



OHIO DEPARTMENT OF
TRANSPORTATION



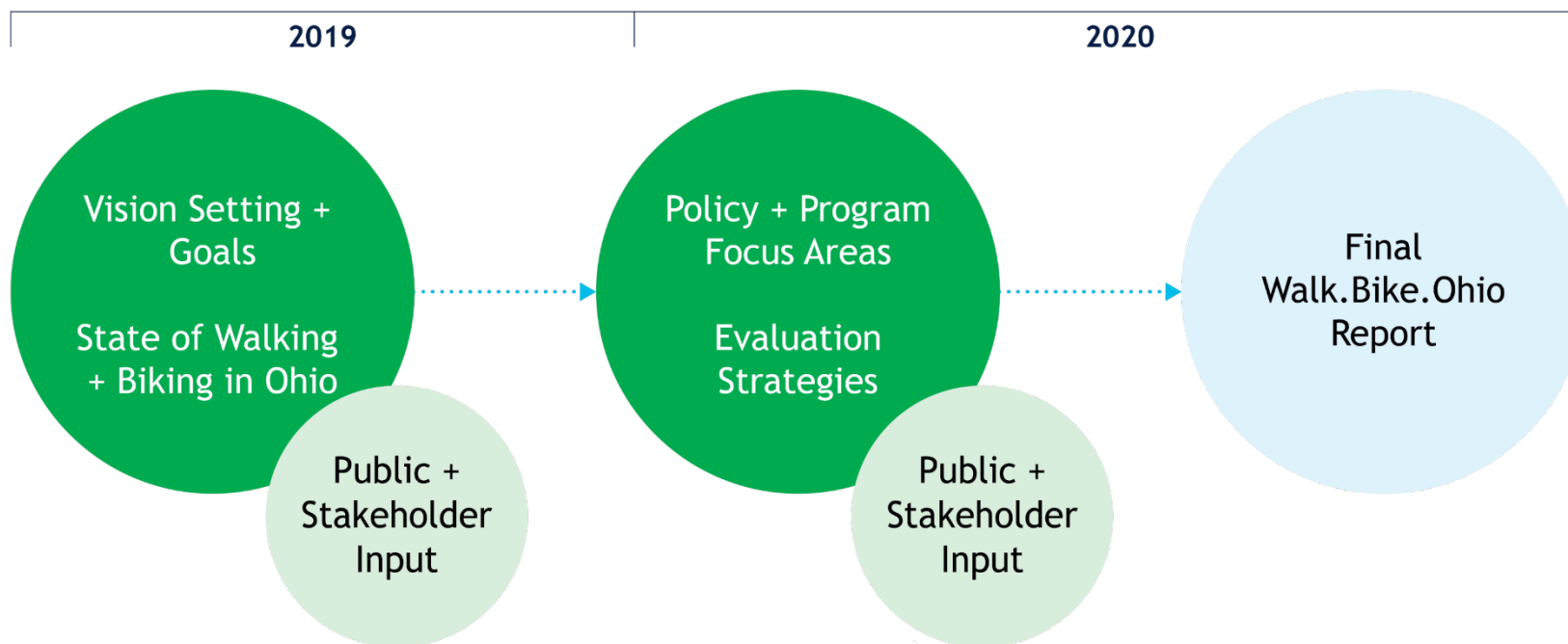
WALK.BIKE.OHIO

Updates



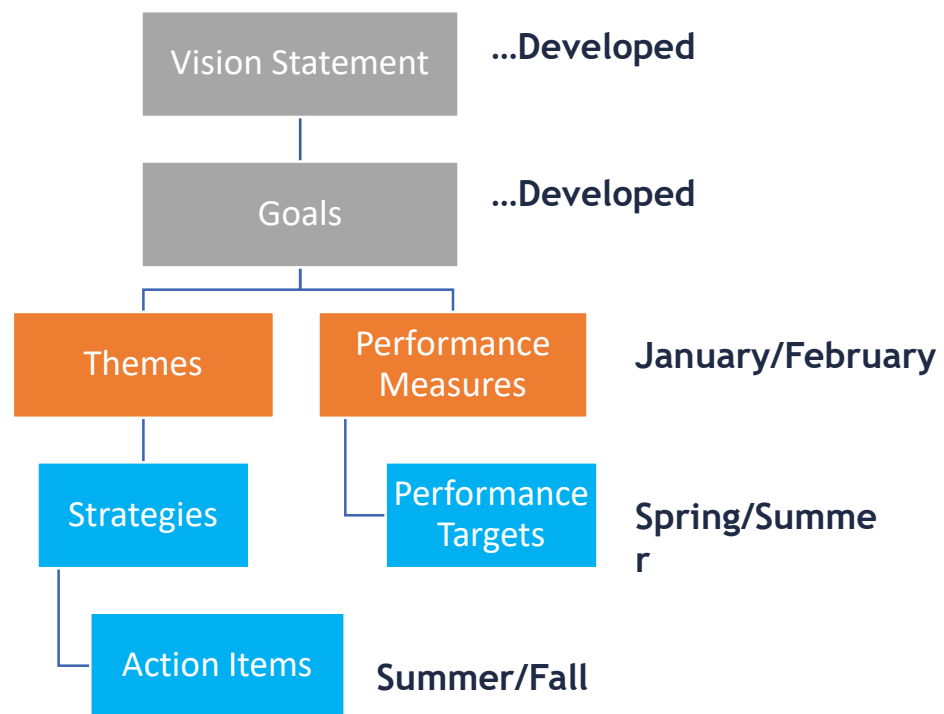


Schedule





WBO Milestones





OHIO DEPARTMENT OF
TRANSPORTATION



Final Vision & Goals





Vision Statement

“Walking and biking in Ohio will be a safe, convenient and accessible transportation option for everyone.”





Goals

SAFETY - Reduce bicyclist and pedestrian injuries and fatalities.

EQUITY - Ensure the system accommodates users of all ages, abilities and incomes.

NETWORK CONNECTIVITY - Promote comfortable and continuous bicycle and pedestrian facilities that connect people to destinations.

NETWORK UTILIZATION - Increase walking and biking usage.

LIVABILITY - Improve the quality of life for all Ohioans.

PRESERVATION - Ensure critical existing infrastructure is in a state of good repair.





OHIO DEPARTMENT OF
TRANSPORTATION



PUBLIC + STAKEHOLDER INPUT





Round #1 Stakeholder Meetings



Cambridge
21 Attendees



Cleveland
56 Attendees



Columbus
48 Attendees



Cincinnati
49 Attendees



Marietta
21 Attendees



Toledo
19 Attendees





Common Takeaways



Funding

- Need additional resources/capacity
- Project scoring should prioritize bike/ped
- Funding applications need streamlining
- Funding requirements/limitations



Infrastructure

- Lack of bike/ped facilities
- Need better maintenance
- Design guidance and assistance needed



Connectivity

- Network and prioritization assistance
- Land use policies that require linkages
- Jurisdictional boundary barriers
- First/last mile connections to/from transit



Safety

- Increase off-road and separated facilities
- Allow communities to reduce speed limits
- Need tools to assess risk and prevent crashes





Common Themes



Cultural Shifts

- Auto-centric processes
- Capacity-building for multimodal efforts
- Need promotion/encouragement programs
- Targeted enforcement needed



Leadership

- Lack of political will
- Education of decision makers needed
- Tie planning/prioritization to term limits
- Need to identify local champions



Policy

- Complete Streets, Land Use/Zoning policies
- Regional/county planning needed
- Land acquisition challenges





Differences Across Regions

Rural Areas



- Focus on economic development when building bike/ped facilities
- Overall lack of facilities
- Often no zoning codes exist
- Concern with deterring development
- Challenges with local match
- Concern of geography, hills, spread-out destinations
- General distrust of government and challenges with land acquisition

