

Appendix K

Broad Public Engagement



Results of the RTMC Mobility Study Public Survey

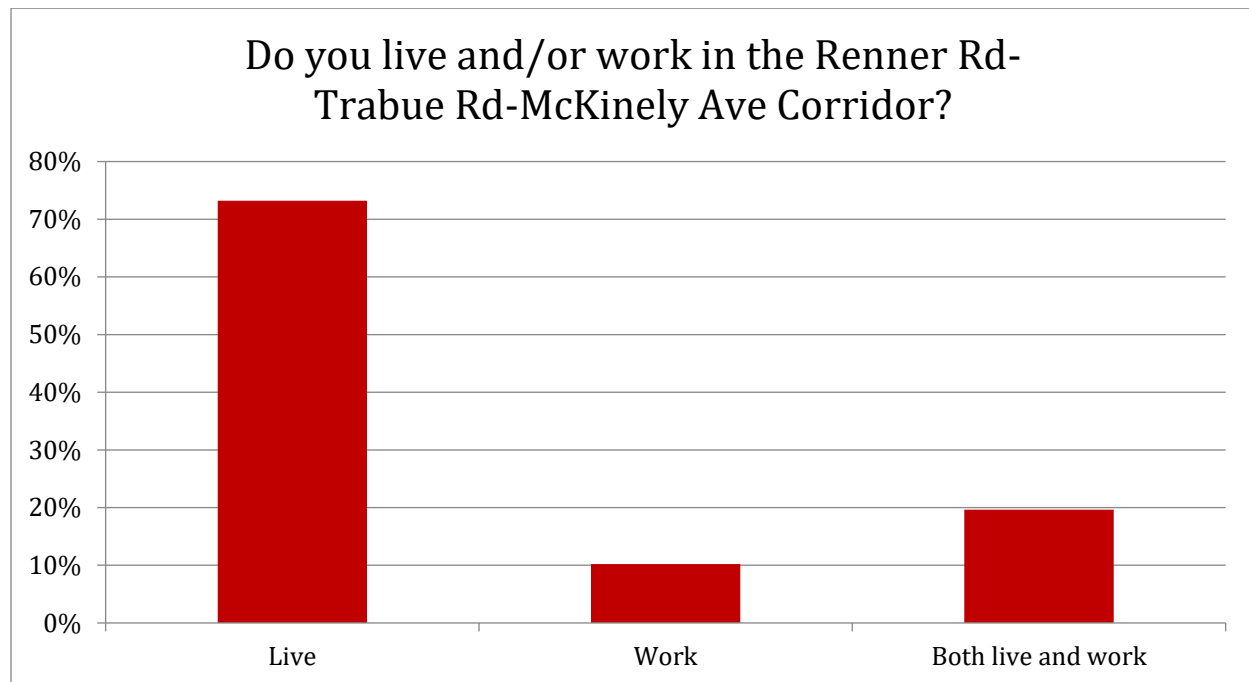
Background

The RTMC Mobility Study public survey was created with eighteen questions. It included a variety of multiple choice, rating scales, and open-ended response styles. It was available from May 17, 2021, until June 17, 2021. We received 1093 total responses, with the most responses (318), per day, coming in on May 19, 2021. The survey format was online via SurveyMonkey and was distributed via the stakeholder group, social media, and the City of Columbus website. The results for each question are summarized below.

People who submitted responses spent an average of 7 minutes and 11 seconds on the survey. The most skipped question was question #14, which was “Please provide any additional thoughts, comments, or suggestions regarding mobility in the Renner Rd-Trabue Rd-McKinley Ave Corridor.”

Question #1 - Do you live and/or work in the Renner Rd-Trabue Rd-McKinley Ave Corridor?

A total of 978 people provided an answer to this question. The majority of people (73.21%) indicated they live in the corridor. Many (19.63% | 192 people) that were surveyed both live and work in the corridor. Only 10.22% indicated the work in the corridor.



Other Responses

There were 124 other responses for this question. The majority of the responses (55.3%) indicated they travel through the area, with most people indicating they frequently travel through the area for work, the Quarry Plaza, child activities, shopping, dining, and/or Camp Chase Trail/Ohio to Erie Trail. Many people (21.8%) said they live close to the corridor or have relatives in the area (5.6%). There were several people (9.7%) that said “no,” “neither,” or “N/A.” One person indicated he/she will work in the area when the jail opens.

Question #2 - What is the zip code of your residence? What is the zip code of your place of work?

Home

There was a total of 1,075 responses for the residence zip code portion of the question. The majority of people who responded to this survey question reside in the Columbus, Ohio 43228 zip code. A large percentage of residences reside in the Hilliard, Ohio 43026 zip code and the Columbus, Ohio 43204 zip code. An abbreviated list of work zip codes is listed below. A full list of zip codes for this category is available upon request.

Work

There was a total of 778 responses for the place of work zip code portion of the question. The majority of people who responded to this survey question indicated they work in the Columbus, Ohio 43228 zip code, followed by the Columbus, Ohio 43215 zip code, the Hilliard, Ohio 43026 zip code, and the Columbus, Ohio 43204 zip code and 43210 zip code. An abbreviated list of work zip codes is listed below. A full list of zip codes for this category is available upon request.

Residence Zip Codes		
Zip Code	Number	Percentage
43228	491	45.67%
43026	249	23.16%
43204	190	17.67%
43119	45	4.19%
43221	42	3.91%
43212	10	0.93%
43220	4	0.37%
43017	3	0.28%
43202	3	0.28%
43205	3	0.28%
43206	3	0.28%
43328	3	0.28%

Workplace Zip Codes		
Zip Code	Number	Percentage
43228	155	19.92%
43215	118	15.17%
43026	113	14.52%
43204	65	8.35%
43210	49	6.30%
43212	31	3.98%
43017	26	3.34%
43221	19	2.44%
43205	14	1.80%
43219	14	1.80%
43016	11	1.41%
43201	10	1.29%

