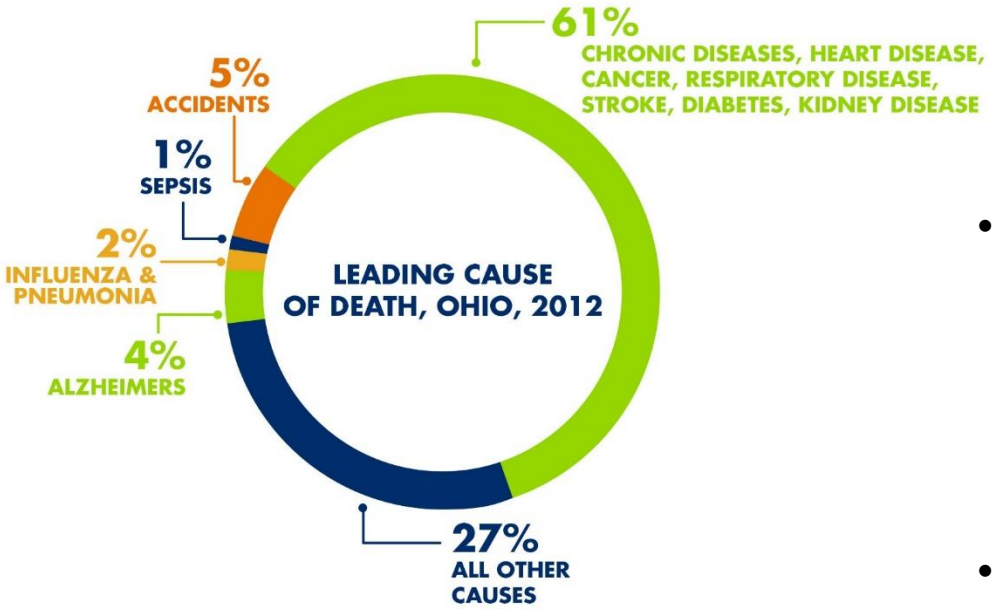
Join the Movement:

a Health Educators' Role in Active Transportation

Health Educators Institute
October 26, 2017

Ohio | Department of Health

Leading Cause of Deaths



- Chronic disease kills more Ohioans than all other causes combined, and is also the most costly, at $27 BILLION a year in Ohio.
- Fortunately, chronic disease (which includes heart disease, high blood pressure, chronic respiratory diseases, diabetes and others) is also the most preventable.
- And prevention in Ohio has a huge return on investment (ROI) — every $1 spent on prevention has a $6 ROI.

