Buckeye Hills Regional Active Transportation Plan

April 2026

HockHocking Adena Bikeway; Source: Bike Athens Ohio

Acknowledgments

Project Team Members

Eric Wade, Project Manager, Senior Planner, BHRC

Melissa Zoller, Planning Director, BHRC

Kate Dunn, Senior Planner, BHRC

Vince Post, Transportation Planning Director, WWW

Yusuf Zakaria, Transportation Specialist, WWW

Megan Pennock, Transportation Engineer, ODOT

Eric Reed, Local Public Agency Manager, ODOT

Benjamin Boyer, Local Public Agency Manager, ODOT

The full list of Steering Committee Members can be found in the Appendix.

This plan was funded by the Ohio Department of Transportation.

Prepared by: Toole Design Group and LJB Engineering

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Glossary of Terms

BHRC - Buckeye Hills Regional Council

FSI - Fatal Serious Injury

HIN - High Injury Network

HRN - High Risk Network

MPO - Metropolitan Planning Organization

WWW - Triple W Interstate Planning Commission

Bailey's Trail System, Source: Bike Athens Ohio

I. Executive Summary: Safer Walking, Biking, and Rolling in the Region

The Buckeye Hills Regional Active Transportation Plan focuses on making it safer and easier for people to walk and bike for everyday trips and regional connections across southeastern Ohio. Within the Buckeye Hills region, people walk and bike to reach schools, jobs, services, parks, downtowns, and nearby communities, often traveling along roads that serve both local access and longer-distance travel. But many routes are incomplete, uncomfortable, or unsafe, especially where local streets meet higher-speed state routes.

Led by the Buckeye Hills Regional Council and WWW Interstate Planning Commission, this plan aligns local priorities with county, regional, and statewide active transportation efforts. Within the Buckeye Hills region, the WWW Interstate Planning Commission (WWW) serves as the Metropolitan Planning Organization (MPO) for Belpre, Dunham, Fearing, Marietta, Muskingum, Newport, and Warren Townships in Washington County. Because travel patterns and destinations regularly cross county, regional, and state boundaries in the Mid-Ohio Valley, the plan recognizes the importance of coordination between Buckeye Hills Regional Council and WWW.

The Plan provides guidance for communities and partners working across jurisdictions to identify practical improvements that reflect how people move through the region. A companion online resource provides an overview of the plan, access to downloadable plan documents and appendices, and additional information supporting the data analysis and priority corridors identified through this effort.

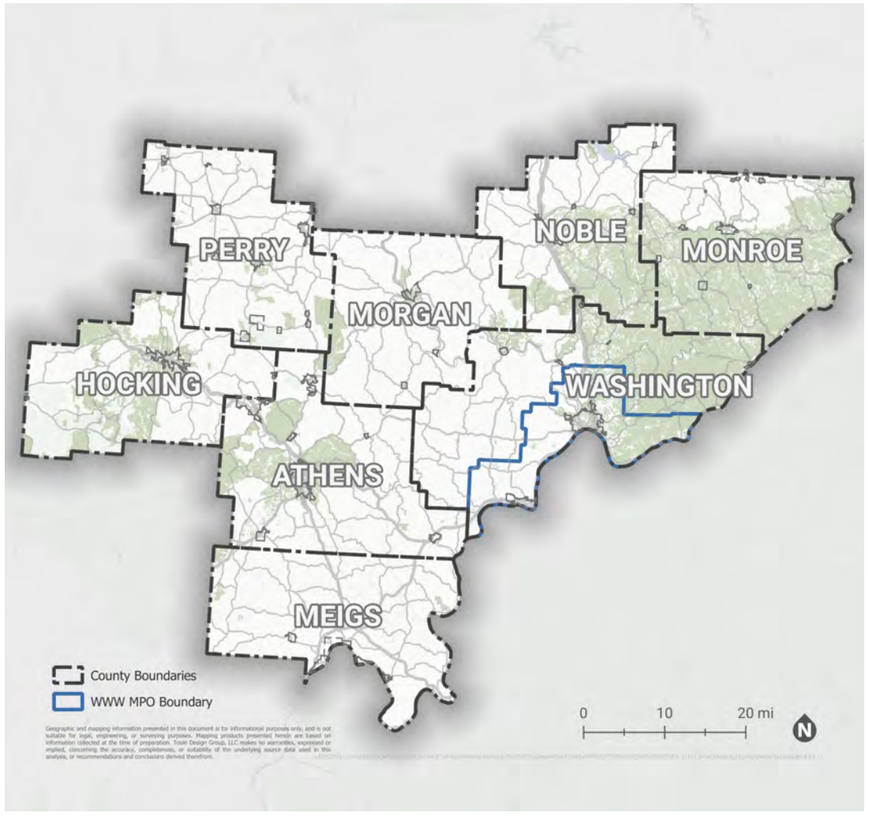
Regional Context

The Buckeye Hills region is comprised of eight counties (Athens, Meigs, Monroe, Morgan, Noble, Perry, Washington, and Hocking) in southeastern Ohio with approximately 260,000 residents. The region includes a predominantly rural and Appalachian landscape characterized by small towns, unincorporated rural areas, forested and hilly terrain, and nationally recognized natural assets such as Hocking Hills State Park and Wayne National Forest.

Travel patterns in the Buckeye Hills region are shaped by long distances between destinations, limited public transportation options, and roadway networks originally designed to support industrial, agricultural, and resource-based activities. State routes and U.S. highways, like US 33 or State Route 93, often function as regional corridors and local main streets, carrying fast-moving traffic while also serving people walking and biking for short trips, daily needs, and local access.

Many walking and bicycling trips in the Buckeye Hills region cross municipal, county, and even state boundaries, reflecting the interconnected nature of communities, destinations, and recreation assets across southeastern Ohio. The region is served by several multi-jurisdictional active transportation networks, including the Hockhocking Adena Bikeway and segments of the Ohio State Bike Route system, such as Routes 20, 33, and 85, which connect communities and public lands across county lines. These facilities highlight the role of continuous, coordinated active transportation networks in supporting both everyday travel and longer-distance recreational trips. The Buckeye Hills Regional Active Transportation Plan builds on these existing connections by considering local, county, and state-owned facilities together to improve safety, continuity, and access for people walking, biking, and rolling throughout the region.

MAP 1 Map of all counties and WWW region



Why plan for walking and biking on a regional scale?

- **People travel across county, city, and village lines:** Daily trips often cross municipal and county boundaries, especially in rural areas where destinations are spread out. While walking and biking might be associated with recreation at places like Hocking Hills State Park or travel on college campuses such as Ohio University, they also play an important role in everyday travel across the region. A regional plan helps connect routes between communities, schools, downtowns, services, and employment centers instead of stopping at jurisdictional borders.
- **Communities are stronger when they pursue funding together:** Many state and federal funding programs favor coordinated, multi-county efforts. This plan helps communities align priorities and compete more effectively for shared funding opportunities.
- **Safety challenges are shared across the region:**. Fast-moving traffic, limited crossings, and missing sidewalks are common concerns throughout the Buckeye Hills region. A consistent approach helps counties and municipalities address these issues using similar strategies and tools.

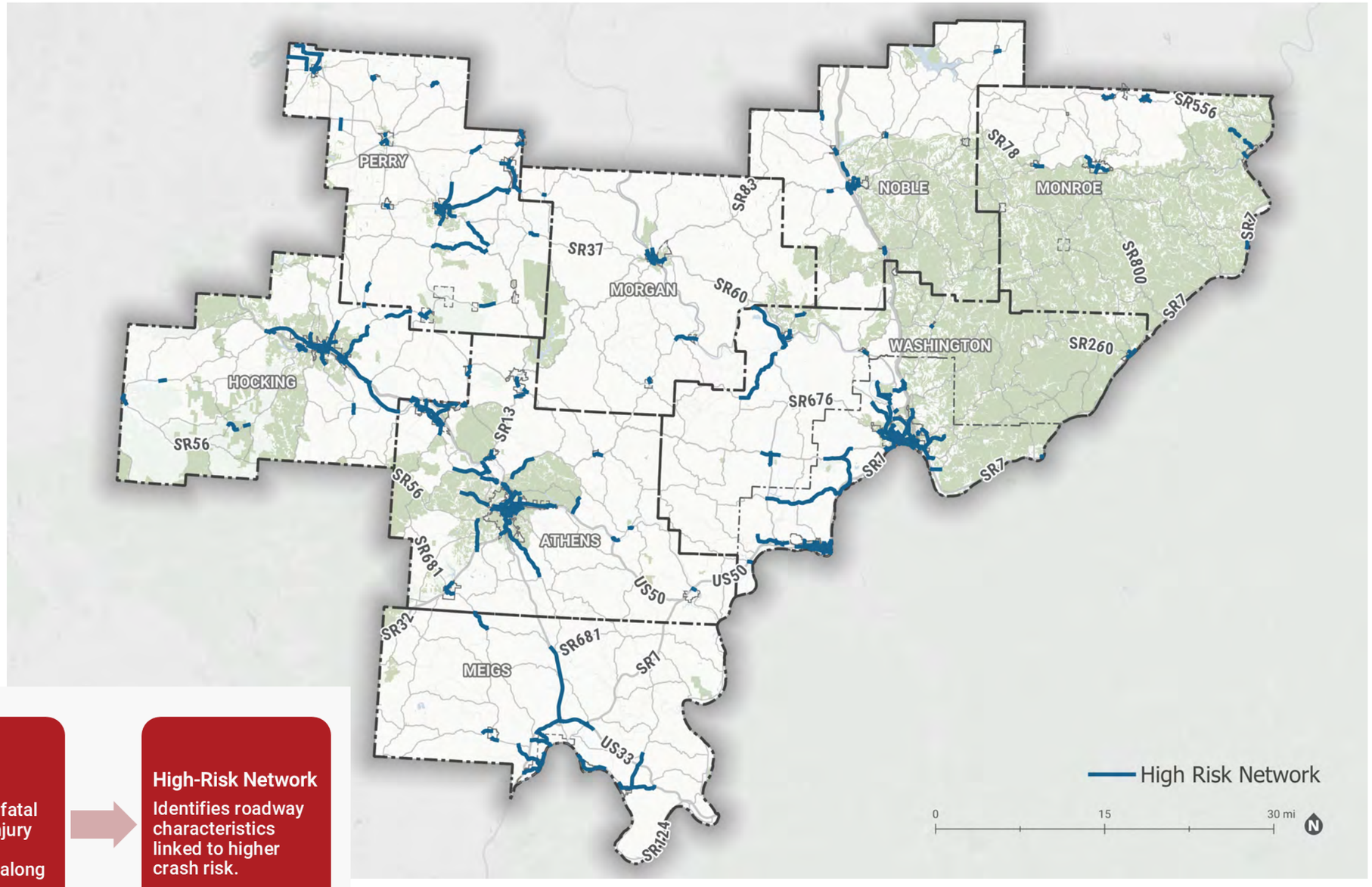
Listening to the Community

This plan was shaped by people across the Buckeye Hills region. Input was gathered through five community pop-up events, an online interactive map, and a regional survey. Pop-up events were held at key community events, like county fairs, farmers markets, and festivals. More than 60 stakeholders participated through steering committee meetings and outreach efforts. Engagement efforts and key findings are summarized in Figure 1. What people shared directly informed the plan's goals, project priorities, and recommendations. More information on the community input is included later in Section III. Listening to the Community and in Appendix C.

FIGURE 1 Engagement at a Glance

Understanding Crash Trends

The safety analysis conducted by the team included three analyses (Figure 2). It shows that serious crashes in the Buckeye Hills region are not limited to a few high-risk locations or unusual conditions. Instead, they tend to occur along everyday roads that people use to reach work, school, services, and community destinations. These crashes often happen where higher speeds, long distances, and limited crossings come together, especially on roads that move traffic through towns rather than serving the people who live there. The findings point to the need for changes that address how roads function day to day, with a focus on safer crossings, better connections, and lower-stress travel along the routes people rely on most. More information on the safety analysis is included later in Section IV. Understanding Crash Trends and in Appendix B.



Check out the online version of this map here to view the results in more detail.

MAP 2 High Risk Network

FIGURE 2 How Crash Risk Was Analyzed

Descriptive Crash Analysis
Provides an overview of fatal and serious injury (FSI) crashes in the region and highlights key trends.

→

High Injury Network
Shows where fatal and serious injury crashes are concentrated along roadways.

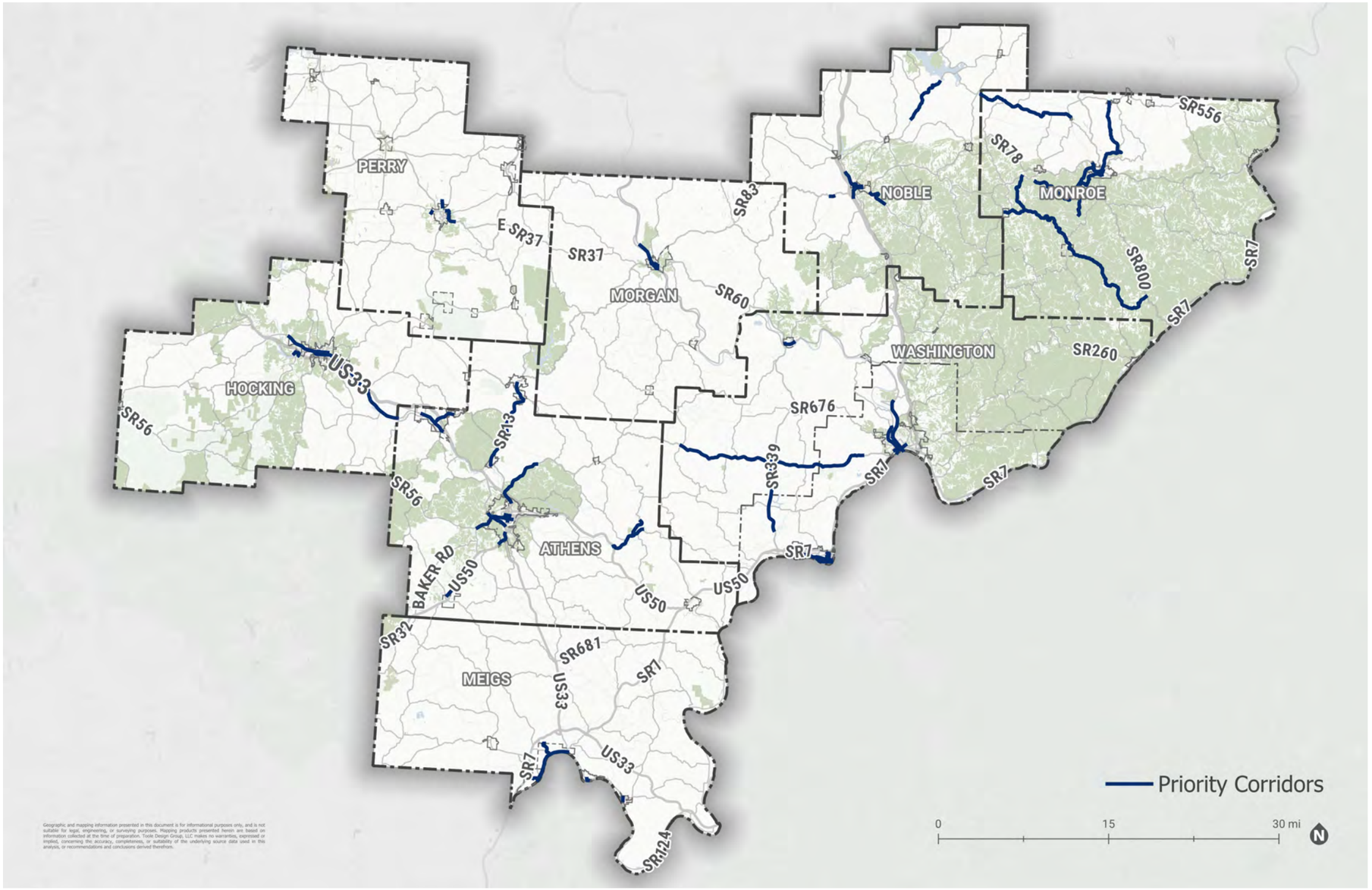
→

High-Risk Network
Identifies roadway characteristics linked to higher crash risk.

