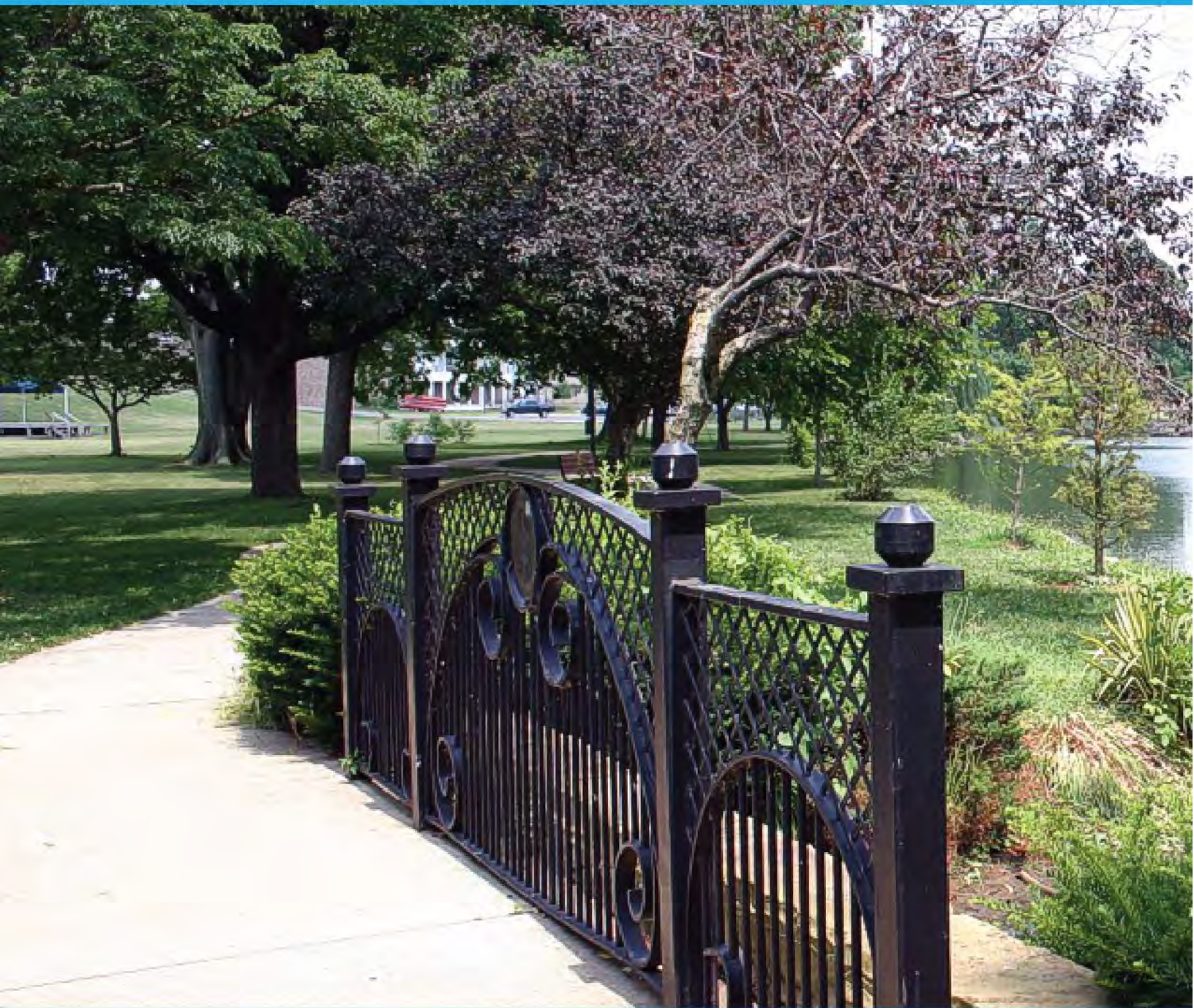


ROSS COUNTY ACTIVE TRANSPORTATION PLAN



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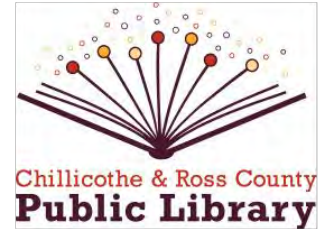
Sponsors

Ohio Department of Health

Ross County Health District

ROSS COUNTY ACTIVE TRANSPORTATION PLAN

THANK YOU TO OUR PARTNERS



THANK YOU TO OUR COMMUNITY

This plan was developed not only with the community in mind, but also with their help.



Photos courtesy of Ross County community members via the RCHD Facebook page.

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CHAPTER 1

INTRODUCTION



ROSS COUNTY ACTIVE TRANSPORTATION PLAN

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Existing conditions have not been field-verified. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

INTRODUCTION

Ross County is a picturesque, predominately rural county within southern Ohio. Geographically, the county is comprised of water elements including the Scioto River and Paint Creek, various historical mounds and earthworks established by Hopewell Native Americans, and hills providing the perfect locations to take in the beauty that is Ross County (1). Ross is the second largest county by land area in the state. According to the 2010 U.S. Census there are 77,313 residents in the County. The largest community is Chillicothe, which 21,901 residents call home. Chillicothe is the only city in the county and was the first state capital of Ohio beginning in 1803. The county also consists of six villages (Adelphi, Bainbridge, Clarksburg, Frankfort, Kingston, and South Salem), 37 unincorporated communities, and 16 townships.

The U.S. Census Bureau reported in 2018 that the median household income in Ross County was \$48,403.00 (2). Almost 20 percent (18.2%) of residents fall below the federal poverty line (3). The 2020 County Health Rankings confirm that Ross County performs worse than the state of Ohio regarding most health indicators. Over a third (34%) of Ross County residents are physically inactive, 37% of adults are obese, and the diabetes prevalence (14%) is two percent higher than Ohio (4). The 2019 Ross County Health Assessment (CHA) is supportive of these findings. Ross County residents who participated in the data collection for the CHA reported that 25.60 % of them did not get at least a half hour of exercise per week and confirmed the following adult health problems: obesity/overweight (32.5%), diabetes (18%), heart disease (5.1%), high cholesterol (26.2%), and high blood pressure (39.6%).



Paint Creek bike trail. Photo courtesy of Ross County Parks District.

These alarming health disparities are prevalent within Ross County due in part to the lack of opportunities for physical activity and healthy food access. The initial focus for this Active Transportation Plan came from the need to address these barriers and lack of resources by providing safe choices of transportation for all populations. The planning and development of this plan has chiefly been facilitated by the Ross County Health District (RCHD) through their Creating Healthy Communities

ROSS COUNTY ACTIVE TRANSPORTATION PLAN

(CHC) and Mobility Management Grants. Funding for this plan was secured through the Ohio Department of Health (ODH). Highlighting the existing programs and infrastructure such as the Paint Creek Recreational Trail and the Ross County VA Bike Share Program, this plan establishes Ross County with health focused and sustainable recommendations to improve the active mobility of the community.

Due to the nature of this planning process and the makeup of the team, most of this plan focuses on the population center of Chillicothe. Additional planning could take place to address active transportation in the rural areas of the county.

ACTIVE TRANSPORTATION

“Active Transportation” is an umbrella term for all the ways people can get around without using a personal motorized vehicle – walking or biking, using mobility assistance devices (such as wheelchairs and scooters), skating or skateboarding, and more. Physically active forms of transportation play a crucial role in improving community health. The term active transportation reinforces that bicycling and walking are valid forms of transportation, not just forms of recreation. Active transportation planning involves a comprehensive approach to the transportation system which recognizes the importance of active transportation in accessing public transit and addresses associated infrastructure like bike racks and wheelchair ramps.

Supporting active transportation is one way that communities can help make the active choice the easy choice for their residents, by providing comfortable, activity-friendly routes to everyday destinations. Active transportation can provide many community benefits, even beyond personal mobility, such as public health, economic development, quality of life, and environmental quality. In order to obtain these benefits, it is important to invest in the infrastructure and programs that support active transportation; developing an Active Transportation Plan is a first step towards that investment.

OHIO ACTION INSTITUTE 2020

The Ohio Action Institute 2020 was an interactive, guided planning process for Ohio cities, villages and counties interested in making their communities safer and more accessible for walking, bicycling, and transit. All sub-grantees of the Ohio Department of Health (ODH)'s Creating Healthy Communities (CHC) Program were invited to bring together a cross-sector team to apply to the Action Institute.

1 Ohio History Central.

https://ohiohistorycentral.org/w/Ross_County#:~:text=On%20August%2020%2C%201798%2C%20the%20Northwest%20Territory%20government,numerous%20mounds%20and%20other%20earthworks%20in%20Ross%20County.

2 US Census Bureau <https://www.census.gov/quickfacts/rosscountyohio>

3 Ohio Development Services Agency <https://development.ohio.gov/files/research/P7005.pdf>

4 County Health Rankings

<https://www.countyhealthrankings.org/app/ohio/2020/rankings/ross/county/outcomes/overall/snapshot>

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Through the Action Institute they would learn about active transportation, receive hands-on training and technical assistance from local, state, and national experts, and ultimately develop a recommended active transportation network and action plan for their community. The Action Institute was funded by the Centers for Disease Control and Prevention (CDC)'s [State Activity and Physical Nutrition \(SPAN\) Grant](#), which helps state recipients to implement evidence-based strategies at state and local levels to improve nutrition and physical activity, and was coordinated by CHC, partners at the Ohio Department of Transportation (ODOT), and the active transportation consulting firm Toole Design. CHC is a chronic disease prevention program that funds coordinators at 23 local health departments to improve access to and affordability of healthy food and increase opportunities for physical activity where Ohioans live, work and play.

Eight CHC coordinators applied for the program, and four teams were selected to participate. Each was led by the local CHC coordinator and was comprised of four or more local partners from local government, planning organizations, engineering offices, health departments and more. Toole Design provided personalized assistance to each community throughout the process. While the Institute was originally envisioned as an in-person experience of two workshops in May and August, the realities of the 2020 COVID 19 pandemic led to a shift to an all-online format. The first workshop covered how to analyze existing conditions for active transportation and how to effectively engage communities; teams developed a draft active transportation network, engagement messaging, and an action plan for the summer. Each team received resources and tools to conduct community engagement to gather feedback on the draft network, primarily through an online interactive map. At the second workshop teams finalized the active transportation network maps and finished developing an action plan for implementation, then completed this document as the final product of the Action Institute.



A trail bench purchased by the Ross County Health District through the Heart Health Grant (now known as the Creating Healthy Communities Grant through the Ohio Department of Health). Photo courtesy of Ross County Health District.

GOALS

This plan provides actions, strategies, and information on pertinent funding sources to improve active transportation infrastructure implementation and continue walking and biking safety education throughout the county. The development of this plan has allowed for cross sector collaboration between the RCHD, community partners, and stakeholders to improve the health and quality of life for every citizen in Ross County.

Goals	
1	Increase opportunities for physical activity by improving walking and biking connectivity throughout Ross County.
2	Increase awareness and acceptance of active transportation.



Family enjoying Paint Creek Trail.

CHAPTER 2

EXISTING CONDITIONS



EXISTING CONDITIONS ANALYSIS

EXISTING PLANS

STREET DESIGN AND CONNECTIVITY

Type of Plan	List plans available for your jurisdiction
Comprehensive Plan	N/A
Thoroughfare Plan	2012 Ross County/City of Chillicothe Thoroughfare Plan- http://rossplanningandbuilding.com/docs/PlanningCommission/ThoroughfarePlan.pdf http://www.rossplanningandbuilding.com/docs/PlanningCommission/ThoroughfarePlanAmendment2012.pdf
Transportation Element of a Comprehensive Plan	N/A
Land Use Element of a Comprehensive Plan	N/A
Zoning Code	Ordinance Part 11 Planning and Zoning Code
Metropolitan Planning Organization (MPO) or Regional Transportation Planning Organization (RTPO) Long Range Transportation Plan	2020-2050 MPO Long Rang Plan- https://www.morpc.org/mtp2050/ 2040 RTPO Long Range Plan- https://www.ovrdc.org/rtpo
Subdivision Regulations	2008 Ross County Subdivision Regulations- http://rossplanningandbuilding.com/docs/SubdivisionsLotSplits/SubdivisionRegulations.pdf Ross County Subdivision Regulations (2017 Amendment)- http://rossplanningandbuilding.com/docs/PlanningCommission/SubdivisionRegulationsAmendment.pdf -No plan for regulations, must follow Ordinance Chapter 1115
Other	Chillicothe City Street Map- https://www.chillicotheoh.gov/document_center/Building%20&%20Engineering/2018%20Ward%20Map.pdf

Currently there is no street plan however, the City of Chillicothe does have a street map. Additionally, there is no plan that identifies high and low stress streets for bicyclists. Yet, there are zoning codes that encourage alleyways, greenways, and paths within the City of Chillicothe. Neither Chillicothe nor Ross County have a current Comprehensive Plan.

INFRASTRUCTURE TO ACCOMMODATE PEDESTRIANS AND BICYCLISTS

Type of Plan	List plans available for your jurisdiction
Metropolitan Planning Organization (MPO) or Regional Transportation Planning Organization (RTPO) Active Transportation, Long Range Transportation, or Bicycle/Pedestrian Plan	MPO Long Rang Plan- https://www.morpc.org/mtp2050/ RTPO Long Range Plan- https://www.ovrdc.org/rtpo
Complete Streets Policy, Ordinance, or Resolution	N/A
Vision Zero Plan	N/A
Parks Districts, Shared-Use Path, or Trails Plan	N/A

Ross County does not have a policy or ordinance that adheres to the Vision Zero or Complete Streets approach that would reduce traffic related deaths and injuries and include plans that would incorporate increased bicycle and pedestrian infrastructure. Decisions regarding bicycle and pedestrian infrastructure are made by the City of Chillicothe’s Management Team who reviews the City’s street map and makes a final decision based on a majority vote.

Within the City of Chillicothe there are four miles of bicycle and pedestrian shared-use paths. There is also a half mile bike lane within the City limits. There is routine maintenance performed on these paths, but utilization of the paths is not monitored through counts regularly. There is not a plan or policy that addresses linking or connecting existing and future shared-use paths. Furthermore, there is no map that identifies the shared-use paths in the City. The Engineering Department is responsible for identifying and securing funding for pedestrian and bicycle projects. The Engineering Department is tasked with implementing these types of projects with oversight from the Mayor of Chillicothe and the City’s Parks and Recreation Department.

Outside of Chillicothe there are over 40 miles of trails that are maintained by the Ross County Parks District. These trails are located within four parks throughout the county: Buzzard’s Roost, Metahqua, Kinnikinnick Fen Nature Preserve, and Maple Grove Prairie. Buzzard’s Roost includes: South Point Lookout Trail (2 miles), Child Trail (0.4 miles), Blueberry Trail (0.2 miles), and Hoggard Trail (2.4 miles). Metahqua has Paw Paw Ridge Trail (1.4 miles), Olde Field Trails (0.6 miles), and Gobbler’s Knob Trail (0.4 miles). Kinnikinnick Trail (1.9 miles) is located within the Kinnikinnick Fen Nature Preserve. Lastly, the Paint Creek Recreational Trail (32 miles) is a bicycle and walking path that runs through the maple Grove Prairie. This trail connects the City of Chillicothe with Washington Court House. Maps of all these parks and trails are available on the Ross County Parks District’s website:

<https://rosscountyparkdistrict.com/#>

ROSS COUNTY ACTIVE TRANSPORTATION PLAN

PUBLIC TRANSPORTATION

Type of Plan	List plans available for your jurisdiction
Metropolitan Planning Organization (MPO) or Regional Transportation Planning Organization (RTPO) Long Range Transportation Plan	MPO Long Rang Plan- https://www.morpc.org/mtp2050/ RTPO Long Range Plan- https://www.ovrdc.org/rtpo
Transportation Element of a Comprehensive Plan	N/A
Transit Agency Short- or Long-Range Plan	Ross County Coordinated Transportation Plan- http://rosscountyhealth.org/wp-content/uploads/2020/05/Ross-County-Locally-Developed-Coordinated-Plan-2020.pdf
Locally Developed Coordinated Public Transit-Human Services Transportation Plan	Ross County Coordinated Transportation Plan- http://rosscountyhealth.org/wp-content/uploads/2020/05/Ross-County-Locally-Developed-Coordinated-Plan-2020.pdf

The City of Chillicothe has a fixed route bus system. The public transit system serves the entire county with ADA compliant equipment. The City of Chillicothe Transit Department also offers paratransit van services. The Transit Department has a Transit Board that is tasked with advising on transit-related policies and/or plans. This board is comprised of community stakeholders. The county too is served by a mobility manager, Traci Harris. Harris manages the Mobility Management Grant and is housed at the RCHD. Harris and the Ross County Transportation Committee along with input from the community developed the Ross County Coordinated Transportation plan. This plan was adopted by ODOT on May 22, 2020. Since the plan's adoption the Mobility Manager has been able to secure funding that has allowed for the purchase of several stationary and mobile bicycle racks throughout the county as well as work on established priorities throughout the plan. The number one priority in the plan is the completion of a county active transportation plan.



Another important element of the public transportation system in Ross County are the buses for each school district. Ross County has seven school districts and one career and tech center. These schools include, Chillicothe City Schools, Adena Local, Huntington Local, Paint Valley Local, Southeastern Local, Union-Scioto Local, Zane Trace Local, and Pickaway-Ross Career & Technology Center. The school bus system is larger than the public transit system. In 2013, the National Association for Pupil Transportation reported that school buses are the largest mass transportation fleet in the United States with nearly half a million (480,000) buses traveling each day (5). Likewise, the American School Bus Council confirms that over 25 million students are transported daily on these buses (6). Although the utilization of buses for school transportation are needed, especially amongst the rural school districts, the adoption of Safe Routes to School initiatives are also a focus of community leaders within Ross County.

Safe Routes to School have been proven to positively change behavior by increasing physical activity levels and reducing injuries amongst students (7). Most recently, however, the initiative too has shown the potential to lower transportation expenditures of families and schools alike by investing funding to improve the safety and accessibility of walking and biking near schools (7).



October 7th is *Walk to School Day*! Whether you are learning remotely or attending school in person this year be sure to make time for walking on this day and every day! Did you know that 1 mile of walking = 2/3 of the daily recommended 60 minutes of physical activity? Join us in supporting healthy behaviors by sharing your photos of you walking to school!



f **🐦** **#WALKTOSCHOOLDAY**

5 newgeography. <http://www.newgeography.com/content/004801-school-buses-americas-largest-transit-system>

6 American School Bus Council <http://www.americanschoolbuscouncil.org/about/>

7 McDonald, N., Steiner, R., Palmer, W. M., Bullock, A., Sisiopiku, V., & Lytle, B. (2016). Costs of school transportation: Quantifying the fiscal impacts of encouraging walking and bicycling for school travel. *Transportation*, 43, 159-175. <https://doi.org/10.1007/s11116-014-9569-7>

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NON-INFRASTRUCTURE PROGRAMS

List of programs and policies that promote walking, biking and transit in the community.

Program Name	E Category	Program Lead (organization)	Target Audience	How does this program support active transportation?
Ross County Creating Healthy Communities (CHC) Program	Equity, Engagement, Encouragement, Education, and Evaluation	Ross County Health District	All Ross County residents	The CHC program funds a full-time grant coordinator who is responsible for promoting active transportation throughout Ross County. This promotion takes the form of active transportation plan development, data collection and assessment, encouragement of current and future walking and bicycle infrastructure for all populations, facilitating safe biking and walking education events, and developing and maintaining community and stakeholder partnerships focused on active transportation policy, systems, and environmental changes.
Ross County Mobility Management Program	Engagement, Equity, and Evaluation	Ross County Health District	All Ross County residents with a target audience of older adults, individuals with disabilities, and low-income populations.	Development of the Ross County Coordinated Transportation Plan, which identified active transportation as the number one priority. Furthermore, will assist the CHC program, transportation partners, and other stakeholders with improving active transportation options in Ross County.
VA Bike Share Program	Equity, Education, Evaluation, and Encouragement	Chillicothe VA Medical Center	All Ross County residents with a target audience of	Their free bike rental program is open to all Ross County residents. Available bikes include hand bikes and gear trikes designed for use for individuals with disabilities. The program also provides bike helmets, free bike repairs, a monthly guided bicycle training ride, and Tour of Ross Heroes; a bicycle event held every September that visits the deceased veteran mile markers throughout Ross County. To support their

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Program Name	E Category	Program Lead (organization)	Target Audience	How does this program support active transportation?
			military veterans	programming the VA continuously collects data to support grant applications and requirements.
The Buck Fifty	Encouragement and Engagement	The Buck Fifty	Open to everyone	<p>150-mile relay race held every July in Ross County. This overnight relay race takes participants through several communities throughout the County including on trails in four National and State parks.</p> <p>The races listed in this plan provide community engagement through physical activity all the while encouraging active transportation in the form of walking/running.</p>
Connecting for Life	Encouragement and Engagement	Ross County Suicide Prevention Coalition	Open to everyone	5K race held every September in Chillicothe
Run for their Lives	Encouragement and Engagement	Ross County Domestic Violence Coalition	Open to everyone	5K race held every October in Chillicothe
Paint Creek Recreational Trail	Equity, Education, and Encouragement	Ross County Park District	Open to everyone	Ross County trail provides 32-mile bicycle and walking path that connects Chillicothe to Washington Court House. The trail follows the abandoned B & O Railroad corridor.

