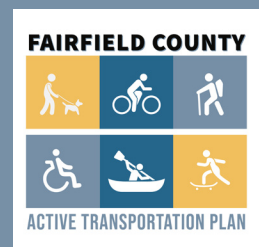
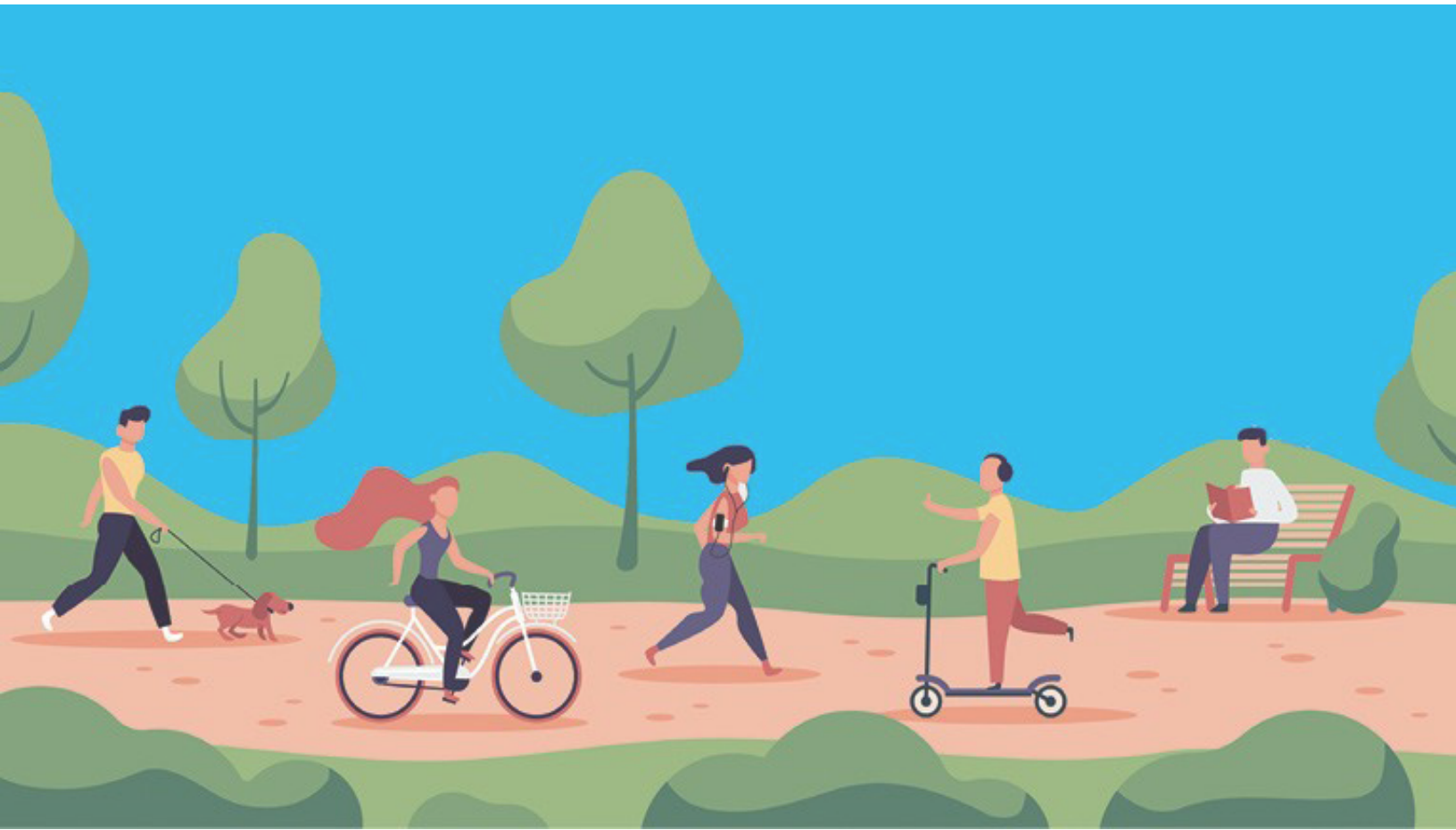


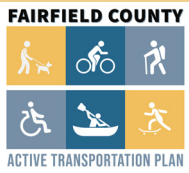
Fairfield County Active Transportation Plan

CRPLAN 6950

Advisor: Kimberly Burton







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Content

Chapter 1- Introduction	Page 9
Chapter 2- Goals/Process	Page 19
Chapter 3- Existing Condition	Page 24
Chapter 4- Public Engagement	Page 37
Chapter 5- Proposed Projects and Programs	Page 43
Chapter 6- Plan Maintenance and Implementation	Page 63
Chapter 7- Appendix	Page 69



Executive Summary

Fairfield County is no stranger to active transportation. As a place characterized by natural beauty just before the foothills of the Appalachians, Fairfield County offers its residents a safe and tranquil place to live and grow away from the city. Part of that quality of life comes from an active lifestyle that can be fostered away from speeding vehicles and congested streets. This is a lifestyle where kids can walk to school, where adults of all ages can take a stroll to the store, and where being active is safe and easy.

The county and its regional partners have begun work to plan for the future of active transportation. As the county grows from the increased population of the region, it is critical to provide high quality facilities that serve current and new residents, enhance economic development through supporting local businesses and tourism, and becoming the envy of Central Ohio. To achieve this, the plan sets its vision on developing and maintaining a high-quality, accessible, and safe

active transportation network for all users. Previous work has laid the foundation for this: new sidewalks, safe routes to school, and studies to improve access to parks and other key destinations.

In this plan, the team sought the advice of previous work, stakeholders, and the public to advise them on what active transportation should look like for Fairfield County. From this, the team developed four goals that guided recommendations to realizing the plan's vision: improving connectivity, improving security, supporting the county's high quality of life, and advancing economic development and recreational goals.

While the county does have some shared-use paths, bicycle lanes, and new sidewalks, there is a need to expand this network and realize the benefits of active transportation. Feedback from the public and stakeholders was clear: the active transportation network needed to be safer and more connected. This plan not only recommends alignments for new trails that



connect places within the county; it recommends programs, policies, and infrastructure improvements that can elevate Fairfield County into a premier destination for active transportation. Through the recommendation of 5 signature trails, the plan defines how Fairfield County can connect to places like the Ohio to Erie Trail and Hocking Hills.

This active transportation plan is a guiding document for the implementation of features that achieve the stated goals. It offers context-specific recommendations for the county, Lancaster, Violet Township, and Buckeye Lake. It sets the foundation for Fairfield County to be an exemplary case study of the role active transportation plays in elevating quality of life.

1 Introduction





Mission

The mission of this Active Transportation Plan is to develop a coordinated, interconnected, and safe countywide active transportation system for all users. The major scope of the plan includes document and data asset review, public and stakeholder engagement, data collection (existing conditions, case studies and best practices), data analysis and assessment, action development and evaluation, implementation matrix development, and final plan development.

What is Active Transportation?

Active transportation is any form of transportation through human-powered means. Active transportation includes walking, running, hiking, cycling, rowing, horseback riding, skateboarding, or using walkers, wheelchairs, motorized wheelchairs, kick scooters, or roller skates. Active transportation does not include driving, riding the bus or train, or motorized boating.

Background

Fairfield County's existing Active Transportation Plan was initially developed in 2009 and last updated in 2013. In 2023, OSU's City & Regional Planning Transportation Studio, which comprises of eight MCRP students guided by Prof. Kimberly Burton, was tasked with re-visiting the Active Transportation Plan with the aim of addressing current and future county-wide active transportation needs. Project Management, Public Engagement, Graphic Design, and GIS teams are the divisions within the transportation studio. The studio worked with key stakeholders, including Fairfield County staff, Fairfield County's Active Transportation Sub-Committee, Bike Buckeye Lake, Central Ohio Rural Planning Organization (CORPO) staff, and the public to discuss and analyze the needs of the community. The result is the Fairfield County Active Transportation Plan, which contains a series of corridor and non-corridor intervention recommendations for the Buckeye Lake Area, the City of Lancaster, and Violet Township.

The recommendations were vetted for their applicability by stakeholders and the public.

The major goals of this Active Transportation Plan include improving sidewalk connectivity, enhancing shared-use path connectivity, and addressing the condition of sidewalks. The major objectives are making active transportation safe, increasing the number of paths, and improving access to important destinations like work and school.

This active transportation plan provides a comprehensive framework for the development of a safe, convenient, and accessible active transportation network that encourages and facilitates walking, biking, and various other modes. This plan focuses on identifying opportunities to improve existing infrastructure and policies, as well as developing new programs and initiatives to increase the mode share of active transportation options.



Biking on a Boardwalk
Photo Credit: ODOT

General Benefits of Walking and Biking:

Improving conditions for people who walk and bike is critical to the health, safety, and overall mobility of our communities. These types of investment also create positive economic impacts, environmental benefits, and increased quality of life.



Photo Credit: ODOT

Demographics Overview

The County continues to be a growing place, with year over year economic and population growth since the late 1960's. With 158,900 residents across 5 cities, 14 villages, and 22 unincorporated communities spanning 509 square miles, the county is sparsely populated and rural, particularly outside the county seat of Lancaster. Incomes are generally higher than neighboring counties (except Franklin County), with median household income of around \$70,000 in 2020. The county is predominately white, with over 88% of residents being white alone or a combination of white and another race. Most residents are educated, with over 92% of residents having at least their high school diploma, and nearly 30% with at least a bachelor's degree. The county is a popular place for families, as nearly 60% of households are married couple households, and nearly 50% of all households have at least 1 child.



Notable Locations

Fairfield County includes over 509 square miles in the southeastern fringe of the growing Columbus metropolitan area. Prominent transportation routes connecting the county to other regional locales include US Route 33 central Ohio to southeast Ohio, as well as a small portion of I-70, which crosses the northwestern edge of the county, which serves east-west travel.

As the population of the region continues to grow, there is a strong desire to maintain a high quality of life for all residents, while also preserving the rich history and heritage, diverse land uses, and other assets the county has to offer residents and visitors alike.

Fairfield county is rich in important agricultural resources, including numerous local farms, farmers



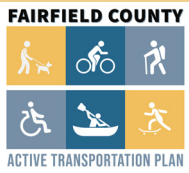
Buckeye Lake Dam Walking and Biking Trail
Photo Credit: Visit Fairfield County



Hometown Heroes Mural
Photo Credit: Visit Fairfield County



Community Event in Downtown Lancaster
Photo Credit: Destination Downtown Lancaster



markets, “pick-your-own” produce farms, as well as gardening resources such as greenhouses and nurseries. The county also offers several quality recreational opportunities and ecosystem services. There are over 40 parks offering hiking, biking, and walking trails, as well as scenic architecture and landscapes, such as covered bridges and overlooks as part of the foothills of the Appalachian Mountains in the southeast part of the county. Furthermore, Fairfield County offers proximity to the popular Hocking Hills region to the South. Other outdoor recreation opportunities also include Buckeye Lake in the northeastern part of the county. The county includes a range of cities, townships, and villages. Fairfield county’s largest city, Lancaster, is centrally located and serves as the county seat. Downtown Lancaster offers diverse local small businesses, museums, restaurants and other destinations to foster a sense of community. Violet Township includes portions of Canal Winchester, Lithopolis, Pickerington, and Reyn

oldsburg. Buckeye Lake spans Fairfield, Licking, and Perry counties. The Village of Buckeye Lake community is located on the north side of the lake, which is a gateway to year-round recreational opportunities on the lake.



George Hutchins Covered Bridge
Photo credit: Visit Fairfield County



Christmas Rocks State Nature Preserve
Photo Credit: Visit Fairfield County



Previous Work

Fairfield County has been actively working on various initiatives to promote and improve walking and biking in the area. This has been accompanied by efforts to preserve and conserve lands that are of ecological significance or scenic value. These initiatives have been prompted by several recent activities, including the adoption of the Fairfield County Development Strategy and Land Use Plan. This plan seeks to guide the county's growth and development in a sustainable and responsible manner.

The Fairfield County Health Department has also been involved in promoting healthy and smart development in the area. This project aims to create a built environment that supports active living and healthy lifestyles by improving walkability, bikeability, and access to healthy food options. Overall, these initiatives reflect a growing recognition of the importance of promoting

active transportation, preserving natural resources, and creating healthier, more sustainable communities in Fairfield County. The development of a comprehensive walking and biking plan is a natural outgrowth of these efforts and will help to further advance these goals in the years to come.

In 2009, Fairfield County drafted the Fairfield County Active Transportation and Open Space Plan in response to several pedestrian and bicycle-oriented projects and plans being pursued throughout the county. The plan was a collaborative effort led by the Fairfield County Regional Planning Commission with the help of the Mid-Ohio Regional Planning Commission, local communities, and stakeholders. The plan aimed to serve two purposes: to coordinate the efforts of local governments to establish a connected infrastructure system for active transportation and open space across Fairfield County, including identifying opportunities to connect existing trails and parks and create new infrastructure; and to guide private development to ensure integration with

the current and future public infrastructure systems.

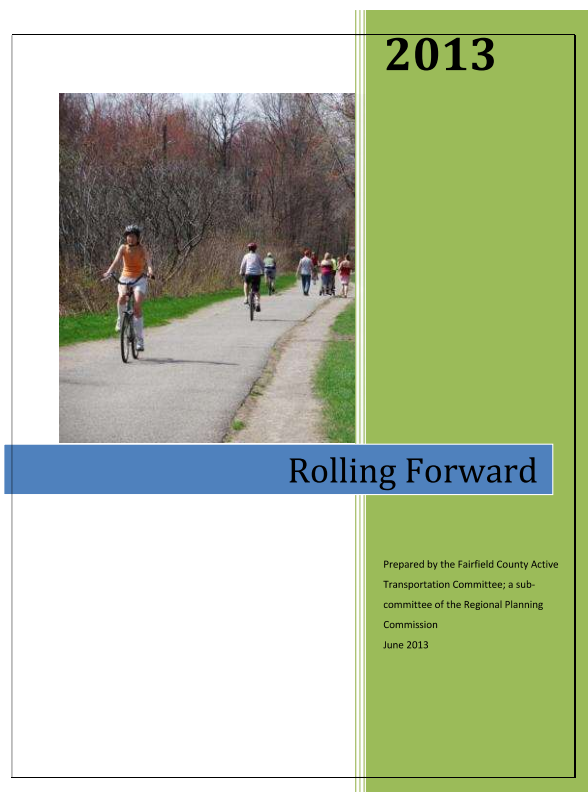
The 2009 plan covered various aspects of transportation and open space, and its recommendations served as a guide for planning decisions by local governments. However, the plan's details required further development by implementing agencies. To prioritize recommendations and implement the active transportation component of the plan, the FCRPC established an Active Transportation Sub-Committee. The plan was adopted in 2009 and updated again in 2013.

Previous goals:

1. Create criteria for installing bike routes and "share the road" signs.
2. Recommend sign changes for routes which have been upgraded or deteriorated.
3. Prioritize routes and infrastructure needed for each of the proposed routes.
4. Continue to review the recommended routes and recommend further revisions due to future changes

in future highway use.

Each corridor includes at least one Short Term Route and one Long Term Future Route to better prioritize the Committee's recommendations. Short Term Route includes roads that either bicyclists currently utilize on a frequent basis or may be the most feasible roads to utilize at this time. Long Term Future Routes are broader visions for an overall bikeway network through Fairfield County, which involve off-road improvements such as multi-use paths or greenway recommendations



Cover Page of 2013 ATP Plan

Photo Credit: Fairfield County

No.	Corridor	Short Term Route	Long Term Future Route
1	Amanda to Perry County	1a. Hamburg Amanda South – Sugar Grove North	1b. Clear Creek
2	Hocking River and US 33	2a. Canal Winchester-Pickerington-Carroll-Lancaster Connection 2b. Winchester Road 2c. Lancaster to Hocking County	2d. Indiana Ohio Central Railroad 2e. Lithopolis Road 2f. Hocking River
3	Millersport to Lancaster	3a. Millersport, Old Millersport, City of Lancaster	3b. Baltimore Connection
4	Pickerington Ponds to Buckeye Lake	4a. Stemen, Cherry, SR 204	4b. Refugee Road, SR 204 4c. Leib's Island Road
5	Pickerington to Tarlton	5a. Lithopolis - Amanda Connection	5b. Clear Creek
6	Reynoldsburg to Rushville	6a. SR 256 Connection	6b. Norfolk Southern Railroad 6c. Walnut Creek
7	Rush Creek and SR 664	7a. Perry – Hocking County Connection	7b. SR 664 7c. Rush Creek
8	Slate Run to Bremen	8a. Slate Run to Lancaster Connection 8b. Duffy, Lake, Bremen 8c. SR 37	8d. Raccoon Run, Lake, Bremen 8e. Lithopolis Road
9	Stoutsville to Lancaster	9a. Village of Amanda Connection	9b. US 22 and Abandoned Railroad

Table 1: Previous Active transportation plan based of short & long term Routes

Active Transportation and Open Space Plan



Fairfield County Regional Planning Commission

May 2009



morpc
Mid-Ohio Regional Planning Commission

Cover Page of 2009 ATP Plan
Photo Credit: Fairfield County

2. Goals/ Process





Purpose & Need

The local jurisdictions of Fairfield County and its regional partners have already been pursuing active transportation plans that have resulted in improvements to the active transportation network. The county and MORPC recognize that maintaining a high quality of active transportation facilities and options for its residents and visitors is essential for the county's economic development and growth goals. As such, the county and MORPC collaborated in 2009 to develop the first Fairfield County Active Transportation Plan. This plan contained several recommendations that must be revisited to ensure that they meet current standards, answer concerns voiced by residents, and maintain a context-specific approach.

Fairfield County is southeast of the Columbus Metropolitan Area. The county population is expected to grow along with the rest of the region. New employment opportunities will lead to more demand for housing in the Central Ohio region.

While this is an opportunity for Fairfield County to grow, there is concern about how the current Fairfield County lifestyle can be maintained in the face of rapid growth.

This plan provides guidance for how to use active transportation to meet county and jurisdiction goals without compromising quality of life within the county. It recommends policies, programs, and projects that, when coordinated with local governments, can create and maintain a robust network of active transportation facilities so that residents and tourists can enjoy Fairfield County's scenic and quaint lifestyle without needing to sit in congestion or move around unsafely.



Vision & Mission

With the help of stakeholders and Fairfield County residents, the team developed the following mission statement for the active transportation plan:

To develop and maintain a high-quality, accessible, and safe active transportation network for all users.

This broad-reaching vision lays the foundation for the development of specific goals aimed at realizing the vision for a well-designed and enjoyable active transportation network.



Project Scope & Process

Fairfield County's existing Active Transportation Plan was initially developed in 2009 and last updated in 2013. OSU's City & Regional Planning Transportation Studio worked with key stakeholders, including Fairfield County staff, Fairfield County's Active Transportation Sub-Committee, Central Ohio Rural Planning Organization (CORPO) staff, Bike Buckeye Lake, and the public to re-visit the Active Transportation Plan with the aim of addressing current and future county-wide active transportation needs. This plan includes focused recommendations for active transportation options for the Buckeye Lake Area, the City of Lancaster, and Violet Township. The planning committee completed the Fairfield County Active Transportation Plan by following a step-by-step process:

4. Data Analysis & Needs Assessment
5. Actions Development & Evaluation
6. Draft Plan & Implementation Matrix Development
7. Final Plan Development & Project Close-Out

Process

1. Document & Data Asset Review
2. Public & Stakeholder Engagement
3. Data Collection (Existing Conditions, Case studies & Best Practices)



Through data acquisition and analysis, stakeholder feedback, and public involvement, the following goals were developed for this plan.

1. Prioritize filling gaps to current network to achieve a highly connected active transportation network
2. Encourage Fairfield County residents to feel safe and comfortable while using active transportation through county-wide policies and programs
3. Use active transportation to support a high quality-of-life that fits Fairfield County's lifestyle
4. Use an active transportation network to advance Fairfield County's economic development and recreational goals

Existing Conditions





Geography & Demographics

Fairfield County has a total land area of 509 square miles, including 4.2 square miles of water, and is situated in the Central Ohio region, surrounded by Licking, Franklin, Perry, Pickaway, and Hocking Counties. Due to its proximity to the City of Columbus, Fairfield County is included within the Columbus Metropolitan Statistical Area (MSA), and the local economy and social activities are well intertwined with that of Columbus and Central Ohio at large.

Fairfield County is home to 14 villages and five cities: Columbus, Lancaster, Pickerington, Reynoldsburg, and Canal Winchester. There are 13 townships and 22 unincorporated communities within the County.

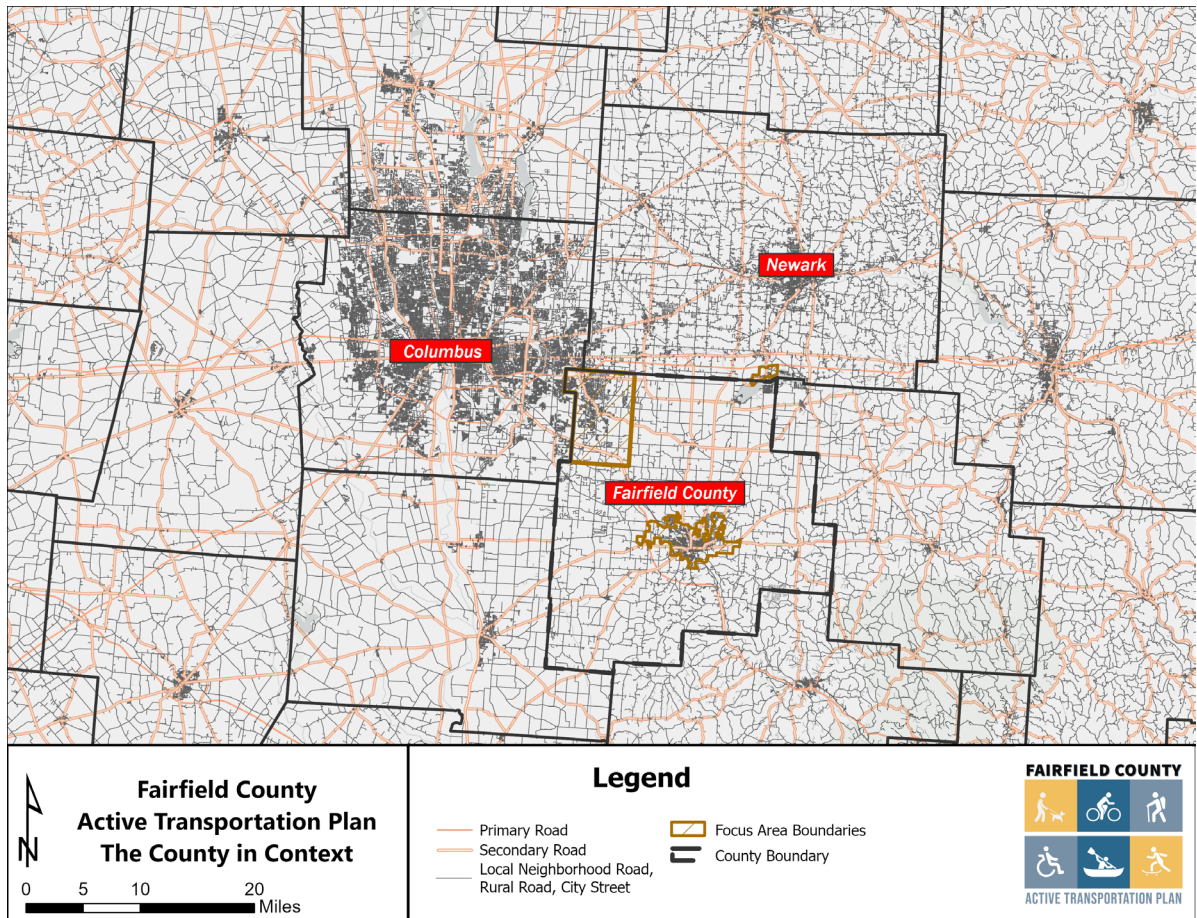
According to 2020 U.S. Census Bureau statistics, Fairfield County is home to 158,921 people and has been growing for over 100 years, with more rapid growth occurring within the past 60 years. The pop-

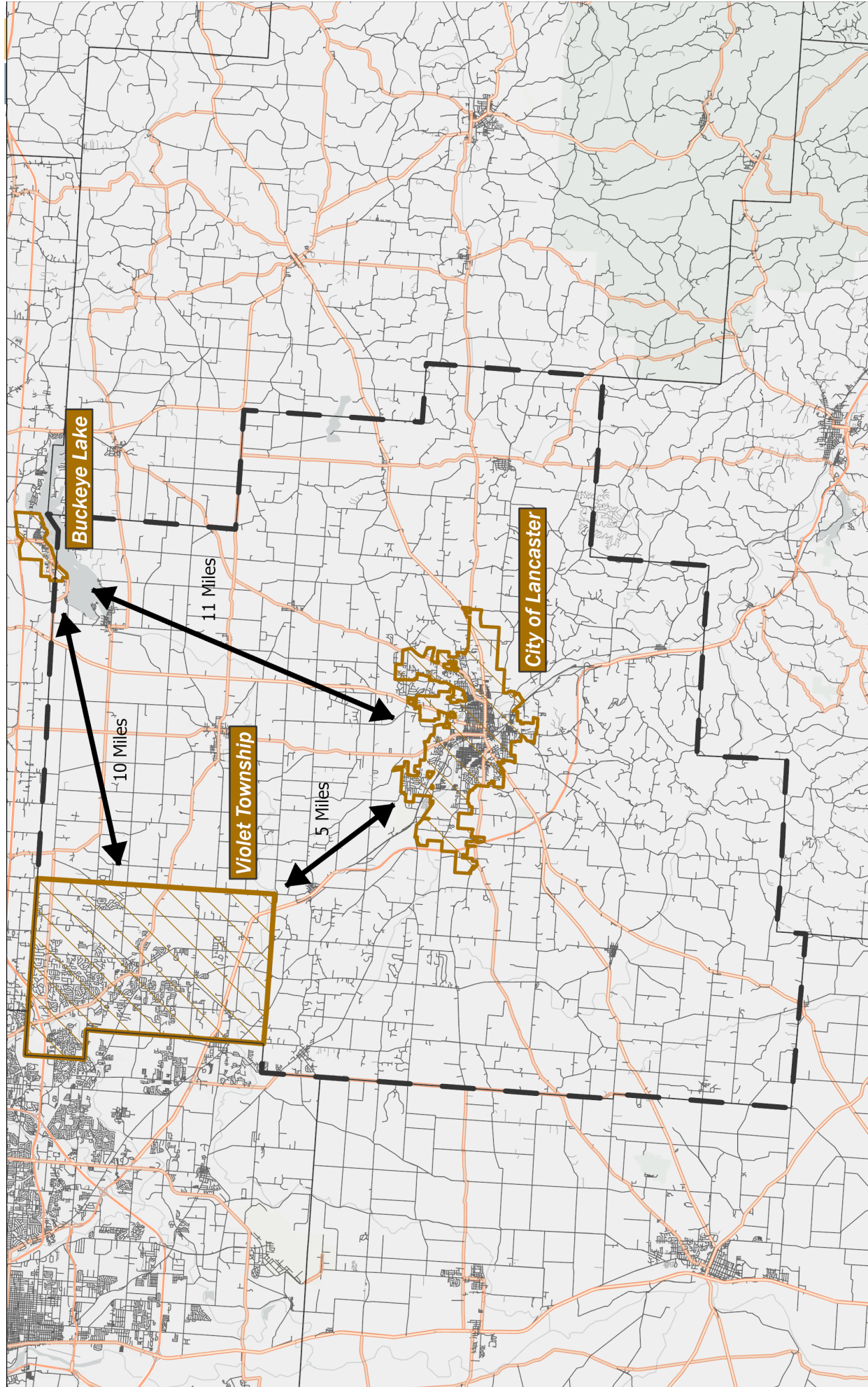
ulation is widely dispersed, with a population density of 315 people per square mile. The 2020 U.S. Census reports that 82% of the population is white, and 6% of the population is combined white and other ethnicity. The median household income within the county is about \$70,000, which is higher than most surrounding counties. About 60% of households in the county were married couple households. Over 92% of residents over age 25 have obtained at least a high school degree, and over 29% have at least a bachelor's degree.