Turning Priorities into Projects

Projects in this plan were identified and prioritized by combining the safety analysis with community and stakeholder input. First, candidate corridors were identified using the High Injury Network and High-Risk Network to understand where serious crashes are concentrated and where roadway conditions create higher risk. These safety findings were paired with what people shared through pop-up events, the online map, surveys, and steering committee discussions about where walking and biking improvements would make the biggest difference. Stakeholders then helped weigh additional factors (such as connections to key destinations, gaps between neighborhoods, and opportunities to strengthen regional travel) to refine priorities. This process resulted in a clear set of regional and county priority projects that reflect both data and lived experience, helping communities focus on improvements that address real safety concerns along the routes people use every day. More information on the Priority Projects is included later in Section V. Recommendations: Turning Priorities into Projects and in Appendix E and F.

Check out the online version of this map to view the results in more detail.



MAP 3 Priority Corridors

Marietta Main Street, Source: Marietta Main Street

II. Introduction

The Buckeye Hills Regional Active Transportation Plan provides a shared framework for improving safety, access, and connectivity for people walking, biking, and rolling across southeastern Ohio. Grounded in regional travel patterns, community input, and safety analyses, the plan focuses on practical, coordinated strategies that reflect how people move between communities, destinations, and jurisdictions. Led by the Buckeye Hills Regional Council (BHRC) in partnership with the WWW Interstate Planning Commission, this effort aligns local priorities with county, regional, and statewide initiatives to support safer everyday travel and stronger regional connections.

The study area for this plan includes all eight counties served by the Buckeye Hills Regional Council (Athens, Meigs, Monroe, Morgan, Noble, Perry, Washington, and Hocking) and recognizes that many walking and bicycling trips cross municipal, county, and state boundaries. Within the Buckeye Hills region, the WWW Interstate Planning Commission (WWW) serves as the Metropolitan Planning Organization (MPO) for Belpre, Dunham, Fearing, Marietta, Muskingum, Newport, and Warren Townships in Washington County. As a result, the plan considers local streets, county roads, state routes, and U.S. highways together as part of a connected regional system. This approach helps ensure that improvements do not stop at jurisdictional lines and that investments support continuous, safe travel across the broader network.

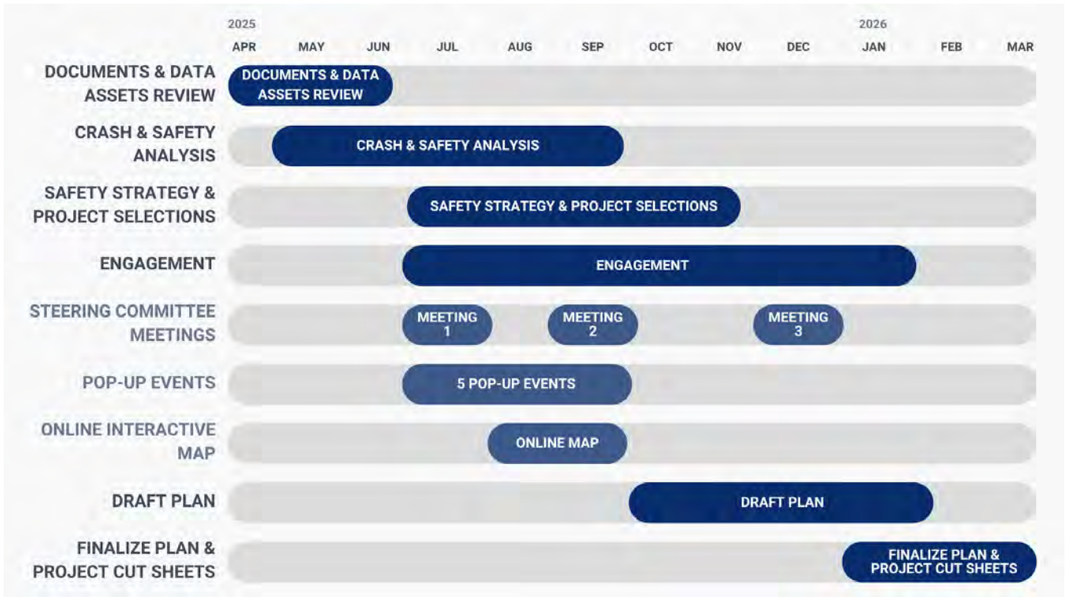
What is an Active Transportation Plan?

An active transportation plan identifies policies, strategies, and projects that make it safer and more comfortable for people to walk, bike, and roll for everyday trips and regional connections. In the Buckeye Hills region, active transportation supports access to schools, jobs, healthcare, parks, downtowns, and recreational destinations, as well as longer-distance travel along regional corridors and trail networks. This plan emphasizes safety, continuity, and coordination across jurisdictions rather than focusing solely on individual facilities or isolated projects.

The Planning Process

This plan was developed through a data-driven and community-informed planning process that combined regional safety analysis, stakeholder collaboration, and public engagement. The process focused on understanding where and how people walk and bike today, identifying shared challenges across jurisdictions, and prioritizing improvements that address real-world safety concerns along the routes people rely on most. Figure 3 provides an overview of the planning timeline, highlighting major tasks, engagement activities, and milestones throughout the project.

FIGURE 3 Project Timeline

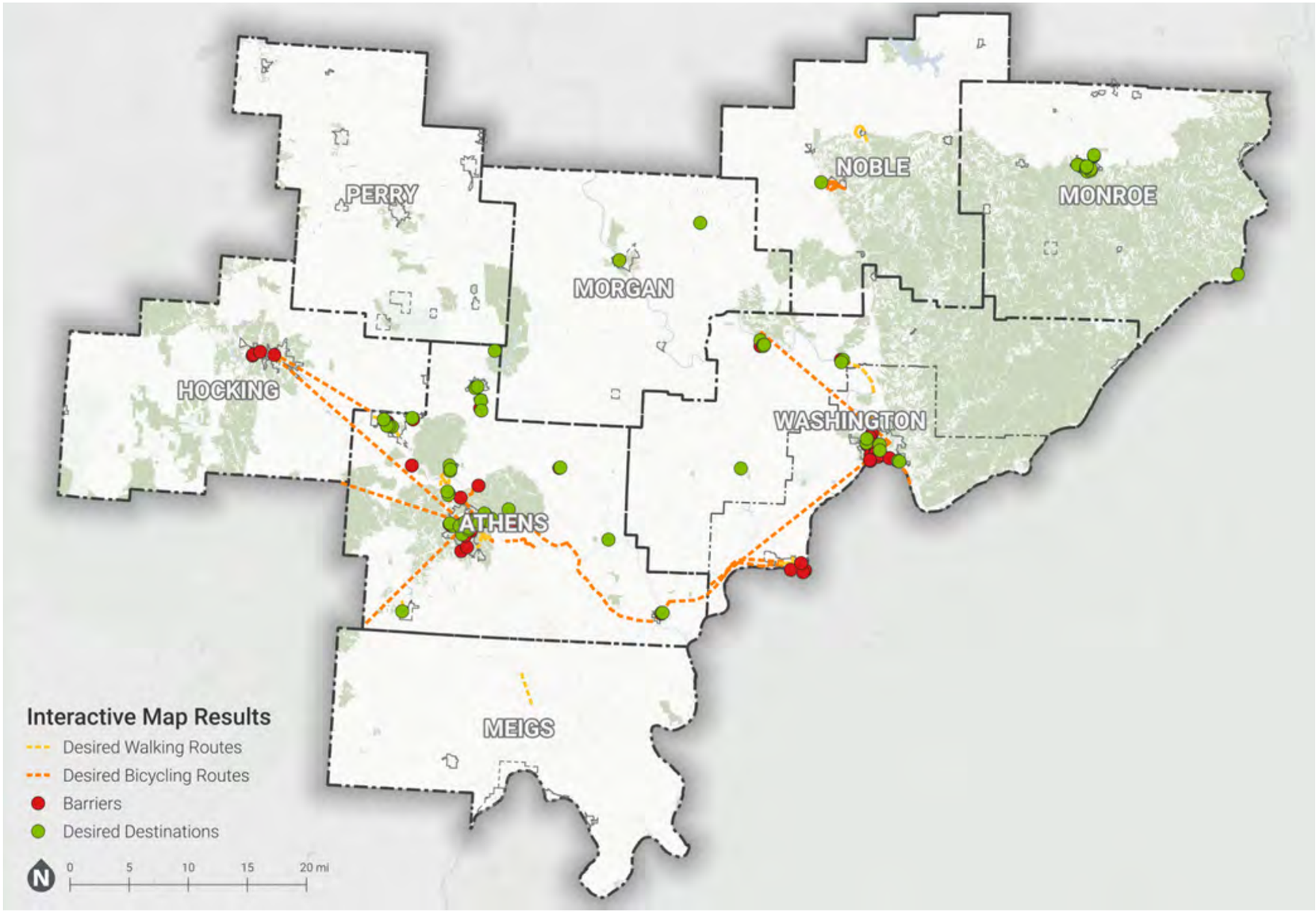



Marietta, Source: Marietta Main Street

How to Use This Plan

The Buckeye Hills Regional Active Transportation Plan is intended to complement and support existing planning efforts while serving as a practical resource for agencies and partners working across jurisdictions. The plan aligns with county comprehensive and transportation plans, metropolitan and regional transportation planning efforts, and statewide active transportation and safety initiatives in Ohio. By providing a regional framework, the plan helps connect local priorities to broader goals related to safety, mobility, economic development, and tourism.

This plan is designed for use by a wide range of audiences involved in planning, funding, and implementing walking and bicycling improvements across the region. Counties and municipalities can use the plan to identify priority corridors, coordinate investments across jurisdictional boundaries, and pursue state and federal funding opportunities. Regional agencies can use the plan to support cross-jurisdictional collaboration and consistency in safety strategies, while advocates, public health partners, tourism organizations, and community groups can use the plan to advance projects and policies that improve access, safety, and connectivity for people walking, biking, and rolling throughout the Buckeye Hills region. A companion online resource supports the plan by providing access to maps, data summaries, appendices, and additional materials developed as part of this effort.



MAP 4 Results from Online and In Person Feedback

III. Listening to the Community

Community engagement was a central part of the Buckeye Hills Regional Active Transportation Plan. The goal was to understand how people currently get around, where they want to go, and what makes walking and biking difficult or unsafe. Engagement also aimed to hear from people across all counties in the region, including rural areas and small towns, and to connect safety data with lived experience. Most importantly, the process was designed to make sure the plan reflects real needs, not assumptions.

Steering Committee Meetings

There were three steering committee meetings throughout this planning process. The steering committee consisted of 61 local and regional partners from various municipalities and organizations, like Board of Developmental Disabilities, Health Departments, Community Action Partnerships, and more. The first meeting occurred on July 21, 2025, which focused on providing an overview of active transportation for the committee, highlighting why they were present, and brainstorming engagement opportunities. The second meeting occurred on September 24, 2025. The second meeting focused on sharing progress so far, including the safety analysis (high injury network and high risk network), as well as outlining the prioritization criteria for priority corridors. The third meeting presented the data-driven prioritization results and asked the committee to highlight which corridors would be a priority on December 16, 2025. Additionally, this meeting included an overview of the Toolbox of Countermeasures.

> "A traffic light and crosswalk signals need to be installed - it's unsafe."
> - Survey Participant

Pop Up Events

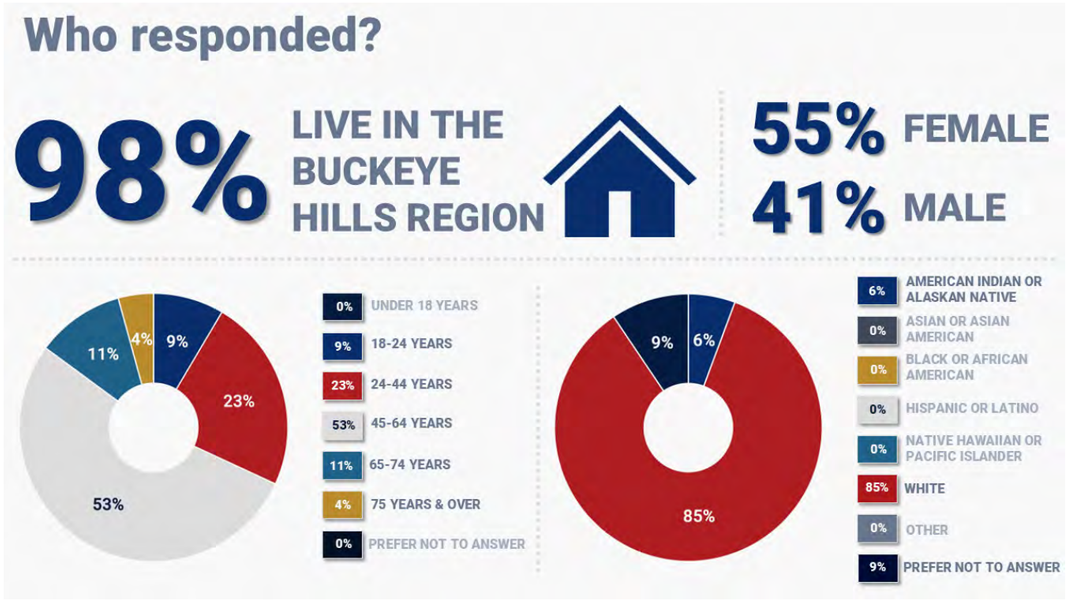
Community-wide engagement took place both in person and online to reach people in different ways and at different times. The project team hosted community pop-up events across the region, where residents could share concerns, identify barriers, and point out destinations they travel to or want to reach more safely. Pop-up events featured a map that the event attendees could draw on and place stickers to identify frequent destinations, gaps or barriers, needed walking routes, and needed bicycling routes.

Pop-up events occurred throughout the region at community events

1. Athens Farmers' Market (July 19, 2025)
2. Rivers, Trails, & Ales Festival (August 9, 2025)
3. Monroe County Fair (August 19, 2025)
4. Noble County Fair (August 29, 2025)
5. Sternwheeler Festival (September 6, 2025)

> "Walking areas are right next to speeding traffic with no protections."
> - Survey Participant

FIGURE 4 Who responded?



