

Alternatives Feedback Report

(Reflecting stakeholder and public input received in 2021)

March 16, 2021

Northwest Corridor Alternatives Feedback Report

This report summarizes community engagement efforts and public feedback for the LinkUS: Northwest Corridor Mobility Study conducted during the year 2021.

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Executive Summary

As of March 5, 2021 over 1,200 individuals have shared their insights and opinions through the first and second rounds of public engagement for the LinkUS: Northwest Corridor Mobility Initiative. During the second round of public engagement, an estimated 400 individuals were engaged through virtual meetings, an online open house, and a feedback survey.

Primary Components

Round 2 engagement consisted of three primary components:

- Two 1.5-hour virtual stakeholder workshops
- Two 1.5-hour virtual public meetings
- Online open house and public survey

Key Takeaways

There was general consistency in overall sentiment and priorities for the corridor. These include:

Support for Rapid Transit Improvements

- There was broad support for rapid transit improvements, regardless of the specific mode of transit. Many respondents noted the need for more public transit options and alternatives to motor vehicles. Respondents recognized the need for a public transit option in the Northwest Corridor as the region continues to grow.

Type of Transit Infrastructure

- Respondents have stressed the need for dedicated transit lanes and signal priority to ensure fast travel times and travel reliability, thoughtful station design and locations (i.e. enclosed stations for inclement weather), environmental consideration (i.e. electric vehicles), and some continued support for Light Rail Transit (LRT).

Active Transportation Options – Connectivity & Accessibility

- In particular, participants want to see pedestrian and bicyclist improvements. Most important to respondents were safety improvements for pedestrians at roadway crossings, separated bicycle facilities, and accessible facilities for all ages and abilities.

Affordability & Equity

- Participants advocated for affordability in both new housing developments as well as making transit cost effective for riders. Other considerations included connecting underserved areas and reaching more residents that need to connect to major employment centers.

Frequently Asked Questions

- Many participants posed questions on the project implementation timeline, funding, ridership costs, accessibility, active transportation improvements, environmental impacts, commuter accommodations, equity, transit stations, and affordable housing.

Background and Overview

The Northwest Corridor Mobility Initiative is the first major corridor initiative to be launched under the LinkUS program. This initiative is an extension of foundational planning efforts such as MORPC's Insight 2050 Corridor Concepts Study, COTA's NextGen Plan, and the City of Columbus' Connect Columbus initiative. Community engagement conducted for each of these past planning efforts informed the initial identification of the Northwest Corridor as a priority for implementation of high capacity transit, other mobility improvements, and coordinated growth strategies.

Round 1 Engagement

Round 1 engagement took place between summer 2020 and December 2020. Round 1 accomplished three primary objectives: 1) Inform stakeholders and the general public about the LinkUS: Northwest Corridor Initiative; 2) Provide an opportunity for the public and other stakeholders to engage with the findings from the LinkUS Framework Strategy and the Northwest Corridor Foundations Report; and, 3) Synthesize and integrate initial community perspectives to help shape the technical analysis and drafting of initial concepts.

The second round of public engagement began in January 2021 to showcase the technical evaluations that had been completed in 2020, receive feedback from the public on route alternatives, and explore other dimensions within the project such as development, active transportation facilities, and land use considerations.

Purpose and Objectives of Round 2 Engagement

The second period of community engagement (i.e. "Round 2") served the following objectives:

- Share the technical evaluation with the public and initial mode recommendations;
- Receive feedback on route alternatives; and
- Provide information on other project considerations such as active transportation facilities and land use considerations.

Primary Components

Round 2 engagement consisted of three primary components:

- Two 1.5-hour stakeholder meetings
- Two 1.5-hour public meetings
- Online open house and public survey

As of March 5, 2021, and estimated 400 individuals* shared their insights and opinions through one of these two engagement venues. Over 4,000 individuals visited the LinkUS website since the Online Open House launched on February 1, 2021.

*Note: It is assumed there is some overlap of individuals who participated in virtual meetings and who participated in the online survey.

Stakeholder and Public Meetings

Stakeholder meetings were conducted prior to the online open house going live in order to reach a wider audience. Two virtual stakeholder meetings occurred on January 26, 2021 and January 28, 2021. Two virtual public meetings were held at 12pm and 6pm on February 10th in order to give an overview of the latest study findings. The meetings showed conceptual imagery for Bus Rapid Transit as the mode recommendation, displayed the route alternatives and comparisons using high-level metrics information, briefly touched on development opportunity areas, and encouraged participants to spend time perusing the online open house and answer the feedback survey.

Participation

Approximately 100 individuals attended the stakeholder and public meetings. Over 40 participants joined the stakeholder meetings and nearly 60 individuals participated in the public open house meetings.

Key Takeaways

Overarching takeaways from the workshops are presented below, with answers to questions posed throughout the meetings:

When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following?

- Travel reliability - 6.2
- Travel time - 6.0
- Connection to major employment destinations - 5.9
- Costs to construct - 3.9
- Construction duration - 3.5

These results were very similar to the online survey results.

Survey feedback emphasizes walkable development and integration with surrounding neighborhoods at future station areas. What does success look like?

- Wider sidewalks, walkable, space for pedestrians, complete streets, above and beyond ADA requirements
- Higher density, mixed use and mixed income development
- Less auto-centric, less space dedicated to parking
- Safety – lighting, crosswalks, separated bike facilities
- Access and connections to amenities, stations, biking/walking trails
- Enclosed stations, development along transit stops, multi-modal hubs

Participants highlighted safety improvements, accessibility, connectivity, and robust transit stations, similar to the needs outlined by survey respondents.

Selected responses:

"Less real estate dedicated to car parking."

"Pedestrian and separated bicycle facilities feeding into the transit stations/hubs from neighborhoods. Destinations within short walking distance of transit hubs."

"Dense mixed-use development. Station stops need to have amenities that allow riders dignity."

"A fast, efficient, safe, clean and reliable (schedule) BRT that links key community nodes along the corridor that allows you to commute to and from work, play and home."

Detailed Responses

See Appendix A for Mentimeter live polling results for the stakeholder workshops and Appendix B for live polling results for the open house public meetings.

Online Open House

After completing the second phase of the corridor planning work, members of the public were invited to provide their feedback on the planning efforts to date. The online open house was structured to allow for participants to review information at their own pace and participate in the planning process at a time that would work best for them.

The online open house and survey were open from February 1, 2021 to March 5, 2021.* A total of 324 individuals completed the survey during that time period.

Multiple ways to engage were presented and advertised via the online open house, LinkUS newsletter, and email blasts to stakeholders, which encouraged individuals to:

- Review open house materials via the webpage;
- Submit direct feedback on the materials shared online through the open house survey; and
- View video recordings of the overview presentations.

The online open house was structured as a web-based story map embedded into the LinkUS Columbus website, which supplied an overview of the technical evaluation performed to-date and alternative concepts on which to provide feedback. The page was divided into categories including a welcome and introduction statement, an overview of engagement thus far, rapid transit information, transit route options for the Northwest Corridor and connections to downtown, bicycle and pedestrian facilities, land use and development, and the feedback survey.

*Note: The online survey remains open at the time of preparing this report. Results reported herein reflect responses as of the date noted. Additional responses, if provided, will be incorporated into final reporting.

Outreach and Equitable Engagement Efforts

A wide variety of methods and outlets were employed to advertise the survey and encourage participation. Efforts were made to reach multiple, diverse audiences, representing people who live in, work in, or who may travel through the Northwest Corridor for other reasons. Direct email promotions were sent to all individuals participating in the first round of Stakeholder Workshops. The LinkUS Monthly Newsletter was sent to a broad audience, and an expanded social media strategy was employed to promote engagement. Stakeholders were asked to amplify outreach by promoting through their own email and social media networks.

The LinkUS Initiative includes an Equitable Engagement Strategy aimed at expanding the diversity and quality of engagement through reaching as many representative voices as possible. Outreach efforts were monitored for effectiveness and adjusted where possible to improve participation rates over the course of the survey period. Early observations indicated an imbalance in the ratio of male to female respondents and lower participation in non-white demographic groups. Additional outreach efforts were employed to expand representation in participation, including providing information to partners to share with their constituents and social media promotion. Media coverage was also used to promote the online engagement opportunities.

The online survey period was extended beyond the original target date to provide additional opportunities for engagement. On February 18, Project Team members provided an overview presentation to the Columbus area Equity Now Coalition (ENC) to showcase the online engagement opportunities for both the Northwest and East-West Corridor projects. Other supplemental efforts included in-field promotional efforts with a focus on COTA bus stops in neighborhoods along the corridor with high minority and renter household populations.

Pandemic conditions have continued to present challenges for outreach across all audiences. The Project Team continued outreach throughout these challenges by leveraging the support of partners to help spread the word. Those with limited digital access are presented with additional challenges given the current reliance on virtual meetings and web-based engagement. However, it is likely that virtual engagement opportunities have also presented new options for some individuals who may have found a more traditional, in-person open house experience difficult to attend. The Project Team recommends the provision of additional engagement resources in subsequent phases of work for the Northwest Corridor. As the project advances to detailed design along a selected transit alignment, more targeted engagement is recommended in neighborhoods in close proximity to planned station locations, as well as with ridership of existing COTA lines along the corridor. Engagement efforts are detailed in Appendix C within the preliminary public feedback summary presentation slides.

Online Open House Survey Results

There were 324 survey respondents to the online open house, over roughly a one-month time period. See Appendix D for the complete survey results.

Question 1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor? Rate with 1 being not important at all and 7 being very important.

The majority of respondents (88.6%) ranked the addition of a modern Rapid Transit choice along the Northwest Corridor a 5 or above, with 66.4% ranking it as very important. Only 5.2% thought the addition of a modern Rapid Transit choice was not important at all.

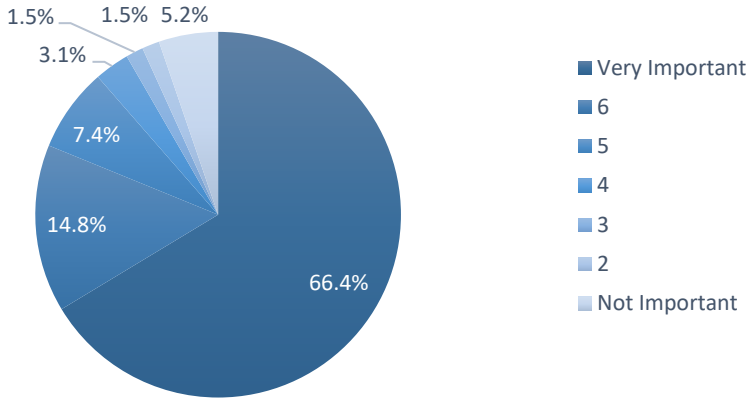


Figure 1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?

There were 112 additional comments, which covered the following major themes:

- Emphasis on a "true" Bus Rapid Transit (BRT) system with dedicated lanes and signal priority; travel time reliability, high quality investment
- General support for some sort of rapid transit improvements
- Some continued preference for light rail
- Connections to neighborhoods and places of interest (downtown, Arena District, University)
- Sustainable infrastructure, such as electric vehicles, reducing GHG emissions, and protecting water quality, open space, and the riverfront
- Acknowledgement of future growth and increased need for a rapid transit option

Selected responses:

"Functionality is key, focus on improvements that increase speed and reliability - give us true BRT."

"I would prefer Bus Rapid Transit over light rail (for now at least)."

"This is long overdue! As a resident near one of the proposed stations I would love to have this as an option for running daily errands around Olentangy River Road, or even getting into downtown."

“The current highway and secondary road network cannot support any increase in traffic that more development will inevitably bring.”

Question 2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Rate each variable below with 1 being not important at all and 7 being very important.

- Construction duration (what could be built quickest)
- Travel time (the fastest route)
- Travel reliability (the route with the least delay)
- Connection to major employment destinations
- Costs to construct

Travel reliability ranked highest, with 89.6% of respondents ranking the variable a 5 or higher in importance. 45.1% rated travel reliability as most important. Respondents also ranked connection to major employers highly, with 84.9% rating the variable a 5 or higher, followed by travel time with 82.1% of respondents rating the variable a 5 or higher. The least important variables were construction duration (42.8% of respondents ranked a 3 or lower) and costs to construct, with ratings of 3 or lower comprising 37.0% of respondents. The average for those variables were 3.6 and 3.7, respectively.

Table 1. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following?

	Travel Reliability	Connection to Major Employers	Travel Time	Costs to Construct	Construction Duration
Most Common Value	7	7	7	4	4
Median	6	6	6	4	4
Average	6.0	5.8	5.6	3.7	3.6

There were 90 additional comments. Major themes included travel time reliability, connecting to places of employment and major attractions, and ensuring high quality investments, regardless of cost and time to construct.

Selected responses:
“Columbus needs to have something- I'd be happy to pay higher taxes for this or for the city to tax corporations at a higher rate.”

“Connecting destinations (job centers and neighborhoods) should be the strongest priority.”

“What's most important is to have a well-constructed, reliable network.”

Question 3. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor (see below). Only one route will be recommended for construction.

A subset of survey respondents answered question three, with 171 responses for question 3a and 117 responses for question 3b. The percentages shown for each route are approximated and gauge the general trends for this subset of responses.

Percentages were estimated for each route, with Route 1: Olentangy River Rd. being the most favorable option. Respondents preferred Route 1 for its directness, speed, and connections to

workforce. Route 2: Kenny Rd to West Campus was also favored by respondents since it would serve more residents, connect to employment and major locations, and connect Upper Arlington and The Ohio State University campus. Route 3: Kenny Rd to Upper Arlington was considered the most unfavorable route per respondents due to its route length, perceived indirectness, and longer travel time.

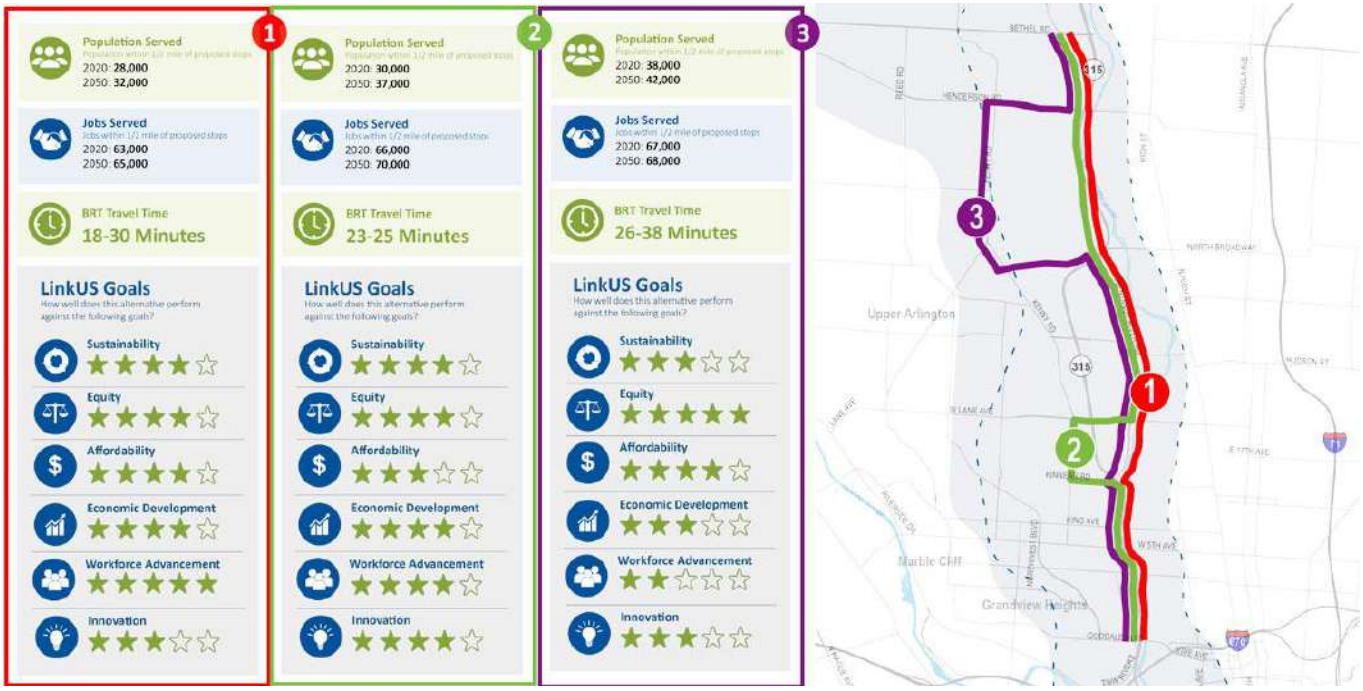


Figure 2. Northwest Corridor Transit Route Alternatives Diagram

Below are approximate percentages for each route and major reasons for approval or disapproval of each route. Some respondents liked or disliked all of the route options.

a. Is there anything you like about some or all of the routes?

- Route 1: Olentangy River Rd (± 42%)
  - Direct, fast, cost effective, connections to workforce
- Route 2: Kenny Rd to West Campus (± 30%)
  - Serves more residents, connect to jobs and major locations (Innovation District, West Campus), connect Upper Arlington and OSU
- Route 3: Kenny Rd to Upper Arlington (± 23%)
  - Equity, connects residential and commercial areas, reach underserved populations
- All Routes (± 6%)
  - Connections to major roads, employers, and workforce

General comments included prioritizing the most equitable and sustainable route options, and ensuring adequate last mile connections.

Selected responses:

“I think route 1 is good because it's fast and direct. I would definitely take this over driving.”

“The first route has fast travel time, highest population and job growth, and is most affordable. I couldn't image going with any other choice.”

“I like option 2 since it still better serve more residents by the year 2050. I think connecting OSU’s west campus to the rest of Columbus would be vital for the longevity of the greater Columbus area.”

“I like Option 2 the most. It seems to reach the most businesses, and it also seems to reach high traffic areas of Lane Ave.”

“#3 Population served and jobs served should be most important.”

“Option 3 appears to impact more population and very recent housing developments. There would be likely more use by working citizens that the other routes. This route also would provide more access to retail development.”

b. Is there anything you dislike about some or all of the routes?

- Route 1: Olentangy River Rd (± 11%)
  - Concerns that ORR is less user friendly, serves less existing residents
- Route 2: Kenny Rd to West Campus (± 28%)
  - Already served by OSU CABS, slower than route 1 and has more deviations
- Route 3: Kenny Rd to Upper Arlington (± 61%)
  - Route length, longer travel time, indirect

Other issues included too many deviations and jogs in some routes, detouring through Upper Arlington, and impacts on existing neighborhoods and infrastructure.

Selected responses:
“1 is most direct, but serves less people/communities. If the goal is to provide reliable transportation options for travel to work, then the more communities the better. Then balancing with reliable, reasonable travel times so people can get to work and home on time.”

“2 makes sense, but I don't think it is necessary. Students, faculty, employees can take the CABS bus to west campus if needed.”

“Option 3 appears to cover more neighborhoods, but many of those neighborhoods are higher income (> $100,000 median income) and unlikely to use a BRT alternative. It also has the highest travel time, which would greatly deter any riders.”

Question 4. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered (see below). Only one route will be recommended for construction.

A subset of survey respondents answered question four, with 200 responses for question 4a and 102 responses for question 4b. The percentages shown for each route are approximated and estimate the general trends for this subset of responses.

Percentages for each route are estimated below, showing Route 1: Goodale and Vine with the greatest number of positive responses, followed by Route 2: Neil to Spring and Long. Option 1 was favored due to its short travel time, connections to downtown, and serving many people. Respondents disliked option 3, West Broad Street, the most due to the route’s length and disconnect from major destinations.



Figure 3. Downtown Connection Route Alternatives Diagram

Below are approximate percentages for each route and major reasons for approval or disapproval of each route.

a. Is there anything you like about some or all of the routes?

- Downtown Route 1: Goodale/Vine (± 31%)
  - Connects to Arena District, downtown core, and the Short North; shortest travel time, serves the most people, connects to jobs/workforce
- Downtown Route 2: Neil to Spring and Long (± 30%)
  - Connects to the Arena District, downtown core, and the Short North; major employers, entertainment venues
- Downtown Route 3(a): West Broad Street (± 26%)
  - Links East-West connection, serves more people, encourages Franklinton and Scioto Peninsula development, uses Broad St., access to major employers (CoverMyMeds)
- Downtown Route 3b: Souder Connector (± 10%)
  - Connects to Franklinton, encourages investment and development

General comments included an idea for a downtown loop, combining several of the Downtown connection alternatives, and connecting to other destinations such as the airport, Discovery District, and other corridors. Many respondents also indicated the need to connect to the Arena District as well as to Franklinton. Support for routes 1 and 2 comprised approximately 60% of all responses and highlighted the importance of connecting to the Arena District. Proponents of route 3 accounted for roughly 35% of all responses and specified the importance of connecting to Franklinton.

Selected responses:

“I like route #1 best because we need better transit in the actual downtown core. It would also be the quickest route and serve the most jobs.”

“#2 is the BEST option here. It brings you into the heart of the Arena District. Any type of mass transit needs to connect and/or go through your major entertainment areas. This gets people to ride it; maybe not as much at first but once they see how well it works; they will consider it in the future.”

“Option 3: I like that this route goes through Franklinton and I want to see Franklinton continue to grow.”

“Route 3b would establish a new connection between two areas that are close but not easily accessible now - it would also encourage development and investment in Franklinton.”

b. Is there anything you dislike about some or all of the routes?

- Downtown Route 1: Goodale/Vine (± 30%)
  - Adding to congestion, already served/options available, narrow streets, disruption to High St/Neil Ave
- Downtown Route 2: Neil to Spring and Long (± 17%)
  - Adding to congestion, options already available
- Downtown Route 3(a): West Broad Street (± 50%)
  - Long route, out of the way, least amount of connections, convoluted, misses portions of Downtown such as the Arena District, indirect, pointless, skips businesses and housing
- Downtown Route 3b: Souder Connector (± 4%)
  - Lack of ridership

High Street was specifically mentioned by several respondents with concerns around existing congestion and transit worsening this, or transit (outside of dedicated lanes) being inhibited by motor vehicle traffic (and causing delays). Additional respondents felt that High Street was already well served by transit.

Selected responses:
“Route 1 uses too many narrow streets. Route 3 is out of the way and too long.”

“2 is the least favorable option, as it serves both the least population and least jobs.”

“Route 2 appears to serve our sports & entertainment venues best and while this should not be a key goal, given all things equal it makes sense to serve this niche that will be the jumping off point for a fair number of riders.”

“Option 3 has a much higher travel time range than options 1 and 2 (a big deterrence).”

“3 seems to best serve a developing neighborhood, and the most people in the future, but its travel time is much longer. 1 seems the best compromise.”

“Whatever is chosen needs to service Franklinton.”

Question 5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)

- Traffic is fine and I'm not concerned about growth.
- Things have worsened over the years but are still tolerable.
- Growth is imminent and we need to begin adding travel options.

- Rapid transit should be an integral part of our regional growth and economic development strategy.
- I'm unclear about the relationship between regional growth, transportation, and our economic vibrancy.

76.7% of respondents felt that rapid transit should be an integral part of our regional growth and economic development strategy. 17.0% felt that growth was imminent and that we need to begin adding travel options. Only a small percentage (5.7%) were unconcerned about growth or thought conditions were still tolerable.

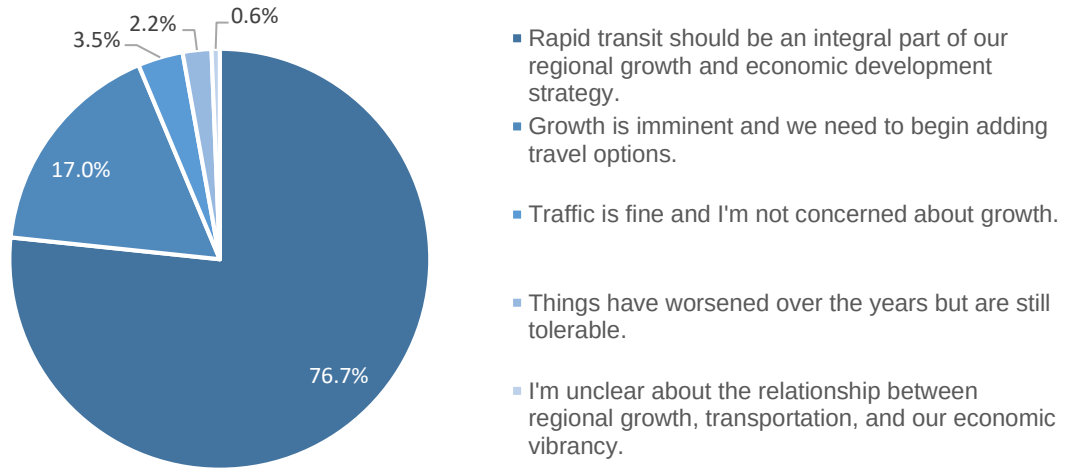


Figure 4. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth?

Question 6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you? Rank outcomes from 1-5 with 1 being the most important.

- Ensures compatibility with existing neighborhoods
- Promotes safe walk, bike, and transit connections
- Includes attractive, high-quality open space
- Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)
- Manages traffic impacts

When considering the importance of future development outcomes in the Northwest Corridor, 76.0% of respondents selected “promotes safe walk, bike, and transit connections” as important or most important, with 42.9% ranking this as most important. Providing a walkable mixture of uses was very important to 30.6% of respondents and important to 33.4% of respondents.

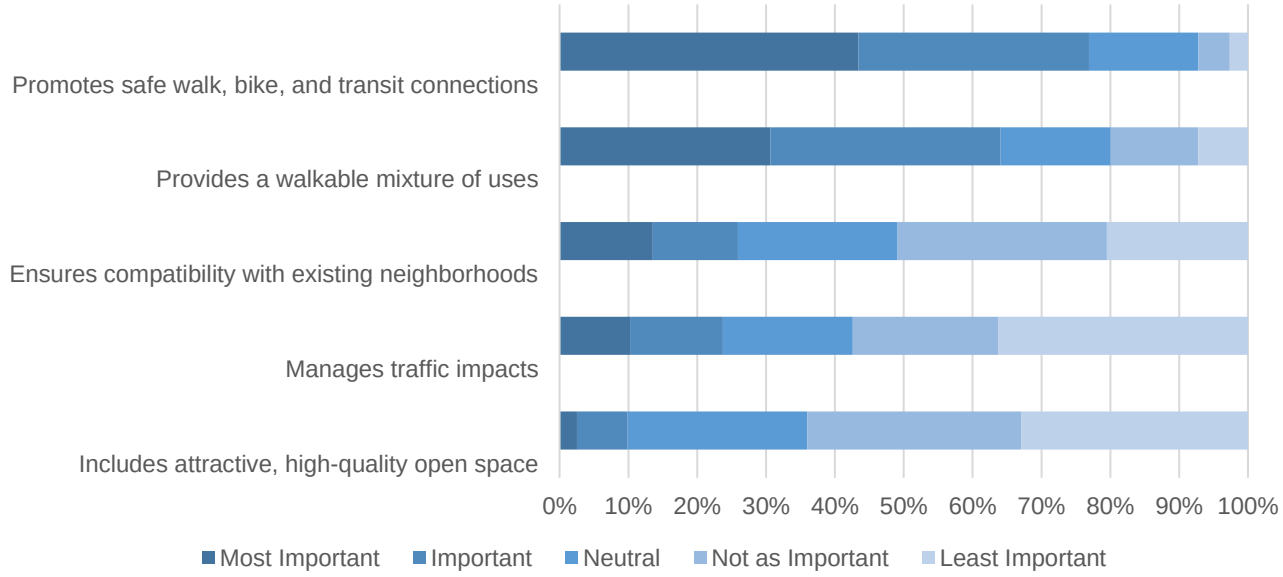


Figure 5. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?

There were 85 additional comments. Several respondents noted that all of these outcomes were equally important. Safety for pedestrians and bicyclists was highlighted, along with ensuring equitable outcomes for lower income individuals. Others mentioned the need for alternative transportation modes, enhanced bikeways, walkability and pedestrian improvements, and compatibility with existing neighborhoods. Adequate density to support development, concern for environmental impacts, and making a convenient alternative to single occupancy vehicles were also mentioned several times.

Selected responses:

"These are all important, but it needs to be safe and convenient in order to people to use it."

"Ideally these 5 outcomes would not be mutually exclusive (e.g., provide multi-modal transportation AND walkable mixed use)."

"The most important thing to me is encouraging non-car options of travel. 'Attractiveness' should be the last factor considered, with function and sustainability being the most important."

"In order to age in place, Columbus has got to become less car-dependent and have improved walkable neighborhoods with practical and accessible public transit."

"If this is not faster [than] cars (including parking) it will not work."

"The most important outcomes aren't listed: providing equitable transportation options for people regardless of income, and getting people out of SOVs."

Question 7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following. Rank outcomes from 1-5 with 1 being the most important.

- Connecting to existing bicycle trails
- Filling sidewalk gaps
- Prioritizing safety enhancements
- Creating well-designed multimodal intersections
- Providing places for bike parking storage

32.4% of respondents thought it was very important to connect to existing bicycle trails, followed by 25.7% wanting to fill sidewalk gaps, and 21.6% prioritizing safety enhancements as most important. There were several additional comments which highlighted the importance of creating all of these connections.

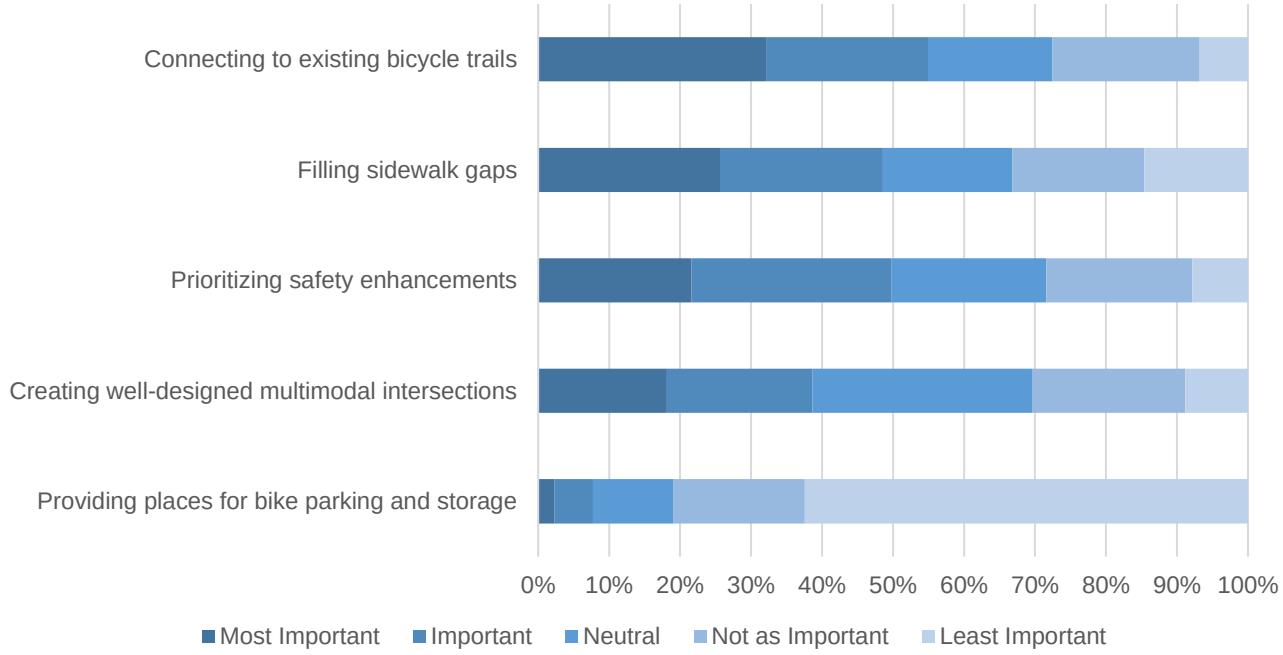


Figure 6. Bicycle and Pedestrian Connection Outcomes

There were 72 additional comments, which focused primarily on safety improvements for pedestrians, bicyclists, and roadway crossings. Improvements in the pedestrian network were emphasized, along with creating separated facilities for both pedestrians and bicyclists. Accessibility and connections using active transportation modes for all ages and abilities was also highlighted by many respondents.

Selected responses:

“Access to the transit stations is paramount to its success and sustainability. The current gaps in walkways and bikeways impede development.”

“If bike lanes are going to be added, really consider protecting them. The number one obstacle to me biking versus driving is how safe I feel while I'm on my bike.”

Question 8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?

There were 146 responses, with the following major themes:

- Transit Infrastructure: Dedicated lanes, signal priority, station design (e.g. enclosed stations for inclement weather), Some continued advocacy for LRT
- Bike Improvements: Separated facilities, connecting to bike trails
- Pedestrian Focus: Safe roadway crossings, sidewalks, Senior/ADA accessibility
- Connections between places, employment, neighborhoods
- Equity, affordable housing
- Travel time reliability
- Environmental focus – EV charging, protection of rivers, water quality
- COVID impacts – still relevant if people are working from home?

Selected responses:
"Integrating with existing neighborhoods and infrastructure, providing safe roadway crossings, and meeting the needs of all ages and abilities."

"Any changes should help mitigate the city's high economic segregation and inequality."

"Prioritize ease of use and low cost."

"Integrating with existing neighborhoods and infrastructure, providing safe roadway crossings, and meeting the needs of all ages and abilities."

"My opinion is that the most important thing that needs to be done at this point is to get some sort of premium transit implemented."

Question 9. What zip code do you live in?
Most respondents lived in zip codes overlapping with the Northwest Corridor. The most commonly selected zip code aligns with Upper Arlington, followed by Grandview Heights, Clintonville, Old North, the University District, and Northwest Columbus.

Question 10. What zip code do you work in?
21.5% of respondents work downtown and 20.4% work in the Ohio State University area. Other common responses included Grandview Heights (8.3%), Clintonville (5.2%), and Upper Arlington (4.8%).

Question 11. What is your gender?

59.6% of respondents identified as male, followed by 36.4% identifying as female.

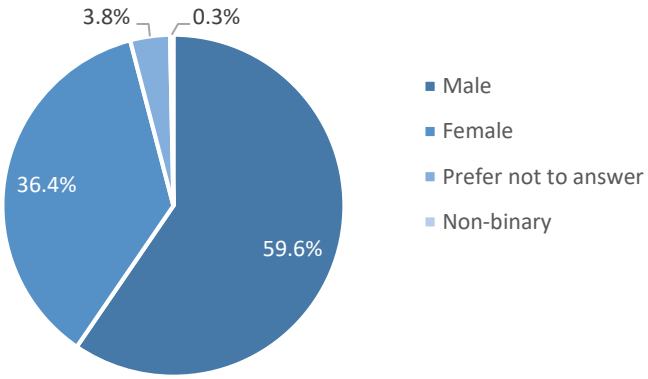


Figure 7. What is your gender?

