OVERVIEW OF AWESOME
TODAY'S SPEAKERS

- Cait Harley (ODOT)
- Jordan Whisler (ODOT)
- David Shipps (TDG)
- HOLD
- HOLD
INTRODUCTION
AGENDA

- Introduction
- Current Statewide AT Initiatives
- ODOT Resources
# Program Need

<table>
<thead>
<tr>
<th>CRASH YEAR</th>
<th>PEDESTRIANS</th>
<th></th>
<th>BICYCLISTS</th>
<th></th>
<th>COMBINED</th>
<th></th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Fatalities</td>
<td>Serious Injuries</td>
<td>FSI Total</td>
<td>Fatalities</td>
<td>Serious Injuries</td>
<td>FSI Total</td>
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<td>2006</td>
<td>96</td>
<td>578</td>
<td>674</td>
<td>17</td>
<td>225</td>
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<td>2007</td>
<td>107</td>
<td>459</td>
<td>566</td>
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<td>2008</td>
<td>98</td>
<td>511</td>
<td>609</td>
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<td>2009</td>
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<td>457</td>
<td>538</td>
<td>18</td>
<td>210</td>
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<td>2010</td>
<td>91</td>
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<td>563</td>
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<td>494</td>
<td>593</td>
<td>16</td>
<td>200</td>
<td>216</td>
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<tr>
<td>2012</td>
<td>117</td>
<td>537</td>
<td>654</td>
<td>18</td>
<td>225</td>
<td>243</td>
</tr>
<tr>
<td>2013</td>
<td>88</td>
<td>531</td>
<td>619</td>
<td>19</td>
<td>217</td>
<td>236</td>
</tr>
<tr>
<td>2014</td>
<td>93</td>
<td>496</td>
<td>589</td>
<td>12</td>
<td>185</td>
<td>197</td>
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<tr>
<td>2015</td>
<td>118</td>
<td>522</td>
<td>640</td>
<td>25</td>
<td>170</td>
<td>195</td>
</tr>
<tr>
<td>2016</td>
<td>140</td>
<td>556</td>
<td>696</td>
<td>18</td>
<td>167</td>
<td>185</td>
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<tr>
<td>2017</td>
<td>143</td>
<td>520</td>
<td>663</td>
<td>19</td>
<td>164</td>
<td>183</td>
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<tr>
<td>TOTAL</td>
<td>1,271</td>
<td>6,133</td>
<td>7,404</td>
<td>207</td>
<td>2,450</td>
<td>2,657</td>
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</table>

**NOTES:** Blue shaded cells indicate highest value per metric. Grey shaded cells indicate the 2013 goal baseline.
CURRENT STATEWIDE AT INITIATIVES
CURRENT STATEWIDE AT INITIATIVES

- State Bicycle & Pedestrian Plan
- Education?
- State/US Bike Route System
- Data Initiatives
STATEWIDE BICYCLE & PEDESTRIAN PLAN

IN VolVEMENT FROM STATEWIDE TRANSPORTATION PARTNERS

• Stakeholder Involvement
• Statewide Steering Committee
• Support for Public Involvement
• Document Available Data
EXPECTED OUTCOMES?

- Inform statewide bike/ped investments
- Develop performance measures
- Coordination of planning efforts at state, local, and regional level
- Coordination with design guidance, data collection, maintenance practices, and funding mechanisms
STATE/US BIKE ROUTES:

<table>
<thead>
<tr>
<th>Miles</th>
<th>Resolution Needed</th>
<th>Resolution Received</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,300</td>
<td>457</td>
<td>274</td>
</tr>
</tbody>
</table>

59% Complete
STATE/US BIKE ROUTES:
# NON-MOTORIZED DATA

## PERFORMANCE MEASURES:

<table>
<thead>
<tr>
<th>ODOT NM DATA INITIATIVES</th>
<th>Level of Service</th>
<th>Miles of Pedestrian/Bicycle Facilities</th>
<th>Retail Impact</th>
<th>Mode Split</th>
<th>Crashes</th>
<th>Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>ORIL - LTS Research</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NM Count Program Development</td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MS2 NMDS</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STRAVA Metro Data</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>OH-1 Update</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIMS Dataset Development</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Dashboard Development</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

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MOVING FORWARD

• HOLD
AVAILABLE ODOT RESOURCES
AVAILABLE ODOT RESOURCES

• Infrastructure & Funding
• Data
• Education
• Planning & Policy
FUNDING RESOURCES

- Safe Routes to School (SRTS)
  - Cait Harley
- Transportation Alternatives Program (TAP)
  - Jeff Shaner
- Large Cities
  - MPO representatives
- Safety Funding
  - Michelle May
DATA RESOURCES:

LTAP Equipment Loan Program:
DATA RESOURCES:

MS2 Non-Motorized Database System:
DATA RESOURCES:

STRAVA METRO DATA:

- **Overview:**
  - Segment level volume data for all roads within Ohio.
  - Very limited subset of AT users.
  - Currently available

- **Planning Relevance:**
  - Will provide detailed volume information for project development and improved facility design.
Think outside your car. Give 3 feet, it’s the law.