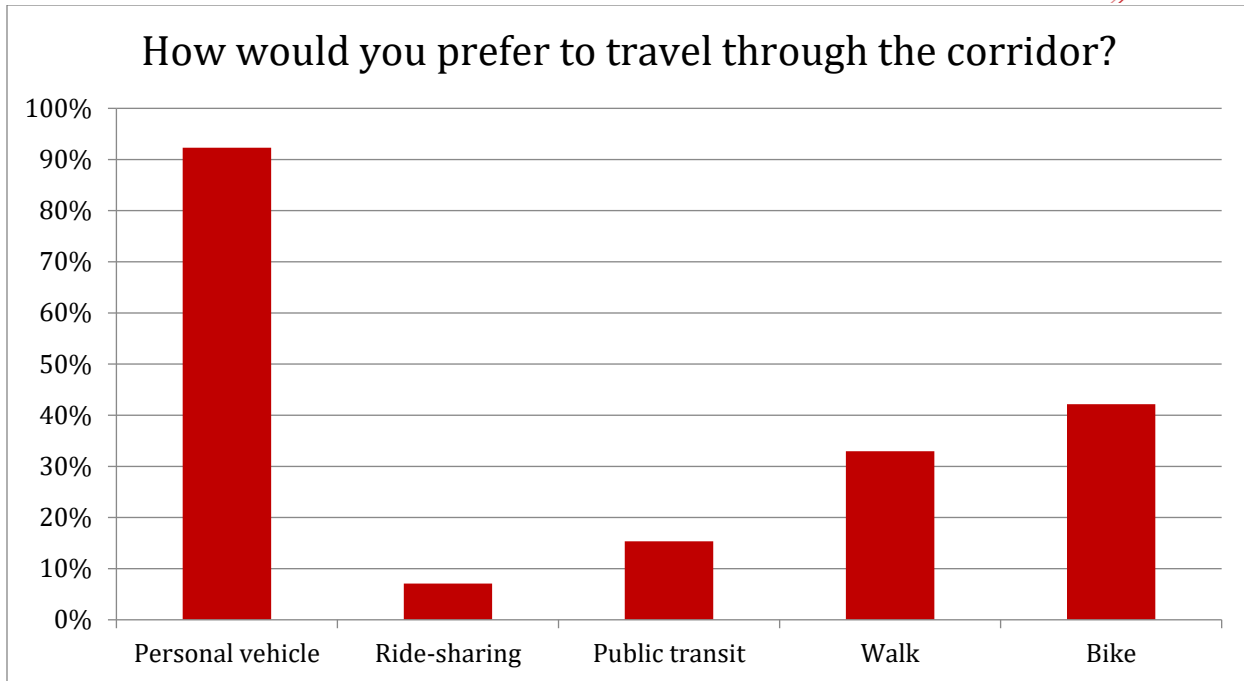
Other modes of transportation mentioned include a work or government vehicle, jogging/running, school bus, roller skating/roller blading/skateboarding, truck and trailer/semi-truck, scooter, and motorcycle. There are two people that indicated they would like to bike but do not feel safe, and there were two people that indicated they do not travel through the corridor.

Other Modes of Transportation	Number of Responses
Work or Government Vehicle	8
Jog/Run	5
School bus	4
Roller skate, Rollerblade, or Skateboard	3
Would like to, but not safe (bike)	2
Rarely go through corridor	2
Truck & trailer/Semi-truck	2
Scooter	1
Motorcycle	1

Question #4 - How would you prefer to travel through the corridor? Select all that apply.

A total of 1,089 people provided an answer to this question. Most people surveyed (92.29% | 1,0005 votes) prefer to travel through the corridor with a personal vehicle. The next most popular preference for transportation was biking (42.15% | 459 votes) and walking (32.97% | 359 votes). There were 167 people (15.34%) that indicated they prefer to travel via public transit and 77 people (7.07%) prefer to travel with a ride-sharing service, like Uber, Lyft, etc..

There were several other responses, including jogging/running (7), roller skating/roller blading/skateboarding (4), scooters/mopeds (3), light rail/Maglev (3), school bus (2), shared use path/dog walking lane (2), motorcycle (1), and wheelchair (1). Three people indicated they preferred not to be in the area and/or that it was “too scary to walk or bike.”



**Question #5 - How important are each of the following goals to you?
(1-5, 1 being not important at all, 5 being very important)**

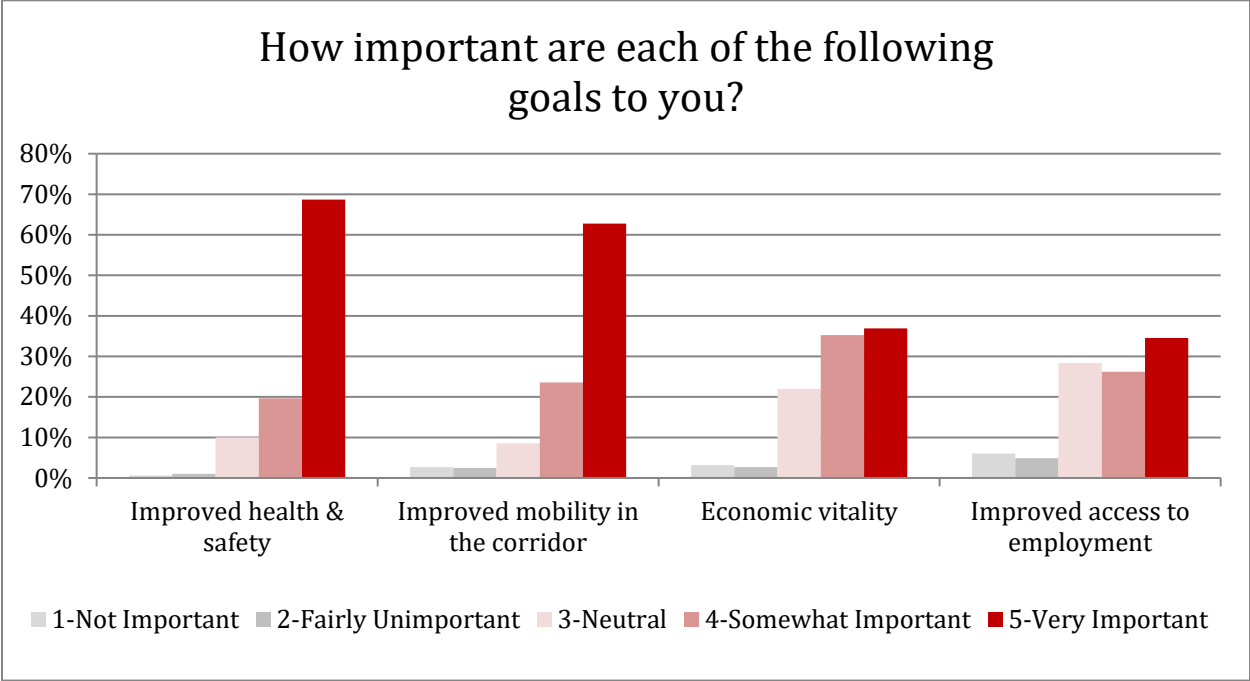
Definitions Provided

- Mobility for the corridor = transportation options that you can count on to get you where you want to go and when.
- Vitality for the corridor = transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.

