



## Northwest Corridor BRT

## April Public Engagement Report

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**Dates:** Celebrate Trails Day event (April 23), organic social media post (April 11), Online Survey (March 28 to May 2); Dublin mobility concierge pop-ups (April 8 and 15)

**Locations:** Celebrate Trails Day event (Genoa Park); Bridge Park East Plaza Pavilion

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### AUDIENCE REACH SNAPSHOT

Organic social media posts

- Facebook – 7 likes, 1 comment
- Twitter – 4 retweets, 3 quote tweets, 9 likes, 5 replies
- Instagram – 32 likes, 4 comments

Other digital engagement

- Website survey completions – 187
- Comments on the BRT Alignment Map – 7
- Partner social media shares of the survey – 31,698 total followers among the partners who shared our content

On-street engagement

- Dublin Mobility Concierge – 60 people engaged, 100+ promotional materials distributed (stickers and buttons)
- Celebrate Trails Day event – 66 Post-it Note comments received

### ON-STREET ENGAGEMENT

#### Dublin Mobility Concierge

The Northwest Corridor team partnered with the City of Dublin to host two Mobility Meet Ups at Riverside Crossing Park and share more information about the Northwest Corridor.

The engagement team spoke to about 60 people over two afternoons, distributing more than 100 promotional materials including stickers and buttons. While poor weather was a barrier to engagement on April 8, conditions were better on the 15<sup>th</sup>, leading more people to visit the area.

Reception towards the LinkUS corridor was generally positive and many people inquired about implementation timelines and destination access. The team found success by offering LinkUS stickers and buttons to those who passed by the engagement area. Conversations with those engaged typically lasted about 20 seconds with about a quarter of engagements ending with the individual(s) agreeing to take the corridor-specific survey. Engagements again revealed that most of the engaged individuals did not know about LinkUS but were curious to know more.

## Celebrate Trails Day Event – April 23 in Genoa Park

Event attendees were offered Post-it Notes to express their thoughts on LinkUS and the transportation infrastructure in Columbus. Because the event was primarily to celebrate outdoor trails, many comments came from people who ride bikes or use trails often. These often concerned creating dedicated bike lanes in high-use areas and ensuring that multipurpose trails and sidewalks are consistently available.


Many commenters also discussed amenities that should be prioritized at stations and on buses. Shade and foliage, nearby parking options, seating and accessibility for disabled people, and sidewalk improvements were all mentioned. In general, comments also suggested a need for more frequent service and more information to be shared with the public.

Other comments revolved around specific routes and areas of the city, while some praised the idea of increased public transit service more generally. The full comment text can be found in the Appendix.

## SOCIAL MEDIA ENGAGEMENT

### Social Media Posts on LinkUS Channels

#### Facebook

 LinkUS Columbus  
Published by Loomly · April 11 at 9:54 AM · 🌐

According to a recent COTA survey, nearly 63% of residents think expanding and improving public transit should be a priority for Greater Columbus. What do you think a top priority should be? Comment with your thoughts below and visit <https://loom.ly/2CAIHai> to see how LinkUS is connecting our region. #cota #transit #columbus



- 7 likes
- 1 comment

## Twitter



LinkUS Columbus  
@LinkUSColumbus

...

We encourage all residents and those who visit Greater Columbus to share their opinion on what LinkUS can do to improve lives in our region through better mobility. What do you think a top priority should be? Comment with your thoughts below and visit: [loom.ly/2CAIHal](https://loom.ly/2CAIHal) 🚲



- 4 retweets
- 3 quote tweets
- 9 likes
- 5 replies

## Instagram



linkuscolumbus • Following

...