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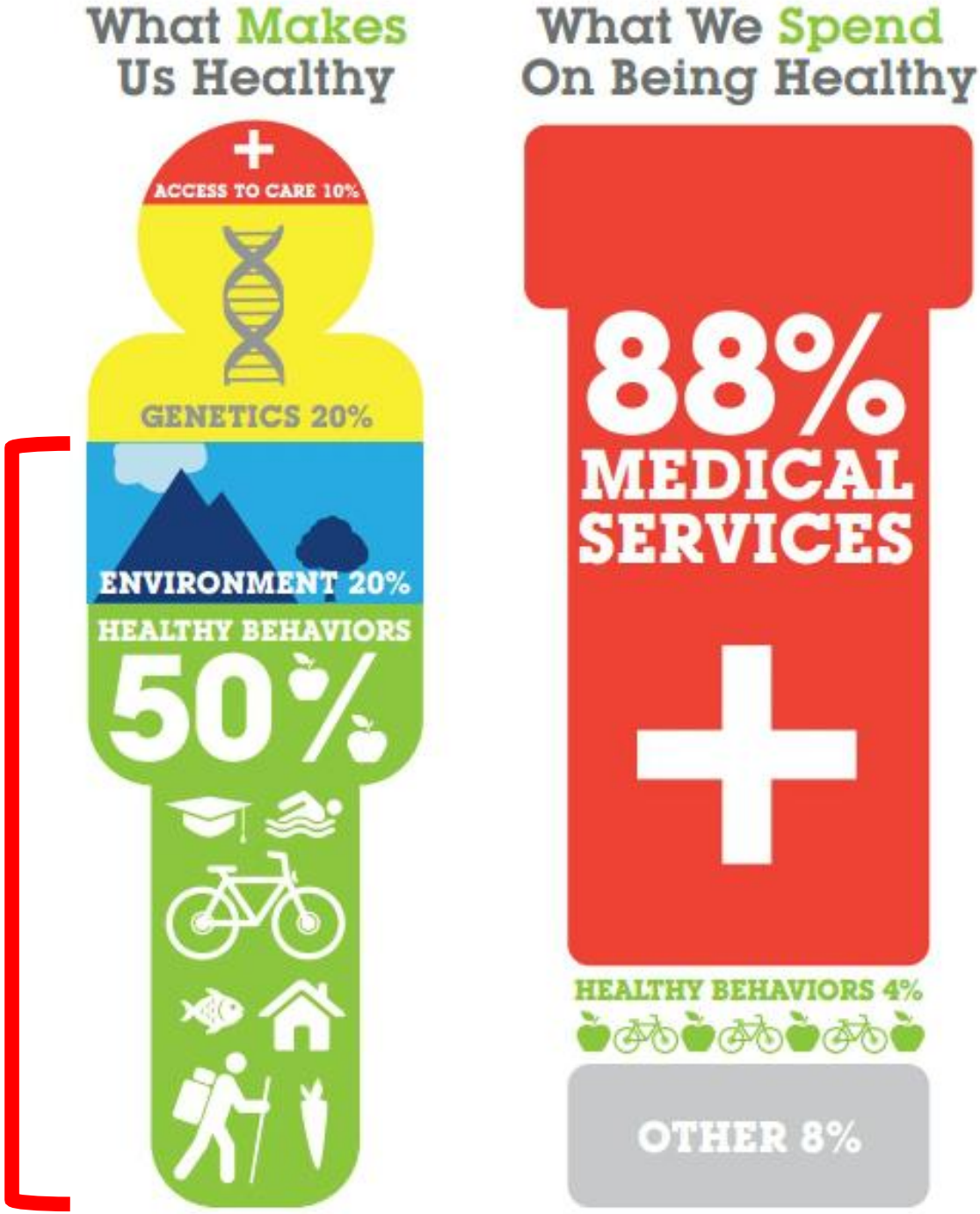
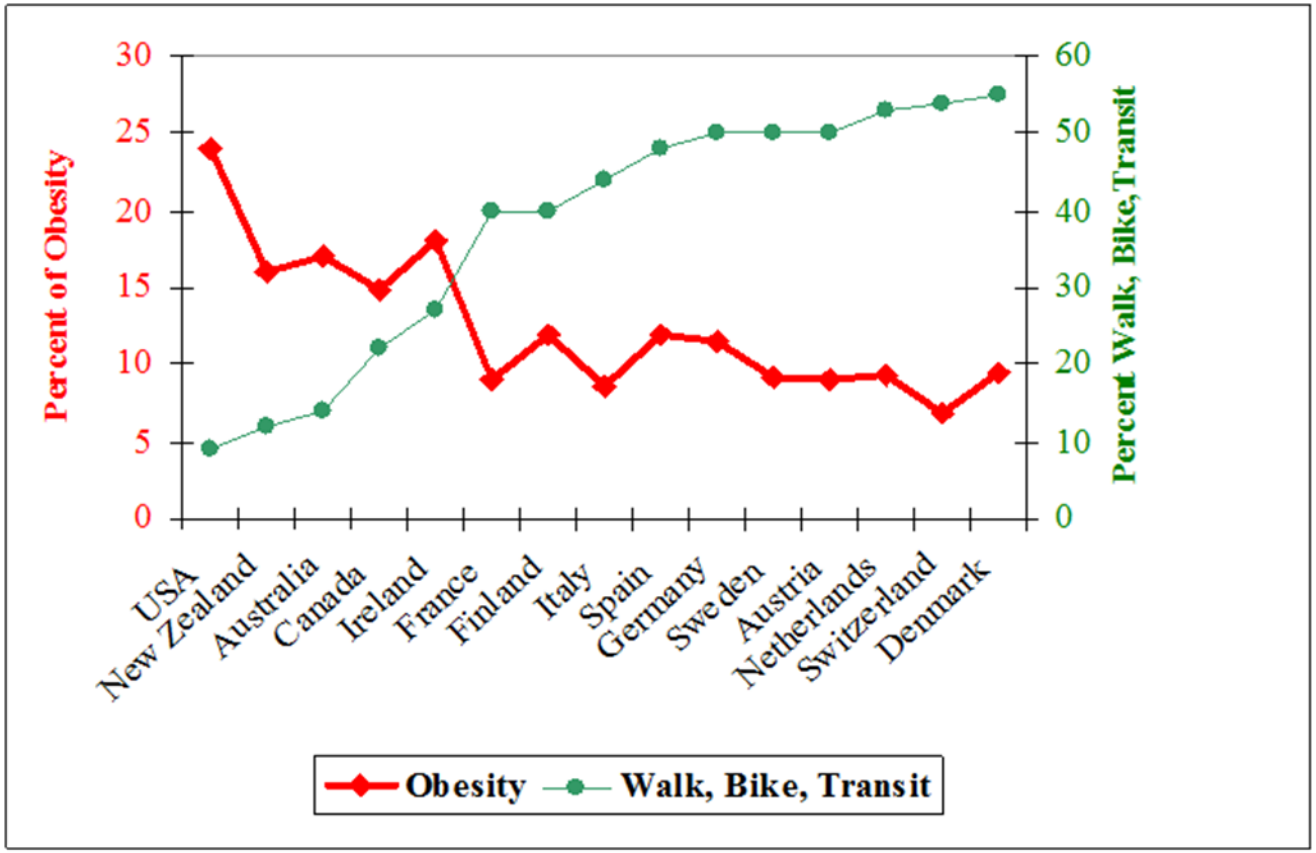
Preventing Chronic Diseases in Ohio

Impacted by our Environment



Health and Safety



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Health and Safety

Countries with high cycling rates also have low rates of fatalities per distance biked. Graph: International Transport Forum [PDF] via Amsterdamize

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Physical Activity in Ohio

- Only 50% of Ohioans have parks and playgrounds in their neighborhood
- Access to physical activity opportunities

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Guiding Priorities

- State Health Improvement Plan
- Ohio's Plan to Prevent and Reduce Chronic Disease
- Centers for Disease Control and Prevention
- Strategic Highway Safety Plan

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CHC Program

Vision: Making the Healthy Choice the Easy Choice

Mission: Creating Healthy Communities (CHC) is committed to preventing and reducing chronic disease statewide. Through cross-sector collaboration, we are activating communities to improve access to and affordability of healthy food, increase opportunities for physical activity, and assure tobacco-free living where Ohioans live, work and play. By implementing sustainable evidence-based strategies, CHC is creating a culture of health.

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Active Living

- Complete Streets
- Bike/Pedestrian Master Plans
- Shared Use/Open Use Agreements
- Siting
- Safe Routes to School
- Mode Shift

Partnering with Public Health

Walking to Public Transit

Steps to Help Meet Physical Activity Recommendations

Lilah M. Besser, MSPH, Andrew L. Dannenberg, MD, MPH

Background: Nearly half of Americans do not meet the Surgeon General's recommendation of ≥30 minutes of physical activity daily. Some transit users may achieve 30 minutes of physical activity daily solely by walking to and from transit. This study estimates the total daily time spent walking to and from transit and the predictors of achieving 30 minutes of physical activity daily by doing so.