3 feet

#YourMoveOhio

YourMove.ohio.gov

YOUR MOVE
WALK. BIKE. BUS.
EDUCATION RESOURCES:

**YOUR MOVE**

Active transportation is a healthy, fun and easy way to get around.

Here are some tips and safety suggestions:

**BE SAFE DRIVING**
- Stop for pedestrians. Every intersection is a crosswalk — planted or not.
- Give bikes at least 3 feet when passing. Bikes are vehicles and can legally use the full travel lane.
- Always check for bicyclists and pedestrians when making a turn.
- Watch for children around schools, parks, buses and in neighborhoods.
- Give buses a break. Allow buses to merge into the travel lane after picking up or dropping off passengers.
- Check your mirrors and look for bicyclists when opening car doors or turning right.

**BE SAFE BUSING**
- Give yourself plenty of time. Do not run across or along the street to catch a bus.
- Get ready to ride. Wait for the bus in the correct location and make yourself visible to the bus driver.
- Stay alert and hold on to railings when a bus is slowing down or turning.
- After exiting, wait for the bus to depart and cross at the nearest intersection to get to your destination.

**BE SAFE WALKING**
- Cross at intersections or in marked crosswalks. Avoid the temptation to cross the street mid-block, if a pedestrian signal is present.
- Check for turning vehicles when crossing streets and driveways.
- Walk on sidewalks or designated paths. If none are present, walk along the shoulder/berm in the direction response of traffic.

**BE SAFE BICYCLING**
- Wear a properly fitted helmet and ensure that your bike is in good working order (Allie = air, brakes, chain).
- Be predictable. Ride in a straight line, don’t weave between parked or moving vehicles, and use hand signals to communicate your intentions to other drivers.
- Bikes belong on the road. Stay off sidewalks, ride in the direction of traffic and obey all traffic laws.
- Be visible. Use head and tailights at night. It’s the law. Bright clothing increases visibility.
- Stay at least 3 to 4 feet from parked cars to prevent collisions with suddenly opened car doors.

YourMove.ohio.gov
Other Messages:
1. Look out for each other. Think outside your car.
2. Yield to pedestrians when turning. Think outside your car.
What is the Ohio Active Transportation Academy?

The Ohio Active Transportation Academy (ATA) provides training, workshops and implementation programs to communities throughout Ohio.

We offer active transportation training on projects and policy to help your community reach its active transportation goals.
There is **NO CHARGE** for ATA training programs. They provide practical knowledge to implement a variety of safety, education, encouragement, engineering and enforcement opportunities. Workshops are requested through an application process, and awarded based on instructor availability.

All workshops provide attendees with public domain continuing education units (CEUs).
EDUCATION RESOURCES:

ACTIVE TRANSPORTATION ACADEMY

The Active Transportation Academy provides trainings and workshops to communities throughout Ohio. We offer interactive trainings on programs, projects, and policies that can help your community reach its active transportation goals.

Safety in Active Transportation: School & Community Planning

(4 contact hours)
PLANNING RESOURCES:

SAFE ROUTES TO SCHOOL

School Travel Plan Guidelines
A Reference for Communities

Snyder Park Elem - Springfield City - Clark Co
1600 Maiden Ln, Springfield, OH 45504

Student Counts

<table>
<thead>
<tr>
<th>Radius (Miles)</th>
<th>1.5</th>
<th>1.0</th>
<th>0.5</th>
<th>Total Enrollment &gt; 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>County Boundary</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City Boundary</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>School</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Students</td>
<td></td>
<td></td>
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</tbody>
</table>
CHAPTER 3 - INFRASTRUCTURE RECOMMENDATIONS

This chapter includes a brief overview of bicycle and pedestrian planning considerations, a toolkit of active transportation facility types, and a list of the recommended bicycle and pedestrian infrastructure projects for Medina County.

PLANNING FOR BICYCLISTS AND PEDESTRIANS

While this is an active transportation plan that encompasses both biking and walking (including people using mobility devices), it's important to remember that bicyclists and pedestrians have unique characteristics that sometimes put them in conflict with one another and require different facility designs.

<table>
<thead>
<tr>
<th>Pedestrians</th>
<th>Both</th>
<th>Bicyclists</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel at slower speeds</td>
<td>Facilities should have adequate width to allow safe passing</td>
<td>Travel at faster speeds</td>
</tr>
<tr>
<td>Typically require facilities separate from motor vehicles</td>
<td>Facilities along roadways should have smooth, level surfaces</td>
<td>May share roadway with motor vehicles</td>
</tr>
<tr>
<td>Pedestrian facilities must meet ADA requirements for width and cross-slopes</td>
<td>Comfort level often influences decision to walk/bike</td>
<td>Need secure bike parking at their destination</td>
</tr>
</tbody>
</table>

Bicyclists can also vary more than pedestrians in their riding abilities and stress tolerance. The graphic below illustrates the differences between bicyclists of varying stress tolerances and the types of facilities they prefer.
PLANNING RESOURCES:

