



OHIO DEPARTMENT OF
TRANSPORTATION



WALK.BIKE.OHIO

Updates - MORPC ATWG (4.22.2020)



WALK.BIKE.OHIO

Purpose and Need



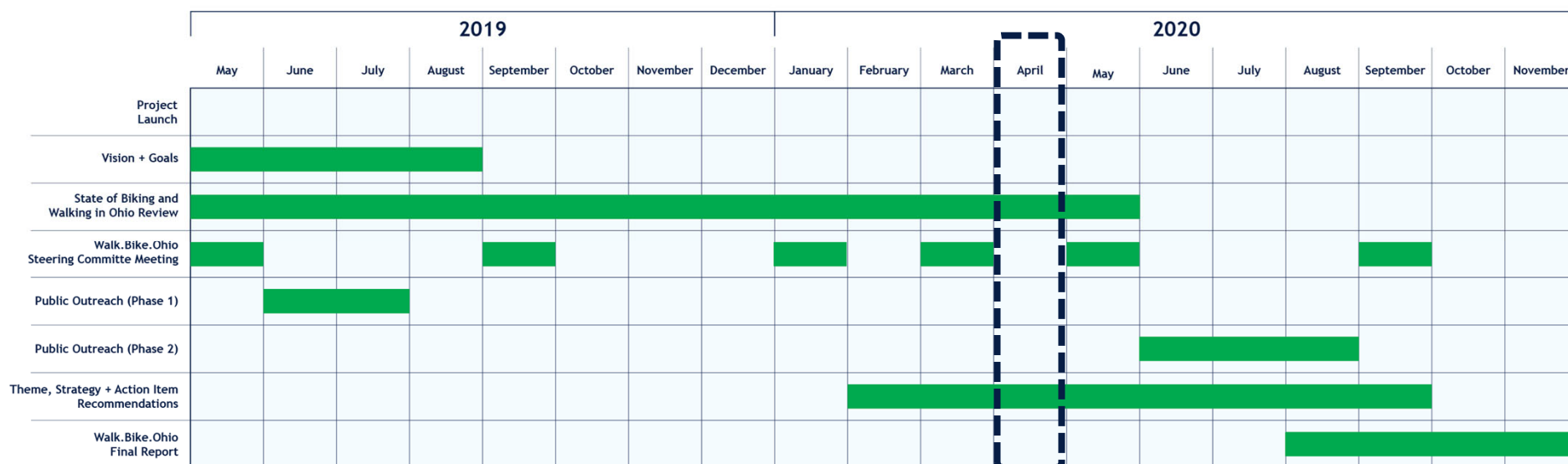
Walk.Bike.Ohio is ODOT's first plan to focus on walking and biking policies and programs around the state.

When complete, it will guide Ohio's bike and pedestrian transportation policies and investments in infrastructure and programs.