ROSS COUNTY ACTIVE TRANSPORTATION PLAN

Program Name	E Category	Program Lead (organization)	Target Audience	How does this program support active transportation?
Chillicothe Transit System	Equity and Encouragement	City of Chillicothe	Open to everyone	Public Transit System. Additionally, through CARES funding the buses will be receiving bike racks and stationary bike racks will also be placed throughout the county. The stationary racks will be placed outside locations that are frequently visited by pedestrians. The CARES funding for the bike racks was awarded to the RCHD and provided to the transit system. The Chillicothe Transit System too received CARES funding on their own as a separate entity to ensure the safe continued use of the public transit system amongst the Covid-19 Pandemic.
Ohio Valley Regional Development Commission	Evaluation	Ohio Valley Regional Commission	Adams, Brown, Clermont, Fayette, Gallia, Highland, Jackson, Lawrence, Pike, Ross, Scioto, and Vinton Counties	Sidewalk inventory, traffic monitoring through pedestrian and bicyclist counts, mapping, and liaison between local agencies and Ohio Department of Transportation.
Rivers Bend Bicycle Shop	Equity and Encouragement	Rivers Bend Bike Shop	Open to everyone	Full sales and service bike shop in Chillicothe.
Safe Routes to School	Engagement, Education, and Evaluation	Ohio Department of Transportation	Chillicothe City Schools	In January of 2013 safe routes to school travel plans were completed for the following elementary schools in Chillicothe: Allen, Mt. Logan, Tiffin, and Worthington. In 2018 the Chillicothe City Schools consolidated to form one elementary building. The 2013 plans are outdated however, this Active Transportation plan can be adapted to meet the needs of related school projects. The 2013 plan can be accessed here: http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/ActiveTransportation/STP%20Examples/ChillicotheSTP.pdf

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Program Name	E Category	Program Lead (organization)	Target Audience	How does this program support active transportation?
Chillicothe High School Bicycle Club	Encouragement, Engagement, & Education	Chillicothe High School	Chillicothe High School students	The bicycle club is operated by Pat Laughlin. Laughlin is an educator at the school and started this program to encourage bicycle use and maintenance amongst students. The program participates in bike rides, performs maintenance on their bicycles, and volunteers for events geared towards promoting bicycle use and safety.
Ross County Parks District	Encouragement, Engagement, & Education	Ross County Parks District	All children in Ross County	The Ross County Parks District hosts several educational programs through their Outdoor Educator, Myranda Vance. Vance host bicycle safety education events and provides free helmets to participants through grant funding.

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Establishing safe and convenient active transportation infrastructure is critical to improving walking and bicycling conditions. Yet, without programs and policies in place to support active transportation, infrastructure projects can only go so far. A variety of non-infrastructure tools can increase pedestrians' and bicyclists' safety by establishing a culture of walking and biking and creating a friendly regulatory and political environment for active transportation. Non-infrastructure active transportation programming and policies can be broken down into 5 Es: Equity, Engagement, Encouragement, Education, and Evaluation.

Equity includes programs that help improve access to safe walking and biking opportunities for underserved communities. Equity initiatives must make an intentional effort to include voices and perspectives that are often excluded from the planning discourse and prioritize the needs of low-income and communities of color when planning infrastructure investments. Engagement is working within community organizations. Elected officials, advocates, and other stakeholders to build intentional, ongoing engagement opportunities into active transportation planning and implementation. Encouragement are programs that get people excited about walking and bicycling, either by providing incentives for developing walking and bicycling habits or by creating venues for walking and bicycling, like hosting a “fun run” or 5k race. Education programs teach people of all ages to walk and bike safely. Lastly, evaluation programs include performance measures, such as pedestrian and bicyclist counts, miles of projects completed, community satisfaction surveys, and other activities that help communities track and celebrate progress around active transportation, and build a business case for future active transportation investments.



Chillicothe VA Bike Share Program

Ross County is abundant with resources and programs that promote walking, biking, and transit use throughout the county. All five E's are represented through non-infrastructure programs within the county. Equity, engagement, and encouragement are well-represented however, more education and evaluation programs need to be administered. The leading entities that implement non-infrastructure programming in Ross County are the RCHD, Chillicothe VA Medical Center, Ross County Parks District, and Chillicothe Transit System. These leaders address the needs of vulnerable and low-income populations, bicycle enthusiasts, and transit riders. Moving forward, more focus needs to be given to populations not currently being captured through programming which include: individuals in addiction recovery, bicycle commuters, individuals who bike or walk out of necessity and not for recreation, and students walking and biking to school.

OPPORTUNITIES AND CHALLENGES

What opportunities and challenges exist currently for Active Transportation in the community?

OPPORTUNITIES

Ross County offers a spectacular variety of outdoor venues and infrastructure that supports walking and biking. The County is fortunate enough to be the only location in the state of Ohio that is home to five state parks and one national park. These parks include: Great Seal State Park, Paint Creek State Park, Scioto Trail State Park, Tar Hollow State Park, and Hopewell Culture National Historic Park. The City of Chillicothe also features four parks that provide bikeway access to the bike path or bike lane. These parks are Strawser Park, Pine Street Park, the Catherine and Holden Corzine Memorial Dog Park, and Yoctangee Park. Strawser Park provides two acres of park that is equipped with a shelter house, play equipment, green field space, and a restroom facility that services both park and bikeway traffic. Pine Street Park features one acre of park land that provides access to the Westerly Bikeway. The Catherine and Holden Corzine Memorial Dog Park is not only a dedicated space for your four-legged friends but also has bike path access and water fountains. Yoctangee park is the largest park with 48 acres of outdoor space that includes softball and baseball fields, tennis courts, pickleball courts, basketball courts, shelter houses, restroom facilities, picnic areas, handicap accessible playground, fishing, frisbee gold, and bike path access.



Yoctangee Park, Chillicothe, OH



Bike Lane near Ross County YMCA, Chillicothe, OH

In addition to the parks, Ross County also has several paved and unpaved trails throughout the county. The largest and only paved trail is the Paint Creek Recreational Trail that extends 32 miles from Chillicothe to Washington Court House. This trail is set to become part of Ohio's State Bike Route System (State Bike Route 20). Nearly 10 miles of unpaved loop trails can be found within the nature preserves of Buzzard's Roost, Metahqua Nature Preserve, and Kinnikinnick Fen Nature Preserve. The City of Chillicothe houses the only bike lane within the County located near the Ross County YMCA and Yoctangee Park. The City also has a pedestrian/bikeway corridor. This four-mile paved trail

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is accessible for people using mobility devices and bisects Chillicothe from the northwest corporation limit to the eastern most edge. Over half of the trail is atop the city's floodwall protection levy providing beautiful views of the scenic Scioto River. This corridor allows for safe access for users of the bike path without having to encounter traffic on the bridge on Bridge Street. This safe passage allows pedestrians and cyclists to have access to the main retail district in Chillicothe that includes grocery stores and restaurants. Through dedicated leadership elected officials have prevailed in receiving and allocating funding to repair and implement new sidewalks throughout the City. These newer sidewalks are wider meeting the current minimum of five feet.

Ross County also has a transit system. The Chillicothe Transit System has been serving Ross County for nearly 40 years. In 1981, the City of Chillicothe passed a one-tenth of one percent operating levy to begin the transit services. In proceeding years, the City of Chillicothe has successfully been awarded federal and state funding to cover operational and capital expenses associated with the transit system. The Chillicothe Transit System service area includes the City of Chillicothe and routes in surrounding Ross County. The transit system operates fixed routes, paratransit services, County routes, and contract services. The Chillicothe Transit System adheres to the Title VI of the Civil Rights Act and thus provides service to anyone regardless of race, color, and national origin.

Through the progressive leadership of elected officials and stakeholders Ross County is designing and implementing projects that are enhancing the safety and ease of walking and biking in the community. The City of Chillicothe has six sidewalk projects totaling over three miles that are either underway or in the planning and design phases. These sidewalk additions include the following streets within the City:

- North Bridge Street
- Pyleys Lane
- South Watt Street
- North side of Western Avenue
- Belleview Avenue

On March 27, 2020 the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) was passed by Congress and signed by President Donald Trump. This relief package contained \$2.2 trillion in fast and direct economic aid. Twenty-five billion of this aid was allocated to urban and rural public transit systems impacted by the COVID-19 pandemic. The 5311 program that supports rural public transit was given this funding to provide coronavirus-related reimbursements that will help to continue support for mobility management activities. Ross County used a portion of their aid to purchase stationary and mobile bicycle racks. The stationary bike racks will be placed throughout the county at locations and destinations with high utilization rates. The mobile bike racks will be attached to the buses of the Chillicothe Transit System to allow cyclists the option of transporting their bicycles while still being able to access the resource of the public transportation system. Additionally, the Chillicothe Transit System

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is offering free rides during the COVID-19 pandemic and has accepted and purchased protective equipment such as hand sanitizer to prevent and reduce the spread of the virus.

The RCHD is committed to promoting, implementing, evaluating, and conducting education projects and policies about the importance of safe active transportation based on the positive impact physical activity has on individual and population health outcomes. Through their CHC program the health district intends to

complete safety audits, bike rodeos, education on proper use of crosswalks, implementation of a bike share program at the county's main library branch, provide support and technical assistance to community partners dedicated to enforcing policy and developing active transportation projects and infrastructure, and purchase additional stationary bike racks to be placed throughout the county.



Chillicothe Transit System mobile bike racks.

ROSS COUNTY ACTIVE TRANSPORTATION PLAN

Chillicothe Active Transportation Plan: Existing Conditions

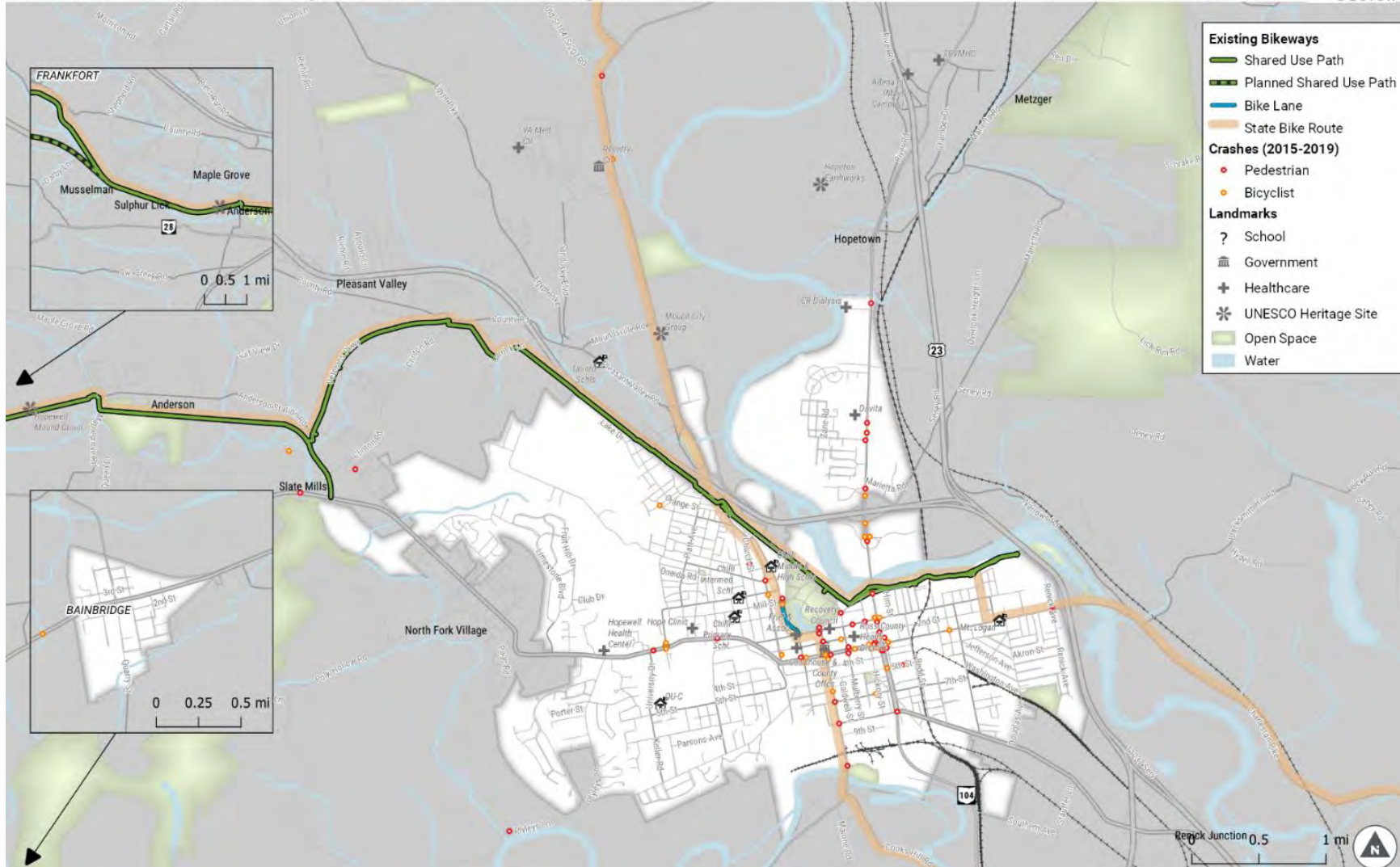


Figure 1: Map of Existing Conditions

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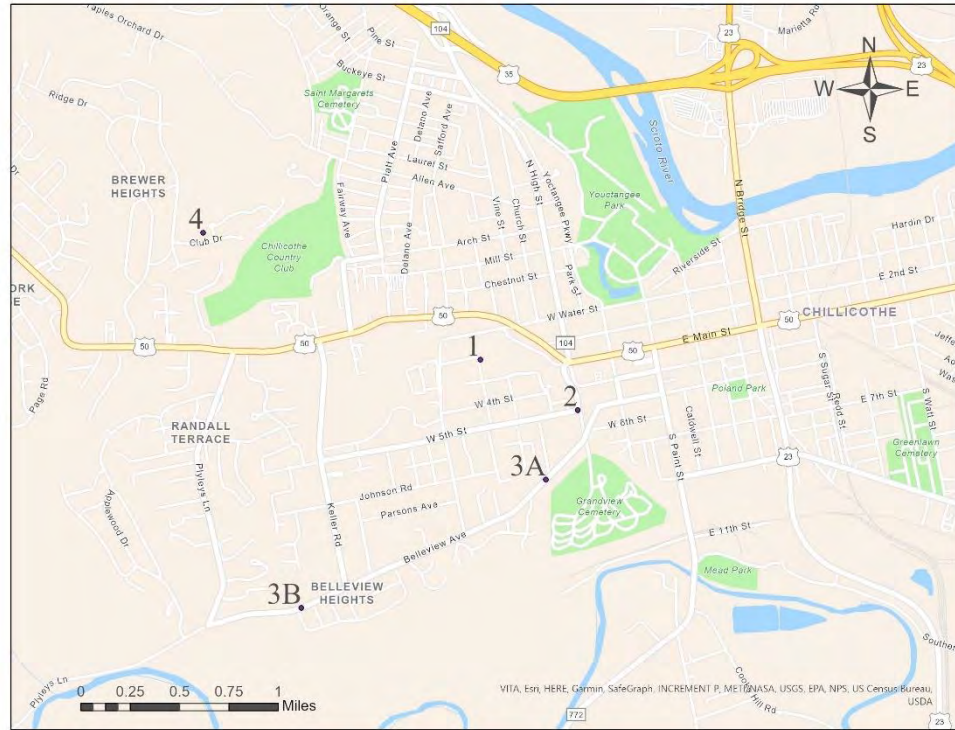
CHALLENGES

With just under 700 square miles Ross is a very large county in the state of Ohio. Nearly all of the county consists of land with only 3.8 square miles of water. The county's terrain is comprised of wooded hills and the bulk of the flatter areas are dedicated to agriculture. These hills often make it difficult to walk and bike. Not only do these steep areas make walking and biking unappealing they also provide access limitations to many individuals with disabilities. To address this concern, steps and paths have been added to locations throughout the county, however, overtime these improvements have weakened in the outdoor elements resulting in damaged stairs and paths. Some of the steeper areas within the county are:

- Hill located near the Ross County YMCA parking lot
- Water Street and Pohlman
- Carlisle Hill
- Belleview Avenue
- Trail connecting Yaples and Brewer Heights

The water elements in the county also cause barriers for walking and biking. Even with a floodwall in place, the Scioto River often floods. This flooding has caused trails to be inaccessible due to water coverage. Major roadways throughout the county can also make it difficult and unpleasant to navigate by foot and bike. Ross County has three U.S. highways (U.S. 23, 35, and 50) and ten state highways (OH 7, 28, 41, 104, 138, 159, 207, 327, and 772). All three U.S. and two state highways run through the City of Chillicothe causing heavy traffic flow that is often fast paced making it difficult and dangerous to cross certain intersections.

There are gaps with the existing infrastructure in Ross County. Although sidewalks are a common fixture within the City of Chillicothe there are limited sidewalks in the communities outside of the City limits. Rather than having access to a safe walking space many



Locations of steep hills in Chillicothe.

ROSS COUNTY ACTIVE TRANSPORTATION PLAN

residents living in the several villages throughout the county are forced to walk on the road alongside automotive traffic in order to obtain basic needs such as groceries. The 2009 Access to Affordable and Nutritious Food report conducted by the Economic Research Service, the Food and Nutrition Service, and the Cooperative State Research, Education and Extension Service of the U.S. Department of Agriculture outlined that small-town and rural communities who encounter limited food access attribute the lack of transportation infrastructure as the largest barrier to obtaining quality food (8). The conditions caused from a lack of transportation infrastructure have led to crashes resulting in pedestrian fatalities. There are more sidewalks in Chillicothe compared to the rest of Ross County, however in many places the sidewalks have fallen into disrepair or are not ADA compliant. These findings are consistent with the research conducted by the Bridging the Gap Program that has found that streets that have sidewalks on one or both sides of the street, have street and sidewalk lighting, have traffic calming features, and have marked crosswalks are predominately more common in high-income areas (9). Other non-compliant issues are apparent in the City as well. Certain areas are not ADA compliant. The bridge located at Yoctangee Park for example, has steps that require individuals using wheelchairs, scooters, strollers, etc. to either navigate the other side of the park by taking a longer and less scenic route or to be assisted by another person in effectively crossing the bridge. These damaged, uneven, and narrow sidewalks and non-ADA compliant features discourage physical activity and increase safety concerns for all community members. Moreover, the existing cross walk signals often do not provide enough time for pedestrians to safely cross intersections on high traffic areas. In fact, there are cross walk signals located on Bridge Street that will not even activate until the pedestrian engages with the equipment.

As with many rural communities throughout the United States, Ross County was designed to support the needs of automotive drivers. There are negative attitudes about bicycling for transportation in Ross County. It is assumed that people who travel by bike are living in poverty, creating a stigma about biking for reasons other than recreation. Apart from one bike lane within the City of Chillicothe there is very limited infrastructure that promotes the behavior of biking within the City. For example, there are only 11 stationary bicycle racks in the county for cyclists to securely place their bicycles once they reach their destination. Supportive infrastructure is also missing in the form of protective shelters for pedestrians at transit stops and signage that alerts the community of bike and pedestrian friendly elements such as marked bike lanes and trails.