Question 12. What is your age?

The majority of respondents (38.1%) were ages 35 – 54, followed by those aged 26 – 34 (29.6%) and ages 55 – 64 (11.0%). There were no respondents aged 18 or younger.

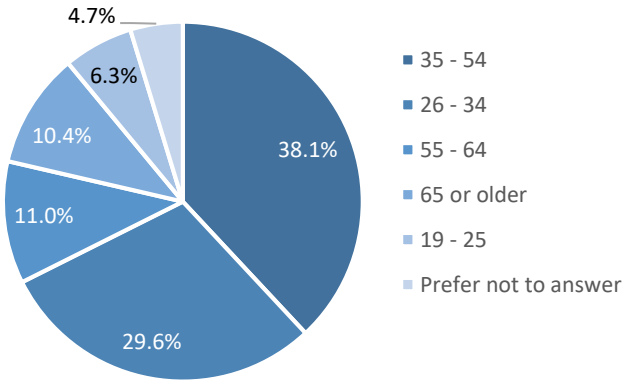


Figure 8. What is your age?

Question 13. Which racial group do you most closely identify with?

The majority of respondents identified as White/Caucasian (82.3%), followed by prefer not to answer (10.4%), and two or more races (2.5%).

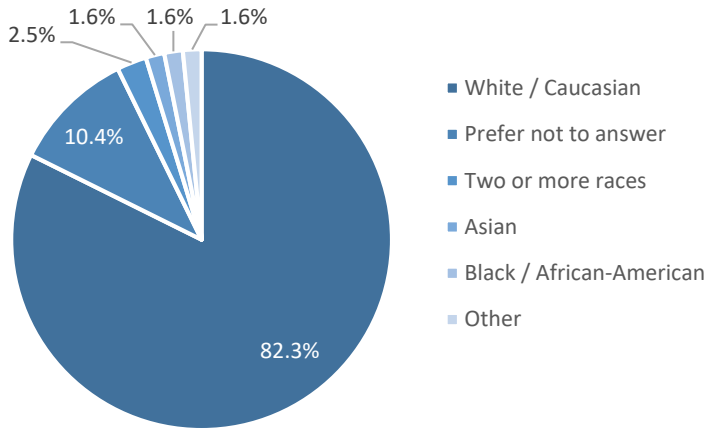


Figure 9. Which racial group do you most closely identify with?

Question 14. Are you Hispanic or Latino?

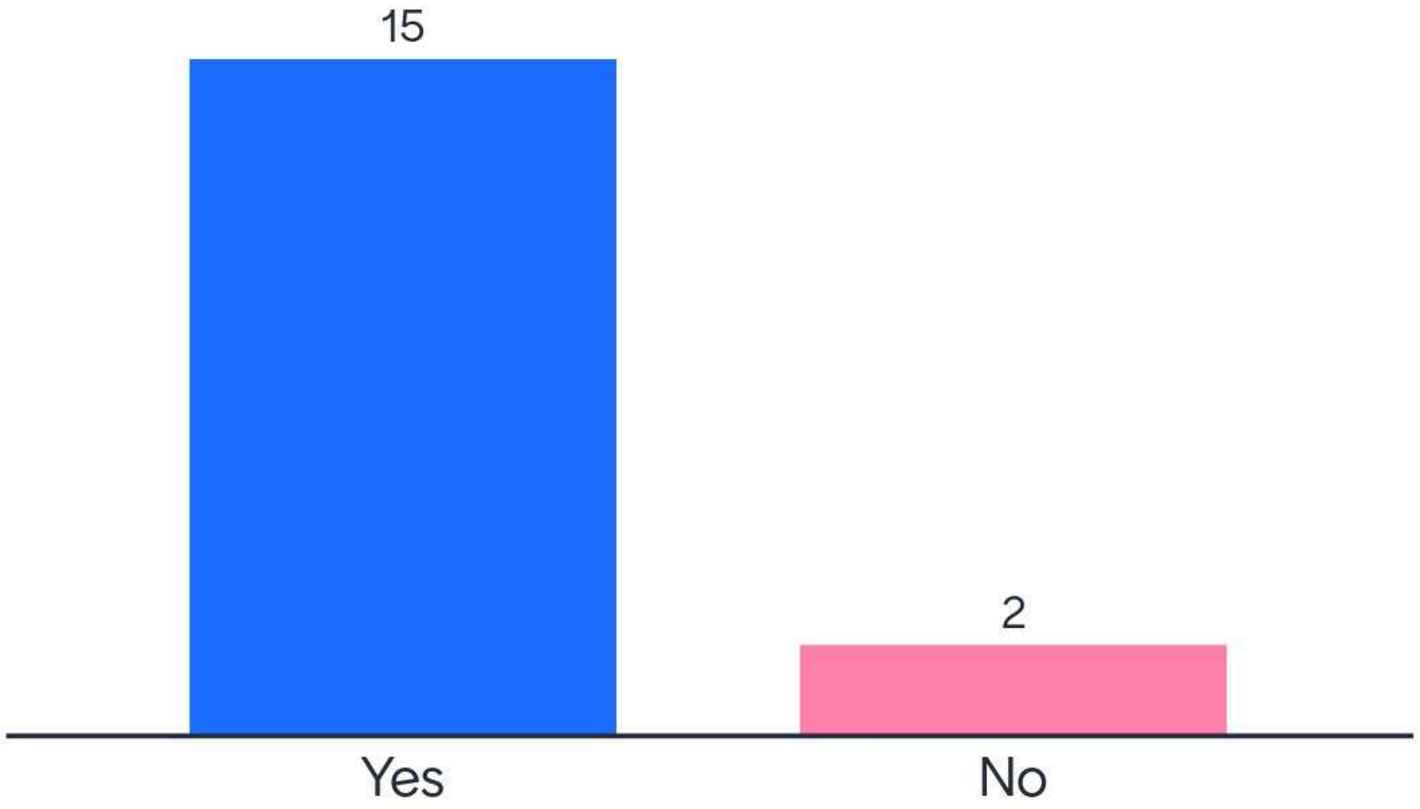
Only 3.8% of respondents were Hispanic or Latino.

Appendices

Appendix A. Stakeholder Workshops, Mentimeter Results

Did you participate in a Northwest Corridor stakeholder meeting in the fall?

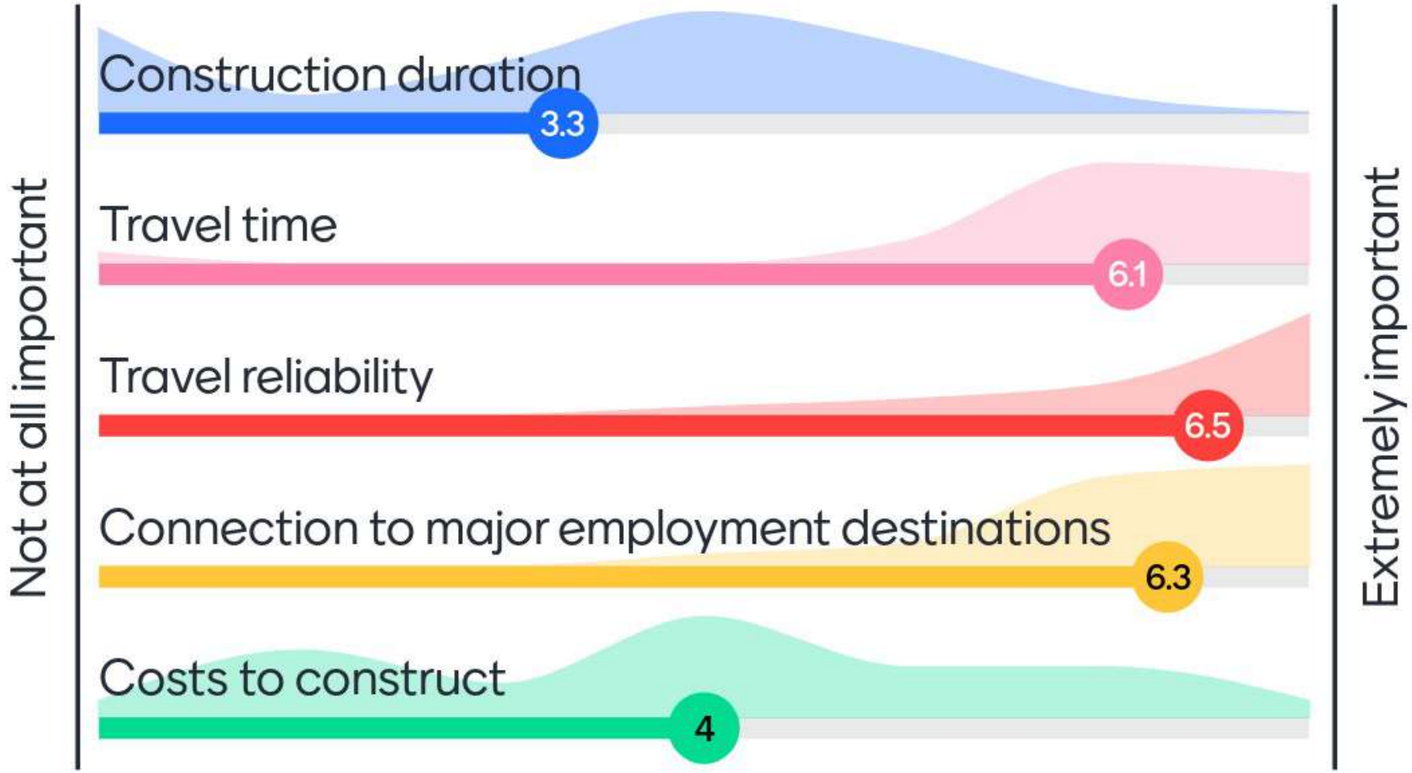
Mentimeter



17

When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following?

Mentimeter



20

Survey feedback emphasizes walkable development and integration with surrounding neighborhoods at future station areas. What does success look like?

Mentimeter

no large apartment complexes

small businesses

Sidewalks, street trees, new and affordable housing, increased property value and taxes

People using the system and businesses popping up around the stations and lines.

Wide sidewalks, street trees, protected bike lanes, mixed-use and mixed-income development that features human-scale first floor commercial uses

Sidewalks, crosswalks and other safety measures to enable people to feel safe walking for exercise or to get where they are going.

Success would be connecting all areas of the city, unlike past efforts that cutoff parts of the city.

Complete streets with focus on other modes than the car to reflect Vision Zero goals

A fast, efficient, safe, clean and reliable (schedule) BRT that links key community nodes along the corridor that allows you to commute to and from work, play and home.

Survey feedback emphasizes walkable development and integration with surrounding neighborhoods at future station areas. What does success look like?

Mentimeter

Pedestrian fatalities are on the rise across the country, so safety countermeasures are extremely important.

dedicating car space to people, by reducing car lanes and building wide sidewalks and linear parks.

High quality dense development along the entire corridors that seamlessly integrates into the existing surrounding neighborhoods. Increased quality of life and property values along these lines. No new sprawl as columbus grows.

fewer flashing and bright lights which seem too commercial

Low-stress access by foot or by bike. Parking maximums, not minimums for developments.

Multi use development with destination locations ie bars, restaurants. Coffee shops, retail outdoor spaces

A wide range of important, everyday uses within a quarter/half mile walk around every station. Safe, regular, and easy to use crosswalks across the major corridor.

Infrastructure that without a doubt prioritizes pedestrian safety and efficiency. Development scaled and geared to cater to pedestrians.

Large apartment complexes.

Survey feedback emphasizes walkable development and integration with surrounding neighborhoods at future station areas. What does success look like?

Mentimeter

Connections to amenities that allow accees to staples, like grocery, pharmacy, bankomf etc. So that trips can be consolidated

1. Worth walking to spaces and gathering options. 2. Need options for people who must carry heavy things or who are older or disabled, the bike/scooter options won't cut it. Self-driving or electric golf-carts maybe? A way to bring your own scooter?

density, density, density

Dense enough housing and business activity to support small businesses on a short distance that is walkable

Linking to existing/proposed trail systems.

Dealing with inclement weather. Safe sidewalks going places.

The simplest answer is dedicating far less right of way for personal motor vehicles.

Not having giant apartment complexes without public spaces (including 1st floor shops.

Ask us anything!

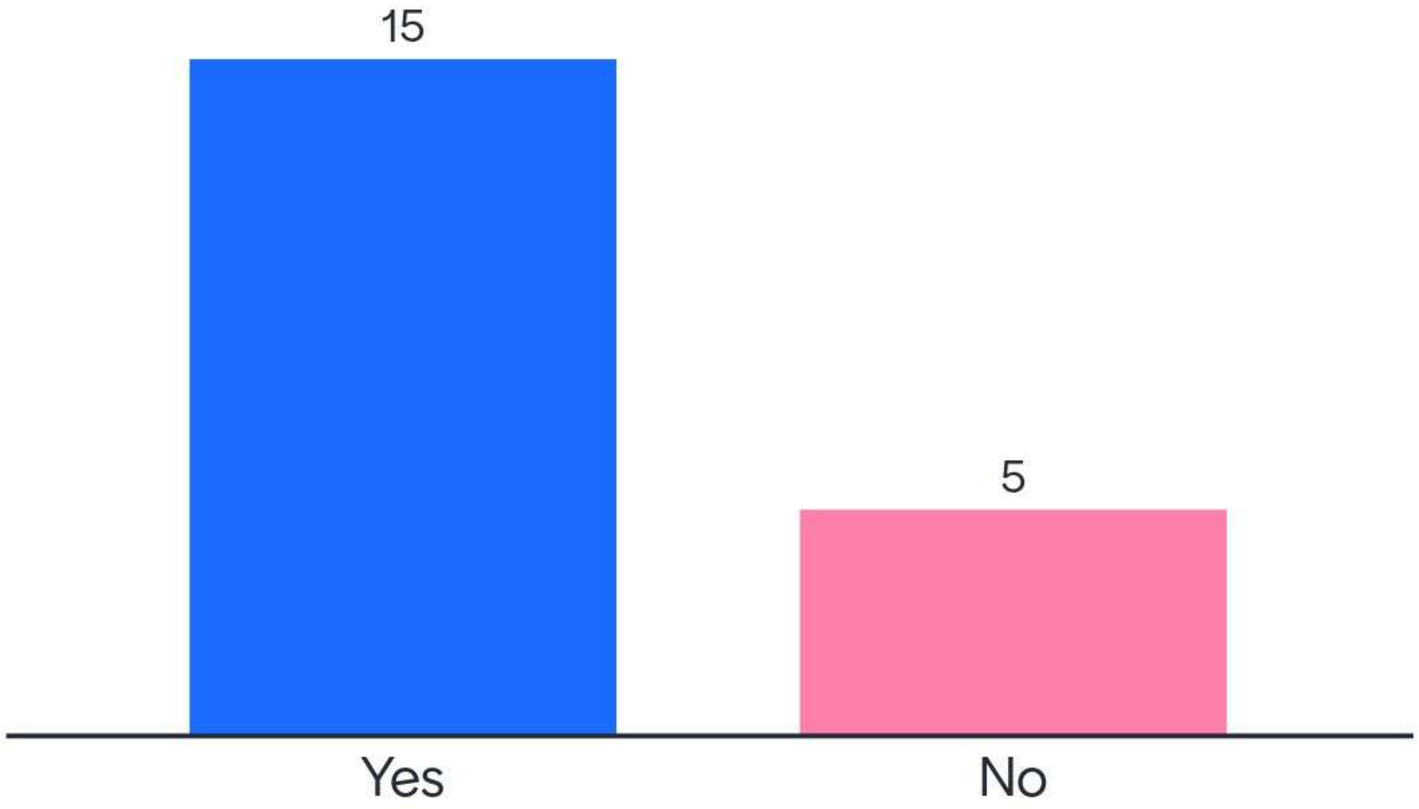
Mentimeter

0 questions

0 upvotes

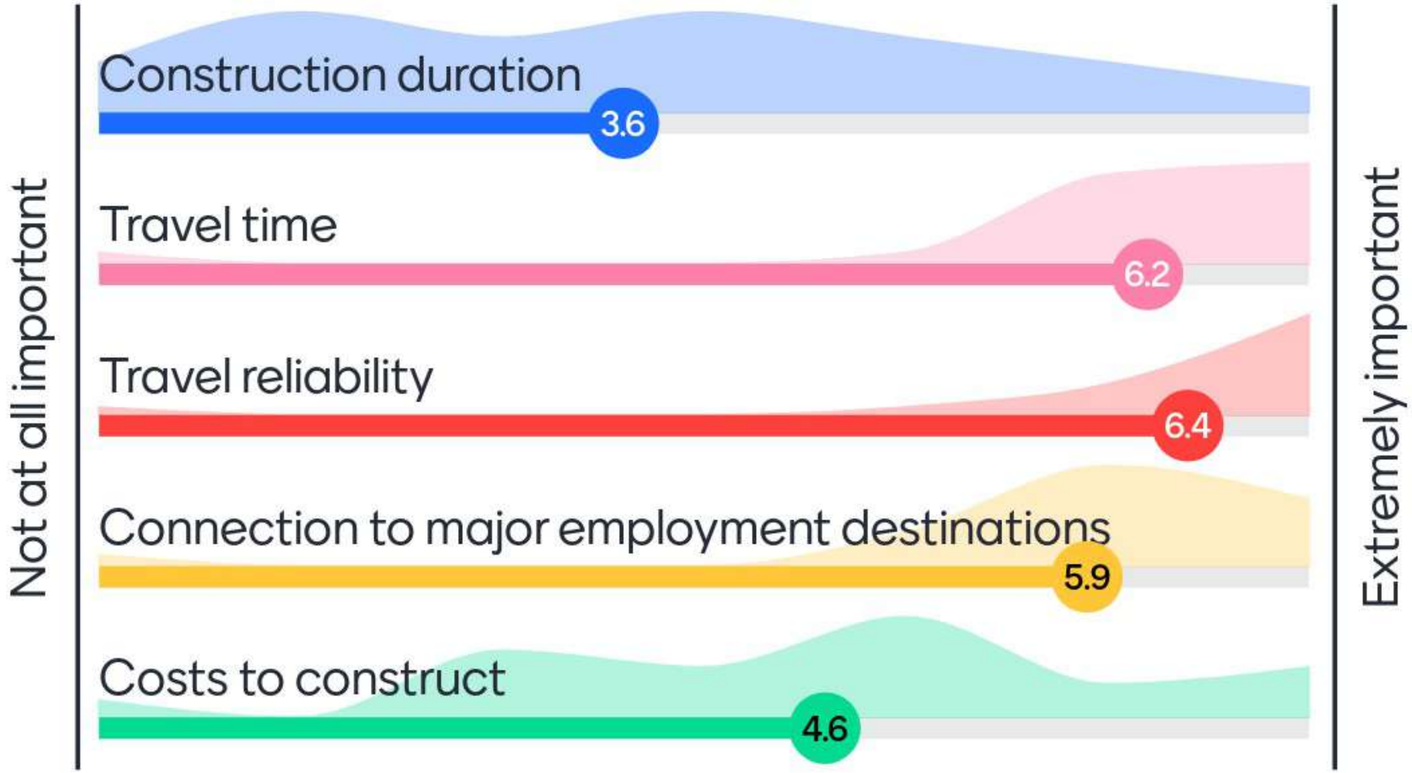
Did you participate in a Northwest Corridor stakeholder meeting in the fall?

Mentimeter



20

When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following?



Mentimeter

Survey feedback emphasizes walkable development and integration with surrounding neighborhoods at future station areas. What does success look like?

Mentimeter

Ease of access which encourages use of mass transit systems. Where their isn't perceived inconvenience.

People can get to and from their place of work, grocery and other stories, medical facilities, etc. without a car. They can walk and bike safely, and have public transportation.

Insight from residents in the community. Recognizing the opportunity for this type of integration for disadvantaged neighborhoods.

Coordination between transit, planners/zoning, and developers to deliver a whole new corridor of walkable development in Columbus.

Success looks like density done well with moderated traffic and a variety of housing.

Pedestrian safety and crosswalks. Amenities that many would want to access, regardless of travel mode.

narrow streets and very little space for car storage in general

multi-generational housing

design quality to mirror surrounding neighborhood

16

Survey feedback emphasizes walkable development and integration with surrounding neighborhoods at future station areas. What does success look like?

Mentimeter

pedestrian and bicycle access to the station; storage made available

a place where you feel safe - well lightgreenery (trees, plants)connectivity to keep places - employers, housing, shops

bike share stations for those that don't want or have a personal vehicle

Development that follows complete streets concepts and has safe reliable transit, biking and walking options

Design that will last decades

Nodes for parking further out from downtown to solve last mile transport

somewhere to wait out of the weather

16

Ask us anything!

Mentimeter

0 questions

0 upvotes

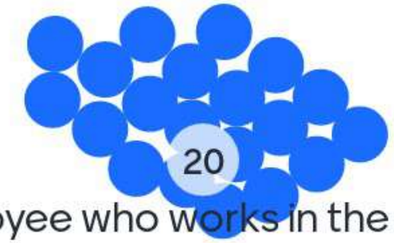
Appendix B. Public Open House Meetings, Mentimeter Results

Tell us about yourself. Are you . . .

Mentimeter



A resident in the Northwest Corridor?



An employee who works in the Corridor?



A student at The Ohio State University



A commuter that travels through the area

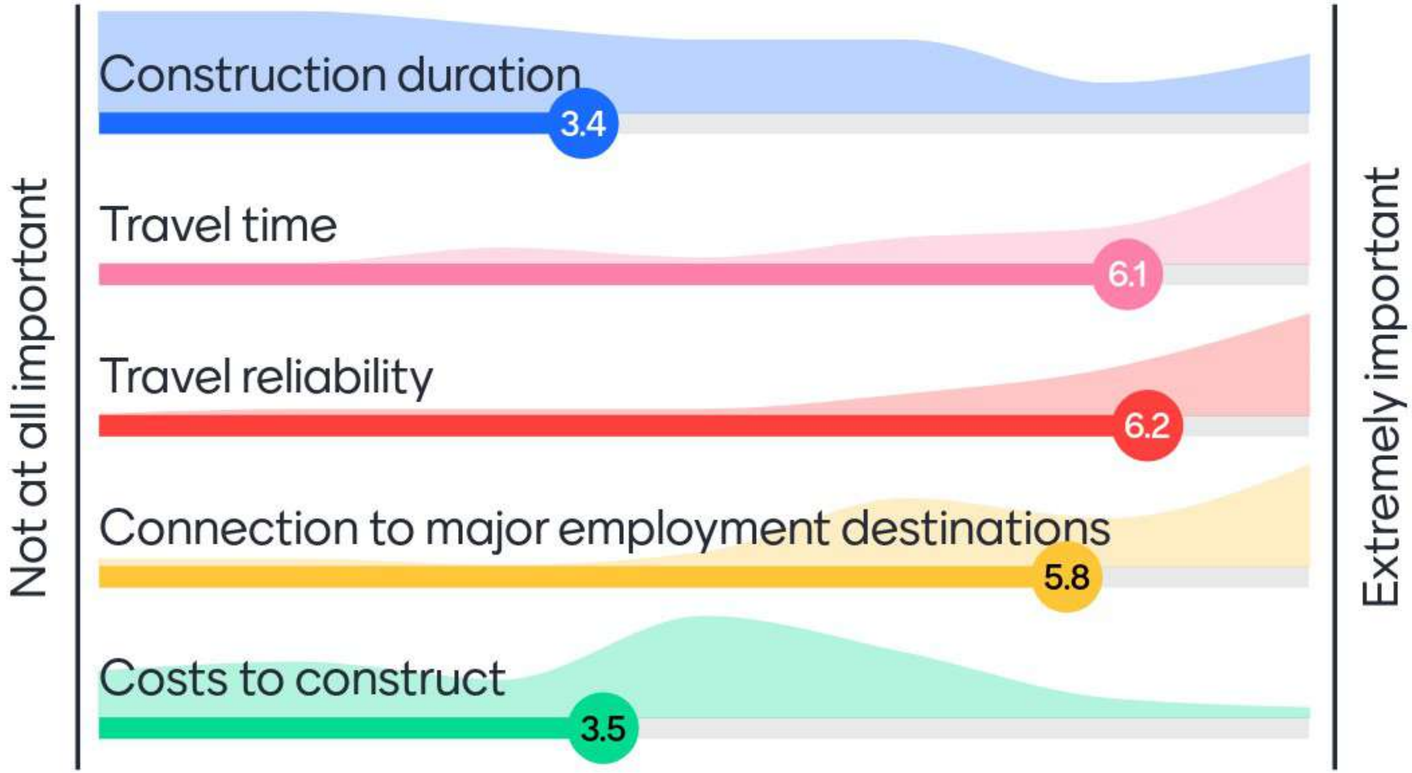


I'm just interested!

35

When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following?

Mentimeter



36

Survey feedback emphasizes walkable development and integration with surrounding neighborhoods at future station areas. What does success look like?

Mentimeter

Set a parking maximum

Mixed-Use TOD

Compact

Given the auto oriented mid century nature of the area, significant building of bike lanes and sidewalks will be necessary.

Authentic

Attractive

people using it

sidewalks and bike lanes

Fewer single-occupancy vehicles.

55

Survey feedback emphasizes walkable development and integration with surrounding neighborhoods at future station areas. What does success look like?

Mentimeter

Easy connection between areas beyond the station and the doorstep.

Connected

Appropriate Density

Wide, comfortable, shaded and buffered sidewalks on all roads in all directions. Narrower streets to cross.

Easy access to depot stations from vehicular and bikes. Efficient transportation surrounding and across the city.

Thoughtfully placing stations and have High. street easily accessible from this line.

Vertical

working with surrounding communities to ensure proper connectivity can be planned to match the construction schedule

Parking maximums, design standards for all parcels within 1/4 mile from stations

55

Survey feedback emphasizes walkable development and integration with surrounding neighborhoods at future station areas. What does success look like?

Mentimeter

High density

More sidewalks, reduce surface parkings

Less real-estate dedicated to car parking.

A reliable and on-time BRT with technology to allow riders to follow movement

eliminating parking minimums,

Safe walkways to access the BRT, bikeways and walkways.

Success is buildings at least 5 stories throughout the whole corridor

Green!

Diversity in vehicle and person use.

55

Survey feedback emphasizes walkable development and integration with surrounding neighborhoods at future station areas. What does success look like?

Mentimeter

Limited parking

Dedicated lanes. Electrified transit vehicles

Pedestrian and separated bicycle facilities feeding into the transit stations/hubs from neighborhoods. Destinations within short walking distance of transit hubs.

Sidewalks! Columbus projects tend to forget that those are needed for walkability.

Sidewalk construction, sidewalk widening, sidewalk maintenance

Park and ride areas hidden from public realm but well connected for users

Less space dedicated to cars

mullti-modal hubs near station areas

Multi modal hubs

55

Survey feedback emphasizes walkable development and integration with surrounding neighborhoods at future station areas. What does success look like?

Mentimeter

Wide sidewalks, outdoor seating, large street trees, hidden parking, buildings and public park and plaza space close to the sidewalk

Users from all economic "classes."

Mixed uses

Access to existing biking/walking trails

Reevaluate parking requirements with new development; Density; Wide sidewalks

Inclusion of affordable housing

4-8 story buildings

density and prioritizing sidewalk/transit stop design

Making sure streets are built for everyone. Complete streets

55

Survey feedback emphasizes walkable development and integration with surrounding neighborhoods at future station areas. What does success look like?

Mentimeter

safe and clean green spaces

Some relection of what the original natural landscape looked like.

It means exacting analysis of architecture styles for matching not running ultramodern looking bus trains through sleek stations in mid century neighborhoods

building actual rapid transit

Slower traffic

Light rail is success

Mixed-use development; inclusion of workforce and affordable housing; safety and minimal disruption to the existing neighborhood.

ADA accessible

True BRT not BRT lite or BRT ultra-lite

55

Survey feedback emphasizes walkable development and integration with surrounding neighborhoods at future station areas. What does success look like?

Mentimeter

Increased numbers of users.. Desirable places to live.

55

Ask us anything!

Mentimeter

0 questions

0 upvotes

Tell us about yourself. Are you . . .

Mentimeter



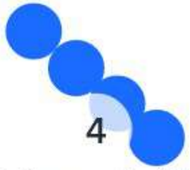
A resident in the Northwest Corridor?



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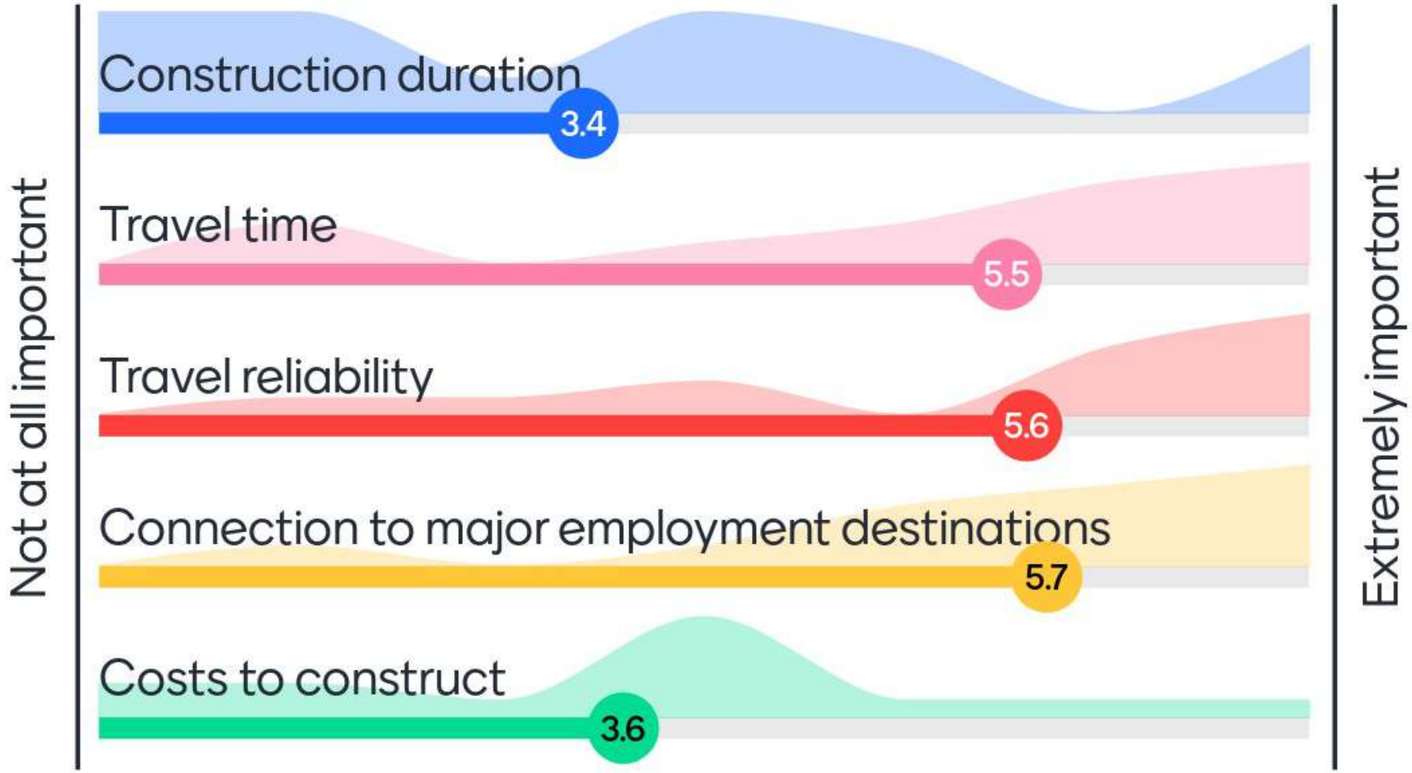


I'm just interested!

15

When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following?

Mentimeter



14

Survey feedback emphasizes walkable development and integration with surrounding neighborhoods at future station areas. What does success look like?

Mentimeter

Minimum density above 10,000 people per square mile.

Wide sidewalks, places to sit, protection from weather, natural areas

Fewer surface parking lots

Dense mixed-use development. Station stops need to have amenities that allow riders dignity. Sitting in rain, cold, heat on a concrete platform like you presentation shows is NOT world-class as you put in your materials.

Bicycle/Pedestrian connection to neighborhoods east of 315, as well as west of olentangy RR.

No parking minimums. Paint and signs are not infrastructure. Design roads with the intent of slowing down motorists like narrower roads, cut-outs, raised crosswalks, etc to make biking and walking safer.

Attracting development along transit stops.

Measured in improved air quality, decreased heat island effect and decrease in trips in single occupancy vehicles.

Public art!! Use local artists.

20

Survey feedback emphasizes walkable development and integration with surrounding neighborhoods at future station areas. What does success look like?

Mentimeter

A station which provides information. Both in general services but also real time updates. Integration with the neighborhood can be simply done with easy identification of place as well as quantity of stations providing ease of access.

Urban plaza, seating, trees, food, retail, well lighted and each being unique aesthetically.

place for parking of cars, bike area, benches to sit on for waiting, covered area, clean, safe for senior citizens, flowers, easy access to where you are going , good signage, clean, lots of trash cans that are emptied regularly, station attendant

Traveling easily as walking, less traffics, and moreeconomically in good way.

Restaurants, shops and entertainment near dense apartments. Stations that are close and easy to walk to

Side street parking rifles our downtown and compact part of our city. This is a great opportunity to reclaim the street for wider sidewalks and protected cycle-ways which will lead to more people wanting to bike/walk to transit stops.

Signals that prioritize pedestrian traffic

Small public spaces using principles from Jan Gehl's Life between Buildings and William Whyte's Social Life of Small Urban Spaces

Fewer car lanes and wider sidewalks

20

Survey feedback emphasizes walkable development and integration with surrounding neighborhoods at future station areas. What does success look like?

Mentimeter

Walkable = wheelable for people in wheelchairs and strollers. Above & beyond - not just ADA minimum requirements.

restrooms that are clean, access for snacks/meals

20

Ask us anything!