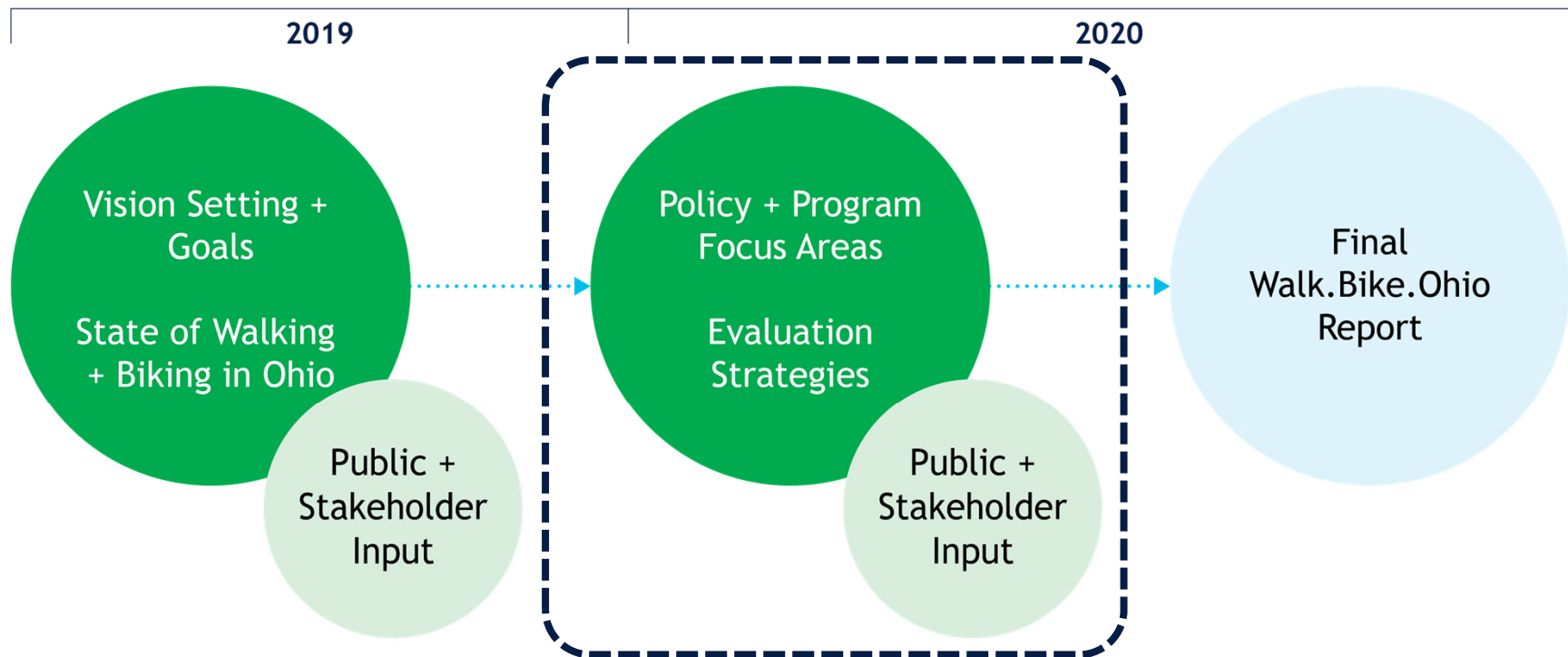
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Next Steps



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Next Steps



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Vision, Goals, and Themes...



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

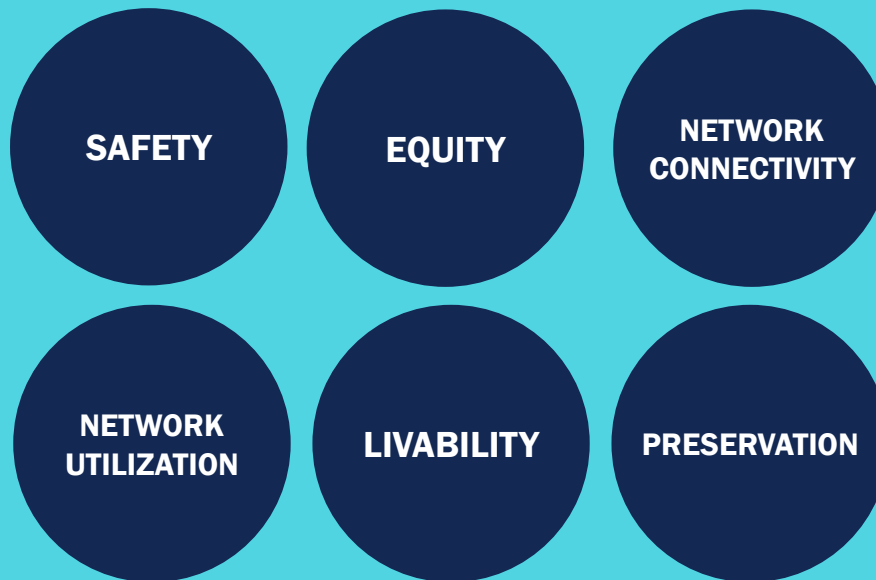


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Vision, Goals, and Themes...