Nearly 90% of residents report using a personal vehicle to commute to work and 6% of residents work from home. Only 1.7% of the population reported using a form of active transportation such as cycling or walking, and 0.3% of people reported utilizing a form of public transportation.

Fairfield County is home to diverse Appalachian and Midwestern landscapes, from flat farmland to rolling foothills, the physical geography of the County is scenic and pastoral. In the North, flat farmland dominates the landscape,

punctuated by light forest cover and woven together by creeks and streams. Buckeye Lake, the largest body of water in the county rests in the northeast corner along the Licking County line. At the center lies the county seat, Lancaster, the most urbanized community in the county, and to its south, the rolling hills and forests of the Appalachian foothills.



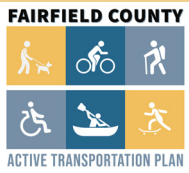


Legend

- Primary Road
- Secondary Road
- Local Neighborhood Road, Rural Road, City Street
- Focus Area Boundaries
- County Boundary

Fairfield County Active Transportation Plan Focus Geographies





Capital Improvement Projects

There are various capital improvement projects at the County level and the municipality level that focus on improving transportation within Fairfield County. These projects are listed below.

Fairfield County Capital Improvement Projects

The following are the roadway improvement projects by the Fairfield County Engineer which were planned for the year 2022.

- County Resurfacing
- Chip Seal (Emulsion)
- Crack Seal Project
- Pavement Marking
- CR17-11.039 & 11.105 Pleasantville Rd

- CR23-4.852 Winchester Road
- CR22-1.551 Milnor Road
- CR6-11.031 Lithopolis Winchester Road
- CR74-1.960 Thornville Rd
- CR74-4.600 Miller Road

The following street improvements have also been planned for the City of Pickerington between 2022-2026:

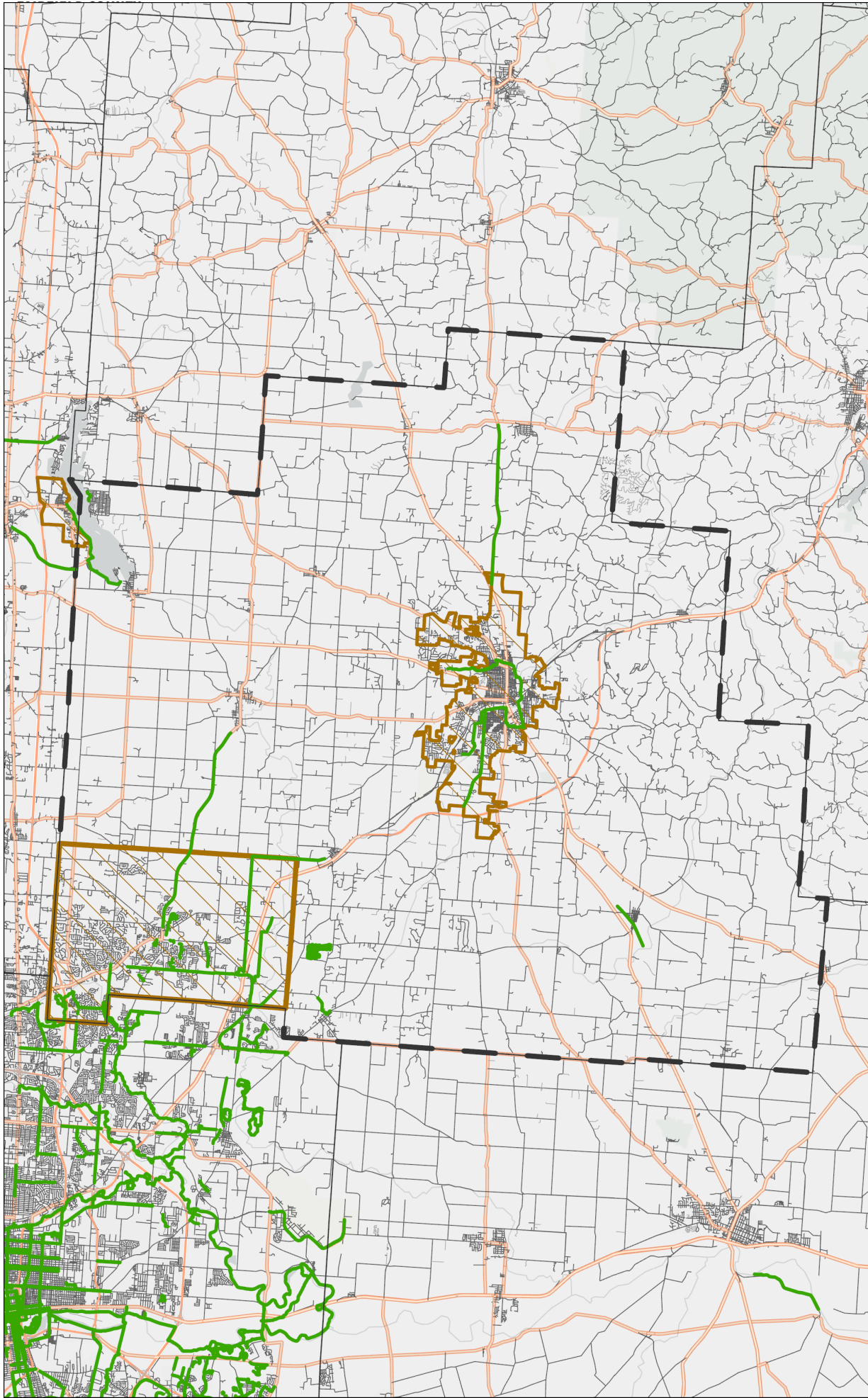
- ST-101 W Columbus Street SRTS - This project will provide sidewalks along W Columbus Street and Long Road from Poplar Street to Hill Rd. The City will utilize ODOT Safe Routes to School (SRTS) grant funds.
- T-201 E. Borland Street Reconstruction - Reconstruct E. Borland Street from N. Center St. to N. East St. Project to include public involvement, engineering and construction. Approximate project length of 700 feet.
- ST-202 Far East Freeway - Preliminary Engineering for the Far East Freeway Project.
- ST-208 Median Upgrades - This project entails Improvements and upgrades to the medians on Diley Road and SR 256.

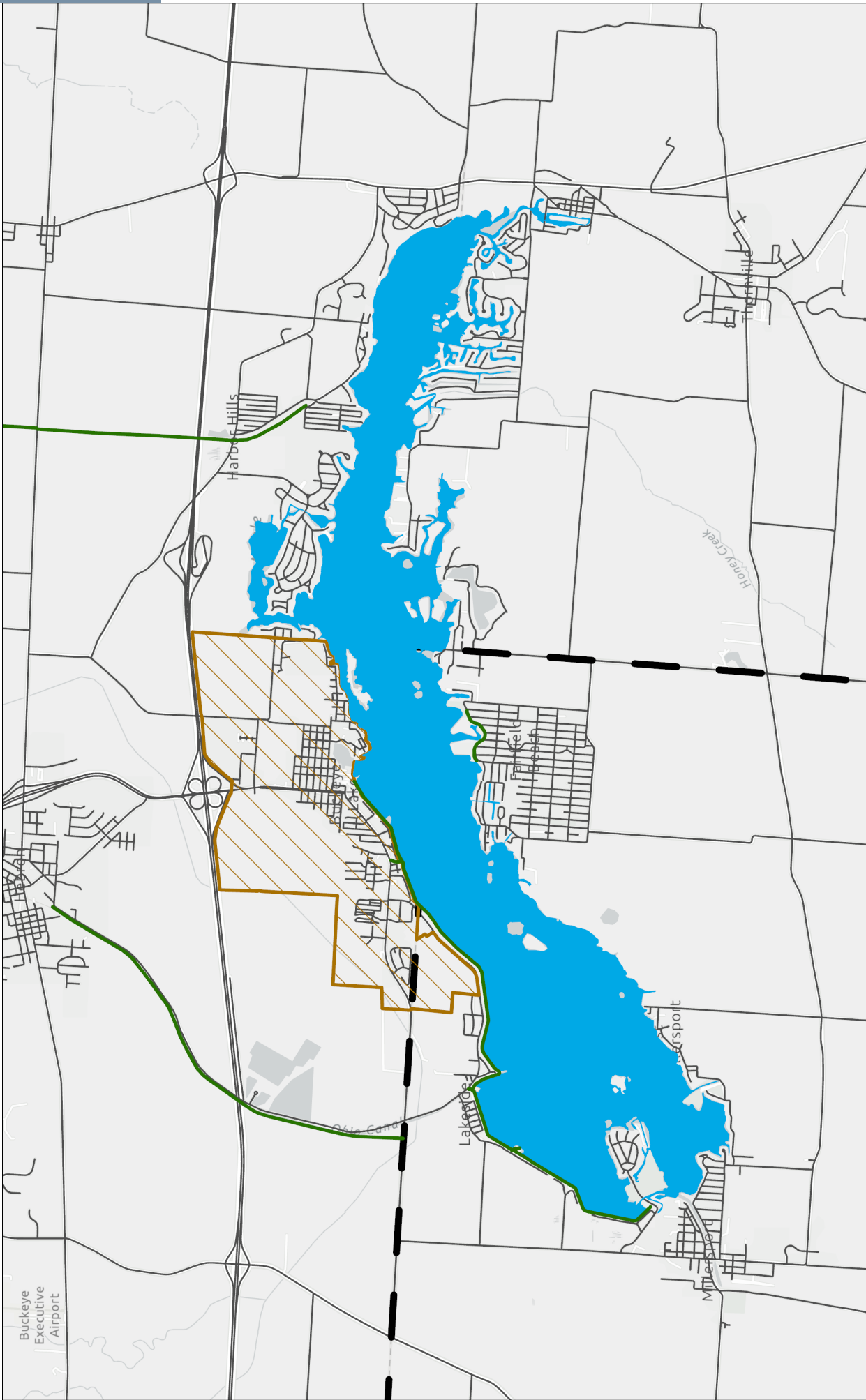


- ST-203 Hill Road North and Diley Road Traffic Signal Upgrade - This project will upgrade the outdated traffic signal components and restripe the intersection for improved traffic flow.
- ST-205 Traffic Signal System Software Upgrade – this project will Upgrade the Citywide traffic signal system software
- ST-207 Old Village - Columbus Street, Streetscape improvements – this project will remove and replace the existing bricks with stamped concrete.
- ST-211 Diley Road Median - Improvements to the medians on Diley Road to prohibit left turns out of the Redbud development because of the installation of the Cherry Hill signal.
- The ODOT TRAC has approved \$47M in funding for the US 33 and Pickerington Road interchange with a May, 2025 construction date. The plan should allow for travel to and over the interchange.

	2022	2023	2024	2025	2026	Category Totals
Design	\$40,000	\$60,000	\$35,000	\$20,000	\$120,000	\$275,000
Right of Way	-	-	-	-	-	-
Utilities	\$15,000	-	-	-	-	\$15,000
Construction	\$2,788,759	\$1,998,000	\$1,773,000	\$1,430,000	\$1,430,000	\$9,419,759
CA/Inspections	\$155,343	\$91,000	\$75,000	\$50,000	\$50,000	\$421,343
Outside Sources	\$400,000	\$-		-	-	\$400,000
Yearly Totals	\$2,599,102	\$2,149,000	\$1,883,000	\$1,500,000	\$1,600,000	\$9,731,102

Table 2: 2022-2026 Five Year Capital Improvements Plan Streets Project Summary





Fairfield County

Active Transportation Plan

Buckeye Lake

Existing A.T. Conditions

0 0.5 1 2 Miles

Legend

Existing Pathways

Buckeye Lake Boundary

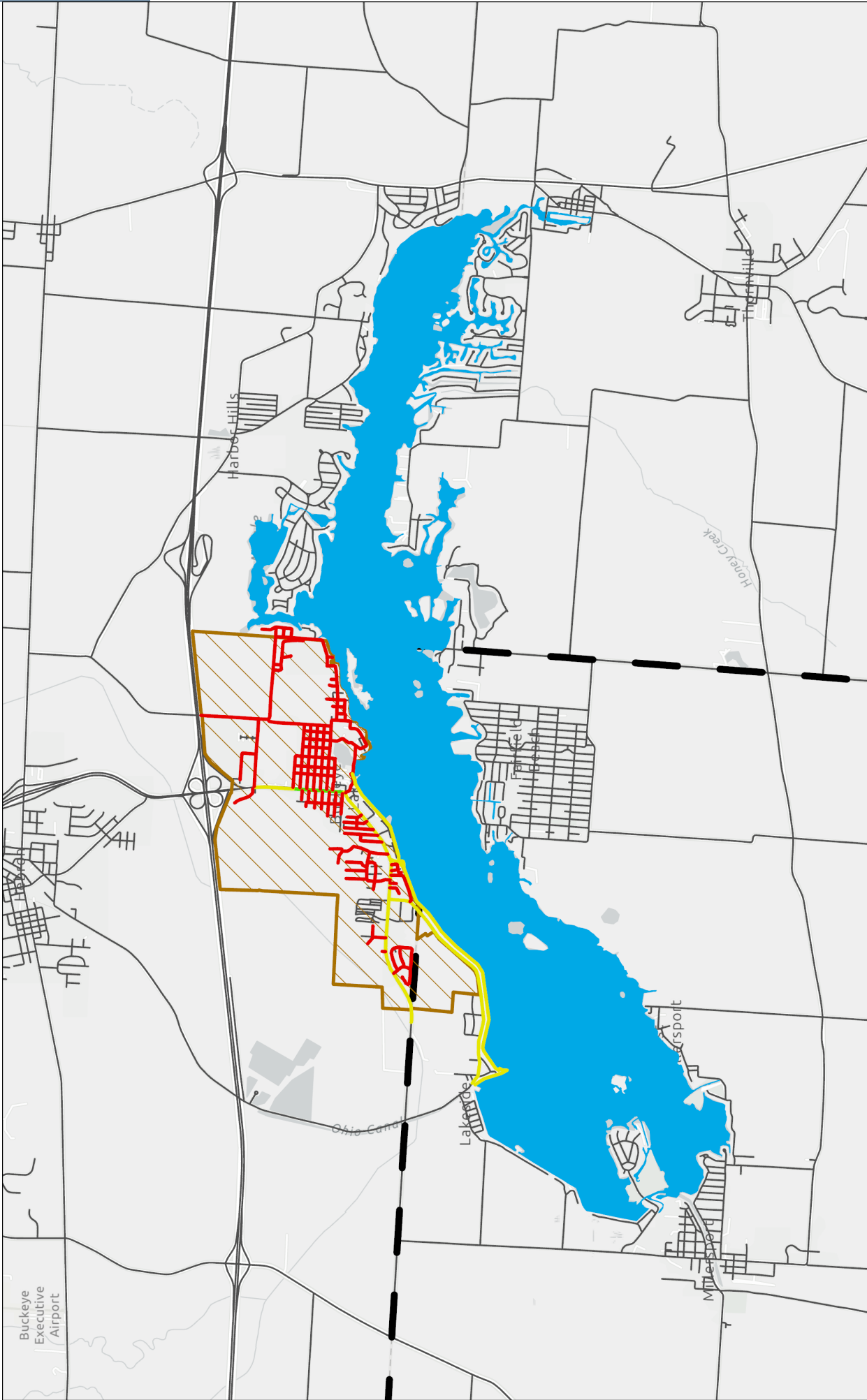
County Boundary

County Roads

FAIRFIELD COUNTY

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ACTIVE TRANSPORTATION PLAN



Fairfield County

Active Transportation Plan

Buckeye Lake

Sidewalk Conditions

0 0.5 1 2 Miles

Legend

Sidewalk Condition

- 1 - Sidewalk Present
- 2 - Intermittent Sidewalk
- 3 - No Sidewalk

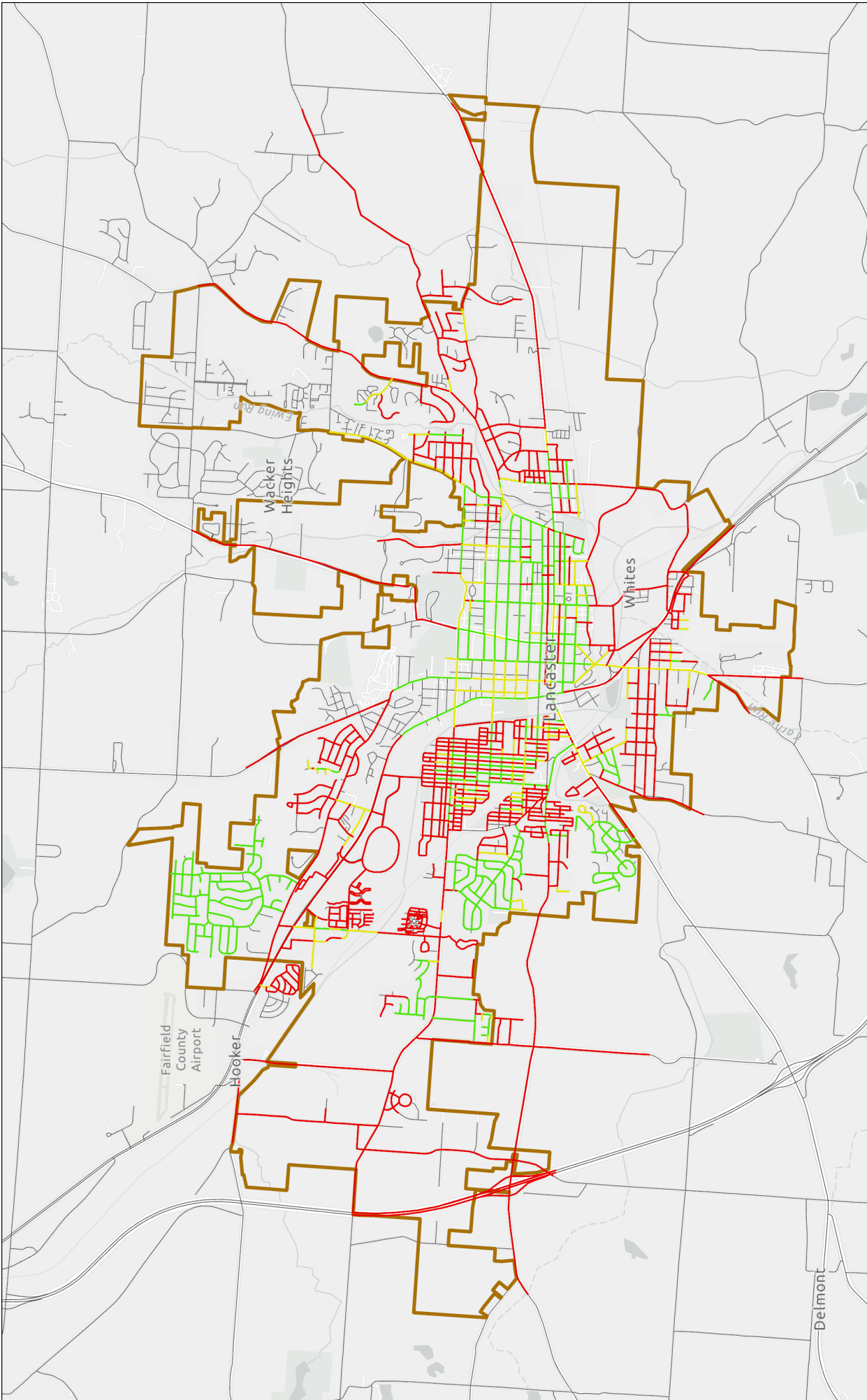
Lancaster Boundary

County Boundary

County Roads

FAIRFIELD COUNTY

ACTIVE TRANSPORTATION PLAN



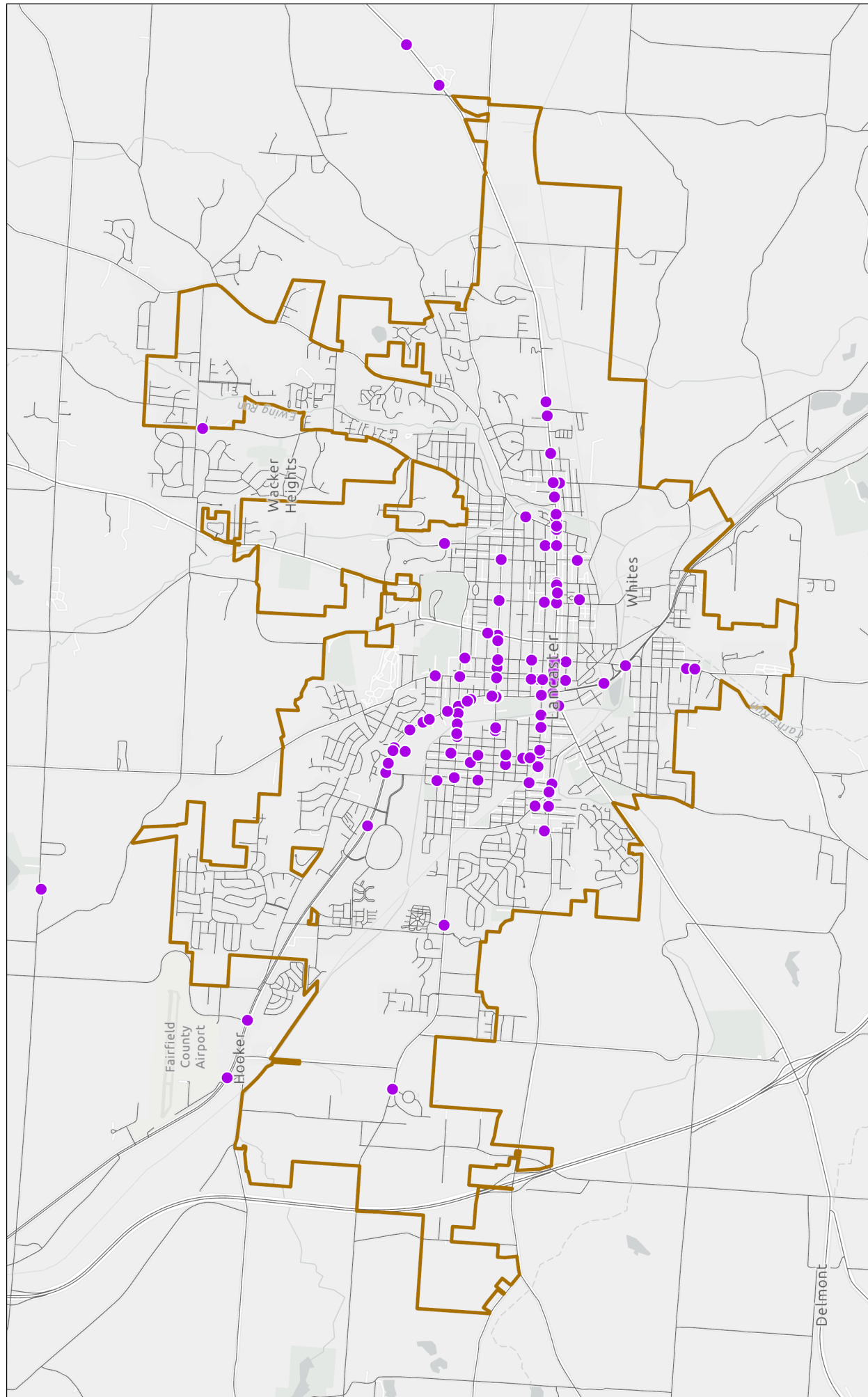
Fairfield County Active Transportation Plan Lancaster Sidewalk Conditions