A total of 1,089 people provided an answer to this question, with a total of 3,257 responses. According to public survey responses, improved health & safety is the most important goal, with 68.69% of votes for this category as very important and 19.65% of votes as somewhat important. The improved health & safety category is more popular (1,089 total votes) and has more “important” (962 votes, 748 very important and 214 somewhat important) votes than the improved mobility in the corridor category (with 938 votes, 682 very important and 256 somewhat important votes).

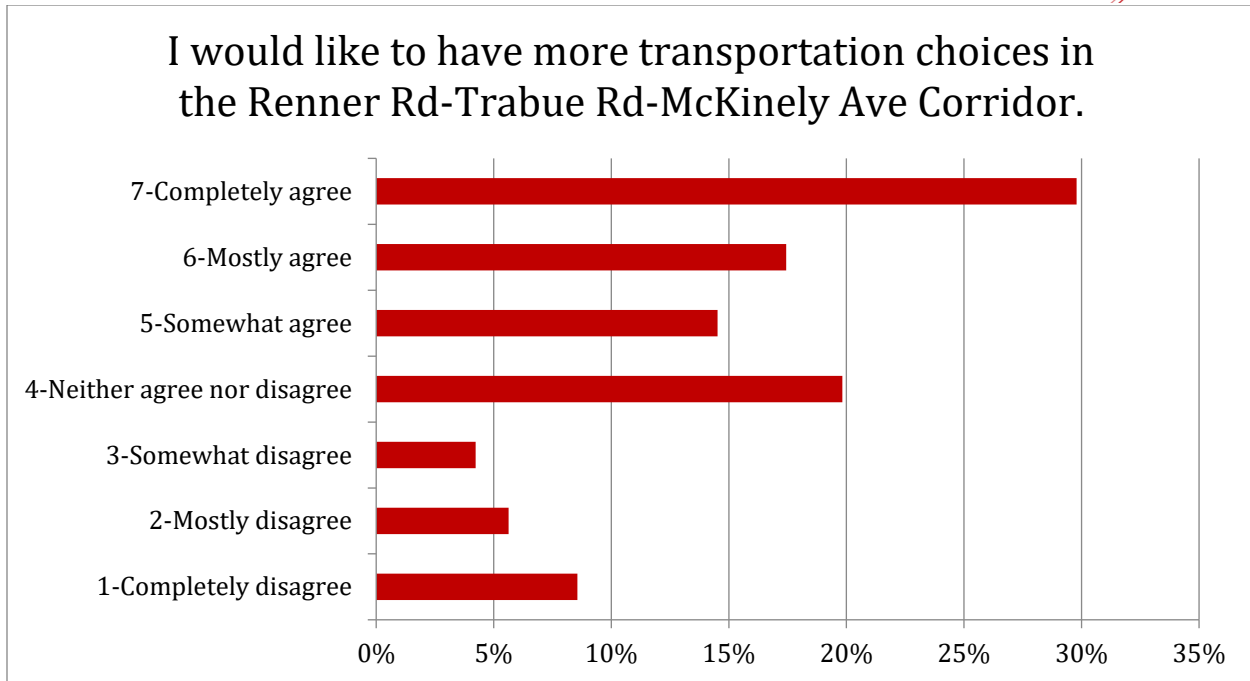
Economic vitality and improved access to employment were ranked very important (398 votes and 373 votes, respectively) and somewhat important (380 votes and 283 votes, respectively) to many people. Improved access to employment had the highest number of not important (65) and fairly unimportant (53) votes.

	1-Not Important	2-Fairly Unimportant	3-Neutral	4-Somewhat Important	5-Very Important
Improved health & safety	7	11	109	214	748
Improved mobility in the corridor	29	27	93	256	682
Economic vitality	34	29	237	380	398
Improved access to employment	65	53	306	283	373



Question #6 - How much do you agree with the following statement? I would like to have more transportation choices in the Renner Rd-Trabue Rd-McKinely Ave Corridor. (1-7, 1=completely disagree, 7=completely agree)

A total of 923 people provided an answer to this question. The majority of responders (61.75%) agreed, rather than disagreed (18.42%) or were neutral (19.83%), with the statement regarding the opportunity for additional transportation choices in the corridor. The strongest response category was completely agree, at 29.79% of the responses, with the neutral category and mostly agree (17.44%) categories coming in next. There were several people that completely disagreed (79 responders | 8.56% of responses) with the statement.



Question #7 - Where would you like to see access or safety improvements made when considering walking and biking in the RTMC?

A total of 827 people provided an answer to this question. Safety was a popular topic when it came to walking and biking in the project area. Many people mentioned separated or protected bike lanes, sidewalks, and multi-use paths due to the volume of traffic and speeds. Several others mentioned crosswalks and pedestrian crossing improvements.

Responses indicate people would like connectivity from their homes/neighborhoods and businesses to the Quarry metro park; other Hilliard trails (Camp Chase Trail, Heritage trail, etc.); other Columbus trails (Scioto trail, etc.); Hilliard shops, restaurants, and businesses; Grandview; Arlington; and Downtown Columbus. When it came to specific locations, Trabue Road was mentioned more than any other road (261 comments). McKinley Avenue, Renner Road, Hilliard Rome Road, Wilson Road, Hauge Avenue, Riverside Drive, Scioto Darby Road, Dublin Road, 5th Avenue, the UPS distribution center, and Alton Darby Creek Road were all popular responses.

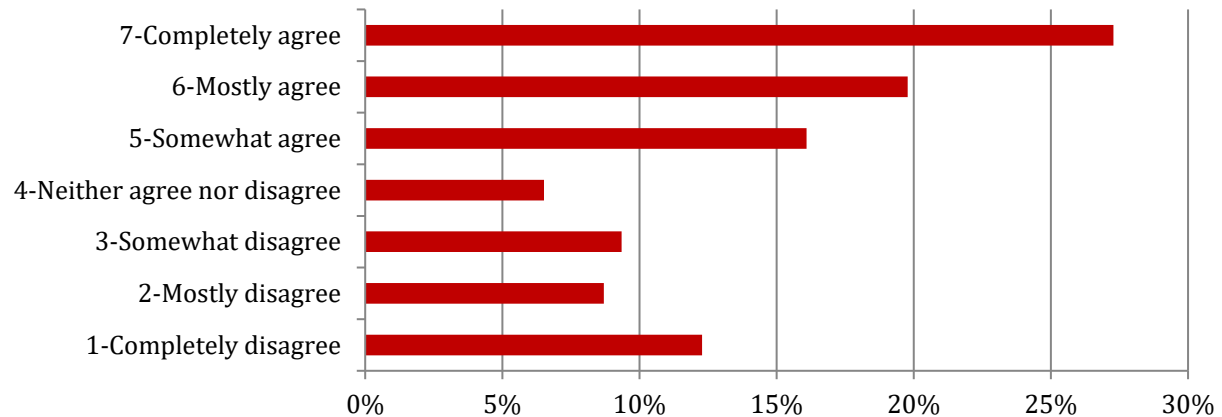
There were several people that included non-location comments and/or comments related to non-bicycle or walking improvements. For details on the top 30 locations, see below.