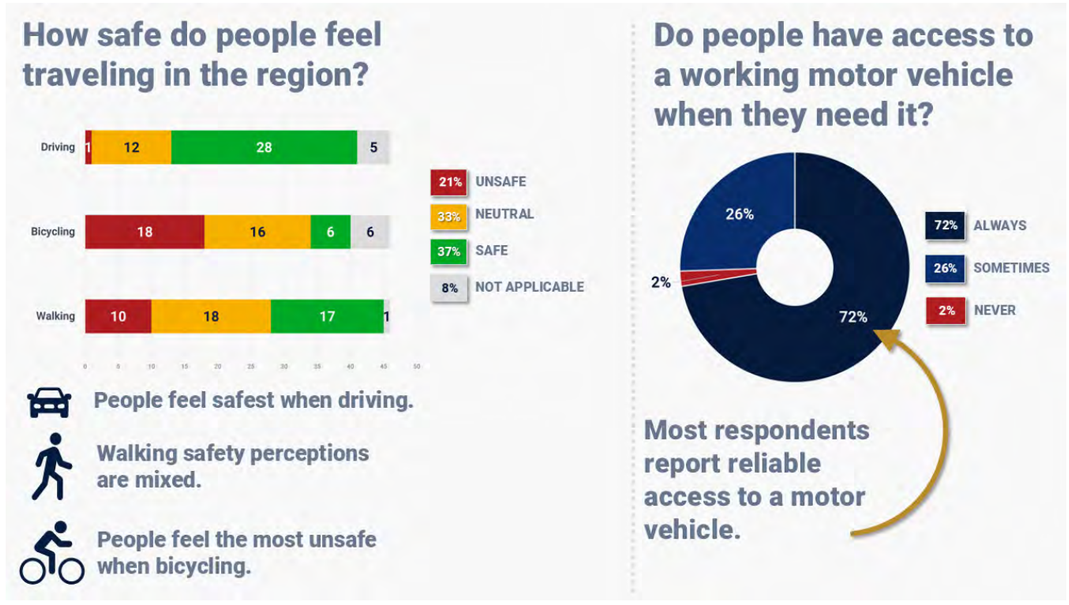
Online Map

An online interactive map allowed people to mark desired walking and bicycling routes, problem areas, and key destinations from anywhere in the region. Paired with the online interactive map was an online survey, which provided additional insight into how people travel, how safe they feel using different modes, and why they choose to walk or bike. The online map and survey were advertised at each pop-up event and shared with the steering committee to relay to their communities

Most survey respondents live in the Buckeye Hills region, reflecting strong local participation. Respondents represented a range of ages, with many people in working-age and older adult groups, and participation included people who walk, bike, drive, and rely on others for transportation (Figure 4). While most respondents reported having access to a working motor vehicle, walking and biking still play an important role in how people get around, especially for short trips and daily needs. Responses also show that people feel safest when driving, have mixed feelings about walking, and feel least safe when bicycling—highlighting the need for improvements that make active transportation more comfortable and predictable (Figure 5). Quotes throughout this section share community voices that describe everyday walking and bicycling challenges and helped shape the plan's priorities and recommendations. Survey responses and discussions showed that many people choose to walk or bike for health, environmental, and everyday reasons, but are discouraged by unsafe crossings, missing sidewalks, gaps between neighborhoods, and fast-moving traffic. The interactive map helped identify specific routes and destinations that matter most, while pop-up conversations added context about why certain roads feel unsafe or difficult to use (Map 4). Together, this input helped confirm focus areas identified through safety analysis and guided how projects were selected, where investments should be concentrated, and which types of improvements (such as safer crossings, better connections, and traffic calming) would have the greatest impact across the region. The complete Engagement Summary Presentation is in the Appendix.

> "I have to drive to the trail - highways and rivers cut off safe access."
> - Survey Participant

FIGURE 5 Perceived Safety and Transportation Access



Washington County, Source: County Sheriff's Office

IV. Understanding Crash Trends

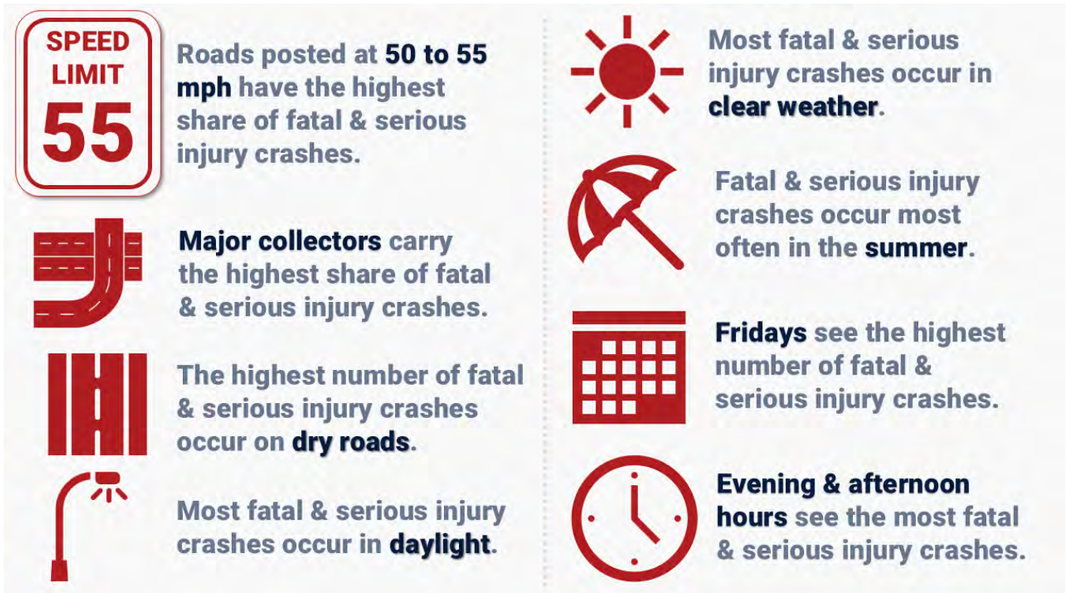
The safety analysis conducted by the team included three analyses, a Descriptive Crash Analysis, High Injury Network, and High-Risk Network (Figure 6). The High Injury Network and High-Risk Network show where safety improvements can make the biggest difference. Together, these tools help communities focus on both reactive and proactive safety improvements. They are meant to guide conversations, support project selection, and prioritize investments along the routes people use every day, especially where walking and biking feel most challenging or unsafe.

Descriptive Safety Analysis

The analysis phase began with a descriptive review of fatal and serious injury (FSI) crashes across the Buckeye Hills region. While crashes involving people walking and bicycling make up a smaller share of total crashes, they are far more likely to result in serious injury or death. Serious crashes were most common on major collectors and arterial roadways, especially those with higher posted speed limits. Many occurred in clear weather and daylight conditions, reinforcing that roadway design and context play a larger role in safety outcomes than weather or visibility alone. Together, these trends point to the need for changes that address how roads function day to day, with a focus on safer crossings, better connections, and lower-stress travel for all users (Figure 7).

FIGURE 6 How Crash Risk Was Analyzed

FIGURE 7 Crash Trends at a Glance

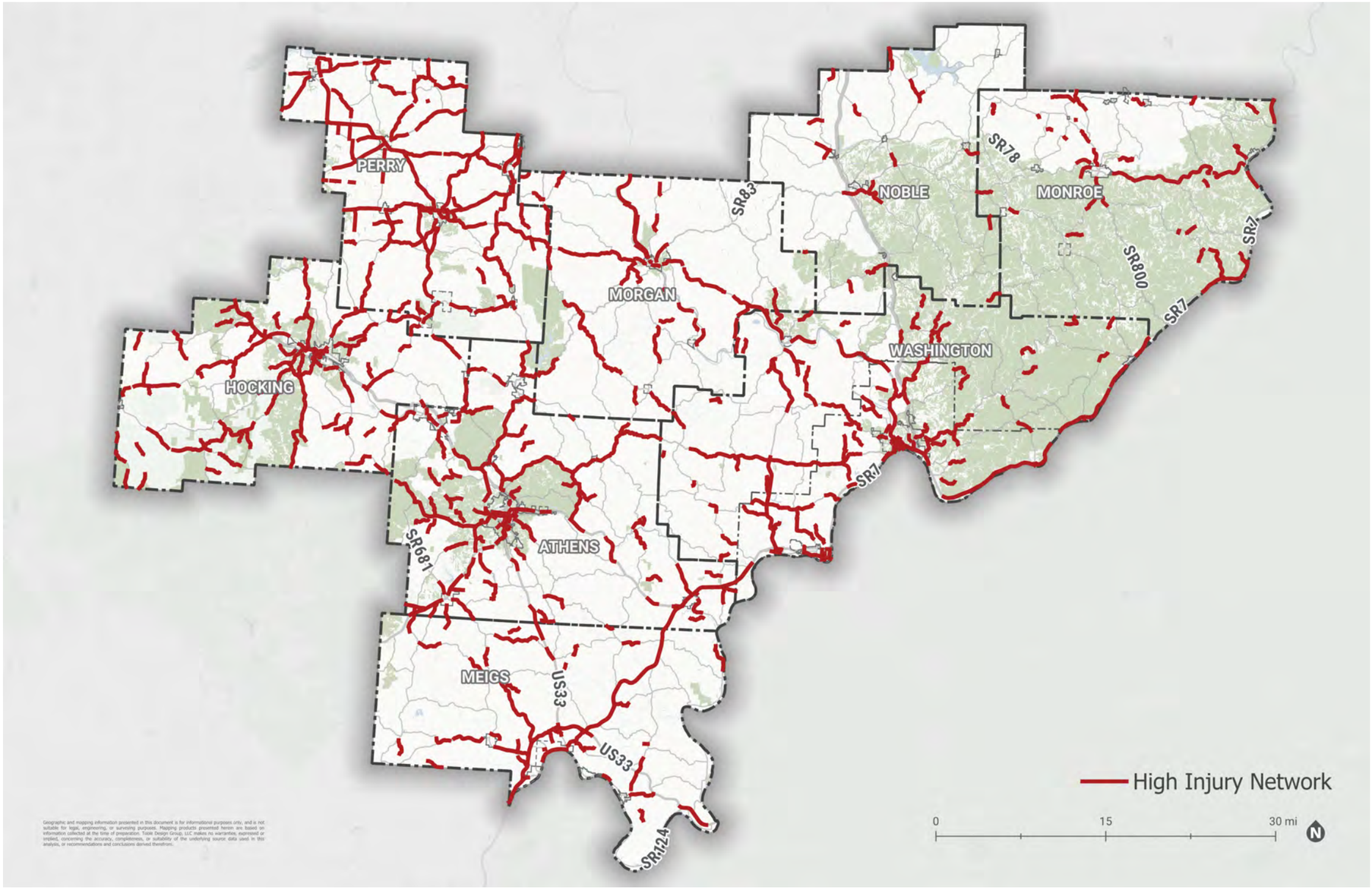


High Injury Network

The High Injury Network (HIN) builds on the descriptive crash review by identifying where fatal and serious injury crashes have been most concentrated in recent years. Rather than focusing on individual crash points, the High Injury Network looks at continuous roadway segments to better understand patterns along corridors. This approach helps highlight routes where people have already been hurt and where targeted safety improvements could reduce future harm.

Across the region, the High Injury Network shows that a relatively small portion of roadway miles account for a large share of severe crashes. Many of these segments align with roads that carry higher speeds and volumes, often serving both regional travel and local access. The High Injury Network is used to help communities focus attention and resources on locations where safety needs are most urgent and where improvements could have the greatest immediate impact.

Check out the online version of this map here to view the results in more detail.



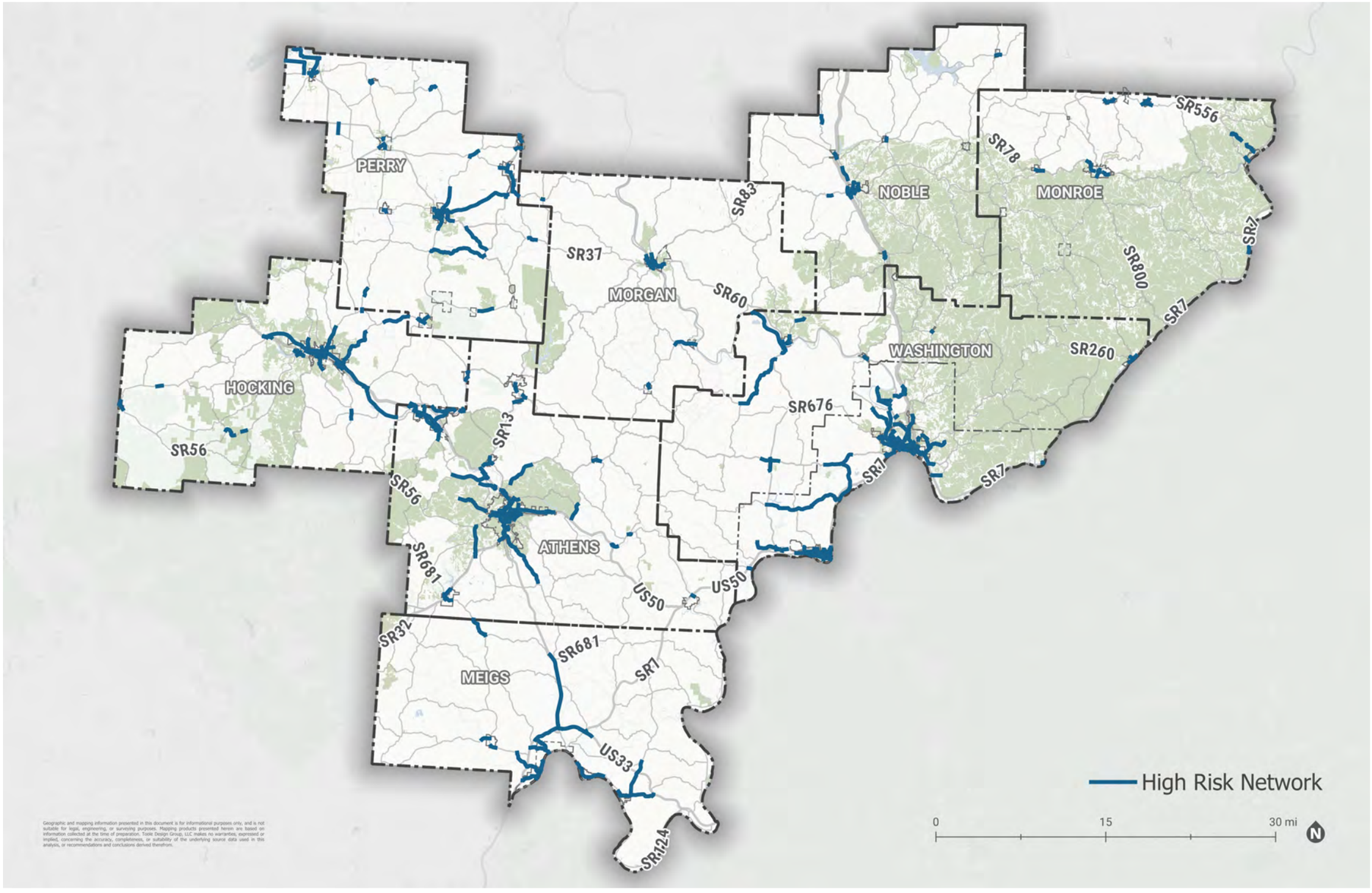
MAP 5 High Injury Network

Check out the online version of this map here to view the results in more detail.

High-Risk Network

The High-Risk Network (HRN) takes a proactive approach by identifying roadway segments with characteristics linked to higher crash risk, even if a high number of serious crashes have not yet occurred. This analysis looks beyond past crashes to examine roadway and land use features (such as speed, road type, and surrounding context) that influence the likelihood and severity of crashes.