We see you and appreciate hearing from you! We want to thank you for your continuing support of LinkUS and providing feedback on what we can do to improve lives and travel in our region. What do you think a top priority should be? Comment with your thoughts below and visit <https://loom.ly/2CAIHal> to see how LinkUS is connecting Greater Columbus. #columbus #improvelives #GreaterColumbus #MORPC #COTA #LinkUSColumbus #Forward #MovingOurRegion #ColumbusTransportation #GrowingCbus

3w



emantrevonte Building a light rail



3w 3 likes Reply



\_nolieinherfire\_ A focus on building rail transportation



32 likes

APRIL 11

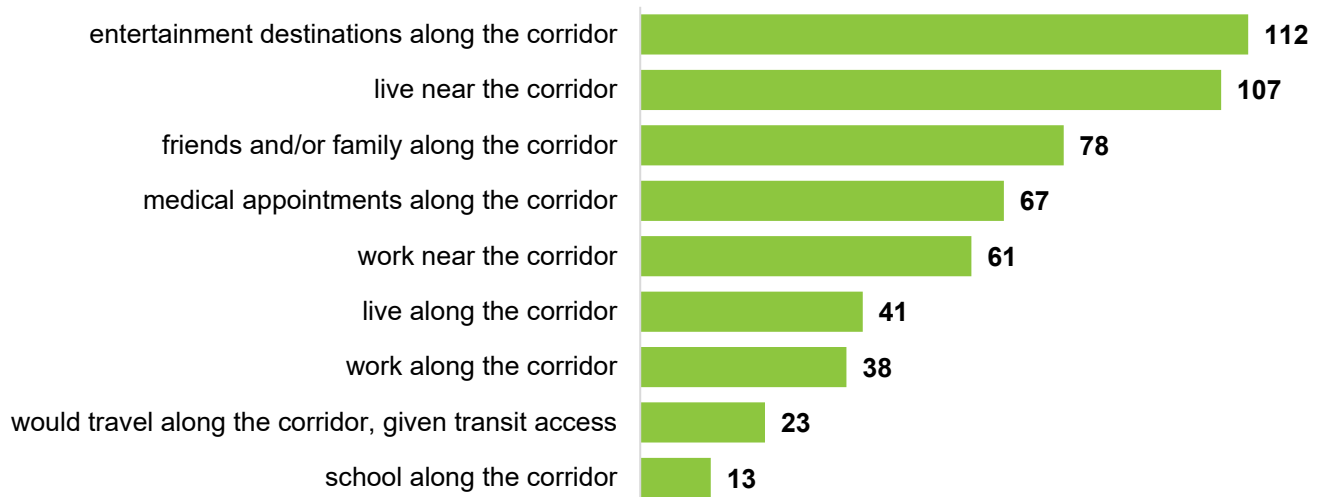
- 32 likes
- 4 comments

### Partner posts

- Columbus GreenSpot promoted the NWC survey on Twitter (800 followers as of May 2022)
- Columbus Business First reporter Carrie Ghose promoted the NWC survey on her personal Twitter (5,663 followers)
- A Columbus resident promoted the NWC survey on Twitter
- Ohio State’s Center for Regional and Urban Analysis promoted the NWC survey on Twitter (997 followers), Facebook (1,238), and their e-newsletter
- The City of Dublin promoted both LinkUS Dublin Mobility Meet Up events on Facebook (23,000 followers), receiving over 20 shares, 30 comments and 100 likes across both posts
  - While many of the comments praised the project and the benefits of public transit, more often people expressed concern about bringing the BRT line into Dublin. The most frequently cited concerns included whether Dublin residents would benefit from the corridor, the cost to taxpayers, and congested roads.

