

Buckeye Hills Regional Active Transportation Plan

Session: New and Noteworthy Regional Planning Efforts

Eric Wade
Buckeye Hills Regional Council
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“This plan helped Buckeye Hills turn regional safety data and community input into practical corridor priorities for walking, biking, and rolling.” – our communities, probably



Department of
Transportation

Project Website



Why plan for walking and biking on a regional scale?

The plan suggests that travel patterns, funding needs, and safety issues do not stop at local borders.

People travel across county, city, and village lines

Daily trips often cross local boundaries in rural areas. A regional plan helps connect routes between communities, schools, downtowns, services, and jobs.

Communities are stronger when they pursue funding together

Coordinated, multi-jurisdictional efforts can compete more effectively for shared state and federal funding opportunities.

Safety challenges repeat across communities

Fast-moving traffic, limited crossings, and missing sidewalks are common concerns across the Buckeye Hills region.

Study Area and Regional Context

The Buckeye Hills region covers eight counties in southeastern Ohio and includes the WWW MPO in Washington County.



serves

8 counties

&

Over **250,000**
residents

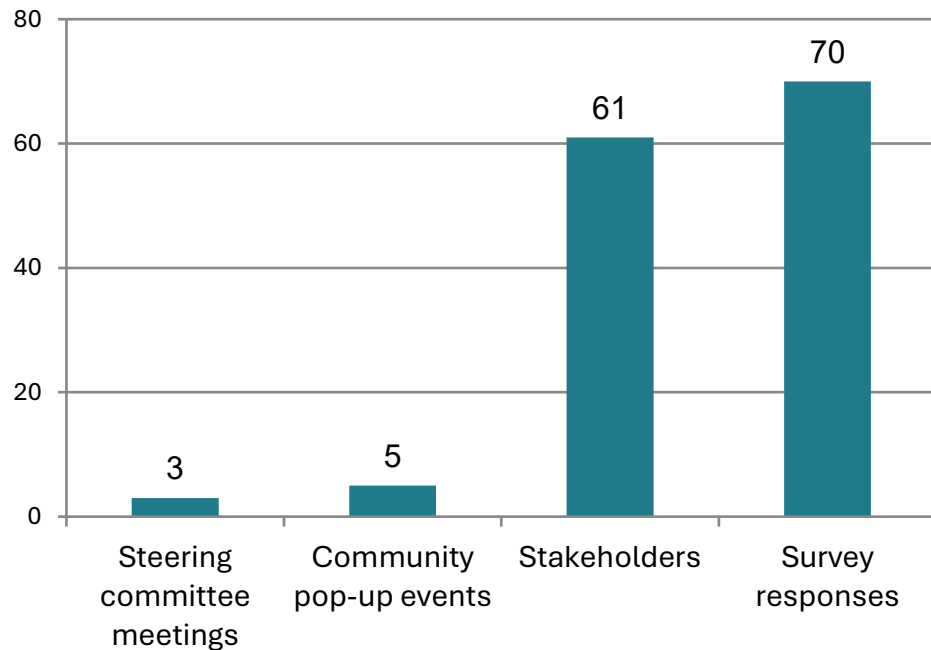
WWW MPO serves seven
townships in Washington
County.

- The region is mostly rural and Appalachian, with small towns, unincorporated areas, forested and hilly terrain, and major natural destinations such as Hocking Hills State Park and Wayne National Forest.
- Travel is shaped by long distances between destinations and limited public transportation options. Our topography is curvy!
- Many state routes serve two roles at once: they carry fast regional traffic and function as local main streets.
- The plan views local streets, county roads, state routes, and U.S. highways as a connected system, so improvements do not stop at jurisdictional lines.

