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.
# WALK.BIKE.OHIO

## Next Steps

<table>
<thead>
<tr>
<th>2019</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>May</td>
<td>May</td>
</tr>
<tr>
<td>June</td>
<td>June</td>
</tr>
<tr>
<td>July</td>
<td>July</td>
</tr>
<tr>
<td>August</td>
<td>August</td>
</tr>
<tr>
<td>September</td>
<td>September</td>
</tr>
<tr>
<td>October</td>
<td>October</td>
</tr>
<tr>
<td>November</td>
<td>November</td>
</tr>
<tr>
<td>Project Launch</td>
<td>Walk.Bike.Ohio Final Report</td>
</tr>
<tr>
<td>Vision + Goals</td>
<td>Walk.Bike.Ohio Steering Committee Meeting</td>
</tr>
<tr>
<td>State of Biking and Walking in Ohio Review</td>
<td></td>
</tr>
<tr>
<td>Public Outreach (Phase 1)</td>
<td></td>
</tr>
<tr>
<td>Public Outreach (Phase 2)</td>
<td></td>
</tr>
<tr>
<td>Theme, Strategy + Action Item Recommendations</td>
<td></td>
</tr>
</tbody>
</table>
Next Steps

2019

Vision Setting + Goals
State of Walking + Biking in Ohio
Public + Stakeholder Input

Policy + Program Focus Areas
Evaluation Strategies
Public + Stakeholder Input

2020

Final Walk.Bike.Ohio Report
“Walking and biking in Ohio will be a safe, convenient and accessible transportation option for everyone.”
“Walking and biking in Ohio will be a safe, convenient and accessible transportation option for everyone.”
“Walking and biking in Ohio will be a safe, convenient and accessible transportation option for everyone.”
“Walking and biking in Ohio will be a safe, convenient and accessible transportation option for everyone.”
### COLLABORATION RECOMMENDATIONS
Promote partnerships and programs to engage state, regional, and local practitioners and advocates that leverage resources and achieve common goals.

<table>
<thead>
<tr>
<th>Timeline</th>
<th>Lead Agency + Partners</th>
<th>Data Needs</th>
<th>Output Measures</th>
</tr>
</thead>
</table>

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

<table>
<thead>
<tr>
<th>Action Items</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Action Items</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>
# WALK.BIKE.OHIO

## Performance Measures

<table>
<thead>
<tr>
<th>Potential Performance Measures</th>
<th>Description</th>
<th>Walk. Bike. Ohio Goals</th>
<th>Example</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Access to Community Destinations</strong></td>
<td>The proximity of pedestrian, bicycle, and transit infrastructure and services to origins and destinations.</td>
<td>Safety</td>
<td>Equity</td>
</tr>
<tr>
<td><strong>Access to Jobs</strong></td>
<td>The ability of pedestrian, bicycle, and transit infrastructure and services to connect people to places of employment.</td>
<td>Safety</td>
<td>Equity</td>
</tr>
<tr>
<td><strong>Adherence to Accessibility Laws</strong></td>
<td>The physical obstacles in or on its facilities that limit accessibility by people with disabilities.</td>
<td>Safety</td>
<td>Equity</td>
</tr>
<tr>
<td><strong>Adherence to Traffic Laws</strong></td>
<td>A measurement of how well pedestrians, bicyclists, and motorists obey current traffic laws.</td>
<td>Safety</td>
<td></td>
</tr>
<tr>
<td><strong>Average Travel Time</strong></td>
<td>The average time it takes road users, including pedestrians and bicyclists, to travel a specified distance.</td>
<td>Safety</td>
<td>Equity</td>
</tr>
<tr>
<td><strong>Average Trip Length</strong></td>
<td>The average distance or time traveled between an origin and a destination in a given geographical area.</td>
<td>Safety</td>
<td>Equity</td>
</tr>
<tr>
<td><strong>Connectivity Index</strong></td>
<td>An index which represents a number of specific measures used to assess walking and biking connectivity in a specific area.</td>
<td>Safety</td>
<td>Equity</td>
</tr>
<tr>
<td><strong>Consumer Spending</strong></td>
<td>Amount of money spent by consumers on pedestrian and bicycle related purchases within a given geographic area.</td>
<td>Safety</td>
<td>Equity</td>
</tr>
<tr>
<td><strong>Crashes</strong></td>
<td>The measured number of crashes or rate of crashes (i.e., crashes per volume of users) over a designated period of time.</td>
<td>Safety</td>
<td></td>
</tr>
<tr>
<td><strong>Crossing Opportunities</strong></td>
<td>The average or actual distance between designated pedestrian and bicycle crossing locations.</td>
<td>Safety</td>
<td>Equity</td>
</tr>
<tr>
<td><strong>Density of Destinations</strong></td>
<td>The number of desirable destinations (e.g., jobs, homes, recreation, shopping, etc.) within a specific area.</td>
<td>Safety</td>
<td>Equity</td>
</tr>
<tr>
<td><strong>Facility Maintenance</strong></td>
<td>A measurement of the physical condition and state of repair for pedestrian and bicycle facilities.</td>
<td>Safety</td>
<td>Equity</td>
</tr>
<tr>
<td><strong>Gender Split</strong></td>
<td>The proportion of total pedestrian and/or bicycle trips by individuals gender.</td>
<td>Safety</td>
<td></td>
</tr>
<tr>
<td><strong>Investments</strong></td>
<td>The amount of investment in pedestrian and bicycle related projects over a given period of time for a given geographic area.</td>
<td>Safety</td>
<td></td>
</tr>
<tr>
<td><strong>Level of Service</strong></td>
<td>A quality of service measurement that reflects how users may perceive a service condition.</td>
<td>Safety</td>
<td></td>
</tr>
</tbody>
</table>
WALK.BIKE.OHIO
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

Coming Summer 2020... to a computer near you...
Andrew Shepler
ODOT Project Manager
Andrew.Shepler@dot.ohio.gov
(614)-466-2348

Jennifer Baldwin
Alta Project Manager
Jenniferbaldwin@altaplanning.com
(984)-329-5003

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

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.

**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. NHTSA 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 network regardless of jurisdiction. ODOT created data heat 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
- Side-End Collisions
- Highway/Railroad Crossing

**HIGH RISK DRIVERS AND BEHAVIORS**
- Impaired Drivers
- Seat Belt
- 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 heat sheets and action plans can be found in the Appendix.

**EVERY MOVE YOU MAKE**

TOWARD ZERO DEATHS
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

**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

**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 332 in 2017 to 322 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

**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 3\textsuperscript{rd} meeting to review recommended strategies. June 23\textsuperscript{rd} present to SHSP Committee

Fall: Submit to FHWA
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

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
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?

Cait Harley  
ODOT Office of Program Management  
Caitlin.Harley@dot.ohio.gov  
(614) 466-3049

Amelia Mansfield  
Burton Planning Services  
amansfield@burtonplanning.com  
(614) 392-2284

http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/LTAP/Pages/Active-Transportation-Academy.aspx
Cait Harley
SRTS & Active Transportation Manager
ODOT Office of Program Management
614.466.3049
Caitlin.Harley@dot.ohio.gov