

# Draft

## **Chapter Four- Recommended Programs:**

There are many parts that go into planning. Planning agencies have the role of gathering and presenting information, but cannot tackle community-wide issues alone. Below is a description of areas that were identified as lacking in the community and suggestions on how they can be addressed as a region. Staff utilized a similar approach as the Safe Routes to School Program<sup>1</sup> in emphasizing solutions based on engineering, education, enforcement and encouragement based activities.

As seen in Chapter Three, there are already many programs that are occurring within the planning region, but as with anything there is always room for improvement. Planning staff created the following program recommendations based off the steering committee discussions and public outreach information that was gathered during the planning process. These areas were grouped into overarching issues with suggestions on how programs can be carried out. Issues regarding education and law enforcement came up most frequently in discussions.

### **Non-Infrastructure Recommended Programs**

#### **Overarching Issue: Education**

Local Examples/Concerns-

- Wrong way bicycle riding/walking, confusion of where to ride/walk and not following traffic laws.
- Drivers not sharing the road with other roadway users.
- There is nowhere to bike, our facilities are no good.

#### **Possible Solutions**

**Community Educational Program:** A solution to the perceived lack of education could be to have educational material readily available. Activities that could be undertaken include hosting more bicycle and pedestrian related events. Programs and events should consider being appropriate for all age levels from elementary school to older adults. When conveying information it should also be presented in a way in which it can be easily understood.

#### ***Resources:***

- *Ohio Bicycling Federation-Digest of Ohio Bicycle and Traffic Laws:*  
<http://www.ohiobike.org/index.php/digest-of-ohio-bike-laws>
- *Ohio Department of Transportation-sharing the road with other users:*  
[http://zerodeaths.ohio.gov/public/pdf/Tools-ShareTheRoad\\_Tipcard.pdf](http://zerodeaths.ohio.gov/public/pdf/Tools-ShareTheRoad_Tipcard.pdf)

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<sup>1</sup> <http://www.saferoutesinfo.org/>

- *Erie County Regional Planning MPO- active transportation:*  
<https://www.eriecounty.oh.gov/ErieCountyActiveTransportation.aspx>
- *Department of Transportation- encouraging and promoting safe bicycling and walking:*  
<https://www.transportation.gov/mission/health/Encourage-and-Promote-Safe-Bicycling-and-Walking>

**Existing Local Infrastructure and Communication Program:** There are places to walk and bike locally as seen in section two, but many times people are unaware of the location of these facilities. Conveying to the public where they can walk and bicycle and what amenities are available locally is important. Projects that could be undertaken include mapping out routes for use on Global Positioning System (GPS) and/or smart phone devices so the information is portable and easily accessible. Another program that could assist the public would be create an inventory of routes with perceived comfort levels.

**Resources:**

- *ERPC MPO-Local Bicycle and Pedestrian Facilities:*  
<https://www.eriecounty.oh.gov/ErieCountyActiveTransportation.aspx>
- *The Northeast Ohio Areawide Coordinating Agency Bike Maps:* <https://www.noaca.org/regional-planning/transportation-planning/bicycle-pedestrian-planning/bike-maps>
- *Route mapping applications:* <https://www.mapmyride.com/> and <https://ridewithgps.com/>

**Who could be involved?** ERPC MPO, Local law enforcement, bicycle/walking enthusiast, medical facilities, public media outlets, public educators, recreation departments and public and other safety oriented organizations/agencies.

**Overarching Issue: Enforcement**

Local Examples/Concerns-

- It is not safe to walk/bike.
- Dogs are not being controlled within the community.
- Illegal behavior from pedestrians/bicyclist/drivers is occurring and not being corrected.

**Possible Solutions**

**Law Enforcement Workshops and Civic Engagement:** Although much of this area is controlled by the state, locals can expand their knowledge on the topic by holding workshops and providing educational resources to those in the field. It is suggested that officers are provided guidance to better assist these groups and how to handle common situations. It should be encouraged that if an officer observes behavior that is incorrect they should make an effort to inform the citizen on how they should act. Under this category there was a lot of comments related to handling dogs.

