SAFE ROUTES TO.....EVERYWHERE!
OHIO TRANSPORTATION ENGINEERING CONFERENCE 10.2.18

development of transportation infrastructure

Ohio DOT
TODAY'S SPEAKERS:

- Cait Harley (ODOT)
- Jordan Whisler (ODOT)
- David Shipps (TDG)
- Kate Moening (NOACA)
- Katie “Swid” Swidarski (CPH)
WHO ARE WE?

Cait Harley
Safe Routes to School & Active Transportation Manager
ODOT Office of Program Management

Jordan Whisler, AICP
Local Safety & Active Transportation Manager
ODOT Office of Program Management
AGENDA:

- Introduction
- Current Statewide AT Initiatives
- ODOT Resources
CURRENT STATEWIDE AT INITIATIVES
CURRENT STATEWIDE AT INITIATIVES:

- State Bicycle & Pedestrian Plan
- State/US Bike Route System
- Non Motorized Data Collection
- Facility Design Resources
STATEWIDE BICYCLE & PEDESTRIAN PLAN:

INVOLVEMENT FROM STATEWIDE TRANSPORTATION PARTNERS

- Stakeholder & Public Involvement
- Statewide Steering Committee
- Document Available Data
STATEWIDE BICYCLE & PEDESTRIAN PLAN:

EXPECTED OUTCOMES

• Inform statewide investments
• Develop performance measures
• Coordination of planning efforts
• Coordination with design guidance, data collection, maintenance practices, and funding mechanisms
STATE/US BIKE ROUTES:

<table>
<thead>
<tr>
<th>Miles</th>
<th>Resolutions Needed</th>
<th>Resolutions Received</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,300</td>
<td>429</td>
<td>287</td>
</tr>
</tbody>
</table>

67% Complete
STATE/US BIKE ROUTES:
# Nonmotorized Data Projects:

**ODOT NM Data Initiatives:**

<table>
<thead>
<tr>
<th>Initiative</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>
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<tbody>
<tr>
<td>ORIL - LTS Research</td>
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<td>NM Count Program Development</td>
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<tr>
<td>STRAVA Metro Data</td>
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<td></td>
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<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle Facility Data Collection</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIMS Dataset Development</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
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</tr>
<tr>
<td>Ohio Household Travel Survey</td>
<td></td>
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<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>StreetLight Data M2 Pilot</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Performance Measures:**

- Level of Service
- Miles of Pedestrian/Bicycle Facilities
- Retail Impact
- Mode Split
- Crashes
- Volume

**Our Mission:**

To provide easy movement of people and goods from place to place, we will:
- Take care of what we have;
- Make our system work better;
- Improve safety;
- Enhance capacity.

**OTEC 2018**
<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shared Use Path</td>
<td>A bikeway physically separated from motor vehicles by an open space or barrier and either</td>
</tr>
<tr>
<td></td>
<td>within the highway right-of-way or within independent right-of-way.</td>
</tr>
<tr>
<td>Bike Lane</td>
<td>A portion of roadway that has been designated for preferential or exclusive use by</td>
</tr>
<tr>
<td></td>
<td>bicyclists by pavement markings and, if used signs.</td>
</tr>
<tr>
<td>Buffered Bike Lane</td>
<td>A bikeway physically separated from motor vehicles by a barrier and within the highway</td>
</tr>
<tr>
<td></td>
<td>right-of-way.</td>
</tr>
<tr>
<td>Contraflow Bike Lane</td>
<td>Bicycle lanes designed to allow bicyclists to ride in the opposite direction of motor</td>
</tr>
<tr>
<td></td>
<td>vehicle traffic.</td>
</tr>
<tr>
<td>Shared Roadway</td>
<td>A lane of a traveled way that is open to both bicycle and motor vehicle travel. Includes</td>
</tr>
<tr>
<td></td>
<td>bicycle boulevard and use of shared lane markings.</td>
</tr>
<tr>
<td>Paved Shoulder</td>
<td>The paved portion of the roadway contiguous with the traveled way that accommodates stopped</td>
</tr>
<tr>
<td></td>
<td>vehicles, emergency use, and bicyclists.</td>
</tr>
</tbody>
</table>
NONMOTORIZED COUNT PROGRAM:

- Develop a baseline understanding of current data collection activities in the state.
- Consolidate available data.
- Outline technical structure for collecting non-motorized volumes within the state of Ohio.
- Providing Data Collection resources.
FACILITY DESIGN RESOURCES:

- Looking across ODOT’s design resources to identify opportunities to improve design resources
- Updated AASHTO Bicycle Facility & Greenbook 7th Edition
- ODOT Accommodations Policy
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:

OHIO LTAP | Local Technical Assistance Program

11cm (4.3″)
DATA RESOURCES:

MS2 Non-Motorized Database System:

[Graphs and tables showing data on yearly, monthly, and daily volume for MS2 Non-Motorized Database System.]
DATA RESOURCES:

- Streets
- OD Pairs
- Intersections
Think outside your car. Give 3 feet, it’s the law.