8 Ver Ploeg, M., Breneman, V., Farrigan, T., Hamrigan, T., Hamrick, K., Hopkins, D., Kaufman, P., Lin, B. H., Nord. M., Smith, T., Williams, R., Kinnison, K., Olander, C., Singh, A., & Tuckermanty, E. (2009). Access to affordable and nutritious food-measuring and understanding food deserts and their consequences: Report to congress. Retrieved from <https://www.ers.usda.gov/publications/pub-details/?pubid=42729>

9 Gibbs, K., Slater, S. J., Nicholson, N., Barker, D. C., & Chaloupka, F. J. (2012) Income disparities in street features that encourage walking-A BTG research brief. www.bridgingthegapresearch.org

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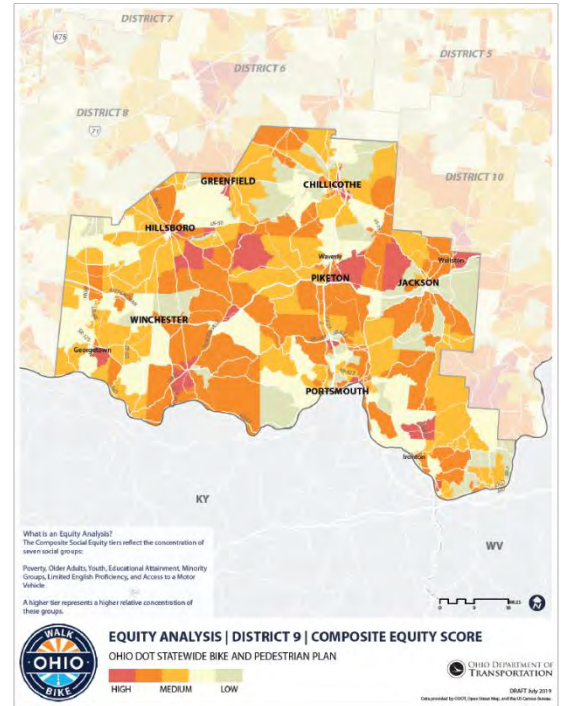
Another major challenge for biking and walking in the county is trail use. Although Ross County is fortunate to have some of the most captivating multi use trails in the region, inaccessibility of these assets is a major concern. Sections of the Paint Creek Recreational Trail are closed due to severe eroding. The trails are maintained by the park district, but the funding for trail maintenance is precarious. The 2019 Ross County Parks District levy did pass, but the funding to support the needed trail improvements will be a costly investment. Unlike automotive routes, funding for maintenance of bicycle and pedestrian routes are often disregarded resulting in trail closings. These closed routes not only inhibit the community from utilizing this area of the trails, but it also reaffirms the negative misconception that bicycle, and pedestrian traffic is not as important as automotive use.



Ross County trails and sidewalks in need of repair

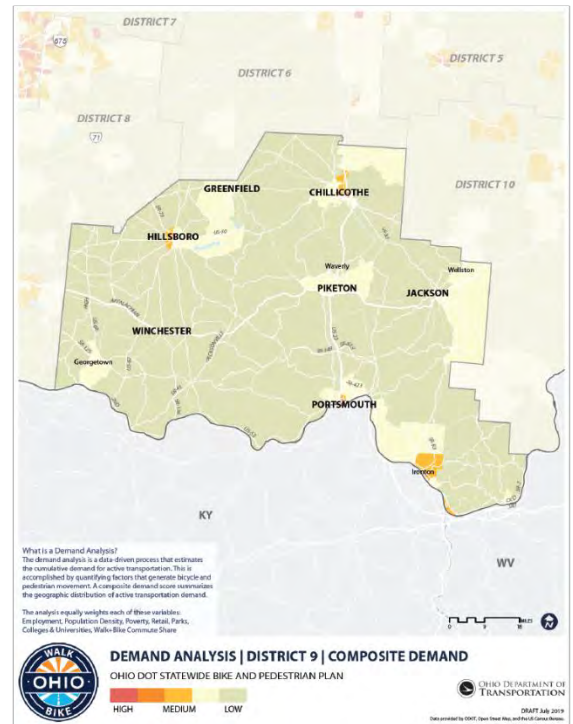
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The District Analysis from the Walk.Bike.Ohio Policy Plan includes an equity analysis of each ODOT district within the state. Ross County falls under ODOT District 9. These equity analyses determine the presence of traditionally vulnerable and underserved social groups. The seven social groups that were evaluated were, poverty, older adults, youth, educational attainment, minority groups, limited English proficiency, and access to a motor vehicle. The map in Figure 2 demonstrates that both Ross County and the City of Chillicothe have mainly a medium to high concentration of these social groups.



Equity analysis, courtesy of Walk.Bike.Ohio and ODOT

This plan also provided the bicycle and pedestrian crash data from ODOT District 9 from 2009-2018. During this time span, there were 26 severe and six fatal bicyclist crashes. Nearly 30% of all bicyclist crashes in this district occurred in a high-need or the areas with the largest concentrations of the seven social groups mentioned above. Additionally, 21% of all bicyclist crashes in District 9 occurred in a high-demand area for active transportation.



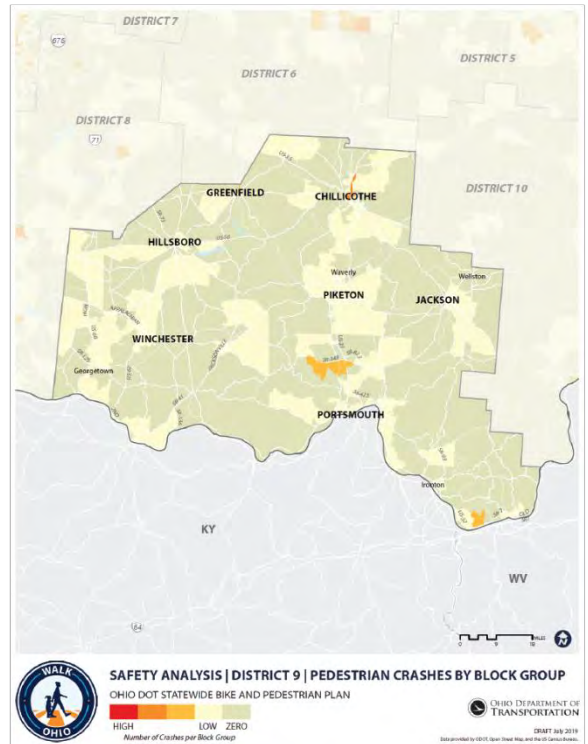
Demand analysis, courtesy of Walk.Bike.Ohio and ODOT

ROSS COUNTY ACTIVE TRANSPORTATION PLAN

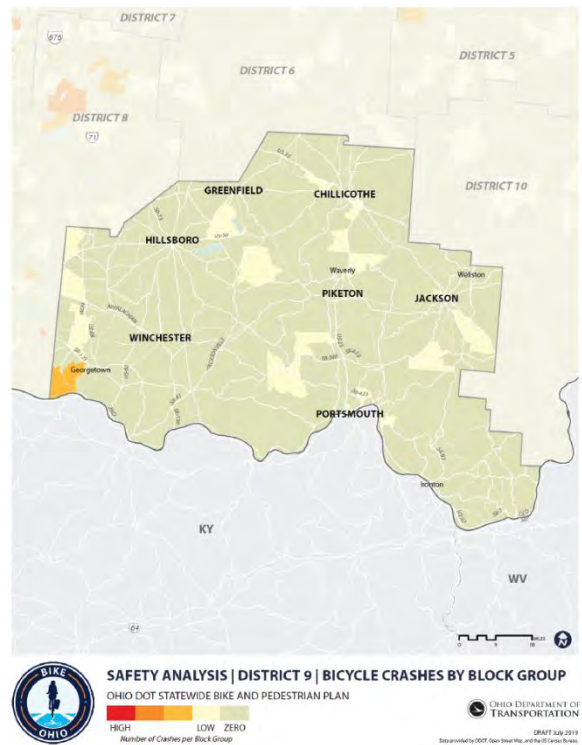
During the same time frame, 120 severe and 21 fatal pedestrian crashes also took place in District 9. Just under a quarter (23%) of all pedestrian crashes occurred in high-need areas, and 15% of all pedestrian crashes took place in high-demand areas. ODOT also concluded that most pedestrian crashes from 2009-2018 occurred in Chillicothe per equity block groups.

Crash data from the Ohio Valley Regional Development Commission (OVRDC) showcases how vulnerable pedestrians and bicyclists are in Ross County. From 2017 to 2019, OVRDC reported that there were 32 crashes involving pedestrians and 15 crashes involving bicyclists. Looking closer at 2019, the Ohio Department of Public Safety reported that there were two motor vehicle crashes involving bicycles and five involving pedestrians. As for 2020, two elderly Ross County pedestrians were struck by vehicles. Sadly, these individuals succumbed to their injuries. The first fatality occurred while the individual was walking on the road where there is no sidewalk, and the second tragedy took place while the individual was attempting to cross a street. The most recent data from January through July 2020 shows that there have been six pedestrian crashes and 28 crashes involving bicyclists. These statistics do not however, consider bicycle crashes like the one depicted in the Scioto Valley Guardian on August 15, 2020 in the image above because crashes are not documented if they are not reported to the police or involve emergency personnel. Thankfully, the bicyclist involved was expected to be okay and walked away from the crash according to the article.

Although it should be noted too that if a bicycle or pedestrian crash results in a fatality it does not get calculated into the total crash fatalities total if it occurs on private property which includes driveways and parking lots. The National Transportation Safety Board (NTSB) reported in 2017 that 5,977 pedestrian crashes and 783 pedacycle (bicycles and other forms of cycles) crashes resulted in transportation fatalities. The NTSB confirms that the speed of a motorized vehicle and safety are related. In fact, the speed of a motor vehicle directly



Safety analysis, courtesy of Walk.Bike.Ohio and ODOT



Safety analysis, courtesy of Walk.Bike.Ohio and ODOT

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impacts the pedestrian's likelihood of surviving a crash and the severity of their injuries. As the speed increases the pedestrian survival rate decreases. For example, if a vehicle is going 20 MPH, 5% of people walking will be fatally struck, or one out of 20 people will be killed. Increasing the speed to 40 MPH, 85% of people walking will be fatally struck, or 17 out of 20 people will be killed. The U.S. Department of Transportation highlights that vehicle types also contribute to crash fatalities. SUVs are two to three times more deadly for people walking. The type of pedestrian is another variable that increases the likelihood for fatality; senior citizens are a vulnerable pedestrian population that are more susceptible to crashes resulting in death.

Below in Figure 2 is a map of the gaps, barriers, and current destinations that were discussed during the Ohio Action Institute by the Ross County Team. There were several gaps and barriers determined by the team. The major areas of concern included the following:

- 104 currently consist of four very wide lanes. Roadways that are constructed like this follow the forgiving design framework. This framework is acceptable on major highways allowing for roadways that forgive minor driver errors such as needing more space to pass another vehicle or accelerating to higher speeds. Furthermore, design speed is often higher than the assigned speed limit on roadways like 104 which allows for motor vehicles to reach unsafe levels of speed. Yet, when forgiving design is used within communities and towns it decreases the safety level for pedestrians and cyclists.
- Entire 150 corridor needs pedestrian improvements (sidewalks, crosswalks)
- Improved trail access and funding for maintenance
- ADA accessibility on current infrastructure (ramps)
- Obtaining and proper use of right of way for sidewalk development
- Improved intersections to increase pedestrian safety

Popular destinations were also a topic of discussion. The main destinations identified were:

- Downtown Chillicothe
 - Chillicothe and Ross County Library
 - Post Office
 - Banks
 - Restaurants
- Access to trails
- Commercial area along Bridge Street and Western Avenue
- Local school districts
- Ohio University-Chillicothe Branch
- VA Medical Center
- Mt. Logan Center
- Bainbridge Dollar General-Food Access Point

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- Adena Health System
- Major employers
 - Walmart, Kenworth

In addition to the goals stated above, the following suggestions were stated as solutions to the identified gaps and barriers:

- Adding scramblers at intersections to increase the time pedestrians have to cross the road
- Complete road diets to decrease traffic flow and make crossing roads safer
- Develop and utilize safe routes to school to increase safer environments for walking and biking to schools

There have been some planning and implementation of projects to address these concerns. These projects include:

- Belleview Avenue-Rebuilding the sidewalk and road
- Western Avenue-Funding secured to build on one side of road
- South Watt Street-Built sidewalk on eastside of road in 2020
- Bridge Street-Major ODOT safety project is proposed that would add sidewalk on east side of street and pedestrian facilities from the Scioto River on west side. This plan is in the design consultant phase
- A professional review of the Chillicothe Zoning Code was conducted in 2020

GAPS AND BARRIERS

Chillicothe Active Transportation Plan: Gaps & Barriers Analysis

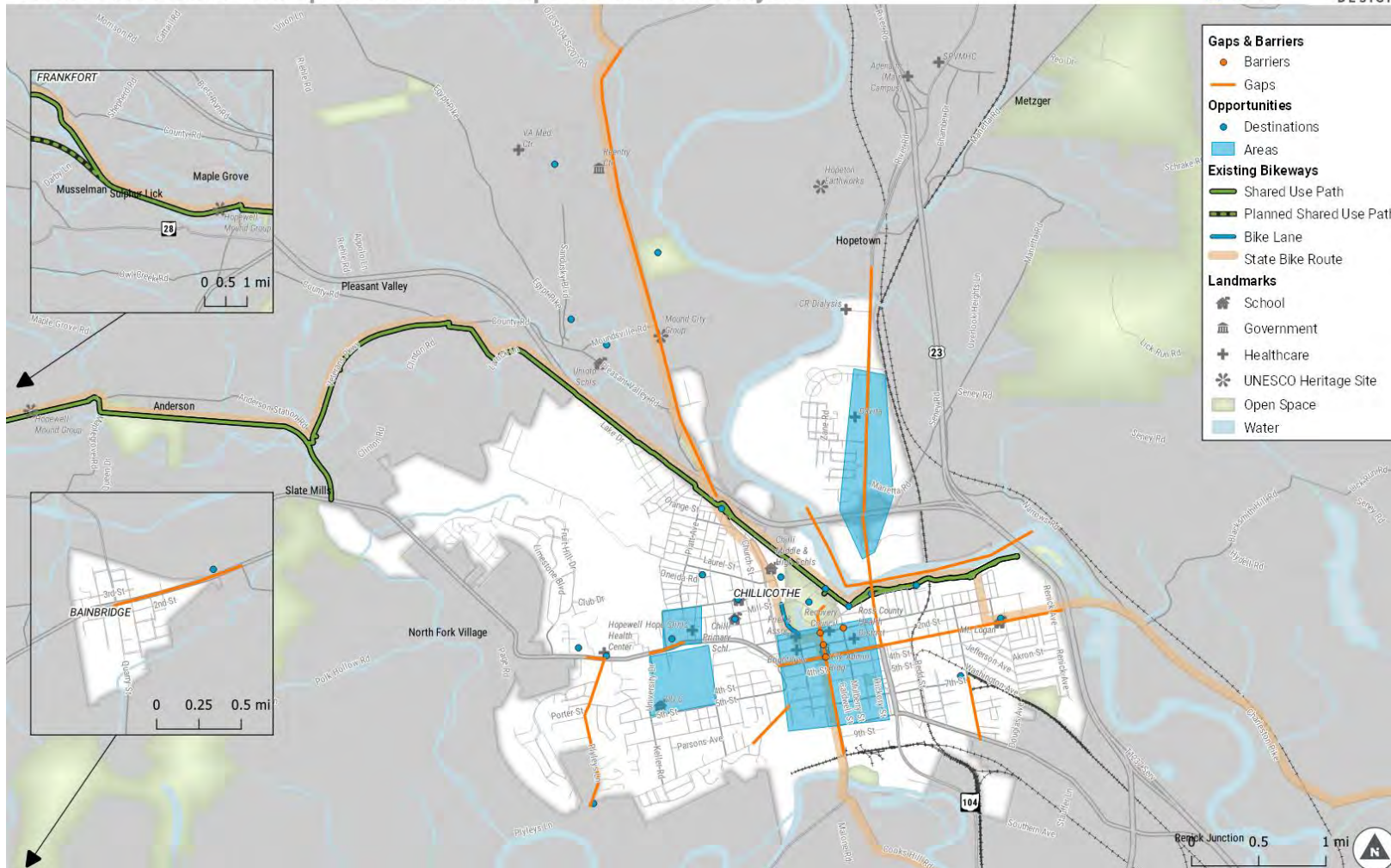


Figure 2: Map of Gaps and Barriers Exercise

CHAPTER 3

COMMUNITY ENGAGEMENT



COMMUNITY ENGAGEMENT

STRATEGIES

ONLINE ENGAGEMENT STRATEGIES

The RCHD hosted an interactive WikiMap through their CHC program webpage to gather public feedback. This map was promoted through the health district’s social media platforms including their Facebook and Twitter pages. These posts were controlled by the health district to be posted every day until the closing of the map. Additionally, the transportation team who helped develop the Ross County Coordinated Transportation Plan was sent a link to the WikiMap encouraging them to provide their feedback on the map and to share the map widely with their contacts. This group was also asked to share the post on their respective social media pages to further promote the use and awareness of not only the WikiMap but of active transportation efforts that were taking place in Ross County. The WikiMap link was also shared with the Ross County Ohio Action Institute partners for them to share and participate in as well. A how-to-video demonstrating how to properly use a WikiMap was designed by Toole Design and shared on the CHC webpage.

IN-PERSON ENGAGEMENT STRATEGIES

Mapping Sessions

Due to the Covid-19 pandemic there were limited in-person outreach activities that could be conducted. However, the RCHD and their partners were able to facilitate some in-person activities while adhering to social distancing protocols. These activities included mapping sessions and a walking audit. The CHC Grant Coordinator and the Mobility Management Grant Coordinator hosted two in-person mapping sessions at the Ross County Library’s main branch in Chillicothe. This location was selected for several reasons, one being that the library is a public venue highly utilized by community members and two because this branch is located in an area (Census Tract 9565) of Chillicothe that is comprised of low-income and vulnerable populations that face unprecedentedly poor health outcomes when compared to other locations within the county. These mapping sessions were open and promoted to the public. Participants were asked to complete a survey and provide

Help make Ross County a safer community to walk and ride in!

Ross County Health District and partners are developing an Active Transportation Plan. Help identify locations that need improvement for people who walk, bike, use a mobility aid, or take the bus.



Active Transportation Mapping Sessions

Chillicothe Library // 140 S. Paint St
 Thursday July 9th // 3pm to 6pm
 Friday July 10th // 12pm to 3pm

COVID-19 safety protocols will be in use

You can also weigh in on our WikiMap!
<http://rosscountyhealth.org/creating-healthy-communities/>
 Questions? Ciara Martin // cmartin@rosscountyhealth.com // (740) 779-9652



Mapping sessions held at the library.

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feedback on a provided map of where they would like to see improvements made to increase active transportation (walking/biking) within Ross County. The Chillicothe VA Medical Center also hosted a map at their facility for several days using the same methodology as the library mapping sessions. The data collected from these mapping sessions was added to the WikiMap. The maps used for these engagement activities were designed and provided by Greg Rouse. Rouse is the GIS Coordinator for the Ross County Soil and Water Conservation District.

Walking Audit

The walking audit was conducted by the CHC Grant Coordinator, Ciara Martin, the Outdoor Educator from the Ross County Parks District, Miranda Vance, and the Ohio University Student Intern from the Mayor of Chillicothe's Office, Sam Smith. The audit took place in Chillicothe. They followed this route: East Second Street. → North Mulberry Street → Enderline Circle (Water Street Crossing) → Tritscheller Road → Ross County YMCA → North Paint Street → East Main Street (U.S. 50) → North Bridge Street → East Second Street. Comments and photos were taken to highlight the need for improvements and areas of the course that are bicycle and pedestrian friendly. An overview of the feedback received for each section of the route can be seen below:

- East Second Street to North Mulberry Street
 - Has maintained sidewalks
 - Needs more yield to pedestrian signage, bike lane, and lighting
- North Mulberry Street to Enderline Circle (Water Street Crossing)
 - Parks of sidewalk are new, but older sidewalks are uneven and not ADA compliant
 - Water Street is too wide, needs to be reduced to add bike lanes
 - Bike path access needs improved
 - Roundabout would improve unsafe and busy Water Street intersection
- Enderline Circle to Tritscheller Road
 - Needs on street crosswalk and sidewalk for park access (Yoctangee Park)
 - Was honked at by car when using side of street to walk towards park



Downtown walking audit.

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- Ross County YMCA to North Paint Street
 - Only bike lane in the county
 - Has maintained sidewalks
 - Park (Yoctangee Park) access from YMCA includes a very steep hill
 - One-way driving in park allows for slower traffic which is pedestrian friendly
 - Elements in the park such as the bridge are not ADA accessible
- North Paint Street
 - Needs bike lanes with barriers
 - Large sidewalks could be condensed to include bike facility elements
 - People were observed walking during the audit
 - Needs bike racks at street corners
 - Uneven sidewalks
 - Scrambler at intersections may improve pedestrian safety (Main Street Intersection)
- North Paint Street to East Main Street (U.S. 50)
 - Heavy traffic and very loud
 - Sidewalk was wide and made it more comfortable to walk amongst traffic
 - Has off-street parking
 - Sidewalk by Sack-n-Save grocery store is part of the parking lot entrance/exit
 - Needs bike lanes
- North Bridge Street
 - Highly utilized area by all modes of transportation
 - More trees needed
 - Longer pedestrian walk signals along Bridge Street
- North Bridge Street to East Second Street
 - Uneven sidewalk
 - Have to push crosswalk signal to activate or it will not change
 - Needs shading provided by trees



Downtown walking audit.