Mentimeter

0 questions

0 upvotes

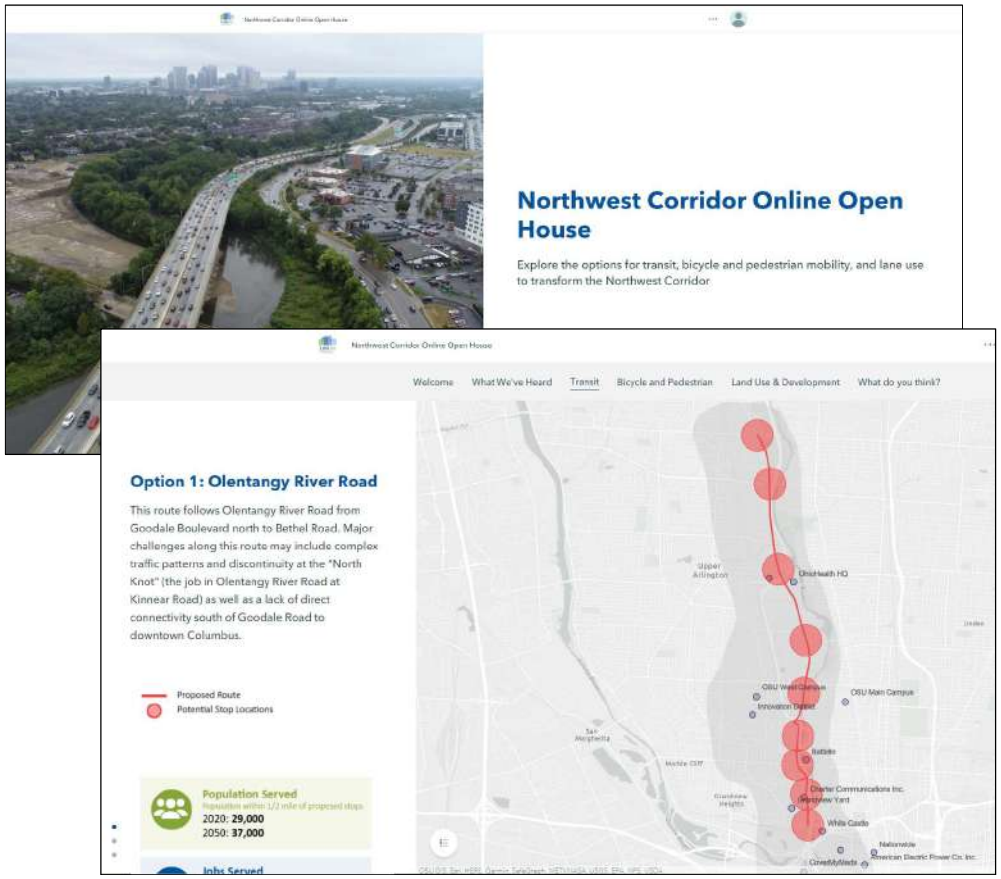
Appendix C. Preliminary Public Feedback Summary



Key Points

- Survey Results as of 3.1.21
- 318 responses analyzed
- More responses incoming

Northwest Update – Public Engagement



Online Open House: **Feb 1-19* Extended to March 1 for further promotion**

Virtual Meetings: **Feb 10**

- BRT Recommendation
  - Conceptual Imagery
- Route Alternatives Comparison
  - High Level Metrics Info
- Development Opportunity Areas
  - Not Specific Concepts
- Brief Feedback Survey
  - ± 320 responses so far

Demographics

- Most respondents lived in zip codes overlapping with the NWC
- 41% work in the OSU area or downtown
- More male than female respondents
- Majority of respondents ages 35-54 and 26-34
- Mostly white respondents (82%)
- 4% Hispanic or Latino

Supplemental Efforts

In-Field Promotion at COTA Stops





Recent promotion at Equity Now Coalition

Potential New Americans Focus Group Session



Q1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?

- 88% of respondents were supportive of a modern Rapid Transit choice
- Additional comments (110 total) – major themes:
  - Emphasis on "True" BRT/dedicated lanes
  - Some continued preference for light rail
  - Emphasis on route connections to neighborhoods
  - Sustainable infrastructure (emphasis on electric, reducing emissions, river protection)
  - Reliability, travel time

Only a few respondents didn't want to see any transit improvements.

"Functionality is key, focus on improvements that increase speed and reliability - give us true BRT."

"I would prefer Bus Rapid Transit over light rail (for now at least)."

Q2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following?

- **Travel reliability (the route with the least delay) – 6.0**
- **Connection to major employment destinations – 5.8**
- **Travel time (the fastest route) – 5.6**
- Costs to construct – 3.7
- Construction duration (what could be built quickest) – 3.6

- Comments (90 total) major themes:
  - Travel time reliability
  - Connect to places of employment and major attractions
  - Quality investments – regardless of cost/time to construct

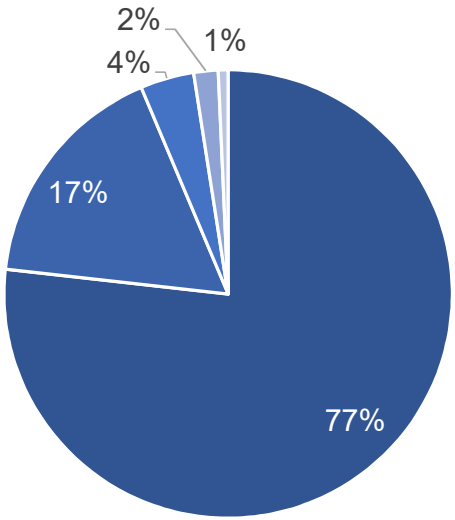
1 = not important at all

7 = very important

"Columbus needs to have something- I'd be happy to pay higher taxes for this or for the city to tax corporations at a higher rate."

Q5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth?

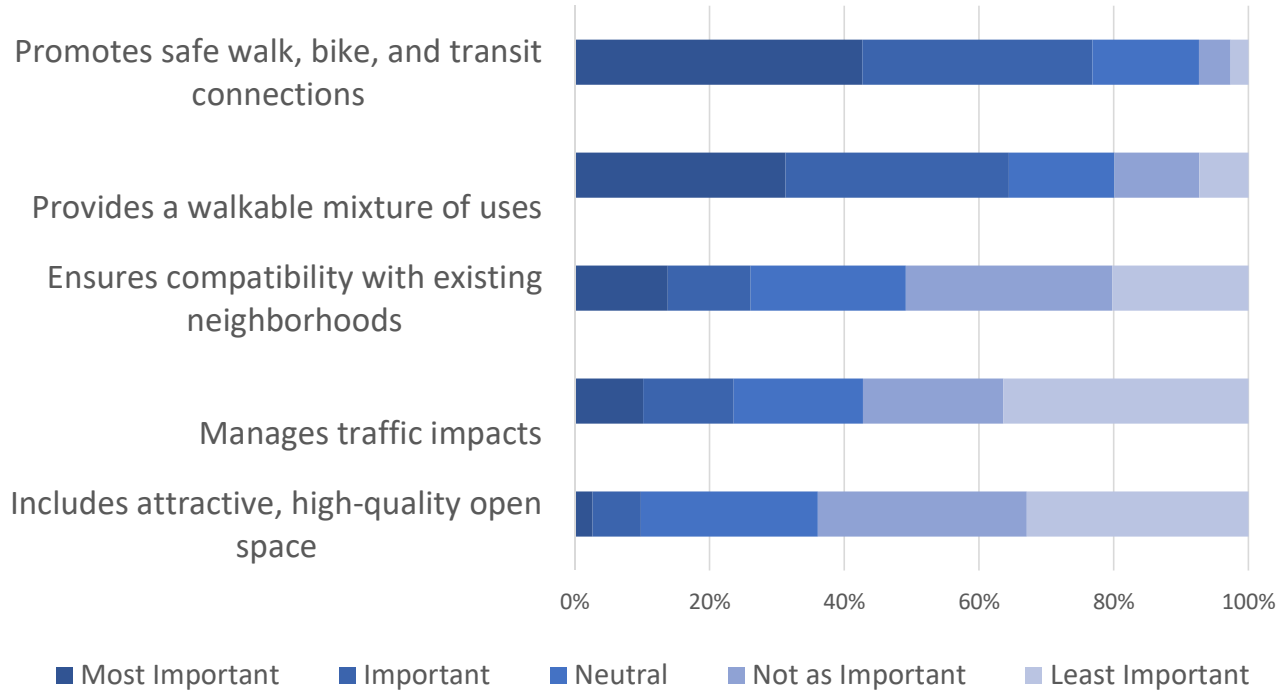
77% of respondents felt that rapid transit should be an integral part of our regional growth and economic development strategy.



- Rapid transit should be an integral part of our regional growth and economic development strategy.
- Growth is imminent and we need to begin adding travel options.
- Traffic is fine and I'm not concerned about growth.
- Things have worsened over the years but are still tolerable.
- I'm unclear about the relationship between regional growth, transportation, and our economic vibrancy.

Q6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?

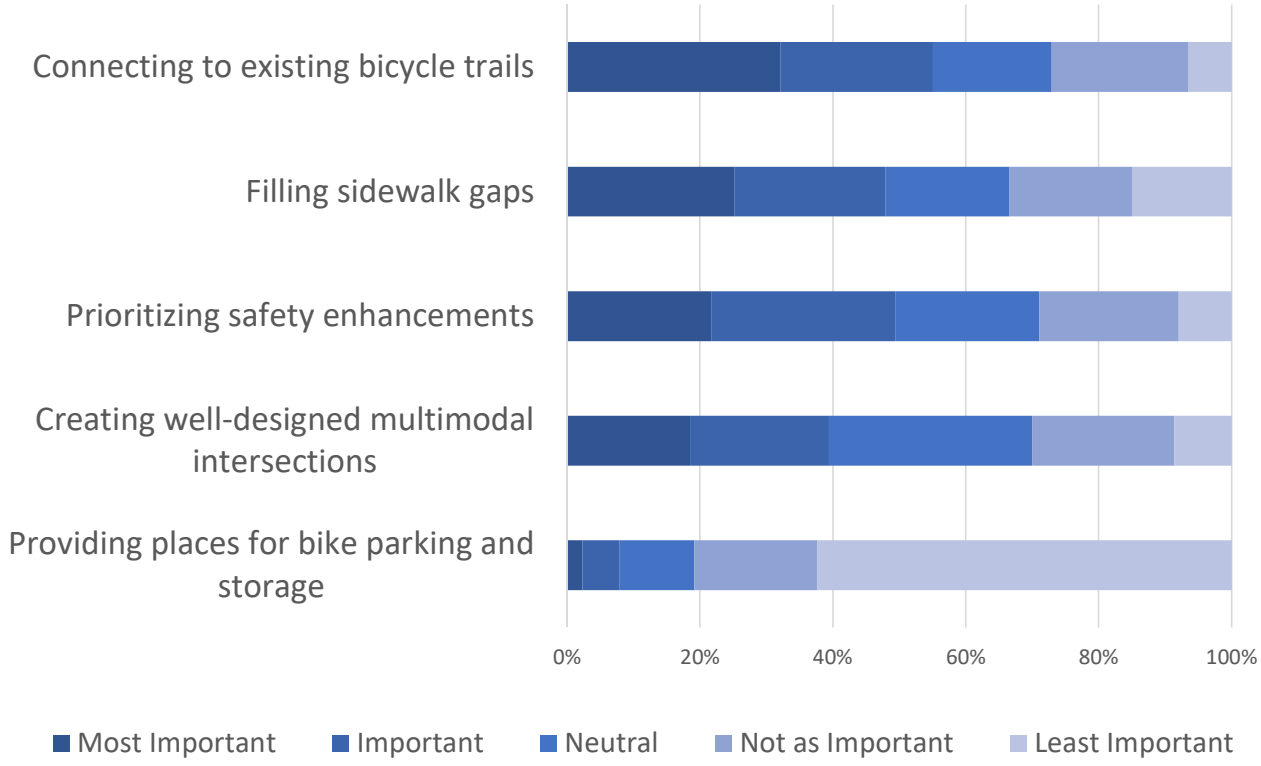
- 42% ranked “promotes safe walk, bike, and transit connections” as most important
- 31% ranked “provides a walkable mixture of uses” as most important
- Both were also ranked “important” (~33-34%)
- 37% ranked managing traffic impacts as least important



“Ideally these 5 outcomes would not be mutually exclusive.”

Q7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.

- 32% ranked “connecting to existing bicycle trails” as most important
- Almost half of all respondents thought filling sidewalk gaps and prioritizing safety enhancements were important or most important
- 62% ranked “places for bike parking” as least important
- Several respondents said these were **all equally important**



Q8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?

- Major themes (143 responses):
  - Transit Infrastructure: Dedicated lanes, signal priority, station design (e.g. enclosed stations for inclement weather), some continued advocacy for LRT
  - Bike Improvements: Separated facilities, connecting to bike trails
  - Pedestrian Focus: Safe roadway crossings, Senior/ADA accessibility
  - Connections between places, employment, neighborhoods
  - Equity, affordable housing
  - Travel time reliability
  - Environmental focus – EV charging, protection of rivers, water quality
  - COVID impacts – still relevant if people are working from home?

Q8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?

Selected responses relating to major themes:

- “Any changes should help mitigate the city's high economic segregation and inequality.”
- “Prioritize ease of use and low cost.”
- “Integrating with existing neighborhoods and infrastructure, providing safe roadway crossings, and meeting the needs of all ages and abilities.”
- “My opinion is that the most important thing that needs to be done at this point is to get some sort of premium transit implemented.”

Primary Alignment Alternatives

1

Population Served
Population within 1/2 mile of proposed stops
2020: **28,000**
2050: **32,000**

Jobs Served
Jobs within 1/2 mile of proposed stops
2020: **63,000**
2050: **65,000**

BRT Travel Time
18-30 Minutes

LinkUS Goals
How well does this alternative perform against the following goals?

- Sustainability ★★★★☆
- Equity ★★★★☆
- Affordability ★★★★☆
- Economic Development ★★★★☆
- Workforce Advancement ★★★★★
- Innovation ★★★☆☆

2

Population Served
Population within 1/2 mile of proposed stops
2020: **30,000**
2050: **37,000**

Jobs Served
Jobs within 1/2 mile of proposed stops
2020: **66,000**
2050: **70,000**

BRT Travel Time
23-25 Minutes

LinkUS Goals
How well does this alternative perform against the following goals?

- Sustainability ★★★★☆
- Equity ★★★★☆
- Affordability ★★★☆☆
- Economic Development ★★★★☆
- Workforce Advancement ★★★★☆
- Innovation ★★★★☆

3

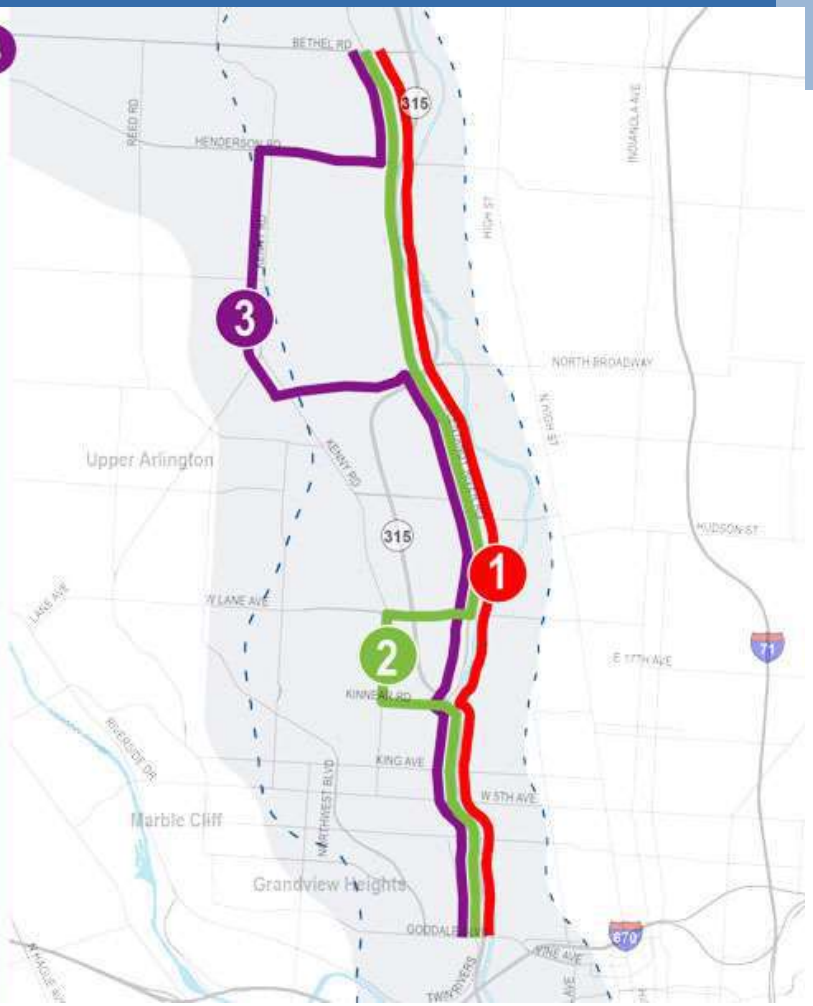
Population Served
Population within 1/2 mile of proposed stops
2020: **38,000**
2050: **42,000**

Jobs Served
Jobs within 1/2 mile of proposed stops
2020: **67,000**
2050: **68,000**

BRT Travel Time
26-38 Minutes

LinkUS Goals
How well does this alternative perform against the following goals?

- Sustainability ★★★☆☆
- Equity ★★★★★
- Affordability ★★★★☆
- Economic Development ★★★☆☆
- Workforce Advancement ★★☆☆☆
- Innovation ★★★☆☆



Q3. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor

Is there anything you <u>like</u> about some or all of the routes?

- Route 1: Olentangy River Rd (± 42%)
  - Direct, fast, cost effective, connections to workforce
- Route 2: Kenny Rd to West Campus (± 30%)
  - Serves more residents, connect to jobs and major locations (Innovation District, West Campus), connect UA and OSU
- Route 3: Kenny Rd to Upper Arlington (± 23%)
  - Equity, connects residential and commercial areas, reach underserved populations
- All Routes (± 6%)
  - Connections to major roads, employers, and workforce
- General Comments: Need for sustainability and last mile connections

Q3. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor

Is there anything you dislike about some or all of the routes?

- Route 1: Olentangy River Rd (± 9%)
  - Concerns that ORR is less user friendly, serves less existing residents
- Route 2: Kenny Rd to West Campus (± 24%)
  - Already served by OSU CABS, slower than route 1 and has more deviations
- Route 3: Kenny Rd to Upper Arlington (± 54%)
  - Route length, longer travel time, indirect
- All Routes (± 2%)
- Other issues: Too many deviations/jogs, detouring through UA, impacts on existing neighborhoods and infrastructure

Downton Connection Alternatives

1

Population Served
Population within 1/2 mile of proposed stops
2020: **20,000**
2050: **46,000**

Jobs Served
Jobs within 1/2 mile of proposed stops
2020: **82,000**
2050: **90,000**

BRT Travel Time
10-15 Minutes

LinkUS Goals
How well does this alternative perform against the following goals?

- Sustainability ★★★★★
- Equity ★★★★☆
- Affordability ★★★★★
- Economic Development ★★★★☆
- Workforce Advancement ★★★★★
- Innovation ★★★★☆

2

Population Served
Population within 1/2 mile of proposed stops
2020: **18,000**
2050: **44,000**

Jobs Served
Jobs within 1/2 mile of proposed stops
2020: **80,000**
2050: **87,000**

BRT Travel Time
11-16 Minutes

LinkUS Goals
How well does this alternative perform against the following goals?

- Sustainability ★★★★★
- Equity ★★★★☆
- Affordability ★★★★☆
- Economic Development ★★★★★
- Workforce Advancement ★★★★★
- Innovation ★★★★☆

3

Population Served
Population within 1/2 mile of proposed stops
2020: **19,000**
2050: **50,000**

Jobs Served
Jobs within 1/2 mile of proposed stops
2020: **75,000**
2050: **85,000**

BRT Travel Time
13-26 Minutes

LinkUS Goals
How well does this alternative perform against the following goals?

- Sustainability ★★★★★
- Equity ★★★★☆
- Affordability ★★★★☆
- Economic Development ★★★★★
- Workforce Advancement ★★★★☆
- Innovation ★★★★☆



Q4. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered

Is there anything you like about some or all of the routes?

- Downtown Route 1: Goodale/Vine (± 31%)
  - Connects to Arena District, downtown core, and the Short North; shortest travel time, serves the most people, connects to jobs/workforce
- Downtown Route 2: Neil to Spring and Long (± 29%)
  - Connects to the Arena District, downtown core, and the Short North; major employers, entertainment venues
- Downtown Route 3: West Broad Street (± 25%)
  - Links East-West connection, serves more people, encourages Franklinton and Scioto Peninsula development, uses Broad St., access to major employers (CoverMyMeds)
- Downtown Route 3b: Souder Connector (± 11%)
  - Connects to Franklinton, encourages investment and development

Q4. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered

Is there anything you dislike about some or all of the routes?

- Downtown Route 1: Goodale/Vine (± 28%)
  - Adding to congestion, already served/options available, narrow streets, disruptd High St/Neil Ave
- Downtown Route 2: Neil to Spring and Long (± 16%)
  - Adding to congestion, options already available
- Downtown Route 3: West Broad Street (± 48%)
  - Long route, out of the way, least amount of connections, convoluted, doesn't go downtown, indirect, pointless, skips businesses and housing, misses Arena District
- Downtown Route 3b: Souder Connector (± 4%)
  - Cost/Benefit?
- General comments
  - Make a downtown loop, combine alternatives?, preserve High St, Connections to other destinations (CCAD/Discovery District, Airport, other corridors)

Selected Survey Responses

"Mixed feelings: I like that 3 swoops west to pick up Franklinton, but that comes at the expense of the Arena District. Either way, somebody loses out, but [they're] also not so far apart."

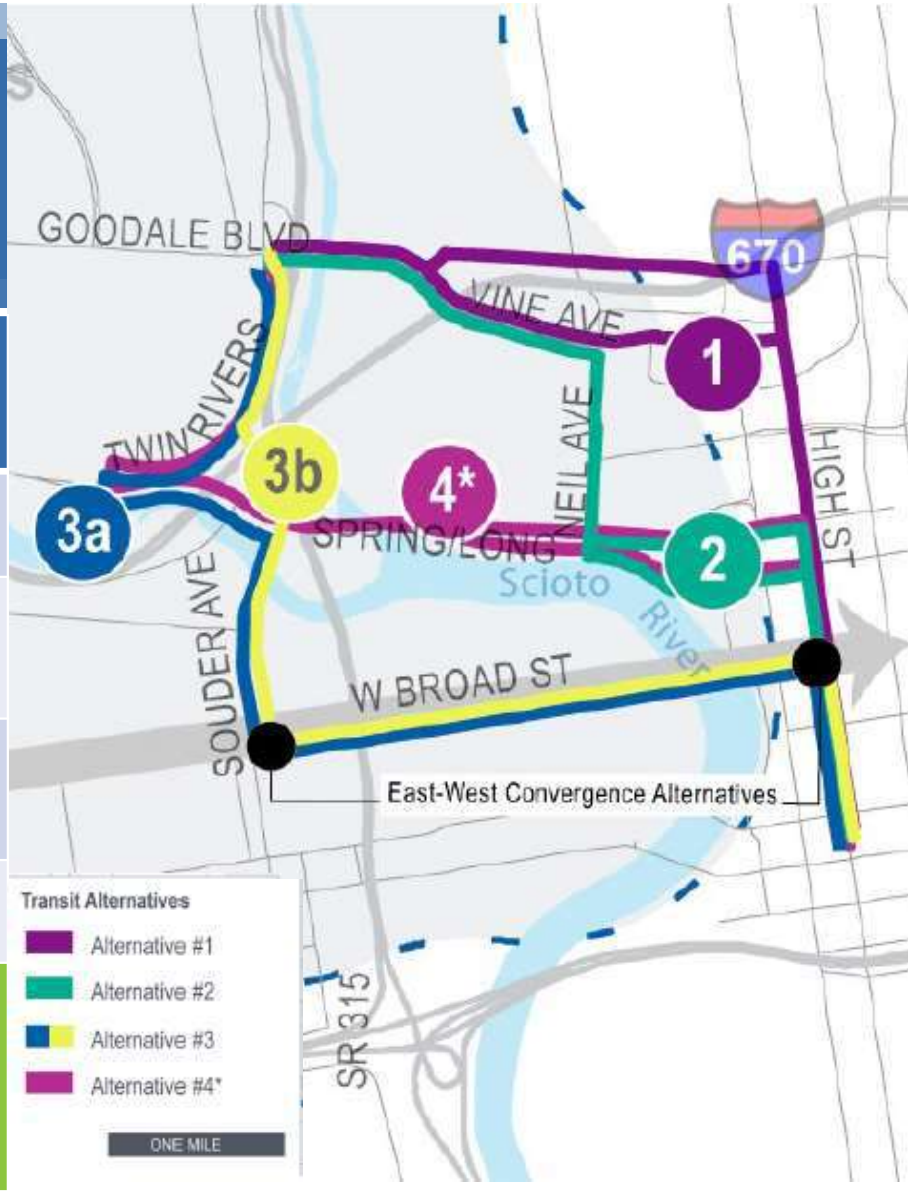
"It would be nice to have a loop option where options 1, and 3b are combined. This helps connections to routes that go west on Broad Street while offering connections on High street too."

"I think it makes more sense for their to be a downtown loop, maybe combining options 1 and 2, or 1/2 with 3a/b. . . A pedway . . . to stops of other lines could be appropriate between Long and Broad."

For Consideration

Downtown Connection Hybrid Alternative

	Potential Benefit	Tradeoff Consideration
Alt 1	Direct access to Convention Center.	Separate alignments/ limited station potential, complex traffic/ROW.
Alt 2	Direct access to Arena District – high ridership potential.	Concerns over intersection capacity and existing congestion at Neil/Vine/Goodale.
Alt 3a	Potential for initial implementation with minimal ROW/traffic impacts.	Indirect. Higher travel time if mixed traffic. Significant costs to create dedicated transit lanes.
Alt 3b	More direct route with potential travel time savings.	High cost. Congestion relief (as vehicular connection) to Neil/Vine is unclear.
Alt 4*	Potential hybrid alternative for consideration. Could combine benefits of multiple alternatives with Phasing Options.	Twin Rivers assumed as mixed traffic until/if 3b connection is implemented. Routes through multiple interchange ramps. Design coordination necessary during Project Development.



Mentimeter Results

Stakeholder meetings: Jan 26 – 28

Open House public meetings: Feb 10



Link US

Moving our region. Together.

MOBILITY CORRIDORS INITIATIVE

When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following?

Menti Results

- Travel reliability - 6.2
- Travel time - 6.0
- Connection to major employment destinations - 5.9
- Costs to construct - 3.9
- Construction duration - 3.5

Online Survey Results

- Travel reliability - 6.0
- Connection to major employment destinations - 5.8
- Travel time - 5.6
- Costs to construct - 3.7
- Construction duration - 3.6

1 = not important at all

7 = very important

Survey feedback emphasizes walkable development and integration with surrounding neighborhoods at future station areas. What does success look like?

- Wider sidewalks, walkable, space for pedestrians, complete streets, above and beyond ADA requirements
- Higher density, mixed use and mixed income development
- Less auto-centric, less space dedicated to parking
- Safety – lighting, crosswalks, separated bike facilities
- Access and connections to amenities, stations, biking/walking trails
- Enclosed stations, development along transit stops, multi-modal hubs

Survey feedback emphasizes walkable development and integration with surrounding neighborhoods at future station areas. What does success look like?

Selected responses:

- “Less real estate dedicated to car parking.”
- “Pedestrian and separated bicycle facilities feeding into the transit stations/hubs from neighborhoods. Destinations within short walking distance of transit hubs.”
- “Dense mixed-use development. Station stops need to have amenities that allow riders dignity.”
- “A fast, efficient, safe, clean and reliable (schedule) BRT that links key community nodes along the corridor that allows you to commute to and from work, play and home.”

Appendix D. Open House Public Survey Results

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
1	7		4	7	7	7	4		I like that route 2 goes through the new OSU Innovation District on Kenny and will support the jobs there and also gives closer access to Upper Arlington development along Lane.		I like route 2 because it support the entire Arena District along Neil. I like route 3 because it supports the CoverMyMeds campus and future Franklinton Development		Growth is imminent and we need to begin adding travel options.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Promotes safe walk, bike, and transit connections	Manages traffic impacts		Connecting to existing bicycle trails	Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43206	43206	Male	26 - 34	White / Caucasian	No
2	7	It should have happened a long time ago; way overdue	4	6	7	7	4	What's most important is to have a well-constructured, reliable network. Getting that right is more important than getting it done as soon as possible.	The first route has fast travel time, highest population and job growth, and is most affordable. I couldn't image going with any other choice.	2 and 3 aren't straight, which makes them seem like inconvient lines.			Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Prioritizing safety enhancements	Filling sidewalk gaps	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage		Making sure those in the lowersocieconomic have input	43068	43209	Male	19 - 25	White / Caucasian	No
3	7	I lived in London, England for 3 years and never had a car. I travelled extensively throughout Europe and enjoyed the convenience and ease of rail travel. We are light years behind so I would fully support this effort!	4	4	7	6	5		I like all of them but economic development and work force advancement should be at the forefront of the final decision!	No! Letâ€™s do it!	Looks good for Grandview Yard and Franklinton.	They really donâ€™t serve the Northwest corridor!	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Manages traffic impacts		Filling sidewalk gaps	Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43220		Male	65 or older	White / Caucasian	No
4	6		4	7	7	6	5		Make sure they have last mile connections around these routes so that people can use them to get to the place they want to		Can you just connect 1 or 2 with 3 so it makes a loop and covers pretty much the entire area for connections?	3 seems to have the least amount of connections	Growth is imminent and we need to begin adding travel options.	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)		Creating well-designed multimodal intersections	Filling sidewalk gaps	Connecting to existing bicycle trails	Providing places for bike parking and storage	Prioritizing safety enhancements		mix of affordable housing options and last mile connections in the neighboods	43220	43215	Female	35 - 54	White / Caucasian	No
5	7		4	7	7	4	4						Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Ensures compatibility with existing neighborhoods		Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage			43202	43202	Male	26 - 34	White / Caucasian	No
6	7	it must have dedicated lanes.	1	6	7	2	1	You must build gold level BRT on All new lines (Broad, Main, Olentangy, Parsons, etc). Pre-fare/all door boarding, dedicated lanes, queue jumping at traffic lights, etc etc.	that something is actually happening.	travel times are still kinda high. Will there be high frequency spurs at Bethel to get to places like Dublin? Will this replace or link to the 73 suburban route?	Broad Street alignment will serve Franklinton and should all connect with the Broad Street BRT and Main Street BRT/railway. A central stop for all three lines somewhere on the peninsula?	must be dedicated lanes, no running on shared streets. Pedestrianize the Rich and/or Main street bridge and run BRT buses on them. Or build a block long BRT transfer lane at Front and Broad or Civic Center and broad for all 3 lines to converge.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts	pedestrian, bike and busway all the things. (streets)	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Filling sidewalk gaps	Providing places for bike parking and storage	sidewalks and bike lanes must be treated with higher priority than single occupancy vehicle lanes	Multi task. Build the Broad, Olentangy, Parsons and Main street dedicated transit lines	43206	43017	Male	35 - 54	White / Caucasian	No
7	7		4	4	7	7	4	Least disruption to neighborhoods			High St route connects through a street that will allow for transfer from other transit services and good connectivity with employment centers		Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space		Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43110	43215	Female	35 - 54		No
8	7		1	7	7	5	1		I think route 1 is good because it's fast and direct. I would definitely take this over driving.	I think routes 2 and 3 would be too slow to be useful and many people would avoid them in favor of driving.	I like that routes 3a and 3b go past the new CoverMyMeds headquarters (I work there and am biased...)	Unless they go underground, I worry that routes 1 and 2 would be too congested since traffic on high street in the short north is pretty bad. Route 2 would probably solve this better than route 1.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Filling sidewalk gaps	Prioritizing safety enhancements	Providing places for bike parking and storage	I still thing that #5, my least important, is important. We need more bike racks all over the city.	Connections to existing natural amenities like the Olentangy River are crucial. We can use transportation design to encourage residents to better utilize local natural resources.	43205	43215	Male	26 - 34	White / Caucasian	No
9	7		6	4	6	7	1						Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Creating well-designed multimodal intersections	Filling sidewalk gaps	Connecting to existing bicycle trails	Providing places for bike parking and storage	Prioritizing safety enhancements			43201	43201	Male	26 - 34	Prefer not to answer	No

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
10	7	I want to see the transit operate in exclusive right of way.	1	7	7	7	1	I'd rather pay more for a better service that connects people to popular destinations. It's also important to completely change the streetscape along the corridor and on connecting arterials. People need to feel safe while walking and biking to stations. Another important point, people won't walk or bike to stations if we build the bare minimum of ped/bike infrastructure. The walking/biking experience needs to be pleasant and comfortable. We should aim high!	Route 1 is easiest to explain and the fastest! If one goal of this project is to get current residents to start choosing transit, the system needs to be easy to navigate. Minimizing the turns helps achieve that! Also, every time the bus turns it adds delay to the route.	I don't love the turn offs on routes 2 and 3. If those connections are necessary, consider additional east-west routes and improved pedestrian/biking connections.	1 and 2 are the most direct and make the most sense. I do wish both operated on the same east-west road. Keeping buses on the same road helps new riders navigate the system.	I don't like using Twin River for 3a/3b. Doesn't seem like an area that is going to produce new riders.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Filling sidewalk gaps	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Connecting to existing bicycle trails	Providing places for bike parking and storage		sWe should do a comprehensive zoning plan for the entire corridor to orient buildings toward Olentangy River Road, decrease setback from the road, lower the speed limit on ORR, consider narrowing the roadway to allow for peds/bikes, and require new buildings constructed adjacent to bus stops to build an awning to accommodate transit riders.	43214	43214	Female	26 - 34	White / Caucasian	No
11	1	The worker and residential numbers do not seem high enough now or in 2050 to warrant the expense.	4	4	4	4	4	It is difficult to interpret the graphic bar charts. What do the 3 columns represent? What is SOV?	Limiting carbon emissions from cars is tempting. But what the emissions be like from construction and implementation?	Unclear how much more impervious surface that you are talking about creating. It looks like Olentangy River Road will expand to 8 lanes of impervious surface.H	The use of the term rapid transit is misleading. Can we have subways?	Hasn't the City already spent enough money helping out OhioHealth? Why is this the first corridor? High Street has connections every 10 minutes. Do other parts of town have this level of service?	Traffic is fine and I'm not concerned about growth.	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	concern about urban heat island impacts resulting from increased impervious surfaces and low canopy	Prioritizing safety enhancements						Will this still be important if people are working from home?	43221	43221	Female	65 or older	White / Caucasian	No
12	3	Unable to get ridership to cover costs.	2	6	6	7	5		1 is most effective	3 is least desirable	3 will serve the new CMM HQ best	Thatâ€™s about all 3 will serve	Growth is imminent and we need to begin adding travel options.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Prioritizing safety enhancements	Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Providing places for bike parking and storage		Signing & facilities for EV charging	43221	43212	Male	55 - 64	White / Caucasian	No
13	7	Functionality is key, focus on improvements that increase speed and reliability - give us true BRT... no CMAX	4	7	7	6	5	Speed and reliability above all	Its clear that the Olentangy alignment delivers better than all the others. Perhaps future components of the study can look at how to best to connect to Henderson & UA with better connecting service.	If we're going to sell BRT to the community this route needs to deliver convenience (speed & reliability) above all else so lets stick to Olentangy	Route 1 & 2 make the most sense due to the time. Ridership in this area will be all about connecting with employment centers downtown so it does not make sense to go through the expense of 3A & 3B just to add more time to the trip.	Route 2 appears to serve our sports & entertainment venues best and while this should not be a key goal, given all things equal it makes sense to serve this niche that will be the jumping off point for a fair number of riders.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage		If we're to give up on light rail as a community we sure as hell better deliver true latin american style brt	43205	43215	Male	26 - 34	White / Caucasian	No
14	7	Supporting BRT should be high priority for future development in Columbus.	3	5	4	6	4		All look good.	Nope.	The Franklinton route.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts		Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Filling sidewalk gaps	Providing places for bike parking and storage		N/a	43207	43223	Male	35 - 54	White / Caucasian	No
15	7		6	7	7	6	4		route 2 would support and encourage dense mixed-use development underway and planned for OSU west campus	route three would slow down the route and make it less efficient	route 3b would establish a new connection between two areas that are close but not easily accessible now - it would also encourage development and investment in Franklinton		Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Creating well-designed multimodal intersections	Filling sidewalk gaps	Prioritizing safety enhancements	Connecting to existing bicycle trails	Providing places for bike parking and storage			43201	43215	Male	35 - 54	White / Caucasian	No
16	7		2	4	7	5	3		I like how route 3 serves an area that would not be serving anyone or very few people if it were entirely along Olentangy River rd.	Route 1 and 2 do not serve many people from Henderson to North broadway.			Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Prioritizing safety enhancements	Filling sidewalk gaps		Placemaking will be key.	43202	43215	Male	26 - 34	White / Caucasian	No
17	6		5	4	6	7	5						Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts		Prioritizing safety enhancements	Connecting to existing bicycle trails	Creating well-designed multimodal intersections					43212	43054	Female	35 - 54	White / Caucasian	No