Legend

- Sidewalk Condition**
- 1 - Sidewalk Present
 - 2 - Intermittent Sidewalk
 - 3 - No Sidewalk
- County Boundary**
- Lancaster Boundary
 - County Boundary
 - County Roads





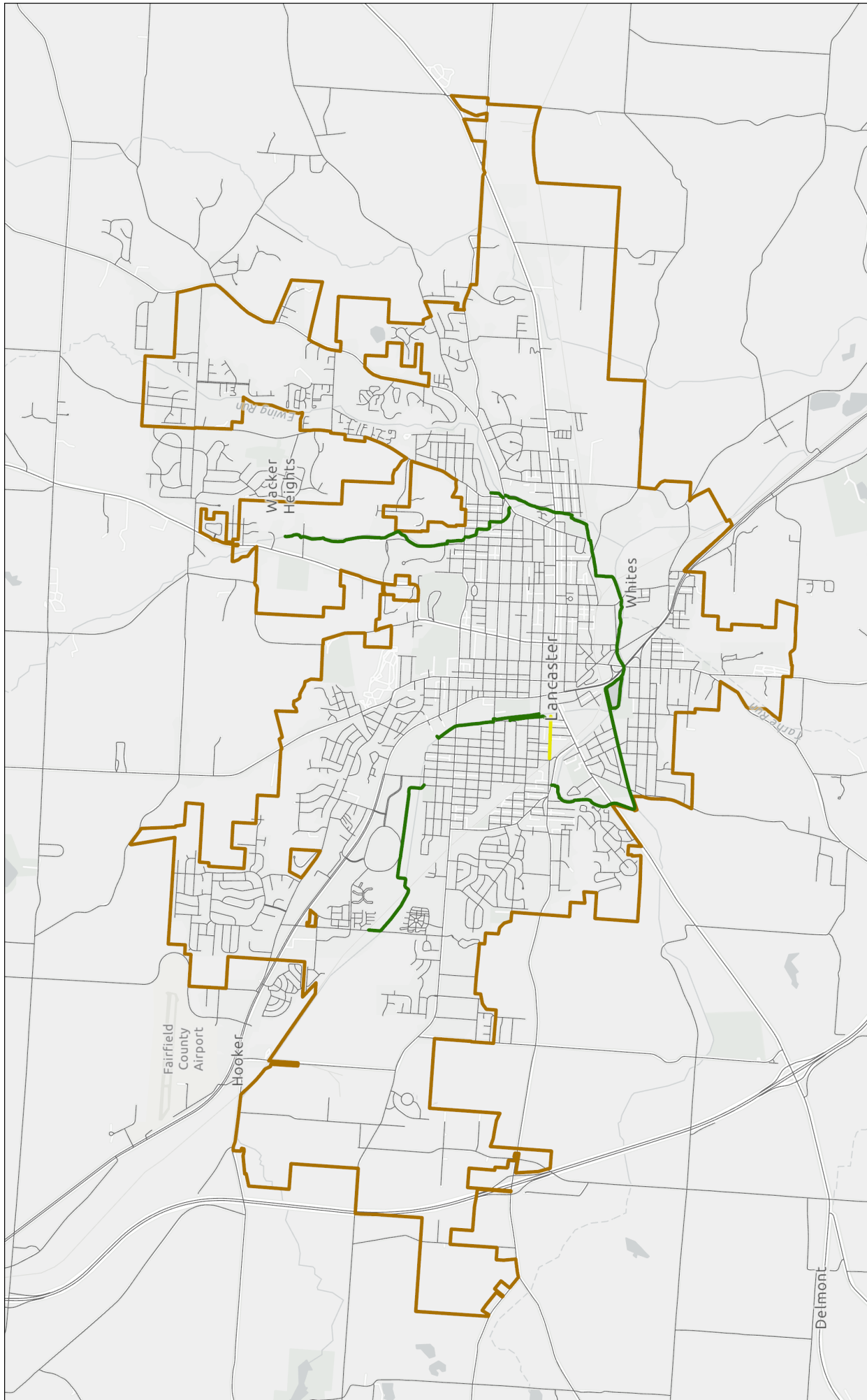
Fairfield County Active Transportation Plan Lancaster Pedestrian/Cyclist Crashes



Legend

- Pedestrian/Cyclist Involved Crashes
- Lancaster Boundary
- County Boundary
- County Roads





Fairfield County
Active Transportation Plan
Lancaster
Existing A.T. Infrastructure

0 0.5 1 2 Miles

Legend

- Bike Lanes
- Shared-Use Paths
- Lancaster Boundary
- County Roads

FAIRFIELD COUNTY

ACTIVE TRANSPORTATION PLAN

Reynoldsburg

Wagram

Sycamore Creek

Violet Twp

Beals
Pickerington

Stouder

Harley

Canal
Winchester

Waterloo

Lockville
Station

Lithopolis

Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc.

Carroll


FAIRFIELD COUNTY



ACTIVE TRANSPORTATION PLAN

Legend


- Sidewalk Condition**
- 1 - Sidewalk Present
 - 2 - Intermittent Sidewalk
 - 3 - No Sidewalk
- Violet Township Boundary**
- County Boundary**
- County Roads**

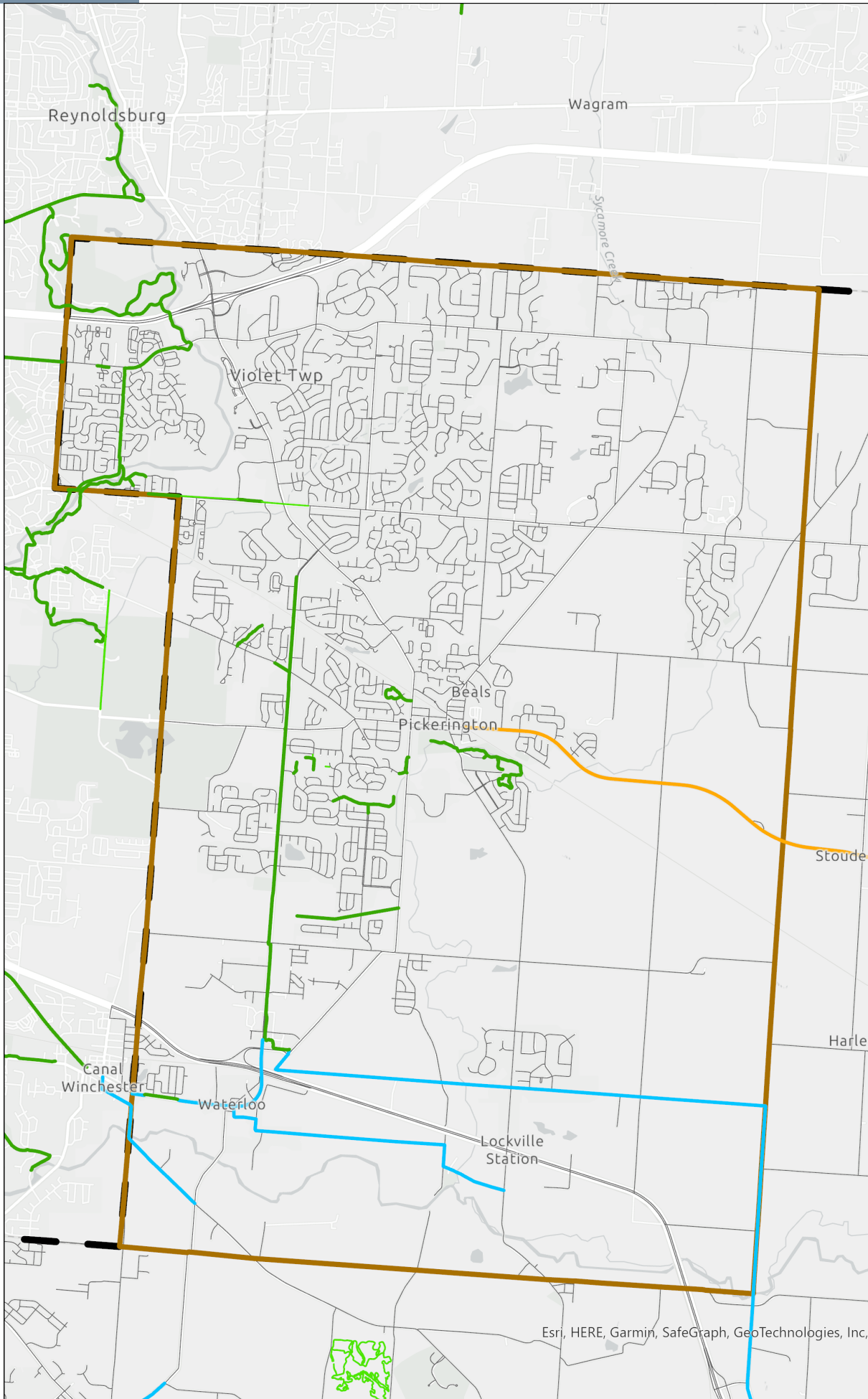
**Fairfield County**

Active Transportation Plan

Violet Township

Sidewalk Inventory



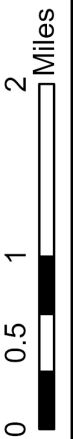


Legend

- Bike Lanes
- Designated Routes
- Shared-Use Pathways
- County Roads



Fairfield County Active Transportation Plan Violet Township Exiting A.T. Conditions

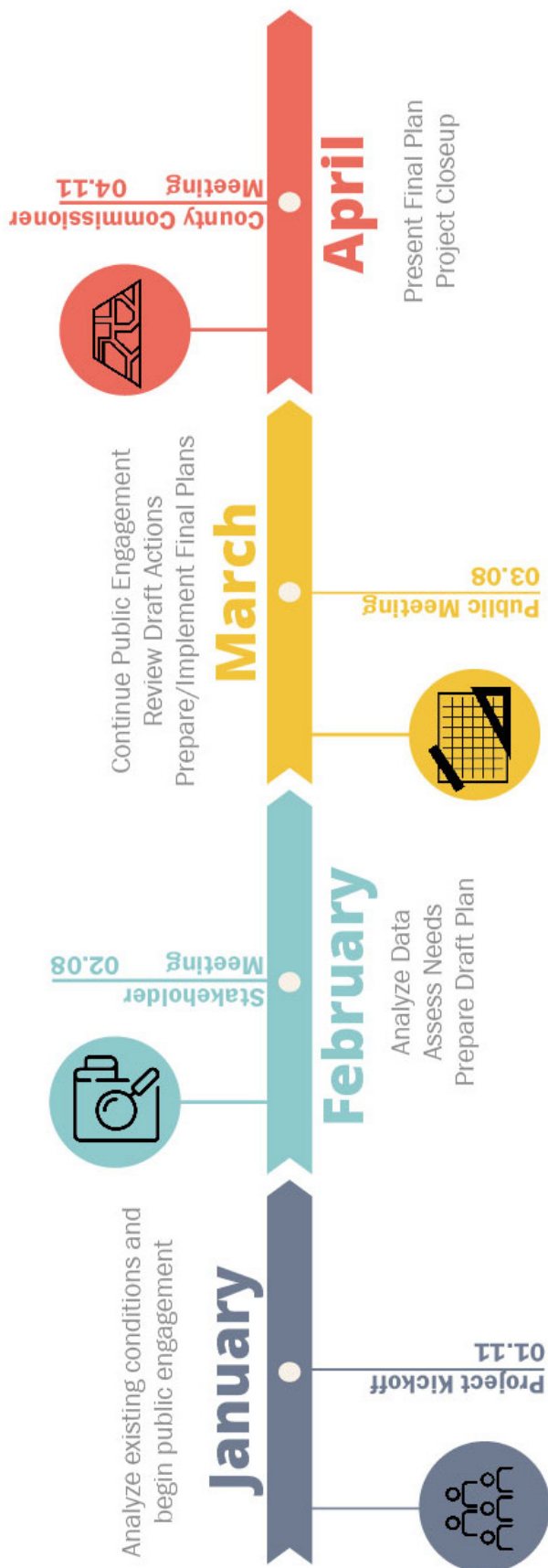


4 Public Engagement



Engagement Process

Schedule





Structure

Community engagement was a key consideration in the development of the Fairfield County Active Transportation Plan. Through a variety of mechanisms, community input was gathered at various stages of the planning process to help inform existing conditions, gaps and opportunities, and recommendations for active transportation improvements. This process included three key steps:

1. **Public Survey:** A public survey was distributed online in February 2023 and advertised through a variety of county communication channels (e.g., social media).
2. **Stakeholder Meeting:** The first stakeholder meeting was held virtually with county representatives on February 8, 2023.
3. **Public Meeting:** A series of public meetings were held on March 8, 2023 through a hybrid model of in-person and virtual options to engage community members within the main geographical areas of focus for the plan.

- Buckeye Lake meeting, held at the Walnut Township Fire Department: 2435 Blacklick-Eastern Road NE, Millersport, OH 43046
- Lancaster and county-wide meeting, held at the Fairfield County Records Center: 138 West Chestnut Street, Lancaster, OH 43130
- Violet Township meeting, held at the Pickerington Public Library: 201 Opportunity Way, Pickerington, OH 43147

Additionally, the team used a project website (<https://u.osu.edu/fairfield-countyatp/>) to communicate with the public regarding project goals, details on opportunities to engage in the planning process, and to share project-related materials.

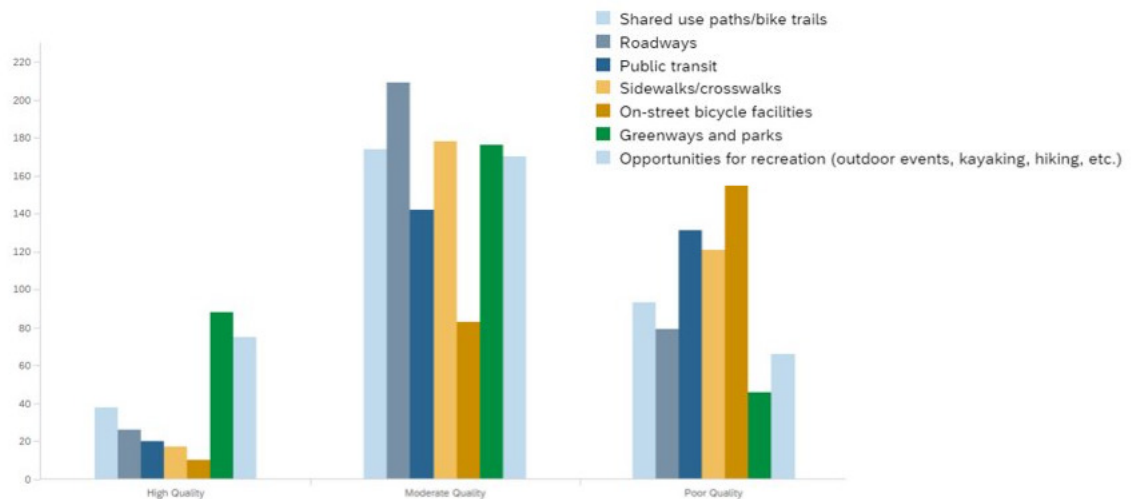
Engagement Results

1. Key Survey Results

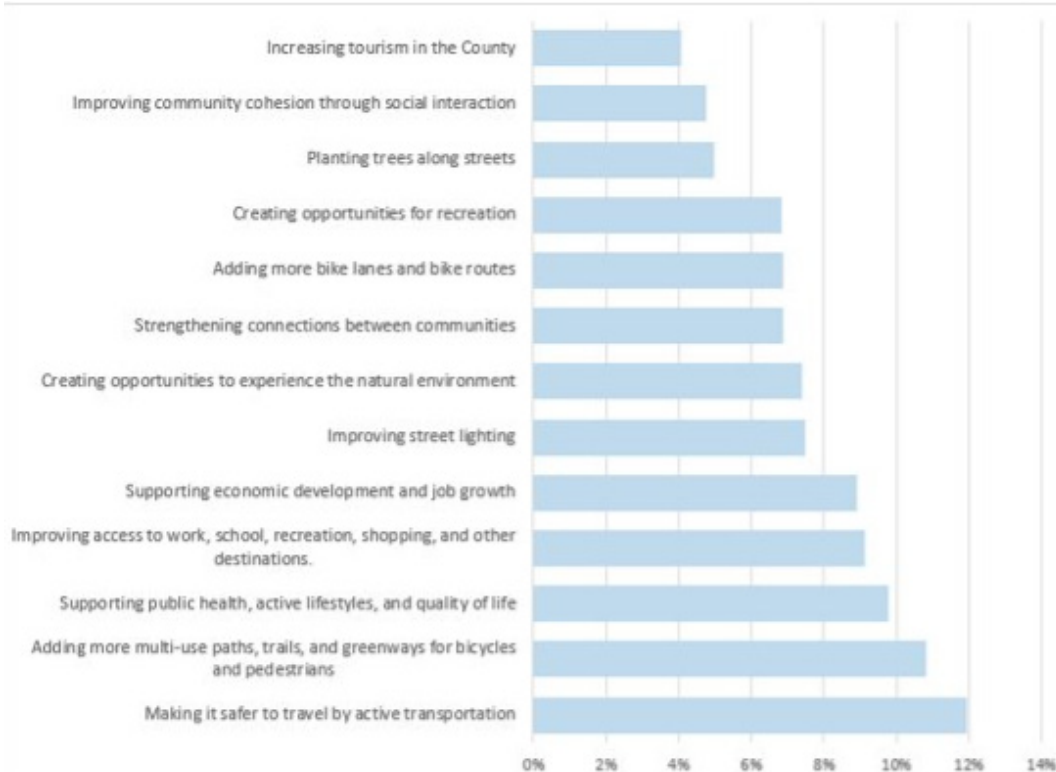
A total of 458 respondents participated in the online survey, sharing input on current active transportation methods and opinions, and opportunities on where to focus active transportation efforts. Key trends from survey results include:

- Although respondents lived near places that are accessible using active transportation, most respondents sometimes or never travel by active transportation.
- Improving route safety, increasing the number of multi-use paths, and supporting public health were the three greatest priorities for respondents.
- Sidewalk and shared-use bike path connectivity were major issues in Fairfield County.
- On-street bicycle facilities and sidewalks were rated as poor condition.

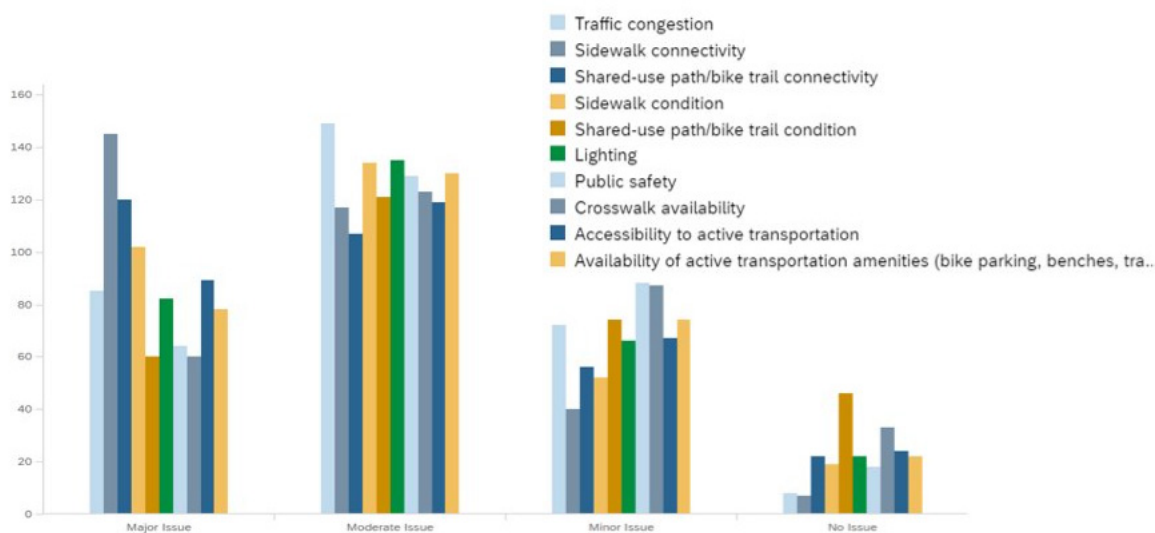
Rate the following features in the county by their current conditions



Identify which objectives are important for Fairfield County



Rate the Issues by their Current Conditions



Engagement Results

2. Stakeholder Meeting

A total of 13 community representatives participated in the live virtual stakeholder meeting, with additional views of the recorded version of the meeting, which was archived on YouTube. The meeting served as an opportunity to introduce the project and set local context, review existing conditions as presented in the 2009 Fairfield County Active Transportation and Open Space Plan and the 2013 Rolling Forward: Fairfield County's Active Transportation and Open Space Plan Update, and identify travel generators. Additionally, the stakeholder meeting consisted of a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis, conducted in breakout sessions based on geographic areas of focus. Finally, the meeting also included discussion regarding goals and needs to help inform the planning process.

Key highlights from the stakeholder meeting include:

- Fairfield County has diverse travel generators, including outdoor recreation, local businesses, seasonal events, and indoor entertainment.
- Although over 150 respondents have completed the survey, more public and stakeholder feedback from Buckeye Lake and small jurisdictions within Fairfield County is needed.
- Increasing active transportation route connectivity and safety is a priority across all focus areas.
- Cooperation between local stakeholders and adjacent counties will help this plan be successful.



Buckeye Lake Public Meeting
Photo Credit: Laya Pannikottu

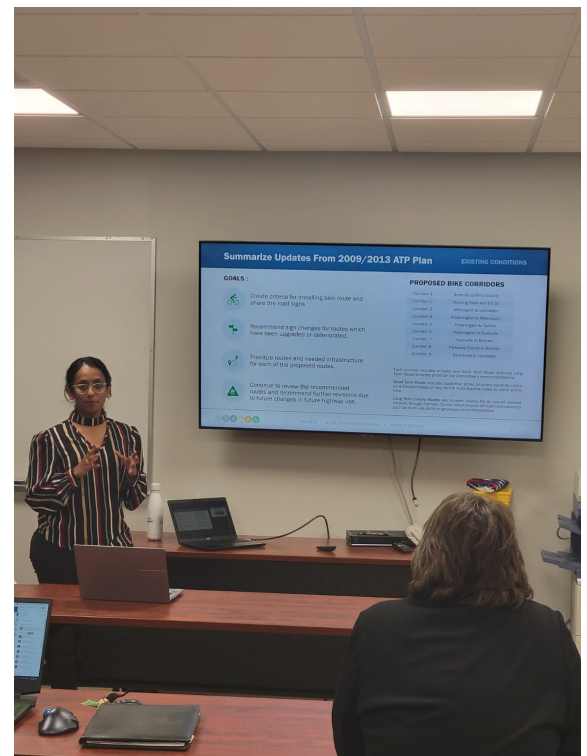
Engagement Results

2. Public Meeting

The project team simultaneously held three meetings within the community, with 8 participants at the Buckeye Lake discussion, 8 community members participating at the Lancaster/County-Wide discussion, and 9 members participating at Violet Township. This public meeting served as an opportunity to increase awareness of the planning process, input gathered by the public to date, and to present and discuss initial recommendations the Transportation Studio developed, based on available data, input gathered through public involvement processes, and best practices in Active Transportation Planning. Key highlights from the public meetings include:

- Draft recommendations were presented and well received by the participants at the Lancaster.

- Bike Buckeye Lake, a community organization in the Buckeye Lake region, has current bike routes plotted and additional plans to improve the connectivity to Buckeye Lake. Those plans were reviewed and incorporated into the existing plan.
- It is important to communicate the potential benefits of active transportation, including tourism, and to ensure that maintenance and connectivity issues are considered and improve the infrastructure to support it.