By grouping roads with similar characteristics and comparing crash patterns across them, the High-Risk Network helps identify corridors where design, operational, or policy changes could prevent future serious crashes. This is especially important in rural and small-town settings, where crashes may be spread over long distances, but underlying risk remains high. For example, across the region, the HRN shows that a relatively small portion of roadway miles account for a greater share of severe crashes. More critical and high-injury crashes occurred within less than one percent (57 miles) of the region's roadways. The High-Risk Network complements the High Injury Network by supporting earlier, preventative action along routes people use every day. More information on all analyses is included in the Appendix.



MAP 6 High Risk Network

Source: ODOT

V. Recommendations: Turning Priorities Into Projects

This section outlines a range of infrastructure, education, encouragement, and policy strategies that can be used to improve safety, comfort, and access for people walking and biking across the Buckeye Hills region. The full toolbox, including detailed descriptions and example applications, is included in the Appendix. These are intended to support implementation of both regional and county priority projects.

Strategies to Support Safer Walking and Biking: Toolbox of Countermeasures

Infrastructure Strategies

Infrastructure strategies focus on physical improvements that address common safety challenges identified through data analysis and community input. At a regional level, these strategies emphasize consistent approaches to sidewalk and bikeway connectivity, safer crossings, traffic calming, and roadway enhancements along corridors that serve both local and regional travel. Infrastructure strategies are closely aligned with the plan's safety analysis and community input. They directly address high-risk roadway characteristics identified through the High Injury Network and High-Risk Network, as well as barriers raised most often during engagement, such as unsafe crossings, missing sidewalks, and fast-moving traffic.

The toolbox emphasizes four areas:

1. Bike and Pedestrian Connectivity

- Sidewalks/Walkways
- Bikeways
- Shared Use Paths
- Multimodal Bridges and Tunnels

2. Intersection and Crossings

- Crosswalk Visibility Enhancements, like high visibility crossings, advance yield lines, and signage
- Lighting
- Upgraded Pedestrian Signal Heads
- Rectangular Rapid Flashing Beacons
- Pedestrian Hybrid Beacons
- Lighting
- Upgraded Pedestrian Signal Heads
- Leading Pedestrian Intervals
- Raised Pedestrian Crossings
- Sight Distance at Intersections/Daylighting

3. Traffic Calming Measures

- Speed Management, like speed tables or lane narrowing
- Road Diets
- Median & Pedestrian Refuge Islands
- Curb Extensions
- Chicanes
- One-Way to Two-Way Conversion

4. Corridor Enhancements

- Gateway Treatments
- Bike-Friendly Transit
- Transit Stop Improvements
- Bicycle Racks & Lockers
- Bicycle Route Wayfinding
- Rumble Strips
- Wider Edge Lines
- Access Management

Education, Encouragement, and Outreach Strategies

Education, encouragement, and outreach strategies support safer behaviors and greater awareness alongside physical improvements. Education and outreach strategies reinforce infrastructure investments by addressing behavior, awareness, and comfort. They respond directly to concerns raised during engagement, such as confusion at crossings, lack of awareness of pedestrian and bicyclist presence, and the need for clearer expectations for all road users.

- Motorist Awareness Campaigns
- ODOT Multimodal Design Guide Training for Staff
- Bike & Pedestrian Safety Training
- Social Media Campaign
- School-Based Outreach
- Bicycle Route Map
- Youth Art Programs & Contests
- Walking Tours
- Walking & Bicycling Events
- Safe Driving Pledge
- Walking/Biking Bus to School (Figure 8)
- Bike Giveaways

FIGURE 8 Bike Bus to School

Policies and Programs

Policies and programs provide a coordinated framework to advance safer walking and biking across the region. As part of this eight-county plan, these strategies establish consistent regional direction while encouraging cities, villages, and townships to update and implement supportive local policies. Policy updates strengthen day-to-day decision-making by formalizing maintenance responsibilities, embedding Complete Streets principles into project development, and establishing a clear commitment to eliminating serious and fatal crashes. Coordinated planning efforts, including school travel and active transportation plans, help identify priorities, align investments, and guide implementation. Complementary programs, like bike libraries or demonstration projects, build public support, expand access, and translate policy into visible, on-the-ground change.

- Update Maintenance Policy & Budget
- Complete Streets Policy
- Update the BHRC ADA Policy
- Appropriate Speed Limit Setting
- Vision Zero
- School Travel Plans / Safe Routes to School
- Community Place-making Activities
- Demonstration Projects
- Bike Library (Figure 9)

FIGURE 9 Bike Library

Corridor Identification & Prioritization

Candidate corridors were identified through a data-driven process designed to focus attention on the places where safety improvements can make the greatest difference. The project team began by reviewing the Descriptive Safety Analysis, High Injury Network (HIN), and High-Risk Network (HRN) to understand where fatal and serious injury crashes are concentrated and which roadway characteristics are associated with higher crash risk across the region. These analyses helped identify corridors and locations where people walking and biking face the greatest challenges along locally owned roads and state routes that connect towns, schools, services, and key destinations.

To move from a broad list of candidate corridors to a priority list, each corridor went through a data-driven prioritization. Criteria was developed based on input from stakeholders at Steering Committee meeting #2 and weighed according to what mattered the most to stakeholders (Table 1).These criteria emphasized safety outcomes, including proximity to the High Injury Network, presence of high-risk roadway characteristics, and where projects are planned or existing. Additional considerations included connections to key destinations (such as schools, parks, downtowns, and services), support for regional connectivity, and the ability to improve comfort and access for everyday trips. This balanced approach ensured that safety improvements to high-priority corridors are not only needed but also positioned for action. For more information on the prioritization methodology see the Appendix

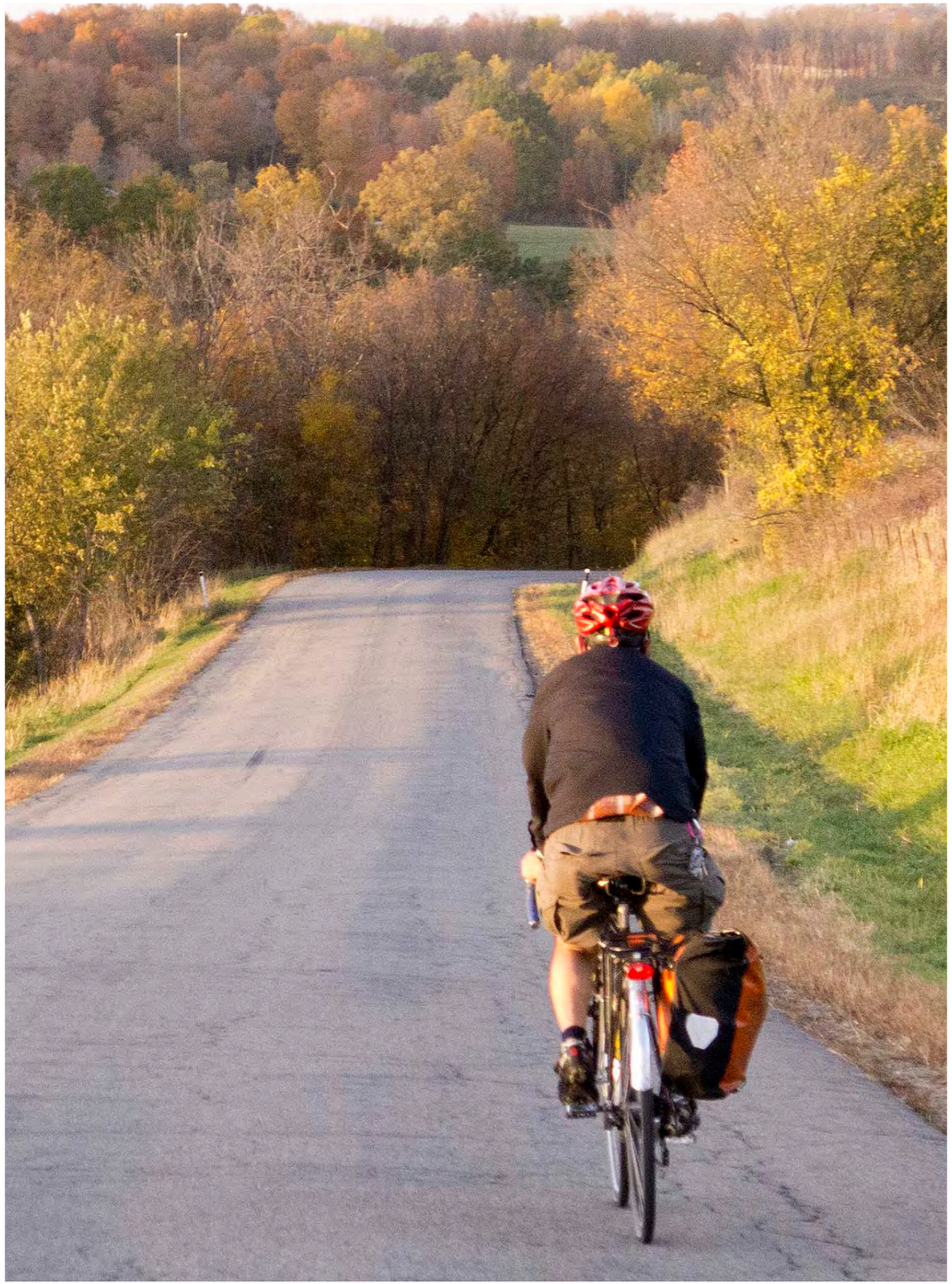
Regional and county priorities were established through a two-step process that combined technical analysis with stakeholder input. First, the data-driven screening and prioritization process produced a short list of top corridors across the region based on safety need, connectivity, and overall impact. These corridors represented the strongest candidates for improving active transportation safety and access at both local and regional scales.

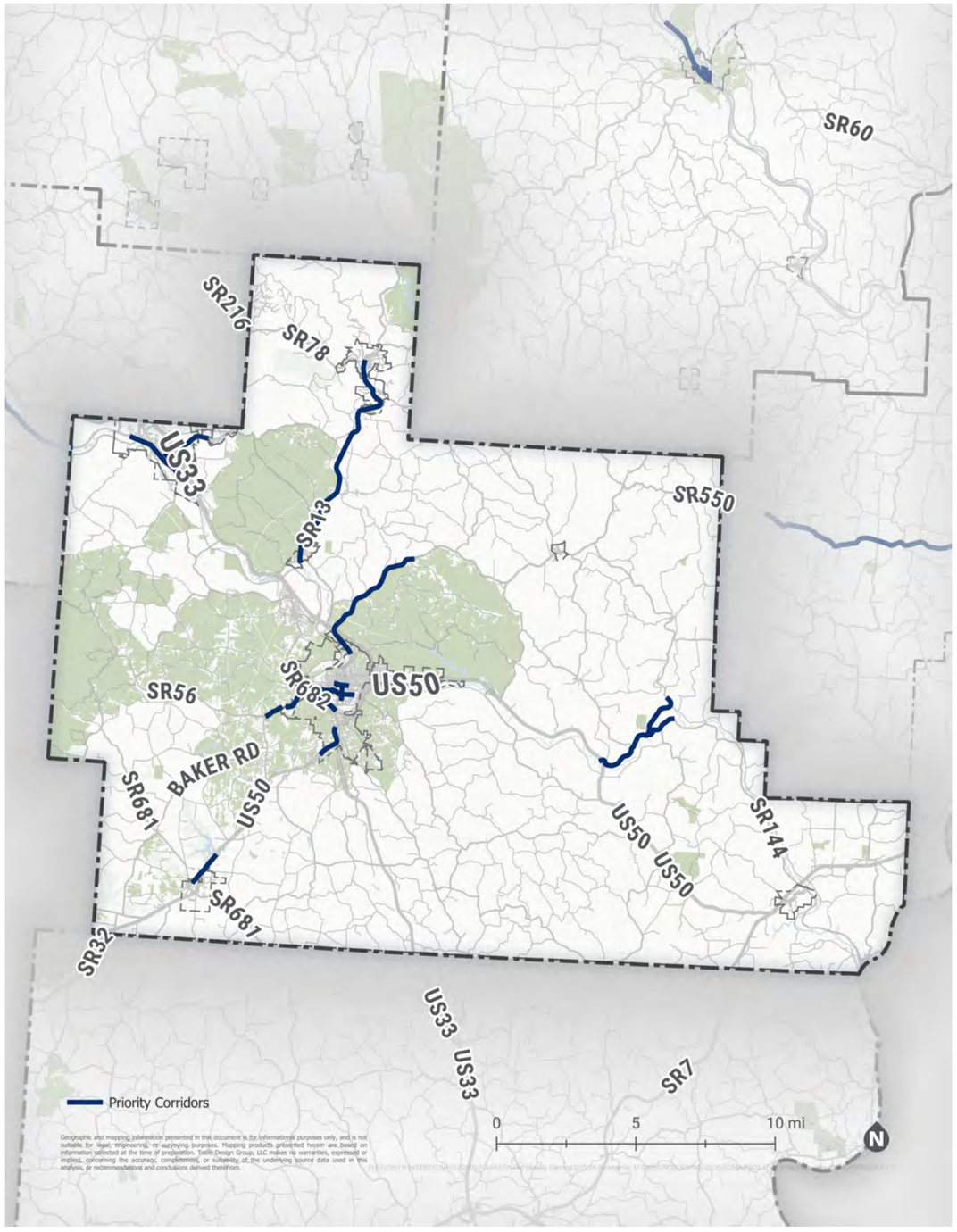
Next, steering committee members reviewed the top-ranked corridors and identified their highest priorities based on local knowledge, implementation context, and regional value. This step allowed counties and communities to elevate corridors that best align with their needs while maintaining consistency with the plan's safety-focused framework. Together, this combined approach ensures that final priorities reflect both rigorous technical analysis and informed local perspective, creating a clear and transparent path from data to decisions. The following pages show each county and the WWW area's top priority corridors along with accompanying tables that identify potential countermeasures based on the Toolbox of Countermeasures.

Interoperable communications and remote incident monitoring (flock cameras, speed devices, etc.) are needed to support roadway safety and post-crash response on priority corridors and in rural parts of the region.