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
18	7	I think it's extremely important to expand transit mobility and move away from using cars and big, empty parking lots. Rapid Transit is necessary to get people to use transit because it's faster and more convenient	1	7	7	5	4	I would rather have the best option that takes years than to get whatever option can be done cheaper and faster and then regret it in the future.	I like that route 1 is mostly a straight shot, but I also like that route 2 takes a short detour through West Campus.	I dislike the sections of routes where it may be difficult/dangerous to get to the stops on foot. I dislike the long detour on route 3. I dislike that the routes don't connect directly to downtown	I like that routes 1/2 connect through the Arena District and, especially, the path route 2 takes before going to High Street. I like that the one-way pair in route 2 is only a block apart. I like that route 3 goes through the Scioto Peninsula. I like route 3b more than 3a because 3b is more direct. I like that route 3 considers future downtown transit	I dislike the large detour and multiple turns route 3a takes to get to Franklinton.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage	Connecting to existing bicycle trails	Filling sidewalk gaps		I think that rail transit should stay under consideration for this corridor and future planning projects. I also believe that right-of-way is an absolute necessity in creating transit options that are actually viable versus cars. I also think it's very important to make it easy to get to and around the downtown area. Lastly, I would appreciate consideration of some sort of membership card for frequent transit riders	43202	43210	Male	19 - 25	Black / African-American	No
19	7		5	7	7	7	4		#2 makes the most sense. It could be used to transform lane Ave in a future project, connecting UA to OSU main campus.	#3 seems pointless.	#3 will connect to scioto pen. Which will obviously benefit those residents. Also, it would benefit franklinton residents.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Includes attractive, high-quality open space	Pretty upset about the Lennox plans.	Prioritizing safety enhancements	Filling sidewalk gaps	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage		Future corridor options such as one from UA to OSU on lane ave. Crew stadium connectivity. Donâ€™t rule out light rail to the suburbs.	43202	43137	Male	19 - 25	White / Caucasian	No
20	7		4	5	7	6	4			Route 3 is too much of a deviation. Better to feed routes 1 or 2 with other options				Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts		Prioritizing safety enhancements	Creating well-designed multimodal intersections	Filling sidewalk gaps	Connecting to existing bicycle trails	Providing places for bike parking and storage					Male	Prefer not to answer	White / Caucasian	No
21	6		3	5	6	6	5		Route 2 connection to OSU West Campus				Growth is imminent and we need to begin adding travel options.	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space		Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage		Statistically valid survey of population in service area	43221	43215	Male	35 - 54	Prefer not to answer	Prefer not to answer
22	7		3	6	7	6	4	I'm most concerned with a great end product. The time to construct and cost are of lesser importance.	I really like routes 1 and 2	I know route 3 adds a connection to UA, but it adds a lot of travel time and some cost		If option 1 is selected, I would want it to take Vine Ave, not Goodale along the park. The merge at the I-670 off ramp, Goodale and Dennison is tricky. It's been suggested to remove the off ramp and expand the park, which I like.	Growth is imminent and we need to begin adding travel options.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Filling sidewalk gaps	Providing places for bike parking and storage	Prioritizing safety enhancements		Can we remove any low head dams for water quality and recreation also?	43202	43016	Male	35 - 54	White / Caucasian	No
23	7		6	6	7	7	4				Access to the arena district		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts		Connecting to existing bicycle trails	Prioritizing safety enhancements	Providing places for bike parking and storage	Filling sidewalk gaps	Creating well-designed multimodal intersections			43202	43210	Female	26 - 34	White / Caucasian	No
24	7		2	6	6	7	4		Route 2 connecting to west campus and avoids conflict at 315 and lennox				Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts	Ensures compatibility with existing neighborhoods		Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage			43220	43017	Male	35 - 54	White / Caucasian	No
25	7	It is important that we get these routes established as soon as possible so we can both get ahead of growth and also demonstrate to the real estate community where growth should occur.	4	6	6	7	4	Connecting destinations (job centers and neighborhoods) should be the strongest priority.	I prefer alternatives 1 and 2. Diverting to West campus makes some sense but keeping the route as close to Olentangy River Road is critical for speed and predictability.	Route 3 diverts too far away from Olentangy River Road	The connection through Franklinton is strongly preferred. Arena District is too congested and Franklinton route connects an emerging growth corridor. New projects like CoverMyMeds and Scioto Peninsula will become really important assets.	1 and 2 add additional congestion to an already tight area.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts	We have to densify the corridors as much as possible.	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Filling sidewalk gaps	Providing places for bike parking and storage			43214	43215	Male	35 - 54	White / Caucasian	No
26	7		2	6	7	6	2		Direct route for #1 seems desirable.		#2 winds through a destination district.	#1 is less intuitive. #3 going into Franklinton seems like a distration.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Filling sidewalk gaps	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage			43203	43215	Male	35 - 54	White / Caucasian	No

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
27	7	This would be fantastic combined with redevelopment of the kohls site.	5	4	4	7	1	Accessibility to employment centers and housing should be a priority.	I think population and job centers should be prioritized over transport speed #3				Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Connecting to existing bicycle trails	Providing places for bike parking and storage	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Filling sidewalk gaps			43214	43214	Male	35 - 54	White / Caucasian	No
28	7		5	7	6	5	4						Growth is imminent and we need to begin adding travel options.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Creating well-designed multimodal intersections	Prioritizing safety enhancements	Connecting to existing bicycle trails	Filling sidewalk gaps	Providing places for bike parking and storage			43221	43231	Male	35 - 54	White / Caucasian	No
29	7	I'm very supportive of the choice, but I do not think that rapid buses are the correct option. I donâ€™t think speed will be of essence. I myself would probably still drive if it was a bus. That is not fast, typically is unreliable, and frustrating. But if it were a train that could get there way faster without stop lights and traffic, I would take it over driving every time. If youâ€™re going to spend this much money on infrastructure, donâ€™t do it on something that meets halfway and people end up not using or that is regretted in the future when Columbus is much larger	4	7	7	7	1		1 or 2 is the best option. 3 would greatly diminish speed being so indirect			3a seems ridiculous. 3b or 2 seem to be the best options	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Manages traffic impacts	A bike lane was included on king Ave, but it is extremely dangerous. There are no safe biking connections in grandview or the campus area including 5th, olentangy, 3rd, etc	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage	Connecting to existing bicycle trails	Filling sidewalk gaps	I would choose to ride my bike to work every day, but I cannot safely do so	Iâ€™m very supportive of the choice, but I do not think that rapid buses are the correct option. I donâ€™t think speed will be of essence. I myself would probably still drive if it was a bus. That is not fast, typically is unreliable, and frustrating. But if it were a train that could get there way faster without stop lights and traffic, I would take it over driving every time. If youâ€™re going to spend this much money on infrastructure, donâ€™t do it on something that meets halfway and people end up not using or that is regretted in the future when Columbus is much larger	43212	43201	Male	26 - 34	White / Caucasian	No
30	7		1	7	7	7	1		I like that 1 and 2 are under 30 minutes maximum travel time.	1 is most direct, but serves less people/communities. If the goal is to provided reliable transportation options for travel to work, then the more communities the better. Then balancing with reliable, reasonable travel times so people can get to work and home on time.	2 has the opportunity to connect to the Arena District. 1 has the opportunity to connect to the Convention Center.	3 has a long maximum time. Combined it would be close to one hour to get from Bethel Road all the way downtown, and that seems too long for people that have alternative methods such as cars to use the Rapid Transit route.	Growth is imminent and we need to begin adding travel options.	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	I believe it has to function first and foremost. Without a short enough travel time, I would be concerned it would be viewed as a less attractive transportation alternative. Secondary to that is the aesthetic.	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage	Filling sidewalk gaps			43026	43215	Female	35 - 54	White / Caucasian	No
31	7	Please make this a full featured BRT like the Cleveland Healthline not BRT lite	4	5	5	6	3	None	Route 1 has the shortest travel time and is most direct,Route 2 is second	Routes 2 and 3 deviate into more local routes	Route 1 serves the most population and jobs and has the shortest travel times	Route 2 mostly avoids High Street	Growth is imminent and we need to begin adding travel options.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts	Ensures compatibility with existing neighborhoods	None	Filling sidewalk gaps	Prioritizing safety enhancements	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Connect bicycle facilities not only into Olentangy Trail but also into Dublin, Hilliard and Powell	Create complete streets for safe and comfortable biking and walking on all arterials	43147	retired	Male	65 or older	White / Caucasian	No
32	7	Please do this!	2	5	5	6	3						Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Young people want walkability	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Filling sidewalk gaps	Providing places for bike parking and storage		Please require all new developments (residential or commercial) to build a sidewalk during construction. So much of this area is not walkable because there are no sidewalks!	43220	43220	Female	26 - 34	White / Caucasian	No
33	6		3	5	7	7	5	Connection to my work and frequency are the largest factors for me.	I like route 1, as I work at OSU and would be much more likely to use this transit option if it is close to the medical center.	I dislike that route 2 is further from the medical center.	route 2 includes the arena district, but 3b is also good.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Filling sidewalk gaps	Providing places for bike parking and storage	I bike for pleasure and to commute to OSU. The biggest barrier to biking on the west bank of the Olentangy is negotiating Olentangy River Road.		43201	43210	Male	26 - 34	White / Caucasian	No

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
34	7		4	7	7	7	4		It goes by west campus				Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage				Male	35 - 54	White / Caucasian	No
35	7	Mode doesn't matter too much, but having some high-capacity transit is important	3	5	5	5	4		Route 1 is most direct and thus the most useful transit route. 2 features an acceptable deviation and serves slightly more people/jobs.	Route 3's major deviation threatens its usefulness as a mover of people, which is its main purpose.	1 runs through higher-activity areas, which is a plus. It's also fastest.	1 and 2 being split onto different streets eastbound vs westbound is a little awkward. 3 is a bit too lengthy and rather too indirect.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Transit is an important part of ensuring the area's sustainability. Currently the core of the corridor, Olentangy River Road, is almost exclusively car-focused and a real barrier to stitching together the urban neighborhoods shaping up on either side of it.	Filling sidewalk gaps	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Prioritizing safety enhancements	Olentangy River Road is especially in need of a redesign.	Connecting the urban neighborhoods on either side of the corridor: Harrison West and 5th by Northwest, Uni District Area and places to the west, Grandview Yard and Columbus	43201	43212	Male	19 - 25	White / Caucasian	No
36	2		2	6	5	2	2		I like branching into neighborhoods	If it only runs along SR315 where is the end of the route?			Traffic is fine and I'm not concerned about growth.	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space			Connecting to existing bicycle trails	Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43017	43215	Male	35 - 54	White / Caucasian	No
37	7		4	5	6	7	4			Connection to the east side of the river could be problematic.	I like route 3b and it's direct connection to Franklinton then Downtown	I dislike running the BRT directly along High St. which is busy the way it is. Connecting to the CBUS to run along High St. would be a good option to consider.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Easy access and connections to residential areas will be important especially in inclement weather.	Filling sidewalk gaps	Prioritizing safety enhancements	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Ensuring bike lanes are clean and not used as loading zones is just as important as having bike lanes.	Travel times are going to be crucial considering the extensive accommodation for driving and parking in Columbus.	43206	43215	Male	26 - 34	White / Caucasian	No
38	2	I am not excited about fewer car lanes in a congested corridor where only some people will ride COTA	4	4	4	4	4		#2 connects residential neighborhoods with lots of professionals, grad students, and young urban adults to the corridor. It also looks like this is a nice middle of the road option with much of your data. It scores higher on workforce advancement and economic development than option 3, and has highest jobs served by 2050 than any option. Its max travel time is less than the max for #1. Lots to like.	#1 why would you undertake a project to do the least you can do? How a straight bus line does more for workforce advancement is beyond logic.#3 how is providing more resources to the Arlington area more "equitable?"			Traffic is fine and I'm not concerned about growth.	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)			Roads should be widened to included dedicated bus lanes, as opposed to car lanes being repurposed	Filling sidewalk gaps	Creating well-designed multimodal intersections		Providing places for bike parking and storage	Where is the planning for disabled and elderly with mobility challenges?	see above					
39	7		4	6	7	2	4	I work from home, so connection to major employment destinations doesn't really affect me.	Option2: reliable trip length	Option 3: variable trip length, general trip length - 40 minutes is a lot...	Option 3: I like that this route goes through Franklinton and I want to see Franklinton continue to grow.	Options 1 & 2: Shoving yet another transit option here seems excessive given that there are already many options. Plus construction in these areas (especially near the convention center) sucks.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts	The current options for biking on the road are awful (seriously I have to cross traffic coming off the freeway on 3rd?? wtf. Also biking up that hill is really difficult) so It would be great to see safer/better options	Connecting to existing bicycle trails	Providing places for bike parking and storage	Prioritizing safety enhancements	Filling sidewalk gaps	Creating well-designed multimodal intersections	All of these things feel pretty important to me honestly. Also I think the most important thing for me about bike storage would be to have a security person. Any lock can be cut if someone really wants to steal a bike.	Connections to grocery stores would be great	43205	43205	Female	26 - 34	White / Caucasian	No
40	7		1	6	5	5	2		Reliable, fast travel crucial to attracting ridership, so 1 seems like the best approach to corridor		I like connections between Franklinton and Downtown along Broad Street corridor in 3a and 3b		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts	Ensures compatibility with existing neighborhoods		Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Filling sidewalk gaps	Providing places for bike parking and storage		Commuter service to broader region including Delaware County	43214	43015	Male	26 - 34	White / Caucasian	No

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41	7		5	5	4	7	1		I like route 2 if the OSU development materializes (and they could pitch in some funding). However, positioning an additional station closer to the more dense development at the Shops on Lane (and future Arlington Gateway) would be very covenant to a large population of commuters who could park and ride from this area	Route 3 travels through too much low density suburban area and does not connect enough dense employment centers/attracti ons. Ridership would be low. Routes 1 and 2 are better but the railroad tracks are a massive barrier for most people to access the route via foot/bike. I'd like to see the BRT line take advantage of streets like Rail St. in Grandview yard, Kenny Rd. Etc which would be much more accessible by foot for most potential riders. Many people will not use BRT if it requires a bike	Route 1 provides stations near the short north and would encourage people to use BRT to access that area. Otherwise, the short north, with very little parking and dense development / attractions, will continue to rely heavily/entirely on rideshare services for its patrons to get to, which creates untenable congestion many days and nights. No BRT route addresses this area except route 1 of this proposal, which makes it the only one worth pursuing. Many riders from the southern half of the Northwest corridor would utilize the BRT if getting off at high/vine or high/goodale were an option.	None of the routes provide access truly directly to north high street in the short north (route 1 is still south of the short north. Utilizing neil, 5th, and 3rd street could provide more direct access to the short north and still route to downtown on the same route, which would drastically increase ridership. route 3 passes very few nodes of interest (at this point in time at least) and doesnt come close to the arena district, which, behind the short north, is the second more important district that needs to be services by BRT. route 3 would be a waste.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	stations need to be location within walking distance of target population. Required biking will drastically decrease people willing to use the system. People will already struggle to adapt to the changes involved in not driving everywhere, not placing stations directly within densely populated developments will remove these potenital riders entirely. Also, free and efficient parking at most/all stations will be required to encourage people to park and ride. Parking garages will be needed (covered parking for inclimate weather and to preserve density)if it is too	Filling sidewalk gaps	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Prioritizing safety enhancements	Connecting to existing bicycle trails	Biking should get some attention but far more focus should be on pedestrians, who will make up a much greater percent of the ridership population. Further, walkers will be able to walk in any weather, biking is not practical for portions of the year bc of weather and the other hassles of trying to ride to various destinations (clothing, cleanliness, comfort, safety equipment, and helmet hair (it may sound ridiculous but it is a barrier stopping most people who have considered using bike transportation daily from doing so). .	Free and convenient and dense parking for stations for people to utilize the system by parking near a station and riding into the city. Also, more focus on access/stations near area attractions such as the short north, arena district, and convention center (this will drastically increase younger ridership with disposable income). Also, a focus on how people will use the system during different times of the year and the corresponding typical weather of that time should heavily be considered. Bikers dont bike in the winter/the snow. Covered sidewalks would increase ridership in the rain / snow. Stations that are heated in the winter, cooled in the summer, covered, and protected from wind, rain and the elements will create a more "subway" type system that people would be willing to use all year around.	43212	43215	Male	26 - 34	Other	No
42	7		4	7	7	6	4		1 is most direct and understandable as a first real transit line; 3 is most interesting from current->future land use perspective	2 is waste of resources - served by local and CABS, can be served better through improvements locally instead of looping the main line out...	Connecting Olentangy River Rd to Souder is no brainer if not cost/row prohibitive; i think eventually all of these should be part of the overall high capacity network, possibly as downtown terminus routes or loops that could also be run as local surge loops..		Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts	MOST IMPORTANT -- Mix of affordability and actively erasing barriers for marginalized populations!!!	Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage	Dedicated protected bike lanes!!!! Plan for youth, commuters, etc.. not just joy rides or fitness enthusiasts		43212	43215	Male	35 - 54	White / Caucasian	No
43	6		4	7	5	6	4	Will there ever be a connector to Powell and the city of Delaware? Transportation options are limited.					Rapid transit should be an integral part of our regional growth and economic development strategy.	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)		Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Filling sidewalk gaps			43015	43229	Female	35 - 54	White / Caucasian	No
44	4	More frequent bus service and safe pedestrian and bike facilities seems adequate	1	7	7	5	7	One factor that I think gets lost is that the cost to ride transit can be too expensive, especially for households with kids. If we're going to use public land, the transit needs to be accessible to the public.	The get to the major employers. I like how 2 and 3 offer access to existing neighborhoods.	They are all blocked from existing neighborhoods by 315/train/river and the associated dangerous pedestrian and bike crossings.	#2 connects the sports venues more closely and offers a good balance of destinations and low travel time	#3 covers a lot of land that doesn't seem like it will be developed densely. Also, it makes for a long trip to the Arena district.	Growth is imminent and we need to begin adding travel options.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Our roads are scary, especially for pedestrians and bikers and safety should be #1.	Prioritizing safety enhancements	Providing places for bike parking and storage	Filling sidewalk gaps	Creating well-designed multimodal intersections	Connecting to existing bicycle trails		Safety	43209	43219	Male	35 - 54	Two or more races	No
45	7		6	7	5	6	2	It can be a fools errand to build a system of marginal value because of too much concern about initial costs.	Directness of Route 1	too much travel time for route 3	2 seems like a good compromise. 1 is too far north. 3 looks difficult	1 is too far north	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Connecting to existing bicycle trails	Prioritizing safety enhancements	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43023	43210	Male	55 - 64	White / Caucasian	No
46	7		4	5	6	6	4		depends on development along the routes and avoiding delays			3a seems less desirable	Growth is imminent and we need to begin adding travel options.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Filling sidewalk gaps	Prioritizing safety enhancements	Providing places for bike parking and storage	Creating well-designed multimodal intersections			43026	43210	Male	55 - 64	White / Caucasian	No

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
47	7	Columbus needs PROPER public transit and to decrease its reliance on cars	4	5	7	6	3	I'm not worried about the cost to construct because our investment in transit is miniscule in comparison to the astronomical amount we spend on widening our highways each year. All investements in better transit will pay for themselves in the benefits to equity and the environment.	#2 seems like it has the best possible outcome and effects for the people living within it.	I don't love the choice of Olentangy River Road because it's not very residential in many parts, and also not very pedestrian-friendly, which would discourage ridership. I think North High Street, which is extremely walkable and active and connects many important sites is the most logical location for a light rail or BRT. North High Street (Short North to OSU) actually does have the density to support a light rail in opposition to Olentangy River Road, so I'm curious	I like route #1 best because we need better transit in the actual downtown core. It would also be the quickest route and serve the most jobs.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Creating well-designed multimodal intersections	Filling sidewalk gaps	Providing places for bike parking and storage	Connecting to existing bicycle trails	Prioritizing safety enhancements		I think Columbus is finally taking the right steps but its playing it too safe to address the actual scale of the problem. I'd like to see some proposals here for traffic calming and actively disincentivizing car use.	43123		Female	19 - 25	White / Caucasian	No
48	4	7	5	7	7	7	2																											
49	7		6	7	6	7	6				the direct route to Downtown for Conventions, Theaters and ALL sports		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Filling sidewalk gaps			43215	43054	Male	35 - 54	White / Caucasian	No
50	7	Light Rail	1	7	7	6	1						Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Promotes safe walk, bike, and transit connections		Manages traffic impacts		Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Filling sidewalk gaps	Providing places for bike parking and storage				Male	26 - 34	Black / African-American	Prefer not to answer
51	4		4	5	5	4	4				like 3a covers the main post office and other government buildings as well as new development on McKinnley		Growth is imminent and we need to begin adding travel options.	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Filling sidewalk gaps	Providing places for bike parking and storage			43235	43215	Female	35 - 54	White / Caucasian	No
52	6	Very important, but it's more important to prioritize such projects to disadvantaged neighborhoods.	2	5	6	5	3		Alternative 3 serves the most people while still also access major work places like Riverside Hospital and OSU. But it's a lot slower than the other two routes. Why does it have to go back to Olentangy and Bethel?	Routing on Olentangy River Rd seems to reduce people's access to this bus route; there are not many people living East of it and close enough to have convenient walking access. How's this connected to existing bus lines, e.g. on Kenny Rd?		3 seems to best serve a developing neighborhood, and the most people in the future, but it's travel time is much longer. 1 seems the best compromise.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts	Built a better alternative to using a car. If the city grows, do not built more roads. Remove a lane from large roads and reserve it as bus lane. And enforce it. If people see that the car takes longer, they'll use what's better, faster. It needs a transit system that's better though, faster, more reliable, convenient. And it'll take 10 years or so.	Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Connecting to existing bicycle trails	Do the easy, fast, cheap things first. Build side walks, cross walks, add pedestrian traffic signals. Everybody starts every trip walking. Every single person walking is a person not driving. Not driving saves much more on fewer roads to build and maintain than building a side walk or bike lane.	Make walking the easiest, then using bikes/scooters/etc., then bus, then cars. In the order of cost to build and maintain. And do not build against traffic rules/expectations, like bikes going the opposite direction on a one way street, like Summit St, or bike lanes on the left when slow traffic always goes to the right lane, like on N 4th St.	43202	43202	Male	35 - 54	White / Caucasian	No
53	7		2	5	5	7	4						Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Filling sidewalk gaps	Providing places for bike parking and storage			43212	43125	Male	35 - 54	Hispanic	Yes
54	7		4	7	7	5	1		I like the directness and speed of route 1		I like the speed of 1		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Car traffic should be deprioritized	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Filling sidewalk gaps	Providing places for bike parking and storage	Connecting to existing bicycle trails		Build affordable public housing	43221	43221	Male	26 - 34	White / Caucasian	No

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55	7	I would use rapid transit to get to the Arena District	4	5	6	6	5			Route 3 would take too long to get to the final stop	Routes 1 & 2 connect the Arena District. Better for after hours use	Route 3 wouldn't be viable until the Broad St route is completed.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage		Will the downtown workforce grow or shrink due to more people working remotely	43016	43215	Male	55 - 64	White / Caucasian	No
56	1	Get over the whole BRT thing and focus on light rail/commuter trains where CARS GET OFF THE ROAD	1	7	7	7	1	Cost and construction duration are minor in the big picture. Think big. If rail isn't built now, it never will be. It's only getting more expensive, and more difficult to fit in.	no	no	Three brings Franklinton into the fold (which it should)	One doesn't cut into the heart enough and looks more like it's for the short north.	Growth is imminent and we need to begin adding travel options.	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Includes attractive, high-quality open space	Make sure it isn't the same flavor-less, no character, sliced white bread garbage that is being built all over Columbus	Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage	interconnectivity first and foremost. It doesn't make sense to improve safety if no one is using it because it doesn't go anywhere.	Make it have actual character. Columbus has grown into one giant suburb and it's trash and it makes me want to move out.	43214	43015	Prefer not to answer	Prefer not to answer	Prefer not to answer	Prefer not to answer
57	5		4	5	4	5	5						Growth is imminent and we need to begin adding travel options.	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Filling sidewalk gaps	Providing places for bike parking and storage		NO	43123	43207	Male	35 - 54	Prefer not to answer	Prefer not to answer
58	1	We want rail!!!! Not buses!!!! Enough Columbus!!! Get up to date and stop being so conservative!!!!	3	5	6	7	2	We want a rail system!!! Enough of spending more on streets that are ripped up, redone only to be ripped up again with the BRT that you are proposing!!!		I think a rail on Bethel, connecting to Sawmill, which would run north and south and then the rail on Bethel connecting to Olentangy would be perfect		The route in downtown should be a loop like in Chicago. The Hub, which disperses to each of the corridors.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	More density...more rapid transit options would ultimately improve traffic...less cars on the road	Filling sidewalk gaps	Providing places for bike parking and storage	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Prioritizing safety enhancements		Enough with buses. If Columbus want to be considered an innovative, modern city, it will need to stop thinking so conservatively and be more open to high density. That is what people want. We are tired of having to go in our car everywhere or wait on a bus that pollutes the air. We want to be able to walk or talk a train to go places. To walk to the grocery store or local convenient store.	43026	43235	Male	35 - 54	Prefer not to answer	Yes
59	6	Even though I'm a strong supporter of light rail; this is a step in the right direction. Announce station locations with new zoning rules for high density development will only be approved in that 1/2 mile radius.	3	5	6	6	3		The bump outs of #2 and #3. Those should be combined to make a #4 option. This covers alot of current construction but allows for high density projects to sprout up. #1 would probably be the easiest and cheapest but why? If you're going to do this, then do it right; not just because it's the easiest route.	No	#2 is the BEST option here. It brings you into the heart of the Arena District. Any type of mass transit needs to connect and/or go through your major entertainment areas. This gets people to ride it; maybe not as much at first but once they see how well it works; they will consider it in the future.	I don't like the fact that the terminus is Broad and High. A major station should be somewhere around Spring/Long & 3rd/4th St. This would allow new lines to extend North from there going through the East side of campus; then use Indianola to connect Clintonville. Maybe bounce over to High St to collect Worthington and Campus View area.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Creating well-designed multimodal intersections	Prioritizing safety enhancements	Connecting to existing bicycle trails	Filling sidewalk gaps	Providing places for bike parking and storage		Make sure to keep in mind how the current COTA system and CoGo will need to be modified to help support this new rapid transit method. Sometimes it feels like new ideas are proposed but integration is an afterthought.	43212	43140	Male	35 - 54	White / Caucasian	No
60	5		5	6	5	6	5		Route 2 in particular				Growth is imminent and we need to begin adding travel options.	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage					Female	26 - 34	White / Caucasian	No
61	6	I think this is a great idea, but it might make more sense to improve service on existing popular transit corridors first. If it's not a zero sum game I'd support multiple corridor projects at once.	4	7	7	7	4	Good transit is fast, frequent, and "on the way". On the way means it goes directly into activity centers.	I like that Route 1 is simple and direct.	I worry that none of the routes directly hit job or population center east of the Olentangy. The deviations in 2 & 3 would be annoying to sit through so would need to be very well justified. Crosstown connections and TOD infill development will be key to success.	I like that option 1 hits the whole High Street spine, including Nationwide/ north downtown. The new road in Option 3B would be really nice and might give transit/bikes advantage over cars if transit/bike-only.	All of these options go through a dead zone so the faster they move the better. It might be interesting to try to connect 3B to Crew stadium.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Infill development would make transit successful here. Preserving open space around the river is valuable. I think connecting this area to surrounding neighborhoods is the most important "compatibility with existing neighborhoods" consideration. I live right across the Olentangy but can't walk there currently.	Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage	More bridges across the river, and more public trailheads to the Greenway Trail.		43202	43215	Male	26 - 34	White / Caucasian	No

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62	7	All for increased transportation options citywide.	4	5	5	6	4		I like they are all promoting equity.	I'm not sure going through West Campus is necessary, it is pretty well covered by CABS.	I prefer option 3. Seems like there is the opportunity to gain efficiencies by using some of the East/West LinkUs project.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Most important to me is increased transit options. Not that I don't think the existing neighborhoods are important, but I think they are going to change dramatically anyways as a result of this and future growth.	Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage		Ensuring that new options are efficient for riders from both a cost and time perspective.	43140	43215	Female	26 - 34	White / Caucasian	No
63	7		1	6	7	6	3		limited turns and dirct connection	worry about the stress on high street. Where are stations and what do they look like?		Whatever is chosen needs to service Franklinton	Things have worsened over the years but are still tolerable.	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts		Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage		help improve our neighborhoods, not replace our neighborhoods	43201	43210	Male	26 - 34	White / Caucasian	No
64	7		4	5	7	6	4						Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Creating well-designed multimodal intersections	Filling sidewalk gaps	Connecting to existing bicycle trails	Filling sidewalk gaps	Providing places for bike parking and storage		315 needs to be eliminated to open up the river area for development and recreation between downtown and Kinnear Road.	43201	43215	Male	35 - 54	White / Caucasian	No
65	7		3	4	5	5	2		I like options 1&2 due to directness, but I think option 3 is most useful because it serves more people and integrates more of the area west of 315.	no	I think I prefer option 2. Once people get to High St, there are other existing options to complete their journeys.	no	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	In my view, these are all facets of the same issue -- sides of the same multi-sided coin, if you will. I definitely don't think the previous auto-centric development was very concerned with any of these crucial development factors at all, so these are all welcome considerations.	Prioritizing safety enhancements	Filling sidewalk gaps	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Connecting to existing bicycle trails	I think connecting to existing bicycle trails has great value, but to encourage more people to abandon single-occupancy motor-vehicles as their primary form of everyday transportation it's more important in my view to make "regular" streets safer for biking and walking.	It seems like quite a challenge -- it's a massive undertaking, that needs to be done very well in a short amount of time! The real priority will be to get community excitement and buy-in, in large part to remove the stigmas that public transit and alternative transportation modes have as being "solely" for the benefit of the economically disadvantaged.	43221	43210	Male	35 - 54	White / Caucasian	No
66	5		2	6	6	6	4		I like 1 and 2		I like 2, it runs through the Arena District	not crazy about the Broad Street one	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Connecting to existing bicycle trails	Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43212	43215	Female	55 - 64	White / Caucasian	No
67	6		4	6	7	6	3		Line 3 services a large residential area. Lane Ave detour on 2 goes to area with future development already planned.		1 Takes you by Nationwide, short north, Goodale park and the new Hilton expansion.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Connecting to existing bicycle trails	Providing places for bike parking and storage	Creating well-designed multimodal intersections	Filling sidewalk gaps	Prioritizing safety enhancements			43201	43082	Male	26 - 34	Black / African-American	No
68	4		2	6	7	6	2	reliability is #1!! If in the end you have a reliable, safe and fast transportation system that gets people where they need to be, when they need to be there, he cost and time to build should be least of the worry,	1 is a straight shot - very nice... BUT 3 would appear to reach more people - very nice.	I dislike 3 for about the same reason I like it... adding that many stops makes my ride long. but that the selfish part of me, for the betterment of all, I like it a lot.	I am truly for the more you can help, the better... whichever route serves the most people		Growth is imminent and we need to begin adding travel options.	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Filling sidewalk gaps	Prioritizing safety enhancements	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43123	43207	Female	35 - 54	Prefer not to answer	Prefer not to answer
69	1		1	7	7	2	7		no	yes	yes	yes	Traffic is fine and I'm not concerned about growth.	Manages traffic impacts	Includes attractive, high-quality open space	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)		Providing places for bike parking and storage	Connecting to existing bicycle trails	Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections		north-south bike boulevard west of olentangy from third to lane	43215	43085	Prefer not to answer	Prefer not to answer	Prefer not to answer	Prefer not to answer