Methods: Transit-associated walking times for 3312 transit users were examined among the 105,942 adult respondents to the 2001 National Household Travel Survey, a telephone-based survey sponsored by the U.S. Department of Transportation to assess American travel behavior.

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Conclusions: Walking to and from public transportation can help physically inactive populations, especially low-income and minority groups, attain the recommended level of daily physical activity. Increased access to public transit may help promote and maintain active lifestyles. Results from this study may contribute to health impact assessment studies (HIA) that evaluate the impact of proposed public transit systems on physical activity levels, and thereby may influence choices made by transportation planners.

(Am J Prev Med 2005;29(4):273–280)

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Partnering with Public Health

- Assessment
- Community Engagement
- Equity Lens
- Network/Partners
- Leveraging Funding
- Performance Measures
- Evaluation and Monitoring
- **Collective Impact!**

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Partnering with Public Health

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Common Goals

1. Improve active transportation **safety**
2. Increase the number of Ohioans **choosing active forms** of transportation

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Strategic Highway Safety Plan

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Stakeholder Engagement

Ohio Department of Transportation

Ohio Department of Health

Ohio Department of Education

Ohio Department of Aging

OARC
Ohio Association of Regional Councils

AARP Real Possibilities in Ohio

OFCC
Ohio Facilities Construction Commission

Healthy Communities
Preventing Chronic Diseases in Ohio

Goals

GOALS

Reduce the number of bicyclist fatalities from 17 in 2013 to 16 in 2017.

Reduce the number of bicyclist serious injuries from 221 in 2013 to 204 in 2017.

Reduce the number of pedestrian fatalities from 100 in 2013 to 92 in 2017.

Reduce the number of pedestrian serious injuries from 531 in 2013 to 490 in 2017.

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 to x% in 2020 (TBD)

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Video

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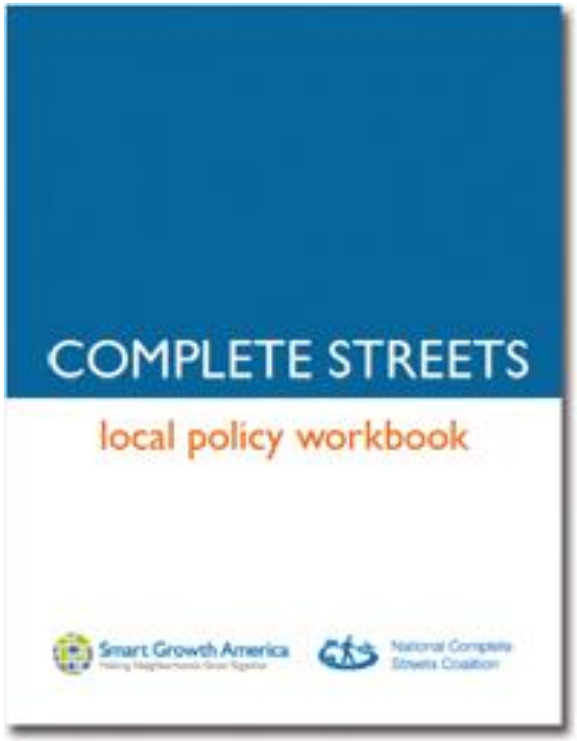
Buckets

1. Policy
2. Education
3. Infrastructure
4. Data

Policy



HEALTH FACTORS
ADULT OBESITY

Ranking Methodology

Summary Measure:	Health Factors - Health Behaviors (Diet and Exercise)
Weight in Health Factors:	5%
Years of Data Used:	2012

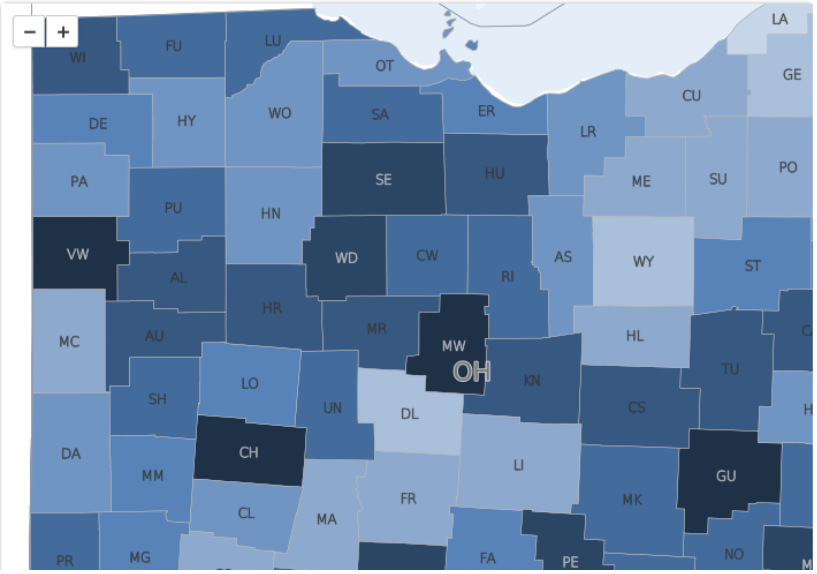
Summary Information

Range in Ohio (Min-Max):	26-39%
Overall in Ohio:	30%
Top U.S. Performers:	25% (10th percentile)

Adult obesity

Percentage of adults that report a BMI of 30 or more. Learn more about this measure.