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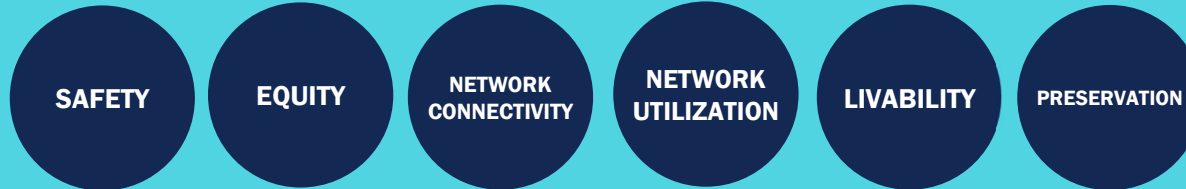


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Vision, Goals, and Themes...



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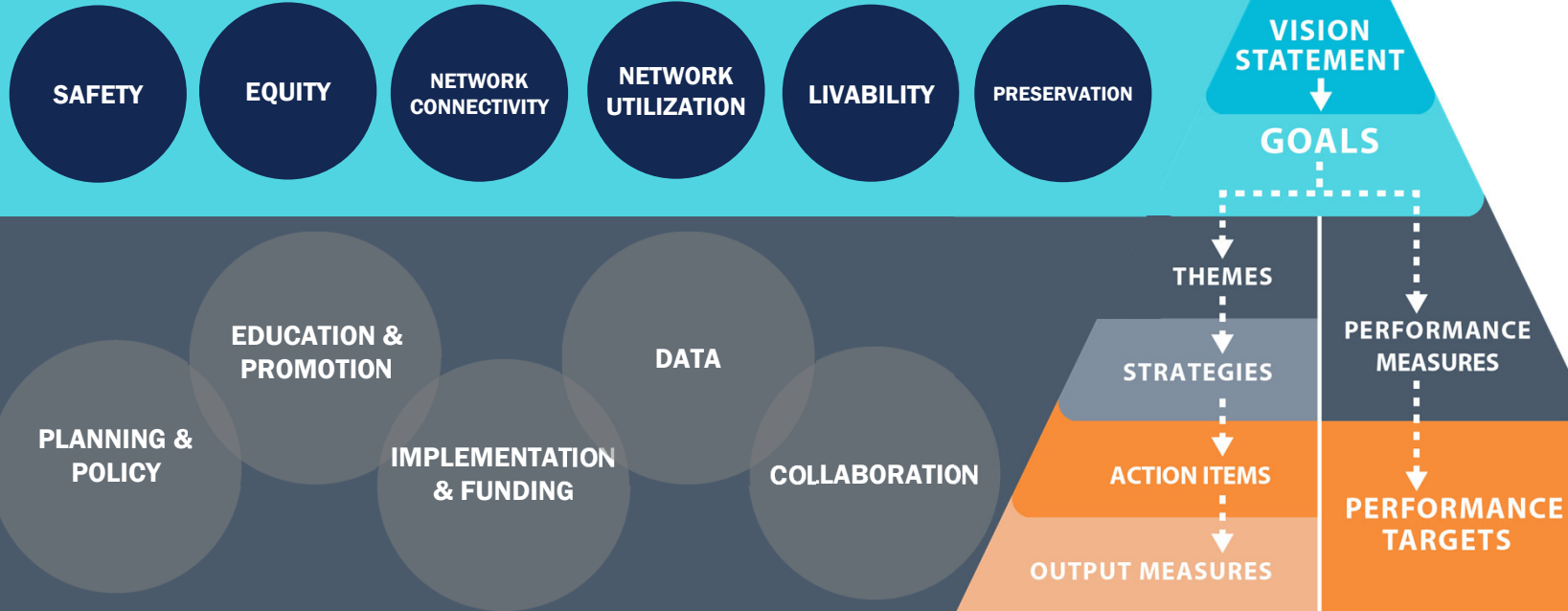


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Vision, Goals, and Themes...



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



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Strategies & Action Items



COLLABORATION RECOMMENDATIONS

Promote partnerships and programs to engage state, regional, and local practitioners and advocates that leverage resources and achieve common goals.

Timeline

Lead
Agency +
Partners

Data Needs

Output
Measures

STRATEGY 1: Strengthen ongoing coordination, cooperation, and collaboration between ODOT and other state agencies.

Action Items

STRATEGY 2: Strengthen ongoing coordination and collaboration between state agencies and regional/local stakeholders.