Buckeye Lake Public Meeting
Photo Credit: Karina Peggau

5. Recommendations



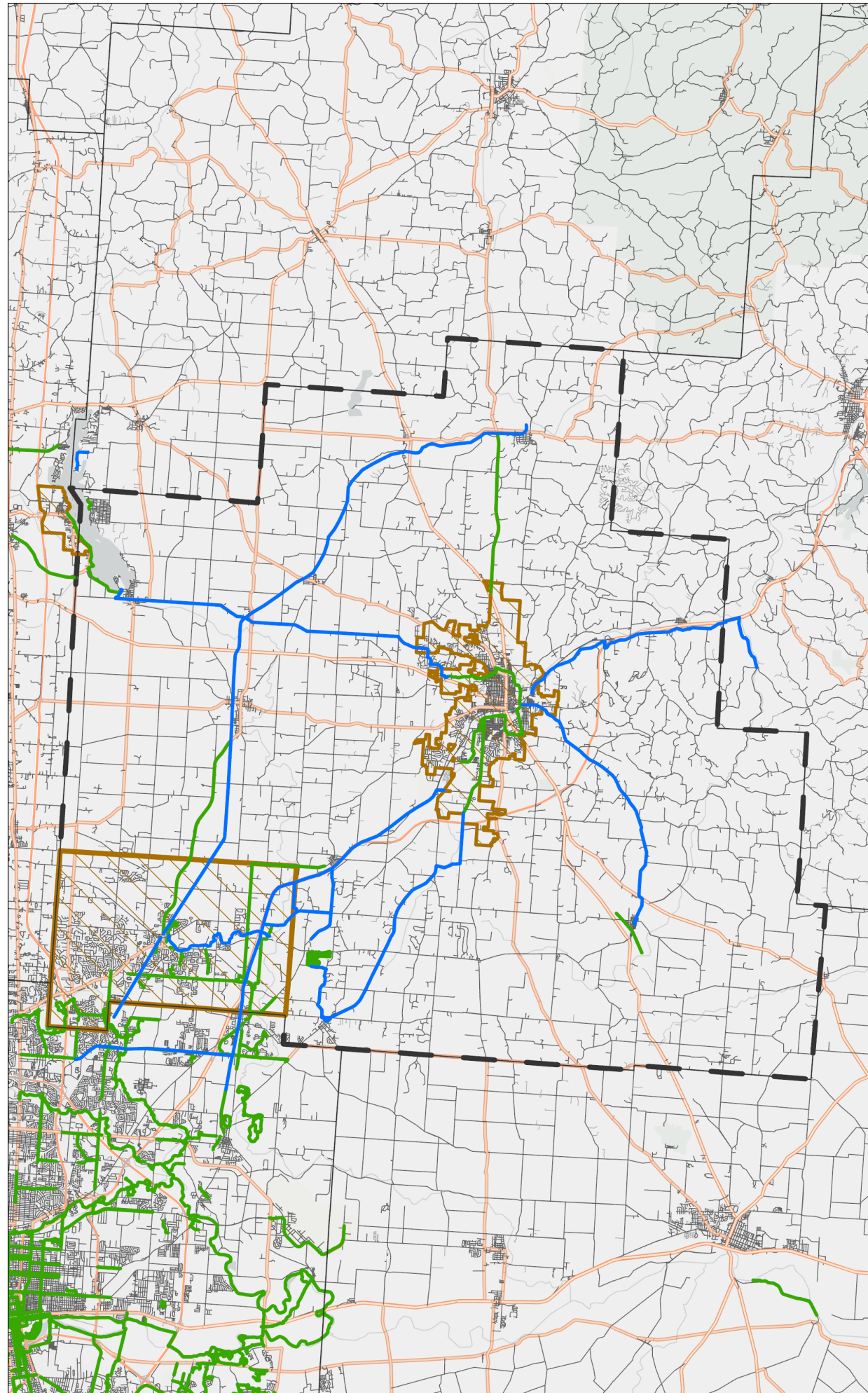


Develop a regular maintenance schedule that includes regular inspections and maintenance tasks. The frequency of maintenance will depend on the level of use and the condition of the active transportation infrastructure. Safety will be a top priority when planning maintenance activities.

The quality of active transportation infrastructure is an important factor that influences user activity. Survey respondents indicated that the trails were dirty, in poor condition, poorly lit, and unsafe. Installing active transportation amenities, such as public waste bins and lights creates a clean and safe environment for users. Bike routes that are visually separated by markings and physically separated by vertical elements increase bicycle user safety near vehicles. A clean, well-maintained active transportation infrastructure can increase interest in active transportation usage.

Support trail maintenance by facilitating volunteer “adopt-a-trail” programs, local business fundraisers, and community clean-up events.

Fairfield County residents voiced concern over the possibility of increased taxes to support active transportation infrastructure development and maintenance. A community-supported program that is geared towards infrastructure maintenance, such as “adopt-a-trail”, community clean-up events, or business fundraisers is a solution that ensures high quality active transportation infrastructure without compromising taxpayers.



Fairfield County

Active Transportation Plan

Proposed and Existing

Active Transportation



Legend

- Primary Road
- Secondary Road
- Local Neighborhood Road,
- Rural Road, City Street
- Focus Area Boundaries
- County Boundary
- Proposed Interventions
- Existing Active Transit

FAIRFIELD COUNTY





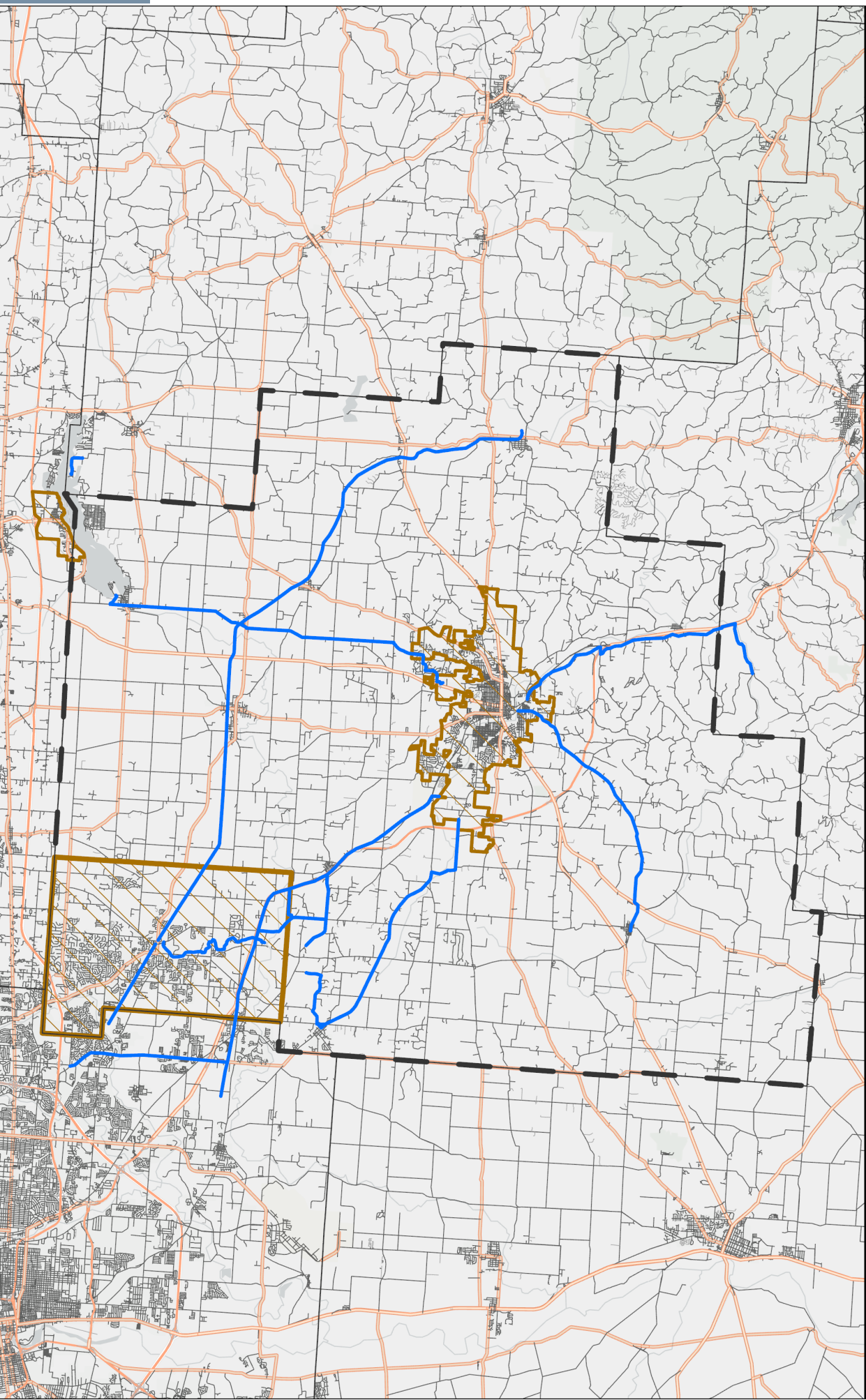
Fairfield County Active Transportation Plan Proposed Interventions



Legend

- Primary Road
- Secondary Road
- Local Neighborhood Road,
- Rural Road, City Street
- Focus Area Boundaries
- County Boundary
- Proposed Interventions

FAIRFIELD COUNTY





Construct sidewalks that connect travel destinations with neighborhoods to encourage more people to walk for transportation.

Sidewalk connectivity was cited as a major issue by Fairfield County residents, employees, and visitors, and a sidewalk analysis by the planning team identified multiple residential areas with partial or no existing sidewalk infrastructure. Access to sidewalks can increase pedestrian safety and reduce the barrier to walking as a means to travel.

Provide education and encouragement programs for bicyclists and pedestrians, such as safety classes, group rides, and community events, to help build confidence and increase the number of people who use active transportation.

The primary purpose of this recommendation is to increase the use of active transportation infrastructure. Increasing awareness of new and existing active transportation infrastructure generates excitement for new infrastructure. Group activities and other social events encourage people to enjoy the outdoors, socialize, and enjoy active transportation infrastructure.

Invest in bike sharing infrastructure. Bike sharing infrastructure can be an effective way to encourage cycling as a transportation mode, especially for short trips. This infrastructure involves providing bicycles for rent at various locations around the community.

Not every resident in Fairfield County owns a bicycle and not every visitor to Fairfield County brings a bicycle into the county. Bike sharing infrastructure makes touring Fairfield County an option for residents and



CoGo Bike Sharing Infrastructure

Photo Credit: Columbus Underground



Two Bicyclists on a Paved Shoulder

Photo Credit: Small Town & Rural Design Guide



Closed Streets for a Festival

Photo Credit: Ohio Festivals



visitors and increases the use of bike tourism in the county. For residents who do not own bicycles, bike sharing infrastructure reduces the barrier to access bicycle infrastructure. new infrastructure. Group activities and other social events encourage people to enjoy the outdoors, socialize, and enjoy active transportation infrastructure.

Expand shoulder width on roads (US 37- Buckeye Lake to Lancaster) to improve safety for bicyclists, pedestrians, and motorists alike

Many people travel into and around Fairfield County for work or entertainment and state routes county roads serve as the most direct route. While off-street bicycle infrastructure is expensive and not feasible, expanded shoulders offer a visually separated and safer means to travel on busy roads by bike. This new infrastructure may increase the use of active transportation, as safe bike routes are available. Expanded shoulder widths also support Amish communities and the transport of worldwide agricultural equipment.

Improve bike parking facilities along bike trails to encourage more people to use the trail and make it easier for them to access the trailhead.

The purpose of this recommendation is to reduce the barrier to using active transportation. Bicycle tourism is growing in popularity in the United States, and Fairfield County is home to many sights that could generate this tourism. To support bike travel, whether for tourism, recreation, or other means, bike parking infrastructure provides a secure location to store bikes at a destination.



Install a Mobility Hub to connect existing bus stops and trails.

For people who wish to bus into Fairfield County, a mobility hub provides the resources to travel within the region by means other than walking, such as scooters or bicycles. From this bus stop, people can rent bikes and travel to their destination. This can reduce the number of passenger vehicles on the roads.

Use an active transportation network to advance Fairfield County's economic development and recreational goals

Expand the easement on sidewalk width with buffer (8 feet + 1 foot), from 1-mile to 2-mile radius around schools. Use complete street design to buffer active transportation infrastructure.

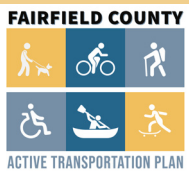
As the Fairfield County population grows, so will the suburbs around schools. To support active transportation routes to school, sidewalks that are buffered from the streets create safe routes for students to commute to school. Buffers can include trees, planter boxes, bioswales and rain gardens, grass, or permeable pavers.

Designate street closures to accommodate regular recreational activities with high levels of active transportation use, such as the Fairfield County Fair and The Millersport Sweet Corn Festival.

Events that generate a large amount of pedestrian traffic, such as fairs and festivals, could benefit from closed streets. Closed streets route traffic around busy areas and reduce the number of pedestrian-vehicle accidents that occur. In the interest of avoiding vehicle traffic or parking, street closures can also incentivize active transportation to the event.

5a. Buckeye Lake





Ensure transportation infrastructure is designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Designing active transportation infrastructure to enable safe access for all users requires a holistic approach that considers the needs of all transportation users. Pedestrians should have safe and easy access to sidewalks, crosswalks, and other pedestrian facilities, bicyclists should have dedicated infrastructure and well-designed shared-use paths. By prioritizing safety and accessibility, communities can create active transportation systems that are safe, convenient, and accessible for everyone.

Provide secure and convenient bike parking and storage facilities, such as bike racks, lockers, and shelters, at major travel generators to encourage active transportation to these destinations.

Providing secure and convenient bike parking and storage facilities is an essential component of encouraging active transportation to major travel generators, such as transit stations, employment centers, and recreational areas. Bike racks are a common form of bike parking, while bike lockers provide a higher level of security. Bike shelters offer the highest level of protection for bikes, providing a covered area where bikes can be parked and locked. Bike shelters can also provide additional amenities, such as lighting, benches, or bike repair stations, making them a more attractive option for cyclists. By making it easy and convenient for cyclists to park their bikes near their destination, communities can help make active transportation a more viable option for more people.



Develop a master plan for the waterfront area that includes a range of watersports activities, such as kayaking, canoeing, paddleboarding, windsurfing, and sailing.

Developing a master plan for the waterfront area that includes a range of watersport activities can help promote outdoor recreation, encourage physical activity, and provide opportunities for community engagement and socialization. These activities include kayaking, canoeing, paddleboarding, windsurfing, and sailing. A waterfront master plan should also include amenities such as public access points, boat launches, and rental facilities, as well as environmental factors such as water quality, wildlife habitats, and erosion control. This plan should help promote community health and well-being, foster environmental governance, and enhance the overall quality of life for residents and visitors alike.

Collaborate with other counties around Buckeye Lake to connect active transportation infrastructure and form a circum-lake loop.

Collaborating with Perry and Licking County around Buckeye Lake to create a circum-lake loop can create a regional network of trails and paths that promotes active transportation and provides opportunities for outdoor recreation. The first step is to identify existing trails and bike paths in the region and determine the feasibility of creating a loop. Collaborative efforts should involve working with local government agencies, community organizations, and other key stakeholders to identify funding sources, coordinate planning efforts, and ensure that all parties are aligned on project goals and objectives. Implementation can involve constructing new trails or bike paths, as well as enhancing existing infrastructure to improve safety and accessibility. This can have many benefits for the community, such as improved health outcomes and reduced

traffic congestion. See Appendix for a prioritized list of routes.

Install wayfinding infrastructure to help users access and traverse the Buckeye Lake Trail.

Because the trail navigates around private property, natural barriers, and busy roads, adequate wayfinding signage will help users access the trail at any point and follow the trail around Buckeye Lake. Adequate signage also includes standing signs and street markings that inform vehicles of the presence of bicyclists and existing laws for sharing the road with bicyclists. This will increase overall public education about the active transportation route and safety for active transportation users. See Appendix for example signage.



Buckeye Lake Kayaking

Photo Credit: Escape to Buckeye Lake



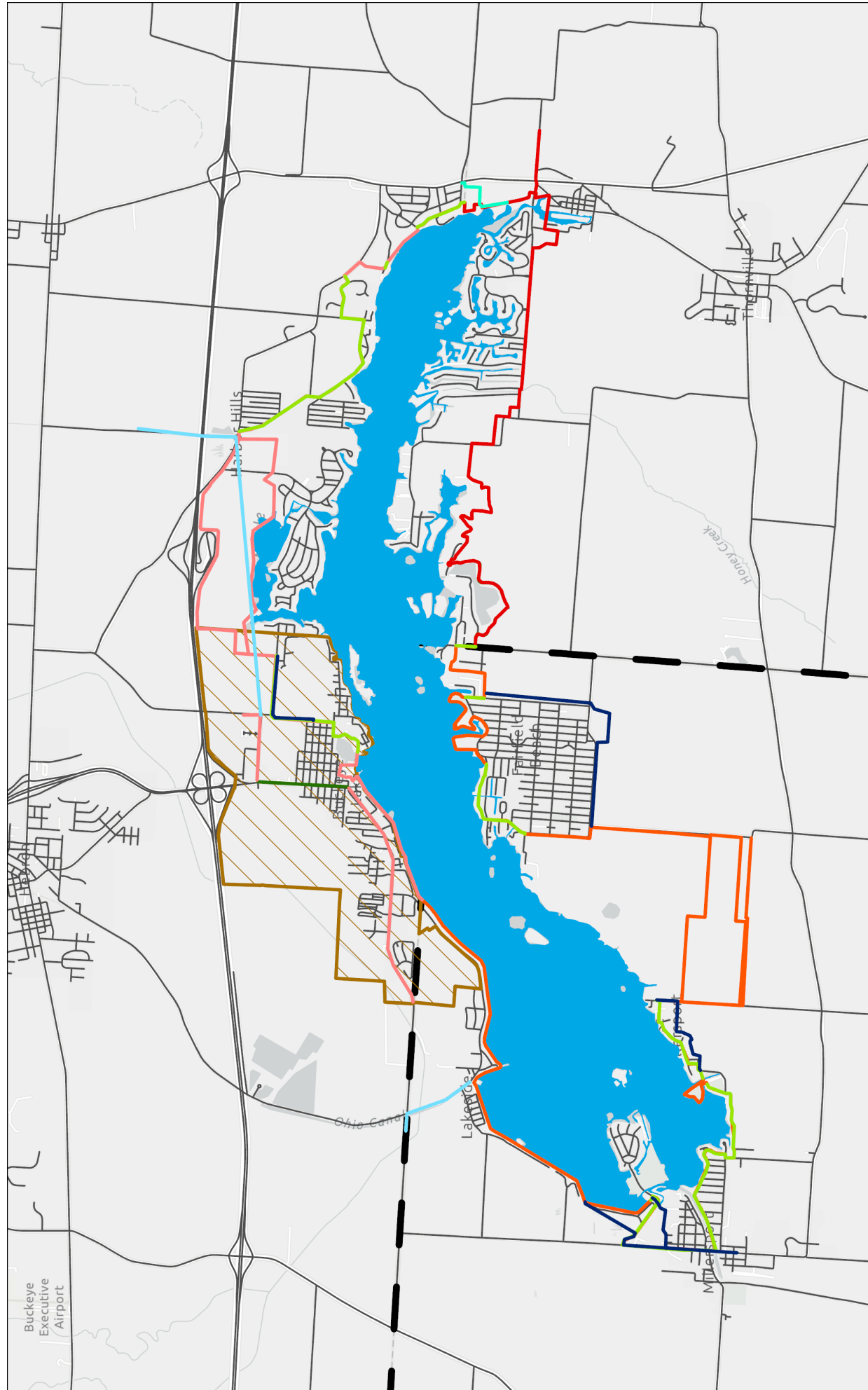
Buckeye Lake Winery

Photo Credit: Escape to Buckeye Lake



Buckeye Lake Dam Walking & Biking Trail

Photo Credit: Visit Fairfield County



Fairfield County Active Transportation Plan Buckeye Lake Proposed Interventions



Legend

- Long Term
- Share the Road
- Other Trails
- East End
- Build Trail - Perry County
- Build Trail - Licking County
- Build Trail - Fairfield County
- Bike Lane
- Buckeye Lake
- Buckeye Lake Boundary
- County Boundary
- County Roads





Install parking spaces for these watersports like kayaking and including a canoe and kayak trailhead.

Installing parking spaces for watersports like kayaking and including a canoe and kayak trailhead can make it easier for people to access and enjoy water sports activities. The first step is to identify a suitable location and design and construct the parking spaces and trailhead facility. The parking spaces should be designed to accommodate a range of vehicle sizes, be located in a safe and well-lit area, and include amenities such as restroom facilities, picnic areas, and storage areas for water sports equipment. The trailhead should provide easy access to the waterway for water sports activities, be accessible to people of all abilities, and create economic benefits by promoting tourism and encouraging visitors to the area. Developing these facilities would help communities to promote outdoor recreation and create a more vibrant and active community.

Develop low impact infrastructure along new and existing streets to protect the water quality at Buckeye Lake.

Low-impact development (LID) is an approach to land development that minimizes the impact of land use on the environment, particularly in terms of water quality. In the context of Buckeye Lake, LID techniques can be used to protect the water quality in the lake by incorporating fea-

-tures such as green infrastructure, bioswales, rain gardens, and pervious pavement into the design of streets and parking areas. These features help to manage stormwater runoff by slowing it down, filtering pollutants, and allowing it to soak into the ground, and can also help reduce the number of pollutants and sediment that enter the lake, improving its water quality and preserving its ecological health.

Develop continuous boardwalk along the Buckeye Lake region.

A continuous boardwalk along the Buckeye Lake region would be a great addition to the area, offering numerous benefits to both visitors and the local community. It is important to identify a suitable location, design the boardwalk to fit in with the natural environment. The boardwalk should be environmentally sensitive, with minimal impact on the surrounding ecosystem, and include features such as viewing platforms and interpretive signs to educate visitors about the local flora and fauna. It should be safe and accessible to all visitors, with handrails and non-slip surfaces, and adequate lighting.



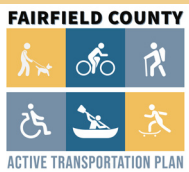
Bike Parking at Dublin Irish Festival
Photo Credit: City of Dublin



Example of a Bioswale
Photo Credit: WRI India

City of Lancaster





Conduct a sidewalk condition inventory and identify/prioritize improvement to existing sidewalk conditions and connectivity.

Many areas, particularly outside the center of Lancaster, have sections of sidewalk that are either insufficiently maintained, overgrown, or missing. Adding sidewalks into areas currently lacking sidewalks and filling in the missing gaps in sidewalk connectivity would help to encourage walking.

Improvements to and expansion of existing shared-use path.

Improving the conditions of the existing shared-use path will ensure that more people use the existing infrastructure. Similarly, expanding and adding new miles of shared-use paths to the existing infrastructure will ensure that more people engage in active transportation.

Develop a plan to complement existing safe route to school initiatives to promote safe and accessible active transportation options to schools.

There is a need to provide safe and accessible options for schools within Lancaster. This can be done by putting in measures such as traffic calming efforts, sidewalk and crosswalk improvements, safe routes to Rising Park, and safe routes to Clear Creek Metro Park.

“Safe Ways to School” (Improving Active Transportation Near Schools)

Tallmadge Elementary School

The Tallmadge Elementary School and neighborhood streets to the south,

Recommendations



Safe Routes to School
Photo Credit: Safe Routes Partnership



Sidewalk Needing Repair
Photo Credit: City Engineer



Community Event with Street Closure
Photo Credit: United Way



between S. Broad St and Boving Rd are wholly lacking in sufficient pedestrian infrastructure. Less than 5% of streets in this area have sidewalks, and connections to trails and other pedestrian facilities are severely limited. Suggested improvements center around the addition of sidewalks to the neighborhood, particularly in streets near and around the elementary school. In addition, more connections to the existing trails to the north would increase access for neighborhood residents. Connections could be made in Maher Park or Cenci Park.

General Sherman Junior High School

Like Tallmadge, General Sherman lacks neighborhood connections to large parts of the surrounding neighborhood. Sidewalks are present on around 50% of surrounding streets, though streets to the north and east of General Sherman are severely lacking in sidewalks.

Evaluate high-injury event monitoring data to identify new target areas for interventions.

This can be done by monitoring crash data to identify areas with high pedestrian and bicycle crashes. This will help to provide the necessary interventions and improvements to ensure safety in areas with high incidents.

Implement speed restrictions in high pedestrian/cyclist areas.

Areas with high pedestrian and cyclist activities where the speed limit is high can benefit from speed restrictions. Improvements such as speed bumps and speed limits can help reduce the speed at which motorized vehicles travel on roads and also boost the confidence level of pedestrians and cyclists who use these roads. Such interventions can go a long way to help other road users feel safe on the roads.



Conduct public education and awareness events with collaborators to promote benefits of and options for active transportation.

In collaboration with the public health department, residents could be educated on the importance of engaging in active transportation. Similarly, at major events and festivities, flyers detailing the importance of active transportation and the availability and location of trails within the city could be shared. This can help create awareness of active transportation.

Explore options to support incentives that promote active transportation options at the business, event, or household level.

This can be done through incentives and subsidies. Similarly, expanding the connectivity of sidewalks and trails can incentivize the community to use active transportation because they are able to reach their desired destination. Increasing the cost of parking or reducing the number of parking spots at businesses can deter users from driving to their destination and opt for a method of active transportation.

Implement zoning and development policies to promote safe active transportation.

Policies that require developers to add sidewalks and shared use paths to their developments can help increase the length of shared use path within the city and encourage active transportation. Similarly, introducing park impact fees could be another avenue where the city could get money to finance shared use paths with Lancaster.



Explore policy options for street closings in downtown areas (or other accessible/adjacent locations) to promote active transportation use for prime events.

During major events and festivities within the city, major streets could be closed to support high pedestrian activity and encourage residents to engage active transportation to attend these events.

Address lack of crosswalks on Memorial Drive by providing infrastructure improvements for safe pedestrian and bike crossings through crosswalk additions and pedestrian signaling improvements

1. There is a need to address pedestrian and biking safety concerns along Memorial Drive (SR 33) in the downtown area and ensure safe ways to cross Memorial Drive to improve pedestrian connectivity between the east and west side. This can be done by a) utilizing existing stop lights for potential crosswalks in the short term, b) using colored crosswalks and advanced warning signals to highlight crosswalks and promote pedestrian safety, c) creating pedestrian refuge islands with greenery and lighting (e.g, shade trees), and d) creating separated shared use paths on either side of SR 33.
2. Obstacles such as road signs, traffic lights, and utility poles, block access along sidewalks along Memorial Drive. In some instances, this infrastructure completely blocks the ability for bikes or motorized chairs to pass and leaves little room for pedestrians.
3. In over four miles of roadway of memorial drive in Lancaster, there are only four pedestrian crossings. Additional safe crossings would help to make the street more accessible, reduce incidents between pedestrians and vehicles, and reduce the travel time for pedestrians who wish to cross the street.