Urban Areas



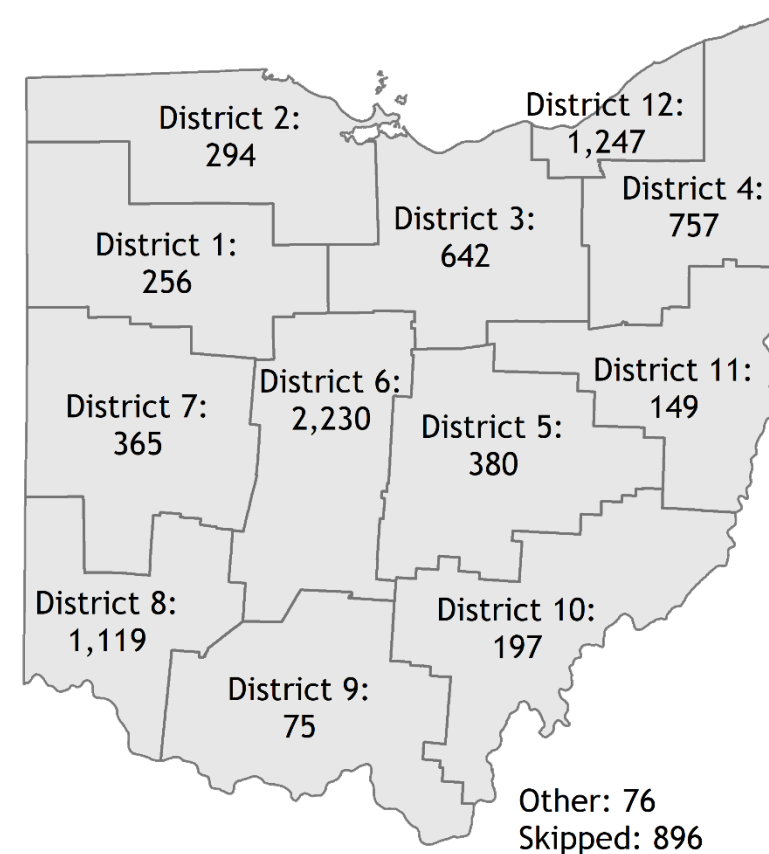
- Political will and other priorities
- Challenges with defining a network
- Challenges with projects that span jurisdictions
- Need to prioritize bike/ped with funding available for transportation
- Efficient use of ROW / challenges associated with limited space or ROW





Survey Results

8,683 Total Responses





Survey Results

RESPONDENTS WANT SEPARATION FROM TRAFFIC

- **89%** of respondents indicated “very comfortable” when using greenway trails and separated bike lanes.
- **55%** of the respondents indicated “very comfortable” on gravel bike paths and buffered bike lanes.
- **50%** indicated they would be “somewhat comfortable” on standard bike lanes.
- **52%** of the respondents indicated they would be “not comfortable” riding on shared lanes or roads with paved shoulders.





Survey Results

WALKING + BIKING CONNECTIVITY NEEDS IMPROVEMENT

- **66%** of respondents indicated that **walking in** their neighborhood is easy or moderately easy, while **43%** feel that **walking to or from** their neighborhood is easy or moderately easy.
- **58%** of respondents indicated that **biking within** their neighborhood is easy or moderately easy. This percentage of respondents drops to **41%** when asked how easy it is to **bike to/from** their neighborhood.
- Key destinations that survey respondents would like to access include **trails, recreation areas, and shopping centers.**





Survey Results

MAJORITY OF RESPONDENTS ARE “INTERESTED BUT CONCERNED” CYCLISTS

When asked what type of cyclist respondents see themselves as:

- **24%** consider themselves “strong and fearless,”
- **24%** responded as “enthusiastic and confident,”
- **44%** consider themselves as “interested but concerned”
- **10%** are of the “no way, no how” category of cyclist