Action Items



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Performance Measures



POTENTIAL PERFORMANCE MEASURES	DESCRIPTION	WALK. BIKE. OHIO GOALS						EXAMPLE
		SAFETY	EQUITY	NETWORK CONNECTIVITY	NETWORK UTILIZATION	LIVABILITY	PRESERVATION	
ACCESS TO COMMUNITY DESTINATIONS	The proximity of pedestrian, bicycle, and transit infrastructure and services to origins and destinations.	X	X	X		X		Percentage of residences within a ½-mile walking distance or 2-mile biking distance to specific key destinations, such as parks or elementary schools.
ACCESS TO JOBS	The ability of pedestrian, bicycle, and transit infrastructure and services to connect people to places of employment.		X	X		X		The total number of jobs that may be accessed in less than 30 or 45 minutes using walking, bicycling, and transit.
ADHERENCE TO ACCESSIBILITY LAWS	The physical obstacles in or on its facilities that limit accessibility by people with disabilities.	X	X	X		X	X	Percent of total street crossings that meet accessibility standards (e.g. curb ramps, crosswalk grade and cross slope, and no median barriers).
ADHERENCE TO TRAFFIC LAWS	A measurement of how well pedestrians, bicyclists, and motorists obey current traffic laws.	X						Number and types of citations issued, including written warnings (e.g. speeding).
AVERAGE TRAVEL TIME	The average time it takes road users, including pedestrians and bicyclists, to travel a specified distance.	X	X	X	X	X		The average travel time for typical bicycle/walking trip.
AVERAGE TRIP LENGTH	The average distance or time traveled between an origin and a destination in a given geographical area.	X	X	X	X	X		The average travel distance for typical bicycle/walking trip.
CONNECTIVITY INDEX	An index which represents a number of specific measures used to assess walking and biking connectivity in a specific area.	X	X	X		X		Physical Barriers (e.g. number of communities disconnected by highways).
CONSUMER SPENDING	Amount of money spent by consumers on pedestrian and bicycle related purchases within a given geographic area.					X		Percent of spending on walk/bike equipment.
CRASHES	The measured number of crashes or rate of crashes (i.e., crashes per volume of users) over a designated period of time.	X	X			X		Number of bicycle-involved and/or pedestrian-involved crashes over 5 years.
CROSSING OPPORTUNITIES	The average or actual distance between designated pedestrian and bicycle crossing locations.	X	X	X		X		Average linear distance along a corridor between legal crossing opportunities.
DENSITY OF DESTINATIONS	The number of desirable destinations (e.g., jobs, homes, recreation, shopping, etc.) within a specific area.	X	X	X	X	X		Percent of land within Ohio cities with WalkScores greater than X.
FACILITY MAINTENANCE	A measurement of the physical condition and state of repair for pedestrian and bicycle facilities.	X	X	X		X	X	Physical condition and state of repair for pedestrian and bicycle facilities.
GENDER SPLIT	The proportion of total pedestrian and/or bicycle trips by individuals gender.		X	X		X		Percent of women who bike regularly in warm weather months
INVESTMENTS	The amount of investment in pedestrian and bicycle related projects over a given period of time for a given geographic area.			X	X		X	Percent of funding for projects in high-need/high-demand areas. Annual funding for bike/ped projects. Percent of projects in high-need/high-demand area.
LEVEL OF SERVICE	A quality of service measurement that reflects how users may perceive a service condition.	X	X			X		Miles of LTS segment 1 on the S/USBR System. Percentage of low stress segments.

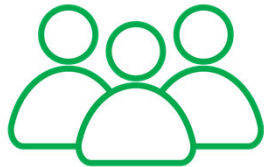


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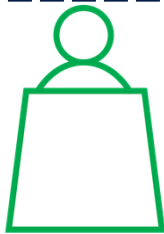
Public Outreach – Round #2



*Coming Summer 2020...
to a computer near you...*



Active Steering
Committee



Round #2 of
STW Stakeholder
Meetings



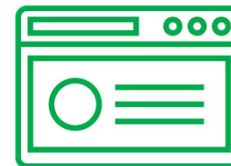
Two Public Surveys:

- Ohio Today
- **Ohio Tomorrow**



Print Materials:

- Fact sheet
- Meeting-in-a-box
- Posters



Project Website +
Social Media



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Contact Us!