3 feet

YourMoveOhio
YourMove.ohio.gov

YOUR MOVE
WALK. BIKE. BUS.

#YourMoveOhio
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 — painted 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 brake. 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 stopping.
- After exiting, wait for the bus to depart and cross at the nearest intersection to get to your destination.

BE SAFE BICYCLING

- Wear a properly fitted helmet and ensure your bike is in good working order (All 4 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 tail lights 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.

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. Only cross when the “WALK” signal is lit.
- 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 opposite of traffic.
- Eyes and mind on where you are walking. All The Time.
- Allow space and time for vehicles to stop and increase space and time at night and during inclement weather.
- Be visible. Bright clothing increases visibility. Carry a flashlight for walking when it’s dark.

YourMove.ohio.gov

YourMoveOhio #YourMoveOhio

End of the Ohio Department of Health and Transportation. 
SLOW DOWN
Watch for Pedestrians.
YIELD TO PEDESTRIANS when turning.
EDUCATION RESOURCES:

LOOK OUT for each other.

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

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**Downloadable Materials**

- BICYCLE DOWNLOADS
- PEDESTRIAN DOWNLOADS
- OTHER DOWNLOADS

**Questions or Feedback?**

Drop us a line — bikeohio@dot.ohio.gov

**Social Media Sites**

For more information, visit us on social media sites:
What is the Ohio Active Transportation Academy?

**FREE** training, workshops and implementation programs focused on safety, education, encouragement, engineering and enforcement.

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)
Workshops are requested through an application process, and awarded based on instructor availability.

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

SAFE ROUTES TO SCHOOL
### Active Transportation Plans

#### Infrastructure Recommendations

A comprehensive Active Transportation Plan that encompasses both biking and walking (including people with mobility devices), it’s important to remember that bicyclists and pedestrians have unique needs and preferences that sometimes put them in conflict with one another and require different facilities.

#### Table: Needs Analysis

<table>
<thead>
<tr>
<th>Pedestrians</th>
<th>Both</th>
<th>Bicyclists</th>
</tr>
</thead>
<tbody>
<tr>
<td>Slower speeds</td>
<td>Facilities should have adequate width to allow safe passing</td>
<td>Travel at faster speeds</td>
</tr>
<tr>
<td>Require facilities 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>Design facilities must meet requirements for width and 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 illustrates the differences between bicyclists of varying stress tolerances and the types of facilities they prefer.

#### ODOT Active Transportation Guide

A Reference for Communities

October 2018

Meigs County Active Transportation Plan DRAFT 8/22/18
ACTIVE TRANSPORTATION PLANS

Lorain Active Transportation Plan

Recommended Improvements
- Shared Use Path / Trail
- Separated Bike Lane / Buffered Bike Lane
- Optional Bike Lanes or Shared Use Path / Trail
- Bike Lane
- 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
- Park, Nature, Public Land

[Map of Lorain Active Transportation Plan]
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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ODOT Office of Program Management
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Caraline.Griffith@dot.ohio.gov
SAFE ROUTES TO EVERYWHERE!

David Shipps, AICP
Columbus Office Director
Toole Design Group
IN THE BEGINNING...