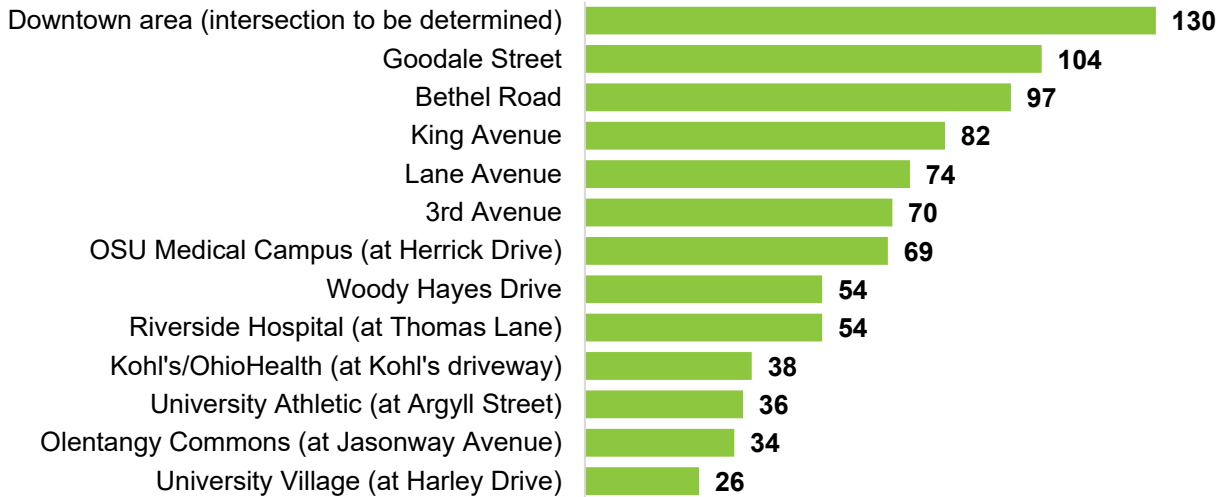
### WEBSITE SURVEY RESPONSES

1. What is your interest in the proposed Northwest Bus Rapid Transit corridor? (Select all that apply)



The largest group of respondents to the web survey indicated that they are interested in traveling to entertainment destinations along the corridor (61%), followed closely by 58% who live near the corridor. Friends and family, medical appointments and work along the corridor were each cited by more than a third of respondents.

2. Which of these station areas along Olentangy River Road do you see yourself using? (Select all that apply)

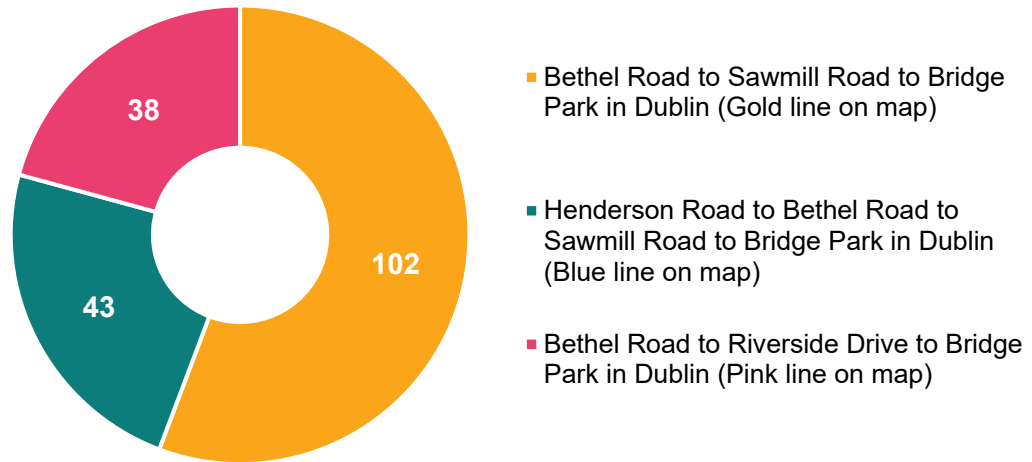


More than two thirds of the respondents indicated that they would use a station in the Downtown area; most also said that they would use stations at Goodale Street or Bethel Road. King, Lane, and Third avenues—as well as OSU Medical Center—would be used by more than a third of survey respondents.

3. If there are other station locations along Olentangy River Road that you think are needed but not listed above, indicate them here.

Responses for additional stops were widely varied, and the full comments can be found in the Appendix. Some locations that were mentioned multiple times include Henderson Road, Lennox Town Center, Clintonville (Whetstone Park was suggested), and Ackerman Road or Dodridge Street.

