ALLEN COUNTY ACTIVE TRANSPORTATION PLAN

2024

ACKNOWLEDGMENTS

Active Transportation Report Steering Committee
Activate Allen County
ODOT Department of Planning & Initiatives
City of Lima
City of Delphos
Village of Spencerville
Village of Lafayette
Village of Cairo
Village of Beaverdam
Village of Harrod
Village of Bluffton
Village of Elida
Allen County Engineer's Office

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INTRODUCTION

The Lima/Allen County Regional Planning Commission, designated by the Governor of the State of Ohio as the Metropolitan Planning Organization (MPO) for the Lima Urbanized Area, prepared this report to serve as a policy document and modal element supporting the Allen County 2045 Long Range Transportation Plan. As an integral component of the County's Transportation Plan, the Active Transportation Plan (ATP) is intended to support the regional and local communities in their effort to develop and enhance pedestrian and bicycle networks in a comprehensive manner.

WHAT IS ACTIVE TRANSPORTATION AND WHY IS IT IMPORTANT?

Active Transportation (AT) is human-powered transportation that engages people in healthy physical activity while they travel from place to place. People walking, bicycling, using strollers, wheelchairs, and other mobility devices, skateboarding, and rollerblading are all modes of AT. Transit use is also often associated with AT as the first and last leg of transit-oriented trips are traversed using another AT mode.

The rate at which communities have accepted active transportation and implemented programs benefiting it has drastically increased since the turn of the century. The percentage of people who commute to work via

bicycle has risen by a staggering 61% from 2000-2019 (488,000 people to 805,700). Likewise, 2.8% of the American population walks to work daily, a percentage that has remained largely constant. It is for this reason that across Ohio and the nation, communities are implementing projects aimed at encouraging a shift from motor-vehicle-based transportation to an AT mode. Active transportation projects have the potential to increase the quality of life across a community and region. Some of the most common project types include:

Sidewalks
Sidewalks connect residential and commercial areas to amenities within and beyond neighborhood boundaries. Whether they are connecting a home to a school, a place of work to a lunch spot, or a wheelchair-bound person to a transit stop, a connected network of ADA-compliant sidewalks opens opportunities for healthy, self-reliant, and low-emission travel throughout the community.

Curb Ramps & Count-Down Signal Heads
The addition of curb ramps and count-down signal heads to a pedestrian network acknowledges that not all users of that network are able-bodied, due to age, disability, or injury. For those who take longer to cross the intersection, the absence of these features may cause safety concerns.

Bike Lanes, Bike Routes & Shared-Use Paths
Like sidewalks, bike facilities also connect communities to amenities, but with a greater range. Such facilities provide opportunities for necessary and recreational AT within local communities and regional tourism, connecting residents and boosting local businesses/services.

Multi-Modal Connectivity
Capping a transit or motor vehicle trip with AT is referred to as First and Last Mile Solutions. This practice allows AT modes to be considered for longer trips. Communities support First and Last Mile Solutions by promoting multi-modal trips through the installation of comprehensive sidewalk networks, bike facilities, etc., in areas near parking garages or bus routes. This concentration and variation in AT infrastructure promote seamless mode shifts allowing AT users to increase efficiency by transitioning from transit to cycling or walking.

Benefits of Active Transportation

Physical Health

Increased opportunity for recreation and destination-oriented trips using active modes of travel are key to increasing daily physical activity and reducing the risk for developing preventable, chronic diseases.

Mental Health

Physical activity reduces depression, can improve the quality of sleep, and has been shown to improve cognitive function for older adults.[1] Active transportation can also improve social conditions in communities, which contributes to positive mental well-being among residents.

Economic Development

There is broad consensus across the country, and in Ohio, that investing in active transportation produces a positive return on investment for host communities. This is especially true when it comes to trails, which serve as major regional attractions for recreational riders.

Quality of Life

Comfortable and accessible options for bicycling and walking provide a host of quality-of-life benefits. They increase the number of travel options for everyone and can lead to greater independence for older residents, young people, and others who cannot or choose not to drive. Providing a high-quality active transportation network is especially important for the mobility of community members who do not have full access to a vehicle.

Environmental Quality

Shifting to bicycling and walking trips, and concentrating development in dense walkable and bikeable communities can reduce transportation-based emissions and sprawling land use that impacts the natural environment.[2]

1. U.S. Department of Health and Human Services. 2008 PHYSICAL ACTIVITY GUIDELINES FOR AMERICANS. Washington, DC: U.S. Dept of Health and Human Services; 2008. http://health.gov/ paguidelines/pdf/paguide.pdf

2. Federal Highway Administration, National Bicycling and Walking Study, "Case Study No. 15 The Environmental Benefits of Bicycling and Walking," 1993 http://safety.fhwa.dot.gov/ped_bike/docs/ case15.pdf

PROJECT TIMELINE

This iteration of the Allen County ATP was primarily an update of the existing plan (completed in 2019) that was primarily completed to realign the report with ODOT's Walk. Bike. Ohio Plan. The process of developing the ATP began with an assessment of existing conditions and a review of other relevant plans and studies. Public input and technical analysis provided a foundation for proposed projects and prioritization of those recommendations. The final chapter includes guidance for implementation. This document summarizes the findings of the planning process and is organized into the following sections:

- Executive Summary
- Vision and Goals
- Community Engagement
- Existing Conditions
- Proposed Projects and Programs
- Priority Projects
- Implementation

VISION AND GOALS

COMMUNITY VISION AND GOALS

This ATP was written to mirror the goals laid out in the Walk. Bike. Ohio plan. They are as follows:

- **Equity:** Ensure the system accommodates users of all ages, abilities, and incomes**.**
- **Network Utilization:** Increase walking and biking usage.
- **Network Connectivity:** Promote comfortable and continuous bicycle and pedestrian facilities that connect people to destinations.
- **Safety:** Reduce bicyclist and pedestrian injuries and fatalities.
- **Livability:** Improve the quality of life for all Ohioans.
- **Preservation**: Ensure critical existing infrastructure is in a state of good repair.

ENGAGEMENT EFFORTS

KEY TAKEAWAYS

The project team collected community input through several strategies including surveys, public meetings, gap analysis, and previous report data. Early engagement identified key barriers to walking and biking, which defined areas of focus for the planning process. These focus areas included safety, connectivity, and equity. See the Community Engagement section for a summary of all engagement efforts.

- The Safety of those utilizing active transportation.
    - Citizens stated that they do not feel safe using the roadways for active transportation, primarily outside of the urban areas. They feel that drivers are unaware of pedestrians, laws are not enforced, and there is insufficient infrastructure to allow citizens to commute on safe routes (i.e., away from heavy traffic) to and from their destinations.

- The distance of the commute is not conducive for those who wish to utilize active transportation.

    - The average distance of daily commute for survey participants was 11.39 miles, a distance requiring too much time and effort.
- Lack of infrastructure necessary for effective transportation.
    - Multiple respondents pointed to the lack of connectivity between outlying rural communities and the central metropolitan hub, Lima. This shortcoming was named as a contributing factor to safety concerns as well. Citizens stated that they cannot go about their daily lives without access to a private vehicle.
- The need to maintain a professional appearance while at work.

The final takeaway from this initial round of public surveys was the general perception of the work that had been performed since the last update of the active participation plan. Most of the respondents (62%) feel that the quality of the active transportation network has improved since the last plan update and continues to support further improvements.

EXISTING CONDITIONS
KEY TAKEAWAYS

Allen County, Ohio is a 402.5 square mile county located one hour south of Toledo and one hour north of Dayton. The county seat and largest urban area is Lima, which is centrally located within the county's limits. The Lima Urbanized Area encompasses the incorporated areas of Lima, as well as parts of American, Bath, Perry, Shawnee, and Monroe townships. While the county is largely rural outside of the Lima urbanized area, eight other separate satellite municipalities surround Lima. Twelve townships make up the unincorporated areas of the county. The communities within Allen County are largely isolated from one another, all of which have their own unique active transportation facilities in various conditions. Tables 1 and 2 summarize many of the existing active transportation facilities.

TABLE 1
ALLEN COUNTY BICYCLE FACILITIES

Route Type:	*Length (Feet)*	*Length (Miles)*
Bike Lane	13,815.45'	2.62
Bike Route	41,209.42'	7.80
Bike Route +	22,951.02'	4.35
Shared Use Path	11,9739.08'	22.68
Unpaved Path	21,6190.69'	40.95
United States Bike Route	238,134.67'	45.10
Johnny Appleseed Park Trails	71,309.47'	13.51

TABLE 2 PRESENCE OF SIDEWALKS IN ALLEN COUNTY					
Political Subdivisions	*Roadway (mi)*	*Double-Sided Sidewalks (mi)*	*Single Sided Sidewalks (mi)*	*Roadway with no Sidewalks (mi)*	*Roadway with no Sidewalks (%)*
Amanda Township	93.40	0	0	93.40	100
American Township	129.33	15.28	6.35	107.70	83.28
Auglaize Township	90.09	0.01	0.18	89.90	99.79
Bath Township	136.52	7.98	1.56	126.98	93.01
Village of Beaverdam	5.45	1.10	0.35	4.00	73.39
Village of Bluffton	37.59	10.30	4.11	23.18	61.67
Village of Cairo	4.74	0.77	0	3.97	83.76
City of Delphos	48.98	20.48	4.64	23.86	48.71
Village of Elida	15.35	3.80	1.57	9.98	65.02
Village of Harrod	6.80	0.71	1.07	5.02	73.82
Jackson Township	98.24	0	0	98.24	100
Village of Lafayette	2.95	1.20	0.54	1.21	41.02
City of Lima	202.37	109.75	12.86	79.76	39.41
Marion Township	131.72	0.19	0.49	131.04	99.48
Monroe Township	114.75	0.01	0	114.74	99.99
Perry Township	108.01	1.64	1.07	105.30	97.49
Richland Township	117.31	0	0	117.31	100
Shawnee Township	145.92	1.02	4.60	140.30	96.15
Spencer Township	60.62	0	0.22	60.40	99.64
Village of Spencerville	16.45	5.81	4.07	6.57	39.94
Sugar Creek Township	75.04	0.29	0.27	74.48	99.25

Additionally, this plan builds on prior plans and initiatives developed by entities within and outside of Allen County. It looks to these plans for existing conditions data, issue identification, and recommendation support.

Table 3. Existing Plans and Policies

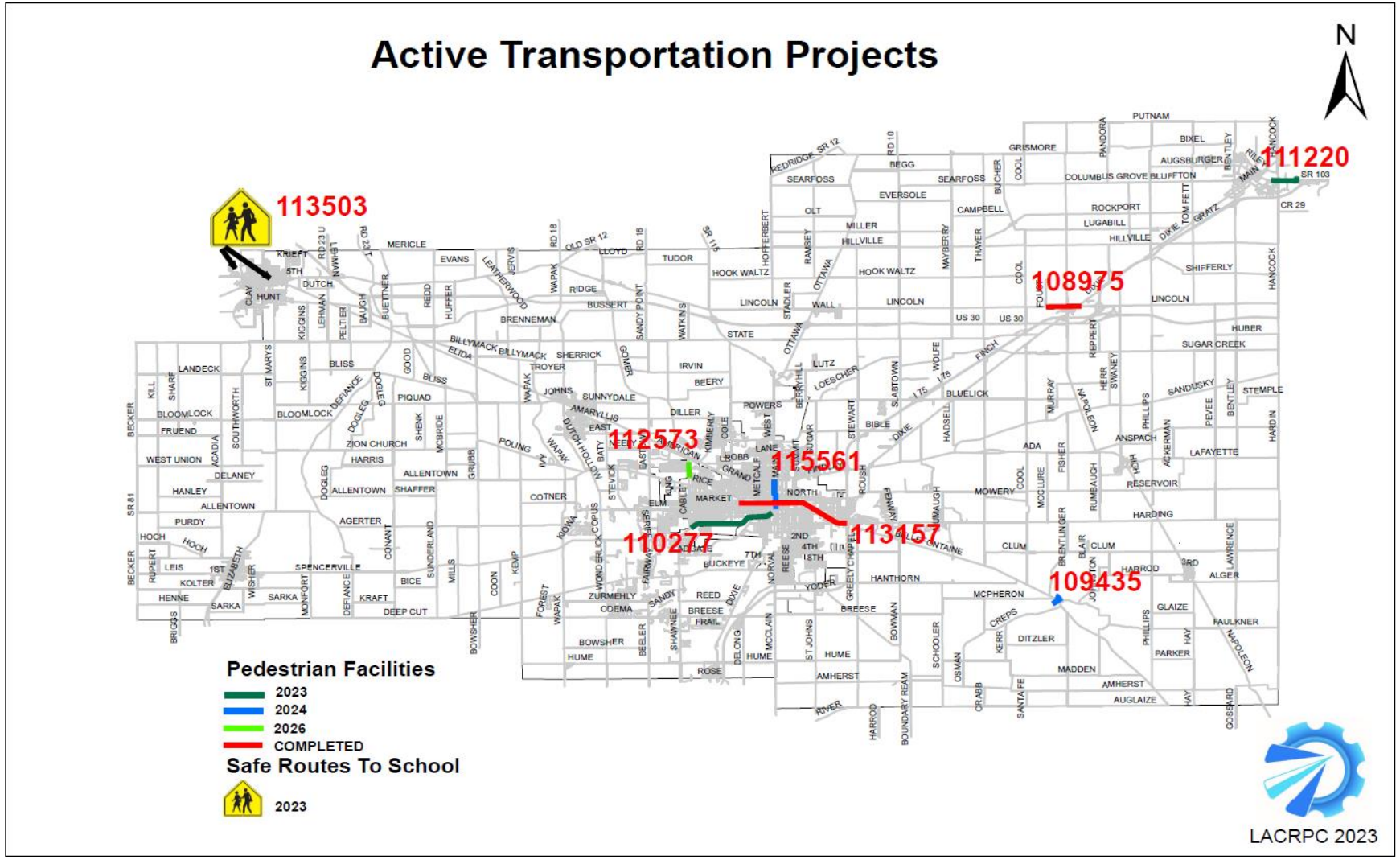
Plan/ Policy	Lead Agency	Year Completed	Key Takeaways (what proposed projects/policies will impact the active transportation plan?)
Ohio Strategic Highway Safety Plan	*ODOT*	*2013*	*Strives toward the goal of zero roadway deaths.* The plan establishes common goals, priorities, and strategies using data; identifies and tracks investments across organizations; and helps Ohio leverage and maximize its resources to prevent injuries and save lives. Strategies to achieve this goal include engineering, education, enforcement, and emergency response. These stakeholders developed a comprehensive plan that focuses on existing and emerging crash trends, and safety for all road users, including cars, trucks, trains, motorcyclists, pedestrians, and bicyclists.
2045 Long Range Transportation Plan	LACRPC	2023	1) Develop the infrastructure necessary to create regional economic opportunities, support the new economy, and strengthen the community's ability to compete locally and globally. 2) Target infrastructure investments that promote and sustain system-level efficiencies, reliability, safety, and security. 3) Preserve and protect both the natural and built environment. 4) Encourage the development of healthy, educated, sustainable, and livable communities through equitable public investments.
Safe Routes to School Plan	LACRPC/ Local Municipalities	2009 - now	Since the 2009 school year four Allen County school districts have adopted and begun implementing Safe Routes to School Travel Plans. In the hopes of reversing the nationwide decline in students walking or biking to school, four school districts (Elida Local, Spencerville Local, Delphos City, and Lima City) placed an emphasis on sidewalk connectivity as well as education and awareness for students, parents, and other motorists.
Complete Streets Policy	*Village of Bluffton, Allen County Public Health*	*2022 **	This policy is the first of its kind in Allen County. It seeks to create complete inclusive roadways within the Village of Bluffton to help facilitate a safe commute for all users. It makes facilitating all forms of travel not only a priority but a requirement for future development.
ADA Transition Plans	LACRPC and various local Municipalities	1990 - now	The ADA requires newly designed and constructed or altered State and Local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities. These regulations help to guide Allen County when making inclusive improvements

Table 4. Existing Supportive Programs

Program Name	Program lead (organization)	Target Audience	Key Takeaways (how does this program support active transportation?)
Policy on Accommodating bicycle and pedestrian travel on ODOT Owned or Maintained Facilities	*ODOT*	*General Public*	ODOT has an established policy that ensures that a project development process for each ODOT-funded project considers bicycle and pedestrian accommodations based on three criteria: safety, feasibility, and potential for use. This policy is based on regulations found in Federal (CFR & USC) and State (ORC) codes. Building AT infrastructure into funded transportation projects, either new or reconstruction, is the most feasible and cost-effective way to build a comprehensive AT network as roadways are already on a rotating maintenance/reconstruction schedule.
Foot Safe Passing Law	Ohio State Government	General Public	As recently as December 2016 the Ohio General Assembly passed House Bill 154 making it illegal for a motorist to pass a bicycle with less than three feet of clearance. This rule went into effect March 2017 and allows Ohio to join the majority of states that currently have similar bills. This rule will hopefully not only decrease the number of fatalities and serious injury crashes but also the frequency of close calls that often keep potential bicyclists off the road.
Trail/Bicycle Maps	LACRPC, Activate Allen County, The Johnny Appleseed Metropolitan Park District	General Public	A trail map is maintained for the park district as well as common walk and biking trails and multi-use paths across the county.

PROPOSED PROJECTS AND PROGRAMS

The following map and table show the active transportation projects that have been programmed in LACRPC's work program through 2026. While this is an ever-changing list, it gives a good representation of current projections. Additionally, individual municipalities/townships may perform active transportation improvements as funding allows. As these projects are completed, the changes will be added to our inventory of active transportation facilities.



ALLEN COUNTY DISTRICT 1 PEDESTRIAN-BIKE PROJECTS SOLD OR OBLIGATED 2021-2022						
PID	**LOCATION**	**DESCRIPTION/TERMINI**	**TYPE OF WORK**	**STATUS**	**CONSTRUCTION DATES**	**COST**
110277	ALL Spencerville Road Sidewalks	Along Spencerville Road from Cable Road to Pierce Street in the City of Lima.	Pedestrian Facilities	SOLD	Estimated End Construction 8/31/2023	$1 mil
ACTIVE PEDESTRIAN-BIKE PROJECTS FROM THE 2021-2024 TIP						
PID	**LOCATION**	**DESCRIPTION/TERMINI**	**TYPE OF WORK**	**STATUS**	**CONSTRUCTION DATES**	**COST**
111220	HAN SR 103 0.00	In the Village of Bluffton along SR 103 to Commerce Lane then north on Commerce Lane to the Lions Way Trail	Pedestrian Facilities	ACTIVE	2023	$1.5 mil
113503	ALL SRTS Delphos	In the City of Delphos at Delphos Franklin Elementary School and Delphos Jefferson Middle School.	Safe Routes To School	ACTIVE	2023	$500,000
2024-2027 LACRPC TIP/STIP PEDESTRIAN-BIKE PROJECTS						
PID	**LOCATION**	**DESCRIPTION/TERMINI**	**TYPE OF WORK**	**STATUS**	**CONSTRUCTION DATES**	**COST**
109435	ALL SR 117 23.83	Project to resurface, add sidewalks and lighting through Westminster	Pedestrian Facilities	PROGRAMMED IN ELLIS	2024	$6.5 mil
115561	Central Ave	The City of Lima is sponsoring a “complete streets” project located in the City’s CBD to include a Bike Lane	Pedestrian Facilities	PROGRAMMED IN ELLIS	2024	$5 mil
112573	Cable Rd	Construction of raised medians/pedestrian islands and sidewalks on Cable Rd between Latham & College Park.	Pedestrian Facilities	PROGRAMMED IN ELLIS	2026	$6.5 mil
COMPLETED PEDESTRIAN-BIKE PROJECTS						
108975	Village of Beaverdam	Decorative lighting to vastly improve the safety and lighting conditions for pedestrian traffic along historic "Old Lincoln Highway"/Main Street	Pedestrian Facilities	COMPLETED	10/14/2022	$337,000
113157	City of Lima	Street traffic calming and pedestrian safety improvements to Bellefontaine and Market Streets from I-75 west to North Jameson Ave.	Pedestrian Facilities	COMPLETED	12/12/2022	$345,000

PROJECT PRIORITIZATION PROCESS

The recommendations are general in scope and are not necessarily constrained by existing challenges. Funding, land use, property rights, terrain, and other project-specific factors may make certain recommendations less practicable than others. Project prioritization uses measurable data to determine which projects are feasible, given real-world constraints, and align with stakeholders' priorities.