- 2005 - passing of SAFETEA-LU
- Safe Routes to School?
  - ODOT $4 million to spend
  - Just let communities apply?
  - Develop a process?
SRTS PLANNING ASSISTANCE

- Task Order Consultants
  - Since 2006
  - Engineering Studies/Traffic Analysis
  - School Travel Plans
    - Statement of a Communities’ intention to Encourage and Enable Students to Safely Walk and Bike to/from School
    - Requirement for further Funding Requests
SCHOOL TRAVEL PLAN

- Local Responsibilities:
  - Identify Schools/Team
  - Assist with Surveys
  - Local Meeting Logistics
  - Prioritize Countermeasures
  - Implementation/Funding
Consultant Responsibilities:

- Educate the Community throughout the Process
- Provide Technical Support
  - Safety Analysis
  - Gap Assessment
  - Engineering and Programming Recommendations
- Document the Process/Implementation Guidance
## STP’S STATEWIDE

<table>
<thead>
<tr>
<th>ODOT District</th>
<th>Completed STP’s</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>15</td>
</tr>
<tr>
<td>2</td>
<td>17</td>
</tr>
<tr>
<td>3</td>
<td>30</td>
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<tr>
<td>11</td>
<td>5</td>
</tr>
<tr>
<td>12</td>
<td>18</td>
</tr>
</tbody>
</table>

First - Oregon (D2) & Beverly (D10)
Current - Brookville (D7) & Northwood (D2)
NEXT STEP FOR COMMUNITIES?

- Large School District Process
- STP’s still Feasible
  - Communities still need focused Plans around Schools
- Community Planning Document
  - Plans Used to Leverage Funding
  - SRTS could be included in a Community-wide Plan
  - Safe Routes to Everywhere?
ACTIVE TRANSPORTATION PLANS

- Multimodal Transportation Environment
  - Larger Geography (compared to STP)
- Level of Comfort/Stress
  - Identify Barriers (Physical & Policy)
  - User types
- Recommendations
  - Practical, Realistic & Offer Benefits to All Users of the Roadway
CITY OF LORAIN AT PLAN

- ODOT’s 1st funded AT Plan
- Started as SRTS
- Funded 2018
  - Sidewalks
  - Intersection Upgrades
CURRENT AND FUTURE AT PLANS

- Current (Completed by late 2018)
  - Meigs County
  - Seneca County
  - Village of Yellow Springs
  - Westwood Neighborhood (Cincinnati)

- Future (Beginning in late 2018/early 2019)
  - Marion County
  - Knox County?
  - Workshop Format
  - Areawide Concepts Map
## COMPARISONS

<table>
<thead>
<tr>
<th>STP’s</th>
<th>ATP’s</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Very specific types of users (Schools only)</td>
<td>- Community-wide (all users)</td>
</tr>
<tr>
<td>- Student travel to/from school</td>
<td>- Community travel to/from everywhere</td>
</tr>
<tr>
<td>- Educating &amp; Encouraging administrators, parents, and students</td>
<td>- Educating &amp; Encouraging those who live, work, or play in the community</td>
</tr>
<tr>
<td>- Enforcing area around the schools only</td>
<td>- Enforcing the entire community</td>
</tr>
<tr>
<td>- Engineering focused on school campus and adjacent areas</td>
<td>- Engineering the community</td>
</tr>
<tr>
<td>- Higher level of detail (intersection level)</td>
<td>- Lower level of detail (corridor level)</td>
</tr>
</tbody>
</table>
LESSONS LEARNED?

- STP’s very local focused
- ATP’s became a more regional approach (crossing boundaries)
- State and US Bike Route Connections
- Funding - Implementation
  - Local Funding (Columbus/Cleveland/Dayton)
NOACA will **STRENGTHEN** regional cohesion, **PRESERVE** existing infrastructure, and **BUILD** a sustainable multimodal transportation system to **SUPPORT** economic development and **ENHANCE** quality of life in Northeast Ohio.
WHAT IS AN MPO?

NOACA is the federally designated Metropolitan Planning Organization (MPO) for Northeast Ohio that:

- Conducts multi-modal transportation & environmental planning for a five-county region
- Determines how federal transportation dollars are spent
- Is directed by a 45-member Board of Directors
- Prepares a long-range transportation plan to help guide decisions with public input
WHY A TAKE A REGIONAL APPROACH?

Regional Connectivity

Understanding of Local Environment

Robust Data & Planning Support

Transportation Planning Experience

Link to State/Federal support

Regional Planning Approach
Transportation Safety

Impacts/Influences

Sectors
- Education
- Health
- Economic Development
- Government
- Advocacy
- Communication

Community
- Land Use/Zoning
- Recreation
- Quality of Life
- Employment/Jobs
- Social Justice
- Accessibility
WHY SAFE ROUTES TO SCHOOL?