#### 4. Which of the below route alignments do you prefer?



A sizable majority of web survey respondents preferred the Bethel Road-Sawmill Road-Bridge Park alignment to the other two options presented. There were many reasons given for this alignment, though the most common by far was the density of shopping, restaurants, and other businesses and attractions along this route compared to the others. Nearly half (49%) of those who commented on this route alignment mentioned this perk as part of their reasoning. About 15% of comments mentioned the higher residential density on Bethel and Sawmill. Another 15% said that Sawmill and Bethel are better suited for the construction requirements of the project, and a further 5% said that Riverside and Henderson would be less than ideal options. This comment is illustrative of several of the key points made by survey respondents:

This area provides the largest amount of road space that can allow BRT to meet its full potential. It is CRUCIAL that the BRT line includes all 5 components of the BRT standard, but especially dedicated lanes (not possible on Riverside) and signal priority. There is little mix of land use along Riverside and it does not provide an environment in which transit can flourish.

The full text of the comments—including those in favor of the other two alignments—are available in the Appendix.

#### INTERACTIVE MAP COMMENTS

Several individuals left comments on the interactive online map of the Northwest BRT alignments. While the comments concerned different aspects of the corridor project, one especially detailed comment focused on the need to support the infrastructure that supplements the BRT lines. While BRT is the “backbone” of the transit system, it needs to be accompanied by local bus service for shorter trips, as well as other options to get to and from the major BRT nodes. This commenter suggested limiting the number of stops on the route to ensure that the trips are still rapid and do not become a replacement for existing bus service. The full comments are available in the Appendix.

## APPENDIX

### Full Comments from Trails Day Event

#### *Service and Amenities*

- More Trees for shade
- More Parking options
- Add sidewalks along route between Wilson & 270
- Focus on Pot Holes, Merge lanes, coming off highways, side walks, Trails lights
- Would like to see more foliage and landscaping
- More handicap seating
- Scooters being parked every is a hazard
- Signs with lights to show what stop you're at
- Please make sure to make the sidewalks even
- Busses that go longer than 11pm!
- Connect heritage RT to Scioto Trail to get Downtown
- Scheduling Software to give public info on were they want to go
- Overall need more service
- No bench or cover near bus stop @ OSU Barnes & Noble - Too hot/wet because no shade or seats
- Ensure that the BRT has charging ports
- Ensure Food and water options are near the stations
- Address dedicated right-of-ways, off- board payment options
- Please have pet waste receptacles
- The public needs more information about LinkUS
- Need more info for new/prospective riders
- The faster the better
- Need more park and ride parking spots
- We need more parking
- Provide incentives for students

#### *Bikes and Trails*

- Bike Corridor from Refugee/ Winchester to Frank rd/Jackson Pike along 104
- Need Bike/ pedestrian dedicated lanes up Broad St.
- We Need More bike lanes
- Bike study lock sections on BRT
- More protected Bike lanes would encourage more biking
- Bike Lockers at popular areas
- Bridges across rivers are chokepoints— most effective/ critical use of bike lanes is making sure cyclists can cross rivers safely
- Love, love, love the bike racks on the Bus!!
- An app that lets us link to all of the Bike Trails around Columbus
- Bike trail access in Bexley College Rd/ Livingston
- Better trail along Olentangy from Downtown to OSU stadium
- No REAL sidewalks for walkers/bikers
- More trees & vegetation between trails and highways
- Make Morse rd Bike lanes into separate facilities
- Columbus is still not Biker/Walker friendly
- Congested bike trails are becoming common
- Either Main or Broad NEEDS dedicated, separated bicycle facilities. At least our corridors have to be TRULY able to handle multi forms of travel

- Repave 670 Trail! It is still an important connection
- Make more bike lanes for smooth travel
- Ensure a Bike Lane on Main AND provide education on sharing the road
- Need better bike detours during construction projects
- Need more bike lands near campus and more bike parking
- Hook locking bikes that locks both wheels in
- Have to stay off Main. Speeding is horrible
- Lots of foot traffic & bikes. But no sidewalk, no easement or road shoulders