Survey Results

PREFERENCES & CHALLENGES

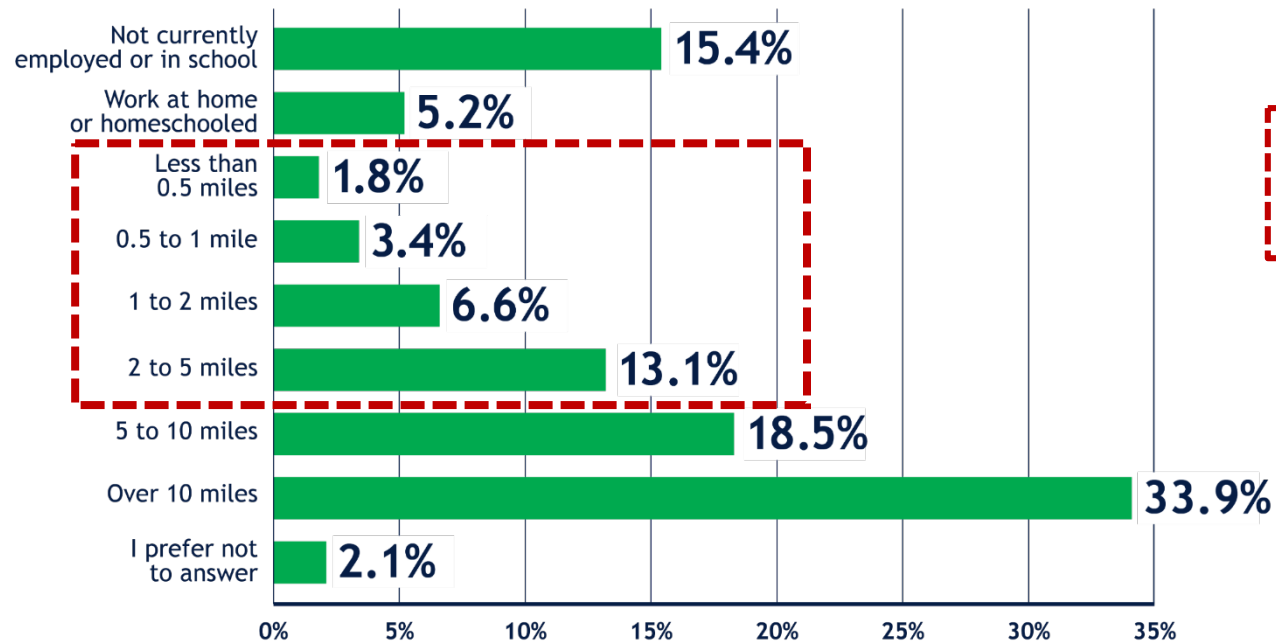
- **66%** of respondents feel that they would like to **walk more than they currently do for commuting, errands, etc.** However, the destinations they are interested in reaching are too far away (63%).
- **69%** of respondents express some or significant interest in **biking more than they do now for their daily commute, errands, etc.** However, lack of bike lanes or paths (58%) as well as traffic and motorists who drive too fast (53%) deterred them from biking more frequently





Survey Results

What is the distance from your home to work/school?



25% of respondents live within 5 miles of work or school





2020 Safe Routes to School Funding Overview



Overview

2020 Application

- Infrastructure, Non-Infrastructure, STP Development Assistance
- Requirements & Scoring
- Application Questions



SAFE ROUTES TO SCHOOL PROGRAM 2020 Application Guidance



GOAL OF SRTS PROGRAM

The Safe Routes to School (SRTS) program provides funding to facilitate the development and implementation of projects and activities that enable and encourage children to walk or bike to school.

Funding can be used for:

1. Engineering
2. Education
3. Encouragement
4. Enforcement
5. Evaluation



Funding Eligibility

Requirements to be eligible for SRTS Funding

1. Projects must be priorities identified in:

- A School Travel Plan (STP), OR
- A Bike / Ped / Active Transportation Plan (ATP) or equivalent

2. Student and Crash 2-Mile Radius Maps must be developed

- Local jurisdictions, MPO/RTPOs, or ODOT can help develop these
- 50% of students live with 2 miles of school

3. 2 ODOT Surveys completed

- Parent Survey
- Student Travel Tallies



Infrastructure Projects

Projects within 2 miles of schools that include children in grades K-8. Project cap is \$400,000

Example Projects:

- Sidewalks, on-street separated bike facilities, shared use paths
- Enhanced crossings: high-vis crosswalks, ped heads, curb bump outs, RRFBs, PHBs



Infrastructure Application

Construction Funding FY23 or 24 is available through competitive process

- **Projects must be sponsored by a local jurisdiction with the appropriate maintenance authority (city, village, township, county).**
- **ODOT can reimburse up to 100% of the eligible costs.**
- **Fund is available for all phases of project development**
 - Planning, design, ROW, construction, construction engineering



Non-Infrastructure Projects

Activities to improve safety or encourage walking and bicycling to school such as education, encouragement, enforcement or evaluation.

Funding is intended to develop and implement projects that are sustainable.

■ Walking School Bus, Walking

Wednesday Program

■ Bike Rodeos, Crossing Guard Program supplies, Driver Safety Campaign.



Non-Infrastructure Projects

Project Limits

- **1-10 Schools: \$20,000**
- **11-25 Schools: \$40,000**
- **26+ Schools: \$60,000**



Non-Infrastructure Projects

FY21 is available through competitive process

- Project sponsors can be political subdivisions (city, village, township, county, school district, health district).
- ODOT can reimburse up to 100% of the eligible costs.
- Funding is intended to develop and implement plans, programs, policies, and environments that are sustainable past the availability of SRTS funding.