LACRPC takes a more qualitative approach to project prioritization. Projects are solicited from member agencies to be taken under consideration for inclusion into LACRPC's Long Range Transportation Plan. (LRTP). Project submissions accompanied by the appropriate technical data are included in the LRTP within the order in which they are received.

Within the next 4-year planning cycle, projects from the Long-Range Transportation Plan will be reviewed based on the planning year noted, along with the scope of work and available funding. Further analysis is done to determine a community's interest and capacity for implementing the project. Upon selection, projects advance from the LRTP into the Transportation Improvement Plan (TIP). It is from this document that all MPO projects, Active Transportation or otherwise, are allocated. To be considered all projects within the planning area go through this process. Projects that are not included within the current planning cycle, may remain on the LRTP for consideration.

Proposed Active Transportation improvements are given the same scrutiny as all other projects but may require a different set of technical data to qualify for inclusion in the planning process. Design choices that give preference to safety over vehicle speed or congestion reduction are emphasized to reduce safety concerns. An emphasis may be placed on urbanized areas of the region where most active transportation trips are likely to take place. The safety and connectivity of local pedestrian networks in rural villages and the development of connecting bikeways in rural parts of the region are considered as well.

VISION AND GOALS

VISION AND GOALS

COMMUNITY VISION STATEMENT

Provide our members with the tools to efficiently achieve a well-established, inclusive active transportation network to serve a healthier community.

BACKGROUND:

The Lima/Allen County Regional Planning Commission, designated by the Governor of the State of Ohio as the Metropolitan Planning Organization (MPO) for the Lima Urbanized Area, prepared this report to serve as a policy document and modal element supporting the Allen County 2045 Long Range Transportation Plan. As an integral component of the County's Transportation Plan, the Active Transportation Plan (ATP) is intended to support the regional and local communities in their effort to develop and enhance pedestrian and bicycle networks in a comprehensive manner. The ATP analyzes and presents pertinent information relative to roadway conditions, traffic, crash data, activity generators, and accessibility by mode. The ATP works to identify critical policies and programs as well as, those projects deemed eligible for federal funding. The ATP provides the rationale and justification for local policy, programming, and project inclusion in the MPOs short-range Transportation Improvement Program (TIP). The ATP is intended to be updated periodically based on the implementation of projects, changing conditions, and new opportunities. The ATP also provides the basis upon which community stakeholders can benchmark and monitor the levels of investment and commitment to active transportation.

WHAT IS AN ACTIVE TRANSPORTATION PLAN?

An Active Transportation Plan (ATP) is a document that establishes: (1) a vision for local and regional residents wishing to walk, bike, or roll as part of their day-to-day transportation; (2) strategies and actions needed to achieve the vision; (3) objectives to measure progress toward accomplishing the priorities laid out in the ATP: and (4) a metric by which past progress and future success can be objectively measured. The Allen County ATP supplements ODOT's newly composed Walk. Bike. Ohio plan and mirrors the goals laid out within it. The Plan establishes strategies that upon implementation will promote increased mode shift and roadway safety in Allen County communities. The Plan focuses on the existing facilities as well as the proposed regional network, encompassing roadways, sidewalks, mixed-use trails and paths, multimodal transportation, and recreational spaces. The Active Transportation Plan is not a static document but rather a blueprint - a working document that will morph as conditions allow and resources permit.

WHAT IS ACTIVE TRANSPORTATION AND WHY IS IT IMPORTANT:

Active Transportation (AT) is human-powered transportation that engages people in healthy physical activity while they travel from place to place. People walking, bicycling, using strollers, wheelchairs and other mobility devices, skateboarding, and rollerblading are all modes of AT. Transit use is also often associated with AT as the first and last leg of transit-oriented trips are traversed using an AT mode.

Across Ohio and across the nation, communities are implementing projects aimed at encouraging a shift from motor-vehicle-based transportation to an AT mode. Active transportation projects have the potential to increase quality of life across a community and region even for those who do not directly utilize them. Some of the most common project types found in communities of all sizes include:

Sidewalks

Sidewalks connect residential and commercial areas to amenities within and beyond neighborhood boundaries. Whether they are connecting a child's home to a school or park, a place of work to a lunch spot, a wheelchair-bound person to a transit stop or grocery store, a connected network of ADA compliant sidewalks opens opportunities for healthy, self-reliant and low-emission travel throughout the community.

Curb Ramps, Count-Down Signal Heads, & ADA Improvements

The addition of curb ramps, count-down signal heads, and other ADA compliant installations to a pedestrian network acknowledges that not all users of that network are able-bodied, due to age, disability, or injury. For those that take longer to cross the intersection or struggle to traverse steps, the absence of these features may be the difference in their ability to utilize active transportation.

Bike Lanes, Bike Routes, Sharrows, & Shared-Use Paths

Bike facilities, like sidewalks, connect communities and amenities, but on a larger scale that can span regions. Such facilities provide opportunities for utilitarian and recreational AT within local communities as well as for regional tourism, connecting residents to other communities and boosting local businesses and services. These facilities can help to lessen traffic congestions and promote a healthy lifestyle change for the residents of the area.

Multi-Modal Connectivity

The idea of capping a transit or motor vehicle trip with two legs of AT is referred to as First and Last Mile Solutions. This practice allows AT modes to be considered for much longer trips then traditionally thought. Communities support this type of travel by promoting multi-modal trip-making through the installation of comprehensive sidewalk networks, bike facility networks, bike racks, etc. in areas that surround parking garages or are serviced by transit. This concentration and variation in AT

infrastructure support seamless mode shifts allowing AT users to increase efficiency by transitioning from transit to bike to foot depending on the type of trip and their final destination.

The rate at which communities have accepted active transportation and implemented programs benefiting it has drastically increased since the turn of the century. The percentage of people who commute to work via bicycle has risen by a staggering 61% over the period from 2000-2019 (488,000 people to 805,700). Likewise, 2.8% of the American population (4,153,000 people) commute to work via walking daily, a percentage that has remained largely constant over the same period. Large cities have seen the quickest rate of adoption, with the percentages of citizens commuting to work via bicycle, as high as 6.3% in Portland OR, and 5.0% in Washington D.C. The increases seen across the country in both biking and walking commutes reflect the work of both grass-roots advocacy groups as well as top-down policymakers from national transportation, public health, and environmental agencies including the Federal Highway Administration (FHWA), the US Department of Transportation (USDOT), the US Department of Health and Human Services (HHS) and the Environmental Protection Agency (EPA). While the primary goals vary from agency to agency, from decreasing the number of fatal/serious injury crashes, lowering obesity rates, and improving air and water quality, to increasing the equity and accessibility of public infrastructure, each of these agencies has helped to usher in the new spike in active transportation activity.

Based on a recent article published by Bloomberg, less than 2% of Allen County residents walk or bike to work. At the same time, the percentage of those commuting to work by driving alone is greater than 80%. These facts, further supported by the almost 37% obesity rate among adults 20 years of age and older, emphasize the level of underutilization of active transportation within the county that makes the updates to this plan so vital. Active transportation has a huge array of positive impacts including health benefits for residents of the county; avenues for further economic growth and revitalization; environmental improvements; pedestrian safety; social equity; congestion mitigation; funding avenues for roadway improvement projects; and countless others. This plan will seek to put into place a strategy that helps to more closely align the community with national trends, increase the usage of infrastructure already in place, and to further develop and prioritize new projects that expand the active transportation network.

COMMUNITY GOALS

Allen County is choosing to mirror the goals laid out by the Ohio Department of Transportation (ODOT) in its Walk.Bike.Ohio plan (2021). Adhering to these goals and incorporating them into the County's planning process will not only help to improve the active transportation network but will also allow our members the most efficient path for those seeking funding opportunities. It will be by this goal that future projects are evaluated and ultimately selected. The goals are as follows:

Equity: Ensure the system accommodates users of all ages, abilities, and incomes.
Across the county, billions of dollars are spent every year to improve the road network and allow safe and convenient travel. In comparison, a small amount of funds every year are dedicated to improving sidewalks and bike facilities. When most transportation funds have been dedicated to motor-vehicle specific roadway work, those living in households with no motor vehicles (7.8% Allen County and 14.8% City of Lima) are left behind as the only transportation network accessible to them falls into disrepair cutting them off from grocery stores, health care and employment opportunities. By prioritizing AT modes, jurisdictions can work to more equitably distribute resources that enhance all transportation options, especially those that serve vulnerable populations including the poor, the elderly, people who have disabilities and children.

Network Utilization: Increase walking and biking usage.
While the number of those people utilizing active transportation in Allen County has been rising over the past 20 years, the area consistently finds itself with a growth rate that lags other developed metropolitan areas. Only 2%, of residents utilize active transportation as their method of commuting to work (as compared to 3.1% on that national level and 2.5% at the state level). What this means is that a significant amount of the planning process moving forward needs to not only consider the further development of the active transportation network, but also the barriers that are keeping local residents from utilizing infrastructure already in place. This plan will attempt to do just that, and put into place different strategies to increase the usage of the active transportation network.

Network Connectivity: Promote comfortable and continuous bicycle and pedestrian facilities that connect people to destinations.
The goal of any transportation network is safe, efficient travel form origin to destination, regardless of mode. Special consideration should be taken when evaluating potential projects to ensure a logical layout and its overall fit for the vision. This ensures the development of a cohesive network with a series of starting and end points, not disjointed installations. The active transportation network, much like the roadway network, should focus on everyday mobility. While recreational appeal has great value, efficient travel shall not be overlooked. Potential projects should fill transportation gaps.

Safety: Reduce bicyclist and pedestrian injuries and fatalities.
The principal responsibility of all local government agencies is to protect the safety of the citizens who work, travel, or reside within their boundaries. Perhaps chief among those safety concerns are the public roadways. Over the past 10 years (2012-2021) Allen County has experienced 18 bike and pedestrian-related fatalities (17.5% of all fatalities) in addition to the 69 serious injuries (6.9% of all serious injuries). By prioritizing projects that consider the safety of those utilizing active transportation as well as reducing conflict points for those users, the roadways can be made safer for all. Making this a priority for proposed projects also help the MPO to achieve its pedestrian-related safety-based performance measure goals that drive much of the traffic engineering efforts within the area.

Livability: Improve the quality of life for all Ohioans.
Active transportation networks can even benefit the quality of life of those not utilizing the system. Benefits include health improvements from the exercise itself, congestion mitigation, air quality and environmental improvements, recreational value, property value increases, and community equity. When considering active transportation projects, it is important that the community weigh the potential quality of life improvements so projects can be fairly compared in order to prioritize work.

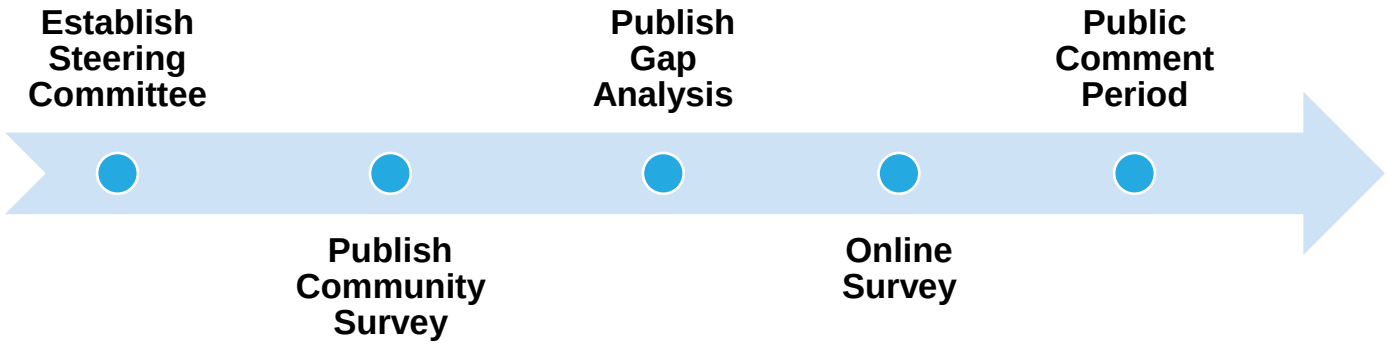
Preservation: **Ensure critical existing infrastructure is in a state of good repair.**
The active transportation network requires periodic maintenance in order to remain safe, reliable, and enjoyable. A documented plan and prioritization strategy allow for that maintenance to occur with less obstacles preventing extended closures and allowing for more consistent usage.

COMMUNITY ENGAGEMENT

COMMUNITY ENGAGEMENT

Regardless of the project, community engagement is an essential step in ensuring the success of the final product. Cohesive public engagement gives the community a sense of ownership over the plan and helps them to connect to the document. This is especially true when the project relies heavily on input from the public to help guide the direction of future development. This active transportation plan will utilize a number of different community engagement strategies in order to gain the widest, most complete picture of the wants and needs of the community as a whole. These opinions will be balanced with the input from our local member communities, as well as relevant government organizations; the prioritization of ongoing maintenance; and safety improvements to form a complete plan. This is intended to serve as a living document, not a static one. It should be updated frequently each time with public involvement, and the goals and projects should be adjusted accordingly.

ENGAGEMENT TIMELINE (MILESTONE TOUCHPOINTS)



STRATEGIES

While producing this active transportation plan, LACRPC utilized several different community engagement strategies, each tailored for a specific purpose. The following methodologies were employed:

Steering Committee Meetings

The 12-member Steering Committee was formed from various public agencies. Their role was to support plan development in its conceptual stages, guide project prioritization, interpret the public's vision, gather support, and provide feedback on staff recommendations. Steering Committee members are listed below. The Steering Committee met **X** times over the course of the plan development.

Committee Members

- Kayla Monfort- Activate Allen County
- Josh Unterbrink- Activate Allen County
- Tyler Black- Johnny Appleseed Metropolitan Park District
- Monica Harnish- Allen County Public Health
- Bri Buzard- Allen County Public Health
- Jesse Blackburn- Village of Bluffton
- James Mehaffie- City of Delphos
- Karen Garland- RTA
- Kirk Niemeyer- City of Lima
- Shane Coleman – LACRPC (Formerly), City of Lima
- Adam Haunhorst – LACRPC
- Shaunna Basinger – LACRPC (Formerly)

Meeting Schedule/Summaries

- Meeting 1 (04-20-2022): Kickoff meeting, involved introducing the project, past work, and introducing the team.

Initial Public Survey

A brief public survey was composed for public consumption. The survey acted as public notice of the plan revision and sparked thought over the active transportation network. It gathered information relating to public perception of Allen County's existing active transportation network, their concerns, their vision for the future, challenges when utilizing the network, and general demographic information. The survey was made available at a number of locations in accordance with the LACRPC Public Participation Plan.

Gap/Generator Analysis

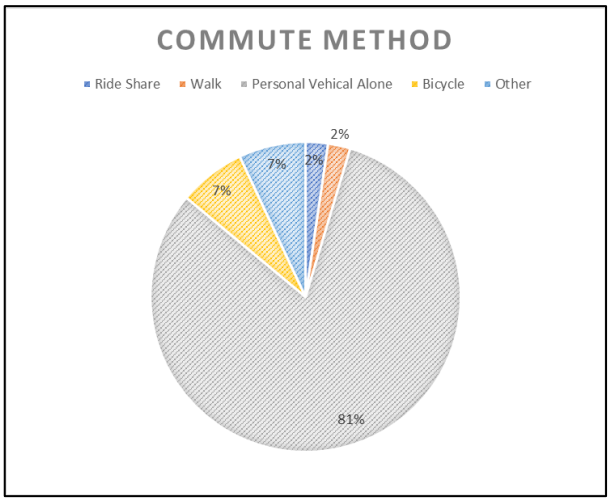
The next major step in public participation was disseminating a Gap/Generator analysis. This amounts to a 3-question survey specifically seeking the public perception of where the physical gaps in the current system are located, and what the public perceives as active transportation generators. Additionally, the participants were asked to identify any other issues with the active transportation network they felt were apparent.

Public Meetings

- Transportation Advisory Committee (4-23-2024)
- Transportation Coordinating Committee (4-25-2024)
- Transportation Advisory Committee (5-21-2024)
- Transportation Coordinating Committee (5-23-2024)

KEY TAKEAWAYS

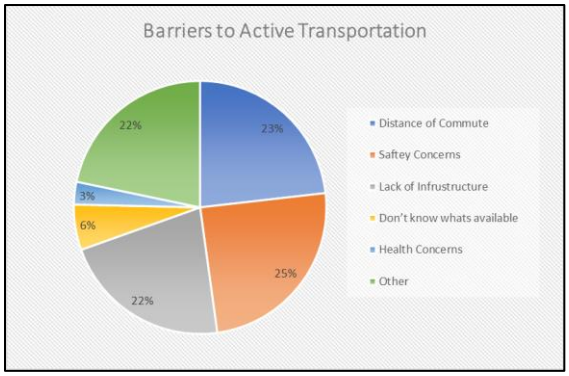
Each of the community engagement strategies sought to collect information from relevant demographics. LACRPC then examined this information to glean valuable data for each event. Each separate piece of community engagement is designed to build on the previous to form a more complete picture of active transportation in Allen County. The following section is parceled in order of community engagement activity and the key takeaways from each.

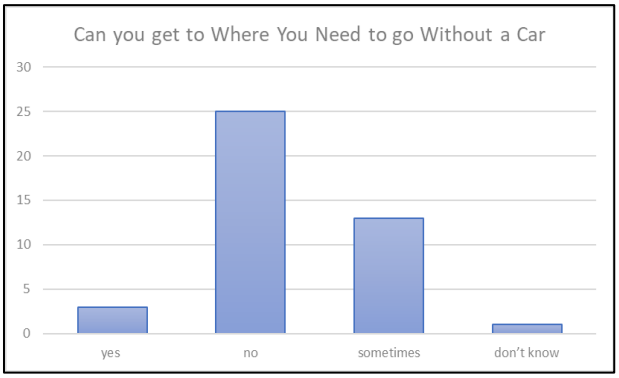


Initial Public Survey

The primary goal of the initial survey was to establish base level information from the public in regards to their current use of the active transportation network as well as the challenges that keep them from using the system. Additionally, it provides some insights into the network's perceived shortcomings, and the public's opinions on the improvements that have taken place. Elaboration on these topics can be found below.

Rarely does the population of Allen County utilize any form of active transportation as part of their daily commute. One of the primary goals of this plan will be to identify what the limitations of utilization are and how best they can be corrected. Interestingly though, the survey results do reflect a significantly higher usage percentage than is suggested in the census data (9% and 2% respectively). Although likely a result of a much smaller sample size, it may be representative of a larger cultural change within the county and a realignment with national trends.





Throughout the survey, citizens were asked what barriers kept them from utilizing the active transportation network as part of their daily commute or any other time. The following themes were continually identified as the most common hurdles for those who wish to use active transportation. The single most common response submitted to LACRPC was that of safety concerns.

Citizens stated that they do not feel safe using the roadways for active transportation, primarily outside of the urban areas. They feel that drivers are unaware of pedestrians, laws are not enforced, and that there is insufficient infrastructure to allow citizens to commute on safe routes (i.e., away from heavy traffic) to and from their destinations. Distance of commute was also cited. The average distance of daily commute for those citizens who choose to participate in the survey was 11.39 miles; this distance falls for many people far outside what they have the ability or the time availability to do on any regular basis.

The community feels that the infrastructure is not in place for them to efficiently travel with active transportation. Specifically multiple people named the lack of connectivity between outlying rural communities and the central metropolitan hub (Lima). This particular concern was named as a contributing factor in safety concerns as well. The majority of citizens who took the survey stated that they cannot go about their daily lives without access to a private vehicle. Some other barriers named by numerous people were concerns over weather conditions as well as the need to maintain a professional appearance while at work. By knowing what is keeping people from utilizing the current network we can better plan to address these problems with future development.

The final key takeaway from this initial round of public survey was the general perception of the work that had been performed since the last update of the active participation plan. The majority of the people surveyed (62%) feel that the quality of the active transportation network has improved since the last plan update, but still supports the proposed improvements that plan contained. We can use that information in this plan to continue on their work and utilize it as part of our own groundwork. It also allows this plan to operate on the same recommendations as the previous plan.

Gap/Generator Analysis

Overwhelmingly residents identified that the rural areas between municipalities are the greatest gaps in the current systems. Once outside of the incorporated municipalities the active transportation network becomes almost nonexistent, a fact supported by the sidewalk inventory as well as the pedestrian usage mapping that was conducted as part of this report. The generator analysis was far more varied in responses. Recreation was identified as a leading active transportation generator by participants, followed closely by schools, sporting events, special community events, and economic districts.