Median Refuge Island for Improved Pedestrian Safety

Photo Credit: National Association of City Transportation Officials



Rectangular Rapid Flashing Beacon for Improved Pedestrian Safety

Photo Credit: US DOT Federal Highway Administration



Lancaster Bike Path

Photo Credit: Visit Fairfield County



Address lack of sidewalks or impaired sidewalks along Memorial Drive by exploring the potential for the addition of sidewalks or a shared use path for safe pedestrian & bike use.

Memorial Drive north of Arlington Avenue does not have sidewalks. Moreover, a significant percentage of pedestrian-involved crashes within the City of Lancaster have occurred along Memorial Drive. The addition of sidewalks and or shared-use pathways would improve resident connection to shopping along Memorial Drive.

Conduct safety improvements to address higher incidence of pedestrian-related crashes along Main Street.

Safety improvements such as crosswalks could help reduce the number of pedestrian-related crashes along Main Street. Crosswalks are an important component for safe crossings at intersections. Crosswalks indicate to drivers that they should not only expect to see pedestrians crossing, but that pedestrians are supposed to be there. The safety of a crosswalk is directly related to the visibility and prominence of the crosswalk compared to other features at the intersection.

Conduct improvements to crosswalk and pedestrian safety along Main/Lincoln/Memorial Drive intersection.

Main Street/Lincoln Ave is the most important artery in the City of Lancaster outside of Memorial Drive. Current conditions on Memorial Drive are generally good for pedestrians near the center of Lancaster, while conditions deteriorate with distance away from the city center. Sidewalks generally are in good order, though some key sections could benefit from replacement of sidewalk surfaces and improvements of pedestrian cross-



trian crossing corners. The intersection of Memorial Drive and Main Street presents a difficult and unsafe crossing for pedestrians. Suggested improvements could include additional signage or improvements to pedestrian crossing lead times, changes in locations of pedestrian crossing points (such as setting them back further to provide additional vehicle sightlines). It is also the second highest concentration of pedestrians and cyclists involved in crashes. Additional improvements to safety are recommended along this corridor to reduce crashes.

General Improvements for safe crosswalks are also vital on Main Street (SR 22)

Improve connectivity between East & West Lancaster via east-west connection of trail system along Fair Ave.

Fair Avenue provides an opportunity for an east-west connection of the trails system, providing a north segment that connects the east and west of Lancaster together. Both the road and sidewalks are narrow, and there is no visual or physical barrier between the sidewalks and the street. Improvements to the pedestrian and cyclist experience on Fair Ave. is recommended.

Address disproportionate number of pedestrian-involved crashes along W. Fair Ave.

This could be done by having safety improvements such as crosswalks. This could be in the form of Median Refuge Islands or raised crosswalks. Median Refugee Islands are concrete islands in the median which provide protection for pedestrians. Raised crosswalks increase the elevation of the crosswalk above the pavement level of the surrounding approaches. The raised area – extending the full width of the crosswalk – has a



more gradual transition than a speed hump, but is enough to gain drivers attention and awareness of the crosswalk; enhancing safety for pedestrians and cyclists utilizing the space.

Any intersection which has crosswalks should notify motorists ahead of the intersection that pedestrians may be present. Signs should be installed in accordance with the Ohio Manual of Uniform Traffic Control Devices based on speed limits. None of the pedestrian intersections utilize advance warning signs.

Explore extending recent improvements from S. Broad St. to N. Broad St.

The recent improvement to this corridor could be extended further. Collaborating with businesses along the corridor to add additional bike lanes in front of stores could help increase connectivity.

Address intermittent sidewalk connections along southernmost portions of S. Broad St.

This can be done by connecting the existing sidewalk on this stretch. In doing so, the gaps between intermittent sidewalk connections could be closed. This will encourage residents to engage in active transportation by ensuring that sidewalk users can reach their destination safely and without interruptions.

5 Violet Township C.





Require new developments within two miles of any school to build a sidewalk network that connects to the existing network; increased from the current 1-mile requirement.

Currently, new developments within one mile of a school are required to build new sidewalks that connect to the existing sidewalk network. Extending this requirement to two miles will further promote safe active transportation for students in the area of all ages. This also improves conditions for recreation within and between neighborhoods.

Develop a Complete Streets standard for different road typologies in Violet Township.

A set of standards that fall into categories based on road structures should be developed so that future projects all create consistent outcomes that are context-sensitive and accomplish similar objectives. Complete Streets standards ensure that street design takes the safety of all road users, especially those most vulnerable, into account.

Identify the high-injury road network to prioritize Complete Streets improvements.

To improve safety and accessibility for all users in the community, Violet Township can prioritize Complete Streets improvements on the high-injury road network. This network refers to the streets and intersections with the highest number of severe and fatal crashes. To identify this network, the township can collaborate with organizations such as MORPC and conduct a comprehensive analysis of crash data, taking into account factors such as crash frequency, severity, and demographics of those involved. Prioritizing interventions on the high-injury network pushes work to be completed on alleviating the most dangerous intersections and corridors first.



Fill in gaps in the existing sidewalk network.

The township should focus on filling in gaps in the existing sidewalk network to promote safe and accessible bike and walk travel throughout the community. Breaks in sidewalks and paths force people onto dangerous berms alongside speeding vehicles and unsafe terrain. It is critical for the county to ensure this network is complete and extensive.

Redesign corridors at elementary school intersections to expand sidewalks and off-street active transportation facilities.

Use existing right-of-way to expand sidewalk widths, add marked crosswalks, and improve comfort of off-street active transportation facilities to enhance safety and accessibility for students and guardians who walk or bike to school. Create conditions that alleviate conflict points at intersections and school crossings to prioritize non-vehicle users.

Coordinate with other capital projects to prioritize safe crossings and new sidewalks near schools.

Coordinating with existing capital projects, including those that adjacently address mobility and multimodal accessibility, can leverage funding and efforts to improve the active transportation network faster.

Enact a neighborhood bikeway/walkway program to target signage and education on connections to schools.

Increasing active transportation users encourages those who are interested but hesitant to use active transportation for more trips. Neighborhood bikeway and walkway programs can expose more potential users to using active transportation within geographies they are comfortable with, such as their neighborhood streets. These programs should focus



on providing signage, education, and opportunities for safe introductions to active transportation.

Prioritize traffic calming at school and park intersections.

To improve safety around schools and parks, Violet Township should prioritize traffic calming measures at intersections near these locations. Traffic calming measures, such as roundabouts, speed humps, and traffic islands, have been shown to reduce average speeds along corridors, which can ultimately lead to a reduction in walk/bike-involved crashes. Additionally, the installation of new safe crossings at these intersections can improve accessibility and safety for students and residents.

Study new sidewalks and crossing improvements along Refugee Road.

Refugee Road is among the most highly requested corridors for walking and biking improvements. There are several breaks along Refugee Road's active transportation network and a bevy of missing crosswalks. This corridor should be studied for new facilities and improvements. The study should take into account factors such as pedestrian and vehicular traffic, visibility, and accessibility to public transit.

Explore the use of public utility easements for the alignment and construction of shared-use paths.

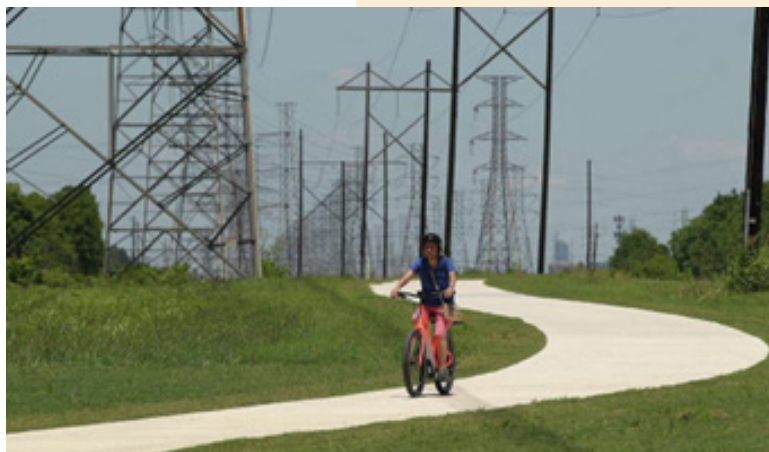
To enhance the development of shared-use paths, Violet Township could explore the use of public utility easements for the alignment and construction of these paths. By utilizing these easements, the township can potentially reduce the need for land acquisition and thus, reduce project costs. This strategy could be particularly effective in areas where limited right-of-way availability presents challenges for the development of new paths.



Safe Routes to School
Photo Credit: ODOT



New Sidewalks and Crossing
Photo Credit: ODOT



Utility Easement
Photo Credit: Harris County



Ensure at least one safe walking connection from the existing sidewalk network to all parks.

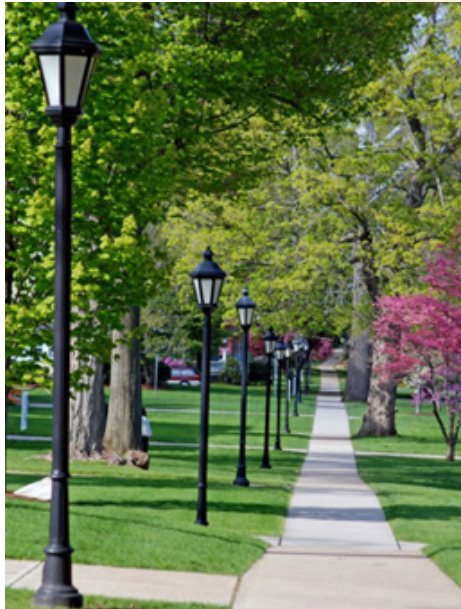
To ensure safe and accessible active transportation options, Violet Township should prioritize the creation of at least one safe walking connection from the existing sidewalk network to all parks. Collaboration with the Mid-Ohio Regional Planning Commission (MORPC) can also be beneficial in identifying areas with the greatest need for improvements and in determining the optimal alignment and construction of safe walking connections.

Install active transportation amenities along the AT network.

To improve user experience on the active transportation network, Violet Township should consider installing amenities such as benches, bicycle parking, lighting, and bike repair stations, which can enhance convenience and comfort for users. By providing these amenities, the Township can increase satisfaction with the AT facilities and encourage more people to use active transportation for commuting and recreation.

Install wayfinding signs, maps, and cues along the AT network.

Installing wayfinding signs, maps, and cues along the AT network can be an effective strategy to improve the user experience and promote increased usage of active transportation facilities. By providing clear and consistent information about route options, distances, and destinations, wayfinding signage can reduce uncertainty and increase confidence for both regular and occasional users of the network. This, in turn, can lead to improved satisfaction with the facilities and increased usage.



Pedestrian Scale Lighting
Photo Credit: Town of Suffield



Street Furniture
Photo Credit: Twin Cities Rail Trail



Wayfinding Signs
Photo Credit: Twin Cities Rail Trail



Connect Violet Twp to the Ohio-to-Erie Trail.

Connecting Violet Township to the Ohio-to-Erie Trail through policy and infrastructure improvements would provide numerous benefits. This would not only increase the number of users but also enhance satisfaction with trails and increase active transportation tourism. According to the Rails to Trails Conservancy, approximately 222,000 people use the Ohio to Erie trail annually. Tapping into this user base can greatly enhance Violet Township's tourism industry. To achieve this, Violet Township should prioritize securing federal and state grants to fund this long-term project. Additionally, coordination with local and regional jurisdictions, such as the Mid-Ohio Regional Planning Commission and Fairfield County, will be essential to ensure the success of this initiative. Implementing this recommendation would not only improve active transportation infrastructure but also positively impact the local economy through increased tourism.

Explore the creation of walking and bicycle-friendly development regulations.

Violet Township should consider exploring the creation of walking and bicycle-friendly development regulations to promote active transportation and enhance safety for people who walk and bike. Such regulations can include provisions for bicycle parking, walking access, and other active transportation infrastructure requirements in new developments. This will create an environment that is more conducive to walking and biking, thereby increasing the number of active transportation users and improving their satisfaction with the trails. Additionally, such regulations can help to reduce the number of walk/bike-involved crashes and increase overall safety for active transportation users.



Explore options to support businesses that incentivize active transportation use in their customer and employee base.

To promote active transportation use and support local businesses, Violet Township should explore options to incentivize businesses that encourage their customers and employees to use active transportation. This can be achieved through a grant program that offers financial incentives to businesses that support and promote active transportation use. By doing so, the Township can increase the number of active transportation users, promote healthy lifestyles, and support local businesses. Additionally, such a program can increase AT tourism and economic activity in the community. Coordination with local businesses can also increase the availability of smaller active transportation facilities that are privately funded, such as benches and adequate bicycle parking.

Coordinate with recurring events (Farmer's Market, e.g.) for AT street closures and amenities.

Violet Township should explore collaboration with recurring events, such as the Farmer's Market, to offer amenities for pedestrians and cyclists, along with temporary street closures. This would involve working together with local businesses, departments, and government entities to ensure and publicize the safety and accessibility of routes. Incentivizing active transportation use among event attendees by including amenities like bike parking and hydration stations would encourage more people to engage in active transportation. These efforts could potentially increase attendance from AT users, leading to an uptick in local economic activity and greater community engagement.



Provide bike valet at major county events.

Offering bike valet services enhances the convenience and accessibility of active transportation options by providing a secure location for attendees to park their bikes, mitigating concerns about bike theft and parking availability. Additionally, bike valet services would incentivize the use of AT facilities among event attendees, leading to increased satisfaction levels. The inclusion of such amenities may attract more AT users to attend these events, potentially generating economic activity and increasing community engagement.

Enact periodic street closures for active transportation periodically.

Violet Township should consider the enactment of periodic street closures for active transportation in Pickerington. Such a program can yield several benefits, including an increased number of users, heightened satisfaction with trails, an upsurge in active transportation (AT) tourism, increased attendance from AT users, and a greater sense of safety. These benefits are likely to result from improved access and mobility for AT users, reduced vehicular traffic, and enhanced safety along the designated routes. Residents will have more opportunities to explore their downtowns and commercial areas safely. Thus, implementing this program could foster a culture of sustainable transportation, promote public health and wellness, and attract more visitors to the region.

Create an East-West AT corridor

A signature East-West active transportation corridor is recommended to connect Violet Township to points west, such as the Ohio to Erie Trail and Pickerington Ponds Metro Park, and the Blacklick Trail, through the Township to points east, such as Buckeye Lake. The proposed corridor would connect Violet Township to a larger user base and connect its residents

to several parks and destinations, serving as a catalyst for increased use of active transportation, higher satisfaction with trails, and an upsurge in active transportation tourism. Recommended alignments in Figure X include a western connection via Long Road, Columbus Road, or the Kanawha River Railroad. Eastern alignment should follow an improved route via OH-256 or along the Kanawha River Railroad Rail Trail.



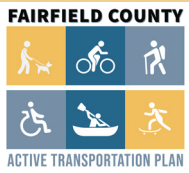
Bike Valet at Events:

Photo Credit: Jasmine Leyva-Bay Area News Group



Rail Trail

Photo Credit: Anthony Cherolis / CT News Junkie



Create a Southbound AT corridor.

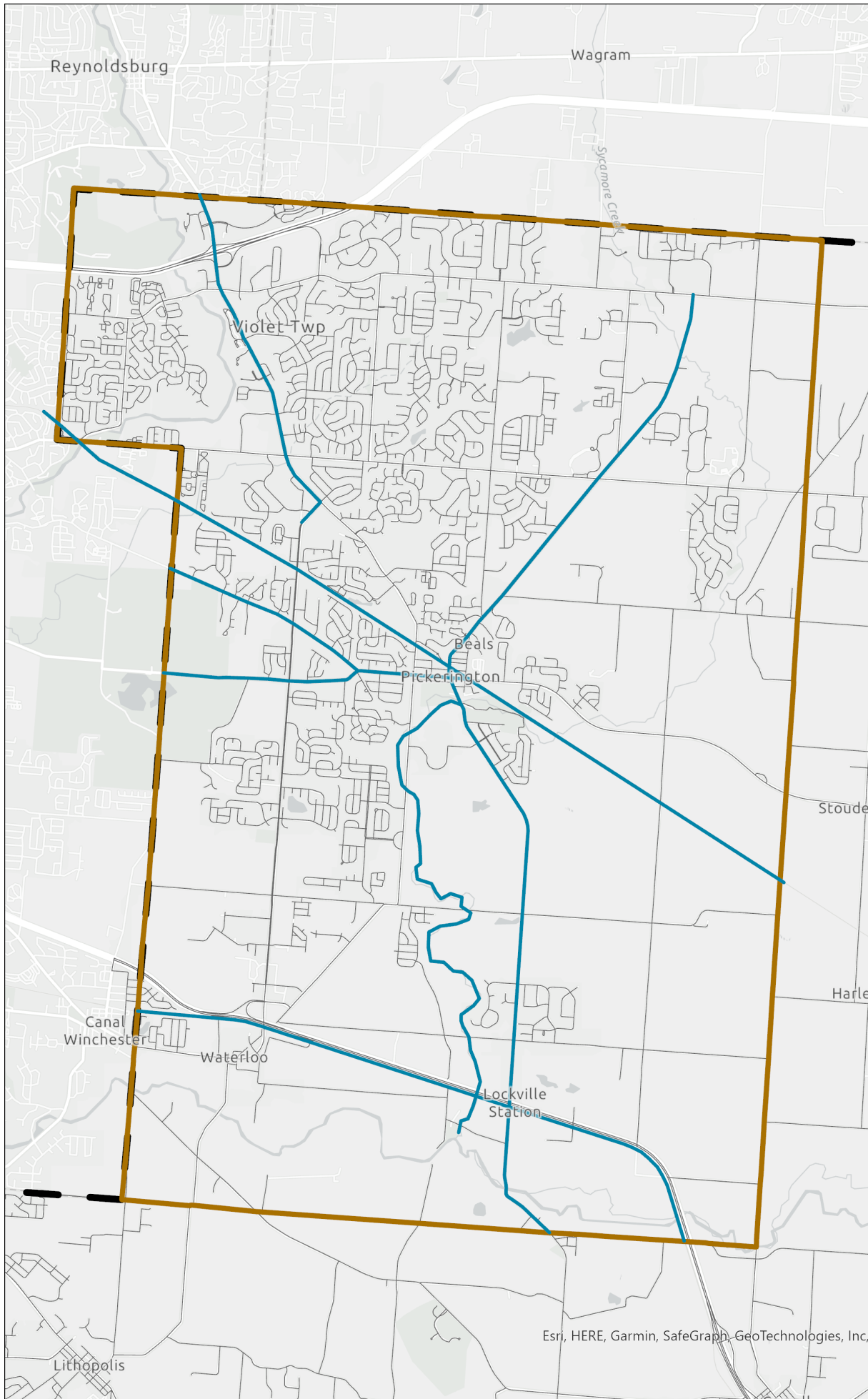
A signature Southbound active transportation corridor is recommended to connect Violet Township to Lancaster and points south. The proposed corridor would foster an increased number of AT users, higher satisfaction with trails, and growth in AT tourism. Proposed alignments in Figure X include a dedicated path along Pickerington Road NW or a new shared-use path along Sycamore Creek. Either offer a connection to US-33.

Create a northbound AT corridor.

A signature northbound active transportation corridor is recommended to connect Violet Township to points north, including Blacklick Woods Metro Park, Franklin County, and Licking County. This initiative would promote an increased number of AT users and would dramatically increase safety and accessibility for users along the Hill Road N corridor. Proposed alignment would be along Hill Road N from Diley Road north to Tussing Road, connecting with the Blacklick Trail. Alignment would recommend dedicated off-street facilities where possible, including a shared-use path and sidewalk width expansion.

Create a Refugee Road AT corridor.

A signature active transportation facility along Refugee Road is recommended from OH-256 to points east of the Township line. The project involves constructing AT infrastructure, which connects the region to other areas in Fairfield County and to the new Northbound signature corridor. The proposed corridor alleviates the major gaps in the sidewalk and biking network along this corridor and improves safety, connectivity, and active transportation use for an area severely lacking in this infrastructure.


FAIRFIELD COUNTY

ACTIVE TRANSPORTATION PLAN

Legend

Violet Township Boundary

County Boundary

Proposed Interventions

Fairfield County
Active Transportation Plan
Violet Township
Proposed Interventions


Implementation





Implementation Process

This chapter outlines general implementation strategies and timelines for each geography's recommendations. Tables fully outlining each recommendation's implementation strategies, including prioritization, recommended timeline, how they achieve plan goals, and metrics to follow their progress.

Recommendations are primarily organized in three ways: recommendation type, timeframe, and priority. Recommendation types are Projects, Policies, Infrastructure, and Education. Timeframes are labeled as either Short Term (0-2 years), Medium Term (2-5 years), or Long Term (5-10 years) interventions. Priorities are listed as either High, Medium, or Low.

City of Lancaster

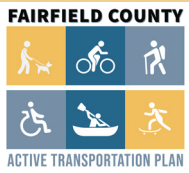
Short Term recommendations are focused on evaluating the road network to explore policy changes that immediately make the active transportation network safer for all users. This includes street improvements, crosswalks, and sidewalk repairs at targeted, high-priority locations.

Medium Term recommendations include recommendations that have broader impacts and require additional analysis before finalization, such as zoning changes, development policies, and public education programs. Infrastructure recommendations include connecting sidewalks and existing bike routes, along with a maintenance program.

Long Term recommendations will explore new-build sidewalks and shared-use paths with longer and stronger investments from local and regional partners. Supporting active transportation will also incur long-term investment from private partners, such as local businesses.

Violet Township

Violet Township's recommendations are listed in Table X. Most of Violet Township's Short Term recommendations are focused on policy changes and new programs. These are aimed at improving the visibility of active transportation in the township, prioritizing the use of active transportation, and



Implementation Process

laying the foundation to study corridors and new connections for the active transportation network. While these are Short Term recommendations, some are still in Medium priority, as they would provide relief to the strain on the existing transportation network.

Medium Term recommendations are deeper studies and interventions that enhance the active transportation network. Smaller infrastructure interventions, such as marked crosswalks, signage, and street furniture could be part of these strategies. Medium Term recommendations also allow for more in-depth study and coordination with other jurisdictions and partners for implementation of more costly infrastructure.

Long Term recommendations are primarily focused on implementing and constructing the signature active transportation trails in Recommendations 21-24 in Table X. These new or reconstructed routes require longer studies, design phases, and

funding strategies that may not be immediately started. However, these are still among Medium and High Priority so that work does not fall away in early design.

Buckeye Lake

Village of Buckeye Lake's recommendations are listed in Table X. Most of Buckeye Lake's recommendations are focused on the waterfront development activities. The short-term recommendations are focused on ensuring transportation infrastructure is designed and operated to enable safe access for all users and to propose connected boardwalk along the Buckeye Lake region.

The medium-term recommendations are focused on providing secure and convenient bike parking and storage facilities which would enhance the bike users on these trails. Installing parking spaces for watersports so that there is an increase in the number of people using these waterfront activities.

The long-term recommendations include developing a masterplan for



Implementation Process

the waterfront area that includes all kinds of waterfront activities. Collaborating with Perry County and Licking County in order to form the circum-lake loop. Developing low impact infrastructure is also part of the long-term plan which can enhance the overall water quality at Buckeye Lake. The funding for these recommendations is generally relying on Federal, State and Block grants.

Countywide Recommendations

Maintenance scheduling and planning, along with street closures, begin to make improvements to the active transportation experience and opportunities in the short term across the county. To expand on this work, programs such as volunteer maintenance programs (similar to adopt-a-block) and user education will assist residents countywide to explore their active transportation opportunities and take ownership in a key part of their county. Finally, heavier infrastructure improvements that affect the countywide network, such as the expansion of

shoulder widths along state routes and the installation of mobility hubs. These interventions require longer, in-depth studies and design phases and are slated for Long Term planning.

6.