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<https://transportation.ohio.gov/wps/portal/gov/odot/programs/walkbikeohio/walkbikeohioplan>



EVERY MOVE YOU MAKE



TOWARD
ZERO DEATHS



Strategic Highway Safety Plan



- Multi-agency plan to reduce traffic fatalities and serious injuries on all public roads.
- Every state in the nation has one. It's required by federal law.



Plan Update 2020

EMPHASIS AREAS

Ohio organized its strategies and investments into emphasis areas. These emphasis areas are a required component of any SHSP and help direct resources, focus implementation efforts and organize stakeholder teams. FHWA guidance suggests that emphasis areas should reflect "the greatest potential for reducing fatalities and injuries."

To select emphasis areas for the state's updated SHSP, Ohio conducted a detailed analysis using 2006 – 2012 crash data for all roadway networks regardless of jurisdiction. ODOT created data fact sheets showing where, how many and why crashes were occurring.

Based on this extensive data analysis and input gathered from Ohio's SHSP Steering Committee, and from stakeholders consulted throughout the state, Ohio selected the following four broad emphasis areas, which include 15 subcategories, for continued monitoring and investment.



SERIOUS CRASH TYPES

Roadway Departure
Intersection
Rear End Collisions
Highway/Railroad Crossings



HIGH RISK DRIVERS AND BEHAVIORS

Impaired Drivers
Seat Belts
Speed
Young and Older Drivers
Distracted Drivers



SPECIAL VEHICLES AND ROADWAY USERS

Motorcycle and Bicycle Riders
Pedestrians
Commercial Vehicles



DATA

The following sections provide an overview of each emphasis area, along with its specific goal, strategies for accomplishing the goal and performance measures. Additional information on each of the emphasis areas, including how they were selected, data fact sheets and action plans can be found in the Appendix.

- The SHSP must be updated **every five years** to obligate Highway Safety Improvement Program (HSIP) funds.
- ODOT receives about \$76M annually.
- Update must be completed by **November 2020**.

The SHSP is important ...

- **What's identified in the plan is eligible for funding**
- It identifies Ohio's safety priorities using data
- Establishes performance measures and tracks strategies across organizations
- **Helps us collaborate and share resources** to reduce fatalities and serious injuries

Emphasis Area Action Plans

- Identify **priority** strategies
- Include **action steps** for each strategy
- Identify **performance measure(s)** for each action step

Past Emphasis Area Action Plans

Active Transportation Plan

ACTIVE TRANSPORTATION

For Ohio's Strategic Highway Safety Plan

**GOALS**

- Reduce the number of bicyclist fatalities from 19 in 2017 to 18 in 2019.
- Reduce the number of bicyclist serious injuries from 183 in 2017 to 180 in 2019.
- Reduce the number of pedestrian fatalities from 117 in 2017 to 114 in 2019.
- Reduce the number of pedestrian serious injuries from 532 in 2017 to 522 in 2019.
- 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

THE STRATEGIES

**Education**

Education strategies seek to teach all road users about how to be safe on roads, in crosswalks and on sidewalks.

**Infrastructure**

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

**Policy**

Policy strategies seek to change laws and/or policies so that safe active transportation is supported and encouraged.

**Data**

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

LEARN MORE
zerodeaths.ohio.gov | odh.ohio.gov/chc | walk.ohio.gov



EDUCATION

Strategy 1: Incorporate additional active transportation knowledge into **driver licensing** requirements

Strategy 2: Develop and implement **experiential education** programs that teach road users and decision makers about safe, active transportation.

Strategy 3: Expand community-at-large **media campaign** on active transportation.

...