Public Comment Period

The first draft of the Allen County Active Transportation Plan was opened for public comment following acceptance of the draft by the Traffic Coordinating Committee (5-23-2024). Additionally, in this comment period the plan was sent to Activate Allen County as well as the steering committee. Durin the 30-day comment period LACRPC received no comments and the final draft was approved by the same committee 6-28-2024.

EXISTING CONDITIONS

EXISTING CONDITIONS

This chapter examines several elements of Allen County's transportation system. It presents a demographic profile of Allen County, a plan and policy review summarizing existing active transportation and related efforts to date, an overview of in place infrastructure, and a summary of existing programs that support active transportation.

County Overview:

Allen County, Ohio is a 402.5 square mile county located approximately 45 minutes east of the Indiana border, 1 hour south of Toledo, 1 hour north of Dayton, and 1.5 hours northwest of Columbus. The county seat and largest urban area is Lima, which is centrally located within the county's limits. The Lima Urbanized Area encompasses the incorporated areas of Lima, as well as parts of American, Bath, Perry, Shawnee, and Monroe townships. While the county is largely rural outside of the Lima Urbanized Area, eight other separate satellite municipalities surround Lima. Twelve individual townships make up the unincorporated areas of the county. A map of the county can be found below. The communities within Allen County are isolated from one another, all of which have their own unique active transportation facilities in various conditions. This section will attempt to elaborate on each community as well as select unincorporated areas to help paint a complete picture of the active transportation network.

Demographic Profile:

Allen County is a fairly standard example of a Rust Belt community. Allen County was once bolstered primarily by manufacturing, and while it is still a driving force, it has been surpassed by educational services, and health care and social assistance as the top employment sectors. The area is home to two hospital systems, four higher education institutions, as well as a number of well-established post-secondary programs. The county seat and the largest municipality is Lima, but there are eight other incorporated communities, as well as 12 townships, and several unincorporated hamlets.

Of 102,000 Allen County residents, most are White (79.01%) with the second highest segment being Black at 12.3%. The median household income is just under $52,000, almost $6,000 less than the state average and only 75% of the national average. Nearly 13% of the population lives below the poverty line. The community has a significant health problem with an adult obesity rate of 35% and an additional 35% of the adult population classified as overweight. Childhood obesity rates are nearly 20%. Only 18.5% of the population has a college degree, lower than the state average of 27.2%. 53% of the population is employed, and 66% of the population owns their homes.

Table 5. Allen County Demographics

	Category	Percent
Race	White	79.01
	Multiracial	6.10
	Black	12.30
	Asian	0.82
	Native American	0.29
	Other	1.41
Age	< 17	23.11
	18 - 24	9.61
	25 - 34	12.34
	35 - 44	11.93
	45 - 54	11.79
	55 - 64	13.56
	65 and above	17.66
Car Ownership by Household	0	3.10
	1	17.50
	2	40.30
	3+	39.10
Commute Mode Share	Drove alone	84.90
	Carpooled	7.30
	Walked	1.50
	Bicycled	0.10
	Public Transportation	0.70
	Other/Work from home	5.50

Community Profiles:

These are not comprehensive lists of improvements, projects, policies, or infrastructure, but a brief overview of the current situation in each municipality.

Lima:

Within the City of Lima, there are 202.4 miles of roadway ranging in functional class, speed, lane width and Average Annual Daily Traffic (AADT). Of those 202.4 miles only 109.6 miles (54.2%) have sidewalks on both sides of the road (Table 4-3). These sidewalks are concentrated in the central business district and older residential districts allowing for travel without a car. As Map 4-1 depicts, AT is more difficult outside of those areas. This configuration presents two main obstacles. Those on the fringes of the urban area become dependent upon motorized transport. If they must walk, it is more dangerous. Without sidewalks leading to the major commercial districts, residents looking to travel by foot are prohibited from utilizing the commercial services and entertainment provided in these areas. Those utilizing transit are at risk as pedestrians once they leave the safety of the bus. Additionally, because of the configuration of Lima and its surrounding townships, many of the day-to-day necessities of residents place them on the outskirts of the city within township jurisdiction where the sidewalks are rare. Grocery stores, restaurants, and retail shopping all exist with severely limited active transportation access.

A number of major active transportation projects have been undertaken in the last decade increasing accessibility throughout the Urbanized Area. In 2015 over 1.5 miles of Kibby St. was reconstructed to include new curbs, ADA ramps and sidewalks. The newly installed 5' sidewalks connected important generators that attract high volumes of traffic, including Industry and Kibby Corners Parks as well as Liberty and Freedom Elementary Schools. A recent sidewalk project, completed May 2017, runs along Cable from Elm St. to Shawnee Rd. and acts as an extension of the earlier Market St. to Elm St. sidewalk installation project. The Cable Rd. sidewalks connect dense residential neighborhoods to trip generators including St. Charles School, Lima Central Catholic High School, Chief Supermarket and numerous other restaurants and commercial services.

The city has recently undertaken a significant reconstruction of the Main Street corridor as well as the installation of a true roundabout at the intersection of Main St. and Market St. Both include pedestrian improvements under their scope of work; and will improve access to the central business district while ensuring the safety of those utilizing active transportation. These projects represent a large investment from the state and local community and demonstrate the city's dedication to the improvement of the active transportation network. Aside from just the major sidewalk construction projects the City of Lima reconstructs sidewalks throughout the city each year that are deemed unsatisfactory. At each of these sidewalk reconstruction sites improvements are made to the existing infrastructure that complies with the ADA Accessibility Guidelines.

City of Delphos:

Within the City of Delphos, including parts located within Allen, Putnam, and Van Wert Counties, there is 48.9 miles of roadway ranging in functional class, speed, roadway width and Average Annual Daily Traffic (AADT). Of those 48.9 miles only 20.5 miles (41.9%) have sidewalks on both sides of the road. These sidewalks are concentrated in the center of the city between 1st and 6th streets as depicted in Map 4-1. As one moves away from the central district, sidewalks become scarcer and tend to be in worse condition making these parts of the urban area less accommodating to those travelling as pedestrians. Like the City of Lima, the City of Delphos has made investments over the last decade to provide more infrastructure that supports pedestrian travel throughout the urban area. In 2009 the City of Delphos installed sidewalks along the 2nd St corridor for a total project cost of $89,396 and in

2011 installed sidewalks along Elida Road for an investment of $67,377. In 2021, the entire 5th Street corridor was reconstructed. Improvements include a bike lane on either side of the road, numerous traffic calming efforts, as well as a significant amount of sidewalk reconstruction or repair over the length of the roadway. Additionally, the entirety of south Main St. is scheduled to be constructed in 2023 and will include significant pedestrian improvements.

Village of Bluffton Urban Area:
Within the Village of Bluffton, including parts in both Allen and Hancock Counties, there are 37.6 miles of roadway, of which only 10.3 miles (27.4%) have sidewalks on both sides of the road. These sidewalks are concentrated in the village center between Main and Vine Streets as depicted in Map 4-1. While not depicted on the map and not considered within the totals provided, the Bluffton University campus provides a dense sidewalk network northwest of the village center. However, out into the surrounding residential centers (located primarily to the north and west of the campus), the sidewalk network degrades. Given the density of the village and the presence of the University AT modes are an easy choice to make if the infrastructure is in place. Steps continue to be taken to improve the network of pedestrian infrastructure and as recently as 2013 the Village Council adopted legislation that states that sidewalks are to be constructed and maintained throughout all residential areas. The Village adopted a complete streets policy and wrote an ADA transition plan in 2023. The most significant project of the last decade occurred along Main Street and included new sidewalks, curbs, lighting, and landscaping. The project took place in 2009 and total project costs reached $1.5 million.

Village of Elida:
Within the Village limits, there are 15.4 miles of roadway ranging in functional class, speed, roadway width, and Average Annual Daily Traffic (AADT). Of those 15.4 only 3.8 miles (24.7%) have sidewalks on both sides of the road. The sidewalks are focused in the northern half of town adjacent to the public school system and local businesses. This allows for easy access to the economic center of the village and allows residents of the northern half of the village to effectively go about their day without having to use motorized transport. However, the village largely lacks connectivity, as its southern half (the majority of its housing) lacks any pedestrian infrastructure that would allow residents to move within their own neighborhood or link the area with the remainder of the village. The Village has made investments over the last decade to improve existing infrastructure, as well as provide additional resources to those wishing to utilize the active transportation network. Improvements include: updating all sidewalk handicap ramps within the village to comply with the ADA regulations, a safe route to school project, and a sidewalk project, that updated or replaced all the sidewalks on 309 from Baty Rd. to Pioneer Rd, as well as the existing crosswalk.

Village of Cairo:
Within the Village, there are 4.7 miles of roadway ranging in functional class, speed, roadway width and Average Annual Daily Traffic (AADT). Of those 4.7 only 0.8 miles (17.0%) have sidewalks on both sides of the road. This 0.8 miles amounts to a single roadway (Lincoln Highway) with a bilateral sidewalk present. Recent improvements include the installation of a short section of single-sided sidewalk running north along the east side of State Route 65 to the Dollar General. This will allow resident access to groceries and other necessary supplies.

Village of Harrod:
Within the Village there are 6.8 miles of roadway ranging in functional class, speed, roadway width and Average Annual Daily Traffic (AADT). Of those 6.8 miles only 0.7 miles (10.3%) have sidewalks on both sides of the road. The sidewalks within the Village of Harrod are centered within the village, largely surrounding the community park and radiating outward into the more residential areas. The Village has made investments recently to provide more infrastructure that supports pedestrian travel

throughout the urban area as well as working with this agency to plan for the future of transportation. Improvements include ongoing sidewalk repair and expansion; the implementation of traffic calming measures to help combat the excessive speed issue facing the village; and the development of a comprehensive plan to guide the village as it continues to improve itself. This plan will also open further funding opportunities for active transportation related programs.

Village of Lafayette:
Within the Village of Lafayette there are 2.9 miles of roadway ranging in functional class, speed, roadway width and Average Annual Daily Traffic (AADT). Of those 2.9 miles of roadway, 1.2 miles (41.4%) have sidewalks on both sides of the road. The active transportation infrastructure in Lafayette is densest in the center of the village and radiates outward deteriorating in frequency and quality as it does so. The Village has made several different improvements in recent memory that improve the quality of the active transportation network. Improvements include continuous sidewalk and infrastructure improvements and repair, the installation of new sidewalks surrounding their improved postal area, and the development of a comprehensive plan that will allow for greater funding opportunities and a clear vision for the village.

Village of Beaverdam:
Within the Village of Beaverdam there are 5.5 miles of roadway ranging in functional class, speed, roadway width and Average Annual Daily Traffic (AADT). Of those 5.5 miles, only 1.1 miles (20.0%) have sidewalks on both sides of the road. The sidewalks are concentrated along Lincoln Highway (SR 696) which also serves as the village's Main Street. From there, sidewalks spread outward to some of the surrounding residential streets. The sidewalks that are present within the village are of sound condition after a recent ADA Transition Plan. The Village has done a good job of connecting its major resources to the center of the community.

Village of Spencerville:
Within the Village of Spencerville, there are 16.5 miles of roadway ranging in functional class, speed, roadway width and Average Annual Daily Traffic (AADT). Of those 16.5 miles only 5.8 miles (35.2%) have sidewalks on both sides of the road. The Village has a strong sidewalk network centered around Main Street and leading out to the public school. Generally, as the sidewalks move away from those two bodies, they become single-sided and ultimately cease in the furthest development from the village center. When taking into account single-sided sidewalks, the village has approximately 60% sidewalk coverage. Aside from maintenance the Village has performed no significant active transportation projects since 2017. The Village contracted with LACRPC to write and adopt an ADA transition plan in the summer of 2023.

Existing Pedestrian Facilities:

Sidewalks are the back bone of any comprehensive active transportation network. Whether most of one's trip is by foot, bike, bus or car, most trips will always begin and/or end on a sidewalk. The lack of or deterioration of sidewalks in both urban and rural settings is one of the greatest barriers to active transportation. The following sub-sections break down in detail the current pedestrian infrastructure found in Allen County.

Sidewalk Availability:

Given the sharp contrast between the county's urban centers and rural outlying areas as well as the sheer volume of roadway miles it is not reasonable or feasible to expect every mile of roadway to have completely compliant sidewalks. Focusing local jurisdictions' time and financial resources to highly trafficked areas, as well as areas with known safety concerns is a logical place to start improvements. Within Allen County there are 60.4 square miles of incorporated urbanized area and 25.4 additional square miles of unincorporated urbanized areas. These urbanized areas represent the highest pedestrian activity where resources dedicated to pedestrian infrastructure have the potential to make the most dramatic change. The following table summarizes the presence of sidewalks across Allen County, noting that additional sidewalks added throughout the county every year are not in the table.

TABLE 6
PRESENCE OF SIDEWALKS IN ALLEN COUNTY

Political Subdivisions	*Roadway (mi)*	*Double-Sided Sidewalks (mi)*	*Single-Sided Sidewalks (mi)*	*Roadway with no Sidewalks (mi)*	*Roadway with no Sidewalks (%)*
Amanda Township	93.40	0	0	93.40	100
American Township	129.33	15.28	6.35	107.70	83.28
Auglaize Township	90.09	0.01	0.18	89.90	99.79
Bath Township	136.52	7.98	1.56	126.98	93.01
Village of Beaverdam	5.45	1.10	0.35	4.00	73.39
Village of Bluffton	37.59	10.30	4.11	23.18	61.67
Village of Cairo	4.74	0.77	0	3.97	83.76
City of Delphos	48.98	20.48	4.64	23.86	48.71
Village of Elida	15.35	3.80	1.57	9.98	65.02
Village of Harrod	6.80	0.71	1.07	5.02	73.82
Jackson Township	98.24	0	0	98.24	100
Village of Lafayette	2.95	1.20	0.54	1.21	41.02
City of Lima	202.37	109.75	12.86	79.76	39.41
Marion Township	131.72	0.19	0.49	131.04	99.48
Monroe Township	114.75	0.01	0	114.74	99.99
Perry Township	108.01	1.64	1.07	105.30	97.49
Richland Township	117.31	0	0	117.31	100
Shawnee Township	145.92	1.02	4.60	140.30	96.15
Spencer Township	60.62	0	0.22	60.40	99.64
Village of Spencerville	16.45	5.81	4.07	6.57	39.94
Sugar Creek Township	75.04	0.29	0.27	74.48	99.25

Public Transportation Services:
The public transportation in Allen County is controlled by the Allen County Regional Transit Authority (RTA). RTA has 10 fixed routes running Monday through Friday. RTA also offers an uplift service, and will be resuming a limited night time service soon. All RTA busses are equipped with carriers that can accommodate multiple bicycles to help facilitate multimodal transportation.

Existing Bicycle Facilities:

Biking is the true regional connector of the active transportation modes as low density and long distances often work to eliminate walking and transit from regular inter-community trip making. There are three main types of bike trips that local and regional bike infrastructure needs to support: (1) commute to work or other utility trips; (2) local recreational trips; and, (3) regional recreational trips. All add to the total number of bikes using the community's roadways. However, these trip types primarily rely on different kinds of infrastructure to ensure a successful and safe trip. The following sub-sections detail the current bike infrastructure found in Allen County as well as common impediments found throughout the network.

Bicycle Network:
While bicyclists are permitted to travel on any of the 1,500 miles of roadway in the county, (with the exception of I-75 and US 30), infrastructure targeting this mode of travel is intermittent at best. Bicycling, like walking, benefits a community in terms of better health, increased community equity, better in jurisdictional connectivity, easier access to employment, lower motor-vehicle emissions and increased residential and tourism spending. For a community to maximize benefits specific to bicycling, local, regional, and state officials need to assemble a comprehensive network that supports all three types of bike trips: utility, local recreational, and regional recreational. The result has been the development of a hierarchy of bike facilities based on jurisdictional level, US and State Bike Routes, regional connectors, urban networks and off-road pathways. Currently, on-road bicycle facilities measure 137.01 miles and are spread throughout the county with clusters around several incorporated municipalities as well as established metropolitan park locations. 59.87 miles are located on roads (i.e., bike lanes, bike routes, bike routes +, and United States Bike Routes). Off road facilities account for the remaining 77.14 (i.e., shared use paths, unpaved paths, and Johnny Appleseed Park Trails).

TABLE 7
ALLEN COUNTY BICYCLE FACILITIES

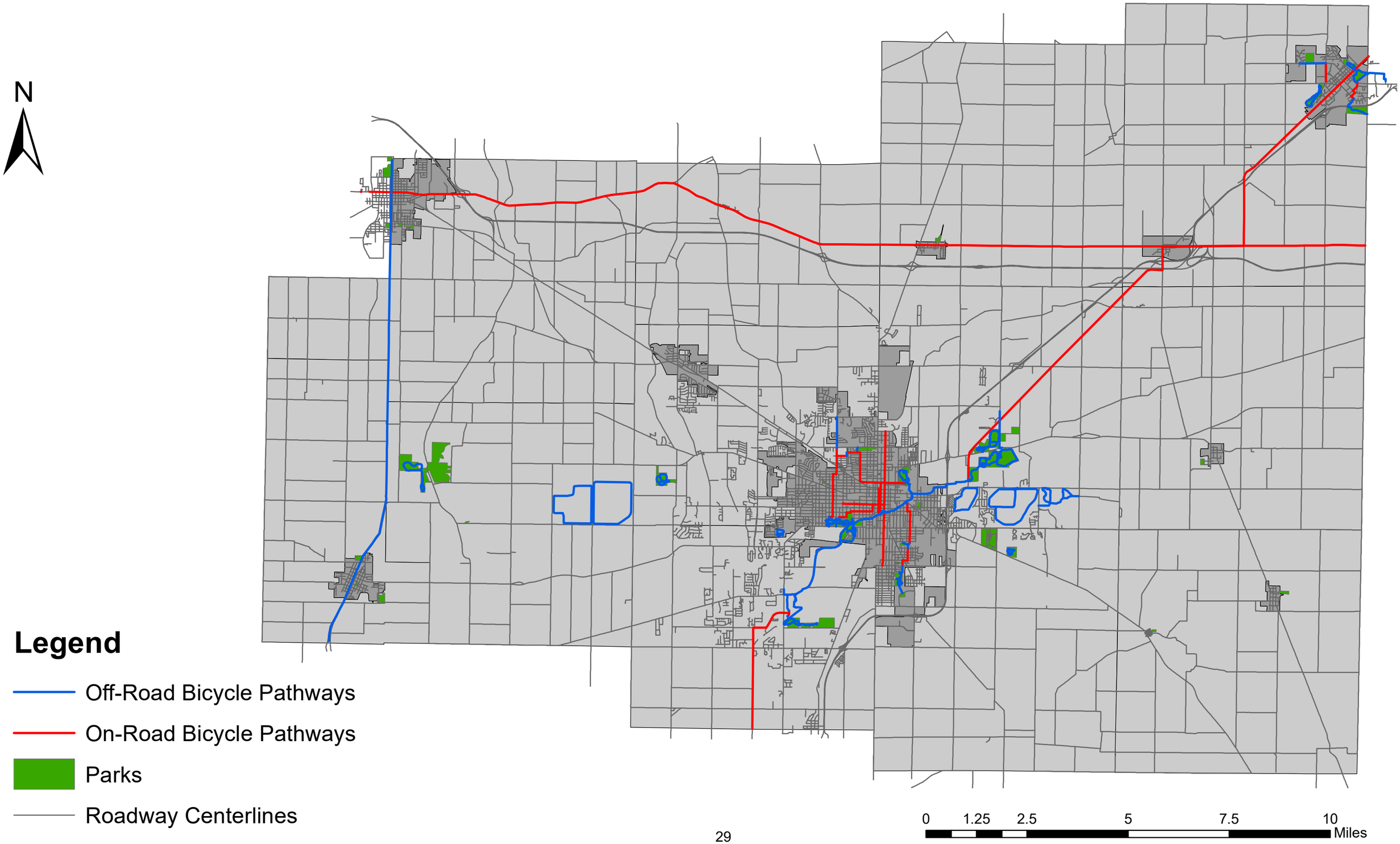
Route Type:	*Length (Feet)*	*Length (Miles)*
Bike Lane	13,815.45'	2.62
Bike Route	41,209.42'	7.80
Bike Route +	22,951.02'	4.35
Shared Use Path	11,9739.08'	22.68
Unpaved Path	21,6190.69'	40.95
United States Bike Route	238,134.67'	45.10
Johnny Appleseed Park Trails	71,309.47'	13.51

Regional Connectors:
Currently there are two bicycle facilities in Allen County that connect regional locations or attractions, across the county or the state. In early 2019 the two US Bike Routes now crisscrossing Allen County were officially designated USBR 25 and USBR 44. Both USBRs intersect in Richland Township with USBR 25 travelling northeast to southwest through Bluffton, Lima, and Cridersville along Dixie Highway and the Ottawa Riverwalk and USBR 44 travelling east to west through Beaverdam, Cairo, and Delphos along Lincoln Highway. The designation and signage of these routes added nearly 50 miles of

bike designated infrastructure to Allen County while connecting residents across five Allen County communities and serving cross county and state recreational opportunities.