#### *Process Recommendations*

- Meet with Board of DD
- Build on this movement! Metro rail system

#### *Route Alignment*

- I love in Worthington & Work in Grove City. I'd love to Bike or ride to work! Right now it takes 2 Hours :(
- Hilliard: Walcutt and Roberts NEED TRANSPORTATION
- When the Zoo bus is active, its much easier traveling here.
- Ensure public transit is more frequently accessible from Columbus to outer suburbs so driving isn't our only option
- More consistent with efficient routes between NW and Downtown
- Safety & Quickness from Bexley to Downtown
- Need N/S connections to Main & Broad between King Lincoln and south of Livingston
- Little Turtle neighborhood to Alum Creek Trail

#### *Positive Feedback*

- Thank you for increasing accessibility!
- LOVE the Olentangy trail!
- Columbus' future is dependent on providing sustainable, scalable and efficient transportation options. LinkUS is exactly what Columbus needs!!!
- "I am all for sustainable, efficient public transportation in Columbus! We DESPERATELY need it."
- Great to integrate bike lanes too. It is VERY hard to go East to west in Columbus

#### *Miscellaneous*

- Repaint the lines on the highway.
- 161 is not wide enough between 315 and Sawmill

### **Full Comments from the Web Survey**

*Question 3: If there are other station locations along Olentangy River Road that you think are needed but not listed above, indicate them here.*

- Transit friendly stop the the Lennox
- Olentangy Hills near York Golf Club and Pontifical College Josephinum. This area gets very congested and a lot of accidents tend to happen with people looking to get onto 270 and for those making their way downtown via High Street.
- Downtown
- Dublin Bridge Park
- Is this needed? Do you have research that shows people will use this?
- Lennox Town Center and Whetstone Park Clintonville
- The more stations added the less likely I am to use it. Rapid implies free stops!!!
- Tensuke stop lol
- Get rid of the two apartment complex stops and make this a medical route



- Henderson
- Clintonville Area
- N/A
- Possibly a station between Riverside and Olentangy Commons to catch East/West buses to go west on Henderson or East out to Easton/Polaris
- Park of Roses with a pedestrian bridge across the river
- Snouffer Rd
- Olentangy and Ackerman/Dodridge
- Stop at Godown/Kenny, accommodate the high school
- I work up in Powell and commute from downtown, so a stop on Powell road would be incredibly. Either continuing up Olentangy, or seeing the map below switching over to Riverside to Bridge Park, continuing up to Powell road to the Zoo would be great. Would be awesome for the large population that works up there (and the ones that come downtown) as bringing more options to the zoo (as I'm sure you know is never a fun parking experience)
- I know it's a bit farther up, but there are younger folks in the Worthington/Snouffer region wishing for a public transport option to take them to nightlife and entertainment venues instead of uber-ing or driving themselves.
- No others, just ensure good access to the Olentangy bike/running trail
- OH 161
- Markview (for access to Whetstone Park)
- Crew Stadium
- Clintonville
- Short North Goodale,
- It should pull into Lenox Town Center and stop where the old #84 used to stop next to Target
- south to mckinley
- There are too many stations and not enough integration.
- Henderson
- @Ackerman Run(as far E as possible)- easy and direct access to Open Air and attractions of Old North Columbus
- Need one in front of Lenox and at 5th Ave. this will make use at Lenox easier and for walking from Kinnear road. At 5th it will better support riders from the east side of the river and potential new development along fifth west of Olentangy River Rd
- None
- Ackerman area
- Henderson Road
- Dodridge Street. This is the primary connection to Old North area.
- Henderson rd
- There should be something between Riverside and Olentangy - that gap will push a lot of people away who otherwise might use it.
- Can it please go along Neal?

*Question 5: Why do you prefer this alignment?*

*Preferred Bethel Road to Sawmill Road to Bridge Park in Dublin (Gold line on map)*

- Higher potential for TOD along bridge park ave, straighter alignment with potential for corridor improvements along Bethel rd.
- Access to businesses