Map | Data | Description | Data Source | Policies



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Complete Streets Workshops

- 5 Local Workshops
  - Washington
  - Athens
  - Marion
  - Richland
  - Allen
- Complete Streets Train-the-Trainer

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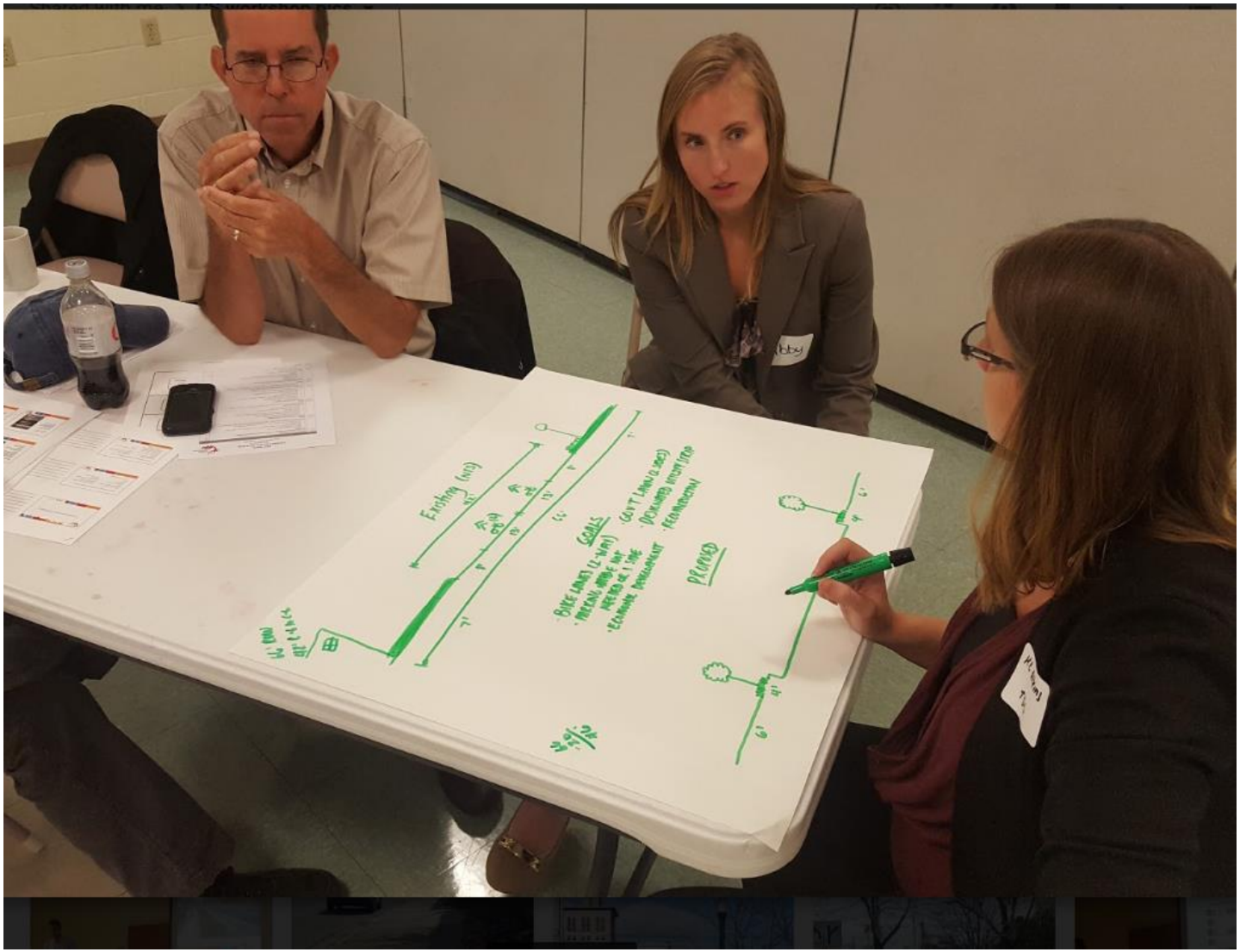

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Town Hall Meetings/Cross Sector Dialogues

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Policy Takeaways

What does a complete streets policy mean for your community?

Simply put, it means that all people are considered in the planning, design, and construction of roads.

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But nobody walks/bikes here!!

Adopting a complete streets policy means changing the burden of proof. Complete streets policy assumes that people need to get around using all modes and that exceptions must be made for roads that don’t support all users.

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But not every road needs a sidewalk and bike lane!!

Complete streets policies are all about supporting the development of a *network*. Having a policy in place can help communities to identify critical corridors and locations that can connect existing infrastructure or begin to develop future networks.

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Why Complete Streets Policy?

1. **To serve all community members.** So that all community members, no matter age, income, or ability can get around their community and access
2. **To capitalize on opportunity.** The consequences of missing out on opportunities to support all modes comes at a high cost. Retrofitting roads is much more expensive, not to mention the high cost of social consequences related to poor mobility.
3. **To keep road users safe.** With over 1,000 people being killed on Ohio roads every year, complete streets has been proven to keep **all road users** safe. Slower speeds, better visibility, and improved infrastructure are all a big part of improving roadway safety.
4. To allow for **longevity and consistency** in your planning efforts and a more efficient way of creating a **network of connectivity** for all users.
5. To strengthen applications for infrastructure funding through **commitment** to building a network for all users and **alignment** of your complete streets policy and plans.

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To make change, we must… change!

- **The hiring process.** Who are we hiring? How is complete streets reflected in job descriptions? Do new-hires have expertise in planning and designing for all modes? Do current employees have the training they need to move forward with complete streets?
- **The planning process.** Reviewing and updating master plans to reflect complete streets. Integrating new steps into the decision making process to reflect the priorities of complete streets.
- **The funding process.** Putting money where our mouth is. Prioritizing projects and corridors that are essential for multi modal connectivity. Changing how current funds are utilized, going after additional funds, and pooling resources with partners to make change.
- **The measurement process.** Ensuring that performance measures reflect the complete streets vision and priorities. Capturing data that will reflect all people and modes and will let you know if your goals are being met (improved safety, connectivity, mobility, economy, health)

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Customer Preference Survey

EVERY MOVE YOU MAKE TOWARD ZERO DEATHS

ODOT 2016 Statewide Customer Preference Survey

10. People commute using one or more modes of travel (or ways of getting around). Some people use only one mode to get to work or school, such as driving alone or biking. Other people use two or more modes together, such as biking and then riding th bus.

