



BICYCLE FRIENDLY STATE REPORT CARD



STATE RANKING OVERALL (OUT OF 50)

#18

TOTAL COUNTS

BICYCLE FRIENDLY COMMUNITIES 17
 BICYCLE FRIENDLY BUSINESSES 42
 BICYCLE FRIENDLY UNIVERSITIES 4

SEE THE DATABASE MAP: BIKELEAGUE.ORG/BFA/AWARDS

OHIO

Summary

Ohio has taken some positive steps on our Bicycle Friendly Actions, including a new safe passing law that requires a motorist passing a person on a bicycle to give at least three feet. This new law is the result of a long-term legislative advocacy effort by the Ohio Bicycle Federation and a welcome victory for bicyclists in Ohio. Unfortunately, the Legislation & Enforcement category remains Ohio's worst category compared to other states. This is primarily due to a lack of distracted driving laws found in most other states.

Somewhat surprisingly, Ohio does relatively well in the Infrastructure & Funding and Evaluation & Planning categories. This is surprising because Ohio has never had a statewide bicycle plan and does not have a complete streets policy. Category scores show that despite the lack of these overarching planning policies and practices, the state has nevertheless pursued bicycle projects and planning. Adopting either a Complete Streets policy or Bike Plan may pave the way to more improvements.

Ohio may be able to overcome its lack of a complete streets policy and statewide bike plan because it has Julie Walcoff, winner of the Association of Pedestrian and Bicycle Professionals' 2017 Public Sector Professional of the Year award, and other dedicated staff in the Ohio DOT. This award recognized Julie as one of the most effective State DOT bicycle and pedestrian coordinators in the country. Julie's accomplishments include overseeing \$64 million in active transportation projects, leveraging millions in CDC funds through a partnership with the Ohio Department of Health, implementing U.S. Bike Route 50, and establishing a successful data-driven Safe Routes to School program.

Feedback Points

In 2016, the Ohio legislature passed a law requiring that motor vehicles pass bicyclists at a safe distance of at least 3 feet. This was a long-time goal of bicycle advocates and is a great recognition of the need to prioritize bicyclist safety in traffic laws and transportation projects. The Ohio DOT and public safety agencies should continue to make sure that the public is aware of this law and that police are educated in its enforcement through initiatives such as #YourMove.

Adopt a statewide complete streets policy. Advocacy groups such as the Greater Ohio Policy Center are actively working with the Ohio legislature to adopt a suitable complete streets policy that

promotes safe active transportation. In the absence of an adopted policy and statute, the Ohio DOT is releasing guidance that will direct its transportation planners and engineers to routinely design and operate the right of way to enable safe access for all users, regardless of age, ability, or mode of transportation.

Adopt a primary enforcement texting ban for all drivers that prohibits, at a minimum, writing or sending text messages while driving. As of July 217, 43 states have a primary enforcement texting ban for all drivers.

Adopt a statewide bicycle plan that addresses each of the five "E's", ...

» Feedback Continued on Page 3

STATE ADVOCACY GROUP: OHIO BICYCLE FEDERATION

Comparison States	
National (Overall)	Midwestern Region (out of 13)
16. Illinois	2. Michigan
17. Maine	3. Illinois
18. Ohio	4. Ohio
19. Georgia	5. Wisconsin
20. North Carolina	6. Iowa

Categories	Rank out of 50
Infrastructure & Funding	7
Education & Encouragement	22
Legislation & Enforcement	36
Policies & Programs	28
Evaluation & Planning	13

Bicycle Friendly Actions	✓ = Progress ✓ = New in 2017
Complete Streets Law / Policy	
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	
2% or more fed funds on bike/ped	✓
Bicycle Safety Emphasis Area	✓

Federal Data on Biking		Rank
Ridership	0.3% of commuters biking to work ⁱ	34/50
Safety	11.2 fatalities per 10k bike commuters ⁱⁱ	35/50
Spending	\$2.54 per capita FHWA spending on biking and walking ⁱⁱⁱ	22/50


ⁱ This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.





The Category Scores below are aggregated from smaller sub-categories—each of which is sorted in descending order, from the topic with the highest possible points available to least.

 Infrastructure & Funding Ranked 7 th of 50 States	
Design and Existence of Infrastructure Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	30/38 pts
State Transportation Funding Does the state report that funding is allocated to bicycling?	28/28 pts
Use of Federal Transportation Funding Does the state take advantage of available federal funding for biking and walking?	8/16 pts
Planned and Recently Built Bicycle & Pedestrian Facilities How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	10/10 pts
State Transportation Funding Restrictions Does the state have any policies that limit the ability to fund bicycling and walking infrastructure?	8/8 pts
Total of Possible 100 Points: 84/100 pts	

 Policies & Programs Ranked 28 th of 50 States	
Complete Streets Does the state have a complete streets policy and processes to support its implementation?	26/56 pts
Design and Access Policies Does the state have policies in place to ensure good design and access for people who bike and walk?	4/25 pts
State of Practice Development Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	13/13 pts
Sustainable Transportation Policies Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	4/6 pts
Total of Possible 100 Points: 47/100 pts	

