

Appendix D: Response to Public Comments, Bicycle Counts and Survey Summary

Public Process

June 7, 2007 – First public meeting is held, stakeholder meeting is held.

June 26, 2007— Mayor Coleman announces the launch of the Columbus Bicentennial Bikeway Master Plan.

September 26, 2007 – Second public meeting held.

December 14, 2007 – Open stakeholder meeting is held.

The public was able to comment on the Draft Plan through January 11, 2008.

An abbreviated summary of the comments received and the response to comments is provided below.

Columbus Bicentennial Bikeways Plan Public Comments

Priorities & Funding	Response
Why are bike lanes recommended in the Plan? Shouldn't cyclists have to same rights to the road as motorists?	The plan recognizes that the majority of bicyclists prefer to ride on bike facilities that provide some separation from motor vehicle traffic. Well-designed bike lanes and education and enforcement programs that target motorists and bicyclists about their rights and responsibilities are key to helping more people ride. Bicyclists have the same rights and responsibilities of motorists, and bike lanes do not restrict these rights.
Columbus should adopt a Complete Streets Policy because the current MORPC language of "routine accommodation" isn't effective enough	The plan proposes a complete streets policy for the City of Columbus to adopt.
How do we prioritize funding for shared use paths vs. on-street bikeways?	The phased implementation plan outlined in Chapter 7 prioritizes bikeways based on total cost, cost per mile, public request, gaps in the network, safety, connectivity, proximity to destinations, potential bicycle use, neglected areas, proximity to transit, proximity to trail access, street widening projects, and technical advisory group suggestions. Given these priorities, the majority of projects in Phase I are on-street bikeways, 70% in Phase II are on-street bikeways, and 60% in Phase III are on-street bikeways.

<p>The projected budget seems skewed towards engineering improvements but we need stronger education initiatives. How do we balance these competing financial needs? What is most cost-effective?</p>	<p>The Bicentennial Bikeways Plan recommends the city secure funding to support approximately \$500,000 in funding for these programs from 2009 through 2012, with a goal of developing a \$500,000 annual budget for education, encouragement and enforcement programs by 2012.</p>
<p>Private sponsorship should be considered for implementing portions of the plan</p>	<p>The plan recommends that the City support a private endowment organization to “adopt-a-bikeway.”</p>
<p>Clarify availability of funding and how it will be appropriated</p>	<p>Funding from 2008 through 2010 is outlined in Chapter 7.</p>
<p>Enforcement & Safety</p>	
<p>We need a stronger police presence on greenways</p>	<p>Chapter 6 recommends that the City continue to support and expand trail patrols.</p>
<p>A bikeway maintenance plan with allocated funding for street cleaning is needed</p>	<p>Chapter 5 recommends that the City adopt a maintenance policy that considers the special needs of bicyclists. Chapter 7 recommends that the City allocate an additional \$2.1 million dollars for bikeway maintenance between 2008 and 2028</p>
<p>Safety of bicyclists should be improved</p>	<p>This plan recommends several safety-based programs: Share the Road Program, Safe Routes to School program, spot improvements and railroad crossing improvements, a Lights On campaign, and enforcement of traffic laws for bicyclists and motorists.</p>
<p>We need stronger police enforcement</p>	<p>The plan recommends that the City increase the number of bicycle patrols, and work with the Police Department to conduct targeted enforcement campaigns.</p>
<p>Education</p>	
<p>Bicyclists should be educated with respect to traffic laws</p>	<p>This plan recommends that the City support bicycle education classes for adults through adult education courses and for children as part of the school curriculum.</p>
<p>Better media coverage is key to educating the public about sharing the road and encouraging bicycling trips</p>	<p>This plan recommends that the City establish a citywide share the road campaign, continue to support bike to work and bike to school days, and support other education, encouragement and enforcement programs.</p>
<p>Proposed Bikeway Facilities</p>	
<p>Numerous specific requests for bicycling facilities and bike parking from the online survey, the public meetings and draft plan comments</p>	<p>Requests for a specific bicycle facility along a roadway or corridor were entered into GIS maps during project development, and used as one criteria for developing the bicycle network. Requests for bicycle support facilities (parking, trailheads, showers, etc...) were incorporated into the plan document.</p>