How often in the past year have you used each of the following modes to get to work or school?

	Daily	A few times a week	A few times a month	Less than once a month	Not in past year
A. Drive alone	❍	❍	❍	❍ -	❍
B. Drive/Ride with others (e.g. Carpool)	❍	❍	❍	❍	❍
C. Public transportation	❍	❍	❍	❍	❍
D. Bike (not motorcycle)	❍	❍	❍	❍	❍
E. Walk	❍	❍	❍	❍	❍
F. Other (e.g. Taxi, Uber, Lyft, etc.)	❍	❍	❍	❍	❍
H. Work at home (Telecommute)	❍	❍	❍	❍	❍

11. Do you have an existing physical condition that prohibits you from using any of the following modes of travel?

	Yes	No
A. Walking	1	2
B. Bicycling	1	2
C. Using Public transportation	1	2
D. Driving a vehicle	1	2

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Customer Preference Survey

- Responses are 100% collected
- Statistically valid at the county level
- Examples:
  - How often in the past year have you used (all modes..)
  - How do you typically get to workplace/school (all modes…)
  - Miles and minutes from workplace/school
  - Existing physical condition that prevents you from: walking, biking, using transit, driving a vehicle

Customer Preference Survey

[If you have a child in k-8]: **How many miles do you live from their school (one-way)?**

1) 13.1% *(Considered Walkable)*
2) 14.4%
3) 12.2% *(Considered Bike-able)*

*Despite this, only 8.6% report walking and 2% report biking to school.

[For adults 18+ that attend school]: **How many miles do you live from your school (one-way)?**

1) 8.4% *(Considered Walkable)*
2) 4.4%
3) 5.5% *(Considered Bike-able)*

* 9.2% report walking and 4.1% report biking to school.

Customer Preference Survey

Q8. Using a scale of 1 to 5, where 5 is "Extremely Important" and 1 is "Not Important," please rate the importance of the following transportation topics in Ohio. (excluding "don't know")
(N=8501)

		Extremely important	Very important	Important	Less important	Not important
Q8a. Relieving traffic congestion		42.5%	31.9%	21.4%	3.0%	1.3%
Q8b. Improving the safety of Ohio's roadways		55.5%	27.9%	14.3%	1.6%	0.7%
Q8c. Providing better linkages among different modes of transportation	74%	19.8%	21.2%	33.2%	18.7%	7.2%
Q8d. Having a good freight transportation system to support Ohio's economy		32.3%	33.4%	28.8%	4.5%	1.1%
Q8e. Providing public transportation in Ohio's cities and rural areas	82%	24.2%	25.3%	32.7%	12.4%	5.4%
Q8f. Providing bicycle and pedestrian facilities	74%	20.0%	22.6%	31.9%	17.8%	7.7%
Q8g. Improving access to Ohio's airports		17.2%	21.9%	35.6%	19.3%	6.0%

Customer Preference Survey

- **82.2%** of Ohioans state that providing public transportation in Ohio's cities and rural areas is Important.
- **74.5%** of Ohioans state that providing bicycle and pedestrian facilities is important.
- **74.2%** of Ohioans state that providing better linkages among different modes of transportation is important

Customer Preference Survey

Q8. Using a scale of 1 to 5, where 5 is "Extremely Important" and 1 is "Not Important," please rate the importance of the following transportation topics in Ohio. (excluding "don't know")
(N=8501)

	Extremely important	Very important	Important	Less important	Not important
Q8a. Relieving traffic congestion 95%	42.5%	31.9%	21.4%	3.0%	1.3%
Q8b. Improving the safety of Ohio's roadways 97%	55.5%	27.9%	14.3%	1.6%	0.7%
Q8c. Providing better linkages among different modes of transportation	19.8%	21.2%	33.2%	18.7%	7.2%
Q8d. Having a good freight transportation system to support Ohio's economy	32.3%	33.4%	28.8%	4.5%	1.1%
Q8e. Providing public transportation in Ohio's cities and rural areas	24.2%	25.3%	32.7%	12.4%	5.4%
Q8f. Providing bicycle and pedestrian facilities	20.0%	22.6%	31.9%	17.8%	7.7%
Q8g. Improving access to Ohio's airports	17.2%	21.9%	35.6%	19.3%	6.0%

Addressing Common Concerns with Complete Streets

Ohio | Department of Health

Reliving Traffic Congestion

"Networks of Complete Streets, with **pedestrian and bicycle infrastructure** and improved access to and efficiency of public transportation, are needed in our communities **to reduce the burden of congestion** on our roadways and improve travel times for all users, regardless of whether they walk, bike, drive, or take public transportation" (Smart Growth America).

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Smart Growth America
Making Neighborhoods Great Together

National Complete Streets Coalition

IMPLEMENTING COMPLETE STREETS

Complete Streets Ease Traffic Woes

Oran Viriyincy, Flickr user Viriyincy

Incomplete streets breed congestion

Designing streets only for automobiles reduces opportunities for safe travel choices that can ease traffic congestion: walking, bicycling, and taking public transportation. Americans drove almost three trillion miles in 2008,[1] and many of those trips were very short. Half of all trips in metropolitan areas are three miles or less and 28 percent are one mile or less.[2] In rural areas, 30 percent of all trips are two miles or less, and yet a vast majority of these trips are by automobile.[3] Congestion is not solely an urban issue. Regions of all sizes have experienced increased congestion, costing the economy $87.2 billion in hours lost to traffic jams and wasted fuel in 2007 alone.[4] An evaluation of auto-dependent transportation systems found that their per-capita congestion costs are significantly higher than systems that provide alternatives to driving.[5]

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Improving Roadway Safety

"Roadway design and engineering approaches commonly found in Complete Streets create long-lasting **speed reduction**. Such methods include enlarging sidewalks, installing medians, and adding bike lanes. **All road users** – motorists, pedestrians and bicyclists – **benefit from slower speeds**" (Smart Growth America).

