of transit to determine best infrastructure 3-5 years	Transit agencies consideration



DATA STRATEGIES

Strategy 1: Improve volume data collection and roadway inventory data pertaining to active transportation.

Timeline: Varies by strategy

Leaders	Description	Performance Measure
ODOT Safety and Planning	Establish a statewide non-motorized traffic monitoring program, including state-funded (locally maintained) permanent count stations, a statewide database/repository and statewide count protocols in coordination with Ohio's MPO/RTPOs. Ongoing	# of count stations Network volume coverage
ODOT Planning	Establish statewide user-generated database for conflict points and other safety issues. 2-4 years	Complete database
ODOT, MORPC	Identify, acquire, and maintain non-motorized data from private organizations that is relevant to active transportation. (e.g., data from ODNR and other public organizations) 0-2 years	Amount of useable data obtained

Strategy 2: Improve and standardize data quality, reporting and effectiveness of data related to pedestrian and bicycle crashes.

Timeline: Varies by strategy

Leaders	Description	Performance Measure
ODOT Safety	Update ODOT's system's classification for bicycle and pedestrian crashes to mirror crash types of motor vehicle crashes. 1 year	Crash type analysis of bicycle and pedestrian crashes
ODOT Safety	Conform data collection efforts to national standards/best practices. 1 year	Developed standards
ODOT	Develop measure to determine Active Transportation infrastructure and education funding. 3-5 years	Measure developed

Strategy 3: Improve and standardize data integration abilities so that collected pedestrian and bicycle data can be linked and used concurrently.

Timeline: Varies by strategy

Leaders	Description	Performance Measure
ODOT	Link non-motorized volume and crash data to roadway and intersection datasets by sharing ID's. 1 year	ID's that can be linked between datasets
ODOT Safety	Coordinate pedestrian and bicycle data with community demographic information such as user surveys, characteristics of individuals involved in crashes and equity details. 1-2 years	Survey responses (collected characteristics, and equity trends) # of types of demographic info to link to crashes
ODOT	Develop process to ensure potential projects coordinate with existing plans (STPs, Bike Plan) and needs by overlapping data.	Existing projects incorporated with potential plans for efficiency

Strategy 4: Improve and standardize data sharing and coordination between partners for which pedestrian and bicycle data would be beneficial.

Timeline: Ongoing

Leaders	Description	Performance Measure
ODOT	Establish, publicize, and provide training on public data portals for non-motorized crash and volume data	Crash and count layers added to the TIMS # of users accessing data # of users receiving training
LTAP	Use systems like TIMS to display data depending on the level of complexity desired by the user and provide tools for analysis	Amount of data displayed