Can we look for more trail opportunities along utility corridors, greenways, and railroads?	Several greenways, railroads, and utility corridors have been identified for potential trail alignments.
High Street is a high priority for safer biking facilities. Multiple recommendations for High Street as a 'Complete Street'. Reducing bus/bike conflicts must be considered, and many comments note support for a combined bus/bike lane.	This plan recommends a share the road campaign along High street, and associated improvements to Hunter Avenue to provide parallel bicycle access to High Street.
Lack of East-West connections pose a challenge for the bicycling community	This plan recommends numerous East-West connections for both experienced and less-experienced bicyclists.
Policies	
We should include a 5th 'E' for evaluation, particularly programs like Safe Routes to School	
The Bicycle Advisory Committee should be an executive committee with a Bicycle Coordinator serving as a central organizer	This plan recommends that the City adopt a three-part advisory group that includes a citizen-based Bicycle Advisory Group, an agency-based Interagency Working Group and a privately-based private funding foundation. These three groups will work together with the assistance of Columbus' Bikeways Coordinator to implement the plan.
Columbus needs a citywide Safe Routes to School Program	This plan recommends that Columbus develop a citywide Safe Routes to School Program.
There is a need for more accurate cyclist counts and data collection. The Census only captures work-related trips at one point in time. This methodology likely underestimates true numbers – on-street cyclist counts should be done.	This plan recommends that Columbus continue to conduct its annual bicycle and pedestrian counts.

Bicycle Counts

The City of Columbus through the Mid-Ohio Regional Planning Commission participates in the Bicycle and Pedestrian National Documentation research initiated by Institute of Transportation Engineers (ITE) Pedestrian and Bicycle Council (BPC). This effort proposes the following objectives:

1. Establish a consistent national approach to counting and surveying bicycle and pedestrian traffic.
2. Establish a national database of bicycle and pedestrian count information.
3. Use the count and survey information to begin analysis on the correlations between various factors and bicycle and pedestrian activity.

The National Documentation program has developed a consistent bicycle and pedestrian count and survey methodology based on input from the Institute of Transportation Engineers Pedestrian and Bicycle Council, interested professionals, and groups such as the Transportation Research Board, American Association of State Highway and Transportation Officials and the Association of Pedestrian and Bicycle Professionals. Participating agencies and organizations use the forms and methodology to conduct annual counts and surveys during the official National Documentation Days in the second week of September. Supplementary counts and surveys can be conducted during January, May and July to provide seasonal data.

As a part of MORPC’s National Documentation Project efforts, the City of Columbus conducted bicycle counts at several locations in July 2007. Weekday counts were collected between 7 am and 9am and between 11 am and 1 pm. Counts were primarily conducted on on-street facilities, but included one location on the Olentangy River Trail. A total of 124 bicyclists and 1,123 pedestrians were counted during the morning peak period, and 121 bicyclists and 3,376 pedestrians counted during the mid-day period.

Below is a summary from July, 2007 of counts from count locations throughout Columbus.

5 July 2007 – Bicycle and Pedestrian Count Results, 7-9 a.m.

Loc ID	Location Description (Jurisdiction;Location)	7 a.m. to 9 a.m.				
		Weather: Cloudy and wet				
		Bicycles	Pedestrians	Mobility Aid	Other	Total
1	Columbus; S. Grant @ Town	0	118	1	0	119
2	Columbus; S. High @ Mound	10	535	6	0	551
3	Columbus; W. Broad @ Front	12	242	4	1	259
4*	Columbus; E. State @ S. High	-	-	-	-	-
5*	Columbus; Mt. Vernon @ Cleveland	-	-	-	-	-
6	Columbus; Nationwide @ Front	5	76	0	0	81
7	Columbus; N. High @ Poplar	21	58	0	0	79
8*	Columbus; Park @ Lincoln	-	-	-	-	-
9*	Columbus; Cleveland @ 11th Ave.	-	-	-	-	-
10*	Columbus; N. High @ 15th Ave.	-	-	-	-	-
12	Columbus; N. High @ Pacemont	11	28	0	0	39
14*	Worthington; N. High @ New England	-	-	-	-	-
18*	Bexley; E. Main @ Drexel	-	-	-	-	-
26*	Columbus; S. 3rd St. @ Sycamore	-	-	-	-	-
27*	Columbus; S. High @ Blenkner	-	-	-	-	-
28*	Columbus; W. Broad @ Souder	-	-	-	-	-
29*	Columbus; W. Broad @ Wheatland	-	-	-	-	-
36*	Columbus; Cleveland @ 23rd Ave.	-	-	-	-	-
37	Grandview Heights; Grandview Ave. @ Haines	2	37	0	2	41
38*	Columbus; Neil @ 10th Ave.	-	-	-	-	-
40*	Columbus; Neil @ Lane Ave.	-	-	-	-	-
47	Columbus; Olentangy Bkwy. @ bridge south of Weber	63	29	0	0	92
		124	1123	11	3	1261

