Active Transportation in Ohio

WALK. BIKE. BUS.

#YourMoveOhio
She who succeeds in gaining the mastery of the bicycle will gain the mastery of life.

– SUSAN B. ANTHONY
Strategic Highway Safety Plan

Active Transportation Emphasis Area Team

WALK. BIKE. BUS.

#YourMoveOhio
Strategic Highway Safety Plan

- Required
- Coordinated
- Data-driven
- Evidence-based
- Evolving
- Multidisciplinary
Health + Transportation

• Improve safety for people who walk or bicycle

• Improve safety so more people will walk and bicycle
Improve Safety
Ohio is Making Progress

**SERIOUS INJURIES**
DROPPED 13%

**FATALITIES**
DROPPED 12%

<table>
<thead>
<tr>
<th>Year</th>
<th>Serious Injuries</th>
<th>Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>1191</td>
<td>1110</td>
</tr>
<tr>
<td>2009</td>
<td>1022</td>
<td>1008</td>
</tr>
<tr>
<td>2010</td>
<td>1080</td>
<td>990</td>
</tr>
<tr>
<td>2011</td>
<td>1016</td>
<td>1008</td>
</tr>
<tr>
<td>2012</td>
<td>9654</td>
<td>9231</td>
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<tr>
<td>2013</td>
<td>9780</td>
<td>8785</td>
</tr>
<tr>
<td>2014</td>
<td>9774</td>
<td>9079</td>
</tr>
<tr>
<td>2015</td>
<td>10113</td>
<td>1110</td>
</tr>
</tbody>
</table>
Overview of Pedestrian Crashes

2008: 533 Serious Injuries, 99 Deaths
2009: 471 Serious Injuries, 84 Deaths
2010: 488 Serious Injuries, 93 Deaths
2011: 561 Serious Injuries, 110 Deaths
2012: 581 Serious Injuries, 119 Deaths
2013: 552 Serious Injuries, 90 Deaths
2014: 529 Serious Injuries, 94 Deaths
2015: 546 Serious Injuries, 120 Deaths
Overview of Bicycle Crashes

- Serious Injuries
  - 2008: 227
  - 2009: 232
  - 2010: 203
  - 2011: 233
  - 2012: 219
  - 2013: 185
  - 2014: 176

- Deaths
  - 2008: 18
  - 2009: 18
  - 2010: 13
  - 2011: 16
  - 2012: 18
  - 2013: 19
  - 2014: 13
  - 2015: 26
The Problem is Real

An average of **2 pedestrians** died or were seriously injured **each day in pedestrian-related crashes**.

An average of **1 person** died or was seriously injured **each day in bicycle-related crashes**.
What Are We Doing About It?

**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)
Four Buckets

Education
Infrastructure
Policy
Data
So What Good is a Plan?

$2M Safety Funds
Four Categories
Community Applications
Applications Released Soon

Statewide Initiatives:
Training
Guidance
Statewide Initiatives
GroundWork

Single Issue Newsletter
Every Other Week
8 Issues

Topics:
• Mixing Zones
• State and US Bike Route System
• Left Turn Boxes
• Health and Transportation

What is a Mixing Zone?

Well, it's not where you mix the eggs into the batter. A mixing zone, also called a combined lane, is where bicyclists and motorists can expect to merge. The most common mixings are a right turn lane and bike lane at an intersection. A mixing zone has markings for motorists and bicyclists. Typically, a mixing zone is identified by the dashed lines like in the image below.

Why Have a Mixing Zone?

A mixing zone benefits motorists and bicyclists. It gives a visual cue to expect each other in the shared lane. One experimental use of a mixing zone is a dashed bicycle lane. Capping for this use is currently very strict. A mixing zone also guides bicyclists to the left of turning cars.

Learn More

• FHWA Design Guide – Mixing Lanes – Read more

Questions? Feedback?

• Drop us a line, bikemto@cdt.ohio.gov

DEATHS SO FAR THIS YEAR IN OHIO

16 BICYCLE
81 PEDESTRIAN
ODOT and ODH joint initiative
ODOT and ODH joint initiative
The City of Troy really enjoyed it and we are excited to implement more bike friendly features on our streets!

- PARTICIPANT
Education – Professional Development
Education – Professional Development

PROFESSIONAL DEVELOPMENT RIDES

Yay Bikes! and the Ohio Department of Transportation are offering educational bicycle rides to engineering, planning, and health professionals. These are easy rides led by experienced cyclists. The tour lasts about three hours and can be tailored to your community’s specific challenges.

+ The rides help professionals evaluate bicycle-related infrastructure designs through hands-on experience.
+ Participants report an increased understanding of why cyclists make the choices they do, and how roadway design influences those decisions.

I got a feel for the perspective of a bicyclist; I also learned some things about people in other professions that are crucial to my work of promoting thoughtful transportation planning. (Traffic signal, etc.) These are things that will aid me as I'm working on other issues pertaining to bicycling.

If I need to expand my engineering judgment, I need to experience it, and it is a lot different than I thought. Yay Bikes! gave me a whole new perspective. As engineers, we're focused on engineering it works, but Yay Bikes give us feedback from a customer perspective.

I learned quite a bit about what works; good on paper may not be the right solution in real life.

PARTICIPATE NOW

If your community would like to participate in a ride send us an email

bikes@ohio.gov

Ohio Department of Transportation
I learned the viewpoint of the cyclist. I learned traffic laws. **Misconceptions were cleared up.**

- PARTICIPANT
Education – Professional Development
The ride was enjoyable! Our leader was informative. I would have liked more focus on specific elements to make them more bike friendly; that may be for a more technical presentation.

- PARTICIPANT
Infrastructure
Data
Developing a Network

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Access Ohio

- Bicycle/Pedestrian Coordinator in each ODOT District
- Coordinate with locals to field verify proposed routing for State and U.S. Bicycle Routes
- Develop bicycle count protocols
- Develop a database and repository for count data
What is a Bike Route?

- Trails and on-road facilities
- Not a construction project
Bicycle Route System

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US Bicycle Route System in Ohio
Once Complete... State and US Designation

<table>
<thead>
<tr>
<th>Route Type</th>
<th>Mileage</th>
</tr>
</thead>
<tbody>
<tr>
<td>USBR Designated</td>
<td>322</td>
</tr>
<tr>
<td>Other Proposed USBR</td>
<td>1195</td>
</tr>
<tr>
<td>Proposed State Bike Route</td>
<td>1583</td>
</tr>
<tr>
<td>Total</td>
<td>3100</td>
</tr>
</tbody>
</table>

![Map of Ohio showing bike routes]
USBR 50    ODOT D-11
I thought about it while riding my bicycle.

- ALBERT EINSTEIN
ON THE THEORY OF RELATIVITY
There are no sidewalks on either side of the street about two blocks from school. Students must walk through yards or walk in the street. The curbs are almost gone, too.

Kia,
Lancaster Ohio
Sidewalks help me get to school by providing a safe, car-free place to walk. In winter, they can be icy and dangerous, though.

Anyas,  
Wyoming Ohio
SCHOOL
SPEED LIMIT
20
DURING RESTRICTED HOURS
The speed limit makes it easier to walk to school because people in cars aren’t going too fast.

Claire,
Wyoming Ohio
Thank You!

Julie Walcoff
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bike.ohio.gov