

Chapter 3 GOALS AND OBJECTIVES

To double the current percentage of total trips made by bicycling and walking; and to simultaneously reduce by ten percent the number of bicyclists and pedestrians killed or injured in traffic crashes.

FHWA, The National Bicycling and Walking Study –
Transportation Choices for a Changing America,
Chapter 1 – Goals

OKI serves the Greater Cincinnati region as the federally designated Metropolitan Planning Organization (MPO), a body primarily composed of the region's local governments. It is charged with determining the region's transportation needs and with equitably allocating available funds to implement planned projects. Partners in the process include the region's transit providers and the respective three state transportation departments.

As described in the first chapter, the scope of regional transportation planning has expanded beyond the construction of highways to include transportation impacts on land use, air quality and social equity. To the extent that non-motorized travel (bicycling and walking) can contribute to these overall regional concerns, they are being encouraged.

The OKI Regional Bicycle Plan is intended to serve as a guide for the improvement and expansion of the bicycle transportation system in the OKI region, to encourage the use of the bicycle as a mode of transportation, and to serve the needs of bicyclists in the region.

The following goals are directed toward achieving the vision stated in Chapter 1 and are general statements for defining the specific actions stated in the accompanying objectives.

GOAL 1: Develop a regional bicycle system that is integrated with other transportation systems.

Objectives:

- A. Define a regional bicycling system comprised of on-street and trail facilities to serve the transportation and recreation needs of bicyclists of all ages.
- B. Coordinate bicycle planning with other local, county, regional and state transportation plans, programs and projects. Encourage local bicycle coordinators.
- C. Identify and recommend the use of nationally accepted and/or recommended design guidelines for the development of bicycle facilities, including standards for construction, signing and pavement markings.
- D. Require the appropriate bicycle facility treatments for highway construction projects funded through the OKI Transportation Improvement Program (e.g. road lane width and shoulders, storm water inlets, bridges, transit access) in urban and rural projects according to recommended Complete Streets roadway design guidelines.

GOAL 2: Promote an active and supportive bicycle culture in the Cincinnati region.

Objectives:

- A. Monitor the activities of regional and state cycling organizations and provide support as appropriate.
- B. Continue publishing the OKI Bicycle E-Info Newsletter as a digest of area cycling activities and opportunities for participating in the transportation planning process.
- C. Encourage adult cyclists to use their bicycle instead of their motor vehicle for more work and personal business trips.
- D. Provide technical assistance to units of local governments and other public and private agencies that want to expand and improve the bicycling environment.
- E. Promote improved maintenance of bikeway facilities by the responsible jurisdictions to repair damage from deterioration and remove accumulated debris.
- F. Continue to publish and update the OKI Bike Route Guides for the eight counties in the OKI region to inform cyclists of recommended roads and paths for bicycle travel.

GOAL 3: Secure adequate funding for bicycle improvements in the region.

Objectives:

- A. Identify available local, state and federal sources of funding for bicycle facilities and programs.
- B. Administer the Ohio sub-allocated Urban Area Transportation Enhancement (TE) program for the four OKI Ohio counties with an emphasis on trail facilities.
- C. Identify potential private and corporate funding sources, including user's fees.
- D. Maintain files for applicant eligibility, application requirements, project eligibility and administrative guidelines for the various funding sources.
- E. Advise local governments of upcoming application deadlines.
- F. Promote state legislation to enable gas tax revenue to be spent for bicycle and pedestrian improvements.
- G. Participate in the development and review of the OKI corridor studies and Transportation Improvement Program to incorporate bicycling and bicycle facilities into appropriate regional programs and projects.

GOAL 4: Encourage and support bicycle safety, education and enforcement programs.

Objectives:

A. Distribute bicycle safety and education materials to schools, law enforcement agencies and other organizations and individuals involved in promoting safe bicycling practices.

B. Promote and encourage bicycle safety programs, such as Safe Routes to Schools, for bicyclists, schools, law enforcement agencies, and motorists for sharing roadways and shared use paths.

C. Partner with health and community safety coalitions in the region to promote bicycle and pedestrian safety education programs.