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
70	7		6	7	6	6	6		i like option I sddfgf	cxvvc			Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space		Filling sidewalk gaps	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Prioritizing safety enhancements	Providing places for bike parking and storage			43228		Female	26 - 34	White / Caucasian	Yes
71	6		7	4	4	4	5		Like that choice #2 would service OSU's Martha Morehouse medical center.	Not interested that choice #3 takes an extended detour through Upper Arlington.	#3a&b both service Franklinton.	#2 seems limited in usefulness on a personal level	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Easy wheelchair accessibility a must!	Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43222	43222	Male	35 - 54	White / Caucasian	No
72	3	I would like to see a "show of hands" so to speak, as to how many people would actuatlly use this system and how often.	5	3	4	4	7	I would like to see a route constructed that would be the least disruptive to the residents who already are living in the corridor...of whom I am one.	I prefer route 1 as it appears to be the least obstructive to the existing neighborhoods.	I dislike routes 2 and 3 as they appear to be directed through existing neighborhoods . Route 2 is directed down Kinnear Rd. which boarders the University View neighborhood. I don't think having this transit system running directly on the street where people have their homes is not the right thing to do and inconsiderate. This plan does not fit in with the existing neighborhood.	I don't know enough about this end of the corridor to comment.		I'm unclear about the relationship between regional growth, transportation, and our economic vibrancy.	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts		Creating well-designed multimodal intersections	Prioritizing safety enhancements	Filling sidewalk gaps	Providing places for bike parking and storage	Connecting to existing bicycle trails			43212	Retired	Female	65 or older	Prefer not to answer	Prefer not to answer
73	7		5	6	7	7	2		I like option 2 since it still better serve more residents by the year 2050. I think connecting OSUâ€™s west campus to the rest of Columbus would be vital for the longevity of the greater Columbus area.		The Franklinton corridor option has a great chance at providing more options for underserved communities/ more residents while also giving people a chance to connect the future East/West corridor.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts	Ensures compatibility with existing neighborhoods		Creating well-designed multimodal intersections	Providing places for bike parking and storage	Connecting to existing bicycle trails	Prioritizing safety enhancements	Filling sidewalk gaps			43201		Male	19 - 25	White / Caucasian	No
74	7		3	7	7	7	5						Growth is imminent and we need to begin adding travel options.	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Includes attractive, high-quality open space	Promotes safe walk, bike, and transit connections		Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Prioritizing safety enhancements	Filling sidewalk gaps			43202	43210	Female	35 - 54	White / Caucasian	No
75	7	Build It!	2	4	4	6	4	Build It!	Connecting more people to rapid transit.	None.	Connection to main roads.	Needs to connect to the Discovery District and Columbus State.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Build It!	Filling sidewalk gaps	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Prioritizing safety enhancements	Build It!	Improve access to rapid transit. And Build It!	43214	43215	Male	55 - 64	White / Caucasian	No
76	7	Our transportation system will fail if we don't invest in high quality and high capacity transit that actually works.	4	7	7	4	4	It will not work as intended if the route is not direct. Please avoid the options that detour off the main corridor. Rapid transit only works if it doesn't have to make turns, sit in traffic, or stop at every traffic light..	Route number 1 is the best. Keep it straight and direct. Connectivity to the route can be provided by park and ride stations, feeder transit routes, bicycle facilities, and walking. This is how rapid transit works everywhere else in the world.	Dislike the detour to OSU West Campus on route 2, and the detour to Upper Arlington on Route 3. That type of routing is for regular bus lines, and is why they take so long to get anywhere.	Routes 1 and 2 likely connect people to the most destinations. There is already a bus lane on High Street that should ONLY be used for buses, so Route 1 makes the most sense.	Route 3a looks too complicated with that weird jog to the west. Again, keep it as direct as possible, as few turns as possible.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts	Stop focusing so much on traffic for cars. When people see a nice transit option that gets them somewhere faster, they'll choose transit.	Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	Providing places for bike parking and storage	Creating well-designed multimodal intersections	What does "creating well-designed multimodal intersections" mean???	Better transit than Cleveland Ave. High quality bike facilities. New zoning code that allows the right kind of development along that corridor.	43206	43215	Female	26 - 34	White / Caucasian	No

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
77	6	Supportive yes, but also with the caveat that this encourages economic growth that often bypasses the very communities it is intended to serve, leaving local businesses stranded and decreased walk ability in those communities	2	3	5	7	3		Prefer route 1	I do not support routes 2 and 3 where I find it hard to believe it supports â€œequityâ€â€™the route needs to promote workforce development and for existing and older parts of the city. Innovation is not well defined enough to be a factorâ€™do you mean ability to evolve? Isnâ€™t this sustainability?	Prefer a route that involves West Broad. Affordability for one	A route that favors West Broad it seems SoHud rate higher for economic development potential	Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts		Must not negatively impact existing neighborhoods!!	Prioritizing safety enhancements	Filling sidewalk gaps	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage	None		43201	43201. 43202, 43215	Female	65 or older	Two or more races	No
78	6		3	6	6	6	4		prefer #3 as it avoids traffic at the shopping center		all move through population centers	3 avoids places where lots of folks -- students especially -- would have greater access	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space		Creating well-designed multimodal intersections	Prioritizing safety enhancements	Filling sidewalk gaps	Connecting to existing bicycle trails	Providing places for bike parking and storage			43202	43202	Male	65 or older	White / Caucasian	No
79	7		4	4	4	7	4		#3 Population served and jobs served should be most important		#3 Population served and jobs served should be most important		Rapid transit should be an integral part of our regional growth and economic development strategy.	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)		Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Filling sidewalk gaps	Prioritizing safety enhancements			43202	43202	Female	35 - 54	White / Caucasian	
80	6	Rapid Transit will provide an effective transportation solution for the growing population. The continual widening of collector roads is unsustainable.	3	4	7	6	5		I like the speed and affordability of Route 1	I dislike the impact on workforce advancement of Route 3	Options 1 and 3 seem to check the greatest number of boxes.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Promotes safe walk, bike, and transit connections		Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage			43230	43054	Male	55 - 64	White / Caucasian	No
81	7		5	6	6	4	1		1 and 2 appear to have the best potential in serving new growth	Route 3 has to much divergence	Route 2 connect into the center of downtown which is preferable from a transit connectivity standpoint	Both 3a and 3b make little sense given the coming E/W study	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43214	43215	Male	26 - 34	White / Caucasian	No
82	7	They have this in Indianapolis. Imagine how embarrassing it is to be ENVIOUS of Indianapolis? Iâ€™m not happy that lightrail is still off the plans but I have only lived in cities with subways and lightrails.	5	6	6	6	4	I think a line like this to downtown would make more sense. right now it appears to stop at goodale?	I like the one that green.	i think a separate link to Arlington would be better.			Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)		Providing places for bike parking and storage	Creating well-designed multimodal intersections	Connecting to existing bicycle trails		Filling sidewalk gaps		Yes, rapid transit connection to downtown from bottom end	43215	retired	Male	65 or older	Italian	No
83	7	I would prefer rail but I suppose BRT is ok since it can be retrofitted to rail later	5	6	7	7	1		I like the idea of urbanizing the Kenny Road and Bethel Road shopping areas and making it easier to commute from these areas with transit.	no, just don't make the Microcenter move.			Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Filling sidewalk gaps	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage		Please consider putting in rail transit	43220	43219	Female	26 - 34	White / Caucasian	No
84	7		6	6	7	7	2	You get what you pay for.				Option 3 would be better if the extra extension were further north. In that way it would service the large multi cultural community living North of Henderson and not the wealthier Upper Arlington community who are unlikely to use any transit other than their cars.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Prioritizing safety enhancements	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Filling sidewalk gaps	Providing places for bike parking and storage		Walking to movies, restaurants and shops is very important to me. Sidewalks should be a major consideration of this effort.	43220	Retired	Female	Prefer not to answer	Prefer not to answer	Prefer not to answer

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85	2		1	5	5	2	6						Growth is imminent and we need to begin adding travel options.	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space		Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	Providing places for bike parking and storage	Creating well-designed multimodal intersections			43224	43229	Male	55 - 64	White / Caucasian	
86	7	This is the way of the future. Our community will fall behind if we donâ€™t get started on this now.	4	5	5	4	4	I trust you to know best but think the community will be more supportive if the route is quick & easy to use.	#1 looks like Clintonville residents might use it more but pick the one you determine will be used most. I want it to be a success. I assume you could add connectors later.	#3 looks like a longer route but if it increases the number who use it, Iâ€™m for it.	They all look fine. What about connecting CSCC and CCAD?		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Iâ€™d make lots of sacrifices to see you succeed. I want to support you.	Prioritizing safety enhancements	Filling sidewalk gaps	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage			43214	43214	Female	65 or older	White / Caucasian	No
87	7		3	7	7	5	1		Route 1 is most intuitive for riders		Prefer 3b or 1	3a	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Prioritizing safety enhancements	Filling sidewalk gaps	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage			43202		Male	26 - 34	White / Caucasian	No
88	6		1	3	6	7	3		Route 3 hits the largest number of housing developments	1 seems pointless when it takes additional travel to get to actual transit			Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts		Filling sidewalk gaps	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage			43220	43212	Female	35 - 54	White / Caucasian	No
89	7		2	6	7	5	1			Options two and three that leave Olentangy River Rd seem less optimal from a travel time and reliability standpoint. If upper Arlington and west campus need coverage, they should be separate routes.			Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Providing places for bike parking and storage	Connecting to existing bicycle trails	Filling sidewalk gaps	Prioritizing safety enhancements	Providing places for bike parking and storage		Bike lanes must be separated and protected from car traffic. If my grandmother or daughter wouldnâ€™t be comfortable and safe, we shouldnâ€™t call it bike infrastructure.	43214	43215	Prefer not to answer	35 - 54	Prefer not to answer	Prefer not to answer
90	7		3	6	7	6	2	Connection to attractions is as important as connection to employment.	#2 seems most promising. #1 is second.	Donâ€™t see the value connecting what #3 connects VS what youâ€™re losing by diverting that much from Olentangy.			Rapid transit should be an integral part of our regional growth and economic development strategy.	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Ensures compatibility with existing neighborhoods	High to medium quality, high density housing that is walkable to transit is important to its effectiveness. Eliminate the daily need for cars.	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Prioritizing safety enhancements	Filling sidewalk gaps	Providing places for bike parking and storage	Bike parking becomes less necessary if the transit includes ways to bring the bike with you, which happens most of the time in other cities.	Open spaces like parks are crucial to quality of life and will make areas attractive to live, work, and play. A balance of development and open spaces is crucial.	43214	43214	Male	26 - 34	White / Caucasian	No
91	7		2	5	5	5	2						Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts		Filling sidewalk gaps	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Connecting to existing bicycle trails	Prioritizing safety enhancements			43201		Female	19 - 25	White / Caucasian	No
92	7	I'd rather see light rail than bus transit. I think that would be better for short north and downtown businesses, and cut drunk driving too. A lot of people don't use buses who would use LRT.	1	7	7	7	1						Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Connecting to existing bicycle trails		LRT	43201	43210	Female	26 - 34	White / Caucasian	No
93	3		4	4	4	5	4		like olentangy route				Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Promotes safe walk, bike, and transit connections		Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)		Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43212	43212-1419	Female	65 or older	White / Caucasian	No

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94	7	wish we could get this throughout the city; unsure why the NW corridor is the focus	2	5	6	7	1	let's spend the money to get something that will serve us the best and last us the longest.	i sort of like the west campus element of the 2nd route, as an OSU employee (though not on west campus). how will this intersect with or affect the CABS routes, though? (if at all)	it's unclear to me how people will get to the BRT from elsewhere. is it meant to be only for those in walking/biking distnace, or are there going to be park n rides? i just wish the whole city were more connected b/c otherwsie i see people still being very car dependent			Growth is imminent and we need to begin adding travel options.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Manages traffic impacts	Ensures compatibility with existing neighborhoods		Prioritizing safety enhancements								43202	43210	Female	35 - 54	White / Caucasian	No
95	7		7	7	7	7	6		route 1 seems most cost effective, KISS concept				Rapid transit should be an integral part of our regional growth and economic development strategy.	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	makr the developments compact, dont take up more land than necessary	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Filling sidewalk gaps	Providing places for bike parking and storage			43214	43219	Prefer not to answer	35 - 54	Prefer not to answer	Prefer not to answer
96	6		4	6	6	6	5		I like the High street route, second choice would be the Olentangy route	No	It looks like route 1 should be the first priority, in it serves greater numbers.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts	Ensures compatibility with existing neighborhoods	By meeting the criteria 1- 4 it seems that compatibility with existing neighborhoods would be easily accommodated.	Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Filling sidewalk gaps	Providing places for bike parking and storage			43214		Male	65 or older	Prefer not to answer	Prefer not to answer
97	5		5	6	6	7	5		It seems like it should go farther into the actual Northwest (i.e. Sawmill Road area)	#2 seems like the best choice for travel time and possible total jobs served	the larger route would probably not be used a lot without the downtown connection.	3A is too convoluted, 3B might be a good choice. #1 would add a lot of congestion to already crowded High St. and narrow Vine St.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Manages traffic impacts	Ensures compatibility with existing neighborhoods		Connecting to existing bicycle trails	Filling sidewalk gaps	Providing places for bike parking and storage	Prioritizing safety enhancements	Creating well-designed multimodal intersections		all of these plans should include replacing or expanding green space elsewhere to mitigate any construction. The Olentangy River needs careful protection from the impact of the additional construction and traffic.	43214	43214	Female	65 or older	White / Caucasian	No
98	7	Make sure increased density is included along these corridors	3	6	6	7	5	If it doesn't make financial sense for people to ride it or if it is not reliable, the investment will fail.	Route 3 hits the ever-growing Riverside Hospital and touches lots of apartments as well as Upper Arlington city hall		Route 1 serves the most people and is the least cost		Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Density done right beats sprawl every time	Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Thank you for making cycling and walking a safer option for people	Require developers to pay their fair share of these improvements, especially if they're making money on the increased density standards.	43221	43221	Male	35 - 54	White / Caucasian	No
99	7		2	6	7	6	4			To slow			Rapid transit should be an integral part of our regional growth and economic development strategy.	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Promotes safe walk, bike, and transit connections		Creating well-designed multimodal intersections	Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	Providing places for bike parking and storage		Use existing train tracks and run street cars on them. Buy them and lease them back to the freight companies.	43235	43215	Prefer not to answer	35 - 54	Prefer not to answer	Prefer not to answer
100	7		4	5	5	7	1		Theyâ€™re all great	NA	I prefer 1 or 2		Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Manages traffic impacts		Connecting to existing bicycle trails	Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43202		Male	26 - 34	White / Caucasian	No
101	7		6	7	7	6	1		Connect bethel to 71!!	No	Bethel needs to be connected	No	Growth is imminent and we need to begin adding travel options.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage		No. Beware that the aging population in this area hates change a d wants every development to somehow be a dog park...	43202	43202	Female	35 - 54	White / Caucasian	No
102	7		4	7	7	7	4		jobs served	travel time	2 seems like it would serve the most people	all seem like good options to me	Growth is imminent and we need to begin adding travel options.	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Includes attractive, high-quality open space		Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Connecting to existing bicycle trails			43212	43210	Female	35 - 54	White / Caucasian	No
103	5		4	6	3	7	4		Route 3 through Upper Arlington adds service to many more people in newly developed high rise buildings	Lack of clear connection to OSU main campus. How will bike paths or CABS service link?	Route 3 includes a developing area that should serve more people and encourage more development	Travel time variability for route 3 does not instill confidence in reliability	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts		Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage	Filling sidewalk gaps			43221	43210	Female	35 - 54	White / Caucasian	No

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
104	5	It is needed but also needs to provide connections to existing COTA bus routes. Access to RT should not require users to cross car traffic to access. There also needs to be places that users could be dropped of and picked up, and to park cars if traveling from further out.	2	4	5	6	5	Build correctly once, not build fast but sloppily. Do it in sections working from the center out. Communicate with the public clearly what and when construction is occurring. Plan alternative traffic reroutes carefully.	Route 1 most direct. At the moment Olentangy River Road is the biggest headache for Pedestrians and bikes.	The jogs in 2 and 3 I think could be better served by having COTA routes that linked up to hubs on the Olentangy route.	Not especially	Why have. Couldn't the Northwest Corridor end in a hub that would allow commuters to transfer to existing COTA routes to complete their commute. Downtown is already congested.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Includes attractive, high-quality open space	Bike and cars are not a good mix when road speeds are over 25 mph and/or have a high volume of traffic. Ideally bike paths and pedestrian walkways are totally separated from the road and on street parking. When ever possible both bikes and pedestrians should not have to interact with traffic crossing under or over streets.	Prioritizing safety enhancements	Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Providing places for bike parking and storage	See comments above	Impact on traffic on feeder routes, existing commuter services, and expandability since Columbus seems to continuing to expand its metropolitan foot print. Making sure that the project compliments initiatives planned by other central Ohio communities.	43221	43221 and 43210	Female	55 - 64	White / Caucasian	No
105	2	Considerations should be put on hold until resolution of the pandemic and determination of return to business and associated traffic patterns	7	5	4	7	7			Too much disruption of current neighborhoods			Things have worsened over the years but are still tolerable.	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections		Connecting to existing bicycle trails	Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage		Considerations for rapid transit should be put on hold until resolution of the pandemic and determination of return to business and associated traffic patterns	43221	43210	Female	35 - 54	White / Caucasian	No
106	7		5	7	7	4	1			All except 1 make major diversions that make connections from other routes (east of the river) more difcult.	3a and 3b potentially add access to rapid growing scioto pennisula area.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts		Filling sidewalk gaps	Connecting to existing bicycle trails	Providing places for bike parking and storage	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Any "safety enhancements" considered should not limit cycle or pedestrian access in favor of autos.		43206	43206	Male	35 - 54	White / Caucasian	No
107	7	We need alternatives to cars that are inexpensive and environmentally friendly.	5	5	5	7	5		Overall, I want the river to be protected and to allow some wild spaces for habitat.	I don't like the route going along Olentangy River Road, at least I don't see how that wouldn't overload that area.	I like 1 because I perceive it will allow more low income people options for transportation to work.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Ensures compatibility with existing neighborhoods		Prioritizing safety enhancements	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Filling sidewalk gaps			43081	43210	Female	Prefer not to answer	White / Caucasian	No
108	1	I think this is a waste of money and would increase traffic jams. It wouldn't help people who already have transportation issues. I don't want to pay for this nor do I want to deal with the construction issues. Find a way to utilize the options we already have. That makes more sense.	7	7	7	7	7	Again, I don't want this, I don't want to pay for it, I don't think it will help the people who need the most help when it comes to transportation, and I don't want the years of construction messes. What happens if one of the machines breaks down? The whole line is cut off.	No - again - not helpful to people who need it the most	Everything - again - not helpful to people who need it the most	No - again - not helpful to people who need it the most	Everything - again - not helpful to people who need it the most	Things have worsened over the years but are still tolerable.	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts	Where are the options for the poor people? Increase ride options to job sites so they can work - IE: Amazon, Kroger, and other warehouses.	Prioritizing safety enhancements	Filling sidewalk gaps	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage	Where are the options for poor people? Why are you wasting money on making things pretty and easy for people that don't need more of it? Why not figure out how to use COTA, rideshare, and other options for people who could use it?	Poor people having better and affordable transportation options	43230	43210	Female	35 - 54	White / Caucasian	No
109	3		5	6	6	6	6		OptionOpti	ttttewtw	ll		I'm unclear about the relationship between regional growth, transportation, and our economic vibrancy.	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space		Creating well-designed multimodal intersections	Prioritizing safety enhancements	Connecting to existing bicycle trails	Filling sidewalk gaps	Providing places for bike parking and storage		ghjghj	43201		Female	26 - 34	White / Caucasian	No
110	7		1	7	6	5	6		I like the simplicity of 1		I like 3, but not if the cost to untie the knot is excessive		Growth is imminent and we need to begin adding travel options.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Filling sidewalk gaps	Prioritizing safety enhancements	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage		My opinion is that the most important thing that needs to be done at this point is to get some sort of premium transit implemented.	43202	43215	Male	55 - 64	White / Caucasian	No
111	7		4	7	7	7	5		I like route three you can get more residential areas	They all should do the track to kenny between lane and kinear with the development occurring there or have an option for transport to that location			Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Prioritizing safety enhancements	Providing places for bike parking and storage	Filling sidewalk gaps			43220	43210	Female	35 - 54	White / Caucasian	No

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
112	6		4	7	7	7	4		2		1		Growth is imminent and we need to begin adding travel options.	Manages traffic impacts	Manages traffic impacts	Includes attractive, high-quality open space	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)		Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage		Riverfront access	43204	43215	Male	35 - 54	White / Caucasian	No
113	5		4	5	5	4	5						Rapid transit should be an integral part of our regional growth and economic development strategy.	Includes attractive, high-quality open space	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	make your maps north on the top and west on the left and put a directional key. basic, people.	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Filling sidewalk gaps	Providing places for bike parking and storage	what does filling sidewalk gaps mean?	river health. movement of wildlife.	43202	43210	Female	35 - 54	White / Caucasian	No
114	7	If it was available, I would use it.	4	7	7	7	6		I favor route 1 because of where I live (The Knolls) but would use Route 2.	I would use Route 3 if it looked like there was ridership, and not just a useless time-wasting loop. I work at OSU in central campus area and know that it is reasonably easy to get to west campus on OSU buses.	I favor routes 1 and 2 and would support any of the routes, but do not go downtown for work so have no strong feelings.	3b does not seem much of a valuable service for current demographics for these areas. But I am not well informed to know for sure.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts		Creating well-designed multimodal intersections	Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	Providing places for bike parking and storage			43214	43210	Male	55 - 64	White / Caucasian	No
115	7	Maximum use of existing median strips and roads should be considered to avoid cutting through established neighborhoods.	6	2	5	3	4	People with few resources to access â€œlast mile â€œ transportation must be prioritized for social equity.	Equity is considered.	Use of Kenny rd bisects established neighborhoods . Too much overlap of the Scioto River, which is a fragile ecosystem. 315 should be hugged.	#3 would use existing infrastructure and promote downtown development for long term environmental sustainability. It avoids natural waters and green spaces.	#2 chops up vine st, limiting potential redevelopment, and gets too close to natural waters, risking environmental impact.	Growth is imminent and we need to begin adding travel options.	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Environmental protection is the most important consideration due to ongoing climate damage. Prompt efficient action is necessary.	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Filling sidewalk gaps	Providing places for bike parking and storage	Working with suburban, state, county, and exurban communities to connect safe â€œlast mileâ€ bike/walk trails. I am in Grove City and can't bike out of my neighborhood due to rural state 104 having no bike berm for safety. I have to drive.	Exurb car and bus hubs	43123	43210	Female	55 - 64	White / Caucasian	No
116	7		4	5	5	7	2						Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Creating well-designed multimodal intersections	Filling sidewalk gaps	Prioritizing safety enhancements	Connecting to existing bicycle trails	Providing places for bike parking and storage			43202	43210	Female	35 - 54	White / Caucasian	No
117	7		4	5	6	7	4		I like that route three has the highest equity rating.				Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts		Creating well-designed multimodal intersections	Filling sidewalk gaps	Prioritizing safety enhancements	Connecting to existing bicycle trails	Providing places for bike parking and storage		Equity is paramount. Any changes should help mitigate the city's high economic segregation and inequality. Increase affordable housing!!	43202	43210	Female	35 - 54	White / Caucasian	No
118	1	The routing of the Rapid Transit favors higher income neighborhoods who do not have to rely on public transit. Why is this not being planned for the east side where a majority of folks rely on the bus as their only transportation option? Most people in upper arlington and grandview have cars. Please prioritize lower-income neighborhoods that have already suffered from racial and economic injustice in Columbus's city planning processes.	4	4	7	4	4	Equity and environmental justice should also be top priorities.	I would like to see environmental consideration as a priority. In other words, which route will be less disruptive to the river wildlife?	Yes, I dislike that they cater to high income neighborhoods . Why not invest in parts of the city that really NEED improved public transportation.			Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts		Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Filling sidewalk gaps		EQUITY, Columbus is already a segregated city. These plans seem to cater to primarily white neighborhoods while leaving POC neighborhoods behind.	43224	43210	Female	26 - 34	White / Caucasian	No

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119	7	Columbus needs more public transit, but in lower income communities	3	5	5	7	3	Spending a little more time and money to bring light rail to struggling areas would be worth the investment	2 serves more people and runs faster	upper Arlington is a wealthy area and its residents don't need this service as much as Franklinton or Linden	3 seems to be in the most needed area	1 High street is developed and needs this less than Broad	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage		serving low income areas and lowering dependance on personal vehicles	43224	43214	Male	26 - 34	White / Caucasian	No
120	7		1	7	6	6	1				more on high street the better!		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space		Prioritizing safety enhancements	Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43230	43210	Male	35 - 54	White / Caucasian	No
121	1		4	4	4	4	4	If it involves elimination of roadways, I am against it.					Traffic is fine and I'm not concerned about growth.	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections		Includes attractive, high-quality open space		Prioritizing safety enhancements	Connecting to existing bicycle trails			Filling sidewalk gaps				Prefer not to answer	Prefer not to answer	Prefer not to answer	Prefer not to answer
122	7		4	5	5	7	2						Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Includes attractive, high-quality open space		Creating well-designed multimodal intersections	Prioritizing safety enhancements	Connecting to existing bicycle trails	Filling sidewalk gaps	Providing places for bike parking and storage			43082	43210	Male	55 - 64	White / Caucasian	No
123	7		4	7	7	7	6		I like that they're all near major streets	Would be nice to have something a little closer to Grandview Heights area		Would really like something that includes around the 5th avenue area further north	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Providing places for bike parking and storage	Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections		not increase unnecessary traffic for cars	43212	43210	Female	26 - 34	White / Caucasian	No
124	7		4	5	5	7	4		Like them all , seem to hit all the main spots	I perfer 2 - it's more reasonable time wise for people to utilize	I like 3b		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections		Manages traffic impacts	Ensures compatibiliy with existing neighborhoods	Includes attractive, high-quality open space			Prioritizing safety enhancements	Creating well-designed multimodal intersections	Filling sidewalk gaps	Connecting to existing bicycle trails			43201	43202	Male	35 - 54	White / Caucasian	No
125	5		3	5	5	5	3		Selfishly, route 2 provides a viable option for me.				Growth is imminent and we need to begin adding travel options.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Filling sidewalk gaps	Prioritizing safety enhancements	Providing places for bike parking and storage			43212	43210	Male	35 - 54	White / Caucasian	No
126	5		2	7	5	7	4	Construction of Ohio Health at Northwest Blvd and 315 restricts flow and congestion needs to be alleviated					Growth is imminent and we need to begin adding travel options.	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)		Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Filling sidewalk gaps	Providing places for bike parking and storage			43214	43210	Male	35 - 54	White / Caucasian	No
127	7	Yes! Columbus needs a rapid transit option.	4	7	7	7	4		Route 2 seems to be the best balance of population served, jobs served, and goals.	Route 2 skirts around OSU	Route 1 seems the best to get to offices; Route 3 potentially better for residential areas.	Route 3 seems too out of the way	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts		Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage			43215	43210	Prefer not to answer	Prefer not to answer	Prefer not to answer	Prefer not to answer
128	7		2	5	5	6	2		The attempt to connect people to job centers. The lower travel times on Options 1 and 2 are good as well. I would be deterred by slow travel times.	Option 3 appears to cover more neighborhoods , but many of those neighborhoods are higher income (> $100,00 median income) and unlikely to use a BRT alternative. It also has the highest travel time, which would greatly deter any riders.	Option 1 seems to be the most efficient and cover the most daily riders. But option 2 would be useful on game days for the Clippers, Crew, and Blue Jackets. However, do regular attendees of these sporting events live along the proposed BRT route?	Option 3 has a much higher travel time range than options 1 and 2 (a big deterrence).	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Filling sidewalk gaps	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Prioritizing safety enhancements	Providing places for bike parking and storage	How are people expected to walk anywhere if sidewalks arenâ€™t provided?	If not already included, transit signal priority should definitely be a component of this BRT system, as with segregated ROW and low headways (ideally 5 min or less on the peak).	43210	43210	Male	19 - 25	White / Caucasian	Yes

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
129	4	I'm fully supportive of creating moder Rapid Transit choices throughout Columbus. I am concerned about prioritizing one of the wealthier corridors in the city.	5	4	6	6	5	I would support a corridor that emphasizes excellent inter-neighborhood connectivity and reliability, that supports the widest variety of transportation modes without privileging speed.		Route #2 seems less useful than #1 given OSU's connectivity via CABS and the convenience of Woody Hayes for accessing West Campus. I am STRONGLY OPPOSED to #3 - do not subsidize Upper Arlington at the cost of Columbus.	All align to general values I support. I'd give the greatest support to whatever option provides the greatest support to lower-income residents and does not enrich an area that is already dominated by housing and commercial options only available to higher-income residents.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts	I have nearly zero concern about traffic impacts insofar as they relate to single-passenger automobiles. I am also unconcerned with compatibility with existing neighborhoods if the issues are NIMBY. I'm concerned about neighborhood impacts such as lower-income neighborhoods being relatively disadvantaged by not receving these benefits, or becoming spillovers for drivers who shift their drives to increase pass-through traffic to those neighborhoods.	Creating well-designed multimodal intersections	Filling sidewalk gaps	Prioritizing safety enhancements	Connecting to existing bicycle trails	Providing places for bike parking and storage		Don't limit the focus to transportation - incorporate appropriate stormwater mitigation, prioritize permeable surfaces, and be bold about increasing biomass (not just turfgrass!) and green cover.	43202	43215	Male	35 - 54	White / Caucasian	No
130	7		2	5	5	6	2		The attempt to connect people to job centers. The lower travel times on Options 1 and 2 are good as well. I would be deterred by slow travel times.	Option 3 appears to cover more neighborhoods , but many of those neighborhoods are higher income (> $100,00 median income) and unlikely to use a BRT alternative. It also has the highest travel time, which would greatly deter any riders.	Option 1 seems to be the most efficient and cover the most daily riders. But option 2 would be useful on game days for the Clippers, Crew, and Blue Jackets. However, do regular attendees of these sporting events live along the proposed BRT route?	Option 3 has a much higher travel time range than options 1 and 2 (a big deterrence).	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Filling sidewalk gaps	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Prioritizing safety enhancements	Providing places for bike parking and storage	How are people expected to walk anywhere if sidewalks arenâ€™t provided?	If not already included, transit signal priority should definitely be a component of this BRT system, as with segregated ROW and low headways (ideally 5 min or less on the peak).	43210	43210	Male	19 - 25	White / Caucasian	Yes
131	6	This sounds like a good idea to encourage bussing to reduce traffic, but I would like to see room left for designated cyclist paths.	6	7	7	7	4	There's a problem with Columbus public transportation being too slow, not reliable, or not frequent enough so those would be high priority. OSU campus bussing is good and I've used it many times, but I currently would not use any Columbus city public transportation. As a side note, I live along one of these proposed corridor routes.	I like that the routes connect to Bethel Rd since there are lots of new housing developments which are going to attract university employees and thus create more traffic. It seems to me like designing a route for the most anticipated jobs served would make sense, but perhaps more data is needed to determine if these people would consider taking public transit. Where I live, I need to take Kenny Rd south from Henderson in order to get to 1960 Kenny Rd for work. I avoid 315 or Olentangy because it's too busy. I drive to work, but I would consider bussing if there was reliable, timely, public transit with stops either at Henderson/Olentangy River Rd. or near Kenny/Henderson/McCoy Road). I would like my commute to be more sustainable by being able to take public transit. I think the fastest route would be the most enticing. People aren't going to use it if it takes too long. Option 1 seems	A more sustainable route is preferred. It also might make sense to link the routes with existing bike trails. 38 minutes for Route 3 seems way too long and I doubt people would use that.	I think anywhere we can connect the OSU West campus to downtown/Short North is a good idea. The quicker the time, the better so I like 1 and 2.		Growth is imminent and we need to begin adding travel options.	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Right now these are not very walker/cyclist friendly so anything to improve that safety would be a good idea. I would like to see a focus on walking/cycling/green space, then worry about developing stores, businesses, etc. later. I would hope that priority is given to green spaces since the areas are not very attractive and already have a lot of development. Let's preserve some green space.	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage	Filling sidewalk gaps	Many people bike this route, including myself, which isn't very safe to begin with because there are no dedicated bike lanes on the road (e.g. on Carmack Rd/Woody Hayes Dr.). Please consider dedicated bike lines (not shared bike lanes) and safe intersections for cyclists. It would be even better if the bike lanes have protective barriers/medians when next to a busy road. OSU is always promoting health and wellness so this should be a priority. Other campuses have designated bike lanes but I am surprised that OSU does not have this. Bikes shouldn't be ridden on sidewalks. It's dangerous to pedestrians and	As an OSU employee who lives near the proposed changes and works on West Campus, I truly hope the new area will be more pedestrian and cyclist friendly. There should be dedicated bike lanes and turning lanes, safe pedestrian crossings (especially crossing Kenny Road), and walkable sidewalks for pedestrians to connect main areas. For example, it's so annoying how right now there is no sidewalk connecting Woody Hayes Dr. to Martha Morehouse to 1960 Kenny Rd. etc. There should be sidewalks on both sides of Kenny Road. Crossing Kenny Road from 1960 Kenny Rd, which my colleagues and I have to do, is already like playing Frogger. Getting to main campus from Kinnear road isn't great either. It just seems like sidewalks are not safe or don't connect where they should (e.g. why is there a bike path on Kinnear Rd. west of Kenny that ends at the railroad track? Cyclists should not be on sidewalks. It's	43214	43210 (OSU West Campus)	Female	26 - 34	White / Caucasian	No