Ineligible Activities

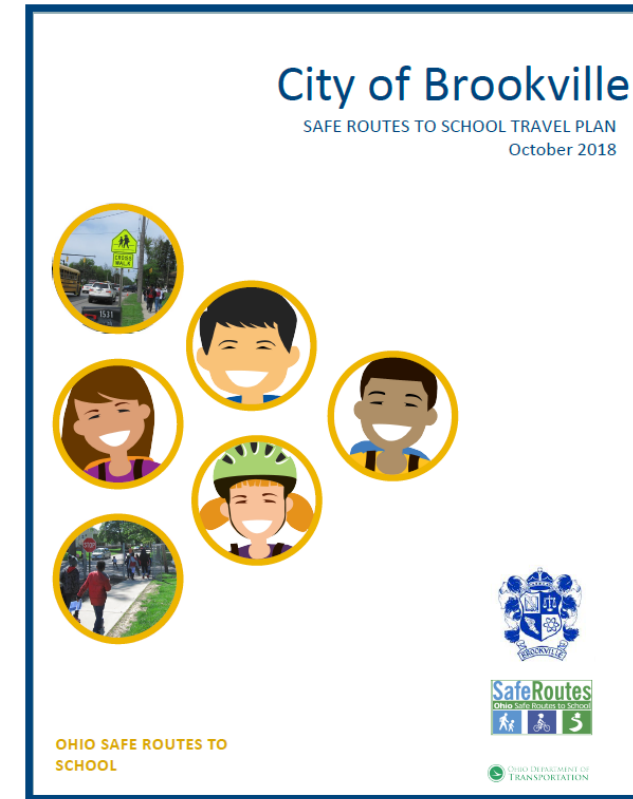
- **Projects that do not specifically relate to enabling or encouraging walking and biking to school**
- **Food/Beverage or food/beverage gift cards**
- **Bicycles**
- **Giveaways** with no safety or education value (hats, T-shirts, shoes).
- **Reoccurring costs.** For example, crossing guard salaries. Reoccurring program coordinator salaries are ineligible for 100% funding.
- **ADA only.** Projects whose only purpose is to upgrade curb ramps to be ADA compliant.



STP Development Assistance

Limited assistance available to help communities, schools, and their partners develop a School Travel Plan

- ODOT Task Order Consultant or reimbursement to the jurisdiction or school
- Recommend including multiple schools



Scoring

Applications will be score based on:

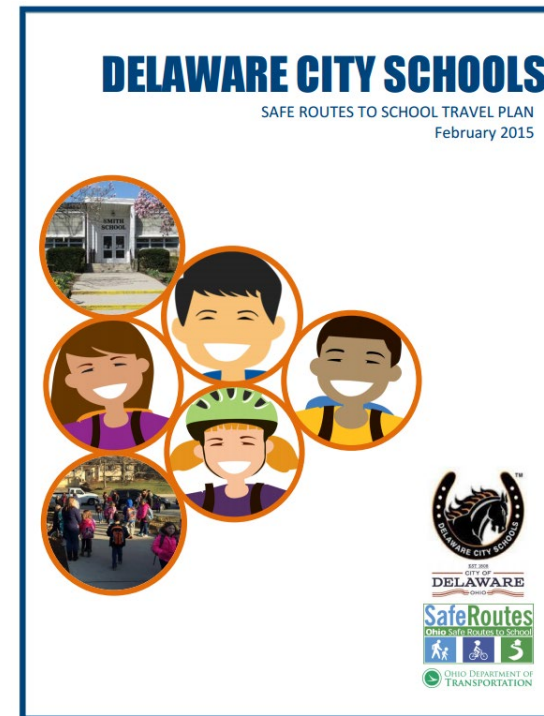
- **Connectivity:** Demonstration that the project is building a more complete network for walking and biking to school
- **Safety:** Demonstrates that project will improve safety
- **Need:** Demonstrates high need based on economic status as well as reliance on walking and biking for transportation
- **Trips:** Demonstrates that kids are either walking and biking already or that the project could realistically enable/encourage kids to walk and bike in the future (50% within 2 miles)
- **Community Commitment:** Demonstrates capacity to implement and sustain the project and other SRTS related activities