Appendices

Fairfield County was divided into nine travel corridors. Travel corridors are a general area in which an alignment will provide essentially the same service to traffic. The ten travel corridors are:

Corridor 1. Amanda to Perry County

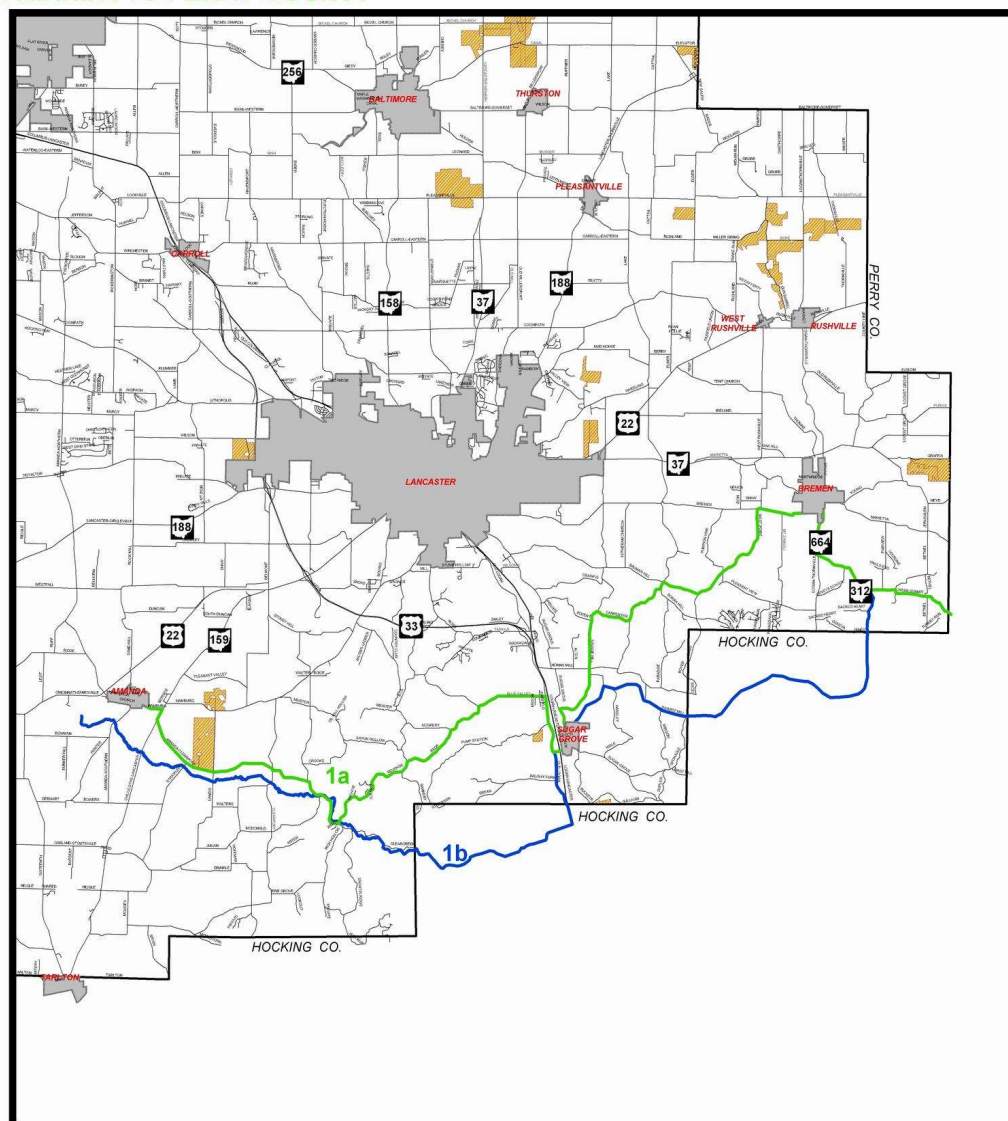
Short Term Route

1a. Hamburg Amanda South – Sugar Grove North

Long Term Future Route

1b. Clear Creek

CORRIDOR 1 AMANDA TO PERRY COUNTY

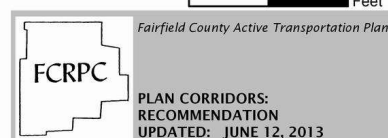
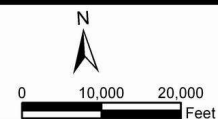


Legend

- Short Term Route
- Long Term Route

Bikeways¹

- 1a
- 1b
- Protected Farmlands



FAIRFIELD COUNTY



Corridor 2. Hocking River and US 33

Short Term Route

2a. Canal Winchester-Pickerington-Carroll-Lancaster Connection

2b. Winchester Road

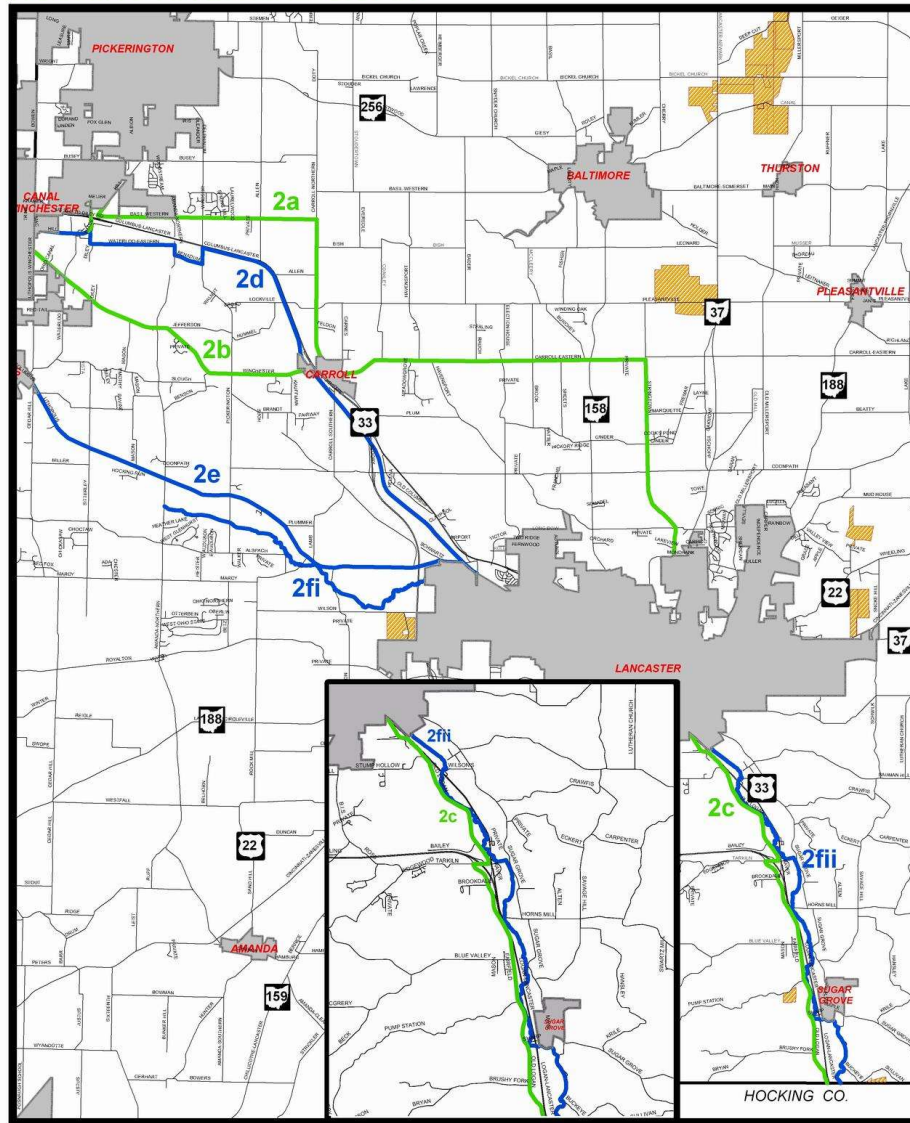
2c. Lancaster to Hocking County

Long Term Future Route

2d. Indiana Ohio Central Railroad

2e. Lithopolis Road

2f. Hocking River

CORRIDOR 2
HOCKING RIVER AND U.S. 33

Legend

- Short Term Route
- Long Term Route

Bikeways2

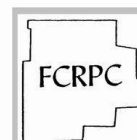
TYPE

- 2a
- 2b (MORPC's 2006 Regional Bikeway Plan)
- 2c
- 2d
- 2e
- 2fi
- 2fii
- Protected Farmlands

NOTE: Corridor 2D should NOT be utilized at this time due to the active status of the railroad. This is a recommended Long Term Route for possible future use if and when the rail line is abandoned.



0 10,000 20,000
Feet



Fairfield County Active Transportation Plan

PLAN CORRIDORS:
RECOMMENDATION
UPDATED: JUNE 12, 2013

Corridor 3. Millersport to Lancaster

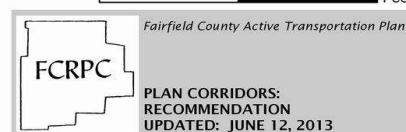
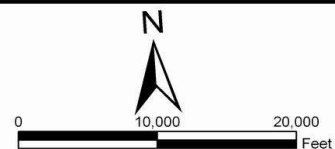
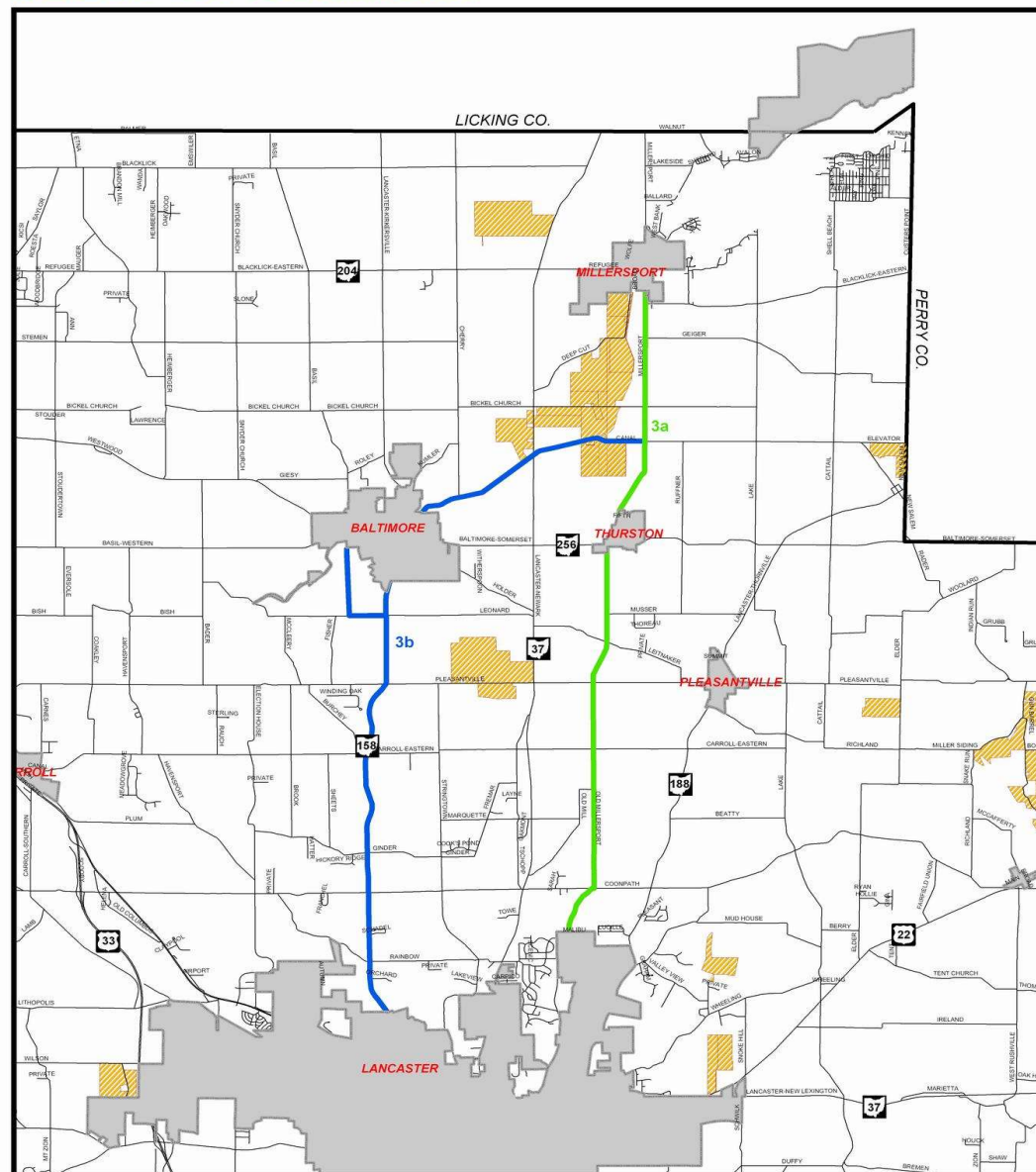
Short Term Route

3a. Millersport, Old Millersport, City of Lancaster

Long Term Future Route

3b. Baltimore Connection

CORRIDOR 3 MILLERSPORT TO LANCASTER



Corridor 4. Pickerington Ponds to Buckeye Lake

Short Term Route

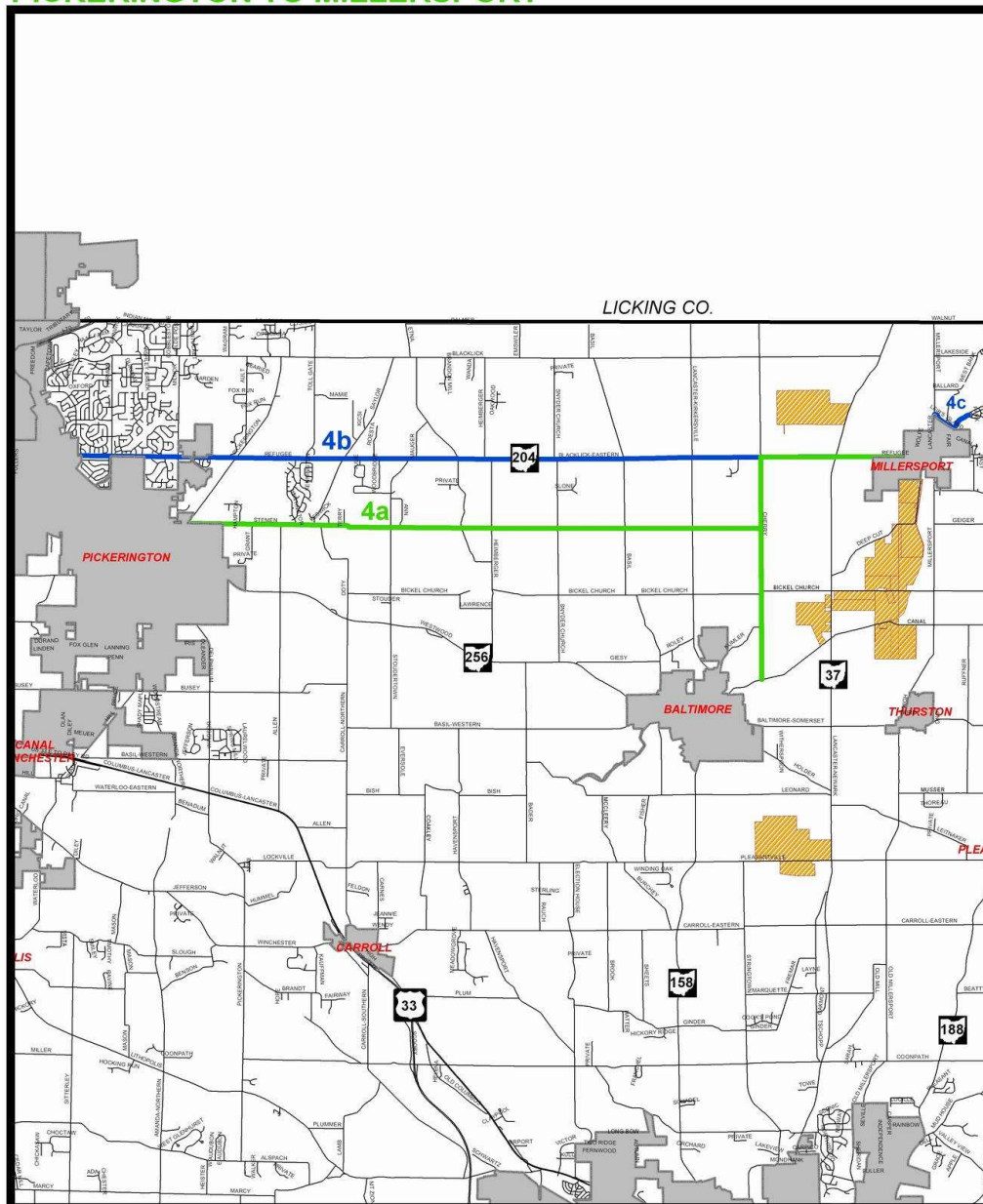
4a. Stemen, Cherry, SR 204

Long Term Future Route

4b. Refugee Road, SR 204

4c. Leib's Island Road

CORRIDOR 4 PICKERINGTON TO MILLERSPORT



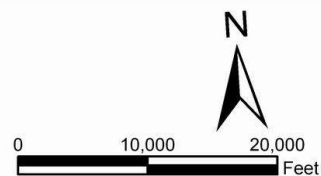
Legend

- Short Term Route
- Long Term Route

Bikeways⁴

TYPE

- 4a
- 4b
- 4c
- Protected Farmlands



FCRPC

Fairfield County Active Transportation Plan

PLAN CORRIDORS:
RECOMMENDATION
UPDATED: JUNE 12, 2013

Corridor 5. Pickerington to Tarlton

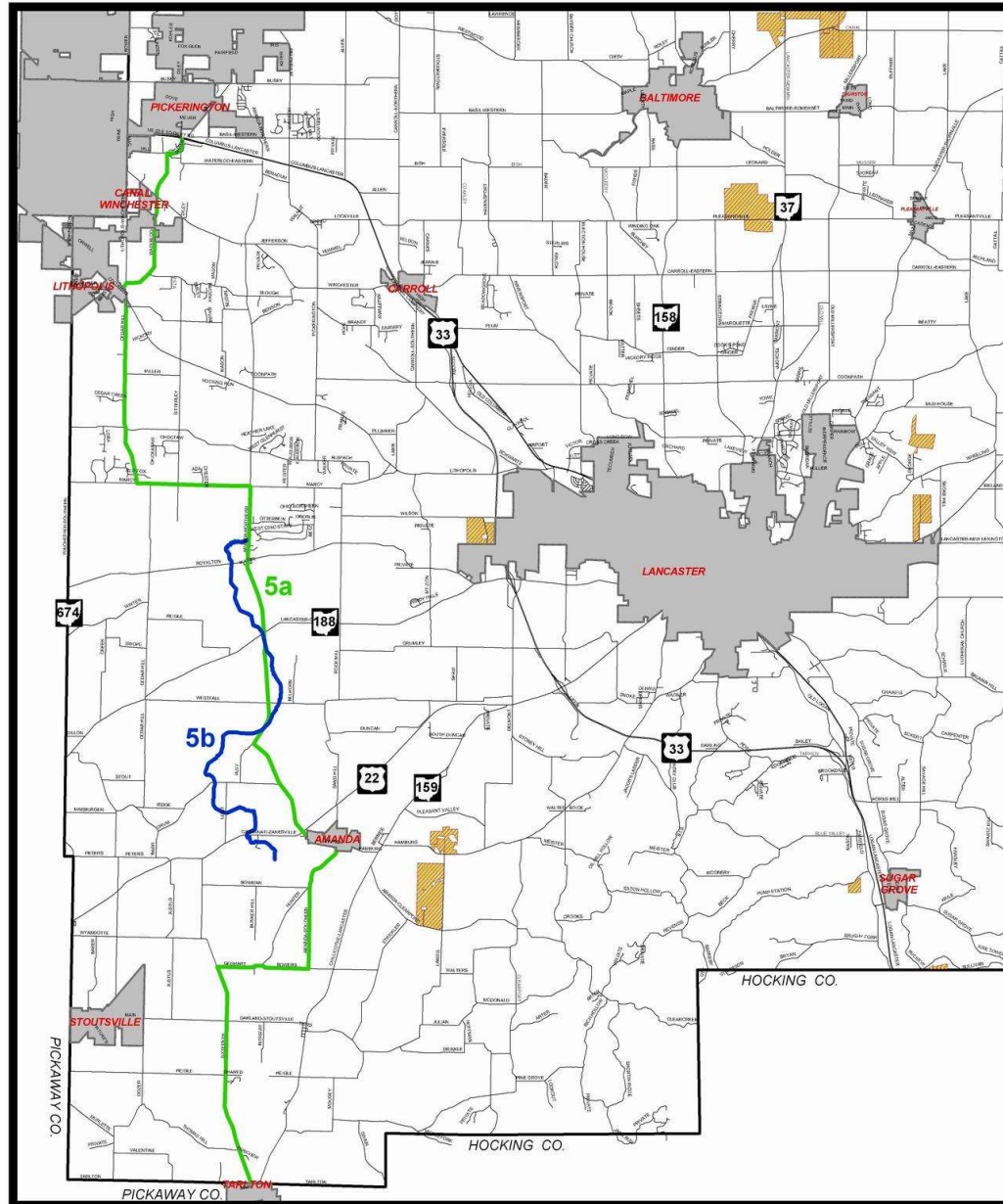
Short Term Route

5a. Lithopolis - Amanda Connection

Long Term Future Route

5b. Clear Creek

CORRIDOR 5 PICKERINGTON TO TARLTON



Legend

- Short Term Route
- Long Term Route

Corridor 5-Preferred

TYPE

- 5a
- 5b
- Protected Farmlands



0 10,000 20,000
Feet



Fairfield County Active Transportation Plan

PLAN CORRIDORS:
RECOMMENDATION
UPDATED: JUNE 12, 2013

Corridor 6. Reynoldsburg to Rushville

Short Term Route

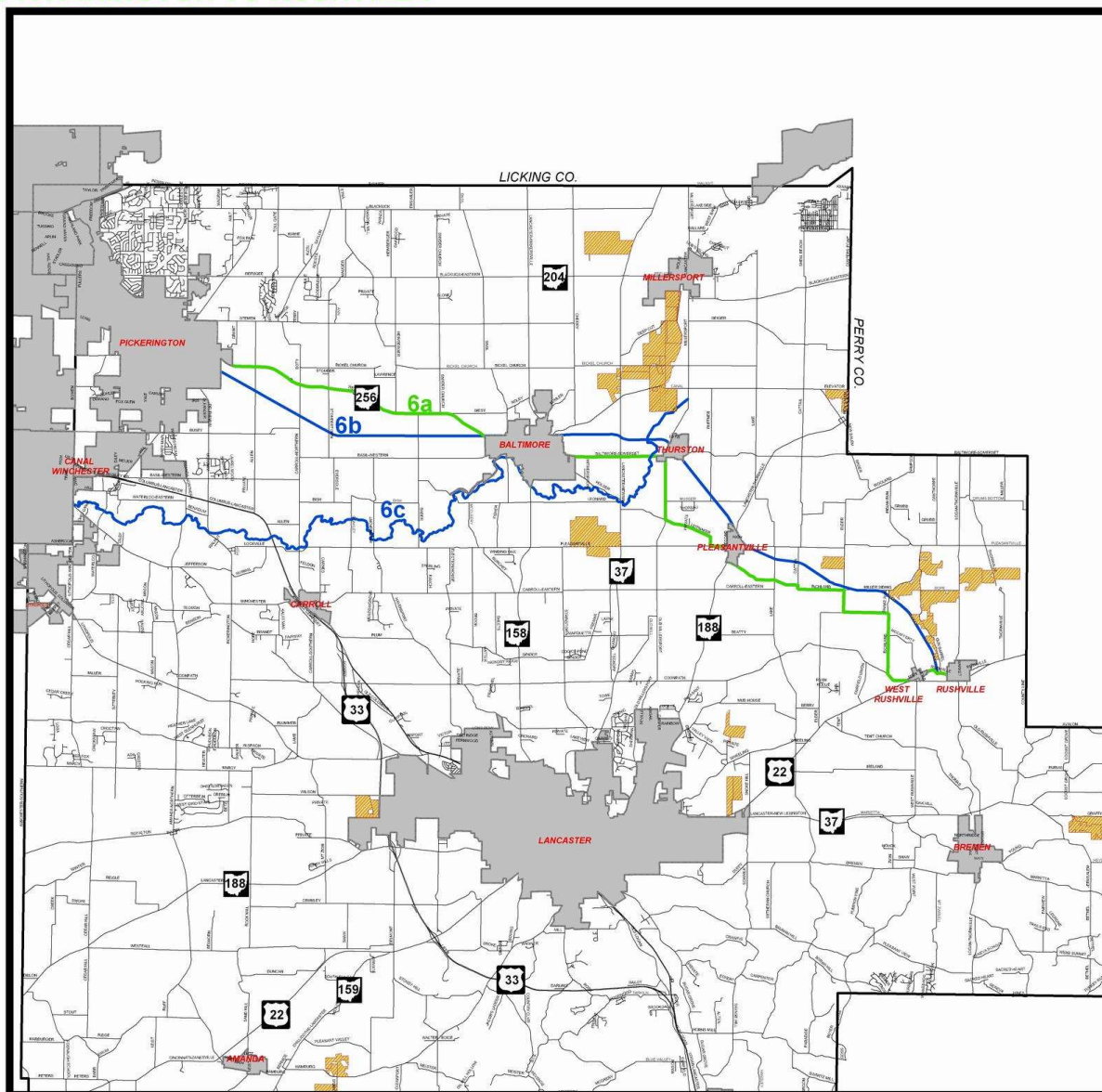
6a. SR 256 Connection

Long Term Future Route

6b. Norfolk Southern Railroad

6c. Walnut Creek

CORRIDOR 6 PICKERINGTON TO RUSHVILLE



Legend

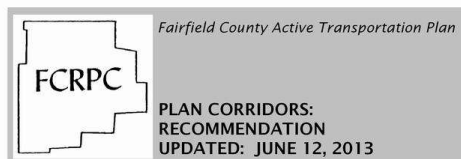
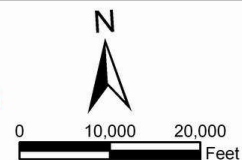
- Short Term Route
- Long Term Route

Bikeways6

TYPE

- 6a
- 6b
- 6c
- Protected Farmlands

NOTE: Corridor 6B should NOT be utilized at this time due to the active status of the railroad. This is a recommended Long Term Route for possible future use if and when the rail line is abandoned.