TABLE 1 Prioritization Criteria

Metric	Description	Weight
Safety	High-Injury Network (All Modes and Vulnerable Road Users) High-Risk Network (All Modes and Vulnerable Road Users)	30 points
Synergy	Infrastructure Projects from Existing Plans	5 points
Proximity to State and US Bike Routes	Existing bike routes from the State and US network	10 points
Proximity to Schools	Public and Private Schools	15 points
Proximity to Countywide Services	Jobs & Family Services, Board of Developmental Disabilities, Health Department Offices, Hospitals	20 points
Proximity to Activity Density	The number of jobs and people per acre in a given area per the BHRC Long Range Transportation Plan	5 points
Proximity to Community Spaces	Libraries, Parks	15 points
		100 point total





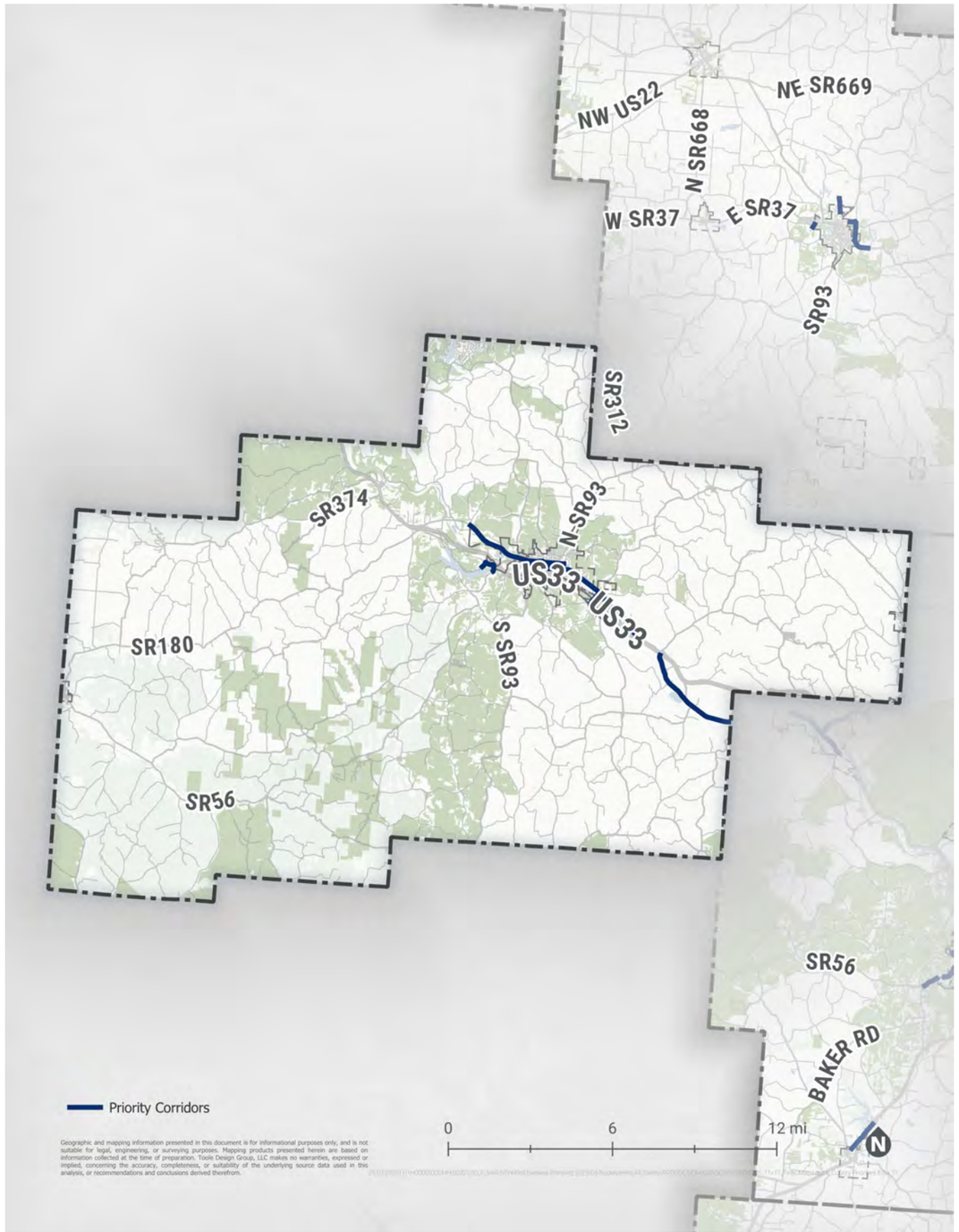
MAP 7 Athens County Priority Corridors

TABLE 2 Athens County Priority Corridors

Corridor Name	Start	End	Length (miles)	Identification Source	Potential Proven Countermeasure
BURR OAK BLVD / SR78	9TH ST	HIGH ST	1.70	Community Identified	Sidewalk Improvements (including gaps), Rumble Strips, Wider Edge Lines, Traffic Calming, Lighting
CANAL ST	WASHINGTON ST	SR691	2.36	Community Identified	Crossing Enhancements (most need markings), Sidewalk Improvements (including gaps), Bicycle Facility Improvements (currently signage for bicyclists to be in the street with vehicles), Traffic Calming, Lighting
CARPENTER ST	LANCASTER ST	STATE ST	0.41	Data-Driven (Priority Rank 30)	Crossing Enhancements, Bicycle Facility, Corridor Access Management, Lighting, Traffic Calming (lane narrowing or bumpouts, between Congress and Lancaster)
COURT ST	CARPENTER ST	MULBERRY ST	0.48	Data-Driven (Priority Rank 29)	Bicycle Facility Improvements (currently a conventional bike lane or sharrows depending on the location), Crossing Enhancements, Gateway Treatments, Traffic Calming, Lighting, One-way to Two-way Street Conversion
SR13*	TOLEDO ST	MAIN ST	8.72	Community Identified	Crossing Enhancements, Sidewalk Improvements (also gaps to fill), Bicycle Facility, Rumble Strips, Wider Edge Lines, Advance Warning Signs, Traffic Calming, Lighting
SR329 / SR144	US50	SR329 / SR144	4.10	Community Identified	Sidewalk Improvements (consider sidewalks in town and paved shoulder on rural sections), Bicycle Facility, Rumble Strips, Wider Edge Lines, Advance Warning Signs, Raised Pavement Markers, Traffic Calming, Lighting
SR550	PEACH RIDGE RD	SR550	11.88	Community Identified	Rumble Strips, Wider Edge Lines, Advance Warning Signs, Raised Pavement Markers, Lighting
SR56	RADFORD RD	ATHENS CITY BOUNDARY	0.52	Community Identified	Rumble Strips, Wider Edge Lines, Advance Warning Signs, Raised Pavement Markers, Lighting
SR682	UNION ST	RICHLAND AVE	1.37	Community Identified	Rumble Strips, Wider Edge Lines, Advance Warning Signs, Raised Pavement Markers, Shared Use Path
UNION ST	STEWART ST	KENNY DR	5.56	Data-Driven (Priority Rank 25)	Crossing Enhancements, Sidewalk Improvements (including gaps), Bicycle Facility (Shared Use Path or paved shoulder), Traffic Calming
US50	US50	ANDOVER RD	4.59	Community Identified	Sidewalk Improvements (including gaps), Shared Use Path, Crossing Enhancements, Rumble Strips, Wider Edge Lines, Raised Pavement Markers, Traffic Calming, Lighting
SR 682	UNIVERSITY ESTATES BLVD	W UNION ST	0.36	Community Identified	Streetscape Improvements (road diet), Sidewalk Improvements (including gaps), Shared Use Path, Crossing Enhancements (proposed roundabout at Luhrig/Armitage Rd), Pedestrian Facility Connections (to Union St.)
WASHINGTON RD / US 50	SCHOOL RD	FIRE DEPARTMENT LN	1.2	Community Identified	Sidewalk Improvements (including gaps), Shared Use Path, Crossing Enhancements, Rumble Strips, Wider Edge Lines, Raised Pavement Markers, Traffic Calming, Lighting

***Project identified as a top priority for the region. See Appendix F Corridor Cut Sheets for more details.**

*** Data-Driven prioritization metrics were developed with stakeholder input and include safety analysis results, synergy with other plans, overlap with State and US Bike Routes, and proximity to the following schools, countywide services, activity density, and community spaces. See Appendix E. Corridor Prioritization Methodology.**

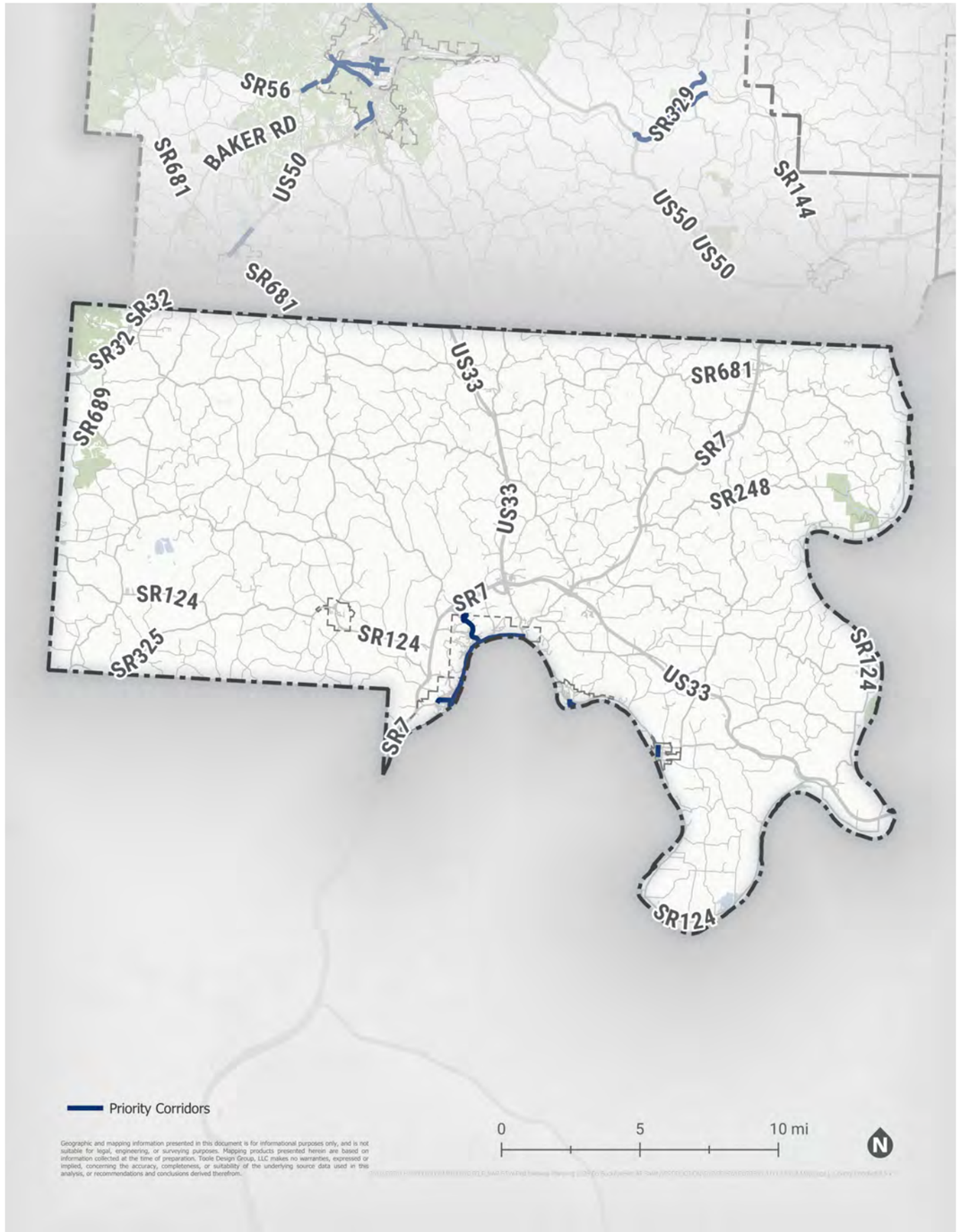


MAP 8 Hocking County Priority Corridors

TABLE 3 Hocking County Priority Corridors

Corridor Name	Start	End	Length (miles)	Identification Source	Potential Proven Countermeasure
CHIEFTAIN DR / CO RD 33A	FRASURE-HELBER RD / LOGAN CITY BOUNDARY	SR664	2.10	Community Identified	Shared Use Path, Traffic Calming, Lighting
FRONT ST	HUNTER ST	LOCKHEED RD	3.11	Community Identified	Sidewalk Improvements, Bicycle Facility, Crossing Enhancements, Traffic Calming, Lighting
HAYDENVILLE RD / CO RD 25	US33	COUNTY BOUNDARY	3.86	Community Identified	Sidewalk Improvements (including gaps) / Bicycle Facility (Shared Use Path?), Crossing Improvements, Raised Pavement Markers, Traffic Calming, Lighting
HIGH ST	SPRING HILL PL	2ND ST	0.18	Data-Driven (Priority Rank 13)	Sidewalk Improvements (including gaps), Bicycle Facility, Crossing Improvements, Lighting
HOCKING DR / CO RD 33B	LOCKHEED RD	THE POSTON MANOR & EVENT BARN	2.07	Community Identified	Sidewalk Improvements (including gaps) / Bicycle Facility (Shared Use Path?), Crossing Improvements, Raised Pavement Markers, Traffic Calming, Lighting
HUNTER ST	SR664	HOMER AVE	1.75	Data-Driven (Priority Rank 2)	Sidewalk Improvements (including gaps), Bicycle Facility, Crossing Improvements, Traffic Calming, Lighting
LAKE LOGAN RD	LAKE LOGAN MARINA	HOCKING HILLS REGIONAL WELCOME CENTER	0.78	Community Identified	Bicycle Facility (paved shoulder), Crossing Improvements, Traffic Calming, Lighting
MAIN ST	HUNTER ST	CULVER ST	0.66	Data-Driven (Priority Rank 7)	Sidewalk Improvements (including gaps), Bicycle Facility, Crossing Improvements, Traffic Calming, Lighting
SR328 / LOGAN HIGH SCHOOL CONNECTOR	US33	THE CHIEFTAIN CENTER	0.97	Community Identified	Sidewalk Improvements (including gaps) / Bicycle Facility (Shared Use Path?), Crossing Improvements, Raised Pavement Markers, Traffic Calming, Lighting

*** Data-Driven prioritization metrics were developed with stakeholder input and include safety analysis results, synergy with other plans, overlap with State and US Bike Routes, and proximity to the following schools, countywide services, activity density, and community spaces. See Appendix E. Corridor Prioritization Methodology.**