Off-Road Pathways:
In terms of mileage, the majority of Allen County bike facilities are off-road facilities. These facilities include paved and unpaved paths that explore Allen County parks and reservoirs as well as connect incorporated areas and parks across the county. The most travelled of these paths in Allen County is the Ottawa Riverwalk which has access to over 10 miles of paved pathway open to both pedestrians and bicyclists. The Ottawa Riverwalk runs from Heritage Park in Shawnee Township directly south of the Central Business District of the City of Lima and ends at the Ottawa Metro Park in Bath Township. The longest of the off-road paths is the towpath along the Miami-Erie Canal running over 12 miles from county line to county line. The canal towpath connects the City of Delphos to the Village of Spencerville and is part of the much longer Buckeye and North Coast Trail (1,400 miles) system that extends along the canal to both the north and south of Allen County. Other popular off-road paths in Allen County can be found around city reservoirs as well as within parks both in Lima and Bluffton.

Allen County Bicycle Pathways



Active Transportation Generators:

Aside from residential centers there are several other large generators of pedestrian activity with Allen County. These are places where citizen naturally congregate, and while only some in and of themselves are based around active transportation they all have an increased pedestrian presence. This section will briefly look at a number of different sites and their current infrastructure as well as their connectivity to the greater active transportation network. This section is in no way a comprehensive list and is only serving to act as a jumping-off point for further discussion and study when looking into the prioritization of future projects and improvements.

Educational Institutions:

Within Allen County, there are 4 separate higher learning institutions, 1 post-secondary trade school, and numerous high schools, grade schools, and elementary schools. Each of these schools acts as a hub of pedestrian activities for those utilizing them. Within most of the incorporated municipalities, the active transportation networks are developed enough to provide for safe efficient transportation to and from educational institutions. The same cannot be said for those who find themselves located within the unincorporated areas of the County. Providing an adequate active transportation network to and from learning institutions not only helps to protect a vulnerable population in the case of children in primary/secondary schooling but can actively contribute to increased enrollment for higher learning facilities from those who might otherwise not have reliable access to transportation. Improving access to all educational institutions across the county should be a priority when looking at new projects as well as when targeting improvements to the existing system. This becomes especially true for the Rhodes State College/ The Ohio State University as well as the University of Northwestern Ohio, all of which find themselves outside of an incorporated municipality and therefore relatively isolated from active transportation facilities.

Economic Points of Interest:

Allen County is home to numerous points of economic interest for both retail consumers and those seeking employment. Large employers include St. Rita's Medical Center (Mercy Healthcare), Lima Memorial Health Systems, Metokote Corporation, The Ford Motor Company, Dana Corporation, DTR Industries, SpartanNash, The Husky Lima Refinery, Rudolph Foods Company, Joint Systems Manufacturing, Alfred Nickles Bakery of Ohio, Lakeview Farms, Proctor & Gamble, S&S Coach Co. among many others. A significant number of them find themselves located outside municipalities woefully isolated from the active transportation network. This severely limits the number of potential candidates able to apply for open job postings, a fact that was pointed to numerous times in our public survey.

Small business districts also play an important role in the local economy and are a major draw for pedestrian traffic. Several local municipalities have well-developed local business districts with great access to their respective active transportation facilities. Unfortunately, and almost unilaterally, there exists virtually no inter-jurisdictional connectivity. Even if a resident finds themselves a short distance out of city limits, they likely have no safe option to commute into town without a vehicle.

Regardless of the business's size, purpose, or location, they all can benefit from a more comprehensive active transportation network. For smaller local businesses and retail centers that benefit may come in the form of higher foot traffic and a larger market area as compared to other more isolated entities. For larger businesses, manufacturing facilities, or other industrial centers the benefit comes in the form of increased access to the employment pool. The ability to commute to work without access to a vehicle has the potential to draw a huge volume of otherwise qualified employees.

Park and Trail System:
Allen County has a well-established and well-developed park system. At the county level, The Johnny Appleseed Metropolitan Park District recently celebrated its 50th anniversary and currently maintains 20 separate sites. These sites include public monuments, hiking trails, multi-use paths, traditional parks, public water access, inland water bodies, archery facilities, wildlife sanctuaries, and many historical sites, all of which promote active transportation and serve as a major attraction to the area. In addition, other local entities maintain their own park districts within their borders. Lima, Bluffton, Delphos, and Spencerville all have their own network of municipal parks to serve their residents. Once again, these sites lack interconnectivity, especially for those who find themselves located outside of corporation limits. Primarily due to geographic separation, many of the parks find themselves completely disconnected from the rest of the network. The establishment of connector trails and safe pathways would only improve the already well-developed park system.

Existing Plans, Policies, and Supportive Programs:

This plan builds on prior plans and initiatives developed by entities within and outside of Allen County. It looks to these plans for existing conditions data, issue identification, and recommendation support. It is from these plans that this plan will be built and will act as an expansion thereof.

Table 8. Existing Plans and Policies

Plan/ Policy	Lead Agency	Year Completed	Key Takeaways (what proposed projects/policies will impact the active transportation plan?)
Ohio Strategic Highway Safety Plan	*ODOT*	*2013*	*Strives toward the goal of zero roadway deaths.* The plan establishes common goals, priorities, and strategies using data; identifies and tracks investments across organizations; and helps Ohio leverage and maximize its resources to prevent injuries and save lives. Strategies to achieve this goal include engineering, education, enforcement, and emergency response. These stakeholders developed a comprehensive plan that focuses on existing and emerging crash trends, and safety for all road users, including cars, trucks, trains, motorcyclists, pedestrians, and bicyclists.
2045 Long Range Transportation Plan	LACRPC	2023	1) Develop the infrastructure necessary to create regional economic opportunities, support the new economy, and strengthen the community's ability to compete locally and globally. 2) Target infrastructure investments that promote and sustain system-level efficiencies, reliability, safety, and security. 3) Preserve and protect both the natural and built environment. 4) Encourage the development of healthy, educated, sustainable, and livable communities through equitable public investments.
Safe Routes to School Plan	LACRPC/ Local Municipalities	2009 - now	Since the 2009 school year four Allen County school districts have adopted and begun implementing Safe Routes to School Travel Plans. In the hopes of reversing the nationwide decline in students walking or biking to school, four school districts (Elida Local, Spencerville Local, Delphos City, and Lima City) emphasized sidewalk connectivity as well as education and awareness for students, parents, and other motorists.
Complete Streets Policy	*Village of Bluffton, Allen County Public Health*	*2022**	This policy is the first of its kind in Allen County. It seeks to create complete inclusive roadways within the Village of Bluffton to help facilitate a safe commute for all users. It makes facilitating all forms of travel not only a priority but a requirement for future development.
ADA Transition Plans	LACRPC and various local Municipalities	1990 - now	The ADA requires newly designed and constructed or altered State and Local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities. These regulations help to guide Allen County when making inclusive improvements.

Table 9. Existing Supportive Programs

Program Name	Program lead (organization)	Target Audience	Key Takeaways (how does this program support active transportation?)
Policy on Accommodating bicycle and pedestrian travel on ODOT Owned or Maintained Facilities	*ODOT*	*General Public*	ODOT has an established policy that ensures that a project development process for each ODOT funded project consider bicycle and pedestrian accommodations based on three criteria: safety, feasibility and potential for use. This policy is based on regulations found in Federal (CFR & USC) and State (ORC) codes. Building AT infrastructure into funded transportation projects, either new or reconstruction, is the most feasible and cost-effective way to build a comprehensive AT network as roadways are already on a rotating maintenance/reconstruction schedule.
Foot Safe Passing Law	Ohio State Government	General Public	As recently as December 2016 the Ohio General Assembly passed House Bill 154 making it illegal for a motorist to pass a bicycle with less than three feet of clearance. This rule went into effect in March 2017 and allows Ohio to join the majority of states that currently have similar bills. This rule will hopefully not only decrease the number of fatalities and serious injury crashes but also the frequency of close calls that often keep potential bicyclists off the road.
Trail/Bicycle Maps	LACRPC, Activate Allen County, The Johnny Appleseed Metropolitan Park District	General Public	A trail map is maintained for the park district as well as common walk and biking trails and multi-use paths across the county.

Local Active Transportation Programs:
Within Allen County several local government and community organizations are dedicated to helping grow a sustainable bike culture across Allen County. Programs in the form of meetings, community events, educational opportunities and awareness campaigns are supported throughout the year to support AT use and safety in local communities as well as throughout the region.

Bike Rodeos – Half-day skill-building events that feature a number of stations for kids to learn bike safety basics in fun hands-on activities. The events include helmet giveaways and are conducted at rotating locations in collaboration with local schools, churches, and law enforcement. Bike Rodeos are staffed by health and safety advocates as well as bicycle enthusiasts.

Bike/Pedestrian Counts – In accordance with the National Bicycle and Pedestrian Documentation Project the County records bike and pedestrian traffic twice a year at 45 locations during five time periods each (Weekdays: 7am – 9am, 11am – 1pm, 3:30pm – 5:30pm and 5:30pm – 7pm & Weekends: 12pm – 2pm). These counts will serve as a baseline measurement to see how improvements to pedestrian and bicycle facilities impact the number of people walking and bicycling.

Bike/Pedestrian Taskforce – A task force was created in 2013 to promote walking and biking in Allen County. The task force represents numerous jurisdictions and community groups and pools resources and knowledge to better support a bike culture in Allen County through public education and outreach. This task force meets regularly to discuss current issues facing Allen County.

Experiential Education – Starting in Summer 2017 experiential education in the form of bike rides led by trained leaders will be offered to community residents and worksites. These rides teach and illustrate firsthand the rights and responsibilities of bicyclists and have been shown to have a larger impact on mode shift and bicyclist behavior than traditional educational strategies.

MoveSafe – Due to increases in both pedestrian and bicycle crashes, the Allen County Safe Community Coalition will review bicycle and pedestrian crashes as well as carry out public education and awareness campaigns focused on roadway safety and active transportation.

Local Bike Rides or Walk/Run Events – Nearly 100 rides, walks, and runs are held each year in Allen County, often sponsored by local bike shops or non-profits and aligned with a charitable organization. These are held all year long and throughout the county but are concentrated around the Ottawa Riverwalk during the summer months.

TABLE 10 LOCAL BIKE/PEDESTRIAN PROGRAMS BY STAKEHOLDER							
Program	**Regional Planning**	**Health Care**	**Local Law Enforcement**	**Activate Allen County**	**Local Bike Shops**	**Local Non-Profits**	**Local/ State Govt's**
Bike Rodeo	✓	✓	✓		✓		✓
Bike/Ped Counts	✓	✓		✓	✓	✓	✓
Bike Ped Taskforce	✓	✓		✓	✓	✓	✓
Experiential Education	✓	✓	✓		✓		✓
Move Safe	✓	✓	✓				✓
Local Bike Rides or Walk/Run Events	✓			✓	✓	✓	✓

Preservation:

Local governments are responsible for maintaining their transportation networks, including walkways and bikeways. The lack of maintenance dollars and resources is one of the primary barriers for agencies wanting to build active transportation facilities. A proactive approach to preservation starts with understanding the transportation system's current state of repair and having a clear division of roles and responsibilities for maintaining what facilities and how often.

Asset Condition Inventory:

Our member agencies are consistently evaluating infrastructure within their jurisdictional boundaries and repairing, replacing, or adding as necessary. They each have unique systems for tracking the condition of their infrastructure that vary between the different political subdivisions. The active transportation facilities across LACRPC's planning vary in condition from brand new to in need of replacement; all our member agencies are actively involved in the maintenance of their infrastructure and are improving the quality of the active transportation network year after year. For a more detailed report on infrastructure condition the reader should refer to the appropriate political entity.

Lima-Allen County Regional Planning Commission (RPC) works with members of our planning area to evaluate active transportation infrastructure as needed. While our rural members have less active transportation facilities, the municipal members are systematically evaluated through a variety of planning products targeting active transportation assets. RPC provides technical support and funding, when possible, to maintain and expand the current active transportation network. Active transportation has been a focus of RPC and its members over the last decade.

PROPOSED PROJECTS & PROGRAMS

PROPOSED PROJECTS & PROGRAMS:

This plan makes recommendations that will promote and support active transportation through a combination of infrastructure projects, policies, and programs. Infrastructure recommendations refer any improvement that involves physical construction to facilitate a positive change in the active transportation network, it may also refer to any general practice that changes the manner in which construction of public facilities occurs. Policy and program recommendations aim to re-prioritize walking and bicycling and to change the culture around active transportation and help increase its use through engagement, education, encouragement, and evaluation.

Active Transportation Network Rationale:

A primary goal of this plan is to increase the safety and convenience of walking and biking and to that end, recommendations include a variety of route options and facility types to accommodate most community members. The following section goes into more detail on how and why facilities in the network were selected.

Active Transportation Facilities:

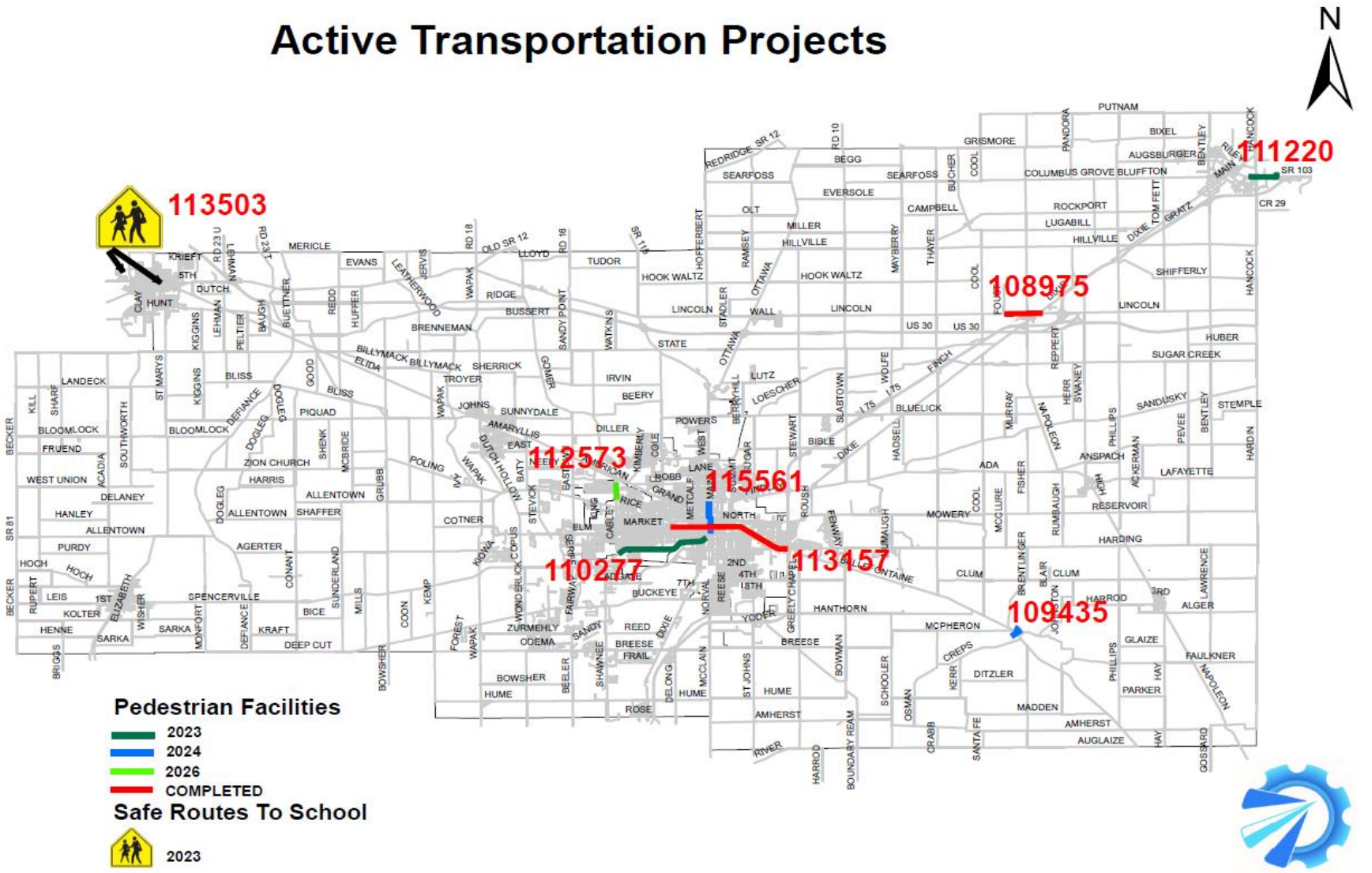
Most projects included within this section are the result of project solicitation from our members. These projects are overwhelmingly located on roadways categorized on the federal functional classification system, and therefore eligible for outside funding. This agency largely defers to our members to make informed decisions regarding projects within their jurisdiction. This is the single largest driver of any project recommendation/adoption. Additionally, several project recommendations are the natural result of examining problematic locations within our planning area and proposing possible solutions; and lastly, a significant amount of the recommendations are carryovers from the last update of this plan in 2019.

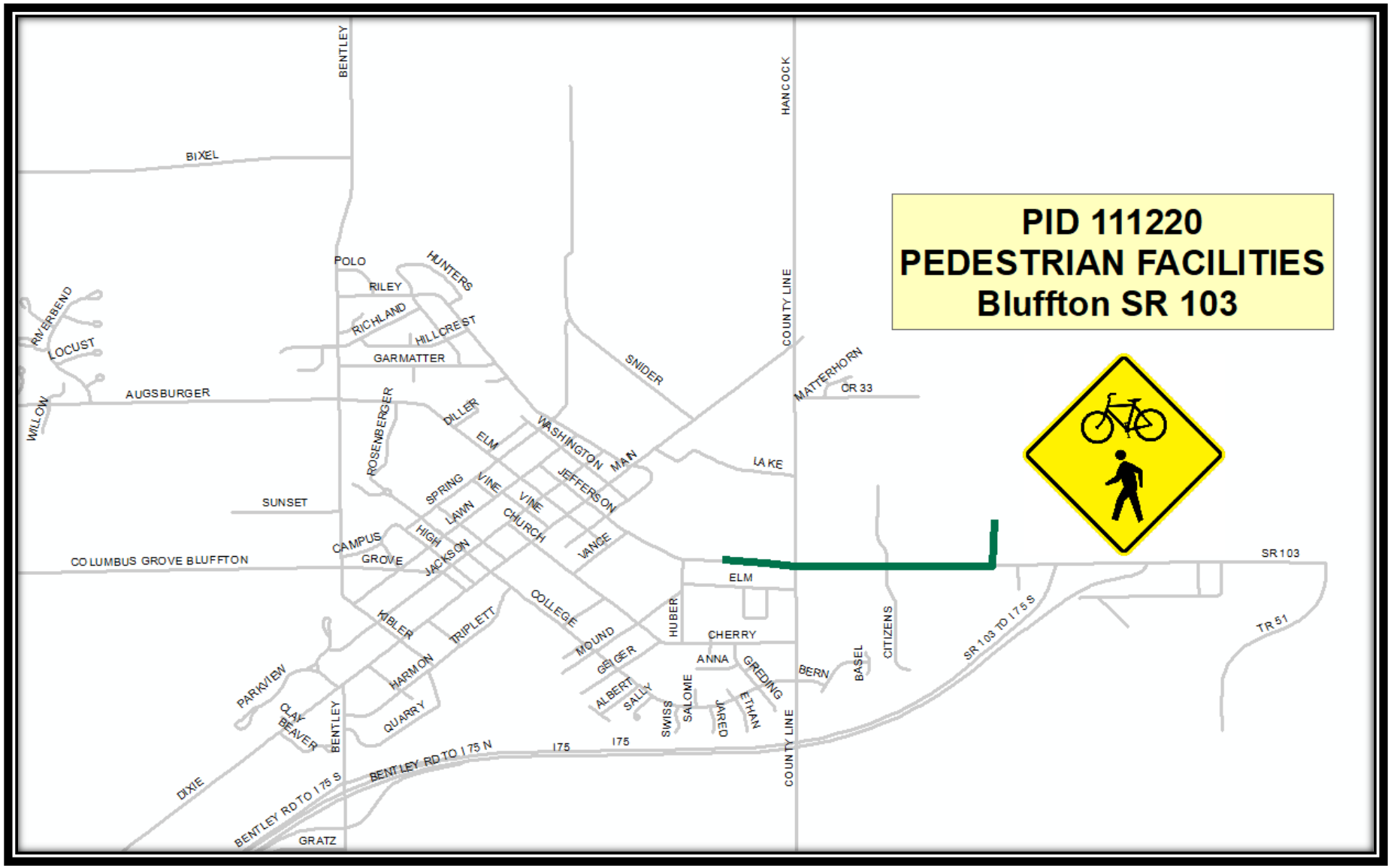
Pedestrian infrastructure is primarily provided in the form of sidewalks, bike lanes, bike routes trails (paved and unpaved), and multiuse trails. The presence of sidewalks along a roadway corresponds to a 65 to 89 percent reduction in walking along road pedestrian crashes. Pedestrians are also among the most vulnerable road users and 72 percent of pedestrian fatalities occur at non-intersection locations. Additional treatments implemented along roadways and crossing improvements would improve the bicycling and walking experience, encourage more walking, and decrease the number of crashes that occur. Local infrastructure and routes will help riders of varying abilities access their daily destinations such as schools, grocery stores, parks, and work. There are several important factors to consider during bicycle facility selection, such as design users and roadway conditions. This section describes the different types of bicyclists, highly confident, somewhat confident, and interested but concerned, who make up the population. It also provides an introduction to the FHWA bicycle facility selection matrix that identifies what type of facility is appropriate for the majority of bicyclists based on speed, volume, and context.

