



ODOT Active Transportation Updates

July 21, 2022

AGENDA

Multimodal Design Guide

Safe Routes to School (SRTS)

Highway Safety Improvement Program (HSIP)

Bipartisan Infrastructure Law (BIL)



Multimodal Design Guide

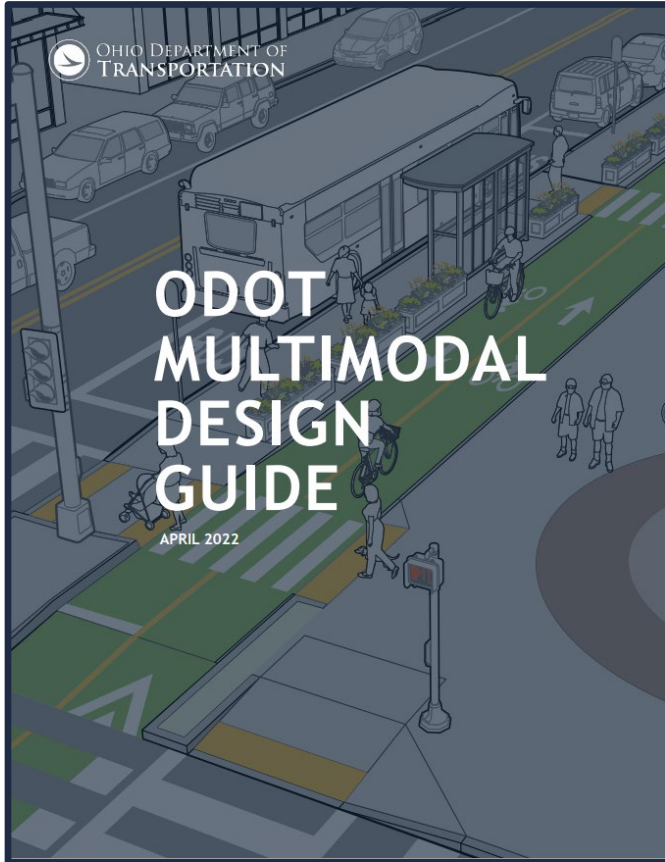


Walk.Bike.Ohio's Action Plan

| Theme | Description |
|-----------------------|---|
| Planning & Guidance | Ensuring that active transportation is part of Statewide planning frameworks, design guidance, implementation procedures, and operations. |
| Implementation | Providing resources to strategically implement bicycle and pedestrian projects and assist local partners in project development and implementation. |
| Education & Promotion | Educating and informing roadway users, decision makers, and practitioners on bicycling and walking matters. |
| Data | Collecting and maintaining quantitative and qualitative multimodal data to ensure decision making reflects all modes of transportation. |
| Collaboration | Developing and sustaining relationships with partners at the State, regional, and local level to coordinate on active transportation goals. |



What is it?