How the team listened to the community

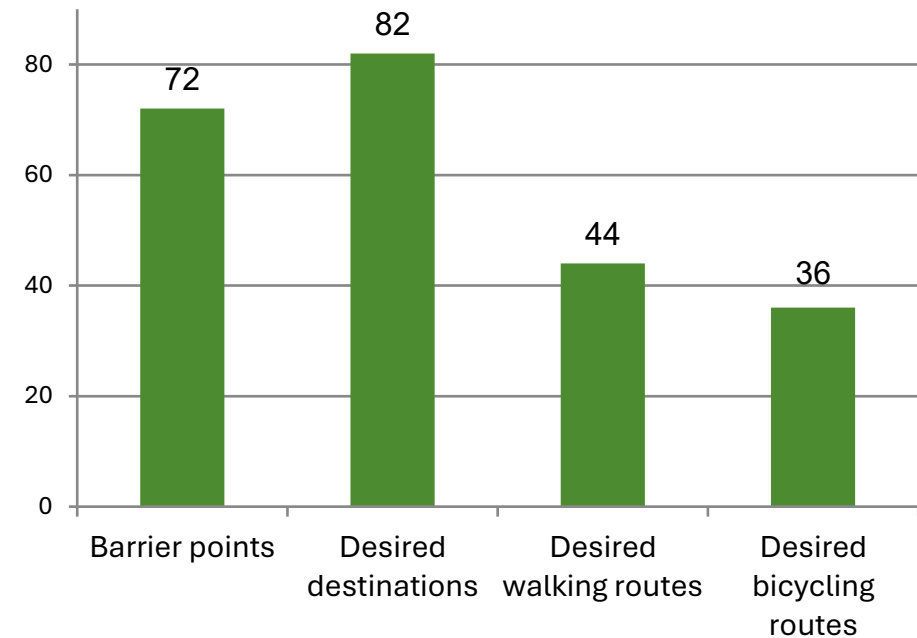
Public input came through steering committee meetings, pop-up events, an online survey, and an interactive map.

Engagement Reach



Survey timeframe: September to October 2025

Interactive Online Map Input



*Includes comments from the online map and in-person pop-up events.

What people said they needed most

The same themes appeared across surveys, map comments, pop-up events, and steering committee discussions.

Sidewalk Gaps

People frequently identified missing sidewalks and broken connections between key places.

Unsafe Crosswalks

Crossings came up repeatedly as places that felt hard to use or dangerous.

High Vehicle Speeds

Fast traffic was a common concern on roads that also serve daily walking and biking trips.

Poor Neighborhood Connectivity

Residents described gaps between neighborhoods, services, trails, and destinations.

The plan also notes that people feel safest when driving, have mixed feelings about walking, and feel least safe when bicycling.

How the plan looked at safety

The team used three analyses and paired them with local knowledge.

Descriptive Crash Analysis

Reviewed fatal and serious injury crashes and highlighted key trends.

High Injury Network

Showed where fatal and serious injury crashes are concentrated along roadway segments.

High-Risk Network

Looked ahead by finding roadway features linked to higher crash risk, even where many severe crashes have not happened yet.