Infrastructure Projects:

The final recommended network is based on the existing conditions analysis, steering committee meetings, previous planning activities, and public input. The network includes critical connections to all incorporated municipalities, rural connections between communities, healthcare, food, and recreation opportunities. The network also identifies multiple intersections that should be improved to make walking and biking safer along major roads.

Active Transportation Projects

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RICHLAND
HILLCREST
GARMATTER
SNIDER
COUNTY LINE
MATTERHORN
OR 33
AUGSBURGER
WILLOW
ROSENBERGER
DILLER
ELM
WASHINGTON
MAN
LAKE
JEFFERSON
SUNSET
SPRING
VINE
LAWN
CHURCH
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MOUND
HUBER
CHERRY
ANNA
GREDING
BERN
BASEL
CITIZENS
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TR 51
PARKVIEW
HARMON
GEIGER
ALBERT
SALLY
SWISS
SALOME
JARED
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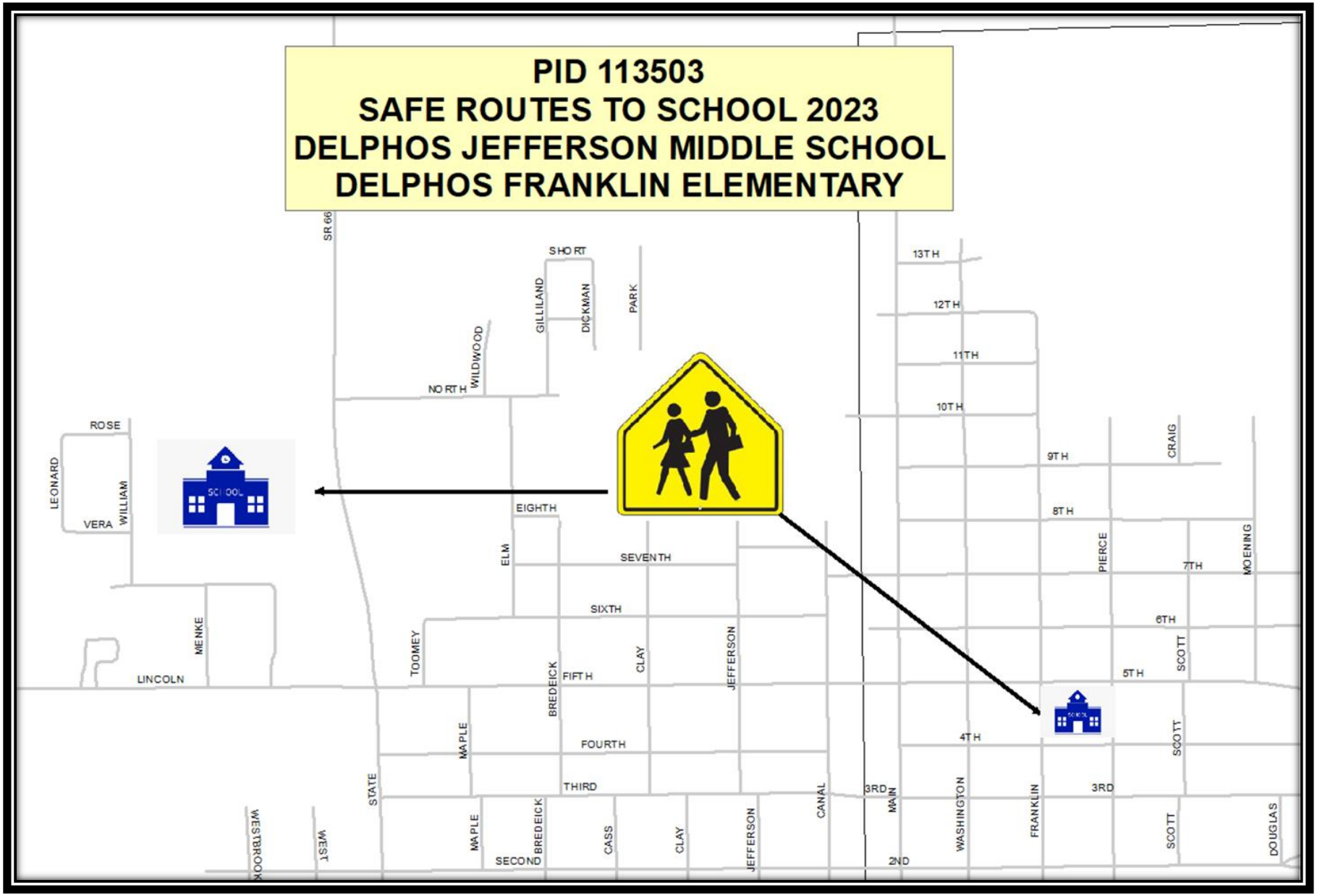
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WILDWOOD
NORTH
ROSE
LEONARD
VERA
WILLIAM
SCHOOL
EIGHTH
ELM
SEVENTH
SIXTH
MENKE
LINCOLN
TOOMEY
BREDEICK
FIFTH
CLAY
JEFFERSON
MAPLE
FOURTH
STATE
THIRD
WESTBROOK
WEST
SECOND
CASS
CANAL
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10TH
9TH
8TH
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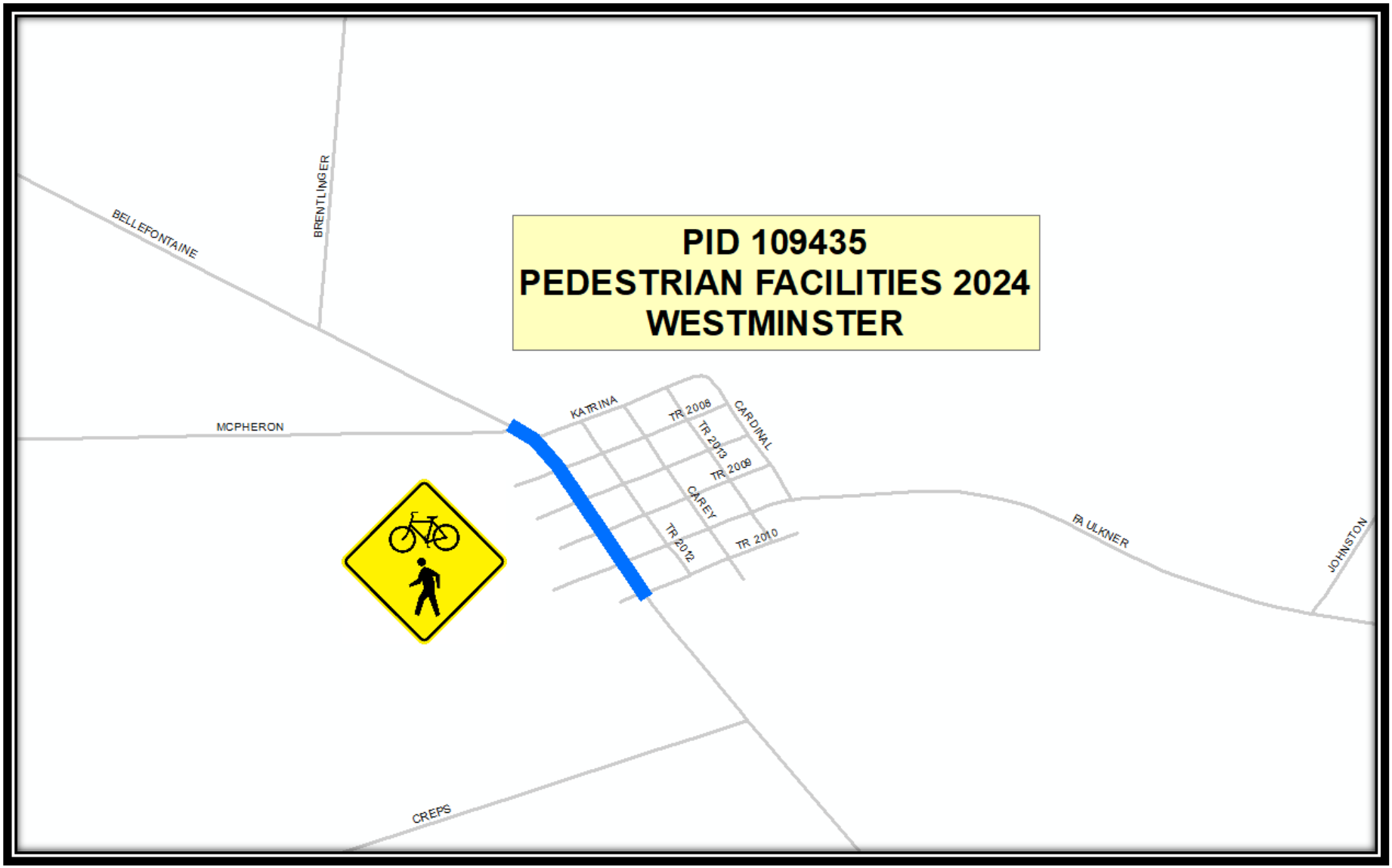
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TR 2009
CAREY
TR 2012
TR 2010
FAULKNER
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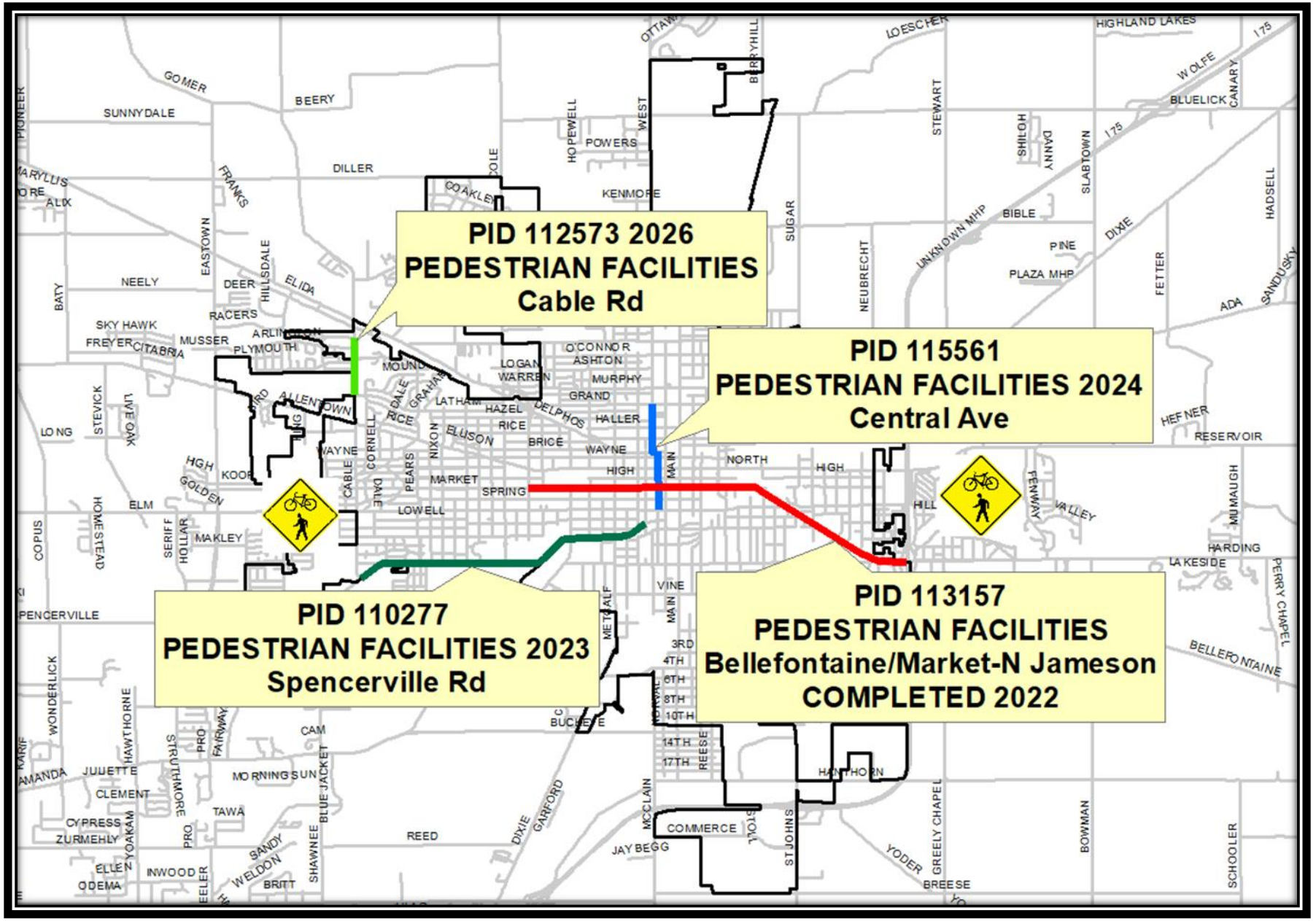
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PEDESTRIAN FACILITIES 2024
Central Ave
PID 110277
PEDESTRIAN FACILITIES 2023
Spencerville Rd
PID 113157
PEDESTRIAN FACILITIES
Bellefontaine/Market-N Jameson
COMPLETED 2022
SUNNYDALE
BEERY
DILLER
KENMORE
POWERS
HIGHLAND LAKES
BLUELICK
NEELY
DEER
RACERS
SKY HAWK
FREYER
CITABRIA
MUSSER
PLYMOUTH
ALLENTOWN
O'CONNOR
ASHTON
LOGAN
WARREN
MURPHY
GRAND
HALLER
RICE
BRICE
WAYNE
HIGH
MARKET
SPRING
LOWELL
ELM
MAKLEY
NORTH
HILL
VALLEY
HARDING
LAKESIDE
PERRY CHAPEL
BELLEFONTAINE
VINE
3RD
4TH
6TH
8TH
10TH
14TH
17TH
REESE
HAWTHORN
MORNING SUN
TAWA
REED
COMMERCE
JAY BEGG
YODER
GREELY CHAPEL
BOWMAN
SCHOOLER
BREESE
ST JOHNS
MCCLAIN
DIXIE
GARFORD
SHAWNEE
BLUE JACKET
WELDON
SANDY
BRITT
ODEMA
ELLEN
INWOOD
CYPRESS
ZURMEHLY
CLEMENT
JULIETTE
AMANDA
WONDERLICK
HOMESTEAD
COPUS
SERIFF
HOLLAR
STEVICK
LIVE OAK
LONG
GOLDEN
KOOR
CABLE
CORNELL
DALE
PEARS
NIXON
ELLISON
LATHAM
HAZEL
DELPHOS
GRAHAM
MOUND
ELIDA
HILLSDALE
EASTOWN
FRANKS
MARYLUS
ALIX
PIONEER
GOMER
HOPEWELL
WEST
BERRYHILL
LOESCHER
STEWART
SHILOH
DANNY
SLABTOWN
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WOLFE
CANARY
SUGAR
NEUBRECHT
UNKNOWN MHP
BIBLE
PINE
PLAZA MHP
DIXIE
FETTER
HADSELL
SANDUSKY
ADA
HEFNER
RESERVOIR
MUMAUGH
FENWAY
MAIN
METCALF
BUCKEYE
CAM
PRO
FAIRWAY
STRUTHMORE
YOAKAM
SPENCERVILLE

ALLEN COUNTY DISTRICT 1 PEDESTRIAN-BIKE PROJECTS SOLD OR OBLIGATED 2021-2022						
PID	**LOCATION**	**DESCRIPTION/TERMINI**	**TYPE OF WORK**	**STATUS**	**CONSTRUCTION DATES**	**COST**
110277	ALL Spencerville Road Sidewalks	Along Spencerville Road from Cable Road to Pierce Street in the City of Lima.	Pedestrian Facilities	SOLD	Estimated End Construction 8/31/2023	$1 mil
ACTIVE PEDESTRIAN-BIKE PROJECTS FROM THE 2021-2024 TIP						
PID	**LOCATION**	**DESCRIPTION/TERMINI**	**TYPE OF WORK**	**STATUS**	**CONSTRUCTION DATES**	**COST**
111220	HAN SR 103 0.00	In the Village of Bluffton along SR 103 to Commerce Lane then north on Commerce Lane to the Lions Way Trail	Pedestrian Facilities	ACTIVE	2023	$1.5 mil
113503	ALL SRTS Delphos	In the City of Delphos at Delphos Franklin Elementary School and Delphos Jefferson Middle School.	Safe Routes To School	ACTIVE	2023	$500,000
2024-2027 LACRPC TIP/STIP PEDESTRIAN-BIKE PROJECTS						
PID	**LOCATION**	**DESCRIPTION/TERMINI**	**TYPE OF WORK**	**STATUS**	**CONSTRUCTION DATES**	**COST**
109435	ALL SR 117 23.83	Project to resurface, add sidewalks and lighting through Westminster	Pedestrian Facilities	PROGRAMMED IN ELLIS	2024	$6.5 mil
115561	Central Ave	City of Lima is sponsoring a “complete streets” project located in the City’s CBD to include a Bike Lane	Pedestrian Facilities	PROGRAMMED IN ELLIS	2024	$5 mil
112573	Cable Rd	Construction of raised medians/pedestrian islands and sidewalks on Cable Rd between Latham & College Park.	Pedestrian Facilities	PROGRAMMED IN ELLIS	2026	$6.5 mil
COMPLETED PEDESTRIAN-BIKE PROJECTS						
108975	Village of Beaverdam	Decorative lighting to vastly improve the safety and lighting conditions for pedestrian traffic along historic "Old Lincoln Highway"/Main Street	Pedestrian Facilities	COMPLETED	10/14/2022	$337,000
113157	City of Lima	Street traffic calming and pedestrian safety improvements to Bellefontaine and Market Streets from I-75 west to North Jameson Ave.	Pedestrian Facilities	COMPLETED	12/12/2022	$345,000

In addition to the specific projects listed above this agency recommends the following engineering changes be implemented across the county wherever feasible.

Engineering Changes:
For this subsection, engineering changes represent hard infrastructure improvement. These are tangible improvements made in the community designed and built expressly for the purpose of improving active transportation.

Off-Road Facility Connectivity - The Rotary Riverwalk/Ottawa River Bikeway currently extends from the northeast quadrant of Shawnee Township, through Lima and into Bath Township, providing a bicycle and pedestrian connection to Lima. The townships surrounding Lima should work with Johnny Appleseed Metro Parks and the local school districts to provide more off-road trails throughout the area and to help extend the Rotary Riverwalk/Ottawa River Bikeway further into the county. Additionally, outlying townships and communities should work together with other county agencies to find logical paths between existing points of pedestrian interest to help tie those assets together. This helps to tie Allen County together and drastically improve connectivity.