SRTS RESOURCES

Getting Started

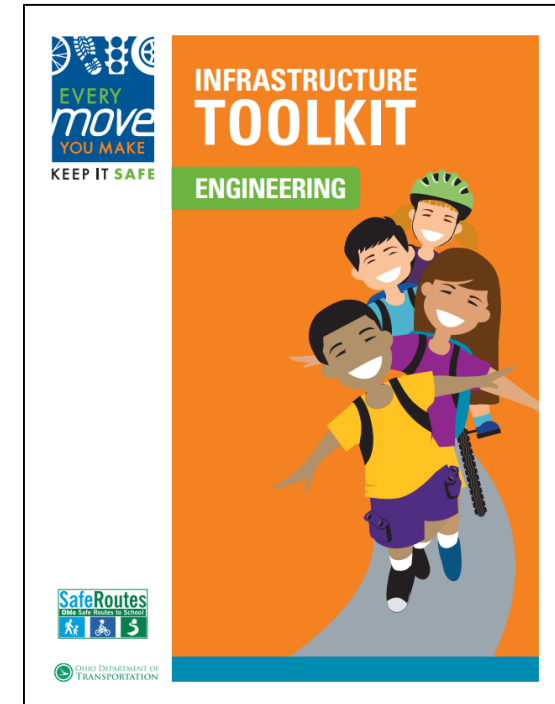
- **School Travel Plan Guidelines & Template**
 - Visit walk.ohio.gov to download the template and step-by-step guidelines
- **STP/ AT Plan Development Courses**
 - Free 4 hour workshops available through Active Transportation Academy



Safe Routes To School

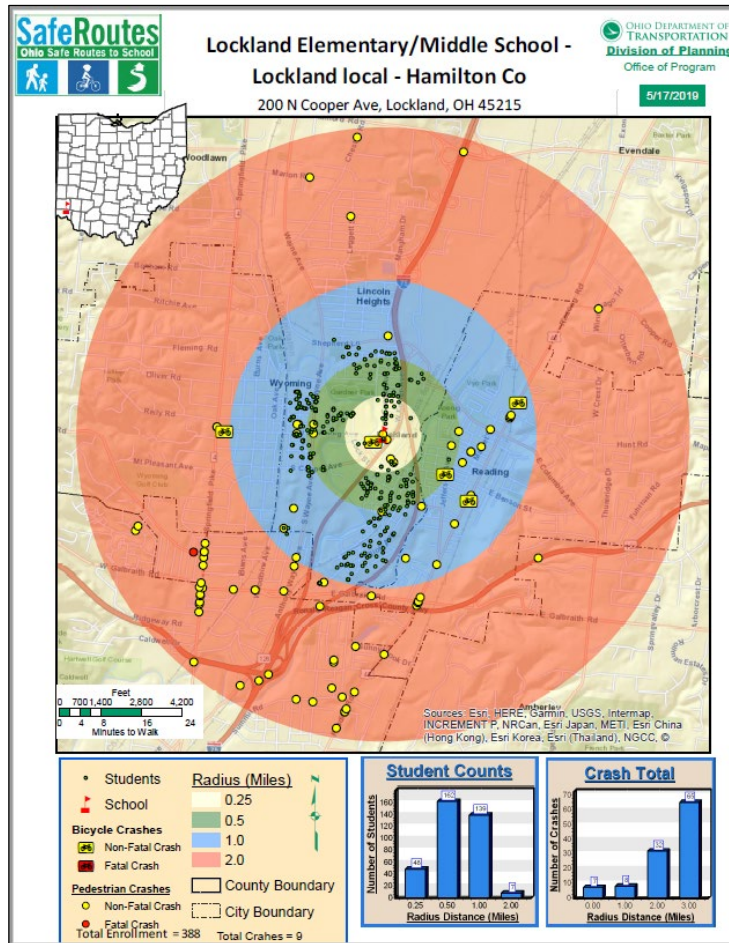
Getting Started

- Non-Infrastructure Toolkit
- Infrastructure Toolkit
- STP Update Process
- STP Update Process Guide



SRTS Maps

Getting Started



Submit Data for Map Creation

Data requirements for student maps:

1. School of student
2. Grade of student
3. Address of Student (including city and zip code)

Do not include student name

Data file requirements:

Microsoft Excel, CSV, Delimited Txt Files

Please do not submit PDF Files

Send data to:

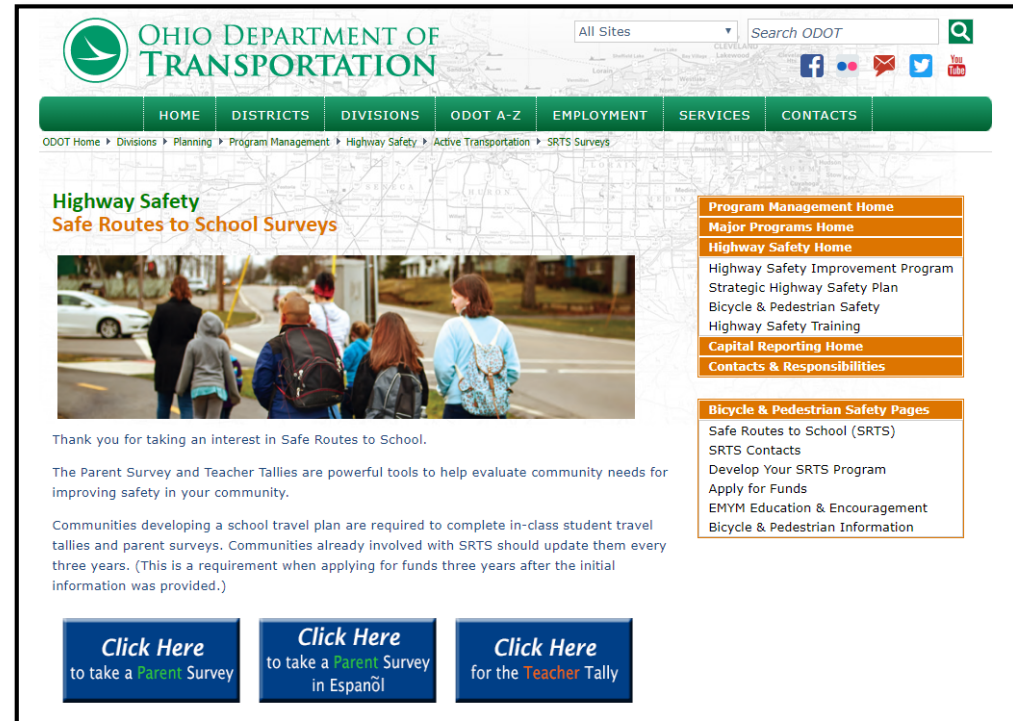
SRTS.data@dot.ohio.gov




SRTS Surveys

Getting Started

1. Parent Surveys
2. Student Travel Tallies
(completed by teachers)



The screenshot shows the ODOT website with the following elements:

- Header:** ODOT logo, "OHIO DEPARTMENT OF TRANSPORTATION", search bar, and social media icons.
- Navigation Bar:** HOME, DISTRICTS, DIVISIONS, ODOT A-Z, EMPLOYMENT, SERVICES, CONTACTS.
- Breadcrumbs:** ODOT Home > Divisions > Planning > Program Management > Highway Safety > Active Transportation > SRTS Surveys
- Main Content:**
 - Highway Safety**
Safe Routes to School Surveys
 - 
 - Thank you for taking an interest in Safe Routes to School.
 - The Parent Survey and Teacher Tallies are powerful tools to help evaluate community needs for improving safety in your community.
 - Communities developing a school travel plan are required to complete in-class student travel tallies and parent surveys. Communities already involved with SRTS should update them every three years. (This is a requirement when applying for funds three years after the initial information was provided.)
- Right Sidebar:**
 - Program Management Home**
 - Major Programs Home
 - Highway Safety Home
 - Highway Safety Improvement Program
 - Strategic Highway Safety Plan
 - Bicycle & Pedestrian Safety
 - Highway Safety Training
 - Capital Reporting Home**
 - Contacts & Responsibilities
 - Bicycle & Pedestrian Safety Pages**
 - Safe Routes to School (SRTS)
 - SRTS Contacts
 - Develop Your SRTS Program
 - Apply for Funds
 - EMYM Education & Encouragement
 - Bicycle & Pedestrian Information
- Bottom Buttons:**
 - [Click Here to take a Parent Survey](#)
 - [Click Here to take a Parent Survey in Español](#)
 - [Click Here for the Teacher Tally](#)