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Smart Growth America
Making Neighborhoods Great Together

National Complete Streets Coalition

BENEFITS OF COMPLETE STREETS

Complete Streets Improve Safety

Virginia Noll came home from grocery shopping in Wilkes-Barre, Pennsylvania on June 11, 2009. As she crossed South Washington Street around 5:30 pm from the bus stop to the senior housing apartments where she lived, she was fatally struck by an SUV. The area is particularly dangerous for older adults, despite the high number living in the area. Her neighbor had warned her not to go out, fearing the 88-year-old would be hit while crossing a street.[1]

Complete streets create a safe environment for all users. *Photo: Dan Burden, Walkable and Livable Communities Institute*

Incomplete streets put people at risk

Streets without safe places to walk, cross, catch a bus, or bicycle put people at risk. Over 5,000 pedestrians and bicyclists died on U.S. roads in 2008, and more than 120,000 were injured.[2] Pedestrian crashes are more than twice as likely to occur in places without sidewalks; streets with sidewalks on both sides have the fewest crashes.[3] While the absolute numbers of bicyclists and pedestrians killed has been in decline for the decade, experts attribute this in part to a decline in the total number of people bicycling and walking.

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Providing Public Transportation in Ohio's Cities and Rural Areas

"In too many cases, road design is out of sync with the needs of the people who are riding buses, trains, and trolleys. Even in communities served by public transportation, **incomplete streets may discourage residents from fully using the service**. Many users – pedestrians, older Americans, disabled people, and others – are unable to get to transit stops in a safe and convenient manner" (Smart Growth America).

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Smart Growth America
Making Neighborhoods Great Together

National Complete Streets Coalition

BENEFITS OF COMPLETE STREETS

Complete Streets Make for a Good Ride

This bus stop provides a safe, comfortable environment for transit users without impeding pedestrian traffic. *Photo: John LaPlante.*

Just outside of Boston, new apartments were recently built across the street from the Dedham commuter rail station. However, residents are forced to scramble across a busy road and squeeze through a hole in a fence in order to access the station. The only alternatives are to take a shuttle bus on a three-mile detour or to drive to the station and pay to park.[1]

Incomplete streets a barrier for riders, good service

In too many cases, road design is out of sync with the needs of the people who are riding buses, trains, and trolleys. Poor design slows transit service and discourages people from using public transportation.

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YOUR MOVE

Objective

To create an engaged online community using social media, encourage conversations with Ohioans about choosing active transportation and educate all users of transportation on safety measures, laws and resources surrounding active transportation.

YOUR MOVE

Engagements - Facebook

6%
engagement rate

2,241
page likes

100%
response rate

98%
fans engaged

1.7 million
total reach

1.9 million
total impressions

YOUR MOVE

Source: Your Move Ohio Facebook Analytics, Hootsuite

Pilot


$1 Any Size Drip Coffee
McCafé
McCafé
McCafé
LAMAR
Every lane is
a bike lane.
ORC 4511.55 (A,C)
#YourMoveOhio
facebook.com/YourMoveOhio
YOUR
MOVE
WALK. BIKE. BUS.
LAMAR

Pilot


METRO
Let someone else
do the driving.
YOUR
MOVE
WALK. BIKE. BUS.

Participants' thoughts about this message

"It's just a habit to, every time you go somewhere, you grab the keys and you go. And this is like, 'Hey, before you do that, is it close enough that you can walk or you can bike there and get a little exercise, without just automatically operating a car?" – Dayton resident

"For me it was very positive. I like the direct approach a little better than the cutesy, wordy type things, and to me that is very direct. You gotta think outside your car... Don't get stuck in one way–think of a different way. " – Lima resident

"It reminds you that there's more options than driving. You can always walk somewhere or bike or bus." – Lima resident

"I was slightly positive as well. I think it's the same message [as others], only that is easier to recognize here, I think, than in others."
– Columbus resident

Focus Groups

Focus Groups

An additional messaging concept to consider: quality time

At the end of the group, the participants were asked to write down what they might say to convince a neighbor to walk, bike, or bus to a destination that is about a mile or two from home. Hearing this kind of natural language may suggest additional ideas or concepts that Your Move Ohio could incorporate into future messaging.

In response to this creative task, a number of individuals (in different cities) either explicitly said or implied that walking somewhere with someone else provides an opportunity for **quality time**. Such a message is largely absent from the current messaging, and may be worthy of testing in later campaigns.

"With two teenagers, when I'm thinking of walking or biking, that's something where we're going to be out **exploring something together**." – Lima resident

"Let's walk [there] this time. It will **give us a chance to catch up** on what's been going on..." – Columbus resident

"Let's walk to The Greene this time. Give us a chance to catch up on what's been going on, **spend some quality time together**, you know?" – Dayton resident

"Would you like to walk with me to the store? It's about a 30 minute walk; we could get fresh air and **quality time**!" – Columbus resident

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Your Move Ohio
Published by Angela DelBrocco [?] · February 20 ·

Have heart. Use caution.

