

# OKI REGIONAL BICYCLE PLAN

## EXECUTIVE SUMMARY

The OKI Regional Bicycle Plan is a component of the region's multi-modal Metropolitan Transportation Plan. The Metropolitan Plan contains a summary of the existing bicycle facilities and of the recommendations for improving cycling conditions in the region. Towards this end, **it is the vision of the Regional Bicycle Plan that vehicular travel by bicycle become an integral mode of travel, both by its inclusion in OKI's regional transportation planning process, and by its consideration as a choice for trip-making by residents of the OKI region.**

The goals of the plan are stated as follows:

GOAL 1: Develop a regional bicycle system that is integrated with other transportation systems.

GOAL 2: Provide a safe, convenient and appealing bicycling environment.

GOAL 3: Secure adequate funding for bicycle improvements in the region.

GOAL 4: Encourage and support bicycle safety, education and enforcement programs.

A recognized guide for the design of bicycle facilities is published by the American Association of State Highway and Transportation Officials. This guide contains the statement that "The majority of bicycling will take place on ordinary roads with no dedicated space for bicycles." It further states that, therefore, "All highways, except those where bicyclists are legally prohibited, should be designed and constructed under the assumption that they will be used by bicyclists".

Consequently, many of the recommendations of this plan are oriented toward improving the region's road system so that the streets can more safely be shared by bicycles and motor vehicles. Recommended improvements, where needed, may vary from signed bike routes, to wide outside lanes or paved shoulders, to striped bike lanes. Particular attention is also directed at improving bridges and viaducts, as these facilities are replaced less often. Bicycles can also augment transit usage. Therefore, the plan recommends bike racks on buses, and improvements to roads serving transit centers. Recommendations also address protected and secure bicycle parking.

A major catalyst for the growth of bicycling in the region is the growing network of shared use paths which include the Little Miami Scenic Trail, The Great Miami River Trail, the Mill Creek Greenway, the Ohio River Trail, the Kentucky River Path and Shaker Trace. The construction, extension and connection of these trails is encouraged. Although primarily used for recreational trips currently, their value for utilitarian travel will increase as they are extended through and connected to population centers.

The Regional Bicycle Plan recognizes that progress made towards implementing these recommendations must come through initiatives of the local governments in the region. These entities have the responsibility for the construction and maintenance of the street system and the authority to initiate funding applications for such purposes that include bicycle facilities. Changes in federal policies governing the use of federal highway funds, first in ISTEA and now in TEA-21, mandate the inclusion of bicycle and pedestrian facilities for new and rehabilitation projects, and, further, provide the flexibility in the use of these funds to achieve these goals.

The OKI Regional Bicycle Plan was prepared by the OKI staff with the guidance of an advisory committee comprised of area cyclists, state and local transportation engineers, recreation planners and local officials.