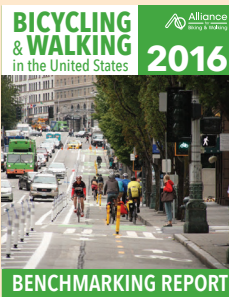
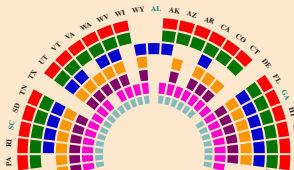

 Education & Encouragement Ranked 22 nd of 50 States	
State DOT Education & Encouragement Support Does the state DOT support bicycling and walking events and education materials?	35/35 pts
Mode Share Do many people bike to work and is that number increasing relative to other modes?	3/30 pts
Driver Education Requirements Does the state require drivers to answer questions about bicyclist safety as part of the driver's licensing test?	5/20 pts
Advocacy Does the state have a bicycle advocacy group that is a member of the League of American Bicyclists or was identified by the state?	15/15 pts
Total of Possible 100 Points: 58/100 pts	

 Evaluation & Planning Ranked 13 th of 50 States	
State DOT Bicycle & Pedestrian Plans Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	35/48 pts
Bicycle and Pedestrian Safety Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	27/34 pts
Understanding People who Bike and Walk Does the state have programs in place to collect data on people who walk and bike?	3/10 pts
Formal User Group Engagement Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	8/8 pts
Total of Possible 100 Points: 73/100 pts	

 Legislation & Enforcement Ranked 36 th of 50 States	
Laws that regulate driver behavior and methods of enforcement Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	7/37 pts
Laws that restrict the behavior of people who bike and walk How does the state unnecessarily restrict the behavior of people who bike and walk? (low points = more restrictions)	25/28 pts
Laws that create protections for people who bike and walk Does the state have laws that provide specific protections for people who bike and walk?	21/25 pts
Laws that influence the built environment Does the state allow speed limits of 20 mph or less?	2/10 pts
Total of Possible 100 Points: 55/100 pts	

Dig into the data: Robust interactive report + Downloads

The Bicycle Friendly State survey used to create this ranking is also the basis for a biennial report. Explore tons of bicycling, walking, & health data on states and cities at bikingandwalkingbenchmarks.org.



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Feedback Points, CONTINUED

>> Cont'd from Page 1

...has clear implementation actions, and performance measures to gauge success. Ohio is one of 16 states that has never had a statewide bicycle plan. The statewide bicycle planning process is an opportunity to examine and align agency processes with improvements for the safety and mobility of people who bike, including the inclusion of bicycle facilities in routine restriping. As one of our five Bicycle Friendly Actions, the lack of a statewide bicycle plan makes it difficult for Ohio's ranking to improve, despite a variety of planning efforts encompassed by Ohio's participation in the U.S. Bicycle Route system, the state's efforts for active transportation in its Strategic Highway Safety Plan, and long-range planning in Access Ohio 2040.

Remove the guidance from the Ohio MUTCD which states that BEGIN and END signs should be used with Bikes May Use Full Lane signs. Ohio law allows cyclists to use the full lane on all roads (except limited access freeways), and the END sign does not reflect that law. This guidance is also not consistent with the FHWA MUTCD.

Update the Ohio policy on rumble striping to reflect FHWA guidelines that rumble stripes and strips should only be used on shoulders that are wider than 4 feet.



ABOUT THE LEAGUE & MEMBERSHIP

Support the League by becoming a member today and add your voice to the bicycling movement! **Over 75% of our funding comes from individuals.** Members support our time-tested programs like Bicycle Friendly America, Smart Cycling and Federal Advocacy. As a member, you'll enjoy valuable perks like *Bicycling Magazine*, discounts at dozens of national bike retailers and manufacturers, and exclusive pricing to the National Bike Summit. Together, let's advance bicycling on Capitol Hill and in your community!

WE BELIEVE

Bicycling brings people together. When more people ride bikes:

- » Life is better for everyone;
- » Communities are safer, stronger and better connected;
- » Our nation is healthier, economically stronger, environmentally cleaner and more energy independent.

OUR VISION

is a nation where everyone recognizes and enjoys the many benefits and opportunities of bicycling.

OUR MISSION

is to lead the movement to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.

SMART CYCLING RESOURCES



Bike Safety Education is a key component to keeping roadways safe for all users. Having League Cycling Instructors (LCIs) in your state creates more opportunities for bike safety education to be shared. LCIs are certified by the League through an intense 3-day seminar focused on how to effectively deliver the Smart Cycling curriculum. To host a LCI seminar in your state, contact education@bikeleague.org.

Visit bikeleague.org/ridesmart to access Smart Cycling videos, Smart Cycling Quick Guides (available in English & Spanish), and Smart Cycling manuals.

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