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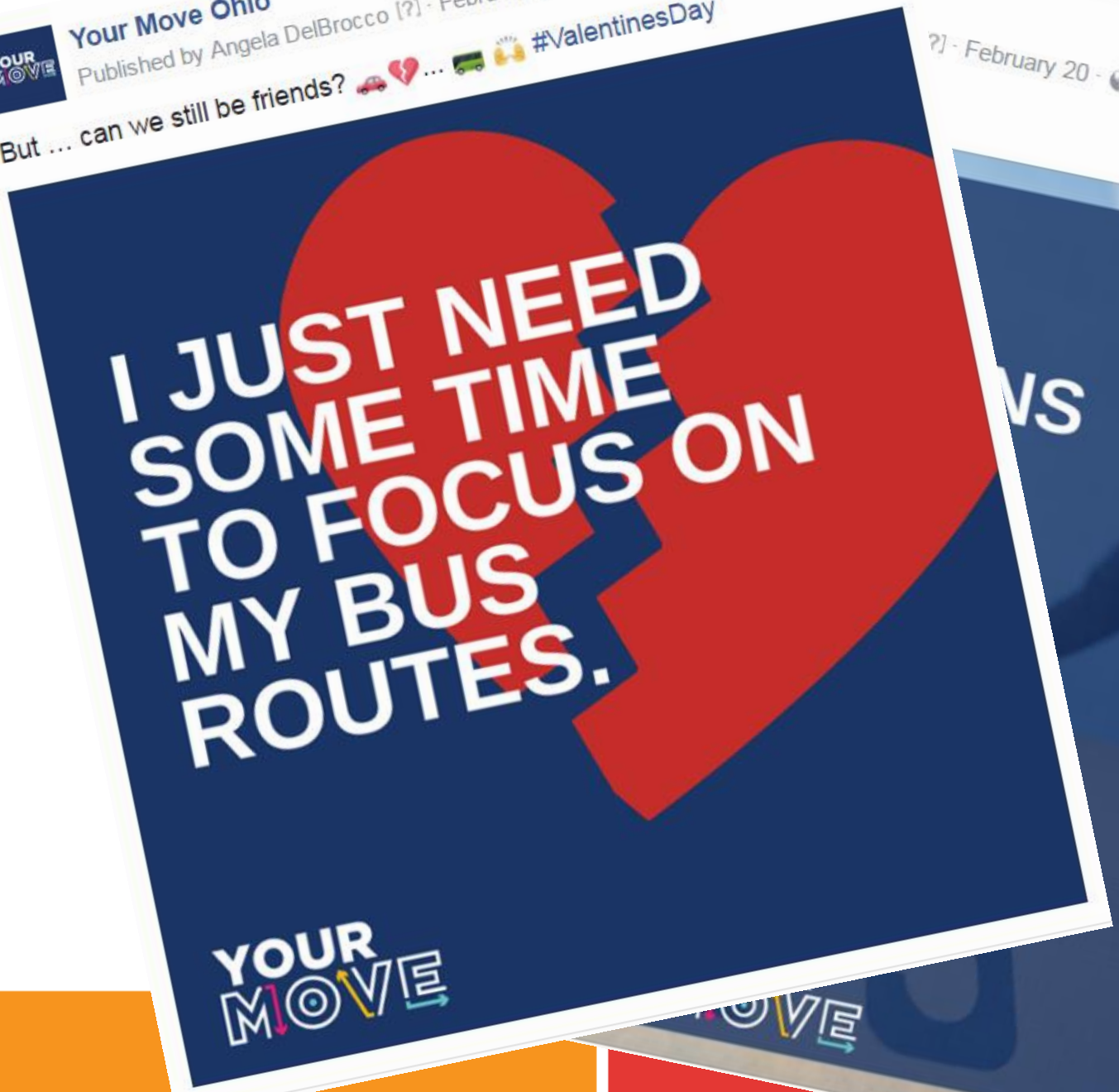
Your Move Ohio
Published by Angela DelBrocco [?] · February 14 ·

But … can we still be friends? … #ValentinesDay



?] · February 20 ·

Creating Healthy Communities
Preventing Chronic Diseases in Ohio

Your Move Ohio
Published by Angela DelBrocco [?] · February 14 ·

But … can we still be friends? 🚗💔… 🚌🙌 #Val

Your Move Ohio
Published by Angela DelBrocco [?] · January 31 ·

This safety discovery may inspire you to think twice about how you commute.

Commuters Reduce Their Crash Risk by More Than 90 Percent When Taking Public Transit Instead of Driving

The American Public Transportation Association (APTA) is a nonprofit international association of 1,500 public and private sector organizations, engaged in the areas of…

APTA.COM

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CHOOSE 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.
- 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 turning.
- 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 that your bike is in good working order (ABC = air, brakes, chains).
- 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 taillights 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 in crosswalks and at marked intersections. 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.

/YourMoveOhio

@YourMoveOhio

#YourMoveOhio

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Experiential Learning

Partnering with Public Health

Walking to Public Transit

Steps to Help Meet Physical Activity Recommendations

Lilah M. Besser, MSPH, Andrew L. Dannenberg, MD, MPH

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(Am J Prev Med 2005;29(4):273–280)

Professional Development Rides

- Opportunity to experience existing street infrastructure as a cyclist
- Participants report an increased understanding of why cyclists make the choices they do
- The rides help them evaluate bicycle-related infrastructure designs by providing hands on experience.

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I learned the viewpoint of the cyclist. I learned traffic laws. Misconceptions were cleared up.

- PARTICIPANT

Experiential Learning

Creating Healthy Communities
Preventing Chronic Diseases in Ohio

GroundWork

Single Issue Newsletter
Every Other Week

Topics:

- Mixing Zones
- State and US Bike Route System
- Left Turn Boxes
- Leading Pedestrian Intervals (LPIs)
- Speed Kills

If you do not wish to receive future issues, click here to unsubscribe immediately.

GroundWork
Active Transportation News

Issue 8: Mixing Zones

What is a Mixing Zone?

Well, it's not where you mix the eggs into the batter. A mixing zone, also called a combined lane, is where bicyclists and motorists can expect to merge. The most common mixings are a right turn lane and bike lane at an intersection. A mixing zone has markings for motorists and bicyclists. Typically, a mixing zone is identified by the dashed lines like in the image below.