Location	Number of Mentions
Trabue Road	261
McKinley Avenue	121
Renner Road	117
Hilliard Rome Road	99
Park connections	91
Wilson Road	74
Hague Avenue	33
Riverside Drive	32
Scioto Darby Road	28
Dublin Road	27
5th Avenue	24
UPS	24
Alton Darby Creek Road	22
school	21
Spindler Road	16
golf course	15
Walcutt Road	13
Railroad	10
Roberts Road	9
Fisher Road	8
Travis Road	8
Golfview Woods	8
Shopping centers	7
Feder Road	6
San Margarita neighborhood	6

Question #8 - How much do you agree with the following statement? I am comfortable with personal-vehicle travel time moderately increasing if it improves safety and adds additional traveling options - such as pedestrian and bicycle improvements - along the corridor. (1-7, 1=completely disagree, 7=completely agree)

A total of 920 people provided an answer to this question. The majority of responders (63.15%) agreed, rather than disagreed (30.33%) or were neutral (6.52%), with the statement regarding personal-vehicle travel time moderately increasing if it improves safety and adds additional traveling options along the corridor. The strongest response category was Completely Agree, at 27.28% of the responses. There were many people that completely disagreed (113 responders | 12.28% of responses) with the statement as well.

I am comfortable with personal-vehicle travel time moderately increasing if it improves safety and adds additional traveling options – such as pedestrian and bicycle improvements – along the corridor.



Question #9 - With continued growth in the Renner Rd-Trabue Rd-McKinley Ave Corridor, I'd like to see MORE:

A total of 846 people provided an answer to this question. The majority of comments revolved around congestion, travel times, infrastructure for alternative modes of transportation (i.e. bike, run, walk), safety, and access. Many people would like to see more sidewalks and/or multi-use paths. There were a couple of comments about bike lanes, but most indicated a protected or separated path was desired. The primary focus for the sidewalk/multi-use path comments was on safety, walkability, access, and connecting to other neighborhoods, parks, restaurants/retail, parks, and other paths. The desire for additional crosswalks was mentioned several times.

Widening the roadway to include additional lanes and/or turn lanes was another very popular topic. Many people mentioned areas between Hilliard Rome Rd., the UPS distribution center, and Riverside Drive. Traffic signals were another hot topic. Many people spoke about the length of green lights not being long enough, sometimes creating incidences of people running red lights to get through the signal cycle.

Others thought additional signals, or a turn signal, would be beneficial. Requested locations for additional signals include Hilliard Rome Road and Walcutt Road; Trabue Road and Westbelt Drive; Brookhollow subdivision; and Renner Road, by Sweetwater Estates and the corner of Galleon Boulevard.

Congestion was mentioned in many comments. The most noted specific locations were the bottlenecks near the UPS facility and the Spindler Road Sports Complex. People also mentioned it was difficult to turn out of subdivisions, turn left onto Trabue Rd., and turn at other areas along the corridor. Heavy truck traffic was mentioned several times, and the desire to have direct freeway access for inter- and intra-state commercial vehicles was mentioned. Others requested alternate routes to avoid the congestion and decrease travel time.

When people brought up safety concerns, they were mostly concerned with pedestrian and driver safety. A path to get to/from the bus stops is desired. People also said they would like to see protected and/or separated and wider paths and sidewalks; crosswalks with signage and lights; bridges over busy intersections; and a way to improve driver attention so it was safer to use paths.

People indicated they would like to see bus stop and route improvements. The majority of bus comments indicated a desire to have covered shelter, benches, trash cans, and a concrete pad where drainage is not as much of a concern. They would like to see buses pull over at stops, allowing traffic to continue. Many people would also like to see an increase in frequency and stops. People mentioned routes from the Hilliard area to the OSU campus area, without changing buses multiple times.

Beautification of streets and surroundings was a popular theme among the comments. People indicated they would like to see trash clean-up, grass mowed, replacement of invasive plants with native plants, flowers, and trees. They desire additional parks/green space, playgrounds, recreation centers, and community gardens.

Speeding was also mentioned several times, with some people suggesting additional police enforcement, additional signage, and/or speed monitor trailers. People would like to see the roadway potholes repaired, better drainage and smoother pavement. There is also interest in having additional access exit/entrance to I-70 between Hilliard and London. The common recommendations were Alton Darby Creek Road and Hague Avenue. In general, most people want access to restaurants and other retail; parks, rivers, and other paths or trails; Downtown; Upper Arlington; and other nearby neighborhoods.

Developments, future growth, and housing were a popular topics. Many people would like to see more affordable single-family housing and more (non-fast-food chain) restaurants. Several people indicated small or local businesses and family-friendly restaurants would be their preference. Other interests included groceries, drugstores, and coffee shops.

Several people thought roundabouts or traffic circles would benefit the area. Specific locations included Alton Darby Creek Road and Renner Road; Spindler Road and Roberts Road; and 5th Avenue and Lake Shore Drive.

Underpasses, overpasses, bridges, and/or tunnels were mentioned several times. Some people want the additional access and connectivity to Downtown, while others want to avoid railroad crossings or busy intersections. There were several people that wanted it for wildlife to cross so there can be fewer collisions.

Number of Responses	Comments
309	Bicycle and pedestrian paths and/or lanes (including sidewalks)
288	Widen/additional lanes or turn lanes
103	Traffic signals (additional signals, signal timing, or coordination updates)
78	Congestion, travel time, and traffic patterns
70	Safety (sidewalks or paths)
57	Reliable public transit options & improved bus stops
53	Beautification of streets and surroundings
40	Speed management/lower speed
39	Access
25	Economic growth and development
22	Roundabouts
20	Housing
17	Underpass/overpass/bridge/tunnels
14	Police enforcement
10	Railroads
9	Roadway surface improvements

Question #10 - With continued growth in the Renner Rd-Trabue Rd-McKinley Ave Corridor, I'd like to see LESS:

A total of 783 people provided an answer to this question. The most popular response to this question was overwhelmingly “apartments.” Many people attributed it to the congestion, while a few others commented about them being unkempt and depreciating.