- Since odot plans on widening sawmill, a couple of bus only lanes will fit in quite well. Also, a lot of people actually walk/bike alongside sawmill.
- More stops along the way
- It covers more of Bethel Road which has interesting shops on it.
- it goes past the most attractions/destinations
- Riverside is a pretty compact road and usually has quite a bit of odd traffic, I feel sawmill is better equipped for BRT
- Located along denser commercial corridors
- I prefer this alignment because it keeps the BRT on major thoroughfares and would appear to have minimal impact on residents.
- My preference is just whatever's fastest for this stretch -- wherever separated lanes and signal priority can be had, that's where it should go
- Getting to the shops along Sawmill road, if done in an intelligent could be a boon for folks without vehicles or prove to be a public transit option for the wide array of places on Sawmill road. If proven unfeasible the red line would be 2nd choice.
- Comes closest to our house, Sawmill has more shopping than Riverside
- There are many destinations for shopping and restaurants along Sawmill and Bethel Rd.
- Passes airport, two schools & mid/high density area with lower income
- Simplest
- There is a lot of retail and dining along Bethel and Sawmill roads that is otherwise inaccessible to me.
- less affected by traffic
- This area provides the largest amount of road space that can allow BRT to meet its full potential. It is CRUCIAL that the BRT line includes all 5 components of the BRT standard, but especially dedicated lanes (not possible on Riverside) and signal priority. There is little mix of land use along Riverside and it does not provide an environment in which transit can flourish.
- I would shop at businesses along this route and it would help people employed at these businesses.
- There are more businesses along Sawmill and Dublin-Granville that could be helped with a BRT line, compared to Riverside Drive.
- Route I primarily would be driving
- More options
- There are the most shopping centers, restaurants and entertainment along that corridor.
- More shops and Dr.'s offices on Bethel and Sawmill that I would be traveling to
- 161 should be included as a greater part of this plan
- There are more businesses and housing along Bethel Rd/Sawmill than Henderson/Riverside
- Less turns
- More to do on these routes
- Access to more stores and restaurants
- More destinations along Bethel than Henderson, better ability to access Olentangy trail from Bethel/ORR than Henderson
- Gold line seems to be the most "Commercial" focused.
- Potential stops along Sawmill
- Serves more people
- Access to more locations on Sawmill
- I am hopeful for a quicker way through this area that can alleviate our need to drive and Henderson already feels like a mess.

- Riverside is already an incredibly tight corridor and expanding infrastructure would take away from its residential aspect towards Dublin. Sawmill is incredibly congested but also incredibly dated and could use the investment. It also has the width to be able to accommodate it the best
- Serves the most people, people tend to live along Bethel and Sawmill as opposed to Riverside.
- More stores along that route; less turns than the blue line.
- It just makes the most sense. Folks who are doing things in the bridge park area often are disinterested in going downtown if friends invite them due to driving distance and traffic congestion. People in Dublin and Worthington would use this more than they may be given credit for currently and have had no good options for late night transit for years.
- Good branching off point of Olentangy Trail, density of activities along Bethel
- This alignment takes me near more amenities I often use. Most of my consumer needs are met by these two roads.
- More shops
- Other sections along Henderson Rd and Riverside Dr are already congested without additional lanes
- It connects to more stuff I want to go to. Bethel Rd and Sawmill Road have a bunch of stuff on them already and room for more.
- Highest density on line
- More shopping opportunities on Bethel and Sawmill
- Hits more density and amenities / stops.
- Access to places I visit, potential for a lot of access from
- I don't prefer this route because the area along Olentangy River road from Ackerman to Goodale is not a high pedestrian traffic corridor. Making bus lanes here will only worsen traffic for the existing low density residential and commercial businesses in the area. I bet the route will make lots of property developers who own land along here happier though
- Bethel has more points of interest to me, and Sawmill Rd is an important corridor.
- It probably covers the most destinations
- more places to go to along this route
- What I can access along this alignment. Things like Mircocenter as well as some grocery stores and restaurants I love (like Gogi)
- Bethel is a long, car centric road with a lot of businesses. Henderson has businesses, but not as many. Adding brt to riverside needlessly ruin a scenic area and pose environmental issues with the scioto due to construction
- Riverside residents probably wouldn't appreciate the development and old Henderson wouldn't like it either.
- More businesses to visit
- More destinations served?
- Bethel is a wider road- maybe faster?
- I live on Bethel Rd. and regularly travel to Sawmill, but never Riverside
- Route appears to be on main arterial roads
- The blue or gold lines make sense - I think a route with fewer turns will be more reliable though.
- High apartment density along Bethel road
- This alignment seems like it would service the largest amount of people, compared to the blue line and especially the pink line.
- More likely to visit Sawmill/Bethel Rd businesses than Henderson Rd.
- Sawmill's Park to Shop area + Bethel's Saraga/MicroCenter. Tensuke area/Henderson would be nice but nothing for me on Riverside Drive
- more connections to existing infrastructure
- It's more straightforward