ODOT's premier bike & ped design resource



Built on national best practices



Proven design solutions



Purpose

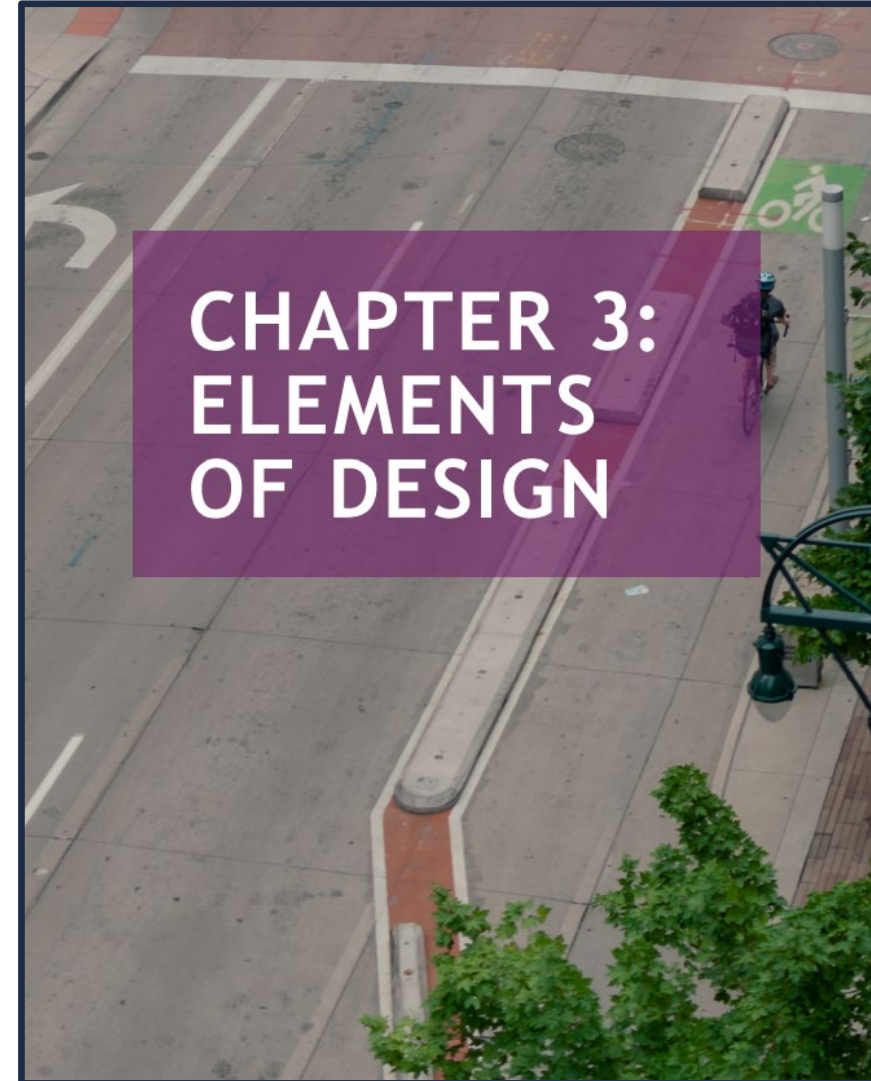
- Safer roads for everyone
- Consistent designs