TARGETED ENGAGEMENT STRATEGIES

Members of the Ross County Action Institute team participated in phone calls and met with local business owners and stakeholders to gather their insight on active transportation needs in the county. The bulk of these interactions followed a survey template like the one provided on the WikiMap. The data from these interactions were collected and entered into the WikiMap.

HEALTH PROMOTION
150 E. Second St.
Chillicothe, OH 45601
Phone: 740.779.9652 Fax: 740.779.0744

Ross County Active Transportation Plan Community Survey

This is a community plan; your input will ensure the plan represents what the community wants and needs. Thank you for taking the time to complete this brief survey.

- Why do you walk? (check all that apply)**
 - Recreation, health, or exercise
 - Shopping or errands
 - Commute to school or work
 - Social or entertainment
 - I don't walk
 - Other (Please specify)
- What would improve walking in Ross County? Select the three most important improvements to you.**
 - More marked crosswalks at intersections
 - Curb ramps on every corner where there are sidewalks
 - Repair broken sidewalks
 - More Shared Use Paths/Trails
 - Adding sidewalks where there are gaps
- Why do you bicycle? (check all that apply)**
 - Recreation, health, or exercise
 - Shopping or errands
 - Commute to school or work
 - Social or entertainment
 - I don't bike
 - Other (please specify)
- Which of the following best describes you?**
 - A confident cyclist who rides on busy streets
 - Occasional or recreational cyclist who rides mainly on trails
 - Would ride a bike if there were safer facilities
 - I don't ride a bike and don't want to in the future
 - Other (please specify)
- What would improve biking in Ross County? Select the three most important improvements to you.**
 - More bike lanes on busy streets
 - More buffered/tully separated bike lanes
 - More off-street, multi-use trails
 - Bike route signage
 - Continuous bike routes that connect me to places I want to go
 - Road surface improvements (reduce potholes, etc.)
- What destinations would you like to walk or bike to/from in Ross County? Please specify.**
- Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.**
- Are there specific streets that you would like to see bicycle infrastructure (shared lanes, bike lanes, bike lanes physically separated from vehicles)? Please identify streets and cross-streets.**
- Are there specific intersections that need improvements? For example, marked crosswalks, signage, flashing lights.**
- What gender do you identify as?**
 - Female
 - Male
 - Transgender
 - Nonconforming
 - Prefer not to answer
- What is your age?**
 - Under 18
 - 18 to 24
 - 25 to 34
 - 35 to 44
 - 45 to 54
 - 55 to 64
 - 65 to 74
 - 75 or older
 - Prefer not to answer
- Do any of the following apply to you? (check all that apply)**
 - Hard of hearing
 - Low vision
 - Use a wheelchair or walker
 - Other (please specify)
- Is there anything else you'd like to tell us about walking and biking in Ross County?**

Equal Opportunity Employer

Active Transportation Plan Community Survey

WHO WE HEARD FROM

Thirty-five individuals completed the welcome survey that accompanied the WikiMap.

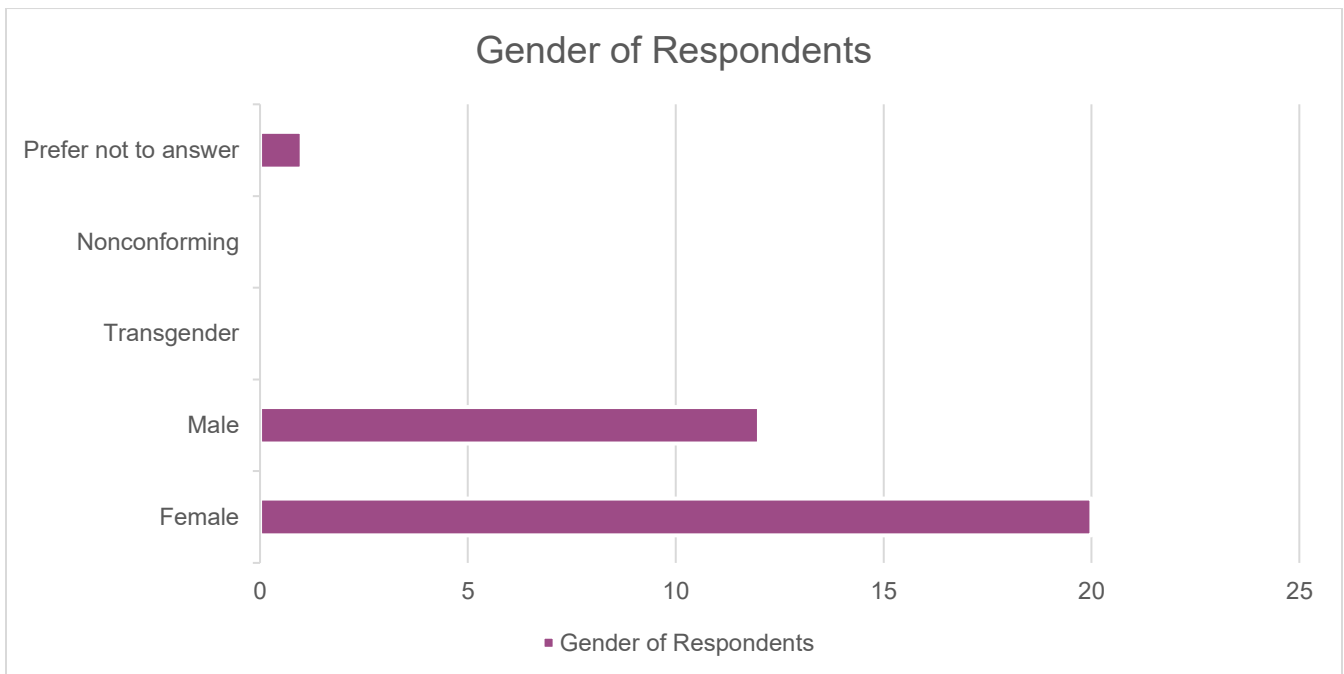
What is your zip code?

83% of respondents resided in Chillicothe or North Fork Village (45601)

3% of respondents resided in Bainbridge (45612)

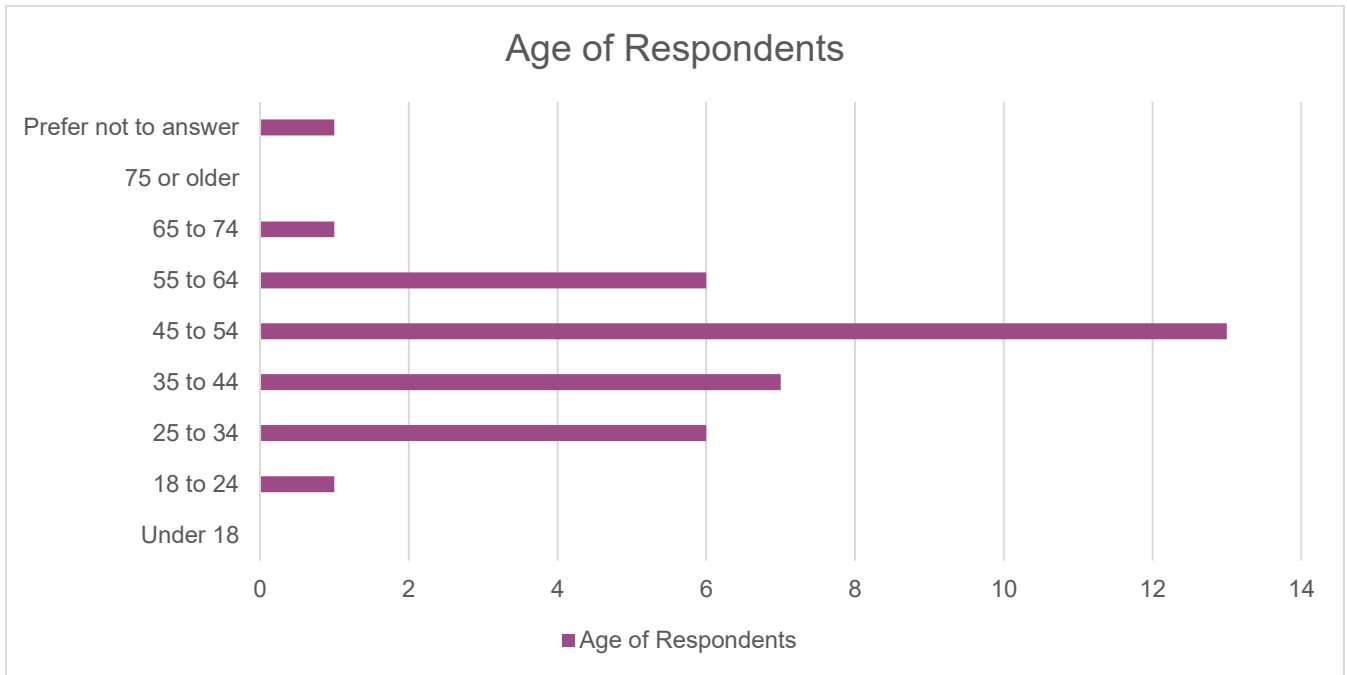
3% of respondents resided in Londonderry (45647)

What gender do you identify as?

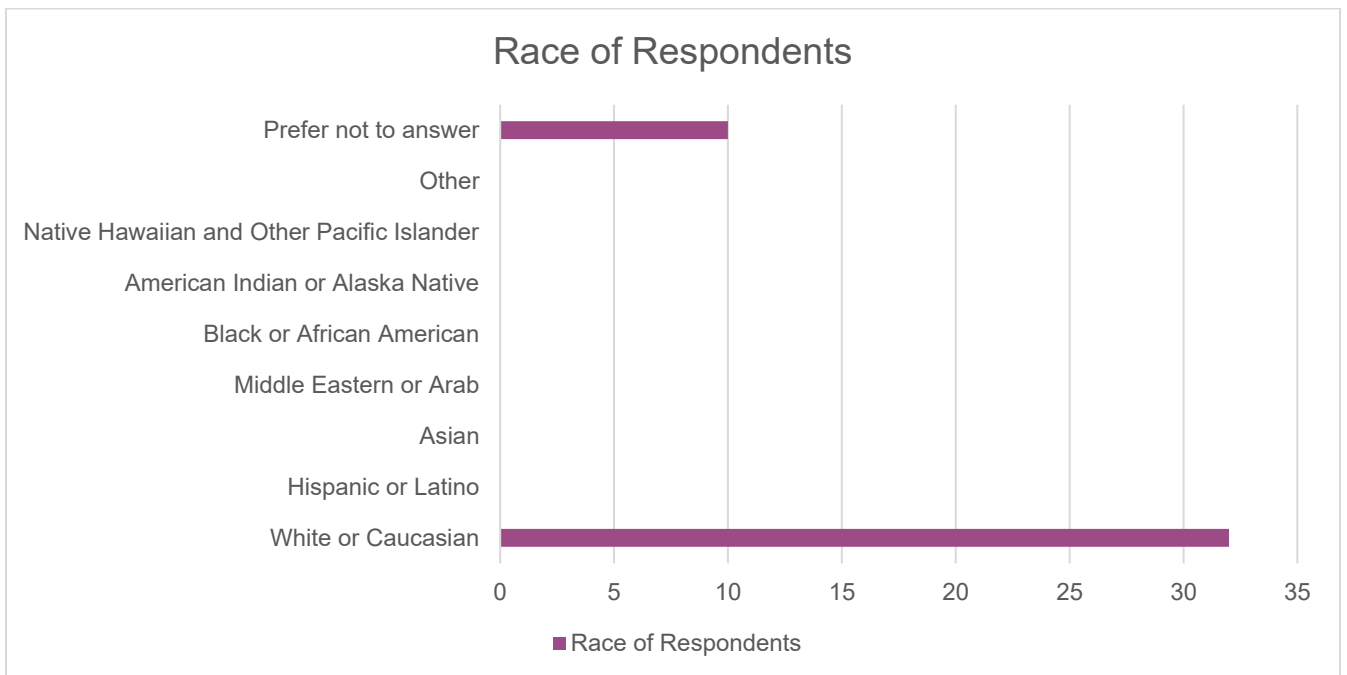


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What is your age?

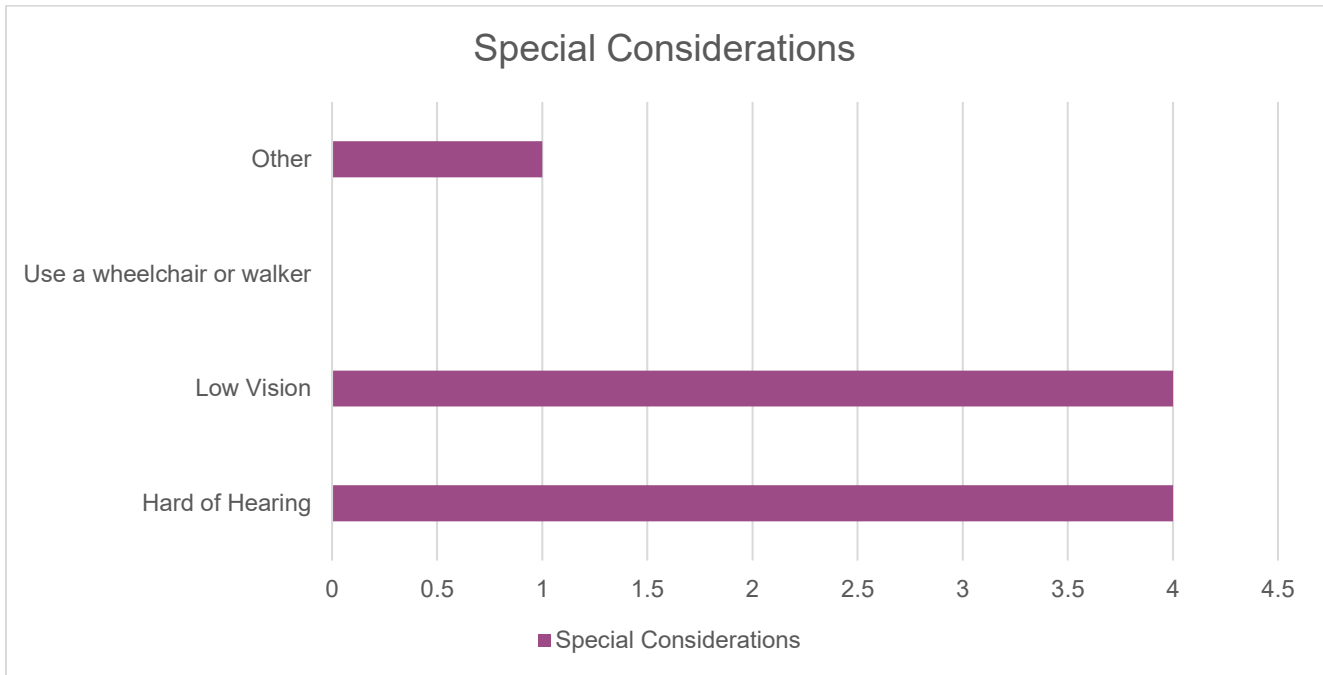


What is your race?



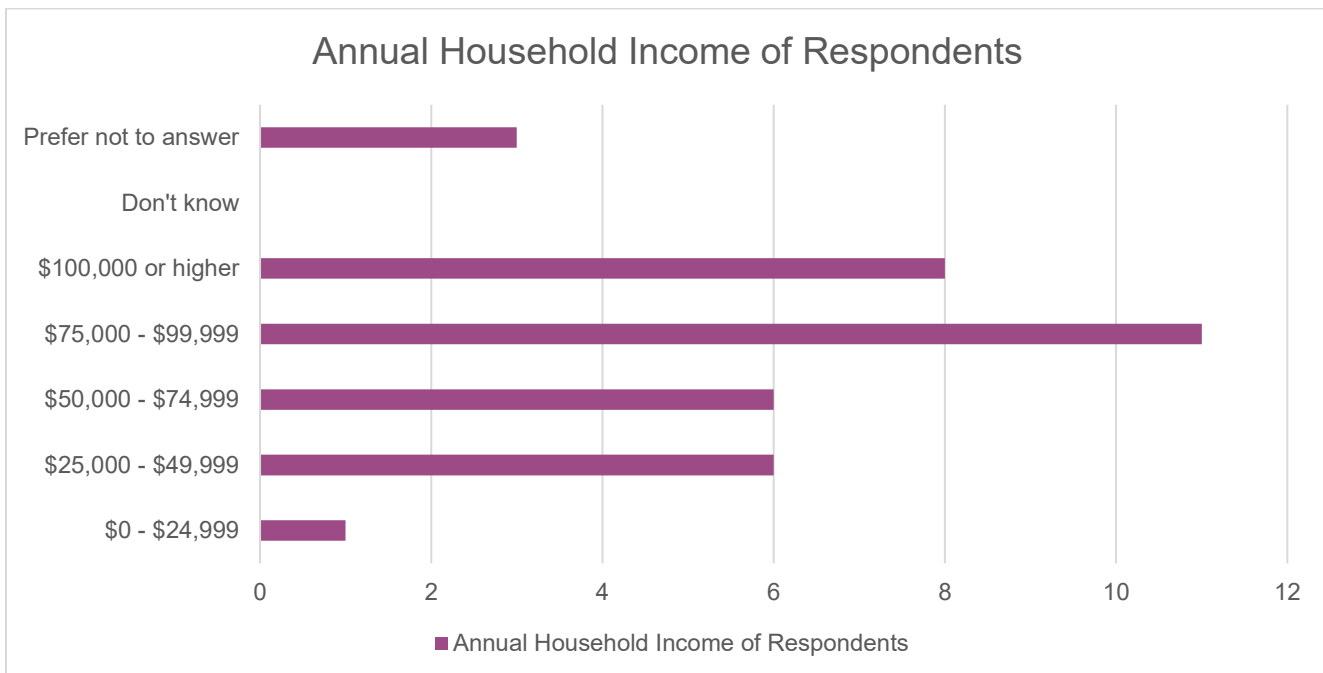
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Do any of the following apply to you?



Other was Severe COPD

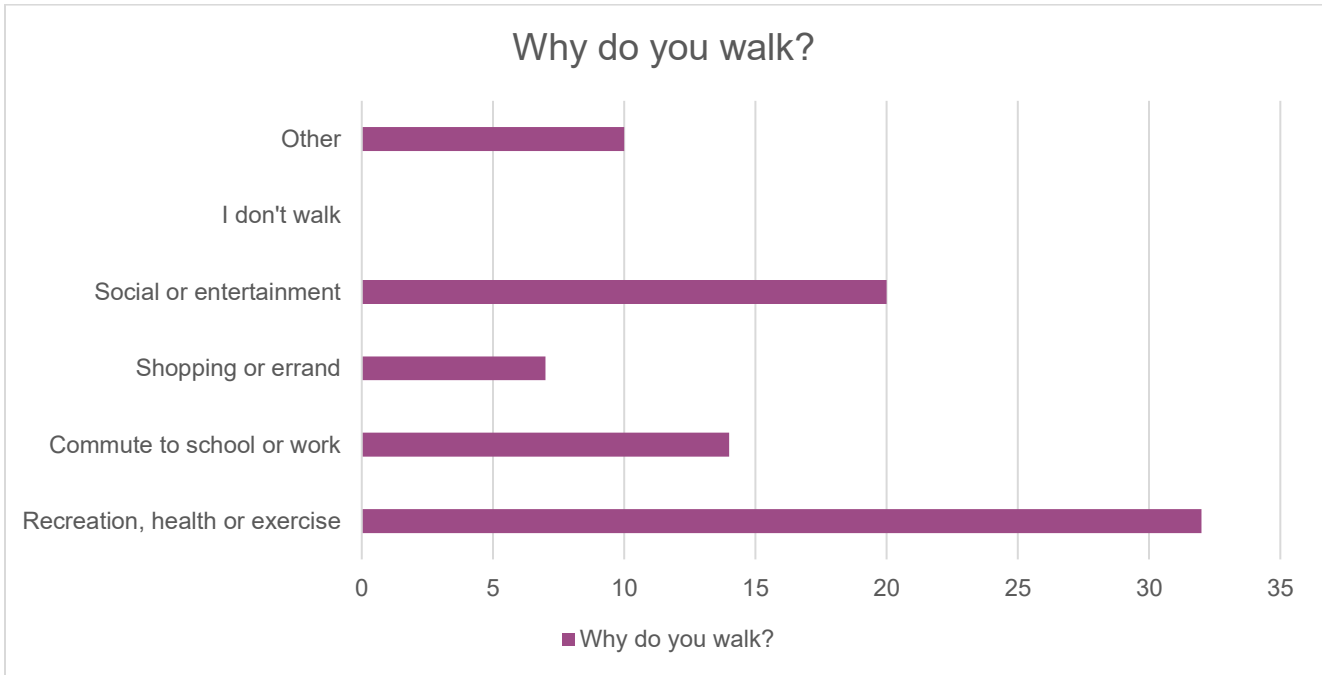
What is your annual household income?