Why Have a Mixing Zone?

A mixing zone benefits motorists and bicyclists. It gives a visual cue to expect each other in the shared lane. One experimental use of a mixing zone is a dashed bicycle lane. *Criteria* for this use is currently very strict. A mixing zone also guides bicyclists to the left of turning cars.

Learn More

- **FHWA Design Guide – Mixing Lanes** – *Read more*

Questions? Feedback?

- Drop us a line, *bikeohio@dot.ohio.gov*

DEATHS SO FAR THIS YEAR IN OHIO
16 BICYCLE
81 PEDESTRIAN

Lessons Learned

- Transportation and Equity
  - Physical Activity… and more
- Collective Impact
  - Building momentum across sectors
- Framing the Problem
  - Problem solving with multimodal transportation
- Dual Approach
  - Creating opportunities at the State Level
  - Supporting work at the Local Level

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CHC Resources

Active Transportation

Ohio Active Transportation Plan

The Ohio Active Transportation Plan outlines statewide priorities related to increasing access to safe, active transportation in Ohio which includes walking, biking, and taking the bus. The goals of the plan are to reduce injury and fatality and to increase the number of Ohioans choosing to walk, bike, and take the bus.


EMPHASIS AREA
SPECIAL VEHICLES AND ROADWAY USERS

Active Transportation Plan
For Ohio's Strategic Highway Safety Plan

GOALS

THE LEADERS

THE STRATEGIES
- Education
- Infrastructure
- Policy
- Data

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CHC Resources

Active Commute

Active Commuting, such as walking, biking or taking public transit, can make a positive impact on employee health, happiness, and productivity. This toolkit is designed to help you encourage active commuting in your own worksite, or to provide technical assistance to another worksite. The following tools can be used to accompany a comprehensive worksite active commute initiative.

Appendix Items:

Bicycle Commuting Lunch and Learn

Email Bridgette.mccullough@odh.ohio.gov for Power Point presentation

Employee Biking Signage

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CHC Resources

Complete Streets

Complete streets policies ensure that communities support all residents in getting around safely, no matter their age, income, or ability.

Complete Streets
FACT SHEET

What are Complete Streets?

Complete Streets are streets designed and built for everyone. They are safe, comfortable, and convenient for people of all ages and abilities to travel by foot, bike, transit, and car.

Complete Streets begins with a policy that changes the process for designing, building, operating and maintaining the public right-of-way.

What is a Complete Streets policy? Why adopt one?

Communities who pass or adopt Complete Streets policies create the basis for on-going investments to support all users, even when leadership changes. The policy directs a community's transportation planners and engineers to routinely design and operate the entire right of way to provide safe access for all users. Under these policies, there is no need to prove pedestrian, bicycle and transit facilities are needed; it is assumed they're needed unless proven otherwise.

An ideal Complete Streets policy includes:

- A vision
- All users and modes
- All projects and phases
- Clear, accountable exceptions
- Network connectivity
- All jurisdictions
- Inclusive, flexible design guidelines
- Context-sensitivity
- Performance measures
- Implementation steps
- Equity considerations

What are the benefits of Complete Streets?

- Networks that support all transportation modes and provide more transportation choices
- Streets that are safer for each each mode and all modes together
- Networks that offer mobility for people with disabilities and make it easier to use strollers, carts, etc.
- Networks that make it easier for people to replace car trips with non-polluting, active transportation trips, like walking and biking
- Networks that improve access to retail and increase property values
- A policy that invests in building streets right (i.e., complete) instead of retrofitting

Ohio Department of Health

List of Ohio's Complete Streets Trainers

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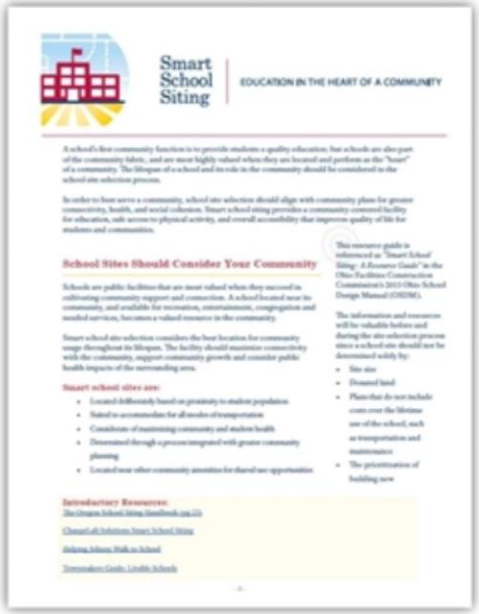
CHC Resources

Smart School Siting

Location and facility design of schools play a large role in overall community connectivity and active transportation. Click on the Smart School Siting Fact Sheet and Resource Guide below to learn more about important considerations, coordination with partners, and other opportunities in the school siting and design process.



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YOUR MOVE

Funding Finder Tool

The Funding Finder is an searchable online resource active transportation-targeted funding. It is cross-disciplinary in that it includes funding sources for transportation planners and engineers, transit professionals, public health professionals, citizens, advocates, and non-profits, etc.

Resources available to only certain public agencies are listed separately and intended to help you learn about opportunities to affect how the funding is used for active transportation.

The tool searches a Ohio-focused data base through several filters and returns resources matching the selected options for each filter. **These filters are:**

- the activity purpose (such as master planning, installing bike racks, creating and education and outreach program
- type of funder (state, federal, foundation and innovation)
- minimum amount of funding needed
- maximum match available (if any)

Includes funding resources developed for Ohio and includes grant programs managed by the Ohio Department of Transportation, several federal agencies, and various other organizations and funding mechanisms.

The Funding Finder is a place to begin a search for grant funding, based on selections made of the four filters by the user. The user will need to review information on each funding resource 'returned' by the search to determine which of them to pursue.

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