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
132	7	I like the idea, but am frustrated that my house gets bypassed and I would have to use the old driving route and parking plan anyhow. How would I get to these hubs? They are at businesses, but not in walkable neighborhoods. As is some would be a dangerous walk to get to the stop.	2	4	7	7	3	You did not ask about convenience. This is a great idea, but I haven't seen convenience and access address. Great to have a route, but not helpful if I have to risk my life crossing major roads and freeway exits to get there. Not to mention how much time it would take to get to access points.	Prefer 3 or 2. In general they are good, but none would meet my needs due to lack of access (or perhaps explanation of how to access).	They surround, but bypass my house. I would have to risk my life crossing major roads or freeway exits to walk there. Parking would be fruitless because I can park remotely at OSU already. I think the focus on speed blinded you to focusing on access. No one will use a fast system if it is not accessible - preferably by walking to that stop or providing frequent transit to the stops.	Not familiar enough to comment other than it depends on where you want to go.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Accessibility is key - people won't use a good route if it is not accessible.	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Connecting to existing bicycle trails	Filling sidewalk gaps	I think these terms/descriptions need to be defined. Lack of definition may result in inaccurate ranking. I put "filling sidewalk gaps" last because I don't know what that means. But, it could mean something I prefer.	Connect the surrounding neighborhoods to the employers - that's why we live here. I see links to employers, but not the neighborhoods where employees of those places live.	43221	43210	Female	55 - 64	White / Caucasian	No
133	7	Very supportive. Columbus completely lags behind its peer cities in providing mass transit alternatives to its citizens.	2	7	7	6	2	The proposed BRT is not a transformative project. Citizens in central Ohio simply do not consider busses as a viable alternative to personal automobiles. The CBus is an example. I ride it regularly and after crossing Morse Road heading north into Weserville, its hardly utliized. It is not reliable and simply too traffic and weather sensitive. Suggest going big - a street level rail system using the C&O subdivision tracks from Columbus to Delaware/Marion/Fostoria. The route is little used now by CSX except for coal trains and with electricity generation covertting to natural gas, there will be few if any coal trains using the route in the next 5-10 years. The route	Again, the BRT simply will not cause commuters or those coming downtown to leave their cars. A light rail system with ground-level boarding on existing, lighly used rail lines will allow larger numbers of pasengers to be more quickly transported and actually require less infrastructure changes. Look to the Cleveland Euclid Avenue University Circle RBT system that consinues to carry less than a third of the passengers the old RTA rail line carries. Look also to Boston and Cleveland, where thousands of people use the rapid transit rail lines (RTA in Cleveland and MTS in Boston) to come downtown for sporting events, other entertainment venues and shopping. A RBT will simply not carry the numbers needed. Also a RBT is too weather and road traffic gridlock sensitive.		The could all readily link to the existing C&O trackage as well as supposrt a conencting line to John Glenn Airpot on the CUOH rail line to Gahana with an extension to Newark.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Manages traffic impacts				Includes attractive, high-quality open space	The key need is to get a sizeable number of people out of their cars - not simply a few.	Creating well-designed multimodal intersections					Bicyles and pedestrian improvement should focus mostly on the last mile - not for cumuting greater distances. This is especially important in view of the extremes in weather due to climate changes, which will not be reversed at best in generations. As someone who used to bike commute from the north and northeast to downtown daily, such trips are increasingly disifficult and no longer practical becuse of extreme weather conditions.		43082	43210	Prefer not to answer	Prefer not to answer	Prefer not to answer	Prefer not to answer
134	7		4	6	6	6	3						Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts		Creating well-designed multimodal intersections	Filling sidewalk gaps	Prioritizing safety enhancements	Connecting to existing bicycle trails	Providing places for bike parking and storage		Apt 8	43201	43212	Female	35 - 54	White / Caucasian	No
135	6		7	6	6	6	7	should not be an act of congress and 5 years to get this built - should be better, faster, and cheaper than that	1 is the best, but they all fall short	2 and 3 should be off sets like NY subway system - off peak hours not on a regular basis. this also does not fulfill the NW corner. Needs to go further west and north		these don't connect to anything regarding the NW corner. should be considered a separate project	Rapid transit should be an integral part of our regional growth and economic development strategy.	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	why does nothing here mention connecting to the airport? existing park and rides?						people who ride bikes need to better understand and pay attention to existing laws	connects to all relevant areas/cities outside the Columbus city map lines	43017	43210	Male	26 - 34	White / Caucasian	No
136	7	i am very supportive; however, it should not be yet another unreliable bus system--look at other cities for examples of how to do it well.	7	6	7	6	2	it should not be ***polluting*** or come at the expense of green spaces, bike routes, or pedestrian safety	not sure how they connect to other transportation options	no idea what sustainability means here (normal people include considerations like equity & development in that definition along with env. impacts and costs)			Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	it should serve communities who cannot afford to bike or drive; it should not pollute	Filling sidewalk gaps	Prioritizing safety enhancements	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage		intended beneficiaries vs. the people actually benefitting from he project; clean technology (not yet another horrible bus system); better definitions of vague words	43214	43210				

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
137	5	Rebuild the Ohio electric rail way system that my grand parrents used daily.	2	6	6	7	2			Routs need more stops middle class communities Grandview and Upper Arlington.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Manages traffic impacts	Revisit routs the Ohio Electric Rail way covered and rebuild them.	Prioritizing safety enhancements	Filling sidewalk gaps	Connecting to existing bicycle trails	Providing places for bike parking and storage	Creating well-designed multimodal intersections			43221	43212	Prefer not to answer	35 - 54	Two or more races	No
138	5		5	4	7	4	4			Too close to 315. Doesn't feel like it opens up to much of the Westside.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Prioritizing safety enhancements	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Filling sidewalk gaps	Providing places for bike parking and storage			43221	43202	Male	35 - 54	White / Caucasian	No
139	6		5	2	6	7	5		I like route 1's direct line. It is quick.	I don't see the need for route 2 to meander off Olentangy	I like option one best due to it's connection with High street	It would be nice to have a loop option where options 1, and 3b are combined. This helps connections to routes that go west on Broad Street while offering connections on High street too.	Growth is imminent and we need to begin adding travel options.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Ensures compatibility with existing neighborhoods	City of Columbus should strongly consider zoning code changes along the route to grow upscale in density	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage	Filling sidewalk gaps		Consider park and ride stations at the beginning, and midpoint of the route to encourage ridership. As an out of region commuter I would ride this route if there is parking available for me to do so.	45103	43201	Male	26 - 34	White / Caucasian	No
140	5	Rapid transit is one thing, but safe walkability from there to destinations would be a primary concern	3	7	6	5	4		The routes are pretty straight forward and near major employers.	Feels like if you do 3 to wrap around Riverside you should also include the bumpout in 2 to include OSU's west campus/medical buildings as well; I wouldn't say I see anything innovative about any route though.	Personally Route 1 would be more likely for me to use as a consumer.	Routes 3a/3b seem more equitable than 1/2.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space		Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Filling sidewalk gaps	Connecting to existing bicycle trails			43221	43210	Female	35 - 54	White / Caucasian	No
141	7		4	7	6	7	2	Columbus needs to have something- I'd be happy to pay higher taxes for this or for the city to tax corporations at a higher rate	1 I like the short travel time, 3 I like that it serves more people	The travel time for 3 seems high and it's a little far out	1 because it serves the most people and it's also got the lowest travel time		Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Includes attractive, high-quality open space	It needs to happen no matter which routes are chosen. The city proper should be addressed before suburbs.	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Connecting to existing bicycle trails	Filling sidewalk gaps	Providing places for bike parking and storage		Please consider those that live in low income areas as well and students. Neighborhoods connecting to OSU campus would be great too	43203	43210	Female	26 - 34	White / Caucasian	No
142	7		4	4	4	4	4												Prioritizing safety enhancements	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Filling sidewalk gaps	Providing places for bike parking and storage			43224	43212	Male	35 - 54	White / Caucasian	No
143	7		5	5	5	6	5		The equity and sustainability, workforce advancement of 1,2	3 didnâ€™t offer as much value for workforce advancement or economic development	Faster travel times and workforce served in 1,2, and affordability	Longer time in 3,	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Filling sidewalk gaps			43221	43223	Female	35 - 54	White / Caucasian	No
144	7	I like light rail better, but bus rapid transit is better than nothing.	2	6	6	5	1	The most important thing is the frequency of bus service once it's built. Also the bus shouldn't get stuck in traffic. 30 people on a bus should have much higher priority than one person in a car. The bus needs a lane of its own.		The Olentangy River, 315, and the rail road are huge obstructions to pedestrians and cyclists. The bus route needs to be combined with better pedestrian and cyclist connections across these obstacles.			Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Connecting to existing bicycle trails	Filling sidewalk gaps	Providing places for bike parking and storage	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Some car-free streets would be nice. Or a the very least, well separated bike lanes that cars don't park in or illegally cut across.	Incorporate better East-West pedestrian and cyclist infrastructure across the Olentangy River, 315, and the rail road. It is really bad as it is right now. Even in the campus area, there are not many good, comfortable options.	43202	43210	Male	26 - 34	White / Caucasian	No
145	7	This is long overdue! As a resident near one of the proposed stations I would love to have this as an option for running daily errands around Olentangy River Road, or even getting into downtown.	4	6	6	5	4	It needs to be fast, safe, and reliable for people or else they won't use it.	I like the direct-ness of route 1. It also hits all of the spots I would frequently travel.	I'm not sure of the benefit of hitting west campus vs main campus in route 2. I don't like the diversion to Kenny road in route 3.	I like that routes 1 and 2 go through the Arena district and are close to the short north.	I don't like the diversion to Broad Street in route 3. That would take me away from my frequent destinations in the short north.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	These are all important, but it needs to be safe and convenient in order to people to use it.	Filling sidewalk gaps	Prioritizing safety enhancements	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Again, these are all important aspects, but I focus on safety as my top priorities.	Cost for riders both frequent and infrequent. Frequency of service. I highly encourage 24-hour service, even if less frequent at night.	43214	43210	Male	35 - 54	White / Caucasian	No

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
146	5		1	7	6	5	4	Needs to include links to High St and Cooke Rd, and Morse Rd.	Include campus	Don't link up to neighborhoods east of 315 or North of Bethel. Should run from 161 south to Grandview		Too short...needs to stretch into hilltop and east of high st.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Includes attractive, high-quality open space	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)		Prioritizing safety enhancements	Filling sidewalk gaps	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage		Coonecting the NW corridor to other neighborhoods, not just campus/downtown and grandview	43229	43210	Male	35 - 54	White / Caucasian	No
147	6	A better way to move people around this congested area is needed and I like the idea of a modern rapid transit providing it helps provide safe walking and cycling options to reach the stations	2	5	7	6	6	Travel reliability is the reason I do not take the current COTA route from my Grandview house to OSU campus. If it was more reliable I would take it often.	I like the innovative thinking of all three options	I wish there was a way to better connect more areas west of 315, but am hopeful that pedestrian and cycling safety routes from the neighborhood streets to the rail stations will be incorporated in any final soluiton	Routes 1 and 2 connect more of the sports and entertainment venues and I like that	Route 3 is my least favorite due to distance from existing venues in the Vine Ave and Neil Ave intersection	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Creating well-designed multimodal intersections	Providing places for bike parking and storage	Prioritizing safety enhancements	Filling sidewalk gaps	Connecting to existing bicycle trails	I think the first 4 items are all a must do for the modern rapid transit to succeed - multimodal intersections that are safe and easy to access are a key element.	Scooters should not be on city streets with cars. I'd like to see more bike rental hubs integrated with the multimodal transit hubs in addition to options for safe storage of family bikes.	43212	43210	Female	35 - 54	White / Caucasian	No
148	7		4	7	6	5	3		Route 1 is most direct, but route 2 would probably get some funding from OSU.	Route 3 jogs way too far out of the way, and NIMBY-ism is strong in Upper Arlington.	Route 2 is quick and uses streets that are currently wide and high capacity.	Route 1 uses too many narrow streets. Route 3 is out of the way and too long.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage			43214	43210	Male	26 - 34	White / Caucasian	No
149	7		1	5	6	7	2						Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Connecting to existing bicycle trails	Filling sidewalk gaps	Providing places for bike parking and storage	Creating well-designed multimodal intersections	Prioritizing safety enhancements					Male	19 - 25	White / Caucasian	No
150	7	The NW corridor is too auto-centric presenting an unsafe environment for pedestrians and bicycles. While there are spot where bike lanes and mixed use paths recently installed, they are disparate and need to connect to each other.	5	4	4	5	4		Option 3 appears to impact more population and very recent housing developments. There would be likely more use by working citizens that the other routes. This route also would provide more access to retail development.				Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Access to the transit stations is paramount to it's success and sustainability. The current gaps in walkways and bikeways impede development.		43214	43214	Male	65 or older	White / Caucasian	No
151	7		3	6	7	7	4			They seem built in isolation from other transit solutions around Columbus. There needs to be a comprehensiv e strategy for public transit across the region, not one piece at a time	the small loops compromises 'rapid' in	Again, this needs to be a comprehensive approach. Use all major freeways as the arteries of rapid transit with dedicated lanes, stops/interchanges at each major exit where there's ample car/bike parking and connections to local transit lines.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Build for people and quality of life	Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage			43201	43210	Male	55 - 64	Prefer not to answer	Prefer not to answer

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
152	7		7	6	7	5	4	Since the Olentangy River Road is less densely developed, there might be opportunities for new centers developed along the corridor. The route design should also consider potential new developments, and consider potential strategic land purchases for future transit amenities.	These proposed routes generally follow larger arterials with high travel speeds, making it easier to find spaces and design rapid transit.	Route 2, the detour to avoid the highway bridge at Kinnear and Olentangy seems unnecessary, since there is not much to serve at OSU West Campus, and it doesn't provide any other transfer opportunities compared to Route 1. Route 3, there are too much overlap with current COTA Line 1 and 72, where Line 1 currently runs every 10 minutes due to the pandemic, and before the pandemic Line 72 runs roughly every 15 minutes during peak hours, plus Kenny doesn't get congested in that section at all. If COTA	I like Route 1 and 2 better, since they somewhat serves the arena district.	For Route 1, Vine and Goodale seem too small for rapid transit (only 1 lane on 1 direction at certain areas), plus the highway is a physical barrier for people who get on the bus on Goodale but get off on Vine and vice versa . Route 2 misses the convention center, while the Route 3 misses the arena district all together. I think a good compromise is to run on Neil and then Nationwide Blvd to High street if possible, since it doesn't have physical barriers, and the route is still close to the arena and the convention center.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts	The goal is to get more people to use transit, and more amenities (other than the shopping centers mentioned here) are needed along the corridor to make the corridor truly transit and pedestrian friendly. I think some adjustments in zoning and policies are needed to attract more small and essential businesses to the areas in between the shopping centers, it would be better if they can locate right next to the transit stations.	Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage	Since this corridor is not pedestrian nor cyclists friendly at all, plus the current vehicle travel speeds are very high, creating a safe walking environment is necessary to persuade and attract people to use the BRT service and businesses to locate along the corridor.	I think the project should prioritize coordinating with different institutions and nearby cities (Grandview and Upper Arlington) to avoid building something seemingly near transit lines on a map but not really accessible by transit due to physical barriers like the highway and railroads, and to coordinate future developments and land use plans that can easily be integrated into the existing and future transit network.	43212	43210	Female	19 - 25	Asian	No
153	3		4	6	6	7	7						Traffic is fine and I'm not concerned about growth.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Filling sidewalk gaps	Providing places for bike parking and storage		3rd Avenue speed limit, Safety, as it has become more residential. Many people are walking along and crossing 3rd Avenue, with cars going over 40mph and little sidewalk available.	43212	43212	Non-binary	26 - 34	Two or more races	Yes
154	1		1	7	7	7	7						Traffic is fine and I'm not concerned about growth.	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)		Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage			43017	43065	Male	35 - 54	White / Caucasian	No
155	7		6	6	7	6	4		The fact there is discussion about improving public transportation	Maybe consider combining Option 2 and 3?	Combined with the above, many more can get downtown without the need of a car.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Filling sidewalk gaps	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage			43214	43224	Male	55 - 64	White / Caucasian	No
156	6	I think this is a good idea but my thought is that the focus should be on maximizing access to redevelopment parcels. My impression is that most who live in the corridor don't work in the corridor with exception to Olentangy Commons to OSU. I think with a project like this, that could change.	5	7	7	7	5	I think a phased implementation may be okay. Some sections could be done cheaply and quickly, with the opportunity to do them again/do them right as part of redevelopment in certain areas. This would include opportunities to work with developers to better integrate stops within proposed developments at key large developable parcels. Better access and density bonuses could be how to get them to the table.	I like that route 1 is direct and efficient.	I am concerned about travel time reliability and additional congestion south of Lennox. I'm concerned that Route 2 is inefficient and could be served by a e/w transfer at woody hayes or james herrick. Add a stop between Ackerman and Riverside Hospital.	I like that 1 and 2 allow access to the arena district and its employers.	I think it makes more sense for their to be a downtown loop, maybe combining options 1 and 2, or 1/2 with 3a/b. Unless a transit hub is being built at Broad and High, I don't see the point of getting there. Maybe SB follows 2 to Long Street to High Street, then turns north to Goodale and then west to the rest of the line. A pedway or magic carpet to stops of other lines could be appropriate between Long and Broad.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts	Top two priorities: densification of developable parcels--including working with CAS and OSU to potentially sell/free up more land for development; and transit access projects to connect OSUMC, Battelle, West Campus, etc. to the line. I'd like to see ways to help pay for the project through TIFs/developer contributions--maybe opportunities to pay for stops or independent alignments through developments where it may make sense (to be implemented later, if/when deals like that can be implemented).	Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Filling sidewalk gaps	Providing places for bike parking and storage	Identify adjacent employers, shopping districts, neighborhoods and include improved connections (access to transit) as part of this project. Examples: two-way separated bike lanes on Dodridge from Olentangy to High.	It gets cold, wet, and windy here. Any chance stops can be protected better? Perhaps place them under larger awnings or within tubes which block wind, etc? I'd like to see more attention to facilitating supportive land uses/amenities at at least some stops (grocery stores, convenience stores, north market like places with restrooms, etc.). This may require working with developers to co-develop some stops (PPP). From a transit and traffic perspective, I'd like to see progress made at Olentangy/Kinnear/Herrick/315. Maybe two roundabouts or a wider underpass. At this interchange, allowing a SB Olentangy left/u-turn onto the NB 315 onramp at Lennox would be nice. So would adding an additional storage lane on the SB 315 ramp to Kinnear, which seems to backup onto 315 every morning pre covid. I'd hope those kind of operational issues would be addressed as it seems like they're being ignored/not managed well	43202	43220	Male	35 - 54	White / Caucasian	No

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157	7		4	5	7	7	3		I like route 1 and 3. 1 is easy to understand (almost like the 2 COTA bus on high) and fast. I like that route 3 is equitable and will reach underserved populations and connect more people who need transit options to their jobs.	2 makes sense, but I don't think it is necessary. Students, faculty, employees can take the CABS bus to west campus if needed. I think route 1 does the job of getting people to the campus, and then they can use OSU bussing service to move around the campus if needed instead of route 2.	I like all of these routes, but I feel like routes 3a or 3b have the potential to improve the broad street corridor whereas high street is already prioritized for improvements.		Growth is imminent and we need to begin adding travel options.	Includes attractive, high-quality open space	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts		Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43212	43212	Female	19 - 25	White / Caucasian	No
158	5		5	5	5	7	7		The first is most direct thus limiting delays	the more neighborhood construction and delays in service	Prefer 3b to protect High Street corridor	High Street is major throughway that should be preserved	Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections		Includes attractive, high-quality open space	Manages traffic impacts		Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Filling sidewalk gaps	Providing places for bike parking and storage			43081	43205	Female	55 - 64	White / Caucasian	No
159	7		2	7	7	7	1						Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Filling sidewalk gaps	Prioritizing safety enhancements	Providing places for bike parking and storage			43214	43235	Male	35 - 54	White / Caucasian	No
160	7		1	7	7	7	1	If there is reason to not use my car, I would prefer to not use my car.	Prefer route 1 due to workforce advancement	Dislike route 3 due to it's function as typical bus route			Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space		Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Filling sidewalk gaps	Providing places for bike parking and storage			43017	43135	Male	26 - 34	White / Caucasian	No
161	1	The arguments put forth for doing this are not hugely convincing.	2	2	1	2	2	I think there has to be a clear decision of what is being done, before these can really be evaluated, since those change hugely.	Yes, #1 seems logical and cohesive, with minimum disruption to the existing infrastructure.	#2 and #3 seem to involve huge potential disruptions to existing infrastrure. #2 espeically, since Kinnear is tiny and Lane at that location has a fair bit of crowding and those embankments near the highway.	#3 is very good because it taps into Broad St., which is pretty underutilzlied at this time.	#1 and #2 wish to put this on Neal and High, which are both heavily trafficked, heavily built up, and would be strongrly disrupted by such routing.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	The 5th ave plan seems to ignore the very small size of some of the streets here. Edgehill biking seems fine, but again - it's a very small street. The Lennox suggestions seem interesting, but again - King and Kinnear are small streets, and Olentangy at this point is already heavily loaded. Pluse the mall at Lennox is an excellent one for the type of amenities it offers. If it's not there, then people will have to drive very long distances to the exurbs to get this type of shopping. How is that a good thing? The Olentangy/North Broadly suggestion seem fairly interesting, but N. Broadway	Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage	I think the focus on cyclists is somewhat misplaced, since even though increasing cycling has appeared, it's unlike to be as huge as some think it to be.	There needs to be a re-evaluation of making every single area as dense as possible. 5th ave. is a great example. It was a pefectly reasonably little road around 2000 when there was one large apartment complex cited on W. 5th. The street is narrow, and cannot be meaningfully widened. The amount of traffic on it when multiple complexes are built will be staggering. The assumption is that people will walk, bike, or take public transport, but the reality, I believe, will be massive increases in traffic, since most people will drive.	43212	43212	Male	35 - 54	Prefer not to answer	Prefer not to answer
162	7		2	6	6	6	3			Route 1 seems to not cater to alot of people living more west.	I like that 3 connects into Franklinton		Growth is imminent and we need to begin adding travel options.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts		Filling sidewalk gaps	Connecting to existing bicycle trails	Providing places for bike parking and storage	Prioritizing safety enhancements	Creating well-designed multimodal intersections			43212	43212	Male	26 - 34	White / Caucasian	No

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163	7		3	6	6	5	3		I like that generally these are all equitable options and sustainable.	I don't like that option 3 completely misses a large chunk of the route. This route is the longest and I feel like if we need this route to reach the most people, let's make a loop so people can still get to where they need to go without the time being so long.	It makes sense to start the routes near Grandview, since we have lots of commuters coming into downtown for work. Also great to see that all possible routes meet 4/5 stars.	One concern I have is how this will be developed along High St. It's already incredibly busy and for pedestrians, very unsafe. Secondly, would option 2 block the Scioto Mile park?	Rapid transit should be an integral part of our regional growth and economic development strategy.	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space		Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage	Prioritizing safety enhancements	Filling sidewalk gaps		Cost for residents	43201	43205	Female	19 - 25	White / Caucasian	No
164	6		7	6	6	6	4	Will people, post Pandemic, be workign downtown, or working from home. Study should be evalulated with this in mind.		I can get from Hard Road to Downtown in 25 minutes by car.			Growth is imminent and we need to begin adding travel options.	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)		Connecting to existing bicycle trails	Filling sidewalk gaps	Prioritizing safety enhancements	Providing places for bike parking and storage	Creating well-designed multimodal intersections		Senior citizen transportation; ADA	43016	43215	Male	35 - 54	White / Caucasian	No
165	7		3	5	7	5	5		Route 3 engages areas that are currently underserved by mobility options and could really help promote new development and jobs along the Henderson Corridor.		1 seems to be the most efficient, and connects the most jobs while maintain the main route in the core of downtown.	3 seems to take people too far out of their way, unless there is an increase development opportunity west of downtown.	Growth is imminent and we need to begin adding travel options.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Filling sidewalk gaps	Prioritizing safety enhancements	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage		continue working closely with surrounding communities so we can work towards the overall goal in the same timeframe	43015	43228	Female	35 - 54	White / Caucasian	No
166	7	must be dedicated right of way	4	5	6	6	2	routes with higher potential for future/anticipated residential construction/pop. growth are better	the firectness of #1 is nice	not sure why #3 goes into arlington, that would add significant travel time to get up to Bethel	from a legacy city perspective, it would probably be better to concentrate along broad street and do a traditional route.	3a looks wonky, and #1 seems too overlapped with 670?	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts	walkability and transport equity please and thank you	Prioritizing safety enhancements	Filling sidewalk gaps	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage	protected bike lanes. can't get any simpler. make is safe, and people will ride–period, end of story, thank you very much.	economic and racial integration. Grandview and UA are racist and exclusionary communities. They will always fight for their right to hoard resources and keep "others" out.	43201	43201	Male	26 - 34	White / Caucasian	No
167	7		5	7	7	7	4		315/Olentangy				Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Includes attractive, high-quality open space		Prioritizing safety enhancements	Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Providing places for bike parking and storage		Handicap accessible	43235	43085	Female	35 - 54	Asian	No
168	1		4	4	4	4	4																			inprove the roads you already have first						
169	6	The only reason I didn't give it a 7 is environmental impact. It looks like a tram system - could the vehicles not be on an electric grid instead of buses?	5	7	7	7	4	The reason I don't use public transport (buses) in Cbus is because I can sometimes walk to the same destination (up to 40 min away) in about the same time it would take on the bus.		Could creation of jobs be increased by increasing sustainability? The future is green; so let's be at the front of the curve.			Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts	If this initiative is intended to increase mobility and quality of life, a great way to ensure that is also promoting safe walking and biking lanes. Decrease motor accidents and reduce pollution by encouraging public transportation, biking and walking. Discourage use of cars in central areas.	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage	Filling sidewalk gaps	Intersections with clear right of way and marked bike lanes would be essential in prioritizing safety of bikers. Also, as in the picture, having some form of barrier between bikes and cars (where possible) is necessary for respect of bike lanes. Filling sidewalk gaps may lead to more pedestrians wandering onto bike lanes.	Use of trams / electricity or electric powered buses instead of gasoline. How is this project sustainable in the long run? Ten years from now, how sustainable will this project be rated? Also, a time-related barrier is relieved with real time apps and digital signs at stops, indicating delays & arrivals.	43211	43210	Female	26 - 34	White / Caucasian	No

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
170	7	Please look at INCLUDING Bethel Rd, not stopping at Bethel. The density in the area has grown over the past 10 years with more projects on the way.	2	6	5	6	2	Cost is always a factor, but foresight must be key. The lack of development and progress will cost us more in the long run.	Going down Olentangy River Rd and utilizing Kenny Rd makes complete sense a way to include more people and communities.	I would encourage going up Kenny Rd to Godown instead of back down to Henderson and Olentangy. There are residences east AND west of Godown, but residences ONLY west of Olentangy, effectively cutting easy access in half versus using a more centralized location.	It is unfair to ask this question without seeing the preliminary potential locations for future routes.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)		Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Filling sidewalk gaps	Prioritizing safety enhancements	Providing places for bike parking and storage	Columbus trails are already amazing and have great routes in and around the city. Accessing them would further enhance utilization.	Urgently need to implement these changes.	43235	432215	Male	35 - 54	Prefer not to answer	No
171	7		4	6	7	5	3		1's simplicity. 3's equity.	2 and 3 taking people way out of the way to make additional stops.	They all appear to be of good value.	1 uses high street where I feel a good amount of transportation is already available.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts	Honestly the top 4 are all highly important. I've never felt traffic to be bad in Columbus. But I do think public transportation should be expanded.	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Filling sidewalk gaps	Connecting to existing bicycle trails		I'd like to see a greater investment in walkability and bike-ability.	43201		Male	19 - 25	White / Caucasian	Prefer not to answer
172	7	This is a great idea and much needed to expand the sometimes unreliable COTA busing system.	5	6	6	7	5		I like the idea of connecting the downtown neighborhoods with northern neighborhoods and the Easton/Polaris vicinity.		This would be a good option to alleviate parking issues with downtown.		Growth is imminent and we need to begin adding travel options.	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Prioritizing safety enhancements	Providing places for bike parking and storage	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Filling sidewalk gaps	I really like the rendering for the bike lanes with a row of vegetation separating the car traffic.	Easy and quick connections for access to employment hubs to/from the downtown vicinity	43201	43219	Male	35 - 54	White / Caucasian	No
173	7		4	7	7	7	1	We need it	Get it done	Nope	Get it done	No	Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Get it done!!	Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements		Creating well-designed multimodal intersections			43201	43201	Male	26 - 34	White / Caucasian	No
174	7		3	6	6	5	2						Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Prioritizing safety enhancements	Filling sidewalk gaps	Providing places for bike parking and storage	Creating well-designed multimodal intersections					Male	26 - 34	White / Caucasian	No
175	7		2	5	7	4	2		Route 1 is the most direct and will allow development to focus along a contiguous route		Broad St route is direct and has no separation for direction of travel. It will slow traffic along Broad St bridge and make this part of downtown and Franklinton more pedestrian friendly.	Route 1 and 2 go through empty, undevelopable spaces near the river and are wasting some of their proximity	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Manages traffic impacts	Ensures compatibility with existing neighborhoods	This should focus on future development and modes of transportation. Old neighborhoods and transport options arenâ€™t working so preserving them is not as important as trying new things.	Connecting to existing bicycle trails	Filling sidewalk gaps	Providing places for bike parking and storage	Creating well-designed multimodal intersections	Prioritizing safety enhancements	The top options improve safety, it doesnâ€™t need to be a priority on its own.	Future connections to Hilltop, Dublin, Hilliard, other west and south side areas.	43215	43215	Male	26 - 34	White / Caucasian	No
176	7		3	6	6	5	3		Route 1 is the most direct and likely would be the fastest	Routes 2 and 3 are less direct. Route 3 has fewer potential redevelopment opportunities that would likely result from addition of BRT.	3b has greatest potential for dedicated lanes	It seems routes 1 and 2 likely would not have dedicated lanes	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts	Ensures compatibility with existing neighborhoods		Prioritizing safety enhancements	Filling sidewalk gaps	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage	All of these are very important		43206	43231	Male	26 - 34	White / Caucasian	No
177	6		4	7	6	3	3		I like route 1 because it would be the fastest way to get to shorth north/downtown.	Route 3 seems to be a little too long for a rapid transit route.	I like route 2 because of the areas it covers	no	Growth is imminent and we need to begin adding travel options.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts		Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	Providing places for bike parking and storage	Creating well-designed multimodal intersections			43235	43017	Male	26 - 34	White / Caucasian	No

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
178	7		6	3	6	5	2						Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Includes attractive, high-quality open space		Creating well-designed multimodal intersections	Providing places for bike parking and storage	Connecting to existing bicycle trails	Filling sidewalk gaps	Prioritizing safety enhancements			43202	43202	Male	26 - 34	White / Caucasian	No
179	7		2	7	7	7	4						Rapid transit should be an integral part of our regional growth and economic development strategy.	Manages traffic impacts						Prioritizing safety enhancements	Filling sidewalk gaps	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage			43221	43221	Male	35 - 54	White / Caucasian	No
180	7		4	6	6	5	5			Ending at Bethel			Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage			43082	43017	Male	35 - 54	White / Caucasian	No
181	7		6	5	7	6	4		I like that option 2 serves West Campus and avoids the awkward knot at Kinnear/Olentangy	Not really, they all have potential. Anything would be an improvement over what currently exists.	Option 2 includes the most stops and seems the most easily accessible of the three routes.	Option 3 does not pass by many places of employment, and I think the single stop at Broad&High would be very heavily trafficked.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts		Connecting to existing bicycle trails	Prioritizing safety enhancements	Filling sidewalk gaps	Creating well-designed multimodal intersections	Providing places for bike parking and storage		The opinions and concerns of the homeowners, businesses, and residents of this area should be given extra weight when making decisions, as they are the ones who will benefit most from this improvement. Developing less-desirable areas into welcoming, usable space should also be a priority. And consider women coming home from second-shift jobs and their safety & comfort using this system at night, for example. Thank you for your hard work!	43219	43219	Female	26 - 34	White / Caucasian	No
182	7	Columbus is way too big not to have light rail. It is so nice and beneficial in salt lake city, which is much smaller than Columbus. It would help mitigate traffic so much, saving money, reduce pollution and thus health outcomes, and noise	6	4	7	6	4		I think route 1 is the best because it is direct, but also cheapest.	They are all west of the river, the plan needs to incorporate some way to get people from east of the river to the train, ped bridges and bike storage will make the whole thing more used.			Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage	Filling sidewalk gaps	Connecting to existing bicycle trails			43202		Female	26 - 34	White / Caucasian	No
183	6		3	5	5	6	4						Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Prioritizing safety enhancements	Creating well-designed multimodal intersections	Filling sidewalk gaps	Connecting to existing bicycle trails	Providing places for bike parking and storage			43085	43215	Male	26 - 34	White / Caucasian	No

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
184	7	Would like it to be truly rapid, the CMAX connected me from my apartment to my suburban job but would have taken 1.5hrs to use	4	7	7	5	4	It's not on the scales but I care about a route that connects me to places I would go with my car, or gets me to a transfer route that is convenient and can replace my car, but not only for employment and doesn't multiply the travel time by 4 or 5x like some existing routes do	I like the distance that all three cover, if I could go that long of a distance quickly that would help make transit more feasible to use.	I like that 2 and 3 get more into real neighborhoods , but I think time to turn and cut away like that will slow down the overall speed and make people use it less. This new faster route should be quick to get along and just have another partner route or spokes or something to get into the neighborhoods	I like that #1 will probably be fastest, #3 connects more of a wide area of housing and employers, and #2 seems to mix those aspects of both of them	I think #1 will miss a lot of places people want to go, and #3 will take a lot longer than the other routes which would also be inconvenient	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	For traffic impacts I am concerned with the existing traffic. I would like the future development to be done in a way that reduces extra car traffic, the backups and delays from the volume of cars has been massive over the last few years and I am hoping this development will reduce that. Also, I value open space but with metro parks and the river trails I think that it is already well done, it just needs to be connected more with the new development than it currently is	Prioritizing safety enhancements	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Filling sidewalk gaps	What are safety enhancements specifically? I would like the bike lane to be separated from traffic with barriers or even by street parking, the way that it is on part of summit ave. Ideally sidewalk gaps would not matter because there would be more bike lanes and I would not have to ride on the sidewalk		43201	43081	Male	19 - 25	White / Caucasian	No
185	7		2	4	6	4	2						Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Prioritizing safety enhancements	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Connecting to existing bicycle trails	Filling sidewalk gaps			43203	43230	Male	19 - 25	White / Caucasian	No
186	6		3	6	7	4	3		Any of these are better than none	3 could be too lengthy		i think that broad st needs the most attention. i think that 3 would be most ideal and beneficial in the long run	Growth is imminent and we need to begin adding travel options.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Creating well-designed multimodal intersections	Filling sidewalk gaps	Prioritizing safety enhancements	Connecting to existing bicycle trails	Providing places for bike parking and storage			43205	43205	Male	26 - 34	White / Caucasian	No
187	7		3	5	6	7	2						Growth is imminent and we need to begin adding travel options.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts	Ensures compatibility with existing neighborhoods		Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Filling sidewalk gaps	Providing places for bike parking and storage			43202	43202	Male	26 - 34	White / Caucasian	No
188	7		2	6	7	7	4				It is nice they go up to Bethel Road	They do not go out to the Suburbs	Rapid transit should be an integral part of our regional growth and economic development strategy.	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections		Filling sidewalk gaps	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Prioritizing safety enhancements	Providing places for bike parking and storage		How will it expand in the future	43103	43210	Prefer not to answer	Prefer not to answer	Prefer not to answer	Prefer not to answer
189	7	We should have done this 20 years ago and had the whole city done by now	2	6	4	6	5	I always hear how we will never get a light rail system because it will never pay for itself. It doesn't need to pay for itself, roads don't pay for themselves.			I think routes 2 & 3 should be combined, the more places it goes the more it will be used. I'm seeing the "population served" info at the top of each route description. Park and ride locations could probably greatly increase those numbers. I'm	The one that goes straight down Olentangy River Road would serve no purpose.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Putting housing at the Lennox Center should have been done BEFORE all the apartments were added between 5th & 3rd Avenues	Creating well-designed multimodal intersections	Filling sidewalk gaps	Prioritizing safety enhancements	Connecting to existing bicycle trails	Providing places for bike parking and storage	The bike lanes that are on Summit Street make no sense to me. I've almost hit a couple bikers on account of they are not in my range of vision in the type of bike lanes	Stop development of housing west of Kenny Road & South of Kinnear Road. King, 5th & 3rd Avenues are not designed for the volume of traffic that there is now, It alone with more development.	43212	43215	Male	55 - 64	White / Caucasian	No
190	7		2	6	7	6	2						Growth is imminent and we need to begin adding travel options.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Filling sidewalk gaps		Near East Side	43203	43219	Male	26 - 34	White / Caucasian	No
191	7		3	7	7	5	3						Rapid transit should be an integral part of our regional growth and economic development strategy.	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage			43214	43214	Male	26 - 34	Two or more races	No
192	7		5	5	7	6	1						Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Connecting to existing bicycle trails	Prioritizing safety enhancements	Providing places for bike parking and storage	Creating well-designed multimodal intersections	Filling sidewalk gaps			43064		Male	26 - 34	Asian	No