- Connects more destinations
- travels near the both residential and commercial areas, also lack of obvious stops on the pink route along Rt 33
- Easier to travel biking/bus combo
- Shops and restaurants along Bethel just west of Olentangy, with the connection to Bridge Park.
- Sawmill could use expansion via taking some parking lots and make a bus lane easier. Such a path on Riverside drive would likely be far more costly while serving no businesses since there aren't any until bridge park.
- Because there is no bus service right now to Olentangy at Bethel near Microcenter. Route 33 serves Henderson even if not great. Sawmill > Riverside.
- Because there are more population and needs than others.
- It connects Bethel and Sawmill to Olentangy River Road and the Olentangy Trail.
- Closer to more destinations
- seems most direct with access to various business and the density of residential
- Preferred shopping and restaurant along this route
- This is the most 'common' alignment that makes sense; transit corridors should be aligned with most utilized routes to establish higher ridership. Regardless, stops need to be highly selective to maintain reduction in lead times.
- There are existing routes in the area that do not travel the route
- More shops exist on Bethel

*Preferred Henderson Road to Bethel Road to Sawmill Road to Bridge Park in Dublin (Blue line on map)*

- I think this section of Henderson Road has big potential for more urban redevelopment similar to what is happening on Lane Ave.
- It's closer to where I live and the high traffic commercial areas on Bethel road would also be served by it
- Connects multiple key roads
- I live along this line. I also think there is more apartment housing along this line that would benefit from the line. It also would run close to the Japan center.
- Avoids Bethel and Riverside
- Himes
- The bus service isn't as strong on Henderson and I live closer to it.
- There needs to be a way to get from 5xNW to Henderson without having to go to High Street
- the traffic along Bethel is terrible around rush hour.
- Higher density of housing along Henderson near Kenny and to the east
- the availability of businesses and restaurants
- There is more housing along Henderson than Bethel
- More Clintonville coverage. We live in South Clintonville and would not be able to use it to access a lot within the neighborhood. More importantly, currently a lot of the nicest parts of Clintonville will be a little further than I suspect would result in the most enthusiastic support from some key constituencies
- There is a bit more dense development along Henderson Rd, it makes it accessible to Upper Arlington. There is little point to a Riverside drive alignment, Sawmill is much better
- No very strong preference, but stops on Sawmill seem more useful (serve larger population) than on Riverside Dr.
- Might use it as I live further south.
- I mean it just seems like a more logical conclusion
- Henderson is a better road

- More possible stops along Sawmill than Riverside, higher population density along Sawmill. Henderson routing allows for pedestrian access to route from Clintonville.
- I think having a stop on sawmill might help relieve some traffic there so that might be good
- Population density on Henderson Road as well as proximity to places on Sawmill v. Riverside
- more destinations I frequent along this route
- Henderson, Bethel, and Sawmill are all heavily commercial areas with ample apartment living. Statistically, renters benefit more than homeowners from improved mass transit infrastructure. Riverside Drive would improve lead times but reduce access to those who would benefit most.
- There are plenty of housing and store fronts on Henderson. Those people that live and work there would benefit from that line.
- Widest swath
- Tensuke Market, Penney's Spices
- Provides the best access to employment and retail opportunities on Henderson.
- Traffic feels more calm on Henderson vs. Bethel at 315.
- Connection to several blocks
- two lane roads both ways so traffic can drive around busses and there's stuff along the way for routes. If widening roads, I'd prefer riverside to henderson, more direct fewer traffic lights and turns, pretty.
- Bethel is too busy already.