- Evidence-based practice
- Locally impactful
- Nationally supported and recognized
- Assists with local and regional planning and safety in all modes
- Supports NOACA goals

AIM Forward 2040: Long Range Transportation Plan

Regional Safety Program/Transportation Safety Action Plan (TSAP)

Provide commonality to elevate safety within NOACA divisions, and focus multi-divisional efforts to achieve agency goals.
We have latitude to support students outside of federal SRTS limitations:

- Student Grade
- Student Proximity
- Private/Parochial Schools/Districts
- Non-infrastructure Resources
- School connections to student destinations (libraries, parks, recreation centers, employment)
NOACA SRTS ASSISTANCE PROGRAM
JULY 2018

Goal 1: Improve transportation safety for students and families within a 2 mile radius of schools and student destinations in the NOACA region.

Goal 2: Elevate knowledge of the benefits and resources to improve transportation safety within the NOACA region.
IMPLEMENTATION APPROACH

Research and Data:
- Inventory current SRTS programs/STPs
- Inventory NOACA safety programs/support
- Inventory SRTS awarded funding
- Assess school/community interest & needs
- Analysis and documentation

Planning & Implementation Assistance:
- STP development/update assistance
- SRTS implementation assistance
- Workshops and webinars
- Street Supplies Program
- Schoolpool Program

Outreach:
- Contact current SRTS programs, schools, districts
- Identify schools/communities with STP interest
- Survey school, community, SRTS contacts
- SRTS Webpage to NOACA site
DATA COLLECTION & ANALYSIS

- Crash Data – including bicycle and pedestrian data
- GIS mapping capabilities
- Road, walk and bike audit assistance
PLANNING & IMPLEMENTATION

Exploring Paths to Lasting Change

- Expedite implementation
- Draw attention to opportunities
- Widen public engagement
- Gather data to assess a design

“Try it before you buy it!”
Schoolpool

Air Quality & Safety

• OARC supported
• Air quality and congestion impacts
• No cost to schools/districts
• Influence traffic around schools
• Can assist walking school bus programs

PLANNING & IMPLEMENTATION

Schoolpool

Share your walk, bike or ride to get students to school!

Schoolpool is a free, secure service that connects families who want to share the school commute. Link up with other parents to get students to school safely – whether walking, biking or driving.

WHY SCHOOLPOOL?

• Save time and money by sharing rides and walks.
• Reduce traffic congestion and emissions near schools.
• Improve air quality which can affect asthma rates.
• Improve attendance and reduce tardiness.
• Create connections with other families and make new friends!

Contact: GohioCommuter@mpo.noaca.org to learn more and start a schoolpool at your school.
Develop relationships with:

- Safe Communities/Kids Coalitions
- Health departments
- Active/healthy living coalitions
- Northeast Ohio SRTS Forum (NEO SRTS Forum)
- Community transportation professionals
There is too much traffic for Billy to walk to school; so we drive him.

Traffic Inducing Traffic

Mom
Dad
Grandma
The Neighbors
Our Coworkers
Visitors
Anyone

The Store
Work
The park
Workout
The library
The bus stop
Anywhere

Everywhere. Period.
NOACA Regional Safety Program, Safe Routes to School: 

Kate Moening
Planner, Safety & Operations Division
Northeast Ohio Areawide Coordinating Agency (NOACA)
kmoening@mpo.noaca.org
(216) 241-2414 x285
www.noaca.org
Safe Routes to Everywhere

A Local Example from Columbus
Overview of Presentation

- Introduction to Columbus SRTS
- Program Delivery
- Key Partners
- Lessons Learned
Introduction to Columbus SRTS

• Columbus Public Health
  – Healthy Places Team

• Health Impact Assessment
  – District-wide School Travel Plan

• Mayor’s Comprehensive Neighborhood Safety Strategy
  – Address violence as a public health issue
Program Delivery

**Mission:** Improve the health of Columbus children by supporting and enhancing safe walking and biking to school

**Equity**
- Engineering
- Enforcement
- Education
- Encouragement
- Evaluation
Program Delivery

- Address violent crime as a public health issue
- Use SRTS as a strategy
- Incorporate 5-Es through health equity lens

Graph showing Gun Homicide, Enforcement, and Engineering.
Key Local Partners

Internal Departments
• Police
• Neighborhoods
• Public Service

Internal Programs
• CARE Coalition

External
• School District
• Civic Associations
• YMCA
• United Way
  (Neighborhood Leadership Academy)
Key Local Partners
#Teamworkmakethedreamwork

- Guidance/technical assistance from national level
- Program funding from state level
- Task Force participation all levels