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
193	2	Bus rapid transit feels like a cheap response to the existing need. Short-term, it's easier to implement, but long-term it's not going to work as well as rail.	1	7	7	6	1	I'm willing to pay much more in taxes to support high quality rail.	1 doesn't seem to service the goals quite as well. Unless residential areas have easy access, few will utilize it.			Sharing routes with street traffic is going to cause the system to fail.		Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Prioritizing safety enhancements	Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43204	43215	Male	35 - 54	White / Caucasian	No
194	7		4	4	5	6	5		I like the brevity of route 1, however I think that route 2 is the best of both worlds	I think 3 goes too far out of the way	I like route 1 the most as it connects the Short North, downtown and Franklinton		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts		Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Prioritizing safety enhancements	Filling sidewalk gaps	Providing places for bike parking and storage		More protected bike lanes/bike lanes in general	43201	43201	Male	19 - 25	White / Caucasian	No
195	7		4	7	7	7	4	For "Connection to major employment destinations" I am also valuing commercial destinations from the consumers perspective and other key NW Corridor destinations, such as OSU	I like that Route #3 will facilitate moving riders from residential areas to commercial areas (although this could also be accomplished by taking a bus to access Route #1, and skips a stretch of ORR with stores, restaurants & hotels).	It looks like Route #2 is meant to take advantage of the OSU parking lots around Kenny & Carmack, or perhaps to handle OSU game-day traffic, but I don't see why that would be necessary given that those riders would probably utilize a small section of the route and the fact that buses already shuttle from campus to surrounding parking lots	I don't think routes 3a & 3b are already covered by a current COTA line, so if their HAD to be a connector line, those would be my preference	I think this is entirely unnecessary as there are multiple bus lines that facilitate moving riders from these areas (just off the top of my head I know #3 & #10 could certainly cover this, and riders could transfer from the NW Corridor to #5 and hit the stretch of High St shown here). This seems like a waste of resources, I'd rather see an entirely new rapid transit corridor developed elsewhere in Columbus.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Includes attractive, high-quality open space	Given the proposed routes and the desired outcomes I'm asked to rate here, I'm disappointed by the lack of commitment to Equity-centered goals. I would not consider the Northwest Corridor to be an underserved or transit-dependent. As a resident in the NW corridor area, I've used COTA lines #1, 3, 5, & 31 to access the same areas as the proposed routes.	Filling sidewalk gaps	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Prioritizing safety enhancements	Providing places for bike parking and storage	I'm not sure what the intent is behind "safety enhancements", is it related to pedestrian & bike safety in relation to vehicle traffic or other pedestrians? Will bikes be allowed inside the rapid transit cars?	I'm definitely in favor of rapid transit in this area of Columbus, but I hope it's the first step in many future expansions to areas in the city that have a greater need for multiple, reliable, public transit.	43212	43212	Female	26 - 34	White / Caucasian	No
196	7		4	7	6	7	4				Incorporates a high attraction area of downtown.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods		Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage			43204	43212	Male	26 - 34	White / Caucasian	No
197	5	Transit options is a great idea, but Bus Rapid Transit is a cop-out. Light rail, or even better, subway, is a better and more attractive long-term solution.	2	5	7	5	1			Setting aside the fact that it's BRT and not rail, you should combine 2 and 3.	2 is the best.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage			43085	43215	Male	35 - 54	White / Caucasian	No
198	7		4	6	7	7	2		Route 2 looks like a good balance of travel time while still hitting some major locations				Rapid transit should be an integral part of our regional growth and economic development strategy.	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Connecting to existing bicycle trails	Providing places for bike parking and storage	Prioritizing safety enhancements	Filling sidewalk gaps	Creating well-designed multimodal intersections			43205	43228	Male	26 - 34	White / Caucasian	No
199	7	How can Columbus be a truly modern city without better public transit?!	2	5	7	7	4		They all flow near my home, and along 315	Columbus residents need routes near or west of the Scioto River in addition to these 3 routes.	They seem to serve a good area of transit users coming in to downtown	There should be additional routes in this area in order to extend service to more users/areas	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)		Prioritizing safety enhancements	Connecting to existing bicycle trails	Filling sidewalk gaps	Providing places for bike parking and storage	Creating well-designed multimodal intersections		We need a system that supports the growth of this city now and in the future	43221	43221	Prefer not to answer	Prefer not to answer	Prefer not to answer	Prefer not to answer
200	7		3	6	6	5	4		I like how options 2 and 3 jog over to hit more populated areas			I do not like how option 3(a) does not immediately connect to downtown proper	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts		Connecting to existing bicycle trails	Prioritizing safety enhancements	Filling sidewalk gaps	Providing places for bike parking and storage	Creating well-designed multimodal intersections			43214	43214	Male	26 - 34	White / Caucasian	No
201	7		1	7	7	1	1					Needs to extend north further	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts									43065	43016	Male	35 - 54	White / Caucasian	No

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202	7		4	4	6	7	2			#3 is too much of a diversion. Even if itâ€™s not that much time, people will perceive it that way.	I like how 3 connects with the east-west corridor. But I think 1 and 2 are best since they are more direct connections to downtown.	3a goes too far out of the way, and also Twin Rivers Drive is too bleak. It will seem like a barrier to many people.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Prioritizing safety enhancements	Creating well-designed multimodal intersections		Providing places for bike parking and storage	Filling sidewalk gaps			43201	43210	Male	55 - 64	White / Caucasian	No
203	7		7	7	7	7	1		This city NEEDS a rapid transit system. It has a great layout for it.	We need more routes!			Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Prioritizing safety enhancements	Filling sidewalk gaps	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43214	43214	Male	26 - 34	White / Caucasian	No
204	7		2	7	7	7	1		Route one is by far most straightforward	Route three seems inefficient	I like route 2, but 3/3b are good too	Definitely not route 1	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts		Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Filling sidewalk gaps	Prioritizing safety enhancements	Providing places for bike parking and storage	Please please please find a place to built a bike/pedestrian bridge over 315 and kenny ross into UA	Unless the BRT has physically separated lanes and traffic signal priority this will never work. Don't go for just painted lanes or something. Diddo for bike lanes. Painting a bike on the road doesn't make it a bicycle route.	43202	43215	Male	26 - 34	White / Caucasian	No
205	6		2	2	5	7	4						Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Creating well-designed multimodal intersections	Prioritizing safety enhancements	Filling sidewalk gaps	Connecting to existing bicycle trails	Providing places for bike parking and storage								
206	7		5	7	7	5	2						Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods		Providing places for bike parking and storage	Creating well-designed multimodal intersections	Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements			43235	43219	Female	19 - 25	White / Caucasian	No
207	6		2	6	7	7	3			Route 2 has a jog to the left in that position likely to serve more residential areas. However, that's also directly in line with the University meaning almost no students would have easy access. The West side of campus is already a public transportation desert, and it would be sad to see that trend continue.	I like the 3a and b routes for going through Franklinton. That places needs some more direct connections to the city to encourage development and utilization on that inside bend of the river, flooding or no flooding.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Includes attractive, high-quality open space		Filling sidewalk gaps	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage			43202		Male	19 - 25	Prefer not to answer	No
208	7		1	6	7	7	3		I like that route 3 serves the largest population	No, they all have benefits	Route 3 makes it easier to travel between Broad and Goodale West of the river	High St is already heavily served by BRT	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Manages traffic impacts	Ensures compatibility with existing neighborhoods		Creating well-designed multimodal intersections	Prioritizing safety enhancements	Filling sidewalk gaps	Connecting to existing bicycle trails	Providing places for bike parking and storage		Sidewalks and bike paths/trails should be built closer to business entrances if there is large building setback from the road.	43214	43214	Male	26 - 34	White / Caucasian	No
209	5		3	5	5	3	3						Things have worsened over the years but are still tolerable.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Filling sidewalk gaps	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Connecting to existing bicycle trails	Providing places for bike parking and storage				Male	26 - 34	White / Caucasian	No
210	5		4	6	6	7	4		2 would be best for jobs		2 seems to best serve major work centers	3 goes through areas that fewer people live or work in	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts		Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Filling sidewalk gaps	Providing places for bike parking and storage		A safer way for pedestrians to cross Olentangy River Road	43212	43213	Female	35 - 54	White / Caucasian	No
211	7		1	7	7	7	1						Growth is imminent and we need to begin adding travel options.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Connecting to existing bicycle trails	Filling sidewalk gaps			43220	43240	Male	26 - 34	White / Caucasian	No

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212	7		2	5	6	5	1	Costs are an issue only in that the United States is generally inefficient at building transit options	I like Option 2 the most. It seems to reach the most businesses, and it also seems to reach high traffic areas of Lane Ave	Option 3 seems like the travel times might be a little difficult to deal with if you aren't exactly on the route.	I think Option 3 will be important in 5 years, but Options 1 and 2 will be important right out of the gate.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts	The parking lots around some of the buildings in this area are very ugly, and also seem like a waste for most times of the day.	Prioritizing safety enhancements	Filling sidewalk gaps	Connecting to existing bicycle trails	Providing places for bike parking and storage	Creating well-designed multimodal intersections	If bike lanes are going to be added, really consider protecting them. The number one obstacle to me biking versus driving is how safe I feel while I'm on my bike.		43209	43215	Male	26 - 34	White / Caucasian	No
213	7		4	5	6	7	4						Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space		Prioritizing safety enhancements	Creating well-designed multimodal intersections	Filling sidewalk gaps	Connecting to existing bicycle trails	Providing places for bike parking and storage			43201	43215	Female	26 - 34	White / Caucasian	No
214	7		4	7	7	6	4		2 and 3 reach the most people	there need to be feeders to whatever route is chosen so people do not feel the need to drive	3 hits more work places		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	The system needs to be designed so people want to use it	Filling sidewalk gaps	Providing places for bike parking and storage	Prioritizing safety enhancements	Connecting to existing bicycle trails	Creating well-designed multimodal intersections			43017	43017	Male	65 or older	White / Caucasian	No
215	7		4	6	6	3	5						Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Filling sidewalk gaps	Prioritizing safety enhancements	Providing places for bike parking and storage			43235	43212	Male	26 - 34	Other	Yes
216	7	Solid public transportation is a sign of a "Smart City"	5	6	6	7	4		Option 1 seems to provide the best flexibility for future expansion (east - west).	On the surface, option 1 is "far" from residential neighborhoods .	That said the Neil Avenue option will help with Arena District / new Crew Stadium. Finally, 3b would help "expand" the City's development in Franklinton.	Route 1, seems obvious, but I don't think actually "helps" this part of the City. The Nationwide campus / major downtown employers can still be served by option 2... and Option 2 serves the Arena district (a major destination for public transit).	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts	While traffic will increase as population increases, traffic in the northwest corridor is not a major issue. Providing high quality options for public transportation that are easy to use and go "where you want to go" is what makes them attractive.	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Prioritizing safety enhancements	Providing places for bike parking and storage	Filling sidewalk gaps	We need protected bike lanes along Broad Street.		43212	43205	Male	35 - 54	Latino	Yes
217	7		4	6	7	7	5						Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage			43061	43215	Male	35 - 54	White / Caucasian	No
218	7		5	7	6	1	4				I do like number 2 route pictured above in green, going down Lane avenue	I like route 1 as listed below for the downtown High Street shops access	Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage			43214	43214	Female	55 - 64	Prefer not to answer	Prefer not to answer
219	6		4	6	7	5	4		Route 1 is the most direct; Route 3 - serves the most people and jobs	Route 3 - the ride time is too long - 25-38 minutes is the same as driving	Route 1 is the quickest	Route 1 misses some possible riders w/o stops on Goodale/Vine; again times aren't shorter than driving in car	Growth is imminent and we need to begin adding travel options.	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods		Filling sidewalk gaps	Prioritizing safety enhancements	Connecting to existing bicycle trails	Providing places for bike parking and storage	Creating well-designed multimodal intersections		The depictions of the stations all show open air facilities. This may discourage use in the winter months. Heated/enclosed areas to wait in and purchase tickets should be highly considered.	43064	43215	Female	35 - 54	White / Caucasian	No
220	6		1	7	7	6	1	This is a lifetime investment. Go cheap and fast you will get a product with lukewarm results and reception. Design right with innovation and amenities and it will spur growth.	Dedicated lanes so the bus is the better option than a car.	Still have to abide by same traffic patterns as cars. May not work as planned. The think I dislike about the bud is the fact I can often times arrive 50% quicker in a car. Bus must be equal.	None	Why havenâ€™t we considered a rapid to the airport? That is needed for visitors and business travelers alike.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Includes attractive, high-quality open space	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts		Prioritizing safety enhancements	Filling sidewalk gaps	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43214		Male	35 - 54	White / Caucasian	No

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
221	6		6	7	4	7	4						Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Manages traffic impacts	Ensures compatibility with existing neighborhoods		Filling sidewalk gaps	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage			43202	43240	Male	35 - 54	White / Caucasian	No
222	7		6	6	6	6	5						Growth is imminent and we need to begin adding travel options.	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts			Filling sidewalk gaps	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage				43204	43204	Male	65 or older	White / Caucasian	No
223	1		1	1	1	1	4						Traffic is fine and I'm not concerned about growth.														43221		Male	Prefer not to answer	Prefer not to answer	No
224	4		4	4	4	4	4													Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage		Filling sidewalk gaps			43221	43215	Female	65 or older	White / Caucasian	No
225	7		2	5	5	5	4		3 is closest to Kingsdale				Growth is imminent and we need to begin adding travel options.	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts		Filling sidewalk gaps	Connecting to existing bicycle trails	Providing places for bike parking and storage	Prioritizing safety enhancements	Creating well-designed multimodal intersections			43221	43221	Male	35 - 54	Prefer not to answer	No
226	1	Planning additional mass transit at this point is futile because we don't have any idea how many people will continue to work from home after the pandemic crisis is tamed.	1	1	1	1	7			Many of the graphics show dedicated lanes for mass transit. Dedicating lanes to infrequent vehicles will reduce throughput.			Traffic is fine and I'm not concerned about growth.	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections		Connecting to existing bicycle trails	Providing places for bike parking and storage	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Filling sidewalk gaps			43221	43210	Male	55 - 64	Prefer not to answer	No
227	7		4	7	7	7	4		all look good but like 3 because gives better access to larger population.	1 and 2 look like faster for suburban populations on north end.			Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Manages traffic impacts	Ensures compatibility with existing neighborhoods		Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Connecting to existing bicycle trails			43220		Female	65 or older	Prefer not to answer	No
228	4		4	7	7	6	4						Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Connecting to existing bicycle trails	Providing places for bike parking and storage	Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections			43221	43221	Male	65 or older	White / Caucasian	No
229	6		6	6	7	7	4	Needs to be able to bring people from other communities quickly to the jobs, education and shopping they need.	They all have positive things to offer. I would look to the one that meets the highest rating for your goals.	consider potential connection to a train that might ever come thru from Cincinnati to Cleveland and connect in Cleveland	I like #2 the most for now. I think #3 needs to be done down the road for E-W travel	We did not build the city for this kind of transportation so connecting is difficult. In larger cities mass transit was always a component of planning. Hopefully we can afford.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts	The goal is to reduce traffic and encourage people to use the transit to reduce carbon emissions and provide safe alternatives for people who don't have a car or can't drive and provide the ability for them to access areas they might not have been able to get to without assistance.	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Filling sidewalk gaps	Prioritizing safety enhancements	use by elderly who might not be able to drive but could take transit to get around.	43221	Retired	Female	65 or older	White / Caucasian	No
230	6		5	6	7	4	5		3 provides the most options to travel	no	1 and 2 both provide access to the Short North, which will be vital for success		Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts		Prioritizing safety enhancements	Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43220	43214	Female	65 or older	White / Caucasian	No
231	7		7	5	7	6	6		I like how two of them come in off of the main route for a potential station		I like route #2 for getting to the fun areas of downtown		Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Creating well-designed multimodal intersections	Prioritizing safety enhancements	Filling sidewalk gaps	Connecting to existing bicycle trails	Providing places for bike parking and storage		I love that we are moving in the direction of a less car dependent community	43221	43212	Female	55 - 64	White / Caucasian	No

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
232	1	Working from home seems to be more in style now and by the time someone parked their car, they could be downtown. Which direction is it planned to go ? All the way to the north end of Upper Arlington Is their only one place to get on?Parking downtown should be much more accessible now, if people need to go downtown.	4	4	4	4	4																		Please do not overbuild U.A. People are complaining that the growth of new buildings ir not necessarily the density they want as it is changing the loveliness of the area. It used to be our best selling point.	Just stop having the citizens paying for services we do not need and concentrate on improving what we have and not continue to spoil the area.	43221	43221, 43220, 43212	Female	Prefer not to answer	Prefer not to answer	Prefer not to answer
233	5	Transit should be one of many modes of transportation available to citizens..	3	5	6	6	7	It should go without saying that cost to construct is important, meaning the costs can't be completely out of whack (higher than) the benefits.	I like that all routes generally utilize the same basic "alignment" as Olentangy and the bike path. However, don't locate so as to detract from "atmosphere" of bike path (unique experience in the area). Ithink the "distance" is good, insofar as the stretch is far enough for transit to be of some benefit.	It is not clear to me what the benefit is for terminating at Bethel and Goodale. In other words, I'm not sure what would be connected (although Grandview Yard would is probably one destination).	No strong preference - but good to see connection that allows residents of Northwest to get downtown.	Mixed feelings: I like that 3 swoops west to pick up Franklinton, but that comes at the expense of the Arena District. Either way, somebody loses out, but that's are also not so far apart.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Includes attractive, high-quality open space	Ideally these 5 outcomes would not be mutually exclusive (e.g., provide multi-modal transportation AND walkable mixed use)	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Connecting to existing bicycle trails	Filling sidewalk gaps			43212	43801	Male	35 - 54	White / Caucasian	No
234	6	renewable energy only	4	6	6	5	4						Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Includes attractive, high-quality open space		Prioritizing safety enhancements	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Filling sidewalk gaps		none	43221	43210	Female	55 - 64	White / Caucasian	No
235	7		7	6	4	5	4		3 is best	1 not serving enough area away from 315	3 is best	2 is too narrow service area	Rapid transit should be an integral part of our regional growth and economic development strategy.	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Creating well-designed multimodal intersections	Prioritizing safety enhancements	Filling sidewalk gaps	Connecting to existing bicycle trails	Providing places for bike parking and storage			43221	Retired	Female	65 or older	White / Caucasian	No
236	7		6	6	6	5	6						Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts			Connecting to existing bicycle trails		Creating well-designed multimodal intersections	Prioritizing safety enhancements	Filling sidewalk gaps			43221	43221	Male	65 or older	Prefer not to answer	Prefer not to answer
237	7		4	5	7	7	4				Reliable unobstructed transit		Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	All of these are actually important and should be done	Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Once again, hard to choose. All should be done.	Extension to Dublin is really important	43221	43221	Male	65 or older	White / Caucasian	No
238	7	Bike paths and mass transit	4	6	5	7	4		Connections to OSU and downtown	Doesnâ€™t connect into trivillage neighborhoods very well	No opinion	No opinion	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts		Connecting to existing bicycle trails	Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage		As many connected bike trails as possible	43221	43210	Male	35 - 54	White / Caucasian	No
239	5	Better access would be key along with better planning of the buildings.	3	6	6	6	5		the directness of the routes	route 3 is too long. no one will use it from end to end	1 and 2 cover more businesses and will help more people	3a skips over alot of businesses and housing	Growth is imminent and we need to begin adding travel options.	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Promotes safe walk, bike, and transit connections	don't drive out business and land owners that are already there. work with them.	Prioritizing safety enhancements	Filling sidewalk gaps	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage		price and use local companies with a presence for design.	43212	43212	Male	35 - 54	Prefer not to answer	Prefer not to answer
240	7	Love this!	4	7	7	5	3		I like b but a may be beneficial for most people. But love and think we need the lane ave coverd		I like 1 and 2		Things have worsened over the years but are still tolerable.	Includes attractive, high-quality open space	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods		Manages traffic impacts		Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage	Filling sidewalk gaps	Prioritizing safety enhancements			43212	43212	Male	35 - 54	Two or more races	Yes

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241	7		5	7	7	1	4	There is COTA for employment transportation and we don't need to be wandering all over the suburbs. The most direct route from Bethel to downtown is best.	Option 1 - Olentangy river road is by far the best.	Option 3 - The Henderson/UA route is the worst. Would be as bad as a COTA bus wandering around and stopping all the time. A completely indirect route.	Option 1 is best - most direct, with Option 2 being a close second choice.	Option 3 just wanders too much and through areas where the people there are most likely still to drive themselves to wherever they want to go. The other two Options (1 and 2) go through areas of population who would much more likely use the service and also the stops along the way.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts		Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Connecting to existing bicycle trails	Providing places for bike parking and storage	Creating well-designed multimodal intersections	Bikes and sidewalks are not compatible and when motorists see sidewalks, they just drive faster because people should be out of their way. A good sidewalk system is the one pictured - a sidewalk for walking and one for bikes, BOTH separated by a natural barrier and space from the road.	timely communication and feedback allowance	43214	43215	Female	55 - 64	White / Caucasian	No
242	7		2	4	5	6	4		I like the idea of serving the west campus area, because I think the route would be smoother; diverting around Olentangy under 315. That is a tight area. Also the west campus area is seeing more growth currently.	I don't think the Henderson through UA route option is useful for this stated purpose.	The number 2 option would serve morepeople and attractions than the others as things stand now, but the number 3 options, with 3b being most intriguing, would serve the changing Franklinton area well.	option 1 is the least inspired and most similar to what is already served.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Creating well-designed multimodal intersections	Prioritizing safety enhancements	Connecting to existing bicycle trails	Providing places for bike parking and storage	Filling sidewalk gaps			43214	43215	Male	35 - 54	White / Caucasian	No
243	1	The way it looks is that the route doesn't go through any neighborhoods and would require a long walk to a station for a ride that will talk several times longer than driving.	4	7	7	4	7	The plan looks like it will be extremely expensive and serve very few people with slow service.	No. They look like they will destroy riverfront green space.	Please see above plus they encourage dense development. Have you heard of Covid?	Number 1 is far away from my house.	They are a big waste of money but you and friends of government will get richer while never riding the busses except for photo opportunities.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	When similar ideas were tried in my neighborhood the traffic slowed considerably on the street is was used on but traffic on my street increased dramatically along with speeds which made my street almost unusable for biking or walking. Ruined a good neighborhood. When the Police monitored the street they gave warnings to most drivers but only had time to write one ticket for almost 20 miles over the speed limit.	Providing places for bike parking and storage	Prioritizing safety enhancements	Filling sidewalk gaps	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Since it will take much longer than driving, bathrooms must be available at all stops.	The biggest priority is to make the routes convenient to people in the neighborhoods. People do not want to walk 15 minutes to get to a stop for a bus that takes another 30 minutes to get to a destination that is 15 minutes by car. In my case it would take almost an hour for a 15 minute drive and I would have needed to walk a few blocks after the bus trip.	43221	43223	Male	Prefer not to answer	Prefer not to answer	Prefer not to answer
244	6	Great way to meet people post covid. Although we will never be post covid we do need socialization. People have gotten a bit mean spirited and need to dial back. It happens to mammals.	7	6	7	7	7	Folks need dependable and timely routes. Where I saw transit work San Francisco and Chicago timely and consistent stops and starts were important.			1 and 2 would be choices	Not strong but 3 B west broad would third choice	Growth is imminent and we need to begin adding travel options.	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	All are important. Not sure how to separate	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Connecting to existing bicycle trails	Filling sidewalk gaps	Providing places for bike parking and storage	Again all are important		43221	Several	Male	65 or older	White / Caucasian	No

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245	5	It is important to find a way to reduce congestion, especially on 315. A couple concerns I have are the commute times for the 3 options seem high so question if people would bother, due to the pandemic many people will work from home permanently so congestion might naturally be reduced already, where would people park and what would the wait time be (if Iâ€™d have to wait 15 mins then take a 30 minute bus ride for a trip that usually takes 25 mins from my home straight to work, why would I bother)	2	7	7	2	7		I like 3 because it can serve both UA and clintonville	1 only serves OSU and clintonville but not UA	I like 2 because it covers the arena district, aep, nationwide and connects those areas to the Grandview yard	1 runs along Goodale park which doesnâ€™t seem to cover an area a lot of people would be regularly and same with along broad street for option 3	Growth is imminent and we need to begin adding travel options.	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Filling sidewalk gaps	Providing places for bike parking and storage		Connect the bike paths, possibly a commuter lane would help on 315? If we could have a transport option that actually got me home faster and was better for the environment, who would say no to that! Possibly the commuter lane would just be enforced during high traffic times and open to everyone any other time.	43220	43215	Female	35 - 54	White / Caucasian	No
246	7		1	4	5	5	6		Equity is highest concern for me		No clear preference		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts		Filling sidewalk gaps	Prioritizing safety enhancements	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43220	43017	Female	65 or older	White / Caucasian	No
247	7		4	7	6	6	3	Near my home on Bethel	Faster service	No service down Bethel	#1 and #2 serve Nationwide Plaza, #3 does not.	Donâ€™t like the idea of riding three busses for a trip that can now be done on just one (routes #1 or #72))	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Prioritizing safety enhancements	Filling sidewalk gaps	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage		Bethel-Morse connector, Ackerman-Zollinger connector to improve east-west flow and eliminate bottlenecks	43235	43216	Male	55 - 64	White / Caucasian	No
248	1		1	1	1	1	7	It is not needed					Traffic is fine and I'm not concerned about growth.															Male	65 or older		
249	6		4	6	6	6	5						Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)		Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43220	43215	Female	35 - 54	White / Caucasian	No
250	7		4	4	7	7	5						Rapid transit should be an integral part of our regional growth and economic development strategy.	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Filling sidewalk gaps	Connecting to existing bicycle trails	Providing places for bike parking and storage	Creating well-designed multimodal intersections	Prioritizing safety enhancements		College Hill area of Upper Arlington needs sidewalks.	43221	43221	Female	55 - 64	White / Caucasian	No
251	4		3	4	5	3	6						Growth is imminent and we need to begin adding travel options.	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Includes attractive, high-quality open space		Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)		Prioritizing safety enhancements	Filling sidewalk gaps	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43221	43221	Female	65 or older	White / Caucasian	No
252	7		1	6	6	4	5						Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Creating well-designed multimodal intersections	Prioritizing safety enhancements	Connecting to existing bicycle trails	Filling sidewalk gaps	Providing places for bike parking and storage					Male	35 - 54	White / Caucasian	No
253	7		3	5	6	6	3		I like turning away from Olentangy River Road to hit the new developments at OSU West Campus, and potentially also to bring BRT closer to the residential areas at Kenny Rd for option 3.	By sticking exclusively to Olentangy River Road, I wonder if Option 1 isn't too limited to the number of people to whom it will be easily accessible.	I like that Option 2 includes the Arena District, and feel that it's important any BRT proposal makes a stop in this area.	I dislike the travel time for Option 3. 26 minutes seems far too long to make this route practical.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Ensures compatibility with existing neighborhoods		Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Filling sidewalk gaps	Providing places for bike parking and storage			43235	43016	Male	26 - 34	White / Caucasian	No

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
254	6	Yes, quick access to university and downtown needed	7	5	5	6	5	time that it takes is very important	3 has more options		3a offers most options		Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Manages traffic impacts	the existing neighborhoods are must be respected.	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Filling sidewalk gaps	Providing places for bike parking and storage	pedestrian safety is paramount	the existing neighborhoods and residents and the impact.	43221	43221	Female	65 or older	White / Caucasian	No
255	4	I like the concept of a rapid public transit, but the focus seems small. Projected user base of 20k-30k for a city of almost 900k?	2	7	7	5	5	In addition to major employment destinations, major attractions like sport teams, universities, shopping plazas also need to be considered. Otherwise, this project would only benefit those who happen to work at those "major employment destinations". Also important to consider out of town visitors--especially people who fly into Columbus who don't have a car here and would choose between public transit and renting a car.	Covering Ohio State campus is a must	Route 3 is similar to the current COTA Bus Route 1... which takes ~45 minutes from Bethel Rd to Goodale Park. At the upper travel time estimate range of 38 minutes, this whole project would only save 7 minutes. That's not worth it.	Without this extension, the Northwest Corridor alone wouldn't get workers to most of the major employers downtown.... so this is a must.	The fact that it's being considered separately from the Northwest Corridor is a joke. They need to occur together.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage		Connecting and completing the existing bike trails alone will help improve access to downtown from the Northwest corridor. When the weather is good, it could actually be faster for me to just bike from my house to downtown using the existing bike trails rather than biking to the nearest rapid transit station, waiting for the bus, taking the bus, then walking from the downtown terminus to my destination downtown	43220	43017	Male	35 - 54	Asian	No
256	7		3	5	6	7	2		Like that route 3 connects to UA. Very important				Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Promotes safe walk, bike, and transit connections		Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage	Filling sidewalk gaps			43221	43210	Male	35 - 54	White / Caucasian	No
257	6		4	4	7	7	5		Like 3 since it enters into Upper Arlington for easier access to residents who live there. Like 2 with the route around OSU west campus. Faster travel time with 1. All have trade offs.		Route 2 because it splits the other routes and might be walkable for more people		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Prioritizing safety enhancements	Filling sidewalk gaps				Male	55 - 64	White / Caucasian	No
258	7	please actually build something. Columbus needs high capacity/high frequency transit corridors	7	7	7	1	1	build â€œGoldâ€ standard BRT	that anything is happening	turn this into a â€˜gridâ€™ system, make CABS have connections, not adjust the line. Donâ€™t go through UA	connecting to e/w transit lines on broad	not fast enough.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Creating well-designed multimodal intersections	Providing places for bike parking and storage	Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	there must be grade separated transit, bike and walking paths away from dangerous single occupancy vehicles	10m headways. short end to end travel times. â€œThe Commuteâ€ after COVID is dead, stop planning for it. make structrual changes for a more sustainable city	43206	43017	Male	26 - 34	White / Caucasian	No
259	7	We needed this yesterday	4	5	6	6	3	Cost matters less to me if the benefits outweigh it.	2 serves the most jobs while still scoring high on sustainability, while 1 has the best scores in most categories, but serves less jobs and population	3 has the longest travel time and serves the least jobs, but it does have a higher projected population served.	1 is both the shortest route and serves the most jobs, while 3 serves the most population.	2 is the least favorable option, as it serves both the least population and least jobs (until 2050, that is)	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Includes attractive, high-quality open space	The most important thing to me is encouraging non-car options of travel. "Attractiveness" should be the last factor considered, with function and sustainability being the most important.	Prioritizing safety enhancements	Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Safety should be the number one concern. The bike lane on Summit is incredibly dangerous at times because cars do not stop at stop signs. I was almost hit by a police officer who did not stop at a stop sign.	Keeping bikes out of harm's way. Having better signage so that cars understand that bikes are supposed to use the street (when bike lanes are not available). I cannot count the number of times I have been the victim of an aggressive driver, fearing for my life.	43202	43228	Female	26 - 34	White / Caucasian	No
260	7		2	6	6	6	4				I particularly like that 2 and 3 have segments that connect into areas where there are things to do and businesses with jobs	I like #1 the least because it is just a straight line along 315	Growth is imminent and we need to begin adding travel options.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts	Ensures compatibility with existing neighborhoods		Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Filling sidewalk gaps			43221	primarily in 43221	Female	35 - 54	White / Caucasian	No
261	7		4	4	7	6	5			3 too circuitous		3a too circuitous	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage			43212	43212	Male	65 or older	White / Caucasian	No
262	7		1	7	7	7	1	Cost of service				Most of the city is not served with these	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Filling sidewalk gaps	Providing places for bike parking and storage		Connecting the rest of the city to it...	43202	43235	Male	26 - 34	White / Caucasian	No

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263	6		6	5	7	7	7						Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Prioritizing safety enhancements	Filling sidewalk gaps	Filling sidewalk gaps	Providing places for bike parking and storage			43207	43211	Male	35 - 54	White / Caucasian	No
264	7	best realistic option	7	5	7	7	5	it is important to get started and demonstrate to the region that our future can be different than our past...the longer we wait, more of the current development continues			option 3 to get some connection on Broad Street		Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts				need clarity of providing denser housing in proximity to transit stops	Creating well-designed multimodal intersections	Filling sidewalk gaps	Connecting to existing bicycle trails			increase housing density in proximity to transit nodes - essential to supporting small scale retail that is needed to make attractive city locations/neighborh	43209	43215	Male	55 - 64	Prefer not to answer	Prefer not to answer
265	7	Light Rail or Monorail. Dedicated right-of-way but not on the street.	4	7	7	5	2		I like #2. It serves a lot of people but is still efficient time-wise.	#3 takes too much time.	#1 best supports the synergy of downtown and is shortest travel time.	Let #3 support a West corridore. It does not support well a Northwest concept.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Manages traffic impacts	Ensures compatibility with existing neighborhoods	If this is not faster that cars (including parking) it will not work.	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage	Filling sidewalk gaps	Prioritizing safety enhancements			43220	Retired	Male	65 or older	White / Caucasian	No
266	7		7	7	7	7	6				My preference is for route 3 given the large number of employees who work in health care in that area.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts	Ensures compatibility with existing neighborhoods		Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage			43221	43210	Female	35 - 54	White / Caucasian	No
267	7	BRT is something Columbus should have started setting up a decade ago.	4	6	5	7	4			Putting it on Olentangy River Road seems silly. There's not a lot of existing transit connections to ORR, and it's out of the way for a lot of offices/homes in the area. People aren't going to take it if it's a pain to get to, especially when it's so easy to drive everywhere here.	1 makes the most sense.	I don't see why a connections can't be made at 5th ave to cross the river and then go up and down High St. BRT is a natural fit for high street so why build another weird corridor when you can just merge with that.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts	The most important outcomes aren't listed: providing equitable transportation options for people regardless of income, and getting people out of SOVs.	Creating well-designed multimodal intersections	Filling sidewalk gaps	Prioritizing safety enhancements	Providing places for bike parking and storage	Connecting to existing bicycle trails			43212	43215	Female	26 - 34	White / Caucasian	No
268	7	Rapid transit is needed for all areas across the city to improve public transportation, increase walkability and lesson impact of traffic.	4	5	6	7	4	We have to stop being so focused on short-term goals and develop the city in long term sustainable ways.	Equity and sustainability are critical				Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts	In order to age in place, Columbus has got to become less car-dependent and have improved walkable neighborhoods with practical and accessible public transit. Otherwise, I will eventually move to someplace that's easier to get around in before I am "old."	Filling sidewalk gaps	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage	Connecting to existing bicycle trails	These seem primarily focused on bicycle issues, which is understandable. But it won't help the aging population. Lumping pedestrians and bicyclists together on paths only makes it impossible for pedestrians (and dangerous). Don't forget walkers, please. It's already hard to walk on sidewalks because they're not taken care of, hard to walk on Olentangy trail because bicyclists dominate and make it unsafe to do so. Streets are hard to cross because they are totally car friendly. Walkability is necessary for walkers, bicyclists AND transit riders.		43202	N/A	Female	55 - 64	White / Caucasian	No
269	7		1	5	7	5	1						Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Ensures compatibility with existing neighborhoods		Creating well-designed multimodal intersections	Prioritizing safety enhancements	Filling sidewalk gaps	Connecting to existing bicycle trails	Providing places for bike parking and storage			43220	43221	Female	35 - 54	White / Caucasian	No