Establishment of Waterway Corridors or Blueway's – Allen County has two separate major river corridors that cross the length of the county: The Ottawa and the Auglaize Rivers. Current public access to these waterways is almost non-existent outside of the City of Lima. Access to public bodies of water is not only an equity issue but also presents a unique opportunity to expand active transportation as a recreation option, increase local tourism, and reestablish interest in conservation efforts. Establishing a series of publicly maintained entrances and exits on both the Ottawa and Auglaize Rivers will allow residents to enjoy Allen County's waterways, promote active transportation as recreation, and have the potential to attract outside citizens to Allen County.

ADA Compliance - In 1990 the Federal government stated that all local jurisdictions need to have an ADA Transition Plan outlining how and when public infrastructure, including sidewalks, will be brought into ADA compliance. This has gone largely unheeded until recent years. Currently, many Allen County jurisdictions are working on such plans and to improve the accessibility of AT networks for all county residents, each jurisdiction will need to develop, adopt, and continue implementing this federally mandated plan.

Safe Routes to School Program - Safe Routes to School (SRTS) is an international movement to make it safe, convenient, and fun for children to walk and bike to school. SRTS programs combine the efforts of parents, schools, community leaders, and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and/or bicycle to school. SRTS uses a variety of education, engineering, and enforcement strategies to help make routes safer for children to walk and bike to school and encouragement strategies to entice more children to walk and bike to school. Currently, the Lima, Delphos, Elida, and Spencerville School Districts have adopted SRTS plans.

Pedestrian Safety Measures - Safety countermeasures should be considered at all intersections where pedestrians are crossing traffic. Countermeasures from marked crosswalks to pedestrian refuge islands to count-down signals should be considered for implementation. While some countermeasures may only be appropriate at intersections with high speeds or volumes of traffic, others like count-down signals, and auditory notifications should become standard practice. Local jurisdictions should develop a prioritized system to identify and provide count-down

pedestrian signals at all signalized intersections. The initial focus should be on downtown main street areas, areas adjacent to otherwise vulnerable populations, and school zones.

Complete Sidewalk Gaps - Ideally, every road should have sidewalks on both sides of the street. This agency recognizes that this is not practical along every street, with that stated local jurisdictions should develop a system to complete sidewalk gaps where the composite demand and need make it prudent to do so, and where the presence of pedestrians does not make for an increased safety concern. Sidewalk gaps along arterial and collector roads should be completed first. Providing continuous sidewalks along transit routes and near schools should also be a priority. To capitalize on these improvements, whenever a roadway is reconstructed, sidewalks should be included as part of the project.

Water Quality - The Miami and Erie Canal as well as the Ottawa River have the potential for increased water flow and higher water quality, which would make both waterways significantly more attractive for local jurisdictions. The construction and maintenance of the Riverwalk along the Ottawa River has significantly increased the utilization of the river corridor. The Miami-Erie Canal, in the area between Delphos and Spencerville, has been overgrown by adjacent vegetation, has had the canal banks collapse, and had water features fallen into a state of disrepair. Delphos, Spencerville and County officials should work with ODNR to better address these issues between the two communities and help preserve the canal corridor as a park-like destination in the downtown area while also working to improve the canal tow-path trail that connects the two jurisdictions. All three jurisdictions, Delphos, Spencerville, and Lima should initiate aggressive anti-littering programs to clean up litter in and around the canal/river and work with code enforcement officials to address illegal dumping and littering.

Complete Streets - States, regions, counties, and cities around the country have used various complete street policies to unambiguously endorse and define their support for non-motorized transportation. Complete Streets are planned, designed, operated, and maintained such that all users may safely, comfortably, and conveniently move along and across streets throughout a community. The Complete Streets concept recognizes that streets serve multiple purposes and that a community's roadways must be designed such that they balance the needs of all transportation users. Every local community should adopt a policy like that adopted by Lima and Bluffton that supports the development of Complete Streets.

Multi-Modal Connectivity - With the urban area's current infrastructure network, supporting travel mode transitions should be prioritized. A contiguous sidewalk and bicycle system should be provided on primary roads, especially in areas with retail as well as near parks and schools. Providing these facilities, along with bike racks and covered bus stops will also help to support transit use.

Protected Bike Facilities - Protected bike facilities should be considered in roadway and transit projects in urban areas with high volumes of traffic. Having vertical barriers between regular travel lanes and bike facilities provides safer more comfortable routes for bicyclists when traveling on roads with high traffic volume and vehicular traffic with high speeds.

Regional Trail/Route Funding & Implementation - The trails and bike routes that span between cities and villages need a designated implementation and maintenance plan with sustainable funding to succeed. While state and federal grants may be obtained to offset most of the construction cost, a local match is still required for construction. An entity must also have the wherewithal to maintain the facilities. Some of the trails will likely be on easements of land

held by other entities. The most logical option would be to expand the mission of the Johnny Appleseed Metropolitan Park District. The partnership approach that was utilized with the Rotary Riverwalk/Ottawa River Bikeway is a good model to use. The challenge is that the trails would be a substantial expansion of their facilities and this would require a corresponding increase in revenue.

Paved Shoulders - Wide paved shoulders provide a separate space for bicycle and pedestrian travel in rural areas and improve roadway conditions from a motor vehicle safety and maintenance standpoint. Ideally, wide paved shoulders should be considered in all new construction and reconstruction projects on rural roadways used by more than 1,000 vehicles per day. In some communities, where a separate recreational pathway is not feasible, local park and recreation commissions should consider helping fund a portion of the paved shoulder cost.

Safe Routes to Transit - A Safe Route to Transit Program targets pedestrian improvements directly around transit stops and the walking or bicycling routes used to reach them. This improves the safety and efficient movement of all types of traffic along transit routes. This agency recommends that communities with access to public transit implement such a plan.

Safe Routes to Healthy Food - Similar to the Safe Routes to School and Transit Programs, a Safe Routes to Healthy Food Program looks to improve AT corridors that connect residential neighborhoods, especially those with low motor-vehicle access, to locations with stores offering affordable healthy food options. LACRPC recommends that our members look to adopt such a plan.

Stormwater Drainage - A flooded street is not equally accessible to all modes of transportation. When it rains, people biking, walking, and using mobility devices are the first ones to lose access to the street and the last to regain access, making grey or green infrastructure dedicated to draining or capturing stormwater a key aspect of planning for AT mode use. Implementing stormwater drainage measures throughout the urbanized areas of Allen County will improve the access to and quality of the AT network year-round.

MPO AT Project Selection - The most economical time to integrate AT infrastructure is when a roadway is being built; however, as roadways are rehabilitated each roadway project should be required to consider the inclusion of bicycle and pedestrian amenities. The MPO should adopt a policy that stipulates federally funded projects appearing in this ATP be given serious consideration before being programmed in the MPO's STIP/TIP budget process.

Programs and Policies:

Establishing safe and convenient active transportation infrastructure is critical to improving walking and bicycling conditions. But without programs and policies in place to support active transportation, infrastructure projects can only go so far. Programs and policies can typically be implemented relatively quickly and inexpensively. Programs can be easily scaled to a wide audience, such as elementary school students, transit riders, or business owners. Individual programs can increase walking and bicycling in specific circumstances and locations but should be coordinated with policy development to ensure lasting change. For this report, “programs and policies” fall under one of the following categories: Education, Encouragement, Evaluation, Enforcement, and Other. Recommendations for each can be found within this subsection.

Education Opportunities:
Proper education gives people of all ages and abilities the skills and confidence to ride and walk throughout the community safely. These are opportunities to work directly with the public and to attempt to alter their behavior for the better.

Experiential Educational Rides - Encourage AT mode shift by providing experiential educational-like rides that give hesitant or uninformed bike riders the information and tools they need to ride bikes safely and confidently on roadways throughout the county. The program designed by *Yay Bikes!* out of Columbus requires two leaders per ride. As of the writing of this plan, only one trained leader works in Allen County making it a priority to increase the number of trained leaders in the region.

Grow the *MoveSafe* Campaign - *MoveSafe Allen County* was created in March 2017 to act as an education and training forum, promoting AT safety through media campaigns with the goal of decreasing bike and pedestrian crashes. To spread awareness of AT safety more resources and time should be invested in this action.

Law Enforcement Training - Support efforts to provide law enforcement with professional development training focused on effective enforcement of AT laws to promote safe roadways.

Corridor & Land Preservation - Off-road shared-use path facilities are the most comfortable and safe way to travel by bike or foot. These types of facilities provide miles of recreational trails as well as connections to urban areas if connected to the roadway network. Corridors and large patches of land need to be preserved in rural areas for these off-road facilities and other park-related activities.

Encouragement Opportunities:
Based on the public outreach performed by this agency as part of this report and its predecessors the single biggest impediment to citizens utilizing active transportation as part of their daily commute is the perception of it being unsafe. While some of this is founded in fact and can be addressed by improving the physical infrastructure, we all utilize every day, a good amount of that apprehension has the potential; to be solved by promoting a cultural change. This section deals with cultural changes Allen County as a community can create a strong AT culture that welcomes and celebrates AT users.

Transportation Project Coordination - The Bicycle and Pedestrian Task Force has roughly 40 members representing many geographic areas and points of view from across the county and was established to promote increased walking and bicycling in Allen County. As part of this initiative, the Task Force should consider expanding its mission to make formal recommendations to local governments regarding the advancement and support of planned AT roadway projects to share best practices and learn from each other.

Comprehensive Bike Map - A regional bike map currently exists for Allen County but should be expanded in the model of the Columbus, Ohio bike map which not only outlines designated bike facilities but also provides comfort ratings for all roadways and is available in brochure, online PDF and as an interactive online map. The map should also include information on bicycle laws, safety recommendations, and pathway etiquette. The map production and print costs can be offset by selling advertising or underwriting from local businesses and tourism organizations. The map should be paired with other publications already targeting residents' mailboxes for

efficiency and coverage. The map may also be located at the Chamber of Commerce, local businesses, and kiosks for further distribution.

Wayfinding Technical Support - A coordinated wayfinding system, with well-designed and placed signs, creates an aesthetic environment that reinforces a positive sense of place for residents and visitors. LACRPC should take the lead in developing a county-wide bicycle and pedestrian wayfinding system.

"Bikes May Use Full Lane" Signs - Current signage along bike routes states "Share the Road". While the sentiment is good, motorists often take this to mean sharing the lane which leads to close calls due to narrow passing distances. Cities, like Columbus, Ohio, have recently replaced "Share the Road" signs with "Bikes May Use Full Lane" signs which encourage motorists to pass bicycles as they would another car by moving into the adjacent lane.

Active Commute Program - An Active Commute Program should be developed that provides individual outreach, through community surveys and events, to find people who have the inclination to walk bike, or take the bus but need additional encouragement, and provide resources that best fit their individual needs.

Building an AT Culture Events - To help build community consciousness of the issue, activities tailored to specific interest groups are proposed throughout the year. It is not expected that everyone will participate in every activity. We are hoping to get everyone engaged in at least one that fits their interests and current situation. But if promoted effectively, they will hear about all events and together they will begin to feel like they are a part of some larger, community-wide initiative. We recommend that each of our member agencies work with local stakeholders to develop their own targeted events.

Adopt-an-Alley - Adopt-an-Alley is a program to enhance the pedestrian environment and attractiveness of downtown areas by providing clean, safe, attractive alleyways that link the parking lots in the rear of businesses to municipal streets. This program would provide volunteer individuals, businesses, and organizations a chance to beautify an alleyway. Enhancements may include adding street furniture, decorative lighting, flower pots, wall art, sculptures, entertainment, and any other improvements that would help make the alleyways a more pleasant passage for pedestrians and bicycles. Local jurisdictions could grant no-cost yearly easements for temporary installations and the program could be administered by the Chamber of Commerce or the jurisdiction itself. Adopters could receive recognition in the form of a sign that would extend out to the street from the Alley. The sign could also double as a wayfinding aid to the parking lots. After upgrading, the temporary use of some alleys may be supported with cafe tables and movable seating to promote local business activities or community events.

Canal Corridor Development - Beyond improving the water quality of the canal, Spencerville and Delphos should focus on improving the area adjacent to the canal and getting the downtown community involved.

Sidewalk Maintenance - Regular and consistent maintenance of sidewalks, particularly along arterials and collectors, is important for active transportation. Typical problems that can occur include cracked pavement, standing water, overgrown trees, shrubs, snow, and ice. Inadequate sidewalk maintenance can be dangerous and discourage people from using active transportation. Political subdivisions should develop a consistent sidewalk maintenance program that includes regular inspection, inventories, citizen education, and a way for concerned citizens to easily

report problems. They should also work to have these items included in their property maintenance codes.

Mixed-Use Development - Mixed-use development contributes to the pedestrian and bicycle environment by integrating residential and non-residential uses within a compact development. Based on future growth, the Lima Urbanized Area (City of Lima, American, Bath, Perry and Shawnee Townships) should look at integrating planning and zoning changes that would lead to more walkable developments downtown and along commercial corridors.

Bike-Friendly Businesses - This is a program that identifies businesses along bike routes that have agreed to open their store to provide water and restrooms at no charge to bicyclists. While no charge is included this program has shown to be beneficial to store owners as bicyclists often spend money at a place that has accommodated their needs.

Bikeshare - Bikeshare is the fastest-growing form of shared mobility in the country, with over 120 systems across the country, many of them in the last 5 years. Bikeshare is set up around hubs spread throughout downtown areas or trail networks where people rent bikes for short periods. Bikeshare programs aim to support mode shift for short local trips and to encourage physical activity and use of on and off-road bike facilities. Preliminary research has been done by the Regional Planning Commission looking into the feasibility of bikeshare in Lima. The main corridors being examined include Main Street, Market Street, and the Ottawa Riverwalk.

Winter Sidewalk & Trail Maintenance - Consistency of facilities' availability is a primary influence on people's choice to commute by AT modes. For a commuter to comfortably rely on an AT mode, facilities need to be available for travel all year round. This means that trails utilized for utility trips and sidewalks need to be maintained for travel throughout the winter months.

Support Bike Shop & Co-op Programming - Supporting both private sector and non-profit AT partners is key to building a bike culture in Allen County. These organizations often help bolster community participation and fill in gaps that government services cannot cover.

Incorporated Area Sidewalk Ordinance - To support pedestrian travel and increase quality of life in the incorporated areas of Allen County, implementing sidewalk ordinances that require sidewalks in all roadway reconstruction projects should be discussed.

Bike Route Amenities - Bike routes that cut through rural areas with long stretches between villages or cities can be barren at the speed of the bike. By providing mini-bike rest stops to provide water, shade, restrooms, basic tools, etc. at strategic points along the route, bicyclists can feel more secure setting out on long treks.

Evaluation Opportunities:
Evaluate the use of the Active transportation network and the impact of implemented projects, programs, and policies.

Bicycle & Pedestrian Documentation Project - In the fall of 2013, the Lima/Allen County Regional Planning Commission (LACRPC) participated in the National Bicycle and Pedestrian Documentation Project and continued to participate in May and September counts. These counts provide a valuable baseline from which the success of increasing both the use and safety of new facilities may be measured. LACRPC could expand the pedestrian and bike count in the following ways: Participate in all count periods in May and September. Before improvements with

pedestrian and/or bicycle facilities, conduct a count so that the effectiveness of building the new facility in attracting new bicyclists and pedestrians may be measured. Investigate supplementing human counters with automated counters for facilities so that use levels and patterns may be determined more efficiently. Engage more of the members of the Pedestrian and Bicycle Task Force as volunteers in the count efforts by providing a brief training at one of the quarterly meetings.

Automatic Counters - Currently the county relies on manual count events and cell phone location data to evaluate the levels of walking and biking on local roadways. These are point-in-time studies that often do not accurately reflect actual levels of use. Automatic counters that can be installed at strategic locations and collect data over weeks or months provide a much more complete picture of AT use in a community. These counters will allow project owners to assess the effectiveness of completed projects and help locate future work areas. This improvement should also be accompanied by an educational campaign to enlighten the public on the counters and why the data they collect is so vital. This can also be accomplished with the use of web-based traffic monitoring software.

Neighborhood Walkability/Bikeability Assessments - Once a year, every neighborhood should be walked and biked by community members representing a wide variety of ages and abilities and at different times of day, rush hour, dusk, dark, etc. These assessments will help track changes in the network both as new AT facilities are installed and older facilities degrade.

Enforcement:
Ensuring safe roads for all users.

Site Plan Approval Checklist - A site design checklist should be provided to developers and used by local jurisdictions in their review of site plans to make sure that bicycle and pedestrian issues are being adequately addressed. The Canadian Institute of Traffic Engineers publishes "The Canadian Guide to Promoting Sustainable Transportation through Site Design" which serves as a good model.

Bicycle Patrol - Support the growth of a large and well-trained bicycle patrol in Allen County urban centers. Officers traveling at the speed of bikes are much more equipped to react to bicycle and pedestrian infractions.

Warning Tickets - Warning tickets refer to, bicyclists or pedestrians, being pulled over by law enforcement, usually on bikes, just as a motorist would be for speeding, however instead of handing down fines law enforcement officials explain which laws were broken and what the potential fine for that infraction could be. Once the information has been imparted and a warning given, the AT user is free to go with no penalty. Intersections and corridors targeted with this type of enforcement have shown a large reduction in AT user infractions.

50% of Citations for High Crash Infractions - Focus law enforcement's efforts on roadway infractions that are contributing factors to traffic crashes, especially serious injury crashes. Setting a goal for these agencies of 50% of all citations being handed down for these infractions keeps both law enforcement and motorists, including AT users, highly aware of these types of infractions.

Design Users

Understanding which types of bicyclists feel comfortable using a given facility is key to building a safe, convenient, and well-used network.

Design User Profiles

Highly Confident Bicyclist (~4-7%)

- Smallest group.
- Prefer direct routes and will operate in mixed traffic, even on roadways with higher motor vehicle operating speeds and volumes.
- Many also enjoy separated bikeways.
- May avoid bikeways perceived to be less safe, too crowded with slower moving users, or requiring deviation from their preferred route.

Somewhat Confident Bicyclist (~5-9%)

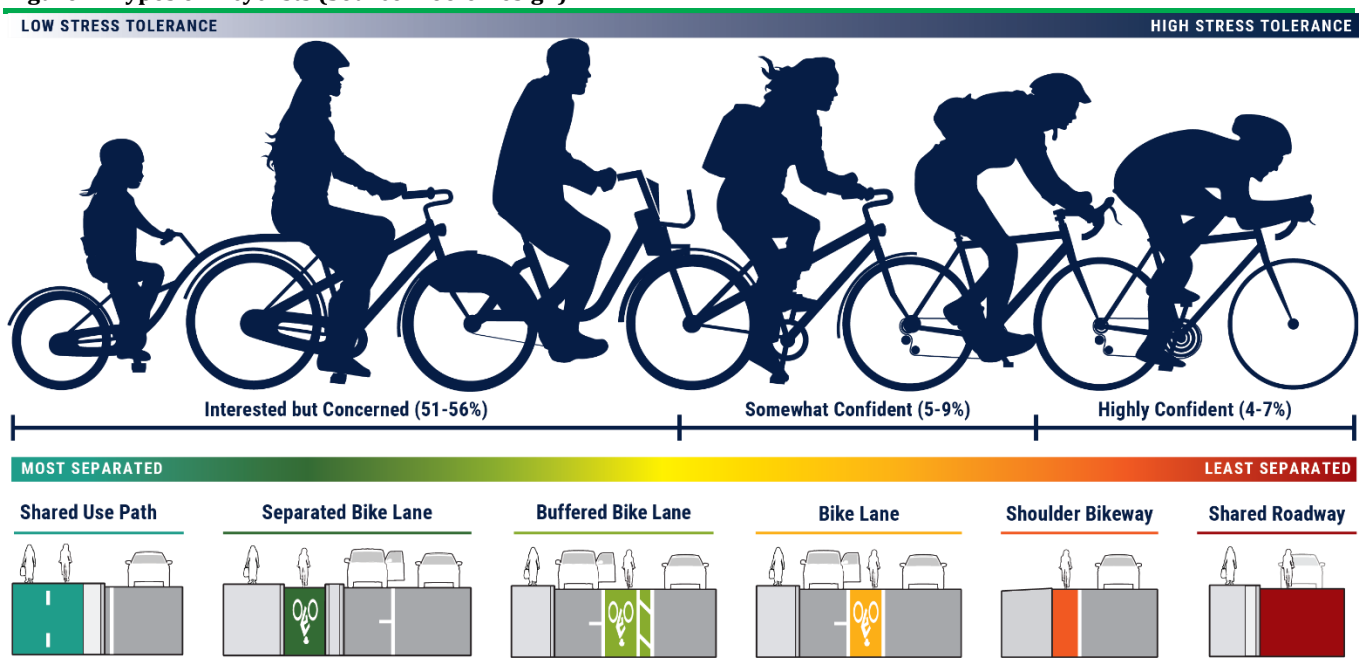
- Comfortable on most types of facilities.
- Lower tolerance for traffic stress, prefer striped or separated bike lanes on major streets and low-volume residential streets.
- Willing to tolerate higher levels of traffic stress for short distances.