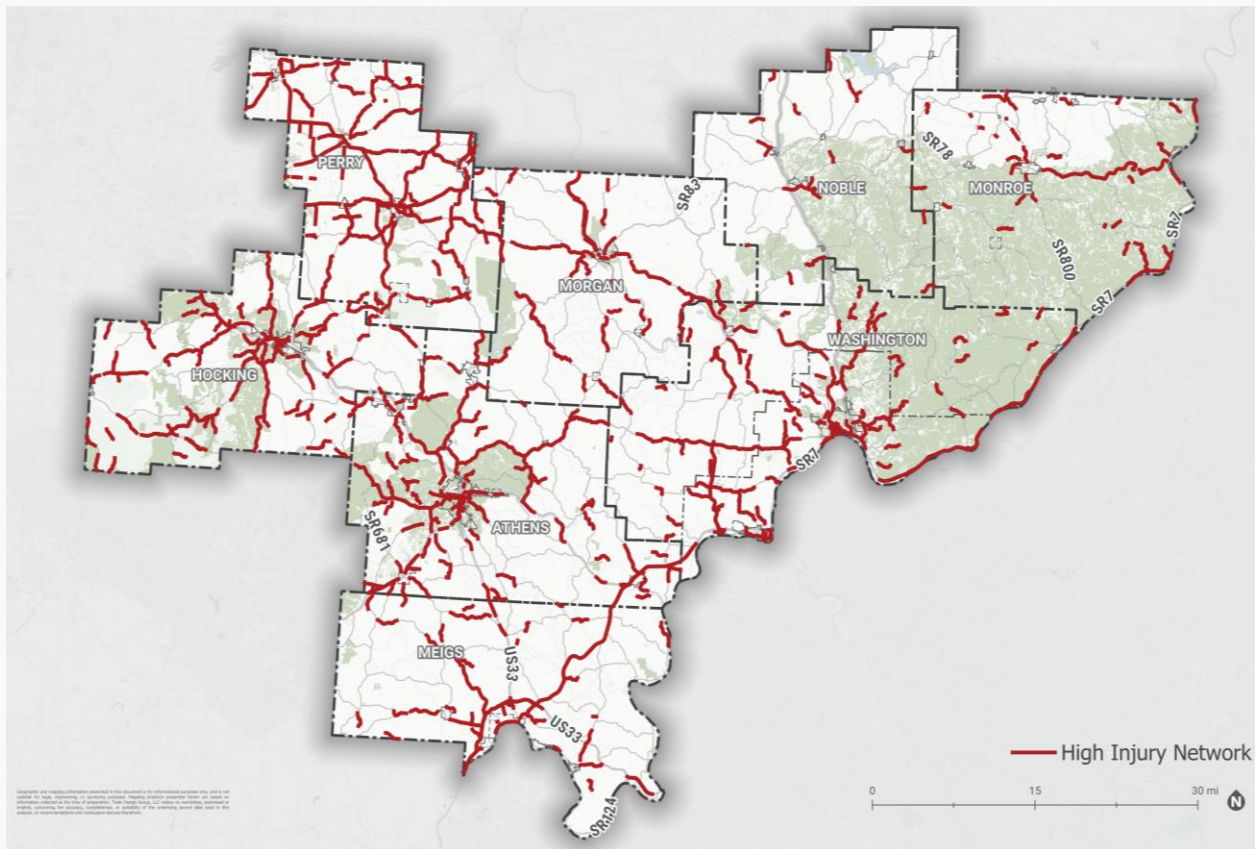
Key findings

- Walking and biking crashes are fewer in number, but they are more likely to cause serious injury or death.
- Serious crashes were most common on major collectors and arterials with higher posted speeds.
- **The High-Risk Network found more critical and high-injury crashes within less than 1% of the network: 57 miles.**