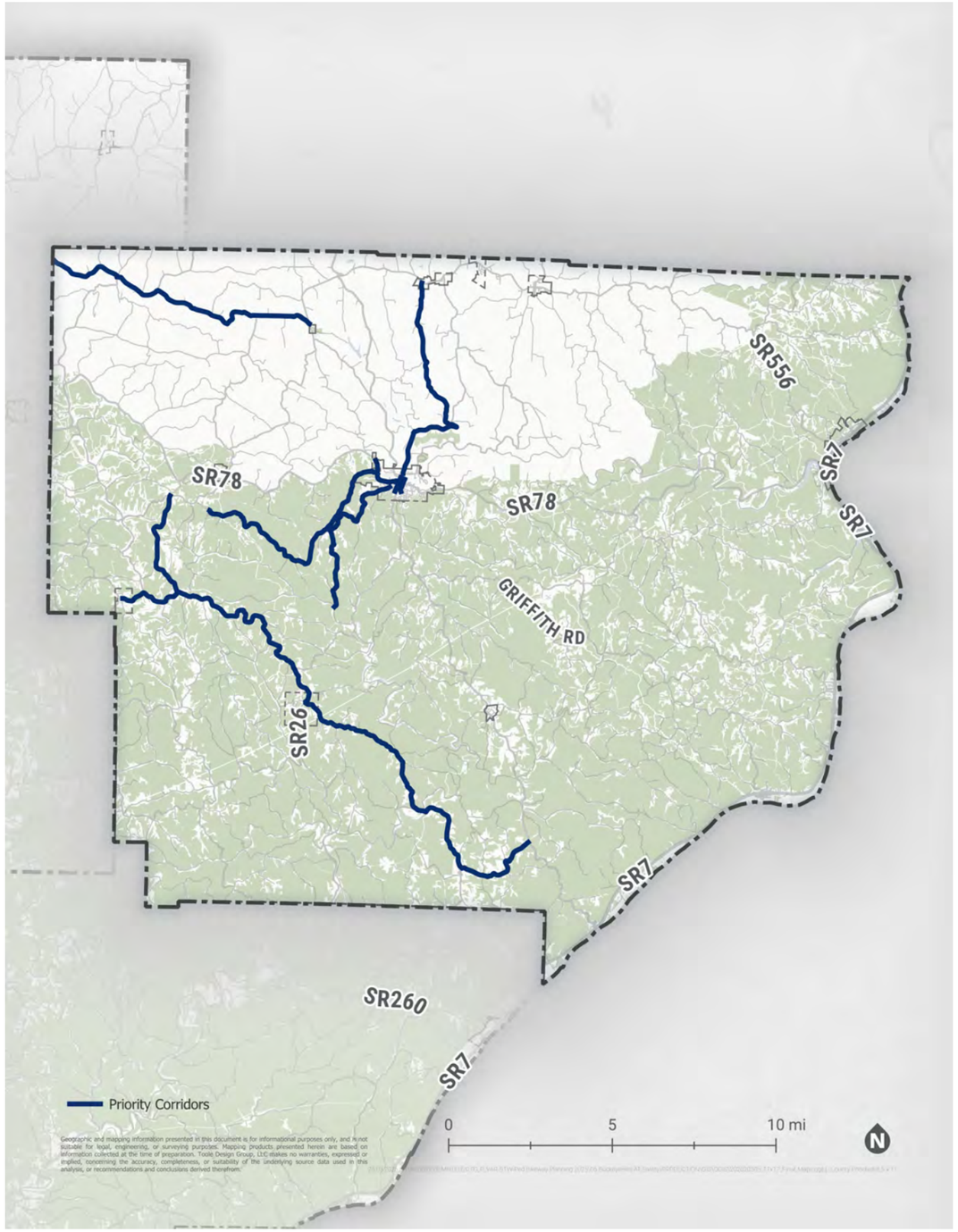


MAP 9 Meigs County Priority Corridors

TABLE 4 Meigs County Priority Corridors

Corridor Name	Start	End	Length (miles)	Identification Source	Potential Proven Countermeasure
2ND AVE	CUSTER ST	MIDDLEPORT VILLAGE BOUNDARY	1.07	Data-Driven (Priority Rank 173)	Sidewalk Improvements, Crossing Improvements, Traffic Calming, Lighting
3RD AVE	CUSTER ST	MILL ST	0.58	Data-Driven (Priority Rank 78)	Sidewalk Improvements (including gaps), Bicycle Facility, Crossing Improvements, Traffic Calming, Lighting
GENERAL HARTINGER PKWY	POWELL ST	2ND AVE	0.55	Data-Driven (Priority Rank 73)	Sidewalk Improvements (including gaps), Bicycle Facility, Crossing Improvements, Traffic Calming, Lighting
5TH ST	VINE ST	ELM ST	0.27	Community Identified	Sidewalk Improvements (including gaps), Bicycle Facility, Crossing Improvements, Traffic Calming, Lighting
MAIN ST / 7 BYPASS	BUCKEYE ST	MIDDLEPORT VILLAGE BOUNDARY	3.10	Community Identified	Sidewalk Improvements (including gaps), Bicycle Facility, Crossing Improvements, Traffic Calming, Gateway Treatments, Corridor Access Management, Lighting
MARINA DR	3RD ST	BRIDGEMAN ST	0.29	Community Identified	Traffic Calming, Bicycle Facility, Lighting
MULBERRY AVE / MULBERRY HTS	POMEROY BOUNDARY	2ND ST	1.41	Community Identified	Sidewalk Improvements (including gaps), Bicycle Facility, Crossing Improvements, Traffic Calming, Lighting

*** Data-Driven prioritization metrics were developed with stakeholder input and include safety analysis results, synergy with other plans, overlap with State and US Bike Routes, and proximity to the following schools, countywide services, activity density, and community spaces. See Appendix E. Corridor Prioritization Methodology.**



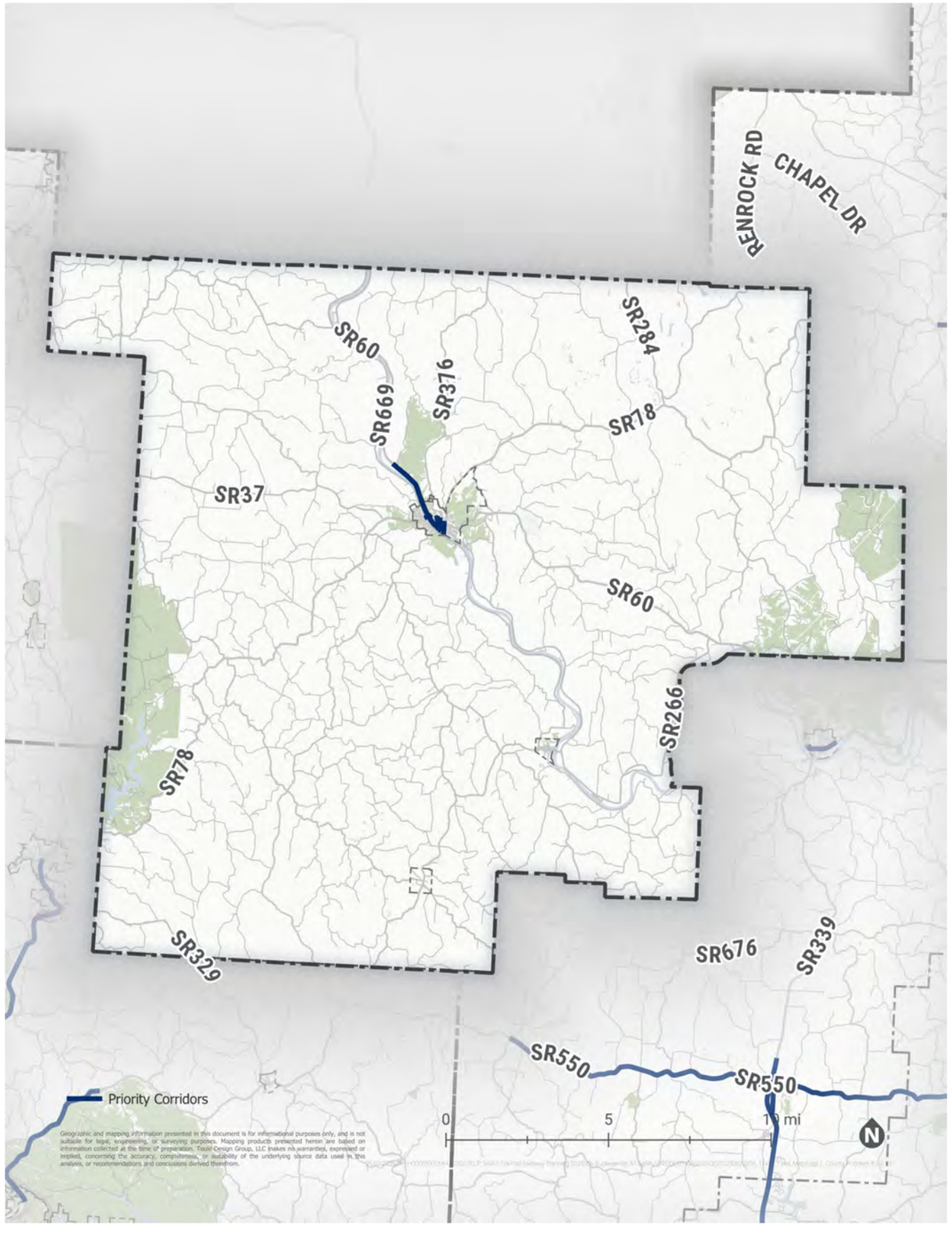
MAP 10 Monroe County Priority Corridors

TABLE 5 Monroe County Priority Corridors

Corridor Name	Start	End	Length (miles)	Identification Source	Potential Proven Countermeasure
BARBER RIDGE RD / CR 77	EDWINA RD	LEWISVILLE RD / APPALACHIAN HWY	7.99	Community Identified	Bicycle Facility (paved shoulder), Crossing Improvements, Raised Pavement Markers, Traffic Calming, Lighting
COURT ST	LEWISVILLE RD / APPALACHIAN HWY	PAUL ST	0.30	Data-Driven	Sidewalk Improvements (including gaps), Bicycle Facility, Crossing Improvements
CR12 / MAIN ST / STAFFORD RD / SANDBAR RD / HARTSHORN RIDGE RD / SR26 / GREENBRIER RD / TRAIL RUN RD	MILL ST	SR800	20.25	Community Identified	Bicycle Facility (paved shoulder), Crossing Improvements, Raised Pavement Markers, Traffic Calming, Lighting
HANSON RIDGE RD	SR145	HARTSHORN RIDGE RD / CR12	3.57	Community Identified	Bicycle Facility (paved shoulder), Crossing Improvements, Raised Pavement Markers, Traffic Calming, Lighting
LEWISVILLE RD / SR78	BEGINNING POINTE CHURCH	MONROE COUNTY EMS	0.83	Community Identified	Sidewalk Improvements (including gaps) / Bicycle Facility (Shared Use Path?), Crossing Improvements, Raised Pavement Markers, Traffic Calming, Lighting
LEWISVILLE RD / SR78	MONROE COUNTY EMS	COURT ST	0.28	Community Identified	Sidewalk Improvements (including gaps) / Bicycle Facility (Shared Use Path?), Crossing Improvements, Traffic Calming, Gateway Treatments, Lighting
MILTONSBURG-CALAIS RD / CR2	COUNTY BOUNDARY	SR145	9.25	Community Identified	Rumble Strips, Wider Edge Lines, Advance Warning Signs, Raised Pavement Markers
MOORE RIDGE RD / CHURCH RD / CR 27	MAIN ST	MORRIS RIDGE RD	6.44	Community Identified	Rumble Strips, Wider Edge Lines, Advance Warning Signs, Raised Pavement Markers
MOORE RIDGE RD / CHURCH RD / CR 27*	MORRIS RIDGE RD	MAPLE AVE	1.33	Community Identified	Rumble Strips, Wider Edge Lines, Advance Warning Signs, Raised Pavement Markers
MOOSE RIDGE RD / CR 45*	MARIETTA ST	WALNUT RIDGE RD	2.95	Community Identified	Rumble Strips, Wider Edge Lines, Advance Warning Signs, Raised Pavement Markers
MOOSE RIDGE RD / CR 45	WALNUT RIDGE RD	EDWINA RD	2.60	Community Identified	Rumble Strips, Wider Edge Lines, Advance Warning Signs, Raised Pavement Markers
PAUL ST	NORTH ST	MARIETTA ST	0.41	Data-Driven	Sidewalk Improvements (including gaps), Bicycle Facility, Crossing Improvements
SYCAMORE ST	OAKLAWN AVE	MARIETTA ST	0.45	Data-Driven	Sidewalk Improvements (including gaps), Bicycle Facility, Crossing Improvements

***Project identified as a top priority for the region. See Appendix F Corridor Cut Sheets for more details.**

*** Data-Driven prioritization metrics were developed with stakeholder input and include safety analysis results, synergy with other plans, overlap with State and US Bike Routes, and proximity to the following schools, countywide services, activity density, and community spaces. See Appendix E. Corridor Prioritization Methodology.**

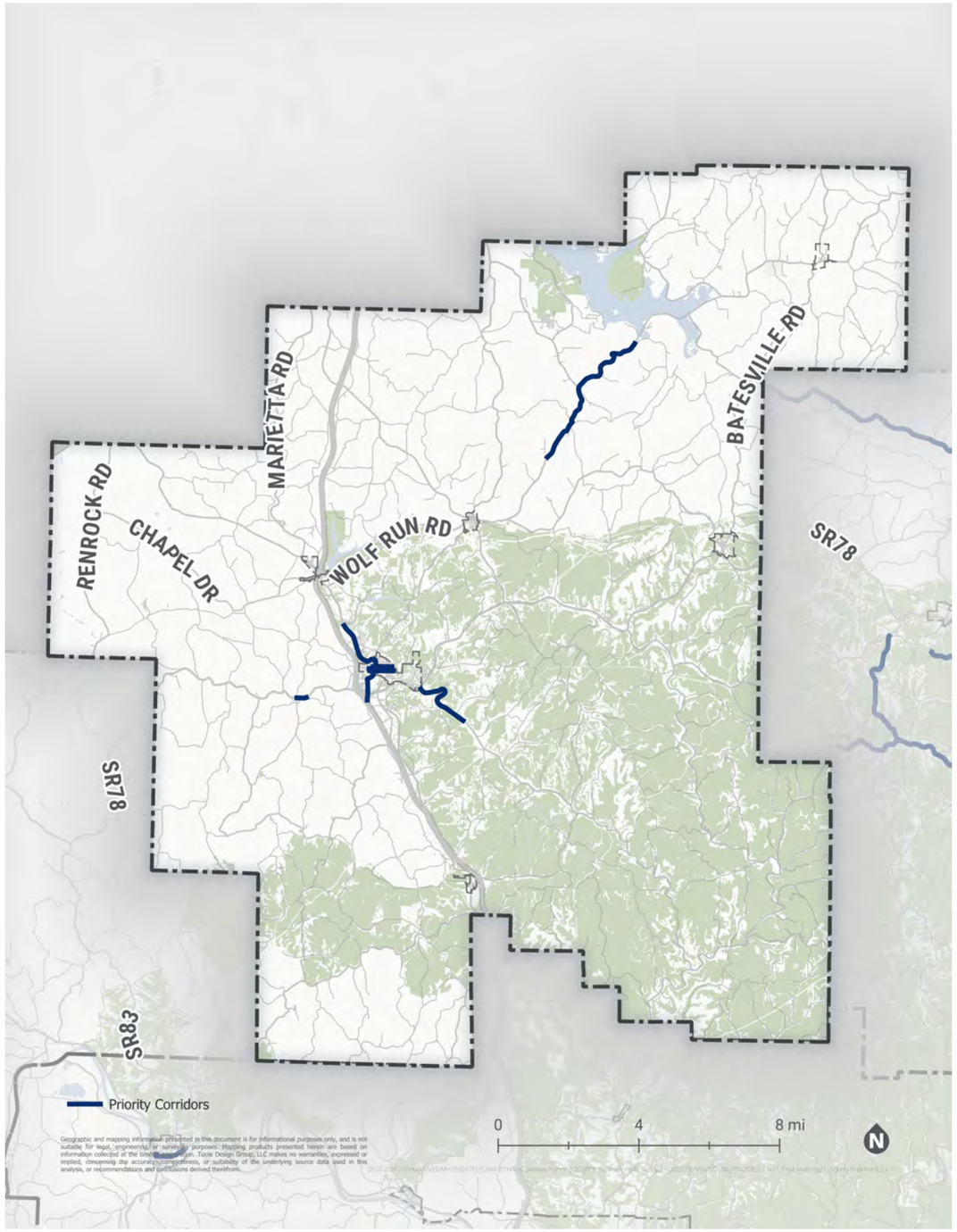


MAP 11 Morgan County Priority Corridors

TABLE 6 Morgan County Priority Corridors

Corridor Name	Start	End	Length (miles)	Identification Source	Potential Proven Countermeasure
4TH ST	4TH ST	UNION AVE	0.31	Data-Driven (Priority Rank 85)	Sidewalk Improvements (including gaps, Bicycle Facility, Crossing Improvements, Traffic Calming, Lighting
5TH ST	PLUM ST	BELL AVE	0.30	Data-Driven (Priority Rank 86)	Sidewalk Improvements (including gaps, Bicycle Facility, Crossing Improvements, Traffic Calming, Lighting
7TH ST	LIBERTY ST	MCCONNEL AVE	0.36	Data-Driven (Priority Rank 72)	Sidewalk Improvements (including gaps, Bicycle Facility, Crossing Improvements, Traffic Calming, Gateway Treatments, Lighting
RIVERSIDE DR	MCCONNELSVILLE VILLAGE BOUNDARY	MAIN ST	1.45	Community Identified	Sidewalk Improvements (including gaps) / Bicycle Facility (Shared Use Path?), Traffic Calming, Crossing Improvements, Wider Edge Lines, Raised Pavement Markers, Lighting
SR60	BUTTERMILK HILL RD	MCCONNELSVILLE VILLAGE BOUNDARY	5.28	Community Identified	Rumble Strips, Wider Edge Lines

