



# BICYCLE FRIENDLY STATE REPORT CARD

# OHIO

RANKED

# 18

OF 50

STATE ADVOCACY GROUP:  
OHIO BICYCLE FEDERATION

## Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Ohio, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Ohio.

The Ohio Department of Transportation is in the process of developing its first statewide plan focused on biking and walking, Walk.Bike.Ohio. Continue to use this planning process to identify ways to make bicycling and walking safer, and engage the DOT and local agencies through training and technical assistance on safer roadways for all users.

Our analysis of Ohio's statutory speed limits found that current laws do not set a statutory speed limit in residential areas and that traffic engineering studies are required to change speed limits. Consider whether these current laws provide appropriate guidance to local governments who may want to lower speed and whether clarification on those issues is helpful.

It is a great time for citizens in Ohio to engage with state bicycling and walking issues, through the Walk.Bike.Ohio plan, development of US and state bike routes, and the Your Move Ohio campaign there are many efforts where citizens can impact the work of the Ohio DOT and help improve the safety of people who bike and walk.

Ohio should undertake a multi-agency effort to coordinate safety messaging related to bicycling. This should include the recently passed 3 foot passing law and bicycle education, such as the Ohio Bicycle Federation's Street Smarts book. The current Your Move Ohio effort is a great place to build from.

Congratulations on adopting a safe passing law that requires drivers to provide at least three feet when overtaking a person on a bicycle. It is important for the state to promote this law to the public, law enforcement, prosecutors, and judges so that it is implemented and will make people bicycling safer.

Congratulations on adopting a "dead red" law that allows a person bicycling to proceed through a red light when that light does not detect the person on a bicycle and the intersection is clear. This common sense law ensures that no person is stuck choosing to obey the law or proceeding when safe when a signal does not detect them.

Adopt a statewide Complete Streets policy. The National Complete Streets Coalition has a model state policy and a variety of other resources to ensure adoption and implementation.

Commute to work data is one of the rare national datasets on the prevalence of bicycling. While this data captures less than a quarter of bicycle trips, it illustrates the likelihood that bicycling is a viable transportation option. Ohio has a lower than average bike commuting rate and should make it a priority to provide a viable bicycle network system in its communities, particularly where state roads pose a barrier to bicycling.

Ohio should update its Engineering Design Standards to include protected bike lanes. In 2017, a majority of states reported that they have such standards and they are expected in the next AASHTO Bike Design Guide.

	Infrastructure & Funding	C
	Education & Encouragement	C
	Legislation & Enforcement	C
	Policies & Programs	D+
	Evaluation & Planning	C+

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions <a href="http://bikeleague.org/bicycle-friendly-actions">bikeleague.org/bicycle-friendly-actions</a>	Action Taken?
Complete Streets Law / Policy	✓
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	In Progress
2% or more federal funds on bike/ped	✓
Bicycle Safety Emphasis Area	✓

Federal Data on Biking		Rank
Ridership	0.3% of commuters biking to work	36/50
Safety	12.4 fatalities per 10K bike commuters <sup>ii</sup>	35/50
Spending	\$2.82 per capita FHWA spending on biking and walking <sup>iii</sup>	27/50


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


<sup>ii</sup> 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.


<sup>iii</sup> 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.


# Category Breakdown:


# OHIO

 <b>Infrastructure &amp; Funding</b> Ranked 20 of 50 States <span style="float: right; border: 1px solid white; border-radius: 50%; padding: 5px 10px; font-weight: bold; color: white;">C</span>	
<b>DESIGN AND EXISTENCE OF INFRASTRUCTURE</b> Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	C
<b>STATE TRANSPORTATION FUNDING</b> Does the state allocate funding to bicycling or limit state funding for bicycling?	C+
<b>USE OF FEDERAL TRANSPORTATION FUNDING</b> Does the state take advantage of available federal funding for biking and walking?	B
<b>PLANNED AND RECENTLY BUILT BICYCLE &amp; PEDESTRIAN FACILITIES</b> How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	B-

 <b>Policies &amp; Programs</b> Ranked 35 of 50 States <span style="float: right; border: 1px solid white; border-radius: 50%; padding: 5px 10px; font-weight: bold; color: white;">D+</span>	
<b>COMPLETE STREETS</b> Does the state have a complete streets policy and processes to support its implementation?	D-
<b>DESIGN AND ACCESS POLICIES</b> Does the state have policies in place to ensure good design and access for people who bike and walk?	D
<b>STATE OF PRACTICE DEVELOPMENT</b> Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	B-
<b>SUSTAINABLE TRANSPORTATION POLICIES</b> Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	B

 <b>Education &amp; Encouragement</b> Ranked 23 of 50 States <span style="float: right; border: 1px solid white; border-radius: 50%; padding: 5px 10px; font-weight: bold; color: white;">C</span>	
<b>STATE DOT EDUCATION &amp; ENCOURAGEMENT SUPPORT</b> Does the state DOT support bicycling and walking events and education materials?	A
<b>MODE SHARE &amp; ADVOCACY</b> Do people bike to work and are they organized to advocate for improvements?	D+

 <b>Evaluation &amp; Planning</b> Ranked 30 of 50 States <span style="float: right; border: 1px solid white; border-radius: 50%; padding: 5px 10px; font-weight: bold; color: white;">C+</span>	
<b>STATE DOT BICYCLE &amp; PEDESTRIAN PLANS</b> Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	C
<b>BICYCLE AND PEDESTRIAN SAFETY</b> Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	C
<b>UNDERSTANDING PEOPLE WHO BIKE AND WALK</b> Does the state have programs in place to collect data on people who walk and bike?	B
<b>FORMAL USER GROUP ENGAGEMENT</b> Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	F

 <b>Legislation &amp; Enforcement</b> Ranked 26 of 50 States <span style="float: right; border: 1px solid white; border-radius: 50%; padding: 5px 10px; font-weight: bold; color: white;">C</span>	
<b>LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT</b> Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	D+
<b>LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK</b> How does the state unnecessarily restrict the behavior of people who bike and walk?	B
<b>LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK</b> Does the state have laws that provide specific protections for people who bike and walk?	B

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:  
[BIKELEAGUE.ORG/BFA/AWARDS](http://BIKELEAGUE.ORG/BFA/AWARDS)

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit [bikeleague.org/states](http://bikeleague.org/states) or contact Ken McLeod at (202)-822-1333 or [ken@bikeleague.org](mailto:ken@bikeleague.org).

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≡ TOGETHER!

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