Interested but Concerned Bicyclist (~51-56%)

- Largest group.
- Lowest tolerance for traffic stress.
- Avoid bicycling except with access to networks of separated bikeways or very low-volume streets with safe roadway crossings.
- Tend to bicycle for recreation but not transportation.
- Generally, the recommended design user profile to maximize potential for bicycling.

Bicyclists are typically classified according to their comfort level, bicycling skill and experience, age, and trip purpose. These characteristics can be used to develop generalized profiles of various bicycle users and trips, also known as "design users," which inform bicycle facility design. Comfort, skill, and age may affect bicyclist behavior and preference for different types of bicycle facilities. Selecting a design user profile is often the first step in assessing a street's compatibility for bicycling. The design user profile should be used to select a preferred type of bikeway treatment for different contexts, urban, suburban, rural town, or rural roadways (see Figure 1, Figure 2, and Figure 3). People who bicycle are influenced by their relative comfort operating with or near motor vehicle traffic. To accommodate the majority of the population, the "Interested but Concerned" rider should be the primary user type that facilities are designed for. In some contexts, such as rural roadways where fewer people may be expected to be traveling by bike, the Somewhat Confident or Highly Confident rider is the most relevant design user.

Figure 1: Types of Bicyclists (Source: Toole Design)

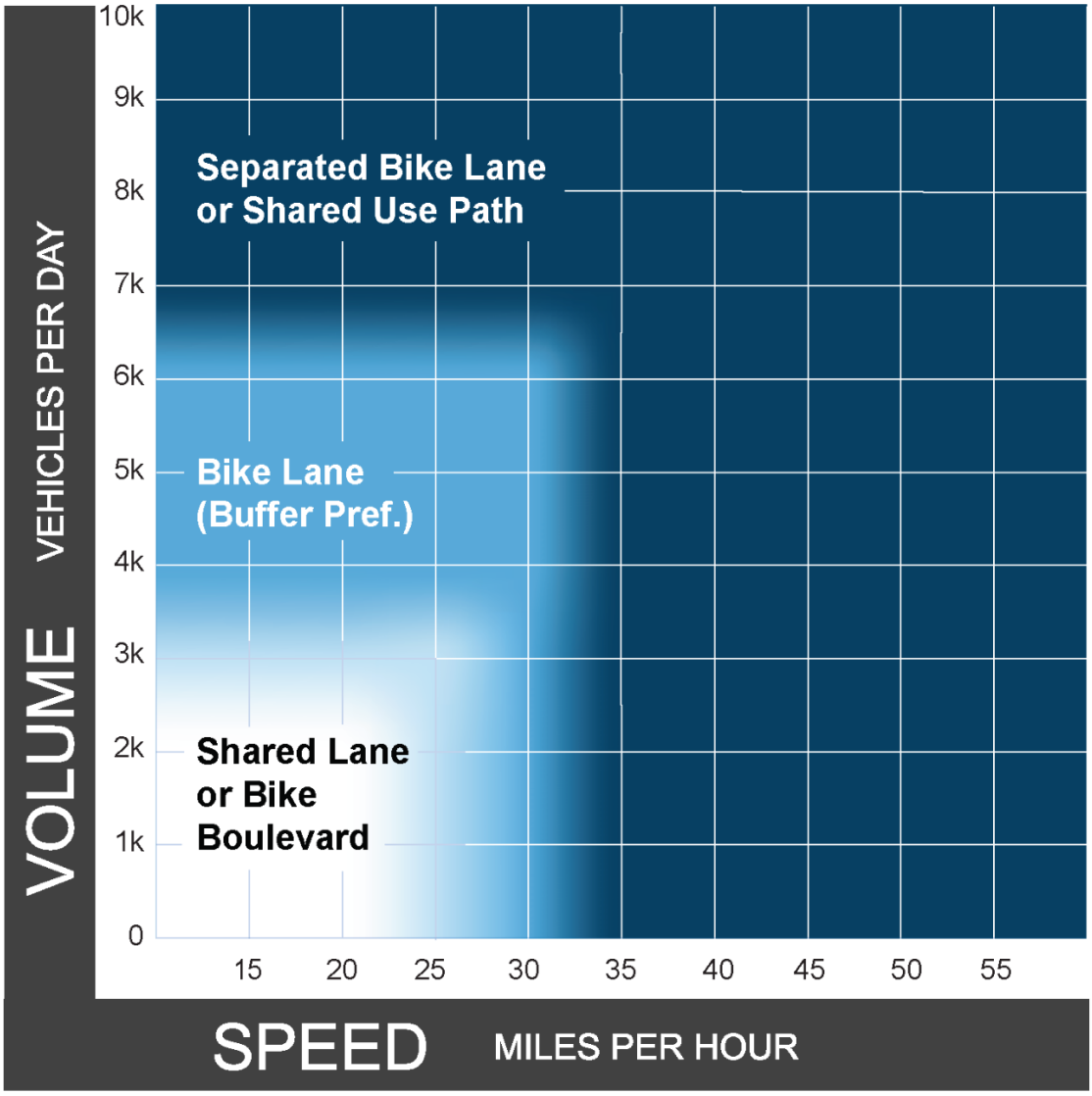


Facility Selection Methodology

Bicycle networks should be continuous, connect seamlessly across jurisdictional boundaries, and provide access to destinations. Anywhere a person would want to drive for utilitarian purposes, such as commuting or running errands, is a potential destination for bicycling. As such, planning connected low-stress bicycle networks is not achieved by simply avoiding motor vehicle traffic. Rather, planners should identify solutions for lowering stress along higher-traffic corridors so that bicycling can be a viable transportation option for the majority of the population.

Before projects can be implemented the type of on-street bicycle facility will need to be defined. The Federal Highway Administration (FHWA)'s Bikeway Selection Guide's facility selection matrices (Figure 2 and Figure 3) can be used to help determine the best facility for the roadway based on context, speed, and volume as well as the relevant design user type. See the full guide for further details on facility selection.

Figure 2: FHWA Bikeway Facility Matrix: Preferred Bikeway Type for Urban, Urban Core, Suburban and Rural Town Contexts (Design User: Interested but Concerned)



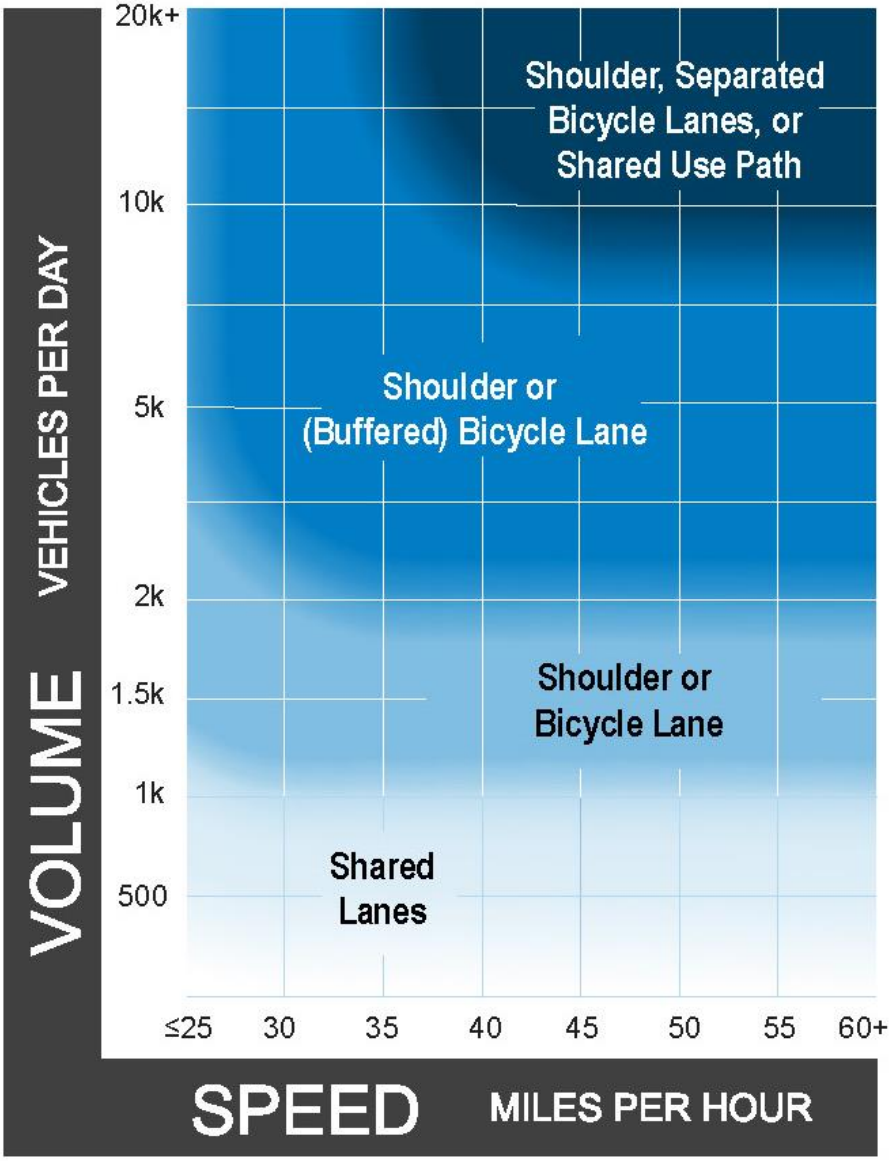
Notes

1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.

2 Advisory bike lanes may be an option where traffic volume is <3K ADT.

3 See page 32 for a discussion of alternatives if the preferred bikeway type is not feasible.

Figure 3: Preferred Bikeway for Highly Confident Bicyclists in Rural Contexts (Modified FHWA Bikeway Facility Matrix)



Notes

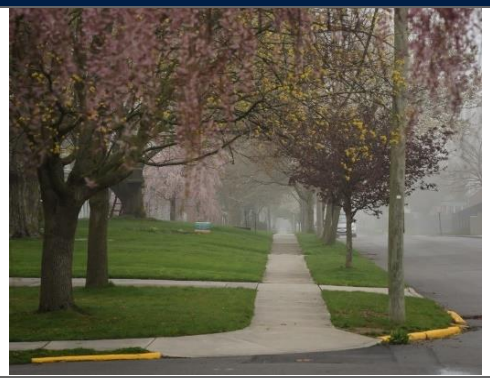
1 *Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.*

2 *If the percentage of heavy vehicles is greater than 10%, consider providing a wider shoulder or a separated pathway.*

Facility Toolkit

Bicycle infrastructure recommendations include 7 bicycle facility types to accommodate people of varying abilities and in different riding environments. Research shows that the provision of low-stress, connected bicycle networks improves bicyclist safety and encourages bicycling for a broader range of user types.[1] Pedestrian infrastructure is primarily provided in the form of sidewalks, roadway crossings, and off-road facilities.

Table 11. Facility Toolkit* ***(remove/add facilities based on your recommendations).***

	Sidewalk	Shared Use Path	Crossing
			
Description	Sidewalks are intended for exclusive use by pedestrians. They are adjacent to but separated from the roadway by a curb and/or buffer, such as a tree lawn. As roadway speeds and volumes increase, more separation is needed to maintain a safe and comfortable walking environment for pedestrians. Common in urban areas, they may also be necessary in rural areas with pedestrian generators, such as schools and businesses. May notably increase levels of walking in areas with high traffic speeds/volumes.	Typically designed as two-way facilities physically separated from motor vehicle traffic and used by bicyclists, pedestrians, and other non-motorized users, shared-use paths provide a low-stress and comfortable travel environment for users of all confidence levels. They are used for recreational opportunities in addition to transportation and are located along roadways or completely separated from the road network, sometimes along rivers or old railroad corridors.	A variety of solutions can be employed to make intersections and mid-block crossings safer and more convenient for people walking. These treatments range from painted facilities, such as high-visibility crosswalks, to lights and signals, such as rectangular rapid flashing beacons (RRFB). Painted crosswalks delineate the safest pathway for pedestrians, and RRFBs enhance user safety and convenience at crossing points when full signalization is not warranted.
Intended Users	Pedestrians	Bicyclists and Pedestrians	Bicyclists and Pedestrians
Context	Urban	Urban and Rural	Urban and Rural
Posted Speed Limit	30 mph or lower (preferred) 50 mph (acceptable)	Urban: Any speed (typically 30 mph+) Rural: Any speed (typically 55 mph+)	Any Speed (appropriate treatment will vary)

[1] AASHTO (2021). Guide to Bicycle Facilities, 4th Edition, 2.2. Why Planning for Bicycling is Important.

	Sidewalk	Shared Use Path	Crossing
Motor Vehicle Traffic Volume	12,000 ADT or lower (preferred)	Urban: Any volume (typically 15,000 ADT+) Rural: Any volume (typically 6,500 ADT+).	Any Volume (appropriate treatment will vary)
Other Considerations	N/A	Shared use paths should be at least 10 feet wide (wider where higher bicycle and pedestrian traffic is expected, e.g., urban areas). Special consideration must be given to the design of roadway crossings to increase visibility, clearly indicate right-of-way, and reduce crashes. Alternative accommodations should be sought when there are many intersections and commercial driveway crossings per mile.	Treatments may include: » High visibility markings » Advance yield lines and signage » Curb extensions » Raised crosswalk » RRFB » Textured intersection pavement

*For more information on facility selection and design see the FHWA Bikeway Selection Guide, AASHTO Guide for Development of Bicycle Facilities, and future ODOT Multimodal Design Guide.

Table 12. Facility Toolkit* (continued) ***(remove/add facilities based on your recommendations).***

	Bicycle Boulevard	Paved Shoulder	Bike Lane and Buffered Bike Lane	Separated Bike Lane
				
Description	Where traffic volumes and speeds are low, many bicyclists can comfortably share lanes with motor vehicles. Shared lane markings and signs are added to inform people driving that bicyclists may operate in the lane and where to expect bicyclists. Wayfinding signage and traffic calming can help increase user comfort and prioritize bicycle travel.	Providing additional pavement width outside of the travel lanes can reduce crashes, aid maintenance, and provide space for bicyclists. Benefits include reducing pavement edge deterioration, accommodating oversized and maintenance vehicles, and providing emergency refuge for public safety vehicles and disabled vehicles. Paved shoulder recommendations should be accompanied by signage.	One-way facilities within the roadway are demarcated with painted lane lines. Standard bike lanes provide some improvements to bicyclist safety and can be enhanced with painted buffers, bike lane extensions through intersections, green-colored pavement, and regulatory signs.	One- or two-way facilities within the roadway and physically separated from adjacent travel lanes with vertical elements such as a curb, flex posts, or on-street parking. Such facilities reduce the risk of injury and can increase bicycle ridership due to perceived and actual safety and comfort.
Intended Users	Bicyclists and Motorists	Bicyclists	Bicyclists	Bicyclists
Context	Urban and Urban Periphery	Rural and Urban Periphery	Urban	Urban
Posted Speed Limit	25 mph or lower (preferred) 35 mph or lower (acceptable)	Any speed (typically 45 mph or higher)	30 mph or lower	Any speed (typically 30 mph or higher)
Motor Vehicle Traffic Volume	≤3,000 ADT (preferred) ≤5,000 ADT (acceptable)	≤ 6,500 ADT (preferred) Any volume (acceptable)	≤6,000 ADT (preferred) ≤20,000 ADT (preferred)	Any volume (typically 15,000 ADT or greater)
Other Considerations	May be used in conjunction with wide outside lanes. Explore opportunities to provide parallel facilities for less confident bicyclists. Where motor vehicles are allowed to park along shared lanes, place markings to	Shoulder width to accommodate bicyclists depends on traffic volume and speed in adjacent motor vehicle lanes. See Figure 3 for guidance on selecting the appropriate width.	Intersection designs should promote visibility of bicyclists and raise awareness of potential conflicts. Painted buffers can increase actual and perceived safety and are preferred when feasible. Bike lanes located next to parked cars should have a painted	Intersection designs should promote visibility of bicyclists and raise awareness of potential conflicts. Separation may be provided through temporary measures such as planters or removable bollards as an interim and low-cost design.

	Bicycle Boulevard	Paved Shoulder	Bike Lane and Buffered Bike Lane	Separated Bike Lane
	reduce potential conflicts with opening car doors. On low speed (<25 mph) low traffic (<3,000 ADT) streets, traffic calming and diversion can be used to slow traffic or create a bicycle boulevard.	Placement of the rumble strip is critical to providing usable space for bicyclists.	buffer next to the parking lane to prevent "dooring" crashes.	

*For more information on facility selection and design see the FHWA Bikeway Selection Guide, AASHTO Guide for Development of Bicycle Facilities, and future ODOT Multimodal Design Guide

PRIORITY PROJECTS

PRIORITY PROJECTS

The infrastructure recommendations in the previous chapter are conceptual routes, meant to show the potential of a comprehensive active transportation system. The recommendations are planning level in scope and are not necessarily constrained by existing challenges. Funding, land use, property rights, terrain, and other project-specific factors may make certain recommendations less practicable than others. Project prioritization uses measurable data to determine which projects are both feasible, given real-world constraints, and align with stakeholders' priorities.

PRIORITIZATION METHODOLOGY

LACRPC takes a more qualitative approach to project prioritization. Projects are solicited from member agencies to be taken under consideration for inclusion into LACRPC's Long Range Transportation Plan. (LRTP). Project submissions accompanied by the appropriate technical data are included in the LRTP within the order in which they are received.

Within the next 4-year planning cycle, projects from the Long-Range Transportation Plan will be reviewed on the basis of the planning year noted, along with the scope of work and available funding. Further analysis is done to determine a community's interest and capacity for implementing the project. Upon selection, projects advance from the LRTP into the Transportation Improvement Plan (TIP). It is from this document that all projects, Active Transportation or otherwise, are allocated. To be considered for this particular funding, all projects within the region go through this process. Projects that are not included within the current planning cycle, may remain on the LRTP for consideration at a later date.

Proposed Active Transportation improvements are given the same scrutiny as all other projects but may require a different set of technical data to qualify for inclusion in the planning process. Design choices that give preference to safety over vehicle speed or congestion reduction are emphasized to reduce safety concerns. An emphasis may be placed on urbanized areas of the region where most active transportation trips are likely to take place. The safety and connectivity of local pedestrian networks in rural villages and development of connecting bikeways in rural parts of the region are considered as well.

PRIORITIZED INFRASTRUCTURE PROJECT LIST

The following tables list the projects within The LACRPC 2024-2027 planning cycle. Those projects that include Active Transportation are highlighted.