Corridor 7. Rush Creek and SR 664

Short Term Route

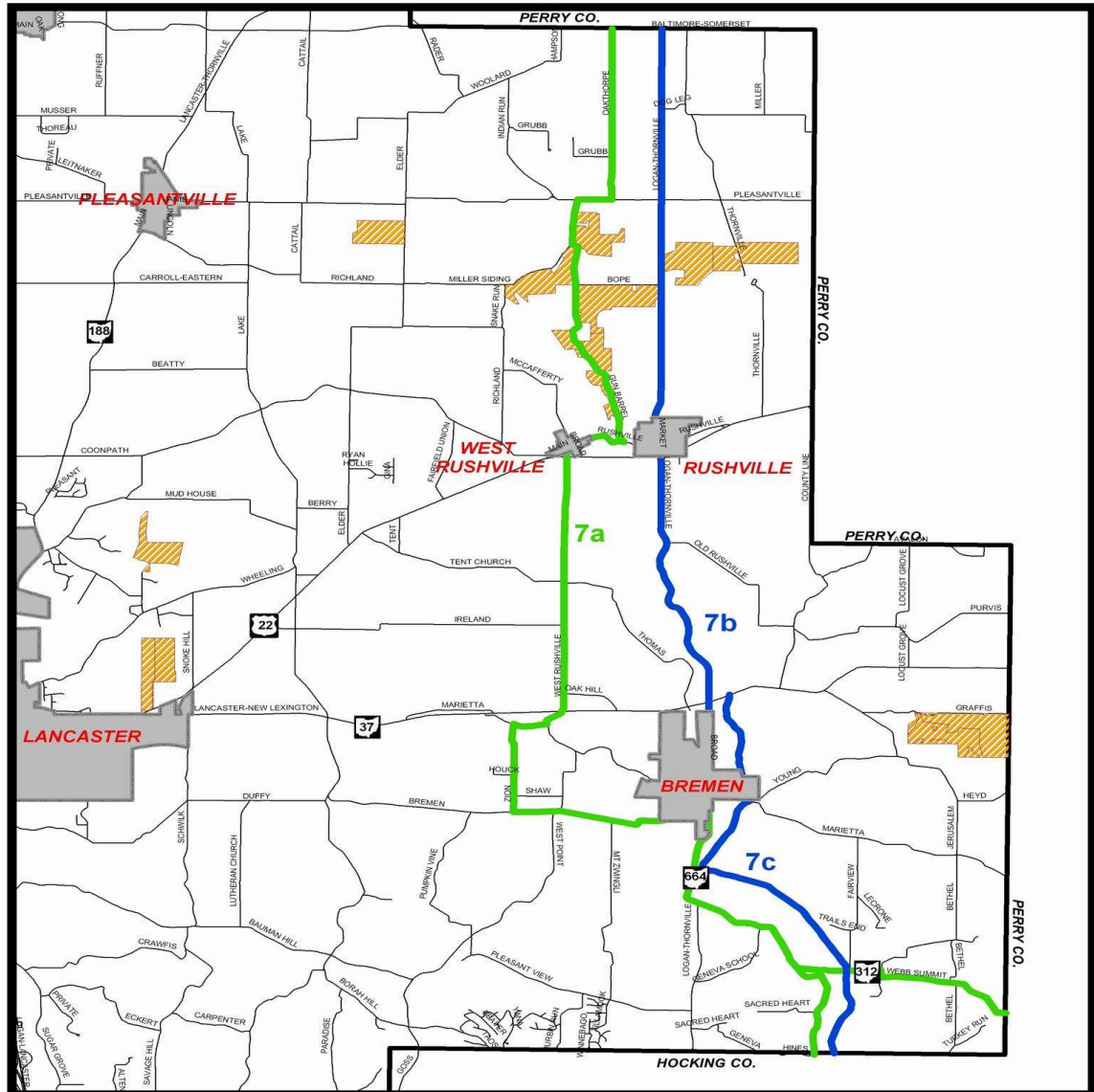
7a. Perry – Hocking County Connection

Long Term Future Route

7b. SR 664

7c. Rush Creek

CORRIDOR 7 RUSHVILLE TO BREMEN



Legend

- Short Term Route
- Long Term Route

Bikeways

TYPE

- 7a
- 7b
- 7c
- Protected Farmlands



0 10,000 20,000 Feet

Corridor 8. Slate Run to Bremen

Short Term Route

8a. Slate Run to Lancaster Connection

8b. Duffy, Lake, Bremen

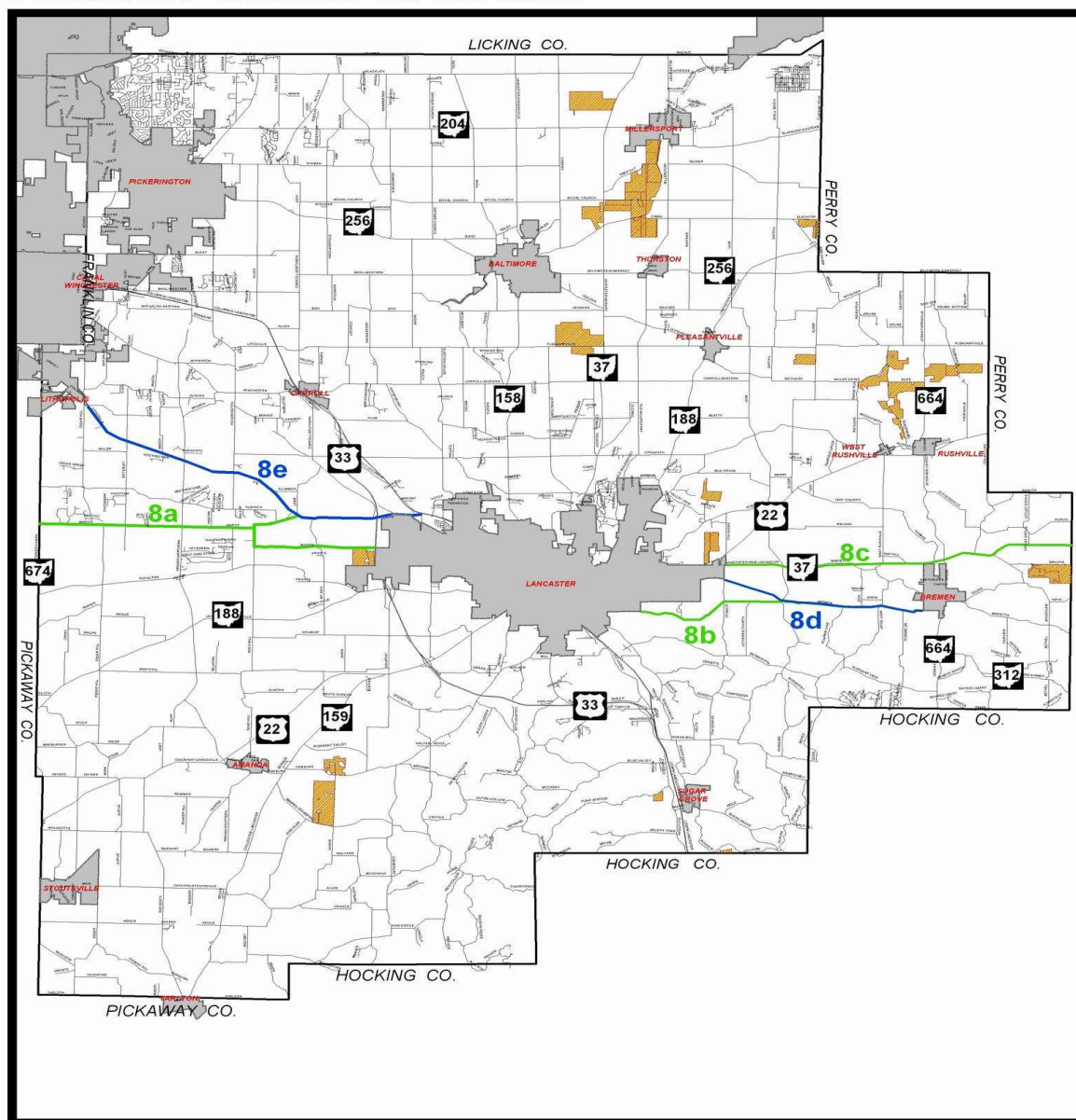
8c. SR 37

Long Term Future Route

8d. Raccoon Run, Lake, Bremen

8e. Lithopolis Road

CORRIDOR 8 PICKAWAY COUNTY TO BREMEN



Legend

— Short Term Route

— Long Term Route

Bikeways8

TYPE

— 8a

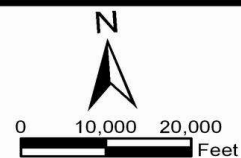
— 8b

— 8c

— 8d

— 8e

Protected Farmlands



Corridor 9. Stoutsville to Lancaster

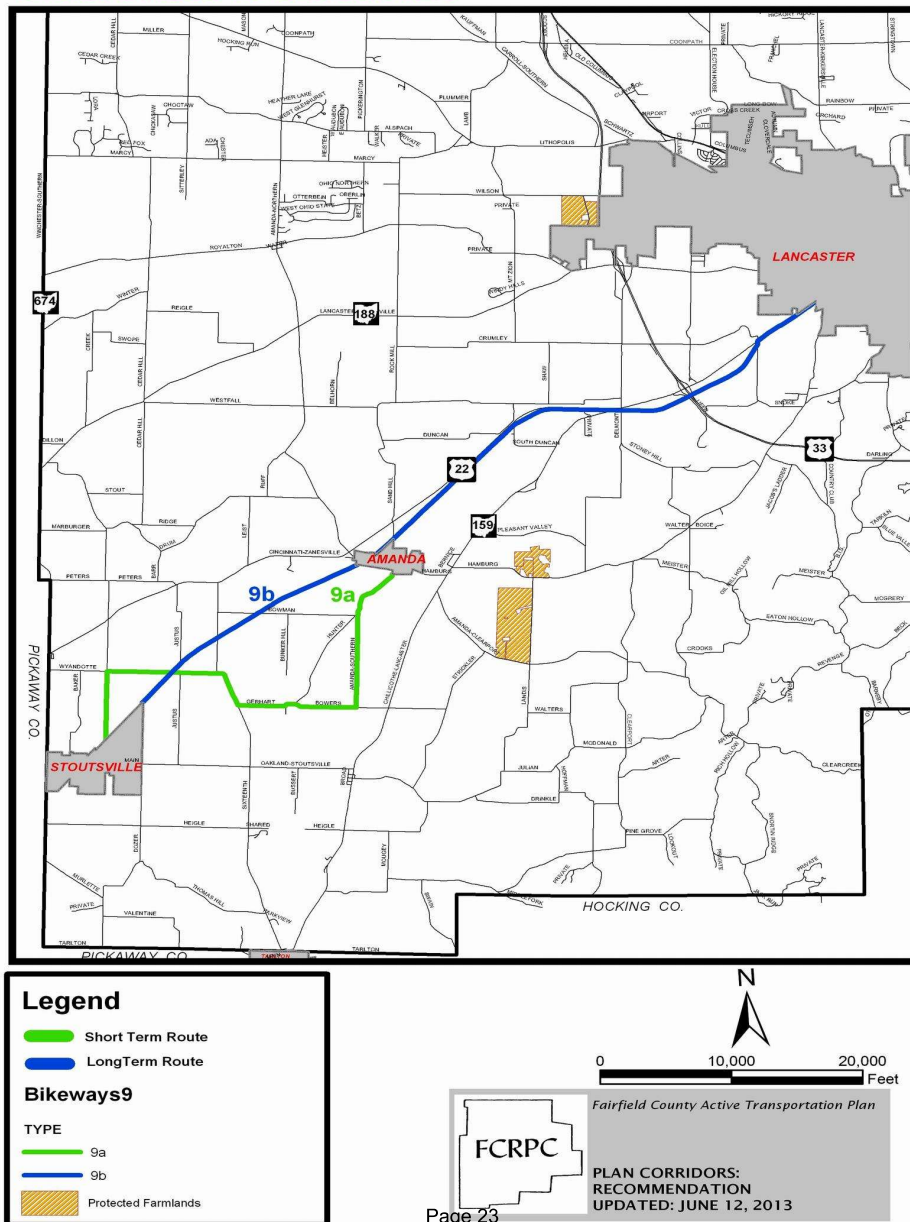
Short Term Route

9a. Village of Amanda Connection

Long Term Future Route

9b. US 22 and Abandoned Railroad

CORRIDOR 9 STOUTSVILLE TO LANCASTER

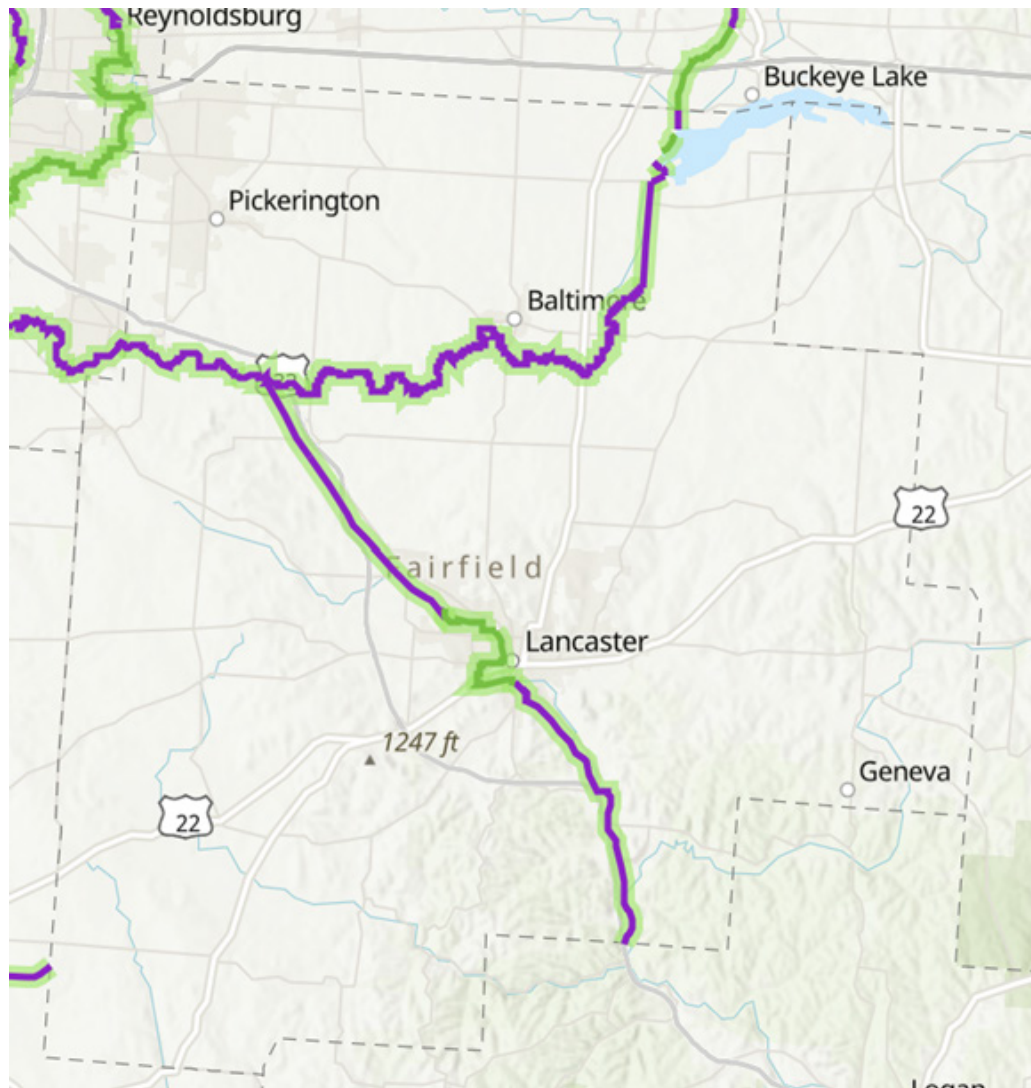


Each corridor includes at least one Short Term Route and one Long Term Future Route to better prioritize the Committee's recommendations. Short Term Route includes roads that either bicyclists currently utilize on a frequent

basis or may be the most feasible roads to utilize at this time. Long Term Future Routes are broader visions for an overall bikeway network through Fairfield County, which involve off-road improvements such as multi-use paths or greenway recommendations

Central Ohio Greenway Vision

Central Ohio Greenways (COG) connects the Central Ohio region with over 230 miles of trails for everyone to explore parks, neighborhoods, rivers, and the vibrant, diverse culture of one of the nation's greatest places to live, work, and play. It includes trails to Baltimore, Buckeye Lake and Lancaster along Walnut Creek. We are also including the Central Ohio Greenway Vision in our Fairfield County-wide corridor interventions.



Fairfield County Map with the Central Ohio Greenway routes

Corridor 9. Stoutsville to Lancaster

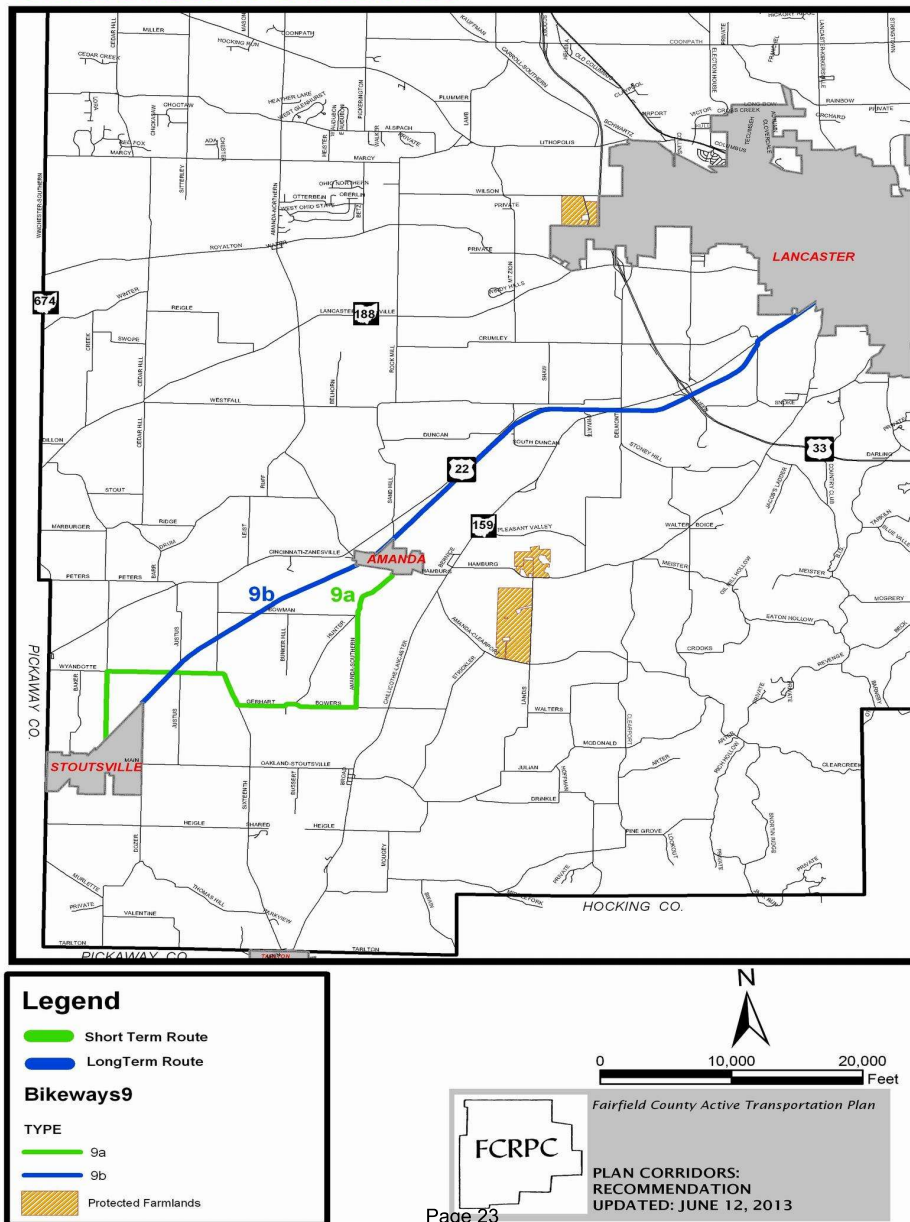
Short Term Route

9a. Village of Amanda Connection

Long Term Future Route

9b. US 22 and Abandoned Railroad

CORRIDOR 9 STOUTSVILLE TO LANCASTER



Each corridor includes at least one Short Term Route and one Long Term Route to better prioritize the Committee's recommendations. Short Term Route includes roads that either bicyclists currently utilize on a frequent

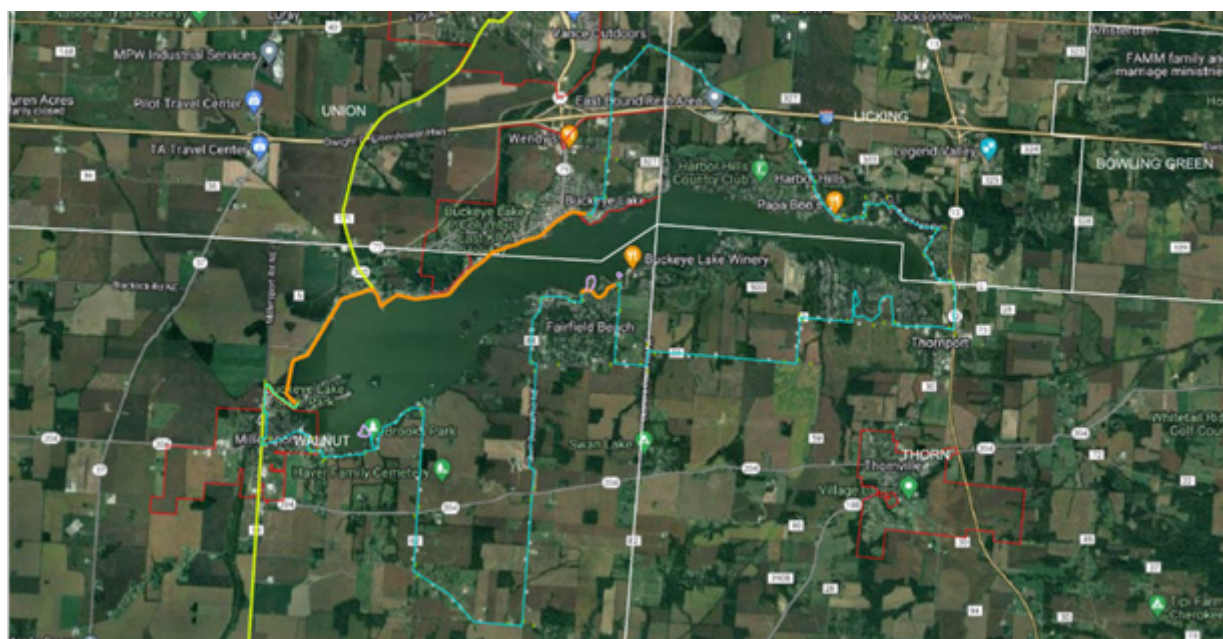
basis or may be the most feasible roads to utilize at this time. Long Term Future Routes are broader visions for an overall bikeway network through Fairfield County, which involve off-road improvements such as multi-use paths or greenway recommendations

Bike Buckeye Lake - Buckeye Lake Working Trail Priority Plan

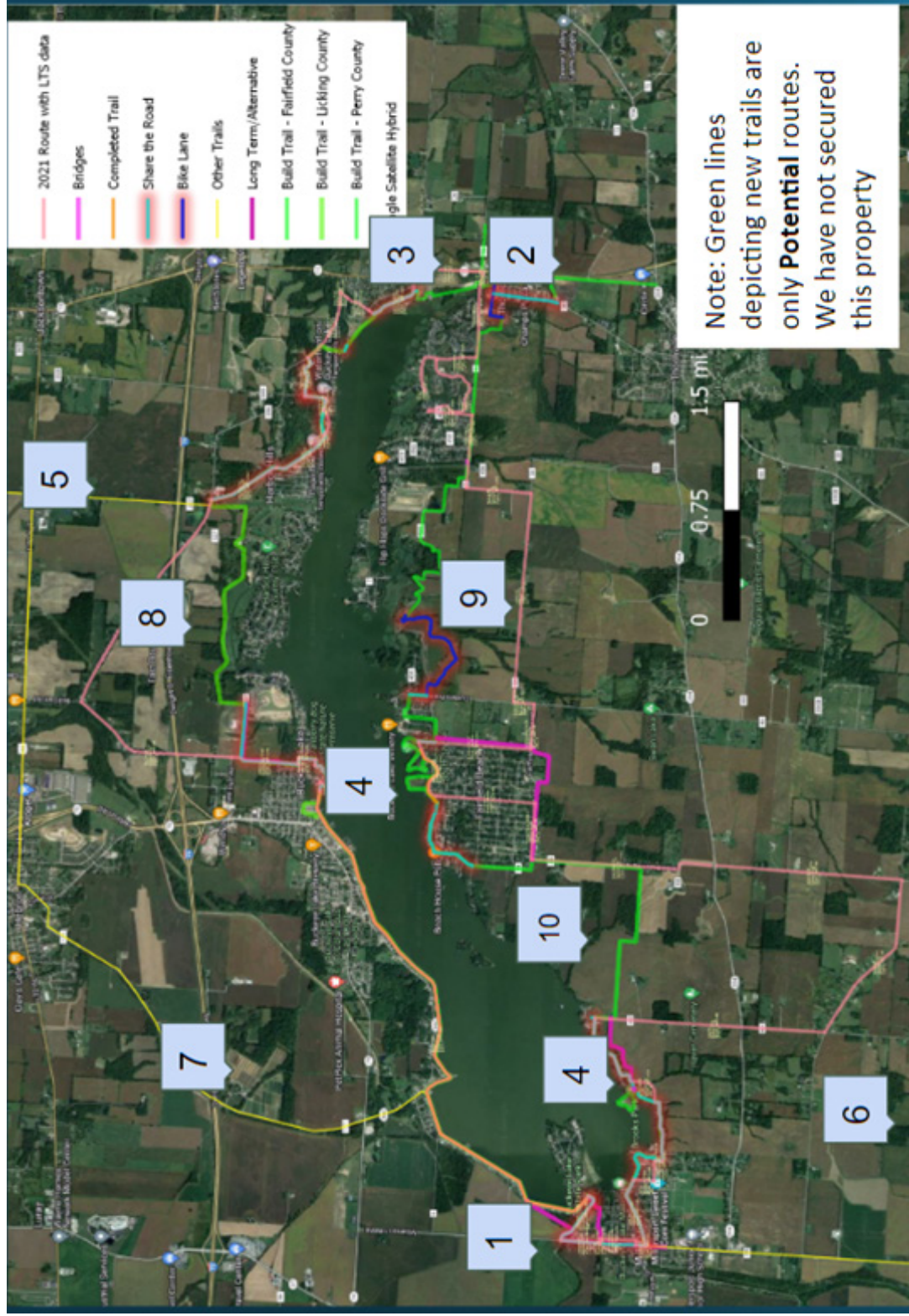
The following content was provided by Bike Buckeye Lake (BBL), a 501(c)3 that is dedicated to: creating a multi-purpose trail all the way around Buckeye Lake; connecting that trail to other regional trails and creating healthy, vibrant and sustainable communities by making hiking, walking and bicycling safe, convenient, and accessible for residents and visitors to the Buckeye Lake Region through trail development and support of related activities.