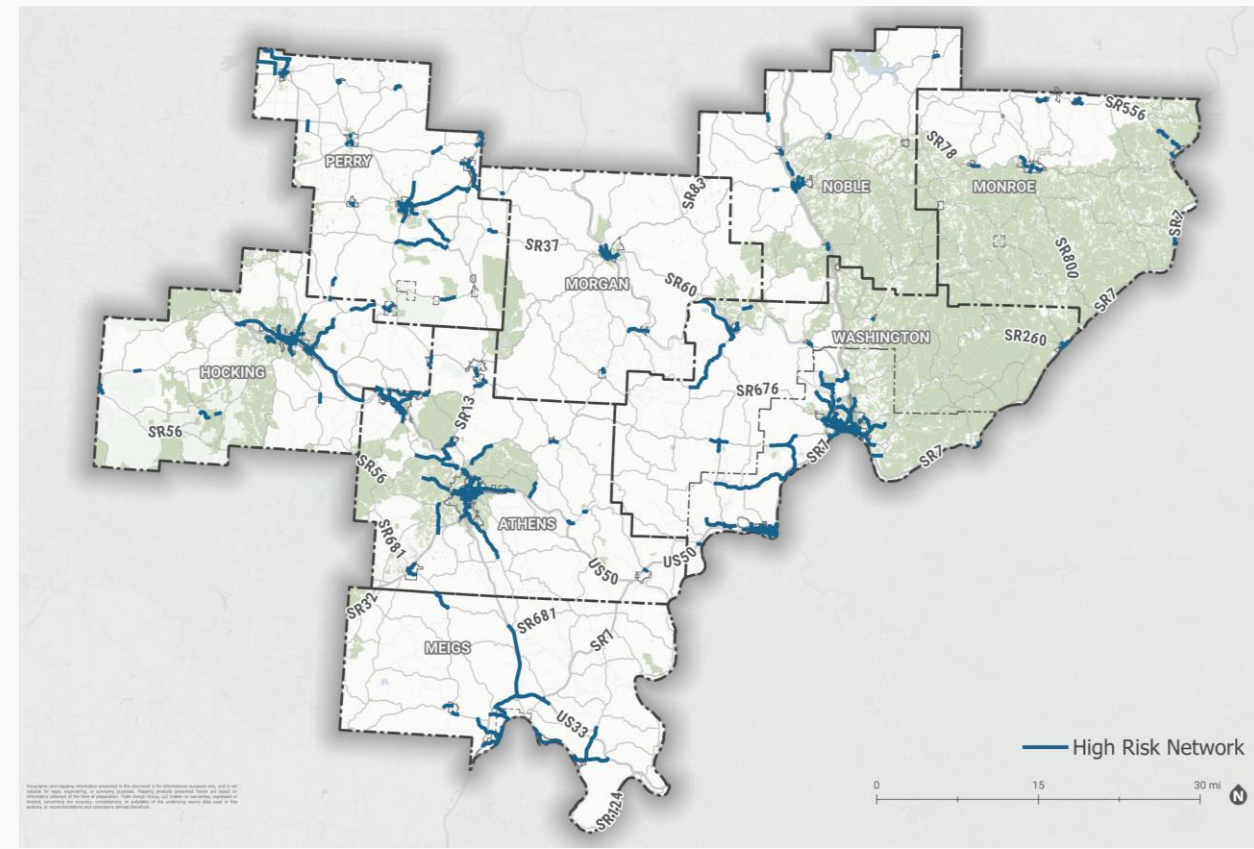
Use crash data carefully

- Crash reports may be incomplete or underreported.
- Correct speed is often not captured.
- Near misses and avoided trips are not included.

High-Injury Network



High-Risk Network



How Buckeye Hills turned findings into project priorities

Projects were identified by combining safety analysis, community input, and stakeholder review.

Priority-Setting Process

- 1

Safety analysis
High Injury Network and High-Risk Network helped identify candidate corridors.
- 2

Community input
Pop-up events, surveys, the online map, and steering committee input added lived experience.
- 3

Additional factors
Stakeholders weighed links to key destinations, gaps between neighborhoods, and regional connections.
- 4

Priority corridors
The result was a set of county and regional projects that reflect both data and local experience.

Examples from Washington County and the WWW region

Pennsylvania Avenue, Marietta OH	Top ranked due to safety and connectivity needs	Recommended sidewalks, bicycle facilities, crossing improvements, traffic calming, and lighting upgrades
2nd Street, Marietta OH	Strong Regional Priority	Recommended road diet, crosswalk improvements, and lighting upgrades
Stone Rd Intersection Belpre OH	Marked in the plan as a top regional project	Recommended sidewalks, safety upgrades, and intersection improvements

The plan also created priority corridor lists for each Buckeye Hills county and for the WWW region.

What solutions does the plan recommend?

The toolbox combines physical improvements with education, outreach, and policy changes.

Infrastructure strategies

Connectivity

Sidewalks or walkways, bikeways, shared use paths, and multimodal bridges or tunnels

Intersections and Crossings

High-visibility crosswalks, lighting, upgraded signals, raised crossings, and better sight distance

Traffic Calming

Speed management, road diets, refuge islands, curb extensions, and one-way to two-way conversion

Corridor Enhancements

Gateway treatments, transit stop improvements, bicycle racks, wayfinding, wider edge lines, and access management

Education and Outreach

- Motorist awareness campaigns
- Bike and pedestrian safety training
- School-based outreach
- Walking and bicycling events

Policies and Programs

- Update maintenance policy and budget
- Adopt or update Complete Streets policies
- Set appropriate speed limits
- Use school travel plans and Safe Routes to School

Countermeasure Toolbox (visual)

