

Place a Marker on the Map*

Use the map to place a marker on the location you would like to leave a comment. You may zoom in/out using the "plus" and "minus" symbols on the left side of the map. You may also enter an address into the address search field to zoom to a location. Click on the map in the desired location to place a marker on the map.

Please note that proposed projects are **drafts** and are subject to change!

Legend:

Green lines = trails or bikeways

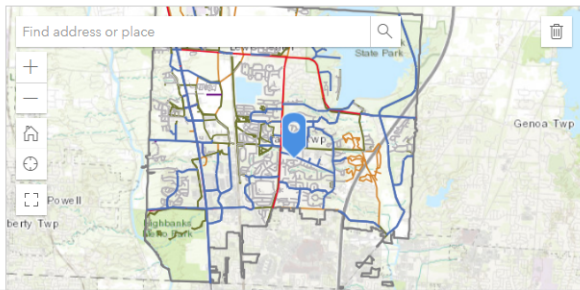
Gray lines = sidewalks

Orange lines = funded/planned trails or bikeways

Blue lines = proposed NEW trails or bikeways

Purple lines = proposed NEW sidewalks

Red lines = proposed NEW speed control improvements



LOCATION

Orange Township, Ohio

TASKS

Active Transportation Planning

Public & Stakeholder Involvement

Safe Routes to School Planning

HIGHLIGHTS

Conducted an existing conditions analysis of active transportation facilities and conditions

Facilitated stakeholder meetings and distributed surveys to gather public and stakeholder input

Provided recommendations for future active transportation infrastructure improvement projects

PROJECT DESCRIPTION

Burton Planning Services served as a subconsultant on the 2022 Statewide Bikeway & Pedestrian Planning Task Order for the Ohio Department of Transportation, which included preparing the Orange Township Active Transportation Plan. The project team guided Orange Township through the development of a comprehensive strategy focused on improving safety, access, and connectivity of the active transportation network, while increasing the amount of people who walk and bike. The vision of the Orange Township Active Transportation Plan is a collaboration between local governments, residents, businesses, groups, and organizations to create a safe, accessible, and well-connected active mobility network for users of all ages and abilities.

BPS conducted an existing conditions analysis to understand the current state of active transportation in Orange Township. The analysis included accessing areas of need and demand for active transportation, developing level of traffic stress for bicyclists on primary corridors, and a systemic safety analysis to find potential high-risk streets for pedestrians and bicyclists. The results were then used to shape recommendations for future network facilities and improvements. Public and stakeholder engagement activities were also facilitated to gauge the community's opinions and feedback about the planning effort.