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270	7	It will be painful in the short run, but necessary for the long run!	4	5	7	7	4		route 1 is most direct and best in my mind	route 3 takes a way too far west detour through upper arlington	1 and 2 are only viable ones	route 3 is way too far detour	Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Includes attractive, high-quality open space	the route itself does not/should not be worried about open spaces. It should connect easily to existing open spaces such as scioto mile, audubon park, goodale park, olentangy trail, etc.	Prioritizing safety enhancements	Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Providing places for bike parking and storage	safety is paramount - including some type of educational/advertising campaign to help car-centric folks who either don't get it or refuse to get it!	we need to also make sure that it connects to things like airport access and future passenger rail access at convention center	43201	43210	Female	55 - 64	White / Caucasian	No
271	6		1	7	6	5	2		No	No			Growth is imminent and we need to begin adding travel options.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts		Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43214	43212	Male	Prefer not to answer	White / Caucasian	Prefer not to answer
272	7	BRT is the most economical choice and most likely to be built	2	7	5	7	2			#3 through Upper Arlington will not be used and will likely be fought by residents	#3 route would include the most employers and have the most walkability		Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Filling sidewalk gaps	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage		Please have the stations architecturally significant, and extend the line into Delaware County	43065	43212	Female	35 - 54	White / Caucasian	No
273	1		1	1	4	7	5						Growth is imminent and we need to begin adding travel options.	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space		Prioritizing safety enhancements	Filling sidewalk gaps	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage			43212	43212	Female	35 - 54	White / Caucasian	No
274	7	Transit that is comparable to car travel is imperative to help encourage mode shift.	4	4	4	7	4	Connecting to places that people want to go and need to go should be the highest priority with costs and construction duration also being a factor.			I like the speed and workforce advancement of #1, the equity in #3.	I'd be interested to understand more about the rankings/scores of workforce advancement in #1 and equity in# 3.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Includes attractive, high-quality open space	Compatibility with existing neighborhoods is very subjective and conveying the benefits of this development to individual neighborhoods is key...how will they benefit? Increase property values, could be a one car household and save money? Those direct relationships & benefits will be key.	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Filling sidewalk gaps	Prioritizing safety enhancements	Providing places for bike parking and storage	Bike parking & storage is important but most folks simply want to use one mode to get to their destination.	Really connecting neighborhoods and work centers will be key to getting more people to use modern Rapid Transit.	43017	43215	Female	35 - 54	White / Caucasian	No
275	7		7	7	7	7	6		Olentangy River Rd. all the way seems the best. OSU West & other routes could be better served by frequent feeder buses/links by CABS (OSU) & COTA. For the Olentangy Route, consider dealing with the tight corner at Kinnear by cutting through and putting a station right in Lennox. Less parking needed with better transit.	I think the OSU & Kenny Road diversions will diminish the "rapid" concept. BRT should not offer the first/last mile or 1/2 mile. Leave that to walking, bicycling (with good infrastructure for both) and feeder/link buses or even frequent "jitneys" that could offer even more flexibility in short-medium distance connections. Option 2 is second best if needed. Option 3 makes no sense to me.	All seem tricky, but the Neil, Vine / Goodale seems to make the most sense based on all of the factors. It also directly serves Nationwide Arena & Huntington Park and the new Crew Stadium. The others bypass these destinations.	Broad St. seems costly and will slow the NW BRT - perhaps significantly, and would seem to interfere with or complicate BRT options on Broad.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Prioritizing safety enhancements	Creating well-designed multimodal intersections	Filling sidewalk gaps	Providing places for bike parking and storage	Connecting to existing bicycle trails	All seem important; so even least is still relevant.	Ensure the Olentangy Multiuse Trail plans are incorporated into these overall LinkUS vision and planning. Nothing should be done in isolation or an option could later be regretted. Also - better safety is needed along the exising O-trail north of Bethel. The trail goes very close to 315, and much of the distance from Bethel to Antrim Park lacks guard rails along the highway. The fencing along the trail will not protect trail users from a car or truck that diverts or spins out from the highway across the grass/snow into the fence. Recently the fence was already damaged from a divergent vehicle. It's extremely unsafe and should be a city and ODOT priority in the near future to put in guardrails along 315 throughtout that entire stretch..	43214	43214	Male	35 - 54	White / Caucasian	No

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
276	7		6	5	7	5	7	You can build fripperies later. Focus on building roads and bridges before building fancy stations.	1 is straight.	2 and 2 reroute a BRT line when that line should instead focus on transfers to reliable, short-route local circulator buses.	3A/3B go through the lower-developed Grandview area. This is good, as it provides access to large shopping, employment, and education areas in the north.	It's not necessary to connect to High. Traffic patterns there are bad enough. Let BRT riders transfer to a local circulator bus, and continue the BRT trail south.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Focus on budget and transit before aesthetics. Aesthetics can be retrofitted.	Connecting to existing bicycle trails	Filling sidewalk gaps	Providing places for bike parking and storage	Prioritizing safety enhancements	Creating well-designed multimodal intersections	People won't use the fancy BRT if they can't get to the station.	Prioritize ease of use and low cost. Save money for further expansions. Connect to existing cross-town lines, rather than rerouting.	43211	43210	Male	26 - 34	White / Caucasian	No
277	7		4	6	7	6	4		Route 1 - appears to hit the major employers in the area with the fastest route times.	Route 3 - while physically convenient for me personally, might infringe to greatly on already-busy traffic areas.			Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Connecting to existing bicycle trails	Providing places for bike parking and storage	Creating well-designed multimodal intersections	Filling sidewalk gaps	Prioritizing safety enhancements		Bike racks on rapid-transit busses.	43220	43215/43220 (home)	Female	35 - 54	White / Caucasian	No
278	7	Long overdue	4	7	6	6	4				Routes 1&2 are closer to neighborhoods which I think is important (integrating modern transit to neighborhoods...people's lives). I also like Route 3a b/c it completely disrupts Broad St. which must ben done.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Creating well-designed multimodal intersections	Prioritizing safety enhancements	Connecting to existing bicycle trails	Providing places for bike parking and storage	Filling sidewalk gaps			43206	43206	Female	35 - 54	White / Caucasian	No
279	7		7	7	7	7	7		They all consider equity.	I like option #1 because it get a rider from the origin to terminus destinations the quickest. Other local bus routes can fill in the needs of riders not on the main route.	All serve a lot of riders.	I like Option #1, since it allow riders to connect downtown near High Street. Many people are familiar with this street and there are lot of business that the new riders will bring to these businesses.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Manages traffic impacts	Ensures compatibility with existing neighborhoods		Connecting to existing bicycle trails	Providing places for bike parking and storage	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Filling sidewalk gaps			43201	43212	Male	35 - 54	Asian	No
280	7	Buses seem so 20th century, but could the dedicated transitway be made available to bicyclists or pedestrians during off-times like Sunday mornings?	2	4	4	6	4		OSU campus stop is a must.		Route 2 is the best of three not very good options. What about using High Street? This would provide access to the Short North.	They are all convoluted. Why not take 5th Avenue eastbound to High? This would allow a Short North stop.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Consider BRT that lets people transport bicycles.	Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Filling sidewalk gaps	Give pedestrians more places to walk.	43085	43210	Male	55 - 64	White / Caucasian	No
281	7	Dedicated transitway is key	2	5	7	6	5	Congestion is not a problem at the scale of some of Columbus's contemporaries -- would rather wait for a more refined product to be built	I like that Route 3 creates some connectivity through existing commercial areas and residential neighborhoods.	Olentangy River Road is really disconnected from the greater pedestrian network	3a/b would be a great investment considering all of the new residential development planned in this area		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Walkability+mixture of uses is important -- otherwise, we're just creating a downtown express bus. There would be a significant economic development opportunity cost otherwise without well-integrating fixed transit investments	Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43212	43215	Male	26 - 34	White / Caucasian	No
282	7		3	5	5	7	4						Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Includes attractive, high-quality open space		Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Filling sidewalk gaps	Prioritizing safety enhancements	Providing places for bike parking and storage		I believe it is important to consider that many folks in the area do not have access to smart phones or other digital forms of payment. This is a huge barrier for those who wish to use the CoGo bikes and scooters as well as park downtown in certain areas. How will we accommodate these folks as we strive for equity?	43206	43215	Female	26 - 34	White / Caucasian	No

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283	6		3	7	7	4	3		I like route #1 the most. Route #2 is my second favorite.	I dislike the number of stops in the Ohio State area, especially the Lennox, on Route 1. I would highly recommend adding distinct lanes for bikes, cars and rapid transit along Kinnear. The gray bike line nearest the railroad tracks on Kinnear is sometime mistaken as a road. I saw a driver nearly take out a pedestrian once. Also, Option #2 would need way better lighting on Kinnear Rd.	I like option #1 the best but it would make High St. unbearable to drive.	3a seems pointless.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Prioritizing safety enhancements	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Filling sidewalk gaps		Please speak w/Clinton Township about possible improvements on Kinnear and get the residents involved on that street.	43212	43212	Female	35 - 54	White / Caucasian	Prefer not to answer
284	7	I would love more public transit options.	4	4	4	5	7		It looks like the first option meets the most goals.	Why do none of the options meet all five stars for affordability?	Glad to see there is an option that meets the affordability goals.		Growth is imminent and we need to begin adding travel options.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods		Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43221	43215	Female	35 - 54	White / Caucasian	No
285	7	The current highway and secondary road network cannot support any increase in traffic that more development will inevitably bring.	2	6	7	5	2	The quickest, cheapest options are rarely the best choice. Please let's do it right and make Columbus a great place to live (with or without a car).	As the West Campus/Grandview area grows, so does the traffic. Offering well connected rapid transit (Route 2), bikeways, and sidewalks should help reduce the number of cars on the roads.	Route 1 doesn't include the west side of the Olentangy.	That there will be a dedicated rapid transit route to downtown.	I question running route 1 past N. Market and through the narrow streets of the historic district.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Manages traffic impacts	Ensures compatibility with existing neighborhoods	These are hard to rank. They are all important.	Creating well-designed multimodal intersections	Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	Providing places for bike parking and storage	I'd rank the first 4 as equally important.		43212	43240	Female	55 - 64	White / Caucasian	No
286	7	Will work best if there are reliable feeder routes that go deeper into areas around the rapid transit stops. Ease of access to the rapid route stops that will make or break the system	4	2	4	6	4	Keep in mind accessibilty to the stops at the times it is needed.	I like the 2nd and 3rd rts best. I would suggest ability to be flexible as populations shift which they may by 2050	Number 1 seems like the current rapid transit and not very user friendly			Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Prioritizing safety enhancements	Filling sidewalk gaps	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Connecting to existing bicycle trails		As our population ages please keep in mind the need for socialization after working hours--stay open enough to bring people downtown to city night activities.	43221		Female	65 or older	White / Caucasian	No
287	6	I'm supportive of there being rapid transit but not using busses or other transportation on roadways.	2	7	7	7	4	Cost and time don't concern me if it's done once and done right.	I like the travel time of route #1 and the population served of route #3	That there isn't a firm travel time. +/-12min is too much.	#1 - I like its route and travel time	As I previously, having a travel time +/-5min to +/-13min doesn't interest me	Rapid transit should be an integral part of our regional growth and economic development strategy.	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	If this transportation will be by bus or another form using the roadway I will not use it. There are existing railroad tracks in place along 315, almost overlapping route 1. I strongly believe that the rail option needs to be explored further.	Connecting to existing bicycle trails	Filling sidewalk gaps	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage	Where I currently live we have no accessible bike trails (off 161 between Sawmill and Olentangy)	As I previously said, rail is the only form of transportation that interests me. It's the most direct, its immune to traffic and weather conditions, and can expanded further north into Powell. If we want to truly be innovative show that passenger rail can work on existing commercial railroad tracks.	43235	43215	Female	35 - 54	White / Caucasian	Prefer not to answer
288	7	Vital for growth and access to the area.	2	7	5	7	6	Who will pay for the development of the route is important too.	Similar to what other major cities provide.	Access to downtown and out to 270??			Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts			Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Filling sidewalk gaps		Access from outside 270.	43119	43221	Male	55 - 64	White / Caucasian	No
289	7		2	6	5	6	1		Route 1 seems like the best. Quickest and most desirable stops	Lack of economic development on route 3	1 and 2 seem like the most useful and direct	lack of jobs serviced and length of rides in route 3	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Prioritizing safety enhancements	Connecting to existing bicycle trails	Providing places for bike parking and storage	Filling sidewalk gaps	Creating well-designed multimodal intersections		More frequent pedestrian crossings and more trash/recycling containers	43203	43215	Male	26 - 34	White / Caucasian	No

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290	1		1	1	1	1	7						Traffic is fine and I'm not concerned about growth.	Ensures compatibility with existing neighborhoods	Ensures compatibility with existing neighborhoods	Ensures compatibility with existing neighborhoods	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)		Connecting to existing bicycle trails	Connecting to existing bicycle trails	Connecting to existing bicycle trails	Connecting to existing bicycle trails	Filling sidewalk gaps					Prefer not to answer	Prefer not to answer	Prefer not to answer	Prefer not to answer
291	7		1	7	7	7	4		Route 2 would connect with the future innovation district at OSU, the number of people served by Route 3 and the fact that it reaches into residential areas		The short travel time and number of people served of option 1, the opportunities to connect to future development in Franklinton for Option 3		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Filling sidewalk gaps	Prioritizing safety enhancements	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage		Please keep in mind safety measure to ensure women, non-binary, and trans individuals feel safe when using public transit, as they are the groups that are very likely to experience harassment on public transit and in public space. Ensure proper lighting, implement programs to report harassment, add night stops so people don't have to walk as far to their destination when it is dark. Factors like these will ensure more positive experiences using transit for all people.	43206	43202	Female	26 - 34	White / Caucasian	No
292	5		3	6	6	5	5						Growth is imminent and we need to begin adding travel options.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts		Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Prioritizing safety enhancements	Filling sidewalk gaps			43202	43210	Male	26 - 34	White / Caucasian	No
293	7	Would be great to facilitate population growth and ease traffic.	2	5	5	7	4	Riders should be able to make easy transfers to downtown, OSU, and other commercial districts	I like 1 best, since it's fastest, but there should be easy transfers to other neighborhoods.		1 seems best, since it's the fastest way to transfer to/from the NE route.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts		Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Filling sidewalk gaps	Providing places for bike parking and storage			43209	43210	Male	35 - 54	White / Caucasian	Prefer not to answer
294	7		4	6	6	5	1		I like the Northwest location	Not close enough to residential coordinators	I like the connections to the west end of downtown	not enough coverage of the south/east sides of downtown	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Includes attractive, high-quality open space		Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage		Improved transit/connection options overall	43212	43223	Male	26 - 34	White / Caucasian	No
295	6		6	7	6	6	7						Rapid transit should be an integral part of our regional growth and economic development strategy.	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)		Providing places for bike parking and storage	Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails			43212	43212	Female	35 - 54	Two or more races	No
296	6		2	6	6	5	3						Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Connecting to existing bicycle trails	Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43212	43211	Male	35 - 54	White / Caucasian	No
297	6		6	3	5	6	6		1 is simple and direct	3 cuts too far into established neighborhoods.	3b encompasses the largest number of residents in a simply, affordable manner	1 and 2 are too limited	Rapid transit should be an integral part of our regional growth and economic development strategy.	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space		Prioritizing safety enhancements	Creating well-designed multimodal intersections	Filling sidewalk gaps	Connecting to existing bicycle trails	Providing places for bike parking and storage		Educating the public to the positives. Making all options accessible and affordable.	43212	43212	Female	55 - 64	White / Caucasian	No

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298	7	I would prefer Bus Rapid Transit over light rail (for now at least)	2	5	6	7	3	Rapid transit should not be primarily a means to move people to and from the suburbs. Please prioritize routes that provide value to people living and working all along the route and that encourage development along the route.	I like the emphasis of route 3 on creating connections to areas I perceive to have high(er) economic activity, although I see that this is inconsistent with the metrics. I think any of the routes would be fine if appropriate land use policies are implemented to encourage development along the corridor.		I really like that Route 3 creates a direct connection between W. Broad and Olentangy River Road that doesn't exist in the current network.	Route 1 seems like it might be tough to detangle from traffic on High Street	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts	I think high-intensity development along the rapid transit corridor is important, but please also consider reducing barriers to small scale developments as well, such as allowing two-three- and four-plexes in single family housing neighborhoods, allowing auxiliary dwelling units, and reducing parking minimums. Consider allowing these things by right rather than through prohibitive approval processes.	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Filling sidewalk gaps	Connecting to existing bicycle trails	Providing places for bike parking and storage	Don't build dedicated bike infrastructure unless you are prepared to maintain it at the same level as car infrastructure, including snow removal. Columbus needs to do better at enforcing sidewalk maintenance requirements, including snow removal. What good is it to build more sidewalks if they end up impassable due to poor maintenance? Please prioritize low stress networks instead of complete streets. Morse Rd and West Broad may be "complete streets" by definition, but they are in no way friendly to cyclists. And not especially friendly to pedestrians either.	Columbus is growing and energy is (relatively) cheap for now, but good times don't always last (just ask Cleveland). Also, federal funding may not always be available. Be sure to consider these less favorable scenarios when evaluating the alternatives.	43202	43210	Male	35 - 54	White / Caucasian	No
299	6		1	5	5	5	5		Love the concept and certainly understand the challenges on creating a route. The biggest problem I see is having enough households near the route whereby it is easy enough for people to use. Access to the employers is great, but if people cannot easily access the route then my guess is that they will continue to drive.	See above. I live in Grandview and work downtown but not close enough to walk to the route. Will I drive to the closest route access point and take the BRT? Probably not, but Iâ€™d love to be able to do so. If Il was running this project and maybe you have already done, I would look at. households within a 10-15 min walk to the nearest access point, and also work somewhere along the corridor. Feels to me that audience would be a little thin, but could be wrong.	1, you have to have Short North included in this route. Terminating at Broad and High is a good idea for 1. That route incorporates business and weekend traffic.	3 is terrible. there are plenty of existing cota bus routes along Broad.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Providing places for bike parking and storage	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Prioritizing safety enhancements		See above. To me, I would walk or ride my bike 10 mins to get on the BRT. Assuming it is $5, your competition is either Uber ($10-15 CBD, Short North) or driving myself ($10 parking). That is the challenge for any public transportation model.	43212	43215	Male	35 - 54	White / Caucasian	No
300	7	Long overdue	2	6	6	4	4	Investment yo front should pay dividends					Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space		Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage		Prefer to be able to get on rapid transit and walk from there - bike not always realistic	43212	43215	Female	35 - 54	White / Caucasian	No
301	7		4	7	7	7	4		3 serves the most people	No	3 serves the most people	No	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Filling sidewalk gaps	Prioritizing safety enhancements	Providing places for bike parking and storage		Minimal fees or no fees to help people with limited or no income access employment and services	43214	43085	Female	35 - 54	White / Caucasian	No

No.	1. How supportive are you regarding the addition of a modern Rapid Transit choice along the Northwest Corridor?	Please share any additional comments.	2. When considering the routing and construction of Rapid Transit within the Northwest Corridor, how would you prioritize the following? Construction duration (what could be built quickest)	Travel time (the fastest route)	Travel reliability (the route with the least delay)	Connection to major employment destinations	Costs to construct	Please share any additional comments.2	3a. Three Rapid Transit route alternatives are being evaluated for the Northwest Corridor. Is there anything you like about some or all of the routes?	3b. Is there anything you dislike about some or all of the routes?	4a. Multiple Rapid Transit connections from the Northwest Corridor to Downtown are also being considered. Is there anything you like about some or all of the routes?	4b. Is there anything you dislike about some or all of the routes?	5. How strongly do you feel that Rapid Transit is needed to accommodate our region's continued growth? (Select the option that best describes your opinion.)	6. When considering future development in vicinity of the Northwest Corridor, which outcome is most important to you?	6. Rank 2	6. Rank 3	6. Rank 4	6. Rank 5 - Least important	Please share any additional comments.6	7. Many members of the public would like to see improved bicycle and pedestrian connections to and from transit and local destinations. In creating such connections, please rank the importance of the following.	7. Rank 2	7. Rank 3	7. Rank 4	7. Rank 5- Least important	Please share any additional comments.7	8. As planning for the Northwest Corridor progresses, are there additional priority needs, considerations, or opportunities that you believe should be considered?	9. What zip code do you live in?	10. What zip code do you work in?	11. What is your gender?	12. What is your age?	13. Which racial group do you most closely identify with?	14. Are you Hispanic or Latino?
302	7		4	7	3	7	1				proximity to dense housing (grandview yards + other apartment buildings in grandview) and the new "Columbus Innovation District" seems important. route 2 appears to cover that best	38 minutes is an egregiously long route time for that distance. makes it virtually unusable in my view	Growth is imminent and we need to begin adding travel options.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts	Ensures compatibility with existing neighborhoods	"traffic impact" shouldn't be a consideration - the whole point of alternative transit is to give some people an escape from traffic, and automobiles are just plain inefficient, so they shouldn't be overly catered to. The whole point of development is to "change" a neighborhood, so "compatibility" with what's already there shouldn't be used to hold back enhancements.	Connecting to existing bicycle trails	Prioritizing safety enhancements	Filling sidewalk gaps	Creating well-designed multimodal intersections	Providing places for bike parking and storage	All of these are important, but when bike routes/trails aren't connected, they're virtually unusable, as the road traffic here is extremely hostile to bikes.		43215	43205	Male	26 - 34	White / Caucasian	No
303	4	It wouldn't help me in getting to work but if it will help lots of others, I'm for it.	3	6	6	7	4	Cost will be a factor, but ultimately, helping people get to work more easily and reliably would be most important for users, and you don't want to build faster if it means sacrificing meeting the need effectively.	Because none of them serve me (I need to travel west to east to work, not north to south), I leave the choice to others.	Any thoughts of transit along Lane Ave.? COTA doesn't go there. I have no choice but to drive down Lane Ave. to work. And I'm not physically capable of biking. You wouldn't think there's an incline along Lane Ave., but I've tried to bike it and couldn't make it all the way to campus.	Again, I don't travel that area regularly, so let other choose.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	To be functional, it needs to manage traffic and be safe. But the attractive open space is equally important, because if it's functional but ugly, part of the investment is wasted. From the images, it seems both are possible.						I don't have any preferences in this category.	Please measure for connection from Hilliard (the west) to Ohio State Columbus campus. There was a COTA bus for a while, but it only came by once, very early.	43221	43210	Female	65 or older	White / Caucasian	No
304	7		1	7	7	1	1		1. The most direct	2 & 3. Indirect	1. Decreasing flow through high street	3. Least positive impact to high street traffic congestion	Rapid transit should be an integral part of our regional growth and economic development strategy.	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Filling sidewalk gaps	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage		No	43220	43220	Male	26 - 34	White / Caucasian	No
305	7		5	5	6	7	4		I like route #3 for it connects a prominent neighborhood that, I would hope, is full of influential individual, and early adopters.	I would like to see a 4th option that connects both OSU West Campus and UA.	Connection to the Arena district allows access to sporting events and concerts.	I think NOT connecting the Arena District would be a big loss.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43203	43215	Male	35 - 54	White / Caucasian	No
306	7		2	5	7	7	5		#2 and it's west campus link		#2 is near CovermyMeds campus and development in that area		Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Filling sidewalk gaps	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Providing places for bike parking and storage	Prioritizing safety enhancements			43212		Male	65 or older	White / Caucasian	No
307	7		4	7	6	5	4		Route 1 - fast and direct	Route 3 - too much of a detour/slow	Route 2 - accesses major areas of interest and looks to be more direct/efficient	No	Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts		Creating well-designed multimodal intersections	Prioritizing safety enhancements	Filling sidewalk gaps	Connecting to existing bicycle trails	Providing places for bike parking and storage		Integrating with existing neighborhoods and infrastructure, providing safe roadway crossings, and meeting the needs of all ages and abilities	43228	43215	Female	26 - 34	White / Caucasian	Yes
308	7	Yes, please!	4	6	6	6	4		2 looks good	Not sure what 3 connects to			Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage	Prioritizing safety enhancements			43228	43228	Male		White / Caucasian	No

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309	7	Great idea	6	7	7	7	4	an increase in local and state taxes would be worth any price as long as the corridor is effective and efficient in my opinion.	Q	Why not both 2 and 3? Reaching out as much as can be should be priorities most concerned. Yes a longer time overall as far as construction and travel time but the amount of jobs and people makes up for lost time in the long run.	1 for affordability	3 for the lack of jobs served	Growth is imminent and we need to begin adding travel options.	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Avoid negative impact of local communities unlike in the past as seen by the implementing of highways in low income areas for example.	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Filling sidewalk gaps	Providing places for bike parking and storage	Prioritizing safety enhancements	Columbus already has a extensive bike way system. Reaching said system provides increases population served greatly	Far amount of trash control options. Bins and cans should be within reach most of the time.	43223	43201-43223-43224	Male	26 - 34	Two or more races	No
310	5	I think they have system like that in downtown Cleveland near Cleveland State University	5	6	6	6	5		Like 1 best seems to have all things covered	2 and 3 are almost equal	1 is best	2 and 3 are both nearly equal	Growth is imminent and we need to begin adding travel options.	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Manages traffic impacts	Includes attractive, high-quality open space		Creating well-designed multimodal intersections	Prioritizing safety enhancements	Filling sidewalk gaps	Connecting to existing bicycle trails	Providing places for bike parking and storage		maybe include uber stations	43204	retired	Male	65 or older	White / Caucasian	Yes
311	7		5	7	7	7	6		3		3a		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)			Filling sidewalk gaps	Prioritizing safety enhancements	Connecting to existing bicycle trails	Providing places for bike parking and storage			43204	43222	Female	35 - 54	Black / African-American	No
312	6		3	6	7	5	3						Growth is imminent and we need to begin adding travel options.	Manages traffic impacts	Manages traffic impacts	Manages traffic impacts	Manages traffic impacts	Includes attractive, high-quality open space		Prioritizing safety enhancements	Creating well-designed multimodal intersections	Filling sidewalk gaps	Connecting to existing bicycle trails	Providing places for bike parking and storage			43015	43231	Male	35 - 54	White / Caucasian	No
313	5		6	7	5	5	7		Good access to OSU campus - providing access for students who may not have vehicular access.	already a busy corridor, hopefully won't negatively impact traffic	Centrally located	Aren't there bus routes in this area? Not sure this is fiscally responsible considering resources already in place.	Things have worsened over the years but are still tolerable.	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space		Filling sidewalk gaps	Creating well-designed multimodal intersections	Prioritizing safety enhancements	Connecting to existing bicycle trails	Providing places for bike parking and storage			43210		Male	19 - 25	White / Caucasian	No
314	5		2	7	7	6	5		route - direct and faster run time		Route 2 - better access to Arena Dist	Route 1 - Higher potential for delays with High St traffic approaching Short North; Route 3 - misses large parts of downtown	Growth is imminent and we need to begin adding travel options.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Manages traffic impacts		Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage			43203	43054	Male	35 - 54	White / Caucasian	No
315	7	This is a great place to start for our city. We need more though.	4	6	7	6	4	Must be reliable and connected. Otherwise why do it?	I like 3 for equity and 1 for travel time, and 2 for economic development.	Travel time is important but there must also be enough destinations.	From what I know about my community, # 3 looks to be serving people most in need.	Unless this is going to replace the CBus, no on option 1.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts	Please use design that encourages use. (I suspect that is already the plan)	Connecting to existing bicycle trails	Creating well-designed multimodal intersections	Prioritizing safety enhancements			I would like to consider all choices to be number 1		43224	43215	Female	55 - 64	White / Caucasian	No
316	7		5	6	6	7	3		2 looks like it goes into the OSU area, which would serve a lot of individuals who would likely take advantage of transportation options.				Rapid transit should be an integral part of our regional growth and economic development strategy.	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Prioritizing safety enhancements	Filling sidewalk gaps	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43231	43220	Female	35 - 54	White / Caucasian	No
317	7	Very supportive!	4	4	6	7	4						Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Includes attractive, high-quality open space		Prioritizing safety enhancements	Creating well-designed multimodal intersections	Filling sidewalk gaps	Connecting to existing bicycle trails	Providing places for bike parking and storage			43026	43215	Female	26 - 34	White / Caucasian	No
318	7	Light rail or true BRT (dedicated lanes, queue jumping, signal priority)	2	4	7	7	1		I like all the extra places route 3 connects	If I just want to get downtown, route 3 will feel slow			Rapid transit should be an integral part of our regional growth and economic development strategy.	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Promotes safe walk, bike, and transit connections	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts		Creating well-designed multimodal intersections	Prioritizing safety enhancements	Providing places for bike parking and storage	Connecting to existing bicycle trails	Filling sidewalk gaps	3 most important things: Safety, safety, safety ==> No more LOS compromises.		43214	43214	Male	35 - 54	White / Caucasian	No
319	6		5	4	7	2	5		1 and 2 are great in terms of meeting the LinkUS goals	3 goes off the direct path which could cause delay if someone is just traveling north.	3 provides connection to the Scioto peninsula, 1 & 2 pass by a lot of office spaces where people could hop on the bus		Things have worsened over the years but are still tolerable.	Promotes safe walk, bike, and transit connections	Manages traffic impacts	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Ensures compatibility with existing neighborhoods		Filling sidewalk gaps	Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Providing places for bike parking and storage			43235	43215	Female	26 - 34	White / Caucasian	No

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320	7		1	2	5	7	1		I like option 3 because it capatilizes on housing, employment, and shopping destinations on Henderson Road that would be almost impossible to get to with stops along Olentangy River Road only. The first two route options are not as good for this reason. Route 3 is the best coming from a person who is visually impaired and is always focused on maximizing the most access to services like grocery stores, banks, doctors, and other shopping.	I dislike that routes 1 and 2 cover a large portion on of Olentangy River Rd. that doesn't have any destination stops- between Bethel and Riverside Hospital. A route that gives direct access to shopping, services, and housing is better.	I like that option 3 utilizes W Broad St. which offers direct access to amenities along it and within East Franklinton.	I disklike that route 1 and 2 waste a lot of route space on streets that can't offer any stops to access neighborhood amentities. Route 3 does do this which is why it's the best option for access and equity.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Includes attractive, high-quality open space	Manages traffic impacts	Maximizing what services that the most vulnerable and disabled can access is key.	Filling sidewalk gaps	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage	Creating safe and easily navigable spaces for the most disabled like the blind or those in wheelchairs is the most important.	I am visually impaired and cannot drive, so for me designing transit corridoes that provide the most access to services and provide pedestrian connections that are safe for the disabled or those with baby strollers is the most important. If we design these systems and spaces so it easily serves the most vulnerable person (like a blind person in a wheelchair who is Spanish speaking), then everyone wins. Look up what San Francisco has done with their BART stations with tactile maps and other station enhancements for the visually impaired and blind. These are all components that should go into our BRT or LRT stations.	43214	43215	Female	26 - 34	White / Caucasian	Yes
321	7	real BRT please	5	7	7	5	2		Option 1 would be fastest. Option 3 would also add some important destinations.			Would High Street options include separated transit lanes? If not I worry about getting stuck in traffic on High Street as buses currently do.	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Includes attractive, high-quality open space	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Manages traffic impacts		Prioritizing safety enhancements	Filling sidewalk gaps	Creating well-designed multimodal intersections	Connecting to existing bicycle trails	Providing places for bike parking and storage	I probably wouldn't leave my bike all day at a station unless it was truly secure. Prefer to prioritize ease and ability to bring bikes on board buses.	Equity and affordable housing	43202	43215	Female	26 - 34	White / Caucasian	No
322	7		1	7	1	7	1						Rapid transit should be an integral part of our regional growth and economic development strategy.	Manages traffic impacts	Ensures compatibility with existing neighborhoods	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space		Filling sidewalk gaps	Prioritizing safety enhancements	Providing places for bike parking and storage	Creating well-designed multimodal intersections	Connecting to existing bicycle trails			43213	43201	Female	26 - 34	Black / African-American	No
323	7		2	4	5	2	1		They all provide accessible transit to more people. That is very important.	They are not light rail.	Route 2 clearly is the best	route 3 is the worst	Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Includes attractive, high-quality open space	Manages traffic impacts	Ensures compatibility with existing neighborhoods		Connecting to existing bicycle trails	Filling sidewalk gaps	Prioritizing safety enhancements	Providing places for bike parking and storage	Creating well-designed multimodal intersections		Consider connecting outside 270 and the south portion of the city	43206	43215	Male	26 - 34	White / Caucasian	No
324	7	BRT may be the best option for the corridor, but you still have to convince the public it's not a bus.	5	6	6	6	2		Option 2 seems to be the best for the future of the area as it pertains to the Innovation District and bypassing the Olentangy Knot.		I like the simplicity of route 1, especially if the East-West Corridor will service Broad St. As long as the route chosen "best" services the Arena District, I think it will be a success.		Rapid transit should be an integral part of our regional growth and economic development strategy.	Promotes safe walk, bike, and transit connections	Provides a walkable mixture of uses (including housing, employment, shopping, and professional services)	Ensures compatibility with existing neighborhoods	Manages traffic impacts	Includes attractive, high-quality open space		Connecting to existing bicycle trails	Prioritizing safety enhancements	Creating well-designed multimodal intersections	Filling sidewalk gaps	Providing places for bike parking and storage			43212	43210	Male	26 - 34	White / Caucasian	No