ACTIVE TRANSPORTATION PLANS

Lorain Active Transportation Plan

- Recommended Improvements
  - Shared Use Path / Trail
  - Separated Bike Lane / Buffered Bike Lane
  - Bike Lane or Shared Use Path / Trail
  - Bike Path
  - Neighborhood Bikeway
  - School Walking Route
  - Signed Bike Route
  - Sidewalk
  - Improve Pedestrian-Scale Lighting
  - Community Walking Route

- Existing Trail

- Other
  - School
  - Hospital
  - Library
  - School District Boundary
  - Water Body
  - Park, Nature, Public Land

[Map of Lorain Active Transportation Plan with various symbols and routes indicated.]
Highway Safety
Bicycle & Pedestrian Safety...
Each year, more Ohioans are choosing to walk, bike or use transit to get where they want to go. ODOT supports safety for all road users. Click below for more information about the Bicycle and Pedestrian program or Safe Routes to School.

2018 SRTS Application Cycle
January 1, 2018 to March 5, 2018

Infrastructure
Non Infrastructure

Bikes and Peds
State and US Bike Routes

Safe Routes to School
Safe Routes to School Parent Survey and Travel Tally

Active Transportation Action Plan
QUESTIONS

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Caraline Griffith
US and State Bike Route Coordinator
ODOT Office of Program Management
614.644.8336
Caraline.Griffith@dot.ohio.gov

Last updated 10/11/2018
Who is walking and biking?

- One-in-ten (10%) of the residents surveyed indicated that they bike at least a few times per month to get to places they need to go.

- More than one-third (37%) of those surveyed indicated they walk at least a few times per month to get to places they need to go.
Potential for Bike/Ped Trips

- Almost 15% of people live within 1-3 miles of work. However, 90% of people within 3 miles drive to work alone.

- Almost 28% of children live a 1-2 miles from school. Only 11% walk or bike.
PLANNING AND POLICY

ACCESS OHIO 2040
Ohio Department of Transportation

WELCOME TO Ohio
So much to Discover!

EVERY MOVE YOU MAKE
TOWARD ZERO DEATHS

OHIO STRATEGIC HIGHWAY SAFETY PLAN
A Comprehensive Plan to Reduce Fatalities and Serious Injuries 2014-2019

ACTIVE TRANSPORTATION PLAN
For Ohio’s Strategic Highway Safety Plan

GOALS
- Reduce the number of bicycle fatalities and serious injuries.
- Reduce the number of pedestrian fatalities and serious injuries.
- Increase the number of adults (18+) who ride bicyclists and reduce motor vehicle collisions.
- Increase the percent of adults who report activity commuting.

THE STRATEGIES
Education
- Education strategies seek to teach all road users about how to be safe on roads, in crosswalks and at intersections.

Infrastructure
- Infrastructure strategies aim to improve the built environment so that it is safer and easier to participate in active transportation.

Policy
- Policy strategies seek to change laws and policy so that active transportation is supported and encouraged.

Data
- Data strategies focus on improving and collecting information on active transportation users and crashes involving them.

LEARN MORE
sara.ohio.gov | health.ohio.gov

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Population centers greater than 50,000 persons were identified.

These match the 17 MPOs.
CONNECT DESTINATIONS

- Links added to connect urban centers as a function of shortest path and bike level of service
ESTABLISH DRAFT ROUTES

- Links manually adjusted and numbered to develop draft routes
DEVELOP NUMBERING SYSTEM

- East-West routes even
- North-South routes odd
## ORIL - LEVEL OF TRAFFIC STRESS (LTS) RESEARCH:

### Street Width

<table>
<thead>
<tr>
<th>Speed Limit or Prevailing Speed</th>
<th>2-3 lanes</th>
<th>4-5 lanes</th>
<th>6+ lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 25 mph</td>
<td>LTS 1 or 2</td>
<td>LTS 3</td>
<td>LTS 4</td>
</tr>
<tr>
<td>30 mph</td>
<td>LTS 2 or 3</td>
<td>LTS 4</td>
<td>LTS 4</td>
</tr>
<tr>
<td>35+ mph</td>
<td>LTS 4</td>
<td>LTS 4</td>
<td>LTS 4</td>
</tr>
</tbody>
</table>

**Increasing Level of Comfort, Safety, and Interest in Bicycling for Transportation**

- **LTS 4**
  - No bike lane on busy street
- **LTS 3**
  - Narrow bike lane or shoulder on busy street
- **LTS 2**
  - Rugged bike lane on a calm street
- **LTS 1**
  - Segregated bike lane
STATE/US BIKE ROUTES:

US/State Bike Route System:
It's kind. It's courteous. And, it's the law.

Think outside your car. 
Give 3 feet.

11,353 people reached

Super curious (and as you know, I support the law); the picture above seems to me to imply that it is legal to cross the double-yellow line while following the 3 foot law. Is this true? Or - perhaps my real question is - is it legal to cross the double-yellow line under any circumstance? I'm guessing yes, but I didn't know that.

Your Move Ohio Yes! Scott Ulrich is right; as long as the faster vehicle is capable of passing slower traffic (like someone on a bicycle) without exceeding the speed limit and as long as there is sufficient clear space (at least 3 feet) in which to do so. Great question, Theodore!

View 2 more replies