*Preferred Bethel Road to Riverside Drive to Bridge Park in Dublin (Pink line on map)*

- Faster and more businesses in this corridor
- Seems the most efficient. But stops along Sawmill could be useful.
- Seems like more shopping / entertainment opportunities along Bethel. Bethel also seems wider (5 lanes) than Henderson (4 lanes).
- Better scenery and the roundabout is an already existing turnaround so a right hand turn minimizes cross traffic and speeds up route
- Avoids traffic on sawmill rd
- Riverside might be faster given traffic flow and less lights than sawmill
- I live closer to Riverside and Bethel
- If bike facilities are included it would be nice to not be on 161
- To stay off of Sawmill Road between Bethel & 161.
- More scenic ride
- Less stops
- What is the need for this?
- If the goal is to have more of a direct route with limited or no stops then using Riverside seems more efficient.
- More confident for many
- Closer to where I live
- This is the route I would take now, assuming I do not want to stop anywhere in between. The other routes have more destinations leading to more stop and go traffic.
- Bethel and Riverside both have bike lanes/multi-use paths that would work well in conjunction with BRT
- Sawmill is a nightmare of traffic and stop lights. The ideal route is Henderson all the way to riverside
- Sawmill road is already over congested, so unless it relieves that congestion, it should run along Riverside.

- Unless you get a dedicated bus lane along any of these routes, may as well just go straight down Bethel to Riverside for a more direct, through-traffic route (anecdotally Bethel travels quicker than Sawmill)
- I think provides the most direct access between the 2 destinations while avoiding congested areas such as Sawmill Rd.
- Closer to my house on Riverside drive, has the length of Bethel.
- If my bus is getting stuck in the same traffic my car would, 90% chance I'm taking my car. This route has less stop lights
- Closer to the river

### Full Comments from Interactive Online Map

- To me - the current BRT Plan suffers from trying to blend real BRT with classic local Bus Service. Simply put - there need to be fewer BRT Stations and only at MAJOR nodes. Four stops between Lane and North Broadway is way too many. Four stops south of Lane is also way too many. BRT is not a replacement for local transit; BRT is the backbone of a transit network. The whole idea of BRT is that you are meant to reduce lead time between destinations - 8 stops between North Broad and Downtown is just NOT a viable alternative to driving. Don't just lean on BRT Lanes as a solve all - there needs to be Park & Ride, Ped., and Multi-Use Path Infrastructure integrated, well signed (wayfinding), and actively managed at each BRT site if the idea is to reduce individual car trips. Who says we can't integrate the Olentangy Trail with this? Who says we can't place Bicycle Storage Lockers at BRT sites? Who says we can't lay new sidewalk, light it, and think holistically about our neighborhood life? Who says we can't integrate local bus service (or - even better - create separate BRT connections via a larger strategic plan) into these stations? This Northwest Corridor could be excellent and launch this city into the future, but as it is this looks like the Cleveland Ave Corridor - which is an abject failure of imagination and sore excuse in BRT. Sure there are riders, but there is little to no integration into the neighborhood and, worse, no awareness was created about the benefits of BRT. Don't repeat the SmartColumbus mistakes of throwing good money after bad.
- This would be a great station location which will connect South Clintonville and some northern university district streets once the pedestrian/bike path bridges are built on the Olentangy Trail
- This entire corridor is useless. It does not serve communities that will actually use the service. High St, Cleveland, and Broad are better options. People currently driving on 315 from the Dublin area are not going to transition to public transit. This project will kill mass transit in central Ohio for a generation or more. It will be the poster child for an expensive and underused infrastructure.
- Would parking be available to use this as a transit point along corridor?
- Why not streetcars?
- Any way to protect the bike sharrows on King with bollards? Lots of more people would use it then to connect to the bus Rapid transit on King. Also provided a corridor to businesses along King and 5th.
- Many apartment complexes are going up on Chambers. The road is very large, with a 25 mph speed limit. This would be a great road for a protected bike lane. It could connect to the Olentangy Trail and to the Bus Rapid transit. It also connects to the Kroger on Chambers and Northwest Blvd.