This may be a useful topic to address. Working with the local animal shelters related agencies to create an educational brochure may be a worthwhile task.

**Resources:**

- Video for law enforcement officials: <http://www.cazbike.org/law-enforcement/>
- Brochure on Ohio bicycle and pedestrian related laws: [http://www.bikecleveland.org/wp-content/uploads/2015/04/ENFORCEMENT\\_BROCHURE\\_BIKE\\_PED-SAFETY.pdf](http://www.bikecleveland.org/wp-content/uploads/2015/04/ENFORCEMENT_BROCHURE_BIKE_PED-SAFETY.pdf)
- Ohio Dog Control Law: <http://codes.ohio.gov/orc/955.28>

**Who could be involved?** MPO Citizen Advisory/Safety Community, Partners for Prevention, Local law enforcement, pet owners, the public, the Erie County Dog Warden, the Humane Society and other similar agencies

**Overarching Issue: Tourism and Connection Potential:**

Local Examples/Concerns-

- Events regarding bicycling should be brought back and/or created.
- More trails should be built to attract tourist.

**Possible Solutions:**

It is suggested that an action plan to **connect Erie County's infrastructure into neighboring bicycle systems** (including the North Coast Inland Trail and the Firelands Rails to Trails) be created. By connecting to other areas the bicycle and pedestrian network can be extended and incorporated regionally. Areas to examine potential connections include Ottawa County, into Lorain County and the City of Vermilion and into Huron County through both the City of Bellevue and the Village of Milan. Consideration should also be given to the Lakefront Connectivity Transportation for Livable Communities Initiates Trail recommendation, by the Environmental Design Group, which is to utilize US 6 to connect the Cities of Vermilion and Lorain.

In regards to holding tourism related events, venues could be built or held near these connection points to attract active transportation tourists. Locally, the City of Bellevue has utilized the North Coast Inland Trail to garner more tourist by guiding portions of the trail through their downtown. It is suggested that a coalition or group be formed to spearhead this effort locally. In regards to promoting walking related events, it is suggested that community events such as 5K's be held in urbanized built areas.

ERPC staff has compiled some marketing information on promoting bicycling and walking tourism under their active transportation website. The agency can assist with collaborating with LESI on public outreach to promote recreational type activities. Locally, it hopeful that tourism and recreational related industries can further this effort.

### **Resources:**

- *Lorain County North Coast Inland Trail:* <http://www.visitloraincounty.com/directory/north-coastinland-trail-lorain-county-metro-parks/>
- *Firelands Rails to Trails:* <https://www.firelandsrailstotrails.org/>
- *Lorain County Back Roads and Beaches:* <http://www.visitloraincounty.com/business/back-roads-andbeaches/>

**Who could be involved?** Local Chamber of Commerce, Main Street Associations, bicycle and/or walking enthusiast, Lake Erie Shores and Islands Tourist Bureau, the North Coast Inland Trail, Erie Metro Parks, private businesses, non-profit stakeholders and the public

**General Infrastructure Based Programs:** Within the recommended infrastructure portion of the plan specific projects were mentioned. This portion of the plan cover a more generalized approach to address community concerns and includes possible solutions to these issues. In general engineering terms, separated paths and infrastructure maintenance were brought up and identified by the public as being important to the community.

### **Overarching Issue: Engineering**

Local Examples/Concerns:

- Cars and bicycles should be separated.
- More infrastructure such as air filling stations, signage, benches and dog waste dispensers.
- Sidewalks and other facilities are not being maintained.