Congestion, back-ups, and stopped traffic were very popular responses. Specific areas mentioned include Wilson Road to McKinley Avenue, Waltham Road to (and including) Hilliard Rome Road, Trabue Road, Renner Road, the Trabue Road/McKinley Avenue/Dublin Road intersection, the Renner Road and Hilliard Rome Road intersection, Hilliard Rome Road and the I-70 interchange, school bus stops on Renner Road, the Spindler Road area, and McKinley Avenue (due to railroad traffic on multiple tracks). Specifically, left turns and the UPS truck traffic was mentioned multiple times when it came to congestion, traffic volume, and safety.

Commercial vehicles, including semi-trucks, UPS trucks, dump trucks, and delivery trucks make up the third most popular response. People said they would like to see less of them and specifically mentioned the Quarry at Roberts Road, Trabue Road, Renner Road, Hilliard Rome Road, and Wilson Road to Dublin Road.

General volume of vehicle traffic was the fourth most popular response. Specific locations include Renner Road, between Hilliard Rome Road and Alton Darby Creek Road, and Hilliard Rome Road to the freeway. Additional popular comments are listed below.

Number of Responses	Comments
126	Apartments
113	Congestion, backups, and stopped traffic
67	Commercial traffic/vehicles, including semi-trucks, UPS trucks, and dump trucks
64	Volume of vehicle traffic
46	Speeding/decrease speed limit
41	Bikers and pedestrians on the roads
34	Stop lights, red lights, or time stopped at traffic signals (timing)
24	Construction, new developments, and/or growth (without proper infrastructure planning)
23	Potholes and road deterioration (including faded lane lines)
22	Crashes, pedestrian fatalities, and “near misses”
22	Trash, mud, broken glass, dead animals, etc. along the roadway; overgrown weeds and shrubs
17	Trains, train crossings, and railroad crossing malfunctions
16	Car-centric construction, car lanes, and/or use of personal vehicles
15	Commercial, industrial, and office buildings
12	Adult bookstores, adult dance clubs, and other non-family-friendly businesses
10	Left turn conflicts, inability to safely turn left, or people driving straight in a turn lane
10	Run-down or dilapidated areas (including homes and businesses)
10	Roundabouts or traffic circles
9	Housing (condos and homes)
9	Roads built without sidewalks/paths and without turn lanes into neighborhoods
8	Density (specifically, for apartment land uses and housing)
8	Homeless panhandling & other solicitors on the road
7	Buses, due to trash and stopping traffic
7	One lane roads
6	Storage areas

Question #11 - What are the main transportation issues that you see when traveling in/through the Renner Rd-Trabue Rd-McKinley Ave Corridor today?

A total of 843 people provided an answer to this question. The issue most people were talking about was the congestion, back-ups, and time spent stopped in traffic. Specific areas mentioned include Renner Road, Trabue Road to Hilliard Rome Road, Wilson Road to McKinley Avenue, Riverside Drive, Trabue Road, US-33, the UPS distribution center, Spindler Road sports complex, and access to I-70. Many people suggested routing truck traffic from UPS to I-70 so Trabue Road would not be so congested.

The second most popular topic was the absence of sidewalks, paths, bike lanes, and turn lanes. Renner Road, Trabue Road, and McKinley Avenue were specifically mentioned. As mentioned in previous parts of the survey, many people would like the ability to travel via non-vehicular means

to parks and trails, Grandview, Hilliard Rome Road, businesses, bus stops, and their kids to school. Train crossing delays, especially during peak travel times, was the third most popular topic.

Roadway lane width and insufficient turn lanes were mentioned many times. Wilson Road, Renner Road, and Trabue Road, as well as the north side of Trabue Road were specifically mentioned when talking about roadway lane widths. Trabue and Ongaro was mentioned as a tough place to turn. Many people would like easier access to neighborhoods, such as the subdivision at Renner Road and Alton Darby Creek.

Traffic volumes, which could be considered a part of the top response (congestion, backups, and stopped traffic), was also a popular response. Large truck traffic, including UPS trucks, was a popular topic. Speeding and traffic signal timing rounded out the eight responses. Specific areas mentioned for speeding included Renner Road, Trabue Road, and Hilliard Rome Road. Specific areas where traffic signals were mentioned included Hilliard Rome Road and Renner Road, Trabue Road and Trabue Woods Boulevard, Trabue Road and Westbelt Drive, Trabue Road and Walcutt Road, and McKinley Road.

Number of Responses	Comments
337	Congestion, backups, and stopped traffic
149	Roadways built without sidewalks, paths, bike lanes, and/or without turn lanes into neighborhoods
134	Trains, train crossings, and railroad crossing malfunctions
114	Not enough lanes, merges to one lane, and/or roadway width
86	Volume of vehicle traffic
57	Commercial traffic/vehicles, including semi-trucks, UPS trucks, and dump trucks
48	Stop lights, red lights, or traffic signal timing
43	Speeding/decrease speed limit
27	Crashes, including pedestrian safety and “near misses”
27	Intersection safety and delays
26	Housing developments
25	Bikers and pedestrians on the roads
25	Poor bus stop conditions
24	Apartments adding to traffic congestion or other issues
20	Potholes and road deterioration
20	Left turn conflicts, inability to safely turn left, inconsistent lanes, or people driving straight in a turn lane
15	Access to streets/locations
15	Car-centric construction, too many car lanes, and/or use of personal vehicles

Question #12 - What are the top 5 destinations you travel to/from in the Renner Rd-Trabue Rd-McKinley Rd Corridor?

A total of 832 people provided an answer to this question. All the responders to this question listed at least one destination, with 95% listing two destinations, 83% listing three destinations, 65% listing four destinations, and 47% listing five destinations. The below chart displays the number of responses that were received for each of the top categories.

Top Destinations

Overall, restaurants were mentioned more (256 times) than any other comment. The second (overall) most popular response was home (with 214+ comments). Work (186+ comments), shopping in the Hilliard Rome area (185 comments), Hilliard Rome Road specifically (157 comments), Grandview (145 comments), Upper Arlington (144 comments), and Meijer (specifically mentioned, 133 comments) followed.

The most popular response for the first field was home (127+ comments). The most popular second field response was restaurants (56 comments), as well as the third response (67 comments), fourth response (61 comments), and fifth response (49 comments). The below chart shows additional popular options, with the most popular responses shown in the dark red color and the least popular destinations shown in white. The entire list is available upon request.

