

# Transportation Legislative Agenda of the Toledo Region

2017-2018

Online Policy Hub: [www.tmacog.org/TMACOG\\_Trans\\_Legislative\\_Agenda/](http://www.tmacog.org/TMACOG_Trans_Legislative_Agenda/)

## Pedestrian and Bikeways Policy Brief

### FEDERAL Priorities

- Support increased funding for the Transportation Alternatives Program (TAP) that addresses bikeways, pedestrian facilities, vegetation management to improve roadway safety, historic transportation facilities, and the Safe Routes to School program.

- ✓ *Nearly 14 % of households do not have access to a vehicle.*
- ✓ *Walking and bicycling improve environmental and personal health and can contribute to stronger local economies. Ohio currently ranks 16<sup>th</sup> in the nation as a bicycle friendly state.*

### STATE Priorities

- Create and implement a multi-faceted education campaign targeting law enforcement, motorists, and bicyclists to build awareness and compliance for recently passed legislation requiring that Ohio motorists pass bicyclists leaving at least three feet of clearance.
- Support implementation of a statewide Complete Streets Policy.
- Continue and increase funding for Safe Routes to School programs and projects.
- Support renewed funding of the Clean Ohio Fund program including the Trails Fund.
- Support funding to plan and construct a signed network of bicycle-friendly street routes and multi-purpose paths that enable citizens to use bicycles as a practical means of transportation.

### LOCAL Priorities

- Support implementation of the [regional Complete Streets Policy](#) and [toolkit](#) including the addition of pedestrian and bicycle facilities (bike lanes or paths) with roadway construction projects. Encourage jurisdictions to adopt their own complete streets policies, resolutions, or ordinances.
- Support implementation of the [regional sidewalk policy](#). Enforce maintenance and snow removal policies on existing facilities, and develop new facilities that address major barriers created by expressways, railroad tracks, and rivers. For example, implement the pedestrian facilities planned on the Wooster Street crossing of I-75 and the Airport Highway crossing of I-475.
- Approve and support local designation of the U.S. Bicycle Route System Numbered Corridors.
- Pursue Safe Routes to School initiatives to encourage lifelong healthy and safe personal mobility habits.

### REGIONAL Viewpoint

- A full range of mobility choices characterizes successful regions. Walking and bicycling are two methods of non-motorized transportation that require infrastructure in the same way that autos require a network of roads, signs, and signals. Investments in sidewalks and on- and off-road bicycle facilities provide safe transport and support the same trip purposes as autos and transit. A safe, reliable, accessible, and multimodal network links employees to their places of employment and connects people of all abilities and ages to centers of commerce and to medical, educational, and recreational activities.



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