WHAT WE HEARD

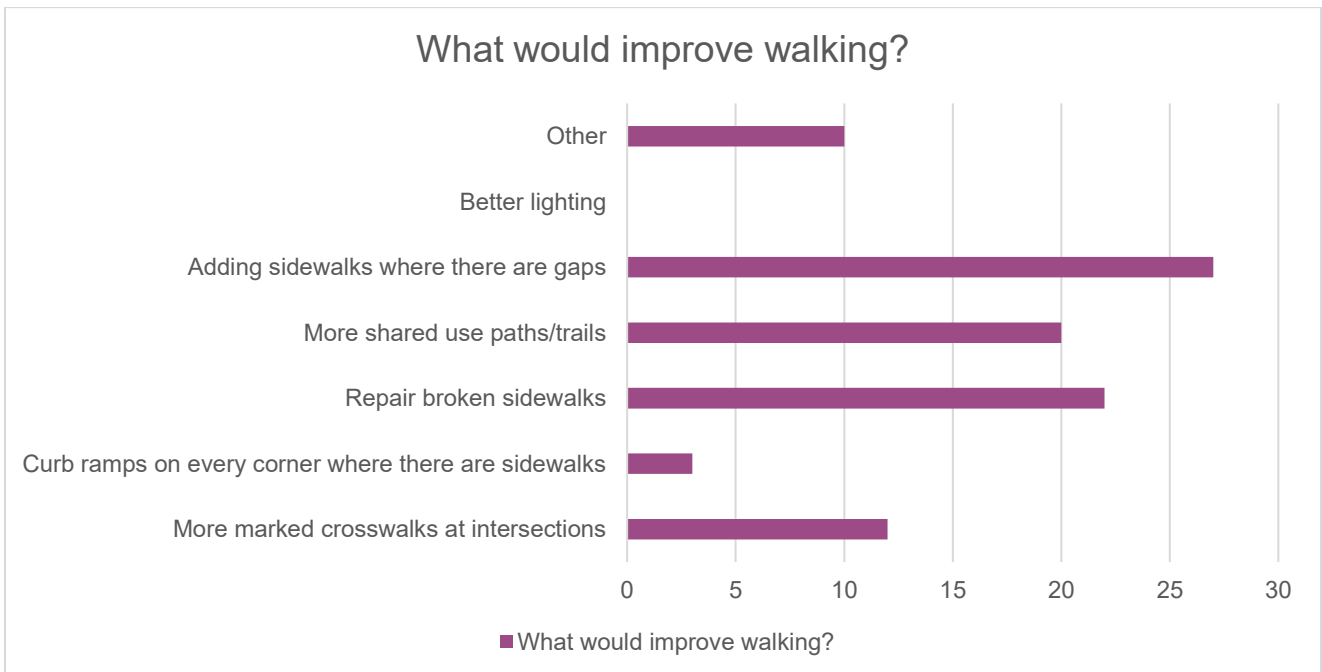
SURVEY RESULTS

Why do you walk?



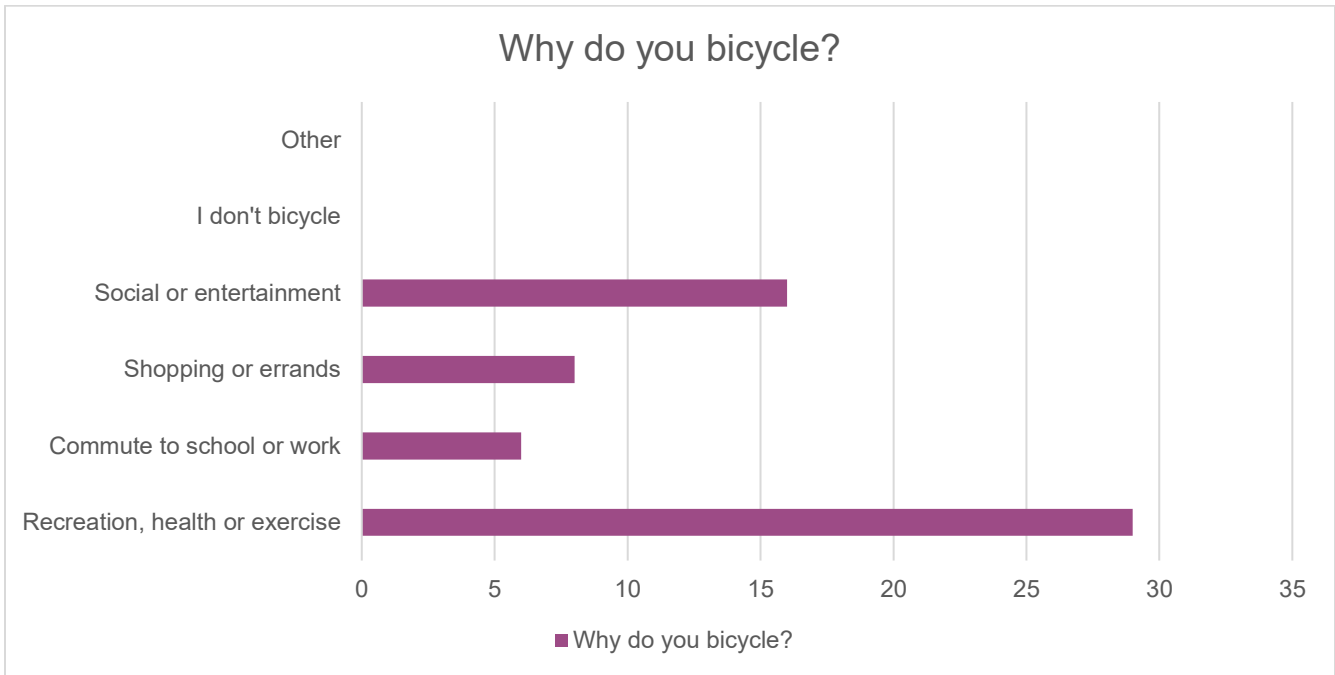
Other= "I live outside Bainbridge, so I cannot walk to commute or to shop", "I run mostly", "Wellness program during work"

What would improve walking in Ross County?



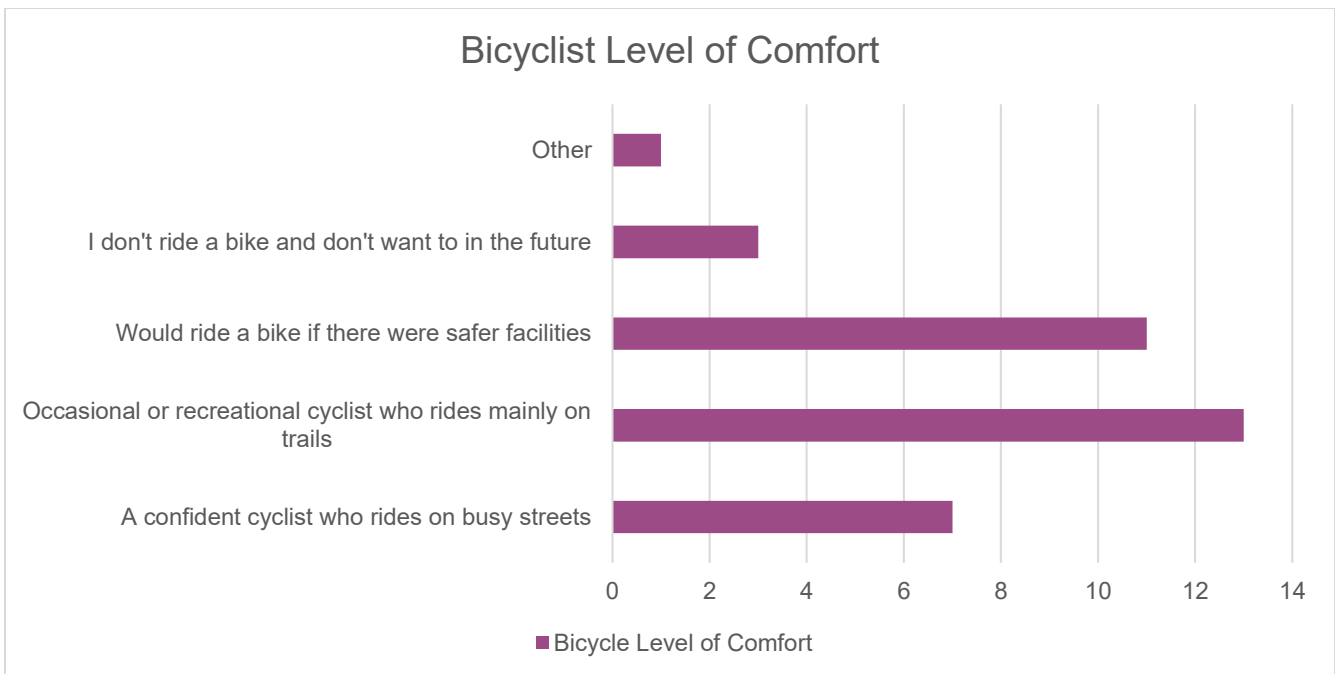
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Why do you bicycle?



Comment- "I rarely bike because my neighborhood's private lane is not paved. When I bike, I have to transport it by car to the bike paths or other areas."

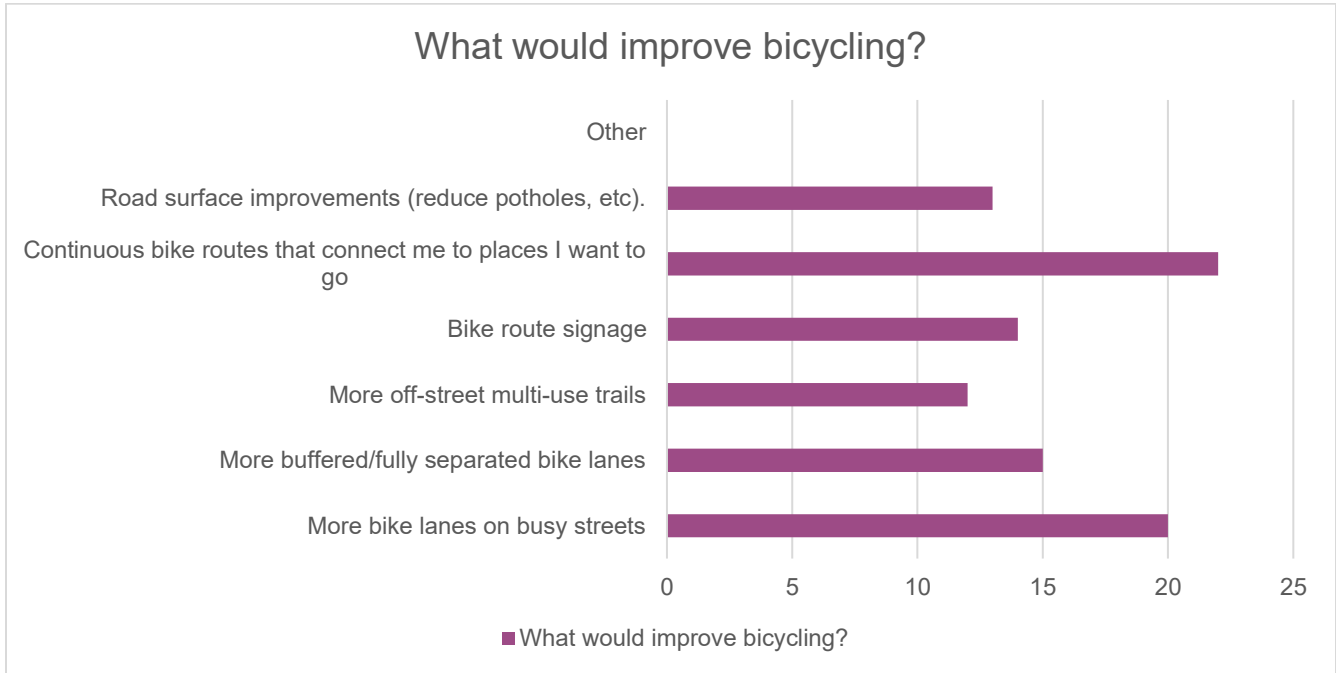
Which of the following best describes you?



Other= "I ride in my neighborhood only. I have ridden on 104 in past, but not really worth the stress."

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What would improve bicycling in Ross County?



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WIKIMAP COMMENTS

Summary of major issues described on Wikimap.

Chillicothe Active Transportation Plan: WikiMap Comments

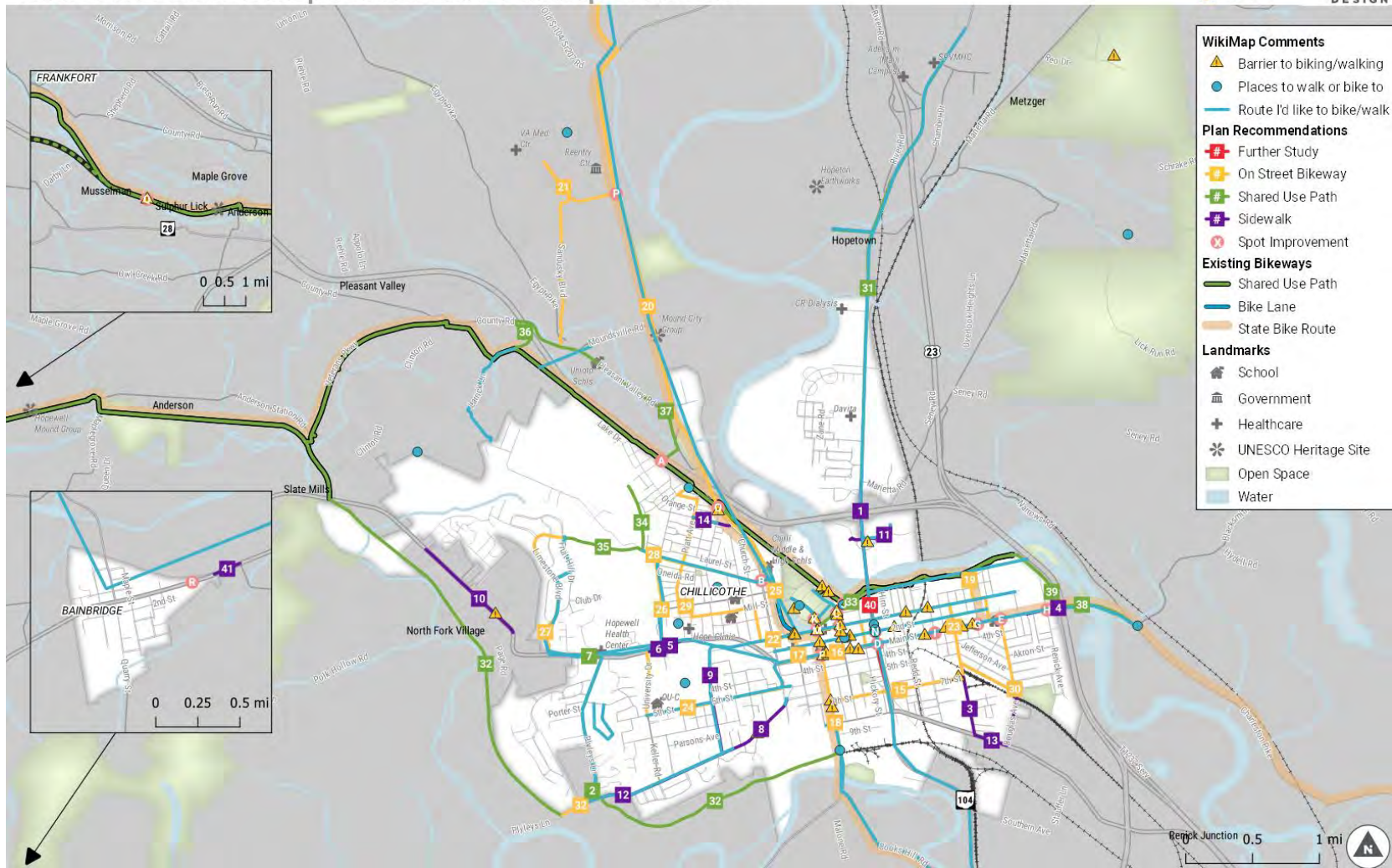
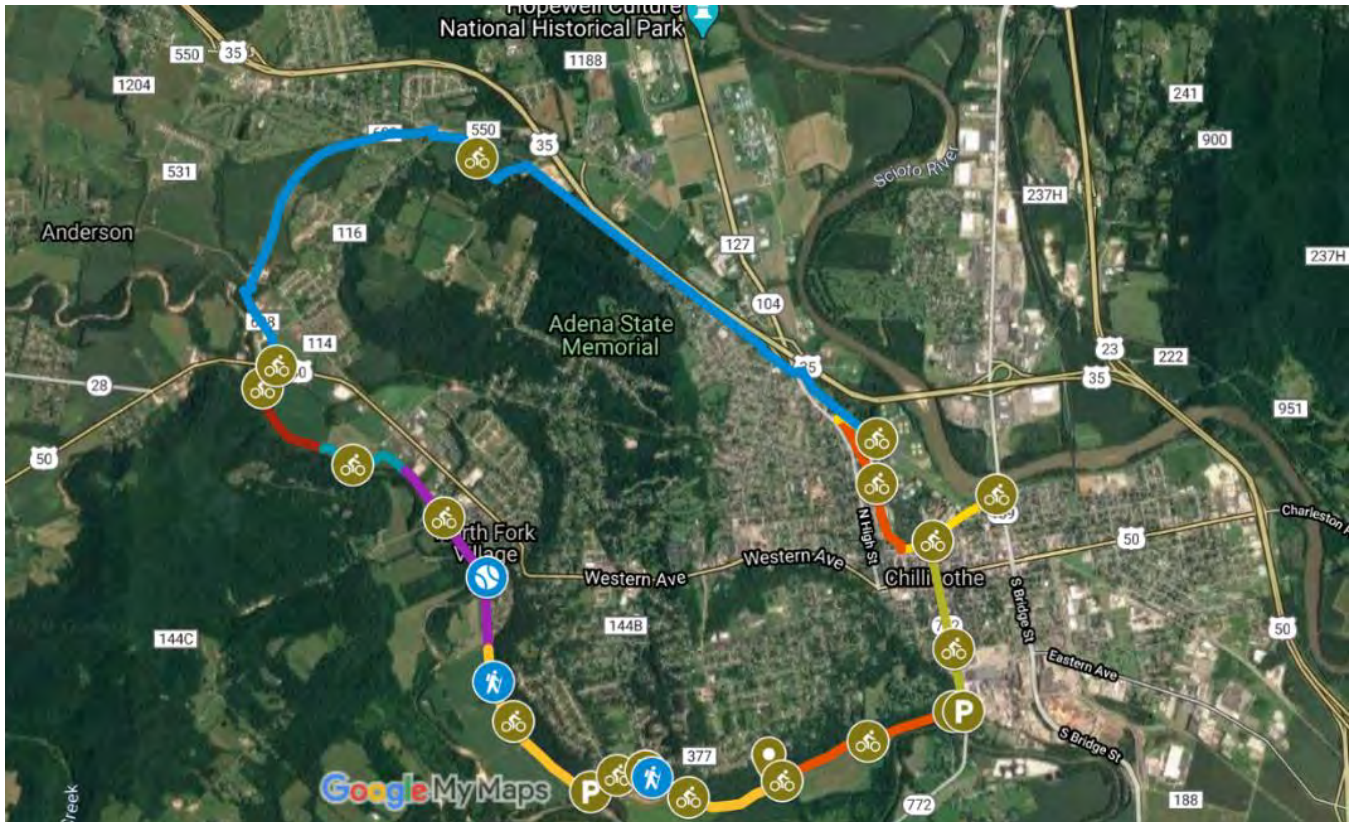


Figure 3: Summary of WikiMap Comments

ROSS COUNTY ACTIVE TRANSPORTATION PLAN

Proposed crossing improvements, sidewalks, street bikeways, and shared use paths

Figure 3 captures the community input received from the WikiMap that was hosted by the RCHD. During the Ohio Action Institute the Ross County Team was able to work with their Toole Design consultant to discuss potential infrastructure improvements they would like to see made to improve the safety and accessibility of walking and biking in Ross County. This discussion led to the proposed crossing improvements, sidewalks, street bikeways, and shared use paths that were added to the WikiMap to receive community feedback. The community had the opportunity to agree or disagree with the proposed element and provide comments; a full list of public comments are included in Appendix A. Public comments agreed with many of the proposed recommendations, including many of the proposed crossing improvements and sidewalks. Filling in sidewalks was a major theme in public comments. The proposed route that received the most positive feedback was an “Outer Belt” bicycle route to loop around Chillicothe.