Completed Buckeye Lake Trail Projects

1. Buckeye Lake Dam Trail- asphalt
2. Fairfield Beach Trail - asphalt
3. Brooks Parks Peninsula Trail - limestone
4. Fairfield Beach Peninsula Trails - limestone



Above: The current Buckeye Lake Trail (in blue), completed paved multipurpose paths (orange), completed crushed limestone trails (purple). Connecting Trails (yellow) and jurisdictional boundaries (white - townships) & (red - villages).



Above: depicts the current bike routes around Buckeye Lake, priorities for new infrastructure, on-going work, and additional resources needed to achieve those priorities. Priority amendments to the Buckeye Lake Trail are numbered and described in greater depth below. Some proposals involve securing property or collaborating with landowners.



Buckeye Lake Trail Priorities

Millersport Corridor- create a section of multipurpose trail from the Millersport schools to the end of the ODNR Buckeye Lake Dam Trail on Liebs Island
 Thornville to Thornport - TAP grant application in process for the engineering (April 2023)

East End of Lake – Connect Honey Creek Rd (Perry) to Lakeshore BLVD (Licking). Would include the proposed Promenade.

ODNR Peninsula trails - Trails that provide lake views to cyclists and pedestrians on the southern shore of Buckeye Lake and improvements to Brooks Park. Lancer Road Extension – Collaborate with Licking County to connect the southern end of the Buckeye Scenic Trail to Cristland Hill Road

Fairfield County Active Transportation plan update – central focus on Village of Millersport and Village of Buckeye Lake

Canal Trail paving - Connecting Hebron to OH 79 by paving the existing gravel trail

There is a need for a connector trail from the trailhead on OH 79 to access ramp to the BL Dam Trail on OH 360 in Fairfield County

Maple Bay - Connect the Harbor Hills neighborhood to the Cranberry Bay neighborhood and the Buckeye Lake Dam Trail.

Honey Creek Road Trail - Create a separate trail adjacent to the road through Perry County (Honey Creek Rd, Roberts Rd and Zartman Rd)

204 Bypass - Create a path north of OH 204 to connect Shell Beach Road and Lake Street

The Overall Buckeye Lake Trail Project - Place Regulatory and Wayfinding signs on the Buckeye Lake Trail, the current route around the lake making the route safer and more accessible



Above: Example wayfinding signage that indicates when trail users should turn to continue the trail. Signage also includes warning signs for vehicles and signs that remind vehicles of the laws regarding sharing the road with bicyclists.



SWOT Form Buckeye Lake

Present	
Strengths What do you do well? What resources can you draw on? What do others see as your strengths?	Weaknesses What could you improve? Where do you have fewer resources than you need? What are others likely to see as weaknesses?
<ol style="list-style-type: none"> 1. Tourism 2. Marketing and bring ppl in from outside the region 3. Use of waterfront 4. Boating access 5. Accessible location 6. Lodging and housing available 7. Existing Biking and trails 	<ol style="list-style-type: none"> 1. Buckeye lake is in 3 counties 2. Licking county has the developed section of the buckeye lake 3. The region in Fairfield is not as much developed 4. Waterfront is old and not well maintained
Future	
Opportunities What opportunities are open to you? What trends could you take advantage of? How can you turn your strengths into opportunities?	Threats What threats could negatively affect you? What are your neighbors doing that you are not? What threats do your weaknesses expose you to?
<ol style="list-style-type: none"> 1. New trails 2. Boating opportunities 3. Water activities can be developed 4. Waterfront development 5. Marketing has more opportunity to draw more people 6. More restaurants and lodging facilities 7. More activities to be around the lake 	<ol style="list-style-type: none"> 1. 3 Counties must work together for a collaborated work 2. Some people may not be open to ATP 3. It's a subjective opinion 4. Ownership and maintenance of trails 5. Funding for the trails



SWOT Form Fairfield County

Present / Internal	
Strengths What do you do well? What resources can you draw on? What do others see as your strengths?	Weaknesses What could you improve? Where do you have fewer resources than you need? What are others likely to see as weaknesses?
1. Lots of parks, bike path going throughout the city (Fairfield Heritage Trail) 2. Rising Park, Alley Park, Miller Park Pickerington Ponds Metro Park Wahkeena Park 3. Population Growth, increasing tax base 4. Younger families –more likely to be interested in Active Transportation	1. Expanding bike and walking trails to more parts of the County 2. Lack of connectivity (connecting trails, parks and other destinations) 3. Maintenance of the trails (ownership, disjointed trail network).- someone to own the connectivity and maintain when it is done 4. Population spread-out across the county making it difficult for connectivity 5. No bike map for the county
Future / External	
Opportunities What opportunities are open to you? What trends could you take advantage of? How can you turn your strengths into opportunities?	Threats What threats could negatively affect you? What are your neighbors doing that you are not? What threats do your weaknesses expose you to?
1. Population growth –young population 2. Better lighting 3. Regular patrols 4. Call boxes and clear signage 5. Park and ride (people live far) 6. Embedding new routes with new development	1. Increased vehicle traffic – job growth in the county leads to more people on the road 2. Safety issues associated with the bike-ped trails 3.

SWOT Form – City of Lancaster

Present / Internal	
Strengths What do you do well? What resources can you draw on? What do others see as your strengths?	Weaknesses What could you improve? Where do you have fewer resources than you need? What are others likely to see as weaknesses?
<p>Lancaster possesses resources to do sufficient planning for active transportation.</p> <p>Fairgrounds have *tentatively approved trails. (see threat below re: need for improved coordination and responsiveness)</p> <p>Allocation of 150k out of general fund for mobility corridors, multi-use paths, etc., Can be used for direct expenses, planning, matching funds.</p> <p>Good parks system</p> <p>Expansion of trails to OUL work in progress.</p> <p>Increases of visitors to and from hocking hills and other recreation activities.</p> <p>Good potential Case Study to Focus on: S. Broad Street – CDBG Funds. Formerly impassable for active transit; 260k Grant enabled replacement of sidewalks and resurfacing of streets and marked bike lane & reversed angle parking.</p> <p>New businesses along existing trails. – Addition of bike paths by these new business connecting marked lanes to trails. (S. Broad going North - Nearly to downtown); has increased awareness among the public of what can be done and working with businesses to generate econ dev.</p> <p>Working with Dollar General and another business to add 10 ft bike lanes in front of businesses in order to increase connectivity</p> <p>Transportation & Parks departments are strong - with staff to Help to get projects started</p>	<p>Existing trails have room for expansion and improved connectivity.</p> <p>Pieces of trails are isolated. Issues with houseless individuals and encampments. Potential safety issues. City tries to enforce but has been an ongoing challenge</p>
Future / External	
Opportunities What opportunities are open to you? What trends could you take advantage of? How can you turn your strengths into opportunities?	Threats What threats could negatively affect you? What are your neighbors doing that you are not? What threats do your weaknesses expose you to?
<p>CORPO / CDBG Grants (As well as other External Grants or funding options to take on new projects)</p> <p>Council just passed \$150k of general funds to allow potential alternative access/mobility/multi-use paths – optty to match funds or be used directly for projects</p> <p>Lots of opportunities to connecting the existing parks and trails together</p>	<p>“Moving the needle forward.” - examples of challenges of working across other stakeholders (e.g., Fairgrounds) within Lancaster and responsiveness to push projects forward</p> <p>Money / Funding to push this forward - Many conflicting priorities that take precedent.</p>

SWOT Form – Violet Township

Present / Internal	
Strengths What do you do well? What resources can you draw on? What do others see as your strengths?	Weaknesses What could you improve? Where do you have fewer resources than you need? What are others likely to see as weaknesses?
-Existing bicycle facilities -Refugee Rd -Reynoldsburg-Baltimore Rd facility -Sidewalks built from Safe Routes to School program -Sycamore Creek Park (walkable, trails, walk to school)/Old Pickerington Sidewalks added to neighborhoods via SRTS, esp. In those with elementary schools	Reynoldsburg-Baltimore Rd facility (on-road, not protected) <i>Tried to highlight areas with some connectivity, but needed extra push</i> -Refugee b/w Harmon & 256, not well connected –on 204, connect to Blacklick trail -Pickerington Ponds -Subdivisions were not required to add sidewalks, now req. Within 1 mile of school –could we do 2 miles? State law says we need to transport kids on bus if theyre outside 2 miles -When building new subdivision, ensure connection to schools
Future / External	
Opportunities What opportunities are open to you? What trends could you take advantage of? How can you turn your strengths into opportunities?	Threats What threats could negatively affect you? What are your neighbors doing that you are not? What threats do your weaknesses expose you to?
-Existing policy can help guide better requirements -Bipartisan infrastructure act –Rail-Trails -Two major freeway projects coming, great opportunities to add pedestrian/multi-use facilities to those projects –Take advantage of new projects to include active transportation -high density areas in Violet Twp -Get ahead of the curve for growing areas -North/South connections	-256 north of I-70, there are sidewalks on the north side. Though we have good sidewalk system, we're just short of connections to get to the larger systems –also to south going down to Canal Winchester

Implementation Matrix

VILLAGE OF BUCKEYE LAKE								
Actions/Recommendation	Goals	Project Type	Funding	Time Frame	Lead Person/ Agency	Potential Partners	Priority	Performance metrics
Ensure transportation infrastructure is designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.	All	Infrastructure	Federal/State funds/block grants	Short	Bike Buckeye Lake	Buckeye Lake Planning & Zoning	High	Linear miles of new trails Increased number of users
Provide secure and convenient bike parking and storage facilities, such as bike racks, lockers, and shelters, at major travel generators to encourage active transportation to these destinations.	3	Infrastructure	Federal/State funds/block grants	Medium	Buckeye Lake Planning & Zoning	Fairfield County, Bike Buckeye Lake, Buckeye Lake Parks & Recreation	Medium	Number of parking locations
Develop a master plan for the waterfront area that includes a range of watersports activities, such as kayaking, canoeing, paddleboarding, windsurfing, and sailing.	3,4	Infrastructure	General Fund	Long	Buckeye Lake Parks and Recreation	ODNR Fairfield County	Medium	Number of waterfront activities Number of water park users
Collaborate with other counties around Buckeye Lake to connect active transportation infrastructure and form a circum-lake loop.	All	Policy	Federal/State funds/block grants	Long	Fairfield County	Perry County Licking County	High	Number of connected miles of trail around Buckeye Lake
Install parking spaces for these watersports like kayaking and including a canoe and kayak trailhead.	3,4	Infrastructure	Federal/State funds/block grants	Medium	Buckeye Lake Parks and Recreation	ODNR Fairfield County	Low	Number of kayak parking facilities
Develop low impact infrastructure along new and existing streets to protect the water quality at Buckeye Lake.	4	Infrastructure	State funds, general fund	Long	Buckeye Lake Planning & Zoning	Buckeye Lake Parks & Recreation	Medium	Water quality measurements & number of completed green infrastructure projects
To propose boardwalk along the Buckeye Lake region	1	Infrastructure	Federal/State funds/block grants	Short	Bike Buckeye Lake	Buckeye Lake Planning & Zoning	High	Linear miles of new boardwalk
Install wayfinding infrastructure to help users access and traverse the Buckeye Lake Trail.	2	Infrastructure	State funds, general fund	Short	Bike Buckeye Lake	Fairfield County	Medium	Linear miles of road with adequate wayfinding signs

Implementation Matrix

VIOLET TOWNSHIP									
Actions/Recommendation	Goals	Project Type	Funding	Time Frame	Lead Person/ Agency	Potential Partners	Priority	Performance metrics	
Require new developments within two miles of any school to build a sidewalk network that connects to the existing network; increased from current 1-mile requirement	1,2,3	Policy	General fund Federal/state grants	Short	Violet Township	ODOT MORPC	High	Linear number of sidewalk built	Number of new safe crossings
Develop a Complete Streets standard for different road typologies in Violet Twp	2,3	Policy	General fund	Short	Violet Township	MORPC	Medium	Reduction in walking/biking involved crashes	
Improve Complete Streets	2,3	Policy	General fund	Medium	Violet Township	MORPC	High	Linear number of sidewalk built	Number of new safe crossings
Fill in gaps to existing sidewalk network	All	Infrastructure	General fund Federal/state grants	Long	Fairfield County	ODOT		Reduction in walking/biking involved crashes	New safe crossings
Redesign corridors at elementary schools to expand side walks and off-street active transportation facilities	1,2,3	Infrastructure	General fund Federal/state grants	Long	Violet Township	Pickerington SD MORPC	High	Linear miles of trails/sidewalks built	
Coordinate with other capital projects to prioritize safe crossings and new sidewalks near schools	All	Infrastructure	General fund Federal/state grants	Medium	Violet Township	Fairfield County Local jurisdictions	Medium	Increased number of AT users	Increased satisfaction with AT facilities
Enact a neighborhood bikeway/walkway program to target signage and education on connections to schools	2,3	Program	General fund Federal/state grants	Medium	Violet Township	Pickerington SD MORPC	Low	Reduction in walk/bike involved crashes	New safe crossings
Prioritize traffic calming at school and park intersections	2,3	Infrastructure	General fund Federal/state grants	Short	Violet Township	Pickerington SD ODOT	High	Decreased average speed along corridors	
Study new sidewalks and crossing improvements along Refugee Road	All	Infrastructure	General fund Federal/state grants	Medium	Fairfield County	ODOT MORPC	High	Increased number of safe crossings	
Explore the use of public utility easements for alignment and construction of shared-use paths	1,3	Policy	General fund Federal/state grants	Medium	Fairfield County	Local jurisdictions	Medium	Increased corridor recommendations	
Ensure at least one safe walking connection from the existing sidewalk network to all parks	1,2,3	Infrastructure	General fund Federal/state grants	Medium	Violet Township	MORPC	Medium	Increased number of safe crossings	
Install active transportation amenities along the AT network	2,3	Infrastructure	General fund Federal/state grants	Medium	Fairfield County	Local jurisdictions	Medium	Increased satisfaction of AT facilities	
Install wayfinding signs, maps, and cues along the AT network	2,3,4	Infrastructure	General fund Federal/state grants	Medium	Violet Township	Local jurisdictions	Low	Increased satisfaction of AT facilities	
Connect Violet Twp to the Ohio-to-Erie Trail	All	Policy Infrastructure	Federal/state grant	Long	Fairfield County	Local and regional jurisdictions	Medium	Increased number of users	Increased satisfaction of trails
Explore the creation of walking and bicycle-friendly development regulations	2,3,4	Policy	General fund	Short	Violet Township	Local jurisdictions	Medium	Increased number of users	Increased satisfaction of trails
Explore options to support businesses that incentivize active transportation use in their customer and employee base	3,4	Program	Grants	Medium	Violet Township	Local businesses	Low	Decreased walk/bike involved crashes	
Coordinate with recurring events (Farmer's Market, e.g.) for AT street closures and amenities	3,4	Program	General fund	Short	Violet Township	Local businesses Local departments	Medium	Increased AT tourism	Increased number of users
Provide bike valet at major county events	2,3,4	Program	Volunteers, General fund	Short	Violet Township	Fairfield County	Low	Attendance from AT users	Increased satisfaction of trails
Enact periodic street closures for active transportation periodically	2,3,4	Program	General fund	Short	Violet Township	Local jurisdictions and departments	Low	Attendance from AT users	Increased sense of safety
Create a signature East-West AT corridor	All	Infrastructure	Federal/state grant	Long	Fairfield County	Local jurisdictions, ODOT Franklin County, MORPC	Medium	Increased number of users	Increased satisfaction of trails
Create a signature Southbound AT corridor	All	Infrastructure	Federal/state grant	Long	Fairfield County	Local jurisdictions, ODOT MORPC	Medium	Increased number of users	Increased satisfaction of trails
Create a signature Northbound AT corridor	All	Infrastructure	Federal/state grant	Long	Fairfield County	Local jurisdictions, ODOT Licking County, MORPC	Medium	Increased number of users	Increased satisfaction of trails
Create a signature Refugee Road AT corridor	All	Infrastructure	Federal/state grant	Long	Fairfield County	Local jurisdictions, ODOT MORPC	High	Increased number of users	Increased satisfaction of trails

Implementation Matrix

CITY OF LANCASTER									
	Actions/Recommendation	Goals	Project Type	Funding	Time Frame	Lead Person/ Agency	Potential Partners	Priority	Performance metrics
	Conduct a sidewalk condition inventory and identify/prioritize improvement to existing sidewalk conditions and connectivity	1	Infrastructure	Local Grants	Short	Lancaster Planning & Zoning Dept.	Lancaster Engineering Dept.	High	Feet of sidewalk inventoried
	Improvements to and expansion of existing shared-use path	2	Infrastructure	State grant, Federal grant	Medium	Lancaster Planning & Zoning Dept.	ODNR	Medium	Linear miles of new trails, number of new connection points
	Develop a plan to compliment existing safe route to school initiative to promote safe and accessible active transportation options to schools	2	Infrastructure	Safe Routes to School, foundation funding	Short	Lancaster Planning & Zoning Dept.	School districts; County Health Department	High	Completion of the plan
	Evaluate high-injury event monitoring data to identify new target areas for interventions	2	Process	State grant, Federal grant	Short	City Engineering Department	County Engineering Department, County Health Department	Medium	Decrease in number of high-injury events
	Implement speed restrictions in high pedestrian/cyclist areas	2	Policy	General fund	Short	Lancaster Planning & Zoning Dept.		Short	Number of new areas with reduced speed
	Conduct public education and awareness events with collaborators to promote benefits of and options for active transportation	4	Education	State grant, Federal grant	Medium	Lancaster Planning & Zoning Dept.	County Health Department, County Parks & Rec, public-private partnerships, local businesses	Medium	Number of events held, number of people reached
	Explore options to support incentives that promote active transportation options at the business, event, or household level	4	Policy	Community Development Block Grants, State grants	Long	Lancaster Planning & Zoning Dept.	Public-private partnerships, local businesses	Low	Number of incentives offered
	Implement zoning/development policies to promote safe active transportation	2	Policy	State grant, Federal grant, CDBG	Medium	Lancaster Planning & Zoning Dept.		Medium	Number of new policies implemented
	Explore policy options for street closings in downtown area (or other accessible/adjacent locations) to promote active transportation use for prime events	4	Policy	State grant, Federal grant, foundation funding	Short	Lancaster Planning & Zoning Dept.	Local businesses, Parks & Recreation	Low	Number of street closings to support events
	Address lack of crosswalks on Memorial Drive by providing infrastructure improvements for safe pedestrian and bike crossings through crosswalk additions and pedestrian signaling improvements	1	Infrastructure	State grant, Federal grant	Medium	Lancaster Engineering Dept.	Lancaster Planning & Zoning	Medium	Number of infrastructure improvements implemented
	Address lack of sidewalks or impaired sidewalks along Memorial Drive by exploring the potential for the addition of sidewalks or a shared use path for safe pedestrian & bike use	1	Infrastructure	State grant, Federal grant	Long	Lancaster Engineering Dept.	Lancaster Planning & Zoning	Medium	Number of linear feet of new/improved sidewalks, Number of linear miles of shared use paths
	Conduct safety improvements to address higher incidence of pedestrian-related crashes along Main Street	2	Infrastructure	State grant, Federal grant	Medium	Lancaster Engineering Dept.	Lancaster Planning & Zoning, County Health Dept.	Medium	Decrease in number of high-injury events
	Conduct improvements to crosswalk and pedestrian safety along Main/Lincoln/Memorial Drive intersection	2	Infrastructure	State grant, Federal grant	Medium	Lancaster Engineering Dept.	Lancaster Planning & Zoning	Medium	Number of infrastructure improvements implemented
	Improve connectivity between East & West Lancaster via east-west connection of trail system along Fair Ave.	1	Infrastructure	State grant, Federal grant	Medium	Lancaster Engineering Dept.	Lancaster Planning & Zoning, County Parks & Rec, ODNR	Medium	Number of new connection points
	Address disproportionate number of pedestrian-involved crashes along W. Fair Ave.	2	Infrastructure	State grant, Federal grant	Medium	Lancaster Planning & Zoning Dept.	Lancaster Engineering Dept.	Medium	Decrease in number of high-injury events
	Explore extending recent improvements from S. Broad to N. Broad St.	2	Infrastructure	State grant, Federal grant	Medium	Lancaster Engineering Dept.	Lancaster Planning & Zoning	Medium	Number of infrastructure improvements implemented
	Address intermittent sidewalk connections along southernmost portions of S. Broad St.	1	Infrastructure	State grant, Federal grant	Medium	Lancaster Engineering Dept.	Lancaster Planning & Zoning, MORPC	Medium	Number of new connection points

Implementation Matrix

FAIRFIELD COUNTY									
Actions/Recommendation	Goals	Project Type	Funding	Time Frame	Lead Person/ Agency	Potential Partners	Priority	Performance metrics	
Develop a regular maintenance schedule that includes regular inspections and maintenance tasks. The frequency of maintenance will depend on the level of use and the condition of the active transportation infrastructure. Safety will be a top priority when planning maintenance activities.	All	Process	General Fund	Short	Fairfield County	All Jurisdictions	High	linear miles of trails, number of trail amenities	
Support trail maintenance by "facilitating volunteer" "adopt-a-trail" programs, local business fundraisers, and community clean-up events.	2	Program	Volunteer, General Fund, Business Fundraisers	Medium	Fairfield County	Local Businesses All Jurisdictions	Low	number of community events number of volunteers, fundraisers, local businesses	
Construct sidewalks that connect travel destinations with to neighborhoods to encourage more people to walk for transportation.	All	Infrastructure	General Fund, Federal/State Grants for new infrastructure	Long	Fairfield County	All Jurisdictions	High	linear miles of trails, number of trail amenities	
Provide education and encouragement programs for bicyclists and pedestrians, such as safety classes, group rides, and community events, to help build confidence and increase the number of people who use active transportation.	2	Education	General fund, Federal/state grants	Long	Fairfield County	All Jurisdictions	Medium	Number of programs Number of active transportation users	
Invest in bike sharing infrastructure. Bike sharing infrastructure can be an effective way to encourage cycling as a transportation mode, especially for short trips. This infrastructure involves providing bicycles for rent at various locations around the community.	3,4	Programs	General Fund	Medium	Fairfield County	Private bike sharing businesses, public transit authority	Medium	Number of bike sharing facilities, bike share revenue, Number of users	
Expand shoulder width on roads (SR 33, US 37- Buckeye Lake to Lancaster) to improve safety for bicyclists, pedestrians, and motorists alike.	All	Process	Federal/state grants	Medium	Fairfield County	All Jurisdictions, ODOT	Medium	Shoulder width measurement, miles of available shoulder	
Improve bike parking facilities along bike trails to encourage more people to use the trail and make it easier for them to access the trailhead.	3,4	Infrastructure	Federal/state grants	Medium	Fairfield County	All Jurisdictions	Medium	Number of parking locations	
Install a Mobility Hub to connect existing bus stops and trails.	3	Infrastructure	Federal/state grants	Long	Fairfield County Planning Authority	All Jurisdictions COTA ODOT	Low	Number of Mobility Hub Distance of mobility hub to the nearest shared use paths	
Expand the easement on sidewalk width with buffer (8 feet + 1 feet), from 1 mile to 2 mile radius around schools. Use of permeable pavers or complete street design to buffer active transportation infrastructure.	2	Policy	Federal/state grants	Long	Fairfield County	All Jurisdictions, ODOT	High	Miles of safe sidewalks within easement	
Street closure - Designate streets to be closed to accommodate regular recreational activities that produce high levels of active transportation use, such as Fairfield County fair and The Millersport sweet corn festival	2,4	Policy	General fund	Short	Fairfield County	City of Lancaster, Village of Millersport, City of Pickerington, Village of Buckeye Lake	High	Number of streets closed	

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