*** Data-Driven prioritization metrics were developed with stakeholder input and include safety analysis results, synergy with other plans, overlap with State and US Bike Routes, and proximity to the following schools, countywide services, activity density, and community spaces. See Appendix E. Corridor Prioritization Methodology.**



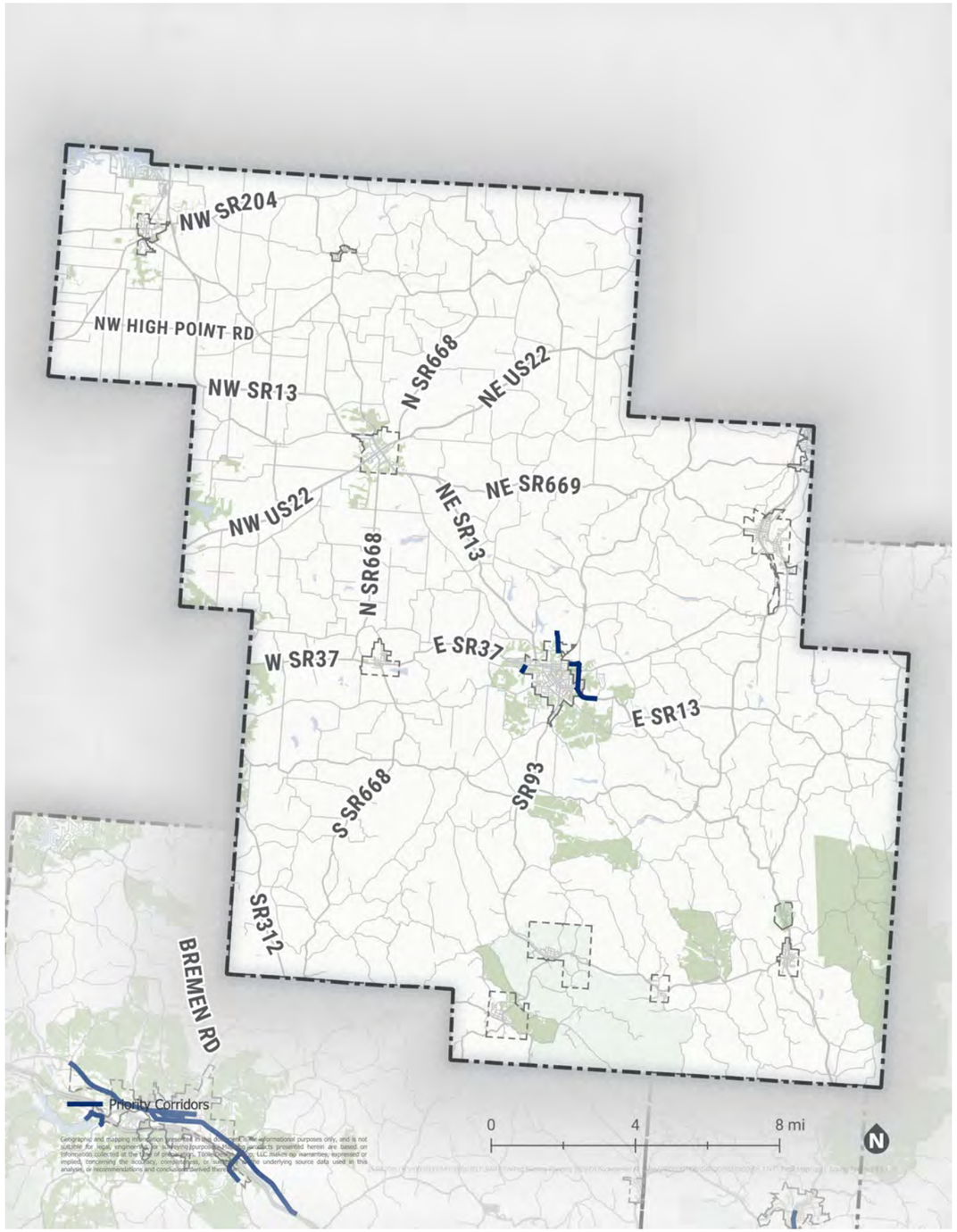
MAP 12 Noble County Priority Corridors

TABLE 7 Noble County Priority Corridors

Corridor Name	Start	End	Length (miles)	Identification Source	Potential Proven Countermeasure
FAIRGROUND RD	NORTH ST	FAIRGROUND RD	0.99	Community Identified	Sidewalk Improvements (including gaps) / Bicycle Facility (Shared Use Path?), Traffic Calming, Crossing Improvements, Wider Edge Lines, Raised Pavement Markers, Lighting
FROSTYVILLE RD	CALDWELL VILLAGE BOUNDARY	HARRIS CEMETERY	3.97	Community Identified	Rumble Strips, Wider Edge Lines, Raised Pavement Markers
HARRIS LN	YOUNG ST	MILLER ST	0.07	Data-Driven (Priority Rank 121)	Sidewalk Improvements, Bicycle Facility, Crossing Improvements
SR821	FAIRGROUND ST	NOBLE COUNTY JOB AND FAMILY SERVICES	1.59	Community IDentified	Rumble Strips, Wider Edge Lines, Gateway Treatments, Crossing Improvements (Planing Mill St)
MAIN ST	NORTH ST	MAIN ST	0.75	Data-Driven (Priority Rank 122)	Sidewalk Improvements, Bicycle Facility, Crossing Improvements
MCCONNELSVILLE RD / SR78	RICH VALLEY RD	ARCHIBALD RD	0.54	Community Identified	Rumble Strips, Wider Edge Lines
SENECA LAKE RD	MUD RUN RD	REED RD	4.73	Community Identified	Rumble Strips, Wider Edge Lines
SPRUCE ST	YOUNG ST	SPRUCE ST	0.50	Data-Driven (Priority Rank 27)	Sidewalk Improvements, Bicycle Facility, Crossing Improvements, Traffic Calming

***Project identified as a top priority for the region. See Appendix F Corridor Cut Sheets for more details.**

*** Data-Driven prioritization metrics were developed with stakeholder input and include safety analysis results, synergy with other plans, overlap with State and US Bike Routes, and proximity to the following schools, countywide services, activity density, and community spaces. See Appendix E. Corridor Prioritization Methodology.**

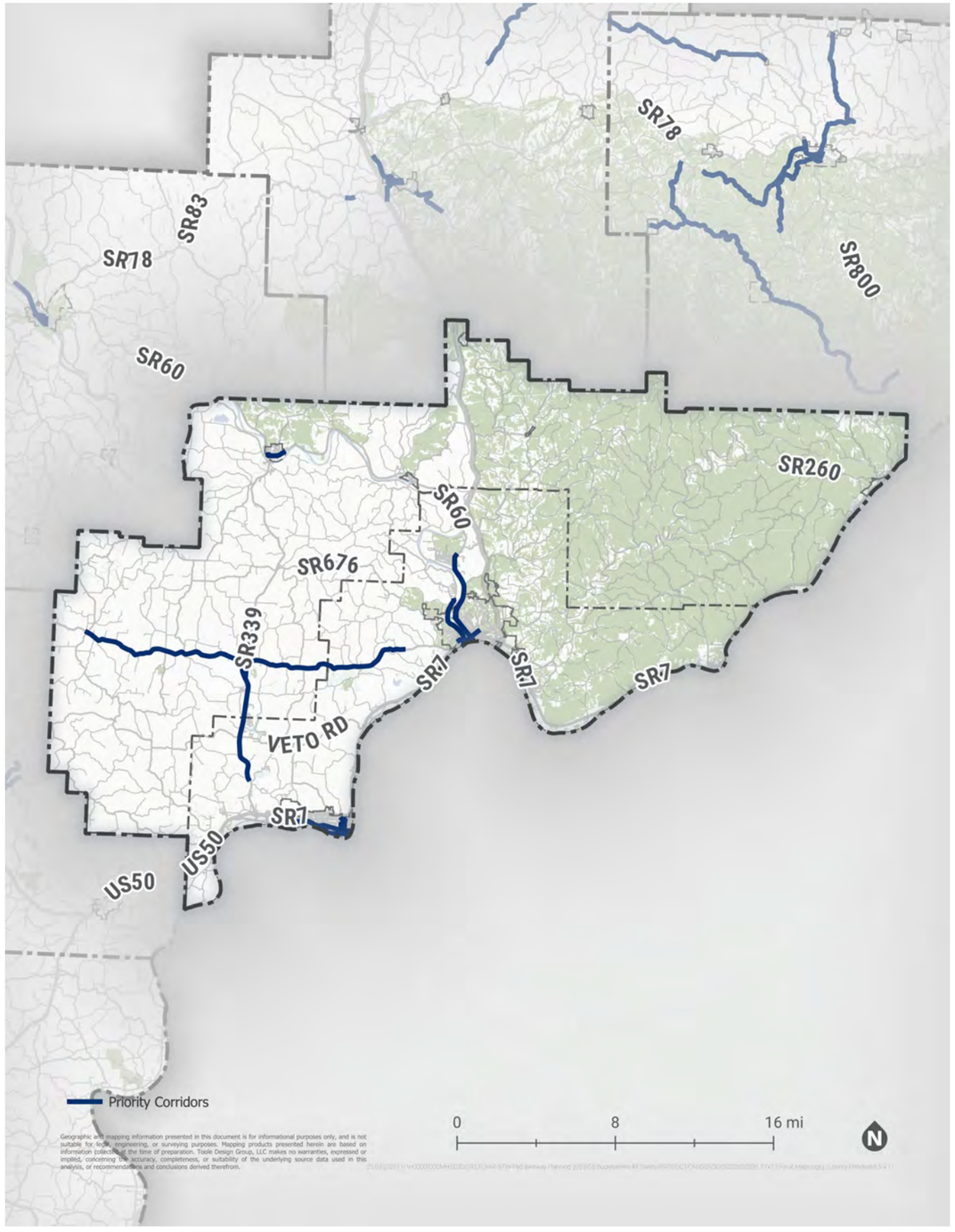


MAP 13 Perry County Priority Corridors

TABLE 8 Perry County Priority Corridors

Corridor Name	Start	End	Length (miles)	Identification Source	Potential Proven Countermeasure
DALLAS AVE	LOVERS LN	MILL ST / SR13	0.27	Data-Driven (Priority Rank 92)	Sidewalk Improvements, Bicycle Facility, Crossing Improvements
HUNTER DR	JADWIN DR / PIKE TWP RD 1197	TUNNEL HILL RD	0.41	Community Identified	Rumble Strips, Wider Edge Lines, Raised Pavement Markers, Advance Warning Signs, Crossing Enhancements, Bicycle Facility, Lighting
LOVERS LN	TUNNEL HILL RD	NEW LEXINGTON VILLAGE BOUNDARY	0.25	Community Identified	Raised Pavement Markers, Wider Edge Lines, Crossing Enhancements, Bicycle Facility
PANTHER DR NE / 99	PANTHER DR	NEW LEXINGTON VILLAGE BOUNDARY (or CARROLL ST)	0.5	Community Identified	Sidewalk Improvements, Bicycle Facility (Shared Use Path), Crossing Improvements, Wider Edge Lines
SR13	MILL ST	COMMERCE DR	0.48	Data-Driven (Priority Rank 80)	Rumble Strips, Wider Edge Lines, Raised Pavement Markers, Advance Warning Signs, Crossing Enhancements
THORN ST	ACADEMY ST	TILE PLANT RD	0.12	Data-Driven (Priority Rank 16)	Raised Pavement Markers, Wider Edge Lines, Shared Use Path

*** Data-Driven prioritization metrics were developed with stakeholder input and include safety analysis results, synergy with other plans, overlap with State and US Bike Routes, and proximity to the following schools, countywide services, activity density, and community spaces. See Appendix E. Corridor Prioritization Methodology.**



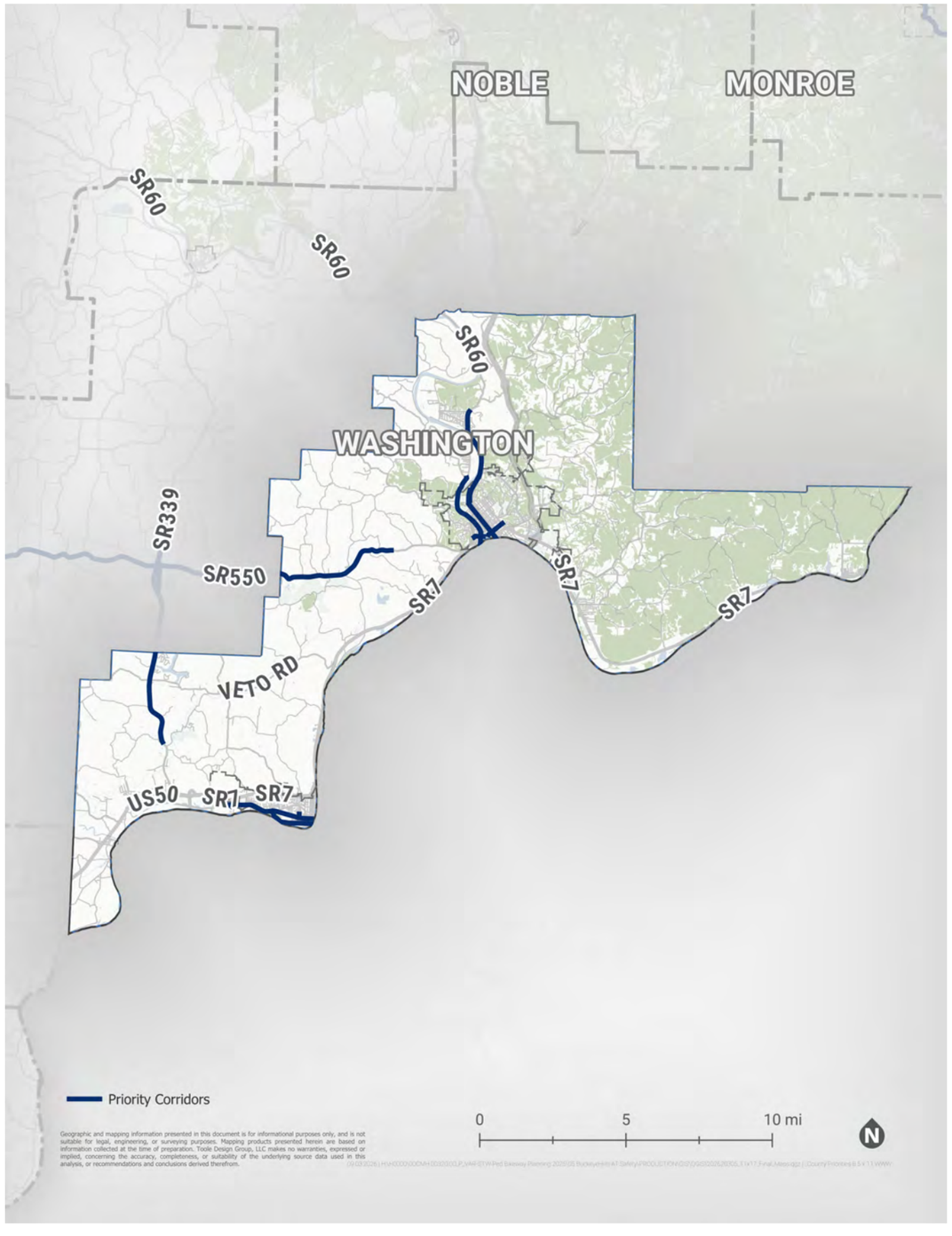
MAP 14 Washington County Priority Corridors