Proposed bike loop around Chillicothe.

Routes to walk or bike

The desired routes for walking and biking requested by the community included:

- All along Bridge Street, Main street, and Second Street
- Large multiuse trail looping City of Chillicothe
- Sidewalks in residential areas to promote walking and biking

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- Shared-use trails to connect communities to the City of Chillicothe
- Sidewalk to connect communities outside of Chillicothe to resources in their area (libraries, schools, convenience stores, etc.)
- VA Parkway to Paint Street need a shared-use trail
- Shared-use trails at state parks
 - Great Seal State Park
 - Tar Hollow

The community was able to provide feedback within the WikiMap on areas within the county where they currently walk and bike and locations where they would like to be able to walk and bike. A full list of these community comments can be found in Appendixes B and C.

Places to walk or bike to

Locations that public commenters would like to walk or bike to included:

- Trails (portions of the Paint Creek Recreational Trail were closed in August of 2020 due to erosion caused from flooding)
- Stores along Western Avenue and Bridge Street
- Ohio University-Chillicothe
- VA Medical Center
- Adena Health System
- Central Shopping Center
- Parks

Barriers for walking/biking

- Lack of bike lanes
- Damaged and closed trails
- Poorly timed cross walks
- Lack of sidewalk
- Sidewalks need improved or widened
- Bike Infrastructure
 - Water Fountains
 - Bike Repair Station

CHAPTER 4

RECOMMENDATIONS



RECOMMENDATIONS

FACILITY SELECTION METHODOLOGY

FACILITY TYPES

This plan identifies four types of recommendations: 1) Sidewalks; 2) On-Street Bicycle Facilities; 3) Shared Use Paths; and 4) Crossing Improvements. The following images show examples of each facility type, and the following section explains the recommended methodology that should be used for further selecting specific types of pedestrian and bicycle facilities in the planning and design process.

Sidewalks



Sidewalk

On-Street Bicycle Facilities



Bicycle Boulevard



Bike Lane



Buffered Bike Lane



Physically Separated Bike Lane

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Shared Use Paths



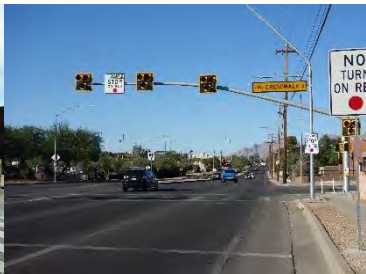
Sidepath

Shared Use Path

Crossing Improvements



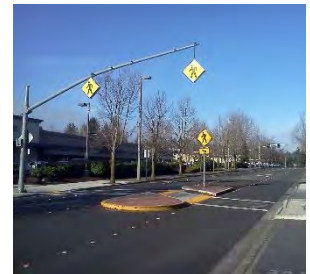
Rectangular Rapid Flashing Beacon (RRFB)



Pedestrian Hybrid Beacon (PHB)



Enhanced Trail Crossings



Refuge Islands and Curb Bump-Outs

PEDESTRIAN FACILITY RECOMMENDATIONS

Pedestrian infrastructure is primarily provided in the form of sidewalks or shared use paths. The presence of sidewalks along a roadway corresponds to a 65 to 89 percent reduction in “walking along road” pedestrian crashes. Additional treatments can also be implemented along roadways or at crossing locations to improve the bicycling and pedestrian experience, encourage more walking, and decrease the number of crashes that occur.

BICYCLE FACILITY RECOMMENDATIONS

Local infrastructure and routes will help riders of varying abilities access their daily destinations such as schools, grocery stores, parks, and work.

Design Users

There are several important factors to consider during bicycle facility selection, but the final decision depends in large part on the types of bicyclists that are expected on a particular route. Understanding which types of bicyclists feel comfortable using a given facility is key to building a safe, convenient, and well-used network.

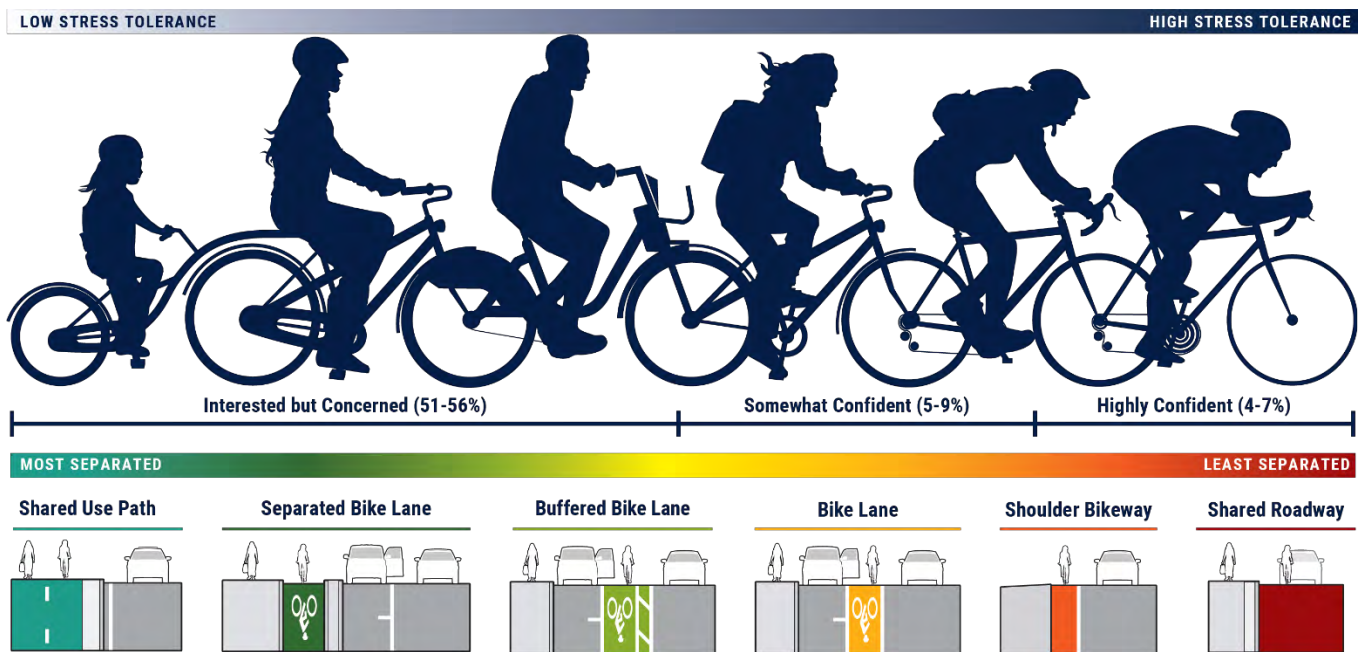
Bicyclists are most commonly classified according to their comfort level, bicycling skill and experience, age, and trip purpose. These characteristics can be used to develop generalized profiles of various bicycle users and trips, also known as “design users,” which inform bicycle facility design. Comfort, skill, and age may affect bicyclist behavior and preference for different types of bicycle facilities. Selecting a

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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.

People who bicycle are influenced by their relative comfort operating with or near motor vehicle traffic. Of adults who have stated an interest in bicycling, research has identified three types of potential and existing bicyclists (see Figure 4). Around 56 percent of adults fall into the category of “interested but concerned” – they are interested in bicycling for transportation but are dissuaded by the potential for stressful interactions with motor vehicles. They generally prefer biking facilities that are more separated from motor vehicle traffic. (Note that children were not included in the research and require special consideration in the design of bicycle facilities). In order to achieve a significant increase in numbers of people biking, the “Interested but Concerned” rider should be the primary user type that facilities are designed for. In some contexts, such as rural roadways, the Somewhat Confident or Highly Confident rider is the most relevant design user.

Figure 4: Types of Bicyclists



Network Rationale and Facility Selection Methodology

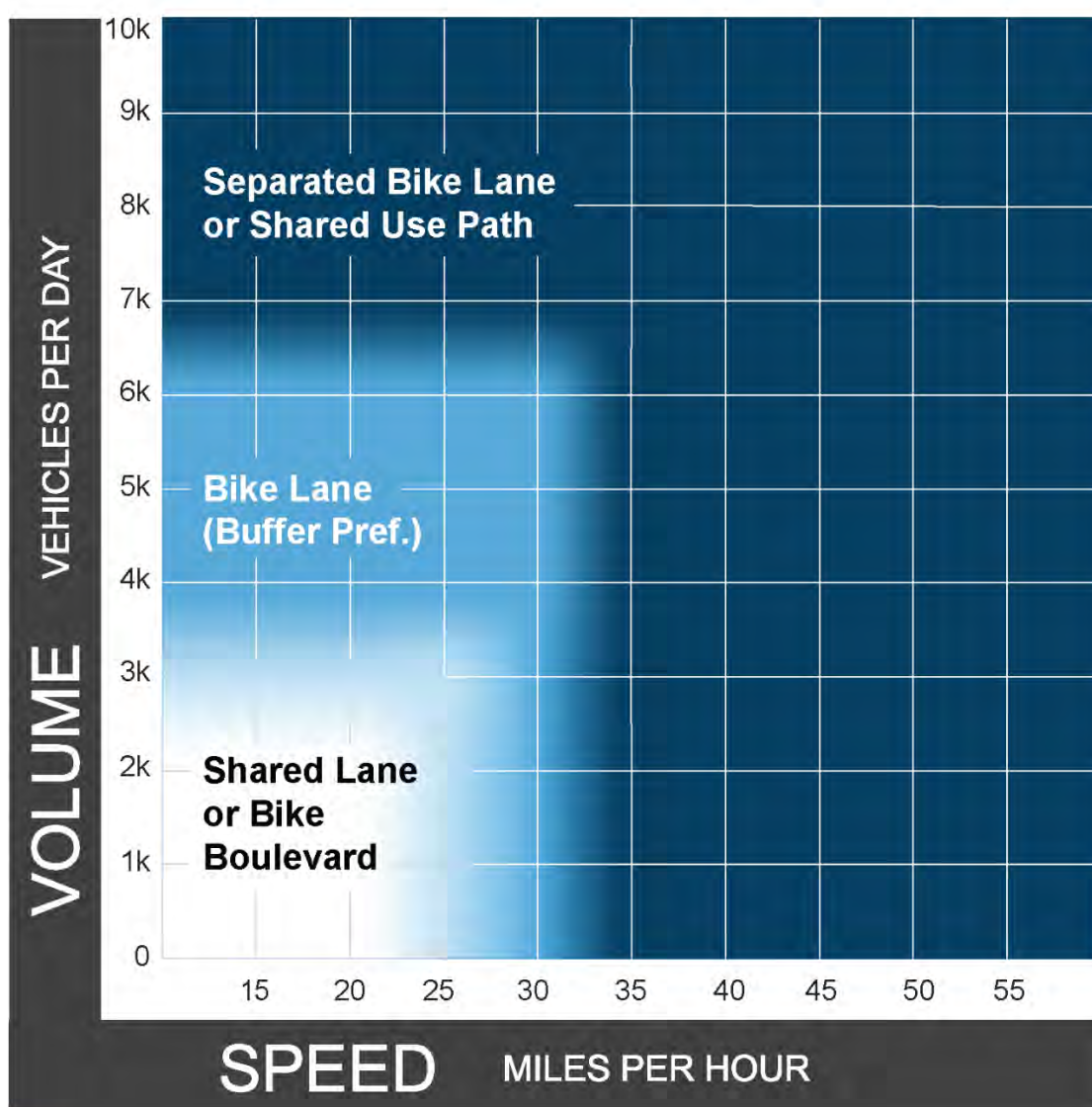
Bicycle networks should be **continuous**, **connect** seamlessly across jurisdictional boundaries, and provide **access** to destinations. Anywhere a person would want to drive to for utilitarian purposes, such as commuting or running errands, is a potential destination for bicycling. As such, planning 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.

The bicycle network recommendations made in this plan are categorized as either an on-street bicycle facility or shared use path. 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 5 and Figure 6) can be used to help determine the best facility for the

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roadway based on context, speed, and volume as well as the relevant design user type. See the full guide for further detail on facility selection.

Figure 5: FHWA Bikeway Facility Matrix: Preferred Bikeway Type for Urban, Urban Core, Suburban and Rural Town Contexts (Design User: Interested but Concerned)

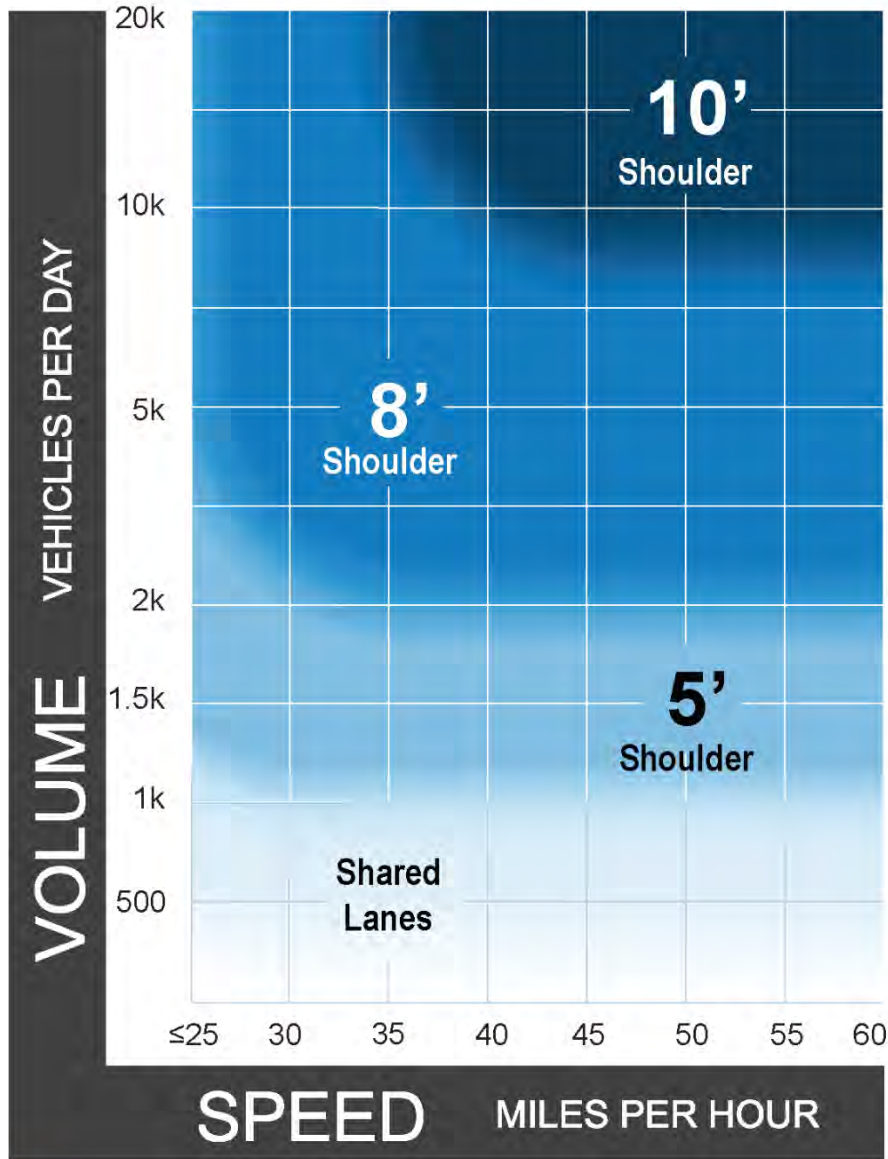


Notes

- 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.

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Figure 6: FHWA Bikeway Facility Matrix: Preferred Shoulder Widths for Rural Roadways (Design User: Somewhat Confident or Highly Confident)



Notes

- 1 This chart assumes the project involves reconstruction or retrofit in constrained conditions. For new construction, follow recommended shoulder widths in the AASHTO Green Book.
- 2 A separated shared use pathway is a suitable alternative to providing paved shoulders.
- 3 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
- 4 If the percentage of heavy vehicles is greater than 5%, consider providing a wider shoulder or a separated pathway.

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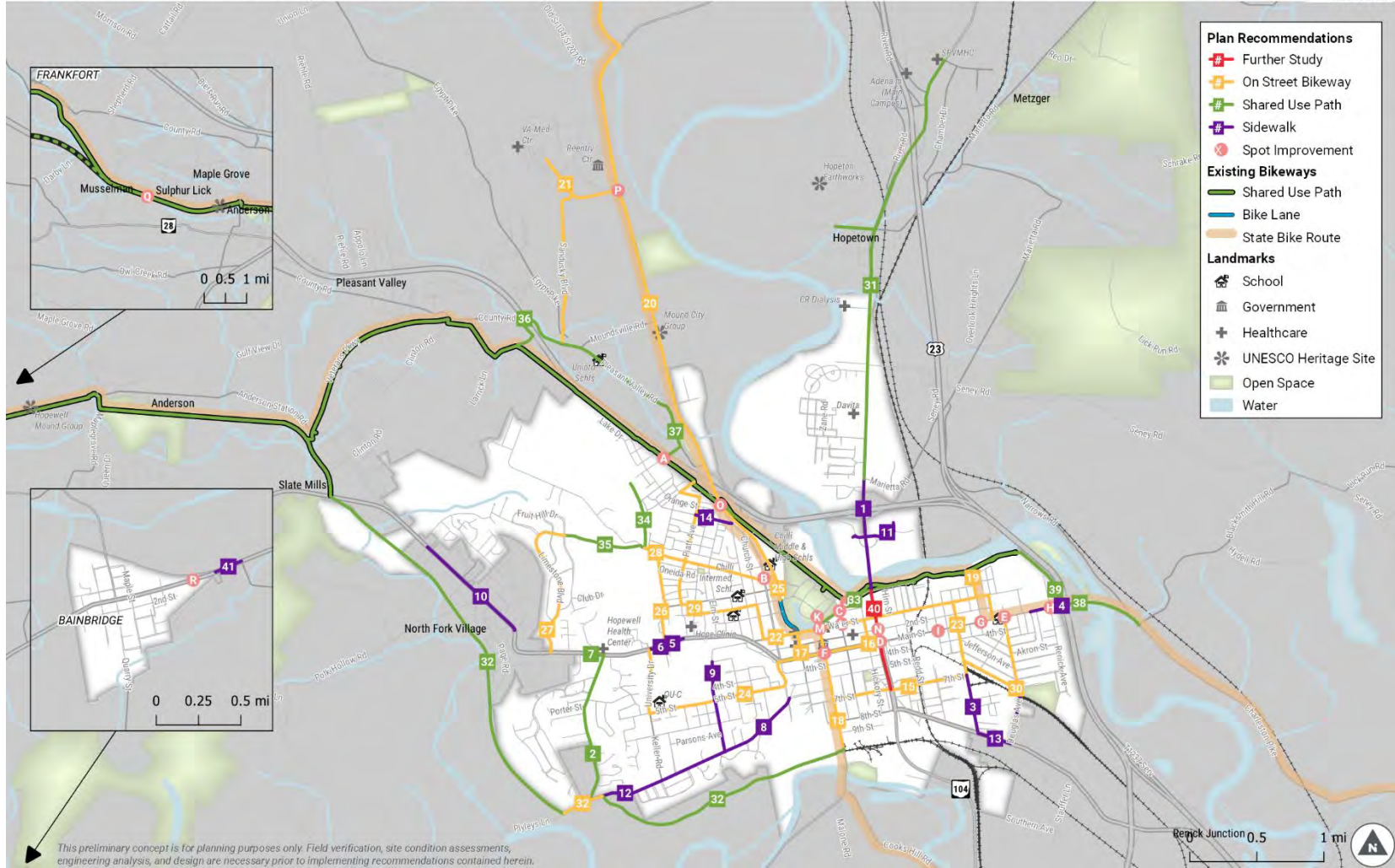
Design guidance for pedestrian and bicycle facilities can be found at:

- » [Safe Transportation for Every Pedestrian \(Federal Highway Administration\)](#)
- » [Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations \(FHWA\)](#)
- » [Small Town and Rural Design Guide \(FHWA\)](#)
- » [Urban Bikeway Design Guide \(NACTO\)](#)
- » [Bicycle and Pedestrian Resources for Engineers \(ODOT\)](#)
- » Ohio Multimodal Design Guide (ODOT, Forthcoming)

NETWORK RECOMMENDATIONS

Description of the proposed network for your community developed from the existing conditions analysis and community input.

