



BICYCLE FRIENDLY STATE REPORT CARD



0% PERCENT OF STATE IN BFC SILVER+

STATE ADVOCACY GROUP:
OHIO BICYCLE FEDERATION

OHIO

#17 NATIONAL RANK (OF 50)

#4 REGIONAL RANK MIDWESTERN (OF 13)

SEE THE REPORT CARD USE GUIDE

		F	D	C	B	A	
	Infrastructure & Funding			C			Considers the use of federal transportation funding, state transportation funding, and the existence of bicycle infrastructure in the state.
	Education & Encouragement				B		Considers bicycle mode share, advocacy, state goals to increase bicycling, and whether the state sponsors a conference on bicycling.
	Traffic Laws & Practices				B-		Considers traffic laws related to bicyclist safety and practices for automated enforcement and preventing racial disparities in traffic law enforcement.
	Policies & Programs			C			Considers Complete Streets policies and programmatic support for implementing bicycling improvements, including staffing and integrating public health.
	Evaluation & Planning				B		Considers state bicycle plans, safety outcomes, guidance on bicycle facilities, data collection on bicycling and walking, and public engagement of bicyclists.

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.

Adopt a statewide Complete Streets policy or other policy that institutionalizes planning, designing, and building safe places for people to bike and walk as part of the transportation system.

Ohio has a bicyclist fatality rate worse than the national average. From 2009-2018, 20% of bicyclist fatalities have been on state owned roadways despite those roads accounting for only 16% of Ohio's roadways. Arterial roadways accounted for 46% of bicyclist deaths and serious injuries, more than any other roadway type. Addressing arterial roads is key to improving bicycle safety.

The recently adopted Walk.Bike.Ohio plan is a great plan with model plans on which communities can build their own. With a forthcoming multimodal design guide, it is important for the Ohio DOT to strongly support implementation and ensure that all district offices are working in a coordinated manner to improve safety for people biking and walking.

Local advocates urge the Ohio legislature to take action on stronger traffic safety laws, including banning handheld cell phone use while driving and strengthening automated speed enforcement programs. The legislature and the Governor's Traffic Safety Council should work together to implement a Safe System Approach that uses planning, design, and traffic laws to create self-enforcing streets.

The League is glad to hear that the Ohio DOT has convened its first Active Transportation Advisory Committee in 2021. Providing an ongoing forum for ODOT and partners to discuss bicycling and walking initiatives and chart progress on statewide goals will help continue support for the Walk.Bike.Ohio plan and other initiatives.

Bicycle Friendly Actions	Progress?
Complete Streets Law / Policy	No
Safe Passing Law (3ft+)	Yes
Statewide bike plan last 10 years	Yes-New/Updated
2% or more federal funds on bike/ped	Yes
Bicycle Safety Emphasis Area	Yes

Federal Data on Biking	Rank
Ridership 0.29% of commuters biking to work	33/50
Safety 11.3 fatalities per 10K bike commuters	33/50
Spending \$3.46 per capita FHWA spending on biking and walking	18/50

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

The Bicycle Friendly State ranking is based on a comprehensive survey—with over 100 data points—completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202) 822-1333 or ken@bikeleague.org.