Bike & Ped Project Funding

Other Sources

ODOT Program Resource Guide – 2020

<http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/ProgramResourceGuide.pdf>

- SRTS
- Highway Safety Improvement Program
- Transportation Alternatives Program
- MPO & Large Cities Program
- Recreational Trails Program (ODNR)
- Clean Ohio Trails Fund (ODNR)
- Ohio Public Works Commission



Next Steps

- 1. Talk with your District SRTS Coordinator about your project**
- 2. Review the 2020 Application Guidance at walk.ohio.gov**
- 3. Apply between January 6th and March 6th**



Next Steps

District:	Coordinator:	Phone:	Email:
1	Beth Clark	419-999-6865	beth.clark@dot.ohio.gov
2	Chris Hibbet	419-373-4438	christopher.hibbett@dot.ohio.gov
3	Jeremy Adato	419-207-7186	jeremy.adato@dot.ohio.gov
4	Chris Surma	330-786-4923	chris.surma@dot.ohio.gov
5	Ben Boyer	740-323-5111	benjamin.boyer@dot.ohio.gov
6	Edie Parker	740-833-8000	edie.parker@dot.ohio.gov
7	Mary Hoy	937-497-6838	mary.hoy@dot.ohio.gov
8	Tom Arnold	513-933-6588	tom.arnold@dot.ohio.gov
9	Dianne Kahal-Berman	740-774-9050	dianne.kahal-berman@dot.ohio.gov
10	Alan Craig	740-568-3954	alan.craig@dot.ohio.gov
11	Chris Varcolla	330-308-3994	chris.varcolla@dot.ohio.gov
12	David Short	216-584-2139	david.short@dot.ohio.gov



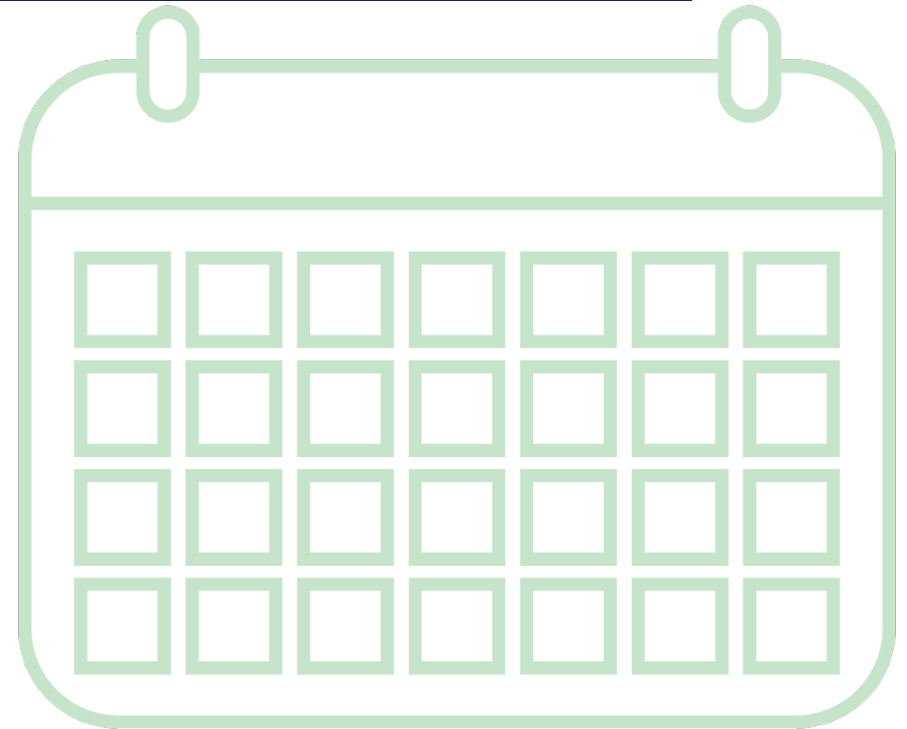
New Resources

1. Active Transportation Map Viewer – [TIMS](#)
2. 2020 Program Resource Guide - [Online](#)
3. Recording of Show Me The Money – ODOT LTAP



Coming Up!

- **Want to nominate a recent AT accomplishment in your area? Email me today!**
- **February 25th AT Network Webinar**
- **March 6th SRTS Applications Due**
- **Spring/Summer WBO stakeholder Engagement**
- **March: Active Transportation Basics online course (through AT Academy)**





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