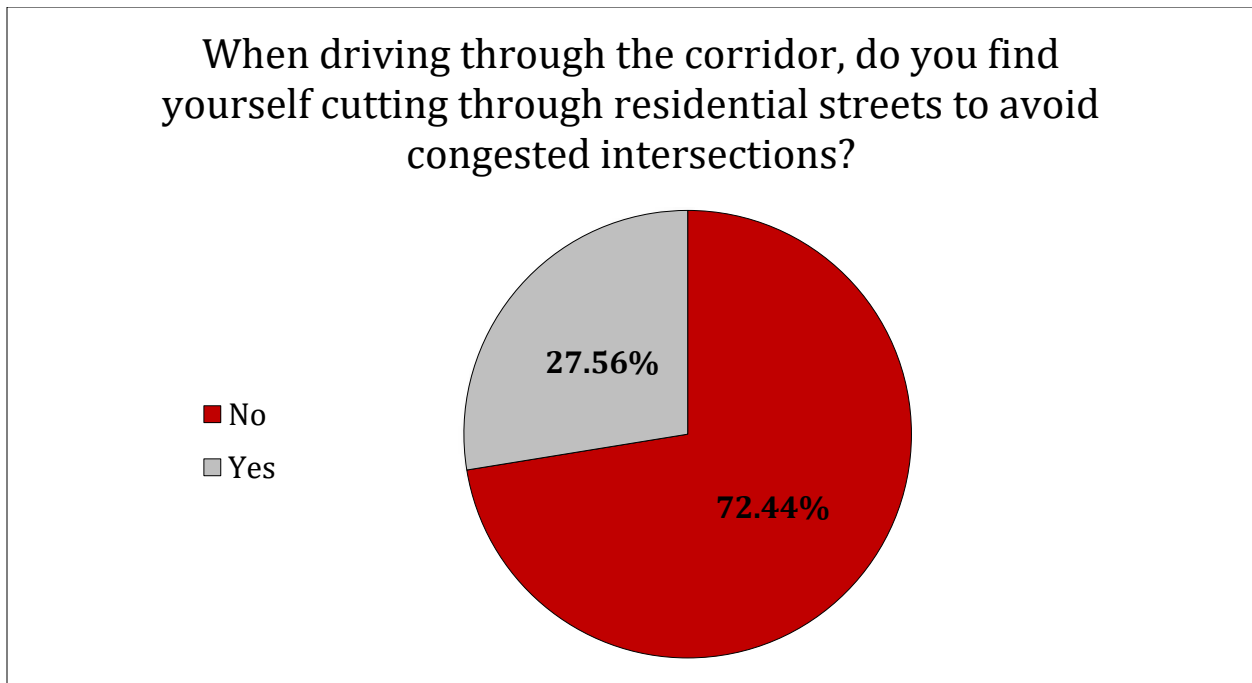
Destination	1	2	3	4	5	Totals
Restaurants	23	56	67	61	49	256
Home	127	38	22	12	15	214
Work	97	54	18	10	7	186
Shopping (Hilliard Rome)	55	47	37	33	13	185
Hilliard Rome	40	48	38	16	15	157
Grandview	38	43	35	18	11	145
Upper Arlington	37	47	25	21	14	144
Meijer	52	37	28	11	5	133
Downtown	36	23	27	23	7	116
Parks & trails	20	21	25	11	27	104
Riverside Drive	17	22	24	22	19	104
Walmart	32	28	22	16	5	103
70	20	23	25	17	16	101
Westpointe Plaza (including Target)	16	22	14	12	11	75
Grocery	19	21	22	7	3	72
School	17	24	12	14	4	71
OSU	25	14	14	8	6	67
270	8	14	10	18	9	59
Wilson Road	9	16	9	17	5	56
Hilliard	11	15	11	10	8	55
Relative's or Friend's house	8	0	13	17	9	47
UPS	9	11	9	9	4	42
Golf courses	6	7	6	8	8	35
Lane Avenue	4	14	11	3	2	34
Dublin Road	4	9	7	7	6	33
Sam's Club	7	9	10	2	4	32
Roberts Road	2	4	7	7	10	30
Trabue Road	4	8	10	3	3	28

Notes

- It seems like some people may not have understood the question. Many people gave routes (i.e. 270; 70; “Wilson Rd South to I 70”), directions (i.e. “Corridor is a cut through or back way to Hilliard time road for us to avoid the traffic on Hilliard Rome.”), or feedback (i.e. “As a way to avoid congestion/construction/road closures elsewhere”) in these fields.
- If spelling or lack of description made it difficult to determine the destination (i.e. “Dublin” could have been the City or someplace on Dublin Road”), the data was not included in the results.

Question #13 - When driving through the corridor, do you find yourself cutting through residential streets to avoid congested intersections? If yes, what streets are you using as a cut-through?

A total of 889 people provided an answer to this question. The majority of responders (72.44%) indicated they did not find themselves cutting through residential streets to avoid congested intersections. There were 245 responders (27.56%) who indicated they cut through residential streets to avoid congestion.



Cut-through Streets

There were 224 comments for this question. The most utilized cut-through streets listed for this question, in order of the number of times they were mentioned, were Atlas Street, Tanglewood Park Boulevard, Walcutt Road, Nike Drive, Arlington Lane, Westbelt Drive, Ongaro Drive, Spindler Road, Hague Avenue, and Trabue Road. See the below chart for the most popular cut-through roads.

# Routes	Cut-through Streets Listed
45	Atlas Street
29	Tanglewood Park Boulevard
29	Walcutt Road
25	Nike Drive
14	Arlingate Lane
14	Westbelt Drive
13	Ongaro Drive
13	Spindler Road
12	Hague Avenue
12	Trabue Road
9	Fisher Road
9	Lake Shore Drive
8	Westpointe Plaza Drive/Westpointe Shopping Center
7	Wilson Road
6	Newell Drive
5	Bendelow Drive
5	McKinley Avenue
5	Vulcan Avenue
4	5th Avenue
4	Alton Darby Creek Road
4	Dublin Road
4	Scioto Woods Development
4	Westmills Drive
3	Beamen Drive
3	Demaret Lane
3	El Paso Drive
3	International Street
3	Renner Road
3	Roberts Road
3	Valleyview Drive
2	Brookmont Drive

Question #14 - Please provide any additional thoughts, comments, or suggestions regarding mobility in the Renner Rd-Trabue Rd-McKinley Ave Corridor.

A total of 491 people provided an answer to this question. Responses ranged from requests to improve air and noise pollution to giving specific locations of where people would like bicycle and pedestrian paths to lead to or from. In general, sidewalks, multi-use paths, and bike lanes were the most mentioned topic. The primary reasons for their requests stemmed back to safety, alternate routes for travel, recreation, and quality of life. Several focused comments on the importance of walkability and/or handicap accessibility.