TABLE 9 Washington County Priority Corridors

Corridor Name	Start	End	Length (miles)	Identification Source	Potential Proven Countermeasure
PENNSYLVANIA AVE	MARIETTA AQUATIC CENTER	EATON ST	0.40	Data-Driven (Priority Rank 1)	Sidewalk Improvements (including gaps) / Bicycle Facility -- unless Shared Use Path is present, Crossing Improvements, Traffic Calming, Lighting
2ND ST	FRONT ST	OHIO ST	1.45	Data-Driven (Priority Rank 3)	Road Diet, Sidewalk Improvements (including gaps), Bicycle Facility, Traffic Calming, Crossing Improvements, Gateway Treatments, Lighting
5TH ST	6TH ST	APPLEGATE DR	0.87	Community-Identified	Sidewalk Improvements (including gaps), Bicycle Facility, Crossing Improvements, Traffic Calming
MUSKINGUM DR	DAVIS AVE	3RD ST	0.84	Data-Driven (Priority Rank 4)	Sidewalk Improvements (including gaps) / Bicycle Facility, Crossing Improvements, Traffic Calming, Corridor Access Management, Lighting
STONE RD*	School Drive	WASHINGTON BLVD	0.74	Community-Identified	Sidewalk Improvements (including gaps), Bicycle Facility, Crossing Improvements (upgrade pedestrian signal head and high visibility crosswalk at Washington Blvd crossing), Traffic Calming, Lighting, Corridor Access Management

***Project identified as a top priority for the region. See Appendix F Corridor Cut Sheets for more details.**

*** Data-Driven prioritization metrics were developed with stakeholder input and include safety analysis results, synergy with other plans, overlap with State and US Bike Routes, and proximity to the following schools, countywide services, activity density, and community spaces. See Appendix E. Corridor Prioritization Methodology.**



MAP 15 Triple WWW Region Priority Corridors

TABLE 10 WWW Region Priority Corridors

Corridor Name	Start	End	Length (miles)	Identification Source	Potential Proven Countermeasure
2ND ST	FRONT ST	OHIO ST	1.45	Data-Driven (Priority Rank 3)	Road Diet, Sidewalk Improvements (including gaps), Bicycle Facility, Traffic Calming, Crossing Improvements, Gateway Treatments, Lighting
BLENNERHASSET AVE	WASHINGTON BLVD	MAIN ST	1.56	Community Identified	Sidewalk Improvements (including gaps) / Bicycle Facility -- unless Shared Use Path is present, Crossing Improvements, Traffic Calming, Lighting
BUTLER ST	7TH ST	POST ST	0.61	Community Identified	Road Diet (where there are 4 lanes), Sidewalk Improvements (including gaps), Bicycle Facility, Traffic Calming, Crossing Improvements, Lighting
GILMAN AVE	WATERFORD RD	VIRGINIA ST	2.69	Community Identified	Road Diet (where there are 4 lanes), Sidewalk Improvements (including gaps) / Bicycle Facility (Shared Use Path?), Traffic Calming, Crossing Improvements, Wider Edge Lines, Raised Pavement Markers, Gateway Treatments, Lighting
MAPLE ST/ CAMPUS DR	BARBER ST / BARBER AVE	FORT ST	0.33	Community Identified	Sidewalk Improvements, Bicycle Facility, Crossing Improvements, Traffic Calming, Gateway Treatments, Lighting
MUSKINGUM DR	DAVIS AVE	3RD ST	0.84	Data-Driven (Priority Rank 4)	Sidewalk Improvements (including gaps) / Bicycle Facility, Crossing Improvements, Traffic Calming, Corridor Access Management, Lighting
PENNSYLVANIA AVE	MARIETTA AQUATIC CENTER	EATON ST	0.40	Data-Driven (Priority Rank 1)	Sidewalk Improvements (including gaps) / Bicycle Facility -- unless Shared Use Path is present, Crossing Improvements, Traffic Calming, Lighting
SR339	SR339	SPENCE RD	7.08	Community Identified	Rumble Strips, Wider Edge Lines, Raised Pavement Markers, Bicycle Facility (widen paved shoulder)
SR550	SR555	SR550	17.41	Community Identified	Rumble Strips, Wider Edge Lines, Raised Pavement Markers
SR60	MASONIC PARK RD	DAVIS AVE	2.41	Community Identified	Rumble Strips, Wider Edge Lines, Raised Pavement Markers
WARRIOR DR	BELPRE RD	SR339	1.05	Community Identified	Sidwalk improvements (including gaps), Shared Use Path, Crossing improvements, Lighting
WASHINGTON BLVD	BELPRE BOUNDARY	MAIN ST	3.01	Community Identified	Road Diet (where there are 4 lanes), Sidewalk Improvements, Bicycle Facility, Crossing Improvements, Traffic Calming, Gateway Treatments, Lighting
STONE RD*	3RD ST	WASHINGTON BLVD	0.13	Community-Identified	Sidewalk Improvements (including gaps), Bicycle Facility, Crossing Improvements, Traffic Calming, Lighting, Corridor Access Management
POMEROY PIKE / 8TH ST	LEONARD AVE	SCHOOL DRIVE	0.60	Community-Identified	Pedestrian Bridge across old Railroad Bridge, Sidewalk Improvements (including gaps, Bicycle Facility, Traffic Calming, Gateway Treatments

***Project identified as a top priority for the region. See Appendix F Corridor Cut Sheets for more details.**

*** Data-Driven prioritization metrics were developed with stakeholder input and include safety analysis results, synergy with other plans, overlap with State and US Bike Routes, and proximity to the following schools, countywide services, activity density, and community spaces. See Appendix E. Corridor Prioritization Methodology.**

Hockhocking Adena Bikeway, Source: Bike Athens Ohio

VI. How to Use This Plan

This plan is designed to be a living document. Counties, municipalities, regional agencies, and partners can use it to pursue funding, advance projects, guide policy decisions, and coordinate efforts across the Buckeye Hills region. The following sections describe how the plan can be used in practice.

Online Resources

To support ongoing use and implementation of the Buckeye Hills Regional Active Transportation Plan, a companion webpage has been developed to provide easy access to plan materials and supporting resources. The webpage mirrors the structure of the plan and includes interactive maps, graphics, and summaries that highlight key findings, priority corridors, and recommended strategies.

The online platform also houses downloadable versions of the full plan and appendices, allowing communities and partners to access information as needed and share materials easily. Data visualizations and maps included on the webpage are intended to supplement the printed plan and provide additional context for project development, funding applications, and policy decisions.

By pairing the plan document with an online resource that can be updated over time, Buckeye Hills Regional Council, WWW, and its partners can keep information current, incorporate new data or projects, and respond to evolving community needs. Together, the plan and companion webpage serve as complementary tools to support coordination, transparency, and continued progress across the region.

Using the Plan for Funding & Grants

Counties and municipalities can use this plan to strengthen applications for state and federal funding by demonstrating that projects are grounded in regional priorities and community input. Priority projects identified in the plan can be referenced directly in grant applications to show readiness, alignment with safety goals, and coordination across jurisdictions.

To further support local efforts, Buckeye Hills Regional Council's Community Development team provides strategic data, funding research, and technical assistance to help communities identify appropriate grant opportunities, navigate application requirements, and secure investments that align with regional goals. Working with Buckeye Hills Regional Council can help communities build capacity, connect with state and federal partners, and increase their chances of successfully obtaining funding for transportation and other infrastructure projects.

Additional resources are available through statewide and agency-led initiatives. As part of the Walk.Bike.Ohio initiative, a comprehensive Funding Overview Report outlines available programs, timelines, and eligibility requirements. For information specific to public transit funding, the ODOT Office of Transit website provides complementary guidance and resources.

Together, these tools support a range of funding opportunities, including state active transportation and safety programs, federal safety and discretionary grants, and funding that encourages partnerships across counties or agencies (Table 11).

TABLE 11 Funding Opportunities

Funding Source	Distributed By	Eligible Project Examples
Capital Improvement Programs	Counties, Cities, and Villages	All project types.
Transportation Alternative Program	Buckeye Hills Regional Council	Facilities for pedestrians and bicyclists, green storm-water infrastructure
Highway Safety Improvement Program	Ohio Department of Transportation	High safety impact projects including signing, striping, signals, intersection reconstruction, roundabouts, pedestrian crossing. Includes three programs: Systemic Safety, Abbreviated Safety, and Formal Safety.
Active Transportation Plan Assistance / Guidance	Ohio Department of Transportation	Consultant assistance to support local governments with the development of an Active Transportation Plan.
Safe Routes to School	Ohio Department of Transportation	Pedestrian and bicycle infrastructure projects within two miles of schools, non-infrastructure activities such as education, encouragement, enforcement of evaluation, and plans.
Better Utilizing Investments to Leverage Development (BUILD) Grant Program	US Department of Transportation	Major projects for: public transportation, inter-modal facilities, and surface transportation projects.
Recreational Trails Program	Ohio Department of Natural Resources	Recreational trail construction, trail maintenance, educational programs, and more.
Clean Ohio Trails Fund	Ohio Department of Natural Resources	Trail construction, land acquisition for a trail, trail planning, which still must include construction.
Clean Ohio Green Space Conservation Program	Ohio Public Works Commission	Hiking and biking trails, pedestrian bridges, way-finding, and more.
Safe Streets and Roads for All	US Department of Transportation	Safety action plans, quick-build or pilot safety treatments (demonstration), and permanent safety improvements such as traffic calming, roadway reconfiguration, pedestrian and bicycle facilities, safer crossings, and intersection safety projects (implementation).

Using the Plan for Project Development

The plan provides a framework for moving priority corridors from early ideas to implementation. Identified priority corridors can serve as starting points for feasibility studies, concept development, design, and construction as funding becomes available. Not all projects will advance at the same pace, and communities can use the plan to guide incremental progress over time.

Regional and county priorities are intended to advance together. County-level projects address local needs, while regional priorities support connections between communities and shared corridors. Coordination among partners can help align timelines, share resources, and strengthen projects as they move forward.

Using the Plan for Policy & Program Decisions

Beyond individual projects, the plan can inform broader policy and plan development (Table 12). Communities can use the plan to support adoption or updates to Complete Streets policies, guide capital improvement programs, and align local plans with identified needs. By tying policies and programs back to documented safety issues and community priorities, the plan helps ensure consistency across decisions.

TABLE 12 Plans, Policies, and Next Steps

Plan / Policy Type	What Exists in the Region	Why It Matters	Possible Next Steps
Active Transportation Plans (ATPs)	Several counties and municipalities have completed or updated ATPs in recent years. Countywide plans include: Athens (2024), Hocking (2025), Morgan (2023), and Perry (2024). Local jurisdictions plans include: Beverly (2021), Malta & McConnelsville (2024), and Marietta (2024).	ATPs help communities identify priority corridors, align projects with safety goals, and strengthen grant applications.	Request ATP technical assistance from ODOT, update older plans, request Active Transportation Academy courses to move things for-ward, or use this regional plan to fill gaps.
School Travel Plans (STPs)	School travel planning varies across the region.	School-focused plans support safer walking and biking for students and help communities compete for Safe Routes to School funding.	Pursue updated School Travel Plans, request Safe Routes to School assistance to develop a new STP, request Active Transportation Academy courses to move things forward, or use this regional plan to fill gaps.
Complete Streets Policies	Adoption varies across the region.	Complete Streets policies help institutionalize safety and multimodal considerations in project development.	Consider adopting or updating policies using state or regional guidance, or request Active Transportation Academy courses to move things for-ward

Roles & Responsibility

Implementation of the plan depends on shared leadership. Each partner plays a role, and collaboration is key to advancing projects that benefit the broader region. Table 13 summarizes the roles and responsibilities of local, county, regional, and state partners involved in implementing the plan.

TABLE 13 Roles and Responsibilities

Agency	Description
Villages Athens, Nelsonville, Logan, Belpre, Marietta	Municipalities can lead to local project development, policy adoption, and community-based programs.
Athens, Hocking, Meigs, Monroe, Morgan, Noble, Perry, Washington	Counties can lead coordination on county roads, support projects that span multiple jurisdictions, and pursue funding for regionally significant corridors.
Buckeye Hills Regional Council WWW Interstate Planning Commission	Regional agencies and partners can support implementation through technical assistance, coordination, data sharing, and funding support.
Ohio Department of Transportation	The state can support implementation through statewide policies, funding programs, technical guidance, and coordination on state-owned roadways that support regional and local active transportation priorities.

Maintaining Momentum

Implementation of the Buckeye Hills Regional Active Transportation Plan will occur over time, as funding, staffing, and partnerships allow. The plan identifies near-term actions that communities and partners can begin right away, including advancing high-priority projects, improving grant readiness, and strengthening coordination across jurisdictions. Taking early steps, such as refining project concepts, pursuing technical assistance, or aligning priorities with funding cycles, can help communities maintain progress while larger projects move toward implementation.

Maintaining momentum will require continued communication, regular updates, and tracking progress over time. Periodic review of project status, safety trends, and community needs can help partners assess what is working, identify emerging opportunities, and adjust priorities as conditions change. By treating the plan as a living document and revisiting it as projects advance, Buckeye Hills and its partners can continue working to-ward safer, more connected walking and bicycling options across the region. Table 14 identifies performance measures that can be used to track progress toward the plan's goals over time. BHRC and WWW will work together to track progress of this plan.

TABLE 14 Performance Measures

Performance Measure	Goal	Timeline (How often is data collected/updated)
Active Transportation Infrastructure	Increase miles of pedestrian network built	Annually
	Increase miles of bicycle network built	Annually
Education	Increase number of crossing improvements	Annually
	Increase the number of active transportation events	Annually
	Increase the number of active transportation policies implemented	Annually
Safety	Decrease the number of total pedestrian and bicycle crashes and serious injury & fatal crashes	Annually
	Track the amount of funding received for active transportation improvements	Annually

Strouds Run State Park, Source: Bike Athens Ohio

VII. Appendix

A. Existing Conditions Report

B. Crash and Safety Analysis

C. Engagement Summary Presentation

D. Countermeasure Toolbox

E. Corridor Prioritization Methodology

F. Corridor Cut Sheets

G. Steering Committee List

Appendices are available upon request and can be obtained by contacting Eric Wade at Buckeye Hills Regional Council by email at ewade@buckeyehills.org.