Past Emphasis Area Action Plans

Active Transportation Plan



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DATA

Strategy 1: Improve **volume data** collection and **roadway inventory data**

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

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

Strategy 4: Improve and **standardize data sharing and coordination**

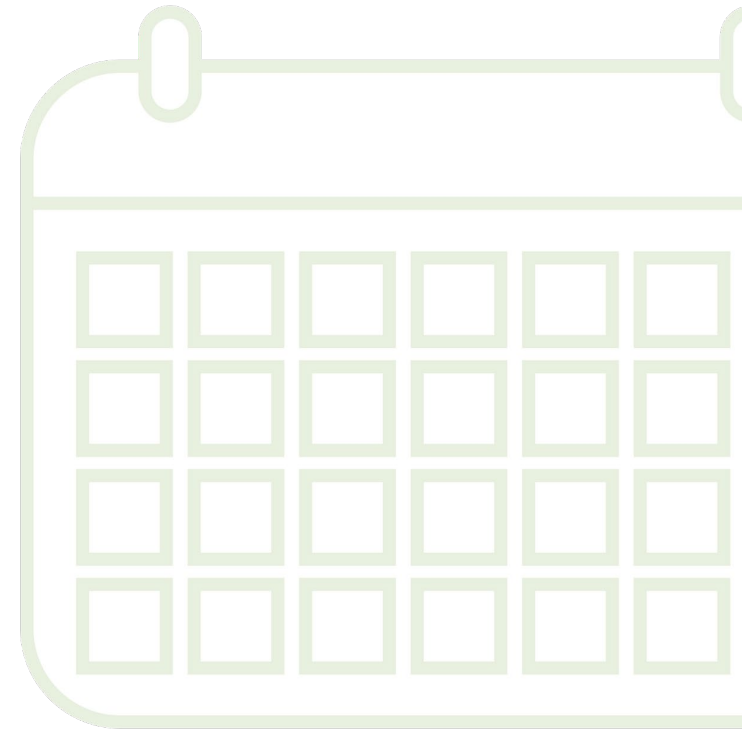
Next Steps...

Active Transportation Plan

On-going: Identify draft safety-related strategies through **Walk.Bike.Ohio**

June: June 3rd meeting to review recommended strategies. June 23rd present to SHSP Committee

Fall: Submit to FHWA





EVERY MOVE YOU MAKE

			
TOWARD ZERO DEATHS			
			

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Active Transportation Academy

Helping communities reach their active transportation goals through education and technical assistance.

- FREE trainings and workshops to communities throughout Ohio
- Open to any local jurisdiction
- Professional development credits available for attendees
- Instructor-led and e-Learning offerings

ACTIVE
TRANSPORTATION
ACADEMY



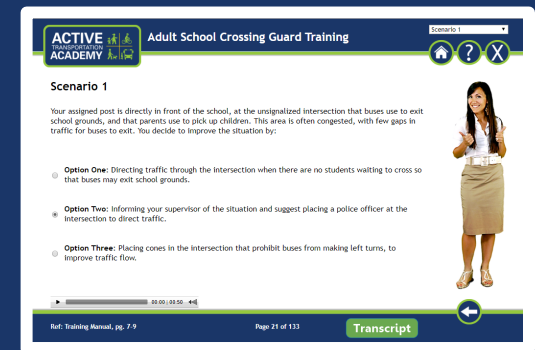
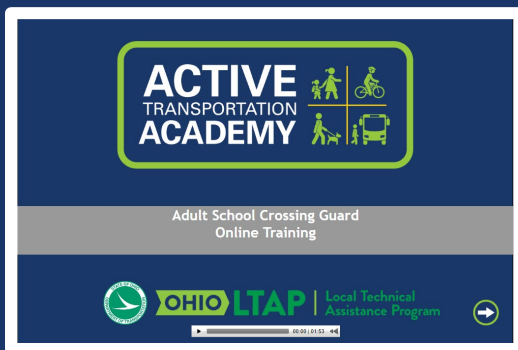
Active Transportation Academy

e-Learning Offerings:

1. Crossing Guard Training
2. Advocating for Active Transportation
3. Active Transportation Basics
4. Traffic Calming
5. Safe Routes to School Basics