Here are where people would like to have bike and/or pedestrian paths: Dublin Road, Hague Avenue, Trabue Road, Wilson Road, Renner Road, Roberts Road, Spindler Road, and the UPS/CSX properties to McKinley. Many people said they would like connections to Hilliard trails, the Spindler Road sports complex, Walcutt Road, Columbus trails and paths, 5th Avenue, and specifically the Scioto Trail and the new Quarry Trails Metro Park. Specific housing areas mentioned include Timberbrook Estates, Scioto Woods, Belmont apartments, Golfview Woods, Hilliard Woods, Trabue Woods, and San Margarita. Other locations included 270 crossing upgrades and requests for overpasses or underpasses at Trabue Road, Roberts Road, and Scioto Darby Road.

The second most popular response for this question was requests for roadway improvements, such as widening, traffic patterns, and pavement conditions. Many people want roadway widened, especially with new housing being constructed and/or approved. Roads specifically mentioned for widening include Renner Road/Trabue Road, from Alton Darby Creek Road to Riverside Drive; McKinley Avenue to 5th Avenue; Hilliard Rome; Hague Avenue; Trabue Road, from Dublin to Hilliard Rome Road; 5th Avenue to Hague Avenue; Spindler Road; and Wilson Road, between Trabue Road and Roberts Road. Roberts Road and Lindstrom Drive were specifically mentioned for pavement condition improvement. Some people recommended widening Wilson Road and Roberts Road, since they get more traffic when I-270 or I-70 get backed up.

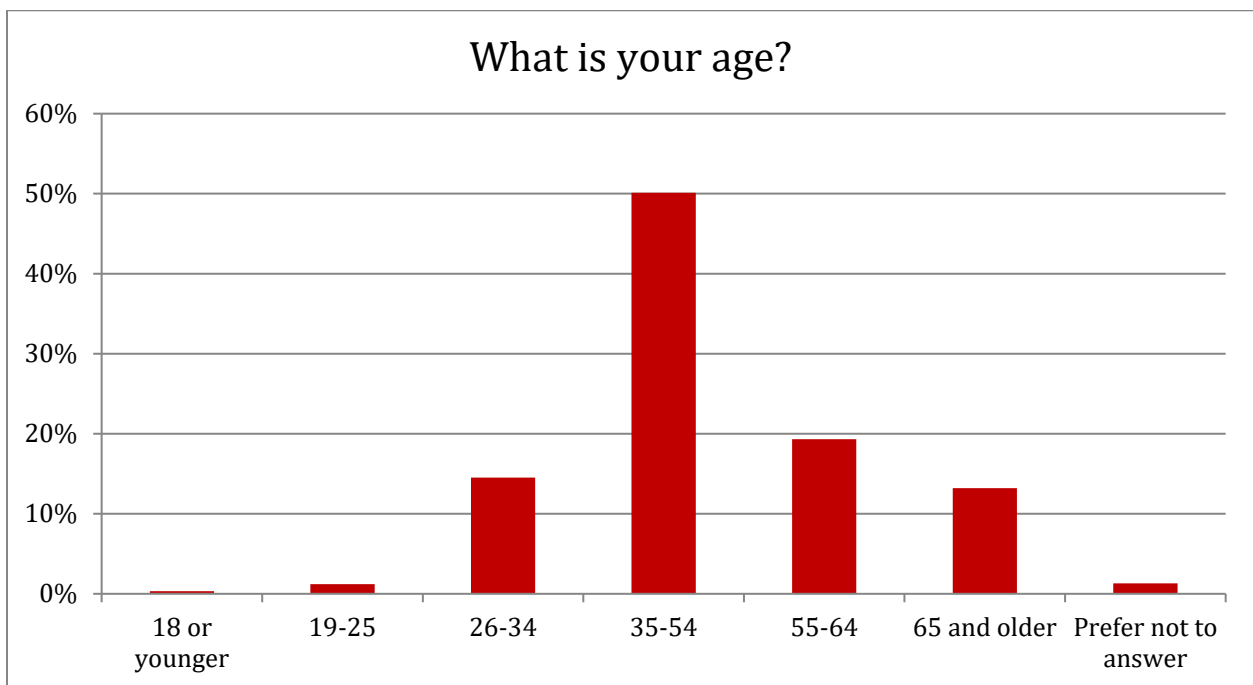
Congestion, backups, and general traffic volume made up the third most popular comments. The majority of these comments involved the UPS truck traffic, railroads delays, and school pick-ups on Renner Road. Many people thought giving truck traffic their own entry and exit would help. Others thought utilizing the underpass for UPS trucks at the intermodal bridge could help. Specific areas mentioned were Renner Road, Feder Road, Roberts Road, Trabue Road and US-33, Trabue Road and McKinley Avenue, Fisher Road and McKinley Avenue, and the Spindler Road and Alton Darby Creek area.

Turn lanes were another popular topic. Many people stated how time consuming and dangerous it can be to turn left in or out of many areas, especially if there is not a traffic signal. Recommendations included adding turn lanes, adding traffic signals, and adding a left turn arrow to current traffic signals. Several people mentioned some signal cycles were not long enough, causing people to sit or decide to run the red light to get through the intersection. Safety and access were often mentioned with these types of comments. Specific streets and areas include Demaret Lane, causing passing on the right shoulder; Renner Road from 70 WB onto northbound Hilliard Rome (challenging right-hand on-ramp to left-side turn lane); Hague Avenue and Trabue Road; Wilson Rd. from the residential streets; from Trabue Run Road onto Trabue Road; adding a middle lane for turning movements on Trabue Road; McKinley Avenue and Trabue Road; lengthening the turn lane on McKinley Avenue; and adding a left turn arrow on McKinley onto 5th Avenue. Many comments mentioned how difficult it is to exit subdivisions, like Scioto Woods and Bolingbrook and that the turn lane is too short for the number of cars at Brook Hollow.