Source: MORPC, 2007

5 July 2007 – Bicycle and Pedestrian Count Results, 11 a.m. to 1 p.m.

Loc ID	Location Description (Jurisdiction;Location)	11 a.m. to 1 p.m.				
		Weather: Cloudy				
		Bicycles	Pedestrians	Mobility Aid	Other	Total
1	Columbus; S. Grant @ Town	4	179	2	0	185
2	Columbus; S. High @ Mound	26	859	5	0	890
3	Columbus; W. Broad @ Front	5	101	1	0	107
4	Columbus; E. State @ S. High	13	1276	4	0	1293
5*	Columbus; Mt. Vernon @ Cleveland	-	-	-	-	-
6	Columbus; Nationwide @ Front	3	307	0	0	310
7	Columbus; N. High @ Poplar	11	167	1	0	179
8	Columbus; Park @ Lincoln	7	80	1	0	88
9*	Columbus; Cleveland @ 11th Ave.	-	-	-	-	-
10*	Columbus; N. High @ 15th Ave.	-	-	-	-	-
12	Columbus; N. High @ Pacemont	5	25	0	0	30
14	Worthington; N. High @ New England	5	98	0	0	103
18*	Bexley; E. Main @ Drexel	-	-	-	-	-
26*	Columbus; S. 3rd St. @ Sycamore	-	-	-	-	-
27*	Columbus; S. High @ Blenkner	-	-	-	-	-
28*	Columbus; W. Broad @ Souder	-	-	-	-	-
29*	Columbus; W. Broad @ Wheatland	-	-	-	-	-
36*	Columbus; Cleveland @ 23rd Ave.	-	-	-	-	-
37	Grandview Heights; Grandview Ave. @ Haines	9	74	1	0	84
38	Columbus; Neil @ 10th Ave.	24	152	0	0	176
40	Columbus; Neil @ Lane Ave.	9	58	0	0	67
47*	Columbus; Olentangy Bkwy. @ bridge south of Weber	-	-	-	-	-
		121	3376	15	0	3512

Survey Summary

The City of Columbus Bikeways survey was open from May 11th, 2007 through August 17th, 2007. In that time period, 917 people either completed the on-line survey or filled out and returned a paper copy of the survey. The survey asked questions about: where bicyclists are from, how much they ride, reasons that they ride, where they like to ride, where they don't like to ride, and suggestions for improving bicycling within the City.

General Trends of Survey

Of the 917 survey respondents, the dominant age group is 26-69 (72%). When asked why they bike, most cited for recreation (88%) or for exercise (87%). There is a discrepancy between why respondents currently bike and where they would like to bike. For example, although about half of the respondents indicated that they bike to get to work, 73% responded that they would like to bike to work. Similarly, 9.9% ride to connect to transit, while 25.1% indicated they would like to bike to connect to a transit stop.

When asked how often they bike, half of the respondents indicated that they ride their bikes several times a week, while 21% indicated that they ride everyday. The range for the average distance of bike rides varies considerably: 28% ride 3-5 miles, 23% ride 11-24 miles, and 21% ride 6-10 miles. The most frequently cited reasons that prevents bikers from biking more often are lack of bike facilities near their residences (67%) and too many cars/motorists drive too fast (67%).

The top three most cited projects that respondents would like to see included in the City of Columbus Bicycle Master Plan are: 1. on-road bike lanes or paved shoulders (85%), 2. new paved shared-use paths (76%), and 3. bicycle parking (59%). Similarly, when asked to rank their preference for bicycle facilities, respondents cited paved, shared-use paths and on-street bike lanes as their most preferred.

Finally, when asked if their school has a Safe Routes to School Program, only 5% responded “yes,” while 30% responded “no” and 65% responded “n/a.”

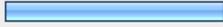
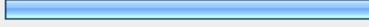
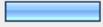
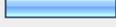
2. What age group below do you belong to?			Response Percent	Response Count
Families with children under 16			12.9%	117
16-25			13.2%	120
26-69			72.5%	659
70 and above			1.4%	13
			answered question	909
			skipped question	8

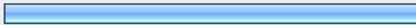
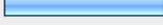
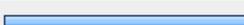
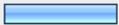
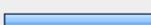
3. Why do you bike? (Please check more than one if appropriate)			
		Response Percent	Response Count
To get to work		48.7%	441
To get to school		13.6%	123
To get from school to after school activity		6.4%	58
For exercise		87.7%	795
For recreation		88.0%	797
For shopping / errands		47.8%	433
To connect to transit		9.9%	90
Other (please specify)		8.6%	78
<i>answered question</i>			906
<i>skipped question</i>			11