COMING SOON

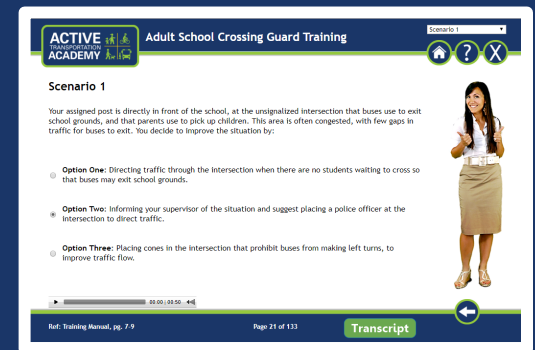
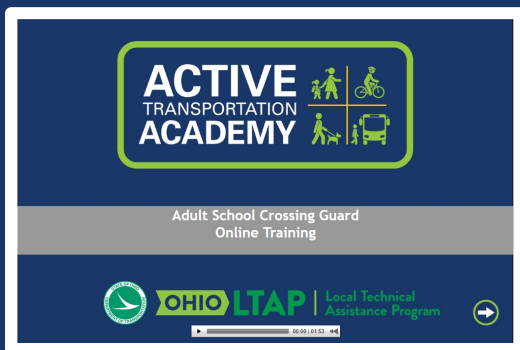
COMING SOON



Active Transportation Academy

Active Transportation Basics Course (eLearning)

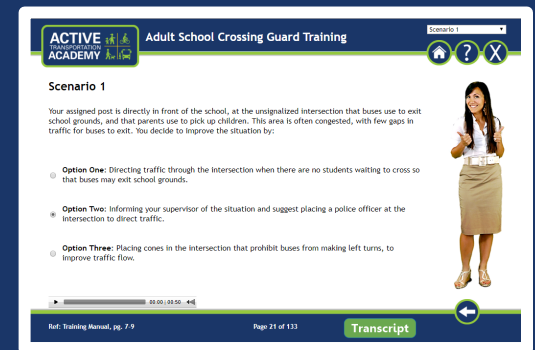
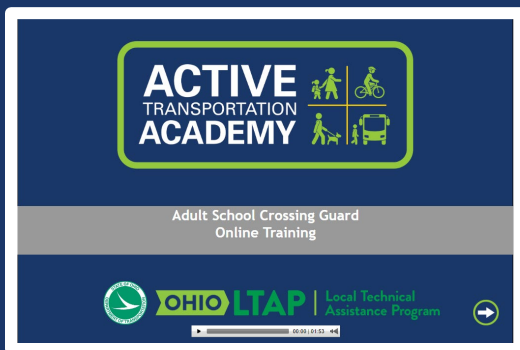
1. A primer on the topic of active transportation
2. Will serve as a prerequisite to in-person workshops offered through the ATA
3. Anyone interested in active transportation is encouraged to take the course



Active Transportation Academy

Active Transportation Basics Course (eLearning), cont.

4. Course divided into five modules, taken at your own pace
5. Takes approximately 3 hours to complete
6. Available online 24/7
7. Course completion certificate



Active Transportation Academy

Instructor-Led Trainings - 4 hours each:

1. Complete Streets Implementation
2. Conducting Walk & Bike Audits
3. Crossing Guard Training
4. Girls in Gear Training
5. Walking School Bus Training

Instructor-Led Workshops – 4 hours each:

1. Creating an Active Transportation Plan
2. Creating a Vision Zero Action Plan

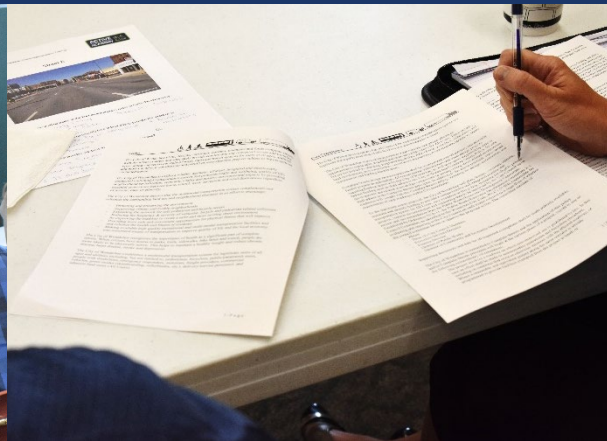


Want to participate? Have questions?

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<http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/LTAP/Pages/Active-Transportation-Academy.aspx>





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