Number of Responses	Comments
145	Bicycle and pedestrian paths and/or lanes; sidewalks
83	Roadway improvements
51	Congestion, backups, and traffic volume
33	Turn lanes/turning movements
29	Traffic signals
25	Apartments
24	Safety
19	Planning
18	Roundabouts or traffic circles
16	Access points
16	Speeding / speed limits too high
11	Beautification and natural resources
10	Intersection improvements

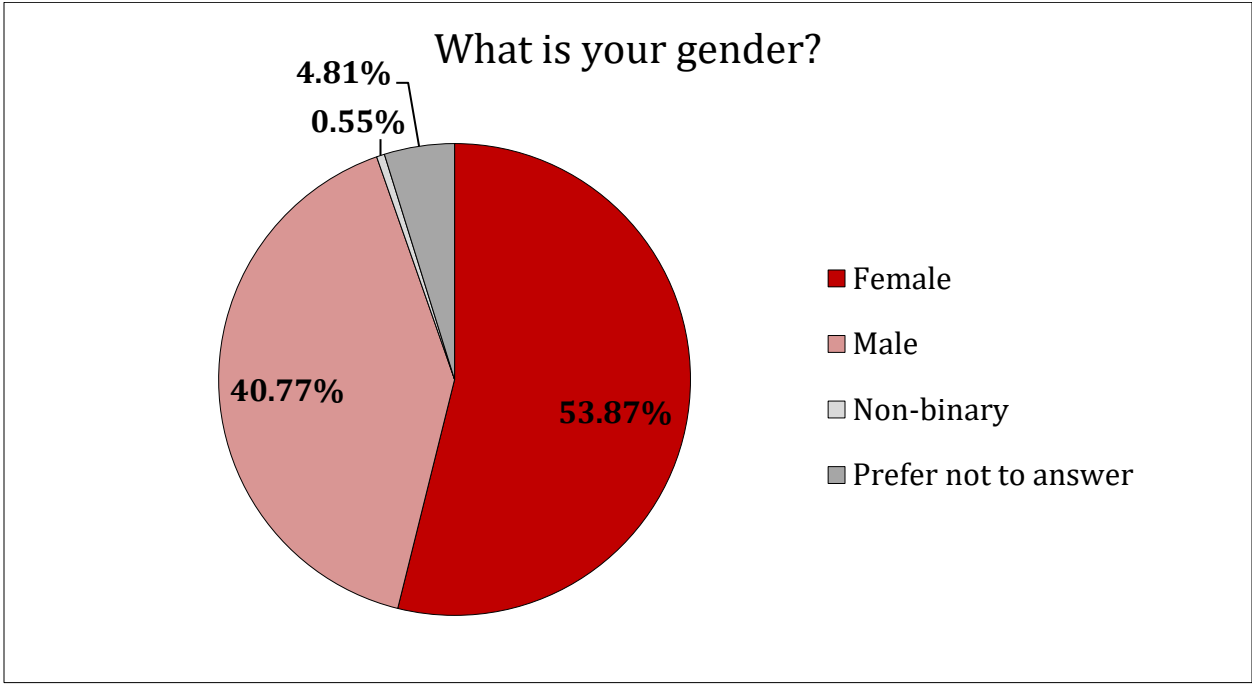
Question #15 - What is your age?

A total of 916 people provided an answer to this question. The majority of responders (50.11%) indicated they were 35-54 years old. The next largest age group was 55-64 (19.32%), followed by the 26-34 age group (14.52%) and the 65 and older age group (13.21%). There were 3 responders in the 18 or younger age group and 11 people in the 19-25 age group. There were 12 people (1.31%) that preferred not to select an age group.



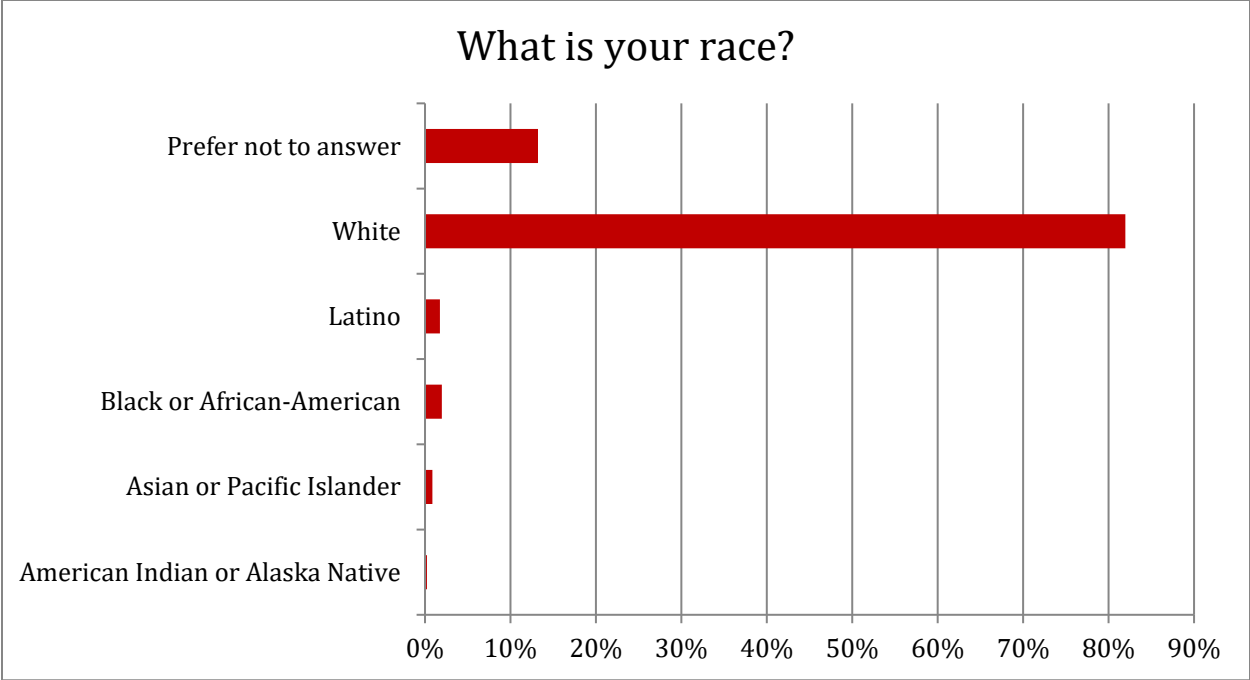
Question #16 - What is your gender?

A total of 915 provided an answer to this question. There were more female responders (493 | 53.88%) than male responders (373 | 40.77%) and 5 non-binary responders (0.55%). Several people (44 | 4.81%) preferred not to provide a gender.



Question #17 - What is your race?

A total of 915 people provided an answer to this question. The majority of people (81.97%) who answered this question indicated their race is White. People with a preference not to respond were the next most populated group (13.22%). There were two American Indian or Alaska Native responders, eight Asian or Pacific Islander responders, sixteen Latino responders, and eighteen Black or African American responders.



Question #18 - What is your annual household income?

A total of 916 people provided an answer to this question. The majority of responders (42.36%) fell in the \$100,000+ income category. People with a preference to not respond were the next most populated group (19.32%), closely followed by the \$75,000 - \$100,000 income group (19.10%). The lowest income group (under \$50,000) made up 5.24%. Also note the large category of people choosing not to provide income information, of the surveyed group.