Chillicothe Active Transportation Plan: Proposed Network



This preliminary concept is for planning purposes only. Field verification, site condition assessments, engineering analysis, and design are necessary prior to implementing recommendations contained herein.

Figure 7: Proposed Active Transportation Projects

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Table 1: Proposed Active Transportation Projects (Routes)

Number	Name/Location	Type	Description	Miles
1	North Bridge Street	Sidewalk	Add sidewalk on North Bridge Street (Project underway)	0.83
2	Plyleys Lane	Sidewalk/Shared Use	Add sidewalk on Plyleys Lane (Project currently in design)	1.12
3	South Watt Street	Sidewalk	Add sidewalk on South Watt Street (Will be constructed in 2020)	0.44
4	Main Street	Sidewalk	Fill in sidewalk gaps along Main Street in retail area.	0.24
5	Western Avenue Sidewalk Gap 1	Sidewalk	Add sidewalk on north side of Western Avenue (Project in planning)	0.15
6	Western Avenue Sidewalk Gap 2	Sidewalk	Add sidewalk to fill major gap on north side of Western Avenue. Review potential zoning variances on parking, etc. To facilitate.	0.12
7	Western Avenue Sidewalk Gap 3	Sidewalk/Shared Use	Add sidewalk on north side of Western Avenue (Project underway)	0.13
8	Bellevue Avenue	Sidewalk	Reconstruct Bellevue Avenue roadway and add sidewalk (Project underway)	0.38
9	Pohlman Road	Sidewalk		
10	Western Avenue/State Route 50 (West)	Sidewalk	Add sidewalk and crossings along Western Avenue for access to grocery, school, park, and residential areas and apartments.	0.9
11	River Trace, Stewart Road	Sidewalk	Provide sidewalk access and crossing to Walmart and to shopping center East and West of Bridge Street.	0.39
12	Bellevue Avenue Part 2	Sidewalk	Extend sidewalk along Bellevue Avenue to complete neighborhood walking routes.	1.3
13	Douglas Avenue/Eastern Avenue	Sidewalk	Fill sidewalk gaps to provide access to groceries.	0.61
14	Buckeye Avenue	Sidewalk	Fill sidewalk gaps on Buckeye Avenue for access to library.	0.28
15	7 th Street	On Street Bikeway	Add on-street bikeway on residential streets for access to the Transit center. Residential streets, could be shared lanes. Address difficult intersections such as Bridge Street.	1.01

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16	Main Street/Hickory Street	On Street Bikeway	Add on-street bikeway for a loop through Downtown. Examine lane width and number for potential reduction.	0.85
17	North Walnut Street	On Street Bikeway	Continue existing bike lane south from Yoctangee Boulevard to Walnut Street, with potential lane or parking reductions.	0.19
18	Paint Street	On Street Bikeway	Add buffered or protected bike lanes to Paint Street. Examine suitability for road diet from four to three lanes.	0.91
19	Poplar Street	On Street Bikeway	Add on-street bikeway (likely bicycle boulevard) to access trail.	0.19
20	State Route 104	On Street Bikeway	Widen shoulder and consider adding protection for on-street bikeway access to the VA Medical Center and County Fairgrounds.	5.33
21	Sandusky Boulevard	On Street Bikeway	Provide on-street bikeway (likely bicycle boulevard) for lower stress access to VA Medical Center.	2.88
22	Water Street	On Street Bikeway	Add on-street bikeway on Water Street for an east-west connection. Examine potential for four to three lane road diet. Convert angled parking to parallel or back-in parking.	1.9
23	Watt Street	On Street Bikeway	Provide on-street bikeway for access to Transit Center.	0.55
24	West 5 th Street	On Street Bikeway	Provide on-street bikeway for access to western Chillicothe.	1.71
25	Yoctangee Parkway	On Street Bikeway	Extend existing bike lanes to the north on Yoctangee Boulevard. Examine potential for lane reduction.	0.86
26	Fairway Avenue, Arch Street, North Woodbridge Avenue	On Street Bikeway	Provide on-street bikeway for north/south neighborhood connection to trails and services.	0.72
27	Limestone Boulevard	On Street Bikeway	Provide on-street bikeway to access proposed shared use path.	1.17
28	Allen Avenue	On Street Bikeway	Provide on-street bikeway connecting Yoctangee to neighborhood and proposed paths.	1.01

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29	Church Street, Mill Street, Piatt Avenue	On Street Bikeway	Provide on-street bikeway through residential areas to access destinations and trails.	2.04
30	Douglas Avenue	On Street Bikeway	Provide on-street bicycle boulevard through neighborhood.	1.01
31	North Bridge Street	Shared Use Path	Add sidewalk or shared use path along entire North Bridge Street retail corridor. Accompany with marked crossings and crossing improvements, examine signal times for comfortable crossings. Include extension to access Hopewell Mounds.	3.24
32	Outer Belt	Shared Use Path	Continue shared use path around the outside of Chillicothe using abandoned railroad line.	5.51
33	Riverside Street	Shared Use Path	Continue trail along edge of the park down to Water Street, providing bicycle entryway to the City. Supplement with wayfinding and gateway features. Connect to Paint Street.	0.38
34	Adena Road	Shared Use Path	Convert existing paved roadway into a shared use path.	0.5
35	Limestone Boulevard	Shared Use Path	Convert existing pathway to shared use path, connecting to Adena Road and shortening distance to bike from western neighborhoods.	0.62
36	Larrick Lane, Pleasant Valley Road	Shared Use Path	Add side path connecting existing trail across US 35 to Unioto Schools from the west.	0.75
37	Pleasant Valley Road	Shared Use Path	Add side path connecting existing trail across US 35 to Unioto Schools from the east.	2.88
38	Chillicothe Pike	Shared Use Path	Add side path along Chillicothe Pike connecting east side neighborhood to grocery store.	0.62
39	Paint Creek Trail Extension	Shared Use Path	Extend existing trail to Main Street and connect to proposed shared use path to the east.	0.55
40	Bridge Street	Further Study	Conduct further engineering and traffic study along Bridge Street for feasibility of lane changes and streetscape	0.75

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			improvements for better walking and biking through heart of Chillicothe.	
41	Main Street (Bainbridge)	Sidewalk	Add missing sidewalk on Main Street to access Family Dollar and address crash history.	0.17
42	Yoctangee Park Sidewalks	Sidewalk	Add/Upgrade sidewalks and add signage throughout Yoctangee Park for better access to park.	0.41
43	Yoctangee Parkway	Sidewalk	Add sidewalks along Yoctangee Parkway between Kopp Street and North Street leading to school campus.	0.26

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Table 2: Proposed Active Transportation Projects (Spot Improvements)

Number	Name/Location	Type	Description
A	Adena Road and Paint Creek Trail	Trail Access	Provide access to Paint Creek Trail from Adena Road.
B	High Street and Allen Avenue	Crossing	Add marked crossing, narrow Allen Avenue roadway on intersection approach to address crash history.
C	Mulberry Street and Riverside Street	Intersection	Update complicated five-way intersection geometry to remove excess pavement, reduce conflicts, and ease crossing.
D	Main Street and Bridge Street	Crossing	Upgrade marked crossings. Study signal timing and potential turn restrictions to ease pedestrian crossings.
E	Main Street and Douglas Street	Crossing	Upgrade marked crossings. Study signal timing and potential turn restrictions to ease pedestrian crossings.
F	Main Street and Paint Street	Crossing	Upgrade marked crossings. Study signal timing, automatic pedestrian phasing to ease pedestrian crossings.
G	Main Street and Poplar Street	Crossing	Add marked crossing of Main Street for more frequent crossing opportunities. Consider RRFB, HAWK or other enhancements to increase safety.
H	Main Street and Rennick Avenue	Crossing	Upgrade marked crossings. Study signal timing and potential turn restrictions to ease pedestrian crossings.
I	Main Street and Rose Street	Crossing	Add marked crossing of Main Street for more frequent crossing opportunities. Consider RRFB, HAWK or other enhancements to increase safety.
J	Paint Creek Trail at Riverside Street	Trail Access	Provide ADA and bike-accessible entrance to trail from existing parking lot (some design work has already been completed).
K	Enderlin Circle and Tritscheller Road	Crossing	Add marked crossing of Enderlin Circle.

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L	Water Street and Mulberry Street	Crossing	Upgrade marked crossings. Examine number of lanes and intersection geometry to improve pedestrian crossing experience.
M	Water Street and Paint Street	Crossing	Upgrade marked crossings. Examine intersection geometry, signal timing, etc. to improve access to park. Consider an all-way pedestrian scramble.
N	2 nd Street and Bridge Street	Crossing	Upgrade marked crossings. Study signal timing and potential turn restrictions to ease pedestrian crossings.
O	North High Street of Orange Street	Crossing	Add marked midblock crossing of North High Street leading to trail parking/access point.
P	State Route 104 at VA Medical Center Entrance	Crossing	Add marked midblock crossing of State Route 104 at entrance to VA Medical Center for cyclists on proposed route. Consider RRFB, HAWK or other enhancements to increase safety.
Q	Paint Creek Recreational Trail	Trail Repair	Repair and re-open damaged segment of Paint Creek Recreational Trail.
R	Main Street (Bainbridge)	Crossing	Enhance marked crossing with RRFB, HAWK or other treatments to increase safety.

NON-INFRASTRUCTURE RECOMMENDATIONS

ID Number	Program Name	E Category	Program Lead (organization)	Target Audience	How does this program support active transportation?
NI1	City of Chillicothe Comprehensive Plan	Equity, Engagement, & Evaluation	City of Chillicothe	All Ross County residents and visitors	This plan will include elements that support active transportation such as land use regulation, complete street policy, engineering design, and City maps.
NI2	Bike Rodeo and Professional Development Rides	Equity, Engagement, Encouragement, & Education	Ross County Health District and Ross County Parks District	All Ross County residents	This program will encourage and educate all age groups of how to properly and safely use a bicycle as a mode of transportation.
NI3	Your Move Campaign	Education & Encouragement	Ross County Health District	All Ross County residents	ODOT's Your Move Campaign will help to educate road users how to safely share the road with cyclists and pedestrians and encourage increased use of active modes of transportation.
NI4	Bike Share Program	Equity & Encouragement	Ross County Health District, Ross County Public Libraries, & Ross County VA	All Ross County residents	The expansion of bike share programs within the County will provide further access to functional and affordable bicycles to all populations.

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NI5	Newsletter	Engagement & Evaluation	Ross County Health District	All Ross County residents	Establishing a newsletter will allow for the dissemination of current updates on all active transportation efforts being made throughout the County. This release of information will help to further create a culture of acceptance for active transportation use.
NI6	Bike Friendly Community	Equity, Evaluation, Encouragement, & Engagement	City of Chillicothe	All Ross County residents	By holding the distinction as a Bike Friendly Community, the City of Chillicothe will further encourage the use of safe biking for all residents and visitors and through the organization's guidance and support will be able to further evaluate how to continually improve the biking culture and experience within the City.
NI7	Safe Routes to School	Education, Encouragement, & Evaluation	All academic institutions within the County	All Ross County students	Ross County consist of seven school districts, two private schools, one career and tech center, and one university. The Safe Routes to School funding will allow for public awareness campaigns that will encourage students to walk or bike to school.
NI8	Increase citizen awareness, acceptance, and use of public transportation in partnership with the Chillicothe Transit System	Education & Engagement	Chillicothe Transit System	All Ross County residents	Chillicothe Transit System will be able to run educational campaigns to promote the use and awareness of the variety of affordable services provided by the agency. Additionally, the transit system is in the process of updating current routes to better meet the needs of the public.

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NI9	Develop and enforce Complete Streets Policy and Vision Zero Plan within the City of Chillicothe	Equity & Evaluation	City of Chillicothe	All Ross County residents	Through cross-collaboration with the RCHD and other community/government agencies, the City of Chillicothe will be able to complete informative evaluation measures to determine what are the needs of the community regarding safe and effective active transportation. By engaging the community and using informed data, the City will be able to develop and enforce health and safety focused policies.
NI10	Development and enforcement of a sidewalk improvement plan.	Equity & Evaluation	City and County Officials	All Ross County residents	Develop plan to ensure that sidewalks are both available in the areas with the most need and are maintained to achieve ultimate levels of safety and use.
NI11	Develop Trails Master Plan	Equity & Evaluation	Ross County Parks District	All Ross County residents	Develop plan to identify gaps within the existing trail system, strengthen safety and accessibility, and increase funding for trail maintenance.

CHAPTER 5

IMPLEMENTATION



IMPLEMENTATION

FUNDING STRATEGIES

Active transportation projects comprise a fraction of overall transportation network construction and maintenance. While AT 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. Table 3 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 CHC 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. For information on funding for public transit, visit the [ODOT Office of Transit's website](#).

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Table 3: Primary Active Transportation Funds in Ohio

Funding Source	Distributed By	Eligible Project Examples	Eligible Project Sponsor
<u>Transportation Alternatives</u>	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
<u>Safe Routes to School</u>	ODOT	Infrastructure Non-Infrastructure School Travel Plan assistance	Local governments (infrastructure) Local governments, school or health district, or non-profit (non-infrastructure)
<u>Highway Safety Improvement Program</u>	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
<u>Recreational Trails Program</u>	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
<u>Clean Ohio Trails Fund</u>	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
<u>Clean Ohio Green Space Conservation Program</u>	Ohio Public Works Commission (OPW)	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
<u>Small City Program</u>	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 boundaries.

PROJECT PRIORITIZATION

PRIORITIZATION FACTORS

Project prioritization is a process to determine which projects are most feasible, given real-world constraints, and align with stakeholders and community priorities. Through this planning process, stakeholder and public input were considered to help group projects into three “buckets” – short-term priorities to focus on in the next five years to kick-start the implementation of this plan and build local support; medium-term projects that may be more complicated and take 6-10 year to implement; and longer-term projects that are not prioritized for immediate implementation, but would help complete the full active transportation network.

The proposed routes and spot improvements contained in this plan are conceptual and are 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.

Additional data analysis could be analyzed to further rank projects based on safety, cost, need and other factors. In addition, local priorities may change as new opportunities become available or conditions change. Plan priorities should be revisited and reconfirmed on a regular basis. Should additional data analysis be performed, the factors in Table 4 could be considered and ranked:

Table 4: Prioritization Factors

Factor	Variables
Public input	Tally of votes
Safety	Roadway AADT Number of bicycle and pedestrian crashes along the route Roadway speed
Opportunities	Planned roadway maintenance projects (ODOT District Work Plan, local Capital Improvement Plan, or other)
Project cost and ease of implementation	Relative cost and difficulty depending on project type and length
Connectivity	Number of connections to existing or other planned projects
Demand	Walk.Bike.Ohio Statewide Active Transportation Demand analysis, or other local analysis (Data , Explanation) (Factors may include employment, population and intersection density, density of destinations, walk and bike commute share, etc.)

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Equity/Need	Walk.Bike.Ohio Statewide Active Transportation Equity analysis, or other local analysis (Data , Explanation) (Factors may include access to motor vehicles, poverty, minority groups, youth and older adults, limited English proficiency, etc.)
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Alternatively, a data-based methodology for prioritizing local projects that is readily available is the [Active Trans Priority Tool](#). This tool is published by the National Cooperative Highway Research Board (NCHRP) and includes a guidebook and programmable spreadsheet for ranking projects.

PRIORITY PROJECTS

List of top priority projects from the network recommendations map.

Through the Action Institute and public engagement, the team identified a number of priorities for the community to carry out in the short, medium, and long term.

Short-Term Priorities (0-5 years)

In the short term, the community will focus on increasing bike lanes and trails, repairing and building sidewalks, increasing signage and wayfinding, repairing and maintaining current trails, improving crosswalks and signals, and implementing transit pedestrian facilities. It will also develop out several non-infrastructure programs, expand the bike share program, and create a Comprehensive Plan for Chillicothe. Priority projects are listed below.

Number	Name/Location	Type
1	City of Chillicothe Comprehensive Plan	Non-Infrastructure
2	Increase Bike Lanes	Infrastructure
3	Increased Sidewalks and Sidewalk Repairs throughout County	Infrastructure
4	Bike and Pedestrian Education and Policy Development	Non-Infrastructure
5	Expansion of Bike Share Programs	Non-Infrastructure
6	Increased Signage and Wayfinding	Infrastructure
7	Demonstration Projects	Non-Infrastructure
8	Repair and Maintenance of Current Trails	Infrastructure
9	Improved Crosswalks and Signals	Infrastructure
10	Add Bike Facilities on Trails and at Parks	Infrastructure
11	Implement Transit Pedestrian Facilities	Infrastructure

Medium-Term Priorities (6-10 years)

In the medium term, the focus will be on expanding new trails and routes for biking and transit. Priority projects are listed below.

Number	Name/Location	Type
1	Bike Loop around City of Chillicothe	Infrastructure
2	Expansion of New Trails	Infrastructure

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3	Create Safer Connection from VA Medical Center to City of Chillicothe along State Route 104	Infrastructure
4	Establish Transit System Routes to City of Columbus	Infrastructure
5	Create Safer Connections to Major Employers in the County	Infrastructure

Long-Term Priorities (10+ years)

Longer term priorities are to redesign Bridge Street to a Complete Street, and to add more trails and sidewalks that connect the City of Chillicothe to more rural parts of the County.

Number	Name/Location	Type
1	Complete Streets Design of Bridge Street	Infrastructure
2	Addition of Trails and Sidewalks that Connect City of Chillicothe to more Rural Parts of the County	Infrastructure

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 5). 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 5: Maintenance Activity Frequency

Frequency	Maintenance Activity
As Needed	Tree/brush clearing and mowing
	Sign replacement
	Map/signage updates
	Trash removal/litter clean-up
	Replace/repair trail support amenities (parking lots, benches, restrooms, etc.)
	Repair flood damage: silt clean-up, culvert clean-out, etc.
	Patching/minor regrading/concrete panel replacement
	Sweeping
Seasonal	Snow and Ice Control
	Planting/pruning/beautification
	Culvert/drainage cleaning and repair
	Installation/removal of seasonal signage
Yearly	Surface evaluation to determine need for patching/regrading/re-stripping of bicycle facilities
	Evaluate support services to determine need for repair/replacement
	Perform walk audits to assess ADA compliance of facilities
5-year	Repaint or repair trash receptacles, benches, signs, and other trail amenities, if necessary
	Sealcoat asphalt shared use paths
10-year	Resurface/regrade/re-stripe shared use paths
20-year	Assess and replace/reconstruct shared use paths/ sidewalks

PLAN FOR MAINTENANCE

Creating a strong maintenance program begins in the design phase. Agencies responsible for maintenance should be involved in discussions about the placement of infrastructure and its design, as well as maintenance investment decisions. Maintenance staff should help identify typical maintenance issues, such as areas with poor drainage or frequent public complaints. They may have suggestions for

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design elements that can mitigate these issues or facilitate maintenance activities and can provide estimates for ongoing maintenance costs for existing and proposed facilities.

MAINTENANCE ACTIVITIES

Different facility types require different types of strategies to be maintained. Table 6 breaks down maintenance activities and strategies for each by facility type.

Table 6: Maintenance Strategy Recommendations

	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.
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.

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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, mudjacking).
		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.

PERFORMANCE MEASURES

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, Ross County must be able to measure whether these investments are paying active transportation dividends (i.e. more people walking and bicycling). An affirmative answer reinforces the Plan’s legitimacy and provides evidence that future investments will also yield positive results. The performance measures in Table 7 have been identified to chart progress towards making walking and bicycling safe, connected and comfortable. Ross County should establish baseline targets and revisit these metrics as new plans and priorities occur. Data on these measures should be documented and published for public review annually. A robust performance measures program includes establishing baseline measurements, performance targets, data collection frequency, and data collection and analysis responsibility.