4. Where would you like to bike to from your home? (Please check more than one if appropriate)			
		Response Percent	Response Count
Work		73.4%	665
Transit stop		25.1%	227
School		24.0%	217
Shopping Center		56.0%	507
Small stores		69.0%	625
Restaurant or cafe		71.3%	646
Park, swimming pool, etc		71.5%	648
Off-road Paths		64.2%	582
Other (please specify)		11.0%	100
<i>answered question</i>			906
<i>skipped question</i>			11

5. How often do you ride a bike?			
		Response Percent	Response Count
Every day		20.6%	187
Several times a week		50.0%	454
Several times a month		19.6%	178
Less than once a month		6.5%	59
Not at all		1.1%	10
Other (please specify)		2.2%	20
<i>answered question</i>			908
<i>skipped question</i>			9

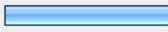
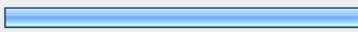
6. What is the average distance of your ride?			
		Response Percent	Response Count
Under 2 miles		11.8%	106
3 to 5 miles		28.0%	253
6 to 10 miles		20.8%	188
11 to 24 miles		22.7%	205
More than 25 miles		14.4%	130
Other (please specify)		2.2%	20
<i>answered question</i>			902
<i>skipped question</i>			15

7. What prevents you from biking more often? (Please choose more than one if appropriate)			
		Response Percent	Response Count
Too many cars / motorists drive too fast		66.9%	595
No paths near my residence		39.8%	354
No bike lanes or on-street bike routes near my residence		67.0%	596
Existing bicycle facilities are in poor condition		17.7%	157
Destinations are too far away		23.3%	207
Not enough lighting		9.6%	85
I have to carry things		17.1%	152
I travel with small children		7.4%	66
I don't own a bicycle		1.3%	12
I don't have enough time		16.5%	147
Other (please specify)		20.0%	178
		<i>answered question</i>	889
		<i>skipped question</i>	28

8. Do you have specific projects you would like to see included in the City of Columbus Bicycle Master Plan? (Check all that apply)			
		Response Percent	Response Count
New paved shared-use paths		75.9%	683
On-road bike lanes or paved shoulders		84.6%	761
Signed on-road bike routes		53.3%	480
Safe Routes to School		29.0%	261
Bicycle Parking		59.3%	534
Intersection Improvements		44.3%	399
Access to Transit		20.4%	184
Education or Promotional Programs		27.2%	245
Improved End-of-Trip Facilities (Bike Hub/BikeStation, showers, lockers, etc)		42.3%	381
Other (please specify)		15.2%	137
<i>answered question</i>			900
<i>skipped question</i>			17

10. Please rank your preference for bicycle facilities (1 = Most Preferred; 7 = Least Preferred)									
	1	2	3	4	5	6	7	Rating Average	Response Count
Paved Shared Use Paths (separated from road)	52.0% (425)	16.2% (132)	11.5% (94)	11.4% (93)	3.8% (31)	2.1% (17)	3.1% (25)	2.17	817
Natural Surface Trails (separated from road)	5.2% (39)	16.3% (123)	14.7% (111)	16.3% (123)	25.1% (190)	17.1% (129)	5.4% (41)	4.13	756
On-street bike lanes (on road with lane striping, bike stencils, and signage)	34.4% (278)	30.7% (248)	15.7% (127)	5.2% (42)	5.6% (45)	4.4% (36)	4.1% (33)	2.47	809
Signed on-road bike routes (on road with no lane striping)	4.8% (37)	9.0% (70)	17.0% (132)	26.3% (204)	16.1% (125)	13.0% (101)	13.9% (108)	4.34	777
Paved Shoulders (on road with striping)	5.5% (45)	20.2% (165)	29.2% (238)	17.9% (146)	14.6% (119)	9.1% (74)	3.6% (29)	3.57	816
Single track dirt paths (separated from road)	3.0% (23)	4.9% (38)	5.4% (42)	8.1% (63)	15.9% (124)	36.2% (282)	26.6% (207)	5.44	779
Sidewalks	4.0% (33)	4.8% (39)	7.2% (59)	13.3% (108)	13.9% (113)	16.3% (133)	40.5% (330)	5.39	815
<i>answered question</i>									895
<i>skipped question</i>									22

11. Please tell us the bicycling improvements you would like to see in the Columbus area. This could include new bike lanes, paths, or routes, enhancements to existing bikeways or intersections, additional signage, or educational and encouragement programs to promote bicycling.		
		Response Count
		638
	<i>answered question</i>	638
	<i>skipped question</i>	279

14. Does your school have a Safe Routes to School (SR2S) Program?			
		Response Percent	Response Count
Yes, we have completed plans that comply with Ohio standards.		5.0%	1
No, we do not have a SR2S program.		30.0%	6
N/A		65.0%	13
	<i>answered question</i>		20
	<i>skipped question</i>		897

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