### **Possible Solutions:**

**Reconfigured Streets and Separated Bicycle Paths:** In general most bicycle riders and drivers would agree that they are more comfortable being separated, but unfortunately the resources required to create and maintain those facilities are not always available or an option. Although good in theory, one of the main impediments to making this idea the norm is cost (see the Appendix X for estimates) as well as jurisdiction's being responsible for additional maintenance and possibly more liability.

A lower cost option that could provide some mode separation would be to undergo a road diet, or repurposing the pre-existing infrastructure. This concepts works best in areas where infrastructure was originally built for heavier traffic volumes, but for various reasons now have lower volumes. This could be due to numerous factors such as a highway diverting traffic, a reduction in population etc. In order to undergo this treatment a road should be studied by a roadway engineer to determine if a change is feasible and/or recommended.

The road could be restriped to be “skinner” allowing multi-modal users to utilize the sides of the road, or it could be completely closed to vehicular traffic and repurposed. If the option above does not work additional infrastructure may be built too. Funding strategies will be discussed the in Implementation section of the plan.

**Resources:**

- *Federal Highway Administration- Guide on Road Diets:* [https://safety.fhwa.dot.gov/road\\_diets/](https://safety.fhwa.dot.gov/road_diets/)
- *City of Denver :* <https://www.denverpost.com/2019/09/24/denver-bus-bike-lanes-15th-downtown/>
- *Open Streets movement:* <https://openstreetsproject.org/>

**Red Light Cameras:** In places where walking and bicycling is common the installation of red light cameras may be beneficial to reduce red light infractions. The lights are typically installed by the “road way owner”. Locally, owners typically include the Ohio Department of Transportation, a local jurisdiction or the Erie County Engineer’s Office. The first step to get these amenities would be to contact the owner of the road. Be mindful, this approach is very controversial and that the road owner may or may not agree that these amenities are needed or applicable. The pricing on these cameras and companies that provide them vary. Some road owners buy the cameras and keep the profits generated by them and others contract them out with a third party. The MPO staff can assist you in finding out who the road owner is if needed.

**Resources:**

- *Camera installation* <https://www.govtech.com/dc/articles/Toledo-Ohio-Traffic-Camera-Data-Reveals-Offender-Hot-Spots.html>
- *The Ohio Department of Transportation’s Transportation Data Management System:* <https://odot.ms2soft.com/tcds/tsearch.asp?loc=odot>
- *Local grants can also be obtained (see the Implementation Section of this plan)*

**Signage and Lighting Installation:** As with the installation of red light cameras, signage and lighting installation many times is dictated by whomever owns the road. A similar approach as suggested above with the cameras is recommended. Signage can be useful in alerting driver’s that bicyclist may be on the road. Lighting can also reduce crime and possible crashes by improving visibility. Again, a transportation engineer or other roadway professional should be the one who determines signage installation/lighting placement.

**Resources:**

- *National Association of City Transportation Officials:* <https://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/bike-route-wayfinding-signage-and-markings-system/>

**Sidewalk Maintenance:** Sidewalk maintenance came up in almost every walking related discussion based around this plan. Sidewalks are maintained by the homeowner that unless other ordinances have been passed. Having a dedicated funding stream or having an incentive for the homeowner to repair sidewalk alleviates some of the strain on homeowners. Having a program in place ensures that sidewalks are generally repaired/in good condition and that the jurisdiction is not overly burdened with a failing sidewalk system. In the unincorporated areas sidewalk repair is almost always the home owner's responsibility. Cost estimates for sidewalk installation can be found in Appendix X.

**Resources:**

- *The City of Sandusky's program:*  
[http://www.ci.sandusky.oh.us/residents/public\\_works/index.php](http://www.ci.sandusky.oh.us/residents/public_works/index.php)
- *City of North Olmstead's program:* <https://www.north-olmsted.com/engineering-department/sidewalk-program/>
- *City of Cleveland's program:*  
<http://www.city.cleveland.oh.us/CityofCleveland/Home/Government/CityAgencies/PublicService/EngineeringConstruction/BureauOfSidewalks>