Table 7: Performance Measures

Performance Measure	Goal	Timeline (how often is data collected/updated)	Responsibility (who will collect the data)
Pedestrian Facilities	In the first year of this plan, a baseline of these performance measures will be measured. Then goals for increases will be established by the planning team.	Annually	Elected Officials, Transit System, & County and City Parks Districts Active Transportation GC
Bicycle Facilities	In the first year of this plan, a baseline of these performance measures will be measured. Then goals for increased will be established by the planning team.	Annually	Elected Officials & County and City Parks Districts, Active Transportation GC
	Install 3 high priority projects per year.	Annually	Elected Officials & County and City Parks Districts, Active Transportation GC

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Shared Use Path	In the first year of this plan, a baseline of these performance measures will be measured. Then goals for increased will be established by the planning team.	Annually	County and City Parks Districts, Active Transportation GC
Semi-Annual Pedestrian and Bicycle Counts	After developing a baseline of pedestrian and bicycle activity, aim for year over year increases.	Annually	Ohio Valley Regional Development Commission
	Update student travel tallies for all schools and identify a baseline percentage of students who walk and bike. Conduct travel tallies semi-annually and measure the change in the number of students walking and bicycling.	Semi-annually	Local School Districts, student service groups such as Key Club, Active Transportation GC
Education Programming	Track the number of children and adults who participate in pedestrian and bicycle education programming every year.	Annually	Ross County Health District, City and County Park District, and Local School Districts.
	Track public education campaigns and programs that include targeted efforts for law enforcement, students, traditionally underserved populations and other key stakeholders with target outreach goals set for 2021 through 2024 for all seven school districts and	Annually	Ross County Health District

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	two private schools within the county once a school year.		
Safety	Track the number of crashes that occur every year, including whether bicyclist or pedestrians were involved and the level of severity, if injuries occurred.	Annually	Ohio Valley Regional Development Commission
	Reduce rate of bicycle/pedestrian and motor vehicle crashes by 5% each year.	Annually	Ohio Valley Regional Development Commission
Public Opinion	Conduct an annual active transportation survey to gauge resident comfort and opinion about active transportation in Ross County.	Annually	Ross County Health District
Mode Share	Establish countywide bicycle and pedestrian mode share goals by 2022. According the United States Census Bureau in 2018, the mode share for commuting to work by car, truck , or van alone was 25,430 (84.9%), car, truck, or van carpooled was 2,860 (9.5%), public transportation was 235 (0.8%), walked was 469 (1.6%), and other means was 2015 (0.7%).	Annually	Elected Officials
	Increase bicycle and pedestrian mode share target 1% per year.	Annually	Elected Officials, Mobility Management, RCHD, and Parks District.

DEMONSTRATION PROJECTS

Active Transportation projects can take many years to go from concept to completion. Many of them require repurposing existing elements of the streetscape in new ways, which can cause concerns among the street users, adjacent residents and businesses, and the agencies that own and maintain the roadway. Demonstration projects, or temporary installations of the proposed changes, are a low-cost way to test and refine a proposed concept long before permanent construction.

Demonstration projects vary in size and complexity from taking over a single parking space with café tables to striping a temporary bike lane for several blocks. They can be part of a larger community event or stand on their own. Common materials used for demonstration projects include traffic cones, duct tape, chalk and cardboard signs. For the best outcomes, demonstration projects should secure permission from the appropriate agency, notify community members in advance, and collect baseline data (i.e. bicycle and pedestrian counts, traffic speeds) before, during and after the demonstration.

Additional resources for planning demonstration projects:

- » [Street Supplies Community Guidance \(NOACA\)](#)
- » [Tactical Urbanist's Guide](#)
- » [Pop-Up Projects: A Community Guide for Fort Worth](#)

Although no demonstration projects have been confirmed, the community plans to identify projects that could be candidates for demonstration. For example, the Ross County Active Transportation Team has expressed interest in the following demonstration projects:

- Painted crosswalks
- Painted curb bumpers/extensions
- Traffic gardens
- Temporary Better Block transformations/Parklets
- Temporary protected bike lanes



*Parklet in Boulder,
CO-photo courtesy of DTJ Design*



*Painted cross walk, curb extension,
courtesy of Common Ground Health*



*Traffic Garden Site,
courtesy of Cascade Bicycle
Club Portland, OR*

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APPENDIX A-PROPOSED ROUTES AND IMPROVEMENTS

ID	Name/Location	Type	Community Feedback
A	Adena Road and Paint Creek Trail	Crossing Improvement/Trail Access	(1) I agree with the proposed crossing improvement.
B	High Street and Allen Avenue	Crossing Improvement	(2) I agree with the proposed crossing improvement.
C	Mulberry Street and Riverside Street	Crossing/Intersection Improvement	No feedback provided.
D	Main Street and Bridge Street	Crossing Improvement	(2) I agree with the proposed crossing improvement.
E	Main Street and Douglas Street	Crossing Improvement	(2) I agree with the proposed crossing improvement.
F	Main Street and Paint Street	Crossing Improvement	(2) I agree with the proposed crossing improvement.
G	Main Street and Poplar Street	Crossing Improvement	(1) I agree with the proposed crossing improvement.
H	Main Street and Rennick Avenue	Crossing Improvement	(2) I agree with the proposed crossing improvement.
I	Main Street and Rose Street	Crossing Improvement	(1) I agree with the proposed crossing improvement.
J	Paint Creek Trail at Riverside Street	Crossing Improvement/Trail Access	(2) I agree with the proposed crossing improvement.
K	Enderlin Circle and Tritscheller Road	Crossing Improvement	No feedback provided.
L	Water Street and Mulberry Street	Crossing Improvement	(3) I agree with the proposed crossing improvement.
M	Water Street and Paint Street	Crossing Improvement	(4) I agree with the proposed crossing improvement. "Drivers coming from the park cannot see pedestrians as they are coming up a hill."
N	2 nd Street and Bridge Street	Crossing Improvement	No feedback provided.
O	North High Street of Orange Street	Crossing Improvement	No feedback provided.
P	State Route 104 at VA Medical Center Entrance	Crossing Improvement	No feedback provided.

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Q	Paint Creek Recreational Trail	Crossing Improvement/Trail Repair	No feedback provided.
R	Main Street (Bainbridge)	Crossing Improvement	No feedback provided.
1	North Bridge Street	Sidewalk	<p>(2) I agree with the proposed route.</p> <p>“This section of road needs sidewalks. This road may not be used for exercise but many people who work in low-paying jobs such as fast food establishments located on the north side of the river can be seen walking to work on this road from residential areas south of the river. It needs a sidewalk for safety and safe crossing areas identified at the highway ramps.”</p>
2	Pyleys Lane	Sidewalk/Shared Use Path	<p>(2) I agree with the proposed route.</p> <p>“I highly recommend a sidewalk or multi use path on this road. There are apartments on this road where I see people walking all the time to get to Western Avenue to go to the grocery or pharmacy. Also would be a good connector to other possible multi use trails. This could be a difficult project due to some areas of this road is township and some areas are the city. Of all of the projects on the west side of Chillicothe, this would be the one that would get more use for walking and active transportation for those that need to walk or bike to get places, not just recreational purposes.”</p> <p>“I would love to ride my bike, but don’t feel safe here because the road is narrow and there are no sidewalks.”</p>
3	South Watt Street	Sidewalk	(2) I agree with the proposed route.
4	Main Street	Sidewalk	<p>(1) I agree with the proposed route.</p> <p>“This is a very busy intersection. A project would be very beneficial. It would be recommended to see how this could be extended east across the bridge on</p>

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			Charleston Pike and out to the Corner Market. This is a frequently walked route and very unsafe for pedestrians and cyclists.”
5	Western Avenue Sidewalk Gap 1	Sidewalk	(3) I agree with the proposed route. “No sidewalks. Busy intersections. Many people use this frequently to get to stores and to get to other side of town. Should be a high priority for both sidewalks, crosswalks, and bike lanes.”
6	Western Avenue Sidewalk Gap 2	Sidewalk	(2) I agree with the proposed route.
7	Western Avenue Sidewalk Gap 3	Sidewalk/Shared Use Path	(1) I agree with the proposed route.
8	Bellevue Avenue	Sidewalk	(2) I agree with the proposed route. “Yes please!! I hate having to navigate ditches/on coming traffic to walk from home to downtown. Ideally, sidewalk with storm drains would be wonderful. I would gladly give up the edge of my yard for it to become a sidewalk. I would probably walk downtown much more if it were that easy compared to driving. Connecting downtown up through to university drive would be amazing.” “Parts of this section are a little steep – could be a staircase.”
9	Pohlman Road	Sidewalk	No feedback provided.
10	Western Avenue/State Route 50 (west)	Sidewalk	No feedback provided.
11	River Trace and Stewart Road	Sidewalk	No feedback provided.
12	Bellevue Avenue Part 2	Sidewalk	(2) I agree with the proposed route. “This route is very unsafe. I use it frequently riding my bike from my home to the downtown area. It is unsafe as you come down Bellevue hill there is not space on side of the road for bikes or for pedestrians.” Douglas Avenue and Eastern Avenue “Parts of this section are a little steep – Could use staircases.”

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13	Douglas Avenue and Eastern Avenue	Sidewalk	No feedback provided.
14	Buckeye Avenue	Sidewalk	No feedback provided.
15	7 th Street	On Street Bikeway	No feedback provided.
16	Main Street and Hickory Street	On Street Bikeway	(1) I disagree with the proposed route. “Too much traffic, prefer parallel route on quieter street.”
17	North Walnut Street	On Street Bikeway	No feedback provided.
18	Paint Street	On Street Bikeway	(2) I agree with the proposed route. “I agree that there needs to be a bike lane on Paint Street.”
19	Poplar Street	On Street Bikeway	No feedback provided.
20	State Route 104	On Street Bikeway	(1) I agree with the proposed route. “I frequently see cyclists on this route but is also a very busy intersection with high traffic volume.”
21	Sandusky Boulevard	On Street Bikeway	No feedback provided.
22	Water Street	On Street Bikeway	(1) I disagree with the proposed route. “Too much traffic, prefer parallel route on quieter street.” (1) I agree with the proposed route.
23	Watt Street	On Street Bikeway	No feedback provided.
24	West 5 th Avenue	On Street Bikeway	No feedback provided.
25	Yoctangee Parkway	On Street Bikeway	No feedback provided.
26	Fairway Avenue, Arch Street, and North Woodbridge Avenue	On Street Bikeway	No feedback provided.
27	Limestone Boulevard	On Street Bikeway	No feedback provided.
28	Allen Avenue	On Street Bikeway	No feedback provided.
29	Church Street, Mill Street, and Piatt Avenue	On Street Bikeway	No feedback provided.
30	Douglas Avenue	On Street Bikeway	No feedback provided.
31	North Bridge Street	Shared Use Path	(2) I agree with the proposed route. “This would be a great project as this could connect a multi use path to the 2 largest

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			employers in Ross County to the City of Chillicothe.”
32	Outer Belt	On Street Bikeway	<p>(5) I agree with the proposed route.</p> <p>“I use this trail frequently but it does not extend into Northfolk Village as it is incomplete. This would be great trail for connecting existing trail that on West side of Chillicothe that extends to Frankfort.”</p> <p>“I was just telling someone while riding the bike path that I wished it didn’t end at the Dollar store there and that it continued around like Western. This would be wonderful! It would even connect up the Earthworks so that you could visit Junction Earthworks, Steel Earthworks, and Hopewell Mound Group all in one trail.”</p> <p>“The proposed route increases ease of access to more of Chillicothe by helping to create a loop around the city. The proposed trail also creates opportunity for further Western expansion which highlights the natural beauty Ross County has to offer of the Paint Creek Valley, Foothills, Pastures and Farmland.”</p> <p>“While building additional bike/walk paths is a great idea, repair of existing paths is more important. Frankfort to Chillicothe is a mess!!!”</p> <p>“I have used this route before, but it was not necessarily a permitted trail for use. Just discovered it one day while out running. It would be a great route to connect south side of Chillicothe to the West side for biking, walking, and running.”</p>
33	Riverside Street	Shared Use Path	No feedback provided.
34	Adena Road	Shared Use Path	(1) I agree with the proposed route.
35	Limestone Boulevard	Shared Use Path	(3) I agree with the proposed route.

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			"I use both of these paths very often as do many others. Making this a project could make these a little safer for use."
36	Larrick Lane and Pleasant Valley Road	Shared Use Path	No feedback provided.
37	Pleasant Valley Road	Shared Use Path	No feedback provided.
38	Chillicothe Pike	Shared Use Path	No feedback provided.
39	Paint Creek Trail Extension	Shared Use Path	No feedback provided
40	Main Street (Bainbridge)	Further Study	No feedback provided.
41		Sidewalk	No feedback provided.
42	Yoctangee Park Sidewalks	Sidewalk	No feedback provided.
43	Yoctangee Parkway	Sidewalk	No feedback provided.

APPENDIX B-ROUTES PEOPLE WOULD OR DO WALK AND BIKE

Name/Location	Route Use	Community Feedback
North Bridge Street	Currently use for biking.	"Less traffic, safer to bike on with my family."
Western Avenue to North Woodbridge Avenue	Do not currently use for walking but would like to.	No feedback provided.
Plyleys Lane	Do not currently use for walking but would like to.	"My husband uses a wheelchair and we can't take a walk because there are no sidewalks. I would also ride my bicycle down this road if I could do so safely. Because we have a wheelchair lift on the back of our vehicle, I can't bring install a bike rack to use the bike trail out on 104. 😞. Our neighborhood, in Walnut Hills Apartments, is extremely inaccessible for wheelchair users and cyclists."
Carlisle Plaza	Currently use for walking.	"I would absolutely love to see sidewalks that connect Carlisle Hill to downtown. We could have easy walking access for OUC students to visit downtown as well as OUC student who live downtown could walk to campus."

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		Realistically, I think the sidewalk should at least connect from the bottom of Carlisle through to University Drive. I walk from near campus to downtown and am usually navigating oncoming traffic or drainage ditches to get to the curve that has a semblance of a sidewalk. I would gladly give up the edge of my yard for a sidewalk and even a curb with storm drains.”
Pohlman Road to Belleview Avenue	Do not currently use for walking but would like to.	“Connect campus/Carlisle Crest to proposed sidewalk down to Junction Earthworks.”
Hopetown Road	Do not currently use for walking but would like to.	“Connecting your proposed multi use trail to the Hopewell Mounds national park back here.”
Hopetown Road	Do not currently use for walking but would like to.	“Connecting your proposed multi use trail to the Hopewell Mounds national park back here.”
Plyleys Lane	No feedback provided.	“Would love a safe way to bike down the hill to meet up with the proposed multi use trail near Junction Earthworks.”
Larrick Lane	Currently use for walking.	“This route would connect Yaples Orchard, Larrick Lane, and the Bike Path.”
Paint Creek Recreational Trail to Pleasant Valley Road	Do not currently use for walking but would like to.	“Currently, the bike path runs within half a mile of Unioto High School, yet the closest access point is over a mile away. Establishing such a connection would likely require a bridge over or a tunnel under 35, but it would be good to give Unioto access to the bike path, which would be a direct walking/biking route to and from Chillicothe-which is not very far away, but requires the use of a car at this time.”
Buckeye Street	Currently use for walking.	“There needs to be a sidewalk on Buckeye St, from Piatt Ave. down to Stafford Ave. If you want to walk to the library now you have to walk on the street or in peoples’ yards.”
US 50 to US 41 (Bainbridge) to Fruitdale to Greenfield	No feedback provided.	“Rails to trails out US 50 to Bainbridge to Paint Valley Local School District, then continue trail alongside US 41 towards Greenfield.”
North Poplar Street	No feedback provided.	“Would like to see trail continue and cross under bridge where US 23 and US 35 meet.”

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State Route 104	No feedback provided.	“Bike trail starting on Yaples Orchard following State Route 104 (old Canal Tow Path) to Circleville (Pickaway County).”
Yoctangee Parkway	No feedback provided.	“Extend current bike lane from Ross County YMCA (100 Mill St, Chillicothe, OH 45601) to Chillicothe High School.”
Charleston Pike	Do not currently use for walking but would like to.	“Need to be a walking and biking path that connects to the IGA Grocery Store (633 Charleston Pike, Chillicothe, OH 45601).”
Cooks Hill Road to South Paint Street	Currently use for walking.	“There needs to be a sidewalk along the route. Currently you have to walk in the road to utilize this path.”
Enderlin Circle	Currently use for biking and walking.	“Needs a bike lane added for access to Yoctangee Park.”
Tritscheller Road	Currently use for biking and walking.	“Needs a sidewalk added and signage added throughout park.”
Tritscheller Road	Currently use for biking and walking.	“Needs a sidewalk added and signage added throughout park.”
Enderlin Circle	Currently use for walking. Do not currently use for walking but would like to.	“Add sidewalk along Enderlin Circle on both sides of road to increase accessibility to ballpark.”
East Main Street	Currently use for biking and walking.	“Add bike lane along US 50 towards Bridge Street.”
Sharon Road	Currently use for walking.	“Both sides of Sharron Rd. need sidewalks.”
Carlisle Plaza	Currently use for walking.	“Needs functional sidewalk the whole way up to the university.”
Plyleys Lane	Do not currently use for walking but would like to.	No feedback provided.
Carlisle Plaza	Do not currently use for walking but would like to.	No feedback provided.
East Water Street	No feedback provided.	“There needs to be a bike lane down Water Street.”
South Paint Street	Currently use for biking.	“Bike lane down Paint Street from Yoctangee to 8 th Street.”
North Bridge Street	No feedback provided.	“Bike lane down Bridge Street.”

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State Route 159 (towards Kingston)	Do not currently use for walking but would like to.	“Sidewalk connecting Kingston to Dollar General.”
US 50 (Londonderry)	Do not currently use for walking but would like to.	“Sidewalk increasing walkability to Family Dollar.”
Frankfort Clarksburg Pike/2nd Street	Do not currently use for walking but would like to.	“Sidewalk made consistent to connect Frankfort to Family Dollar.”
Blain Highway	Do not currently use for walking but would like to.	“Route between Huntington High School and Family Dollar.”
Blain Highway	Do not currently use for walking but would like to.	“Route connecting Huntington Athletic Complex, Blain Highway Residents, Huntington High School, and Family Dollar.”
West Water Street	Currently use for walking.	“An old section of Water St. in disrepair-could connect downtown to OUC. Up a fairly steep hill.”
West 5th Street	Do not currently use for walking but would like to.	“Used to be a staircase here...Could be refurbished.”

APPENDIX C-PLACES PEOPLE WOULD LIKE TO WALK OR BIKE

Name/Location	Place Use	Type	Community Feedback
Park Stacey Road and Metzger Avenue	No feedback provided.	Recreation/Park	No feedback provided.
Ohio University-Chillicothe	Currently bike/walk to.	Recreation/Park	No feedback provided.
Central Center on Western Avenue	Currently bike/walk to.	Shopping Center	“Central Center has a ton of businesses such as laundry, hardware store, eye Dr., 2 chiropractors, 2 restaurants and a coffee shop, a salon, Dollar General, a pet store and several others-not to mention the Ross Co. service center (JFS, license bureau, etc.) which also

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			hosts the farmer’s market each Saturday from Spring-Fall.”
Tiffin Avenue/Paint Creek Recreational Trail	Currently bike/walk to.	Parking Area	“This is an existing parking area with access to the Paint Creek Recreational trail. Signage needed at this point could include distances to: (East) Yoctangee Park/Downtown Chillicothe; (West) Veterans Parkway, Hopewell Mound.”
North Poplar Street	No feedback provided.	Parking Area	“Existing parking area with access to the Paint Creek Recreational trail. To the East is the Eastern terminus and to the West Downtown Chillicothe/Yoctangee Park.”
Area between Clark Hollow Road/Park Road 1 and South Ridge Road	Do not currently bike/walk to but would like to walk/bike to.	Recreation/Park	“Currently there are no mountains biking trails in Tar Hollow State Forest.”
Proposed loop around the City of Chillicothe	Do not currently bike/walk to but would like to walk/bike to.	Shared-Use Trail	“I agree that there needs to be a shared-use trail from Veterans Parkway to Paint Street that bypasses the City of Chillicothe. It is currently unsafe to ride a bike on Western Avenue.”
East 2nd Street	Currently bike/walk to.	Other-Street	“2 nd street needs a bike lane.”
Paint Creek Recreational Trail (Current Trail Parking)	Currently bike/walk to.	Recreation/Park	“Need to add a bike rest stop along trail access point.”
Enderlin Circle	Currently bike/walk to.	Recreation/Park	“The parking lot at the Yoctangee Park is one-way. This and the presence of people and ducks makes cars slow down making it much easier to walk and bike in the park.”
East Main Street	Currently bike/walk area.	Shopping/Restaurant	“Possibly add bike lane on current sidewalk where there is enough space (current tree line).”
South Paint Street	Do not currently bike/walk to but would like to walk/bike to.	No feedback provided.	“Re-connect junction Earthworks on Belleview to 722 near Coppel Coal.”

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North Bridge Street	Currently bike/walk to.	Main Street in Town	“There is no walk or bike path on Bridge Street.”
Great Seal Park along Rocky Road	Currently bike/walk to.	Recreation/Park	“Great State Park. No trails or routes to or from town (Chillicothe) to this park.”
North Bridge Street	Currently bike/walk to.	No feedback provided.	“Need walking and biking infrastructure from Bridge Street to downtown area of Chillicothe.”
VA Medical Center	Currently bike/walk to.	VA Medical Center	“Need trails and sidewalks to make it to VA Medical Center destination.”
Corner of Blacksmith Hill Road and Charleston Pike	Currently bike/walk to.	Shopping/Restaurant	“Corner Market.”