COUNTERMEASURE NAME	COUNTERMEASURE DESCRIPTION	APPLICABILITY	IMPLEMENTATION TERMS	COST	LEADING AGENCY	SOURCE
INFRASTRUCTURE - BIKE & PEDESTRIAN CONNECTIVITY						
Walkways	Add walkways to separate pedestrians from motorists and bicyclists. Walkways can include sidewalks or advisory shoulders.	HIN and HRN and areas with pedestrian generators	Medium-Long Term	\$\$	Local Agency	FHWA Proven Safety Countermeasures
Bikeways	Add bikeways to enhance safety for all roadway users and promote Complete Streets. Types of bikeways include bicycle boulevards, conventional lanes, buffered lanes, separated lanes, and paved shoulders on rural roads. For design guidance and standards, see the ODOT's Multimodal Design Guide (Chapter 6) and the FHWA Bikeway Selection Guide.	HIN and HRN with wide lanes or multilane facility with bicyclist activity	Medium-Long Term	\$\$\$	Local Agency	FHWA Proven Safety Countermeasures
Shared Use Paths	Build shared use paths that have dedicated space wide enough to allow for safe two-way travel for various users in the same space such as pedestrians and bicyclists. Shared Use Paths can be parallel to a roadway or be on a separate path.	HIN and HRN and areas with pedestrian generators	Medium-Long Term	\$\$\$	Local Agency	FHWA Proven Safety Countermeasures
Multimodal Bridges & Tunnels	Build bridges and underpasses for pedestrians and bicyclists to separate them from vehicular traffic. These structures provide dedicated crossings over or under waterways, railroads, and other obstacles. Ensure any vehicular bridge reconstruction includes a sidewalk or shared use path.	Gaps in connectivity due to physical constraints	Long Term (>4 years)	\$\$\$	Local Agency	
INFRASTRUCTURE - INTERSECTIONS & CROSSINGS						
Crosswalk Visibility Enhancements	Add crosswalk visibility enhancements to increase driver awareness and highlight pedestrian crossing locations. Enhancements include high visibility markings, advance yield lines, signage, lighting, and more. Consult the ODOT's Multimodal Design Guide Table 4-6 (Chapter 4) for appropriate treatment based on location characteristics.	HIN and HRN and areas with pedestrian generators	Short-Medium	\$	Local Agency	FHWA Proven Safety Countermeasures
Rectangular Rapid Flashing Beacons (RRFBs)	Add RRFBs to increase driver awareness and yield at pedestrian crossings. RRFBs are pedestrian activated, rapid flashing yellow beacons. They alert drivers to the presence of pedestrians, but do not stop traffic.	Speed limits < 40 mph, AADT range < 9000, 2 lane - 4 lane roadways	Medium (2-4 years)	\$	Local Agency	FHWA Proven Safety Countermeasures
Pedestrian Hybrid Beacons (PHBs)	Install PHBs to provide a controlled, high-visibility crossing that creates a walk phase at a marked crosswalk. This increases driver yielding at locations where pedestrian crossings are challenging. A PHB is a push-button activated beacon that flashes yellow, then red to stop traffic.	Multi-lane roadways, Locations with 3 or more lanes or AADT > 9,000, when gaps in traffic are not sufficient or speed limits >= 40 mph	Medium (2-4 years)	\$\$	Local Agency	FHWA Proven Safety Countermeasures
Lighting	Add or improve pedestrian level lighting coverage to increase driver awareness of sidewalk activity at night and improve visibility for people walking.	High pedestrian demand areas (28% of FSI crashes are under dark conditions)	Medium - Long Term	\$\$	LPA or Lighting company	FHWA Proven Safety Countermeasures
Upgraded Pedestrian Signal Heads	Install upgraded pedestrian signal heads to provide clear crossing guidance and increase predictability for both pedestrians and turning drivers. A pedestrian signal head is a traffic light that shows a "WALK" and "DON'T WALK" signal, often with a countdown timer, which tells pedestrians when to cross.	HIN corridors with pedestrian generators, heavy turning traffic at an intersection	Medium - Long Term	\$\$	Local Agency	FHWA Proven Safety Countermeasures
Leading Pedestrian Intervals (LPIs)	Install leading pedestrian intervals to reduce pedestrian-vehicle conflicts and increase pedestrian visibility. LPIs are a signal timing strategy that gives pedestrians a 3-7 second head start before parallel vehicle traffic gets a green light.	HIN corridors with pedestrian generators, heavy turning traffic at an intersection	Medium (2-4 years)	\$\$	Local Agency	FHWA Proven Safety Countermeasures

How communities can use the plan after adoption

The plan is meant to be a living resource for project development, grants, online access, and policy decisions.



Examples of funding sources listed in the plan:

Transportation Alternative Program	Highway Safety Improvement Program	Safe Routes to School
Other USDOT Discretionary Grants	Recreational Trails Program	Safe Streets and Roads for All

Closing message

The plan sets up near-term action and long-term coordination.

- **Advance high-priority corridors as funding and staffing allow.**
- **Improve grant readiness by refining project concepts and aligning them with funding cycles.**
- **Strengthen coordination across jurisdictions so county and regional priorities move forward together.**
- **Track progress over time. Buckeye Hills and WWW will work together on this.**

“For rural regions, the value of an active transportation plan is not just the project list. It is a shared framework for safety, funding, and follow-through.”