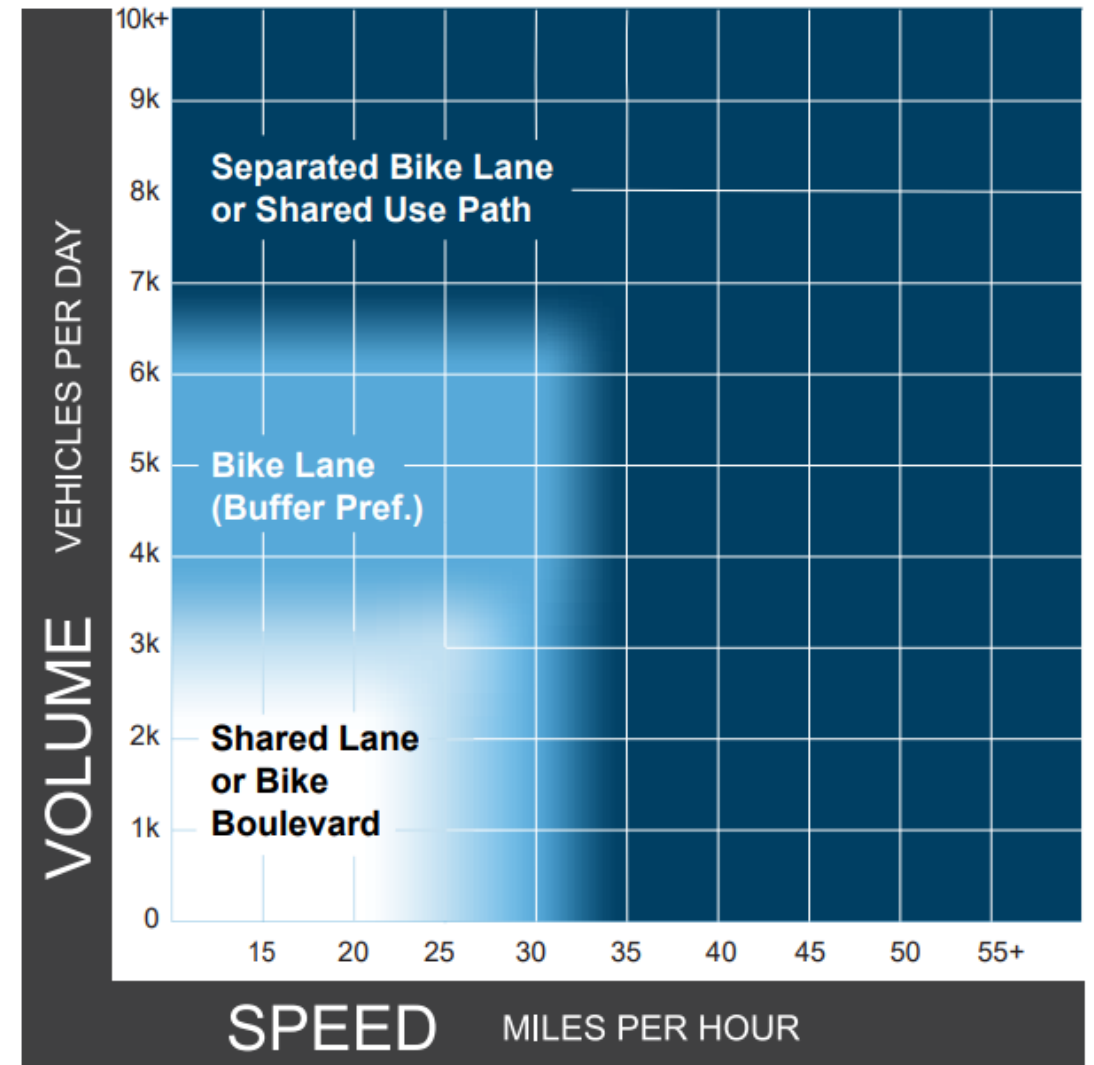
Use

- Tool to include vulnerable road users in projects
- Used in combination with other guidance based on
 - Context
 - Funding



Context Sensitivity

- Tool to gauge context-sensitive facility selection and design



Safe Routes to School



2022 Funding

\$14.5 M Requested

- \$13.9M Infrastructure
- \$231k Non-Infrastructure
- \$400k School Travel Plans



\$5.1M Awarded*

- \$4.6M for 13 Infrastructure Projects
- \$231k for 9 Non-Infrastructure Projects
- \$300k for 6 School Travel Plans

*SRTS funded at \$4M annually,
some projects funded with HSIP



Moving Forward

Budget increasing by 25% to \$5M annually

Discussions about expanding eligibility

- Currently for K-8 schools only, BIL allows for K-12



Highway Safety Improvement Program



2022 Pedestrian Systemic Funding

43 applications submitted requesting \$40.3 M

31 applications awarded for \$25M

-All 31 projects include local agency as a sponsor or co-sponsor



Looking Ahead

2023 Systemic Applications

- Working on updated eligibility metrics
- Push for systemic enhanced crossing and traffic calming projects

Lane Repurposing Program

- In the works!



Bipartisan Infrastructure Law

[Link to Discretionary Grant Opportunities](#)



New/Expanded Funding Opportunities

Increases in funding allocated to...

- HSIP
- Surface Transportation Block Grant (STBG)
 - ↳ Includes Transportation Alternatives and SRTS

New funding opportunities...

- Safe Streets and Roads for All
- Carbon Reduction Program
- Reconnecting Communities

Existing Walking and Biking Trips in Ohio...



can help residents save
\$12.7 Billion
in transportation and
environmental costs...
...over the next 20 years.



New Requirements

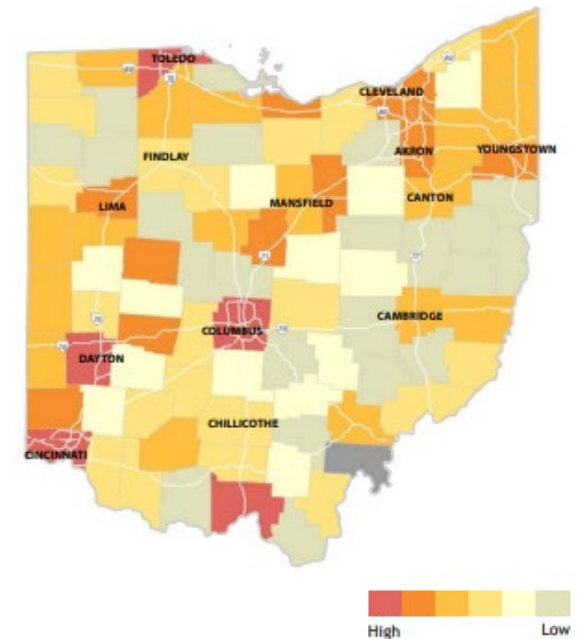
Vulnerable Road User (VRU) Rule

- If 15%+ of a State's fatalities are VRUs, then that state must allocate at least 15% of HSIP funding to VRUs
- Ohio triggered this

VRU Safety Assessment

- All states required to complete
- Awaiting guidance

Pedestrian Crash Rate by County



QUESTIONS?

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