2024-2027 LACRPC TIP PROJECT LIST				PROJECT COST AND FUNDING						PHASE	WORK TYPE	SPONSOR	AQ STATUS
YEAR	PID	LOCATION	DESCRIPTION	COST	STP	CMAQ	CRP	SAFETY	OTHER				
2024	115561	Central Ave	City of Lima is sponsoring a “complete streets” project located in the City’s CBD. The project spans 5 City blocks from Elm St. north to Wayne St. roughly 2,475 lf. Improvements call for the conversion of a 2-lane, 1-way street with parking on both sides to a 1-way, single lane street with reverse angle parking on 1 side and a bike lane on the other. ADA-compliant sidewalks and energy-efficient lighting upgrades are included.	$4,400,000	$1,700,000	$1,100,000	$484,000	$500,000		CO	Roadway Minor Rehab	City of Lima	EXEMPT
2024	118797	PCI App	Allen County. The County Engineer is seeking financial assistance to update and maintain the county’s Pavement Condition Index (PCI) on county and township roadways. The PCI allows county and township officials to assess pavement conditions and analyze specific treatments based on cost-benefit analyses.	$25,000	$25,000				TRC	SP	Other/Studies Tasks	Allen County Engineer	EXEMPT
2024	112378	MPO Planning WP	$200,000 in MPO STP monies to facilitate the MPO planning functions.	$200,000	$200,000				TRC	SP	Other/Studies Tasks	LACRPC	EXEMPT
2024	111220	Bluffton SR 103	Construct a shared-use path along the south side of SR 103/Jefferson Street from County Line Rd until Wendy's. It will then cross the street and continue east on the north side of SR 103 along Commerce Lane, then turn north and connect to the Lions path.	$1,530,000		$60,000				CO	Shared Use Path	Village of Bluffton	EXEMPT
				$6,155,000	**$1,925,000**	**$1,160,000**	**$484,000**	**$500,000**					

2024-2027 LACRPC TIP PROJECT LIST				PROJECT COST AND FUNDING						PHASE	WORK TYPE	SPONSOR	AQ STATUS
YEAR	PID	LOCATION	DESCRIPTION	COST	STP	CMAQ	CRP	SAFETY	OTHER				
2025	118800	Napoleon Rd (Harrod)	Reconstruction of S. Napoleon Rd, S. Main St., N. Main St., W 1st St. and Napoleon Rd through the Village of Harrod with curbs, gutters, sidewalks, and lighting upgrades	$2,900,000	$2,000,000	$200,000			OPWC $600,000 LOCAL $100,000	CO	Roadway Minor rehab	Village of Harrod	EXEMPT
2025	118798	PCI App	Allen County. The County Engineer is seeking financial assistance to update and maintain the county's Pavement Condition Index (PCI) on county and township roadways. The PCI allows county and township officials to assess pavement conditions and analyze specific treatments based on a cost-benefit analyses.	$25,000	$25,000				TRC	SP	Other/Studies Tasks	Allen County Engineer	EXEMPT
2025	118802	MPO Planning WP	$200,000 in MPO STP monies to facilitate the MPO planning functions.	$200,000	$200,000				TRC	SP	Other/Studies Tasks	LACRPC	EXEMPT
2025	119131	City of Lima	The Regional Transit Authority is requesting funding to assist in the implementation of fixed stops. This will include the addition of ADA-compliant sidewalks and signalization			$350,000			LOCAL	CO		Allen County Regional Transit Authority	EXEMPT
				$3,125,000	**$2,225,000**	**$550,000**	**$0**	**$0**	**$700,000**				

2024-2027 LACRPC TIP PROJECT LIST				PROJECT COST AND FUNDING						PHASE	WORK TYPE	SPONSOR	AQ STATUS
YEAR	PID	LOCATION	DESCRIPTION	COST	STP	CMAQ	CRP	SAFETY	OTHER				
2026	112573	Cable Rd	City of Lima project addresses the reconstruction of some 2,750 lf of Cable Road fronting the University of Northwestern Ohio. The City Engineer is proposing a road diet, signal upgrades, and the construction of raised medians/pedestrian islands and sidewalks on Cable Rd between Latham & College Park.	$6,400,000	$800,000	$400,000	$171,000	$4,400,000	LOCAL	CO	Pedestrian Facilities	LACRPC	EXEMPT
2026	118801	PCI App	The County Engineer is seeking financial assistance to update and maintain the county's Pavement Condition Index (PCI) on county and township roadways. The PCI allows county and township officials to assess pavement conditions and analyze specific treatments based on a cost-benefit analyses.	$25,000	$25,000				TRC	SP	Other/Studies Tasks	Allen County Engineer	EXEMPT
2026	118803	MPO Planning WP	$200,000 in MPO STP monies to facilitate the MPO planning functions.	$200,000	$200,000				TRC	SP	Other/Studies Tasks	LACRPC	EXEMPT
2026	118817	RTA Rolling Stock	The Regional Transit Authority is requesting funding to assist in the replacement of a large transit vehicle beyond its useful life.	$570,000		$570,000			LOCAL	TR	Capital Replacement	Allen County Regional Transit Authority	EXEMPT
2026	118806	Napoleon Rd (Lafayette)	This 1st phase, part of the larger project looks at reconstructing 1100 lf High Street in the Village of Lafayette between Main and Jefferson Streets. Curbs, gutters, sidewalks, and drainage improvements to be addressed. Subsequent phasing thru the Village of Lafayette calls for the repaving on High St, Main St. & Washington St. thru the Village.	$1,400,000	$430,000	$100,000			OPWC 770,000 LOCAL $100,000	CO	Roadway Minor Rehab	Village of Lafayette	EXEMPT
				$8,595,000	**$1,455,000**	**$1,070,000**	**$171,000**	**$4,400,000**	**$870,000**				

2024-2027 LACRPC TIP PROJECT LIST				PROJECT COST AND FUNDING						PHASE	WORK TYPE	SPONSOR	AQ STATUS
YEAR	PID	LOCATION	DESCRIPTION	COST	STP	CMAQ	CRP	SAFETY	OTHER				
2027	116196	Thayer Rd	Allen County. The County Engineer will reconstruct Thayer Rd between SR 309 and Reservoir Rd approximately 5,280 lf to 24' of pavement with 2' of stone shoulders, improve drainage, and construct a new bridge over Lost Creek.	$3,200,000	$350,000				CEAO $2,000,000	CO	Roadway Minor Rehab	Allen County Engineer	EXEMPT
2027	118884	Breese and Shawnee	The intersection improvement project is to improve safety and improve operation by converting the existing four-legged signalized intersection to a single-lane roundabout. The work would also consist of installing curb and gutter, drainage, traffic control, and lighting.	$3,000,000		$2,300,000	$164,000			CO	Intersection Improvement (Safety)	LACRPC	EXEMPT
2027	119014	Breese Rd	Widen the pavement on Breese Road to 2 - 12' lanes with 2' berms and drainage improvements from just east of Delong Road to McClain Road for a distance of approximately 3,325 linear feet (0.63 mi).	$1,500,000	$800,000				LOCAL	CO	Roadway Minor Rehab/Drainage System Maintenance	LACRPC	EXEMPT
2027	118807	PCI-App	The County Engineer is seeking financial assistance to update and maintain the county's Pavement Condition Index (PCI) on county and township roadways. The PCI allows county and township officials to assess pavement conditions and analyze specific treatments based on cost-benefit analyses.	$25,000	$25,000				TRC	Planning	Other/Studies Tasks	Allen County Engineer	EXEMPT
2027	118804	MPO Planning WP	$200,000 in MPO STP monies to facilitate the MPO planning functions.	$200,000	$200,000				TRC	Planning	Other/Studies Tasks	LACRPC	EXEMPT
2027	119131	City of Lima	The Regional Transit Authority is requesting funding to assist in the implementation of fixed stops along its high-traffic fixed routes. This will include the addition of ADA-compliant sidewalks and signalization.			$350,000			LOCAL	CO		Allen County Regional Transit Authority	EXEMPT
				$7,925,000	**$1,025,000**	**$2,650,000**	**$164,000**						

IMPLEMENTATION

IMPLEMENTATION

ROLES AND RESPONSIBILITIES

Collaboration is the first step toward the successful implementation of the Allen County ATP. Stakeholders involved in the planning process will be collectively responsible for the design, funding, construction, maintenance, monitoring, and/or evaluation of the network. These responsibilities will vary from project to project, but effective planning and collaboration are essential for continued progress.

FUNDING STRATEGIES

Active transportation projects comprise a fraction of overall transportation network construction and maintenance. While pedestrian and bicycle infrastructure generally does not serve as many users as highways, bridges, and other critical infrastructure, it can have a substantial positive effect on local economies. Additionally, providing opportunities for active living promotes public health and may reduce the burden on tax-payer-funded healthcare systems over time. In this light, active transportation infrastructure is a critical component of a complete transportation network and results in a positive return on investment for communities that fund such projects. Several state and federal funding sources can be used to supplement local funding sources to build out the active transportation network and fund related programming efforts. Funding for development and maintaining pedestrian and bicycle facilities and programs comes from a variety of federal, state, and local sources. Typically, various funding sources are

combined to plan and deliver projects. There are a number of state and federal funding sources available to support improvements for pedestrians and cyclists including ODOT Transportation Alternatives (TA) Program, the ODOT Safe Routes to School Program (STP); MPO Congestion Mitigation Air Quality Program (CMAQ); State Capital Improvement Program (SCIP); Local Transportation Improvements Program (LTIP); Recreational Trails Program; Clean Ohio Trails Fund; County & Municipal Bridge (BR) Program; Surface Transportation Block Grant program; and, Community Development Block Grant Programs.

The Planning Commission surveyed local political subdivisions to identify the various funding resources used in funding local capital improvements over the 2010 thru 2017 period. Funding controlled by ODOT reflected $2.4M in AT expenditures over the period; the MPO committed some $2.2M in funding for AT projects over the period. And while several local governments have repeatedly used the MPO/STP Program, MPO/CMAQ Program and/or the ODOT TA Program, most have not done so recently. More interestingly, local political subdivisions have typically used non-DOT monies local, and general fund monies to help support such improvements. On an annualized basis AT funding has reflected roughly $1.4M.

Table 14 lists the primary funding sources for active transportation projects in Ohio; click on the name of each funding source to access web pages with further information. In addition, ODOT and the Ohio Department of Health (ODH) have developed an Active Transportation Funding Matrix. Communities may use this tool to search for additional potential funding sources to support infrastructure and non-infrastructure projects that advance walking and bicycling. As part of the statewide Walk. Bike. Ohio Plan, ODOT published a Funding Overview Report that provides more details on the types of funding available, schedules, and eligibility requirements. For information on funding for public transit, visit the ODOT Office of Transit's website.

FINANCIAL PROJECTIONS THRU 2040

Table 13 reveals the full extent of federal and state transportation program funding projected to be available for the operation, maintenance, and expansion of the existing transportation system. Such funding is documented in the MPOs 2040 Long Range Transportation Plan for Allen County. The projection is provided to reveal the extent of all available federal transportation funding over the 2022 through 2040 cycle, not the funding committed to AT modes. Table 13 reveals the extent of available federal and state transportation funding and the pool from which AT investments can be developed.

TABLE 13
FISCAL PROJECTIONS 2021-2040

Federal Funds	Growth Factor	State Funds	Total
$241,835,376	½% Compounded	$47,659,201	$289,494,577

RECOMMENDED AT IMPLEMENTATION PRIORITIZATION STRATEGY

The ATP recommends the following implementation strategy for completing the recommended ATP networks and corridors.

- The first priority in the implementation strategy is to target gaps in areas where a high demand for walking, bicycling and transit use currently exist. In instances where pedestrian and bicycle levels and demand exceed the capacity of an existing facility and impact safety, deficient facilities should be considered gaps and prioritized. Prioritize projects that improve access to transit for traditionally underserved or underrepresented citizens. Bicycle and pedestrian amenities in

urban networks will work to support transit, commercial, cultural, institutional and/or recreational activities where walking and bicycle travel is attractive, comfortable, and safe. Implementation of pedestrian and bicycle infrastructure should be coordinated with land use and development that provide destinations for active transportation.

- A major priority of the plan includes the expansion of and connection to regional networks across the county, state, and nation. Bike facilities, like roadway facilities, exist within a hierarchy, where major collectors funnel traffic across regions while smaller facilities then branch off into local communities and neighborhoods. These major collectors are essential in forming the framework for a regionally significant AT network that supports ecotourism throughout the region as well as a healthy and mobile population and workforce. Locally these projects include USBR 25 and 44 (Complete), the Miami-Erie Canal, the Rails to Trails on the SPEG Line, and the eastern and western extensions of the existing Ottawa Riverwalk.

- Remedy broken linkages in the AT network to provide continuous and safe transportation alternatives between residential neighborhoods and key destinations including work, school, church, and recreational activities. This should be one of the region's highest transportation priorities and a key focus for transportation improvements in the region. Gaps in sidewalks or bike facilities render AT networks futile as they are not accessible to system users.

- Developing and funding education and encouragement programs like Bike Share and Safe Routes to School programs is vital to the success of the expansion. Just as important as on-the-ground projects are programs that make it easier for people to walk, ride bikes and access transit. Funding decisions should consider the importance of these types of programs and pair them with infrastructure projects. Developing supportive coalitions and increasing funding levels for walking, bicycling and transit is essential to supporting a culture of Active Transportation.

- The next highest priority should be to focus investments on improving and upgrading all deficient facilities so that they are safe and comfortable for all ages and abilities. Until the networks are complete it is not possible to expect substantial outcomes. In sub-areas where there is a high level of completion, connectivity and supporting land uses and levels of walking and bicycling and transit use can be quite high.

Table 14. Primary Active Transportation Funds in Ohio

Funding Source	Distributed by	Eligible Project Examples	Eligible Project Sponsor
Transportation Alternatives	Metropolitan Planning Organization (if applicable), or Ohio Department of Transportation (ODOT) if not	Bicycle & pedestrian facilities Safe routes for non-drivers Conversion & use of abandoned railroad facilities Overlooks & viewing areas	Local governments
Safe Routes to School	ODOT	Infrastructure Non-Infrastructure School Travel Plan assistance	Local governments (infrastructure) Local governments, school or health district, or non-profit (non-infrastructure)
Highway Safety Improvement Program	ODOT (Coordinate with local ODOT District to submit a safety study)	Signalization Turn lanes Pavement markings Traffic signals Pedestrian signals/crosswalks Bike lanes Road diets	Local governments
Recreational Trails Program	Ohio Department of Natural Resources (ODNR)	New recreational trail construction Trail maintenance/restoration Trailside and trailhead facilities Purchase/lease of construction & maintenance equipment Acquisition of easements Educational programs	Local governments State and federal agencies Park districts Conservancy districts Soil and water conservation districts Non-profits
Clean Ohio Trails Fund	ODNR	New trail construction Land acquisition for a trail Trail planning/engineering and design (must include construction)	Local governments Park districts Conservancy districts Soil and water conservation districts Non-profits
Clean Ohio Green Space Conservation Program	Ohio Public Works Commission (OPWC)	Open space acquisition including easements Bike racks Kiosks/Signs Hiking/Biking trails Pedestrian bridges Boardwalks	Local governments Park districts Conservancy districts Soil and water conservation districts Non-profits
Small City Program	ODOT	Pavement Rehabilitation Roundabouts Signals Road diets	**54 eligible small cities** with populations of 5,000 to 24,999 that are not located within a Metropolitan Planning Organization's boundary.

MAINTENANCE STRATEGIES

The long-term performance of bicycle and pedestrian networks depends on both the construction of new facilities and an investment in continued maintenance. Maintaining bicycle and pedestrian facilities is critical to ensuring those facilities are accessible, safe, and functional.

FREQUENCY

The first step to approaching maintenance is to understand how often maintenance should be performed. Many activities, such as signage updates or replacements, are performed as needed, while other tasks such as snow removal are seasonal (see Table 15). Creating a winter maintenance approach is important to encourage year-round travel by walking and biking. One key component of this approach should be identifying priority routes for snow removal. More information on winter maintenance such as types of equipment needed for different facility types and how to consider snow removal in the design of facilities can be found in Toole Design's Winter Maintenance Resource Guide.

Table 15: Maintenance Activity Frequency

Frequency	Facility Type	Maintenance Activity
As Needed	Shared Use Paths	Tree/brush clearing and mowing
		Replace/repair trail support amenities (parking lots, benches, restrooms, etc.)
		Map/signage updates
		Trash removal/litter clean-up
		Repair flood damage: silt clean-up, culvert clean-out, etc.
		Patching/minor regrading
	Shared Use Paths/ Separated Bike Lanes / Paved Shoulders/ Bike lanes	Sweeping
	Bicycle Boulevards	Sign replacement
	Sidewalks	Concrete panel replacement
Seasonal	All	Snow and Ice control
	Shared Use Paths	Planting/pruning/beautification
		Culvert/drainage cleaning and repair
		Installation/removal of seasonal signage
Yearly	Shared Use Paths/ Sidewalks	Evaluate support services to determine need for repair/replacement
		Perform walk audits to assess ADA compliance of facilities
	Separated Bike Lanes / Paved Shoulders/ Bike lanes	Surface evaluation to determine need for patching/regrading/re-striping of bicycle facilities
5-year	Shared Use Paths	Repaint or repair trash receptacles, benches, signs, and other trail amenities, if necessary
		Sealcoat asphalt shared-use paths
10-year	Shared Use Paths	Resurface/regrade/re-stripe shared use paths

Frequency	Facility Type	Maintenance Activity
20-year	Shared-Use Paths/ Sidewalks	Assess and replace/reconstruct shared-use paths/ sidewalks

PLAN FOR MAINTENANCE

Creating a strong maintenance program begins in the design phase. The political jurisdiction installing the project should collaborate with partners to determine the infrastructure placement, final design, and life cycle maintenance cost. Partners may have suggestions for design elements that can mitigate these issues or facilitate maintenance activities and can provide estimates for ongoing maintenance costs for existing and proposed facilities.

COORDINATION & RESPONSIBILITY BETWEEN AGENCIES

Many jurisdictions struggle with confusion around which entity – city, village, township, county, or state – is responsible for the maintenance of trails and other active transportation facilities. Frequently there is no documentation showing who is responsible for the maintenance of existing facilities, which can prolong unsafe conditions for trail users. Coordination between the government agencies is key for effective maintenance programs. Intergovernmental agreements (IGAs) are used to codify the roles and responsibilities of each agency regarding ongoing maintenance. For example, a local government may agree to conduct plowing, mowing, and other maintenance activities on trails in its jurisdiction that were built by another agency. Clarifying who is responsible for maintenance costs and operations ensures that maintenance problems are resolved in a timely manner.

MAINTENANCE ACTIVITIES

Different facility types require different types of strategies to be maintained. Table breaks down maintenance activities and strategies for each by facility type.

Table 16: Maintenance Strategy Recommendations

Facility Type	Maintenance Activity	Strategy
Shared-Use Paths/ Separated Bike Lanes	Pavement Preservation	Develop and implement a comprehensive pavement management system for the shared-use path network.
	Snow and Ice Control	Design shared-use paths to accommodate existing maintenance vehicles.
	Drainage Cleaning/Repairs	Clear debris from all drainage devices to keep drainage features functioning as intended and minimize trail erosion and environmental damage.
		Check and repair any damage to trails due to drainage issues.
	Sweeping	Implement a routine sweeping schedule to clear shared-use paths of debris.
		Provide trail etiquette guidance and trash receptacles to reduce the need for sweeping.
	Vegetation Management	Implement a routine vegetation management schedule to ensure user safety.
		Trim or remove diseased and hazardous trees along trails.
		Preserve and protect vegetation that is colorful and varied, screens adjacent land uses, provides wildlife habitats, and contains prairie, wetland and woodland remnants.
	ADA Requirements	Conduct walk and bike audits to assess accessibility of new, proposed, and existing shared-use paths.

Facility Type	Maintenance Activity	Strategy
		Ensure that ADA compliance is incorporated into the design process for new facilities.
Paved Shoulders/ Bike Lanes	Pavement Markings	Explore approaches to routinely inspect pavement markings for bicycle infrastructure and replace as needed.
		Consider preformed thermoplastic or polymer tape on priority bikeways (identified in this Plan) adjacent to high-volume motor vehicle routes (preformed thermoplastic or polymer tape are more durable than paint and requires less maintenance).
	Snow and Ice Control	Clear all signed or marked shoulder bicycle facilities after snowfall on all state-owned facilities that do not have a maintenance agreement with a local governmental unit in place.
	Sweeping	Implement a routine sweeping schedule to clear high-volume routes of debris.
Bicycle Boulevards	Sign Replacement	Repair or replace damaged or missing signs as soon as possible.
Sidewalks	Pavement Preservation and Repair	Conduct routine inspections of high-volume sidewalks and apply temporary measures to maintain functionality (patching, grinding, mud jacking).
		Consider using public agency staff or hiring contractors for sidewalk repairs, rather than placing responsibility on property owner (property owner can still be financially responsible).
	Snow and Ice Control	Educate the public about sidewalk snow clearance.
		Require sidewalk snow clearance to a width of five feet on all sidewalks.
		Establish required timeframes for snow removal.
		Implement snow and ice clearing assistance programs for select populations.

ON-GOING MONITORING AND EVALUATION

Measuring the performance of active transportation networks is essential to ongoing success. Bicycle and pedestrian counts, crash records, and other data contribute to a business case for continued improvement of and investment in multimodal infrastructure. As recommendations are implemented, political entities must be able to measure whether these investments are paying active transportation dividends (i.e., more people walking and bicycling). An affirmative answer reinforces this Plan's legitimacy and provides evidence that future investments will also yield positive results. This agency recommends that the agency responsible for each individual active transportation improvement establish performance measures that accurately align with the goal of the proposed project and revisit that performance measure as appropriate.