

# Q1 On what date did you ride the pop-up shared mobility lane ?

Answered: 47 Skipped: 0

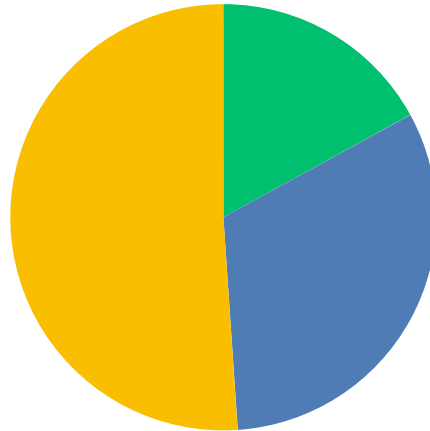
ANSWER CHOICES	RESPONSES
Date / Time	100.00% 47

#	DATE / TIME	DATE
1	07/23/2019	8/8/2019 7:15 AM
2	07/31/2019	8/8/2019 5:26 AM
3	08/01/2019	8/7/2019 11:52 AM
4	07/23/2019	8/6/2019 5:48 AM
5	08/01/2019	8/5/2019 6:17 PM
6	07/31/2019	8/5/2019 5:15 PM
7	07/30/2019	8/5/2019 1:17 PM
8	07/23/2019	8/5/2019 12:54 PM
9	08/01/2019	8/5/2019 12:09 PM
10	07/26/2019	8/5/2019 12:06 PM
11	07/24/2019	8/5/2019 11:46 AM
12	07/30/2019	8/5/2019 9:20 AM
13	08/02/2019	8/2/2019 4:32 PM
14	08/02/2019	8/2/2019 1:34 PM
15	08/02/2019	8/2/2019 12:25 PM
16	07/29/2019	8/2/2019 9:38 AM
17	08/01/2019	8/1/2019 2:15 PM
18	08/01/2019	8/1/2019 2:09 PM
19	08/01/2019	8/1/2019 1:08 PM
20	07/30/2019	8/1/2019 12:59 PM
21	07/26/2019	7/31/2019 9:46 AM
22	07/30/2019	7/31/2019 8:37 AM
23	07/29/2019	7/30/2019 6:13 PM
24	07/30/2019	7/30/2019 2:08 PM
25	07/22/2019	7/30/2019 11:24 AM
26	07/25/2019	7/30/2019 9:44 AM
27	07/25/2019	7/29/2019 10:19 AM
28	07/23/2019	7/29/2019 8:02 AM
29	07/25/2019	7/29/2019 7:21 AM
30	07/22/2019	7/27/2019 2:43 PM
31	07/24/2019	7/27/2019 4:29 AM
32	07/24/2019	7/26/2019 12:17 PM
33	07/26/2019	7/26/2019 12:10 PM

34	07/25/2019	7/26/2019 11:53 AM
35	07/25/2019	7/26/2019 7:48 AM
36	07/24/2019	7/26/2019 6:21 AM
37	07/24/2019	7/25/2019 3:01 PM
38	07/25/2019	7/25/2019 1:41 PM
39	07/23/2019	7/25/2019 10:23 AM
40	07/24/2019	7/25/2019 6:15 AM
41	07/24/2019	7/25/2019 5:50 AM
42	07/24/2019	7/24/2019 2:42 PM
43	07/23/2019	7/24/2019 4:13 AM
44	07/23/2019	7/24/2019 3:59 AM
45	07/23/2019	7/23/2019 5:40 PM
46	07/23/2019	7/23/2019 4:03 PM
47	07/23/2019	7/23/2019 1:12 PM

## Q2 Select the time frame that you began your ride in the pop-up shared mobility lane

Answered: 47 Skipped: 0

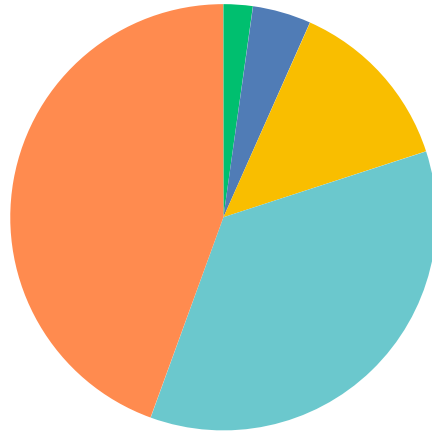


■ Between 3:00 PM - 4:00 PM    ■ Between 4:01 PM - 5:00 PM  
■ Between 5:01 PM - 6:00 PM

ANSWER CHOICES	RESPONSES	
Between 3:00 PM - 4:00 PM	17.02%	8
Between 4:01 PM - 5:00 PM	31.91%	15
Between 5:01 PM - 6:00 PM	51.06%	24
TOTAL		47

### Q3 How comfortable were you in Segment 1 of the pop-up shared mobility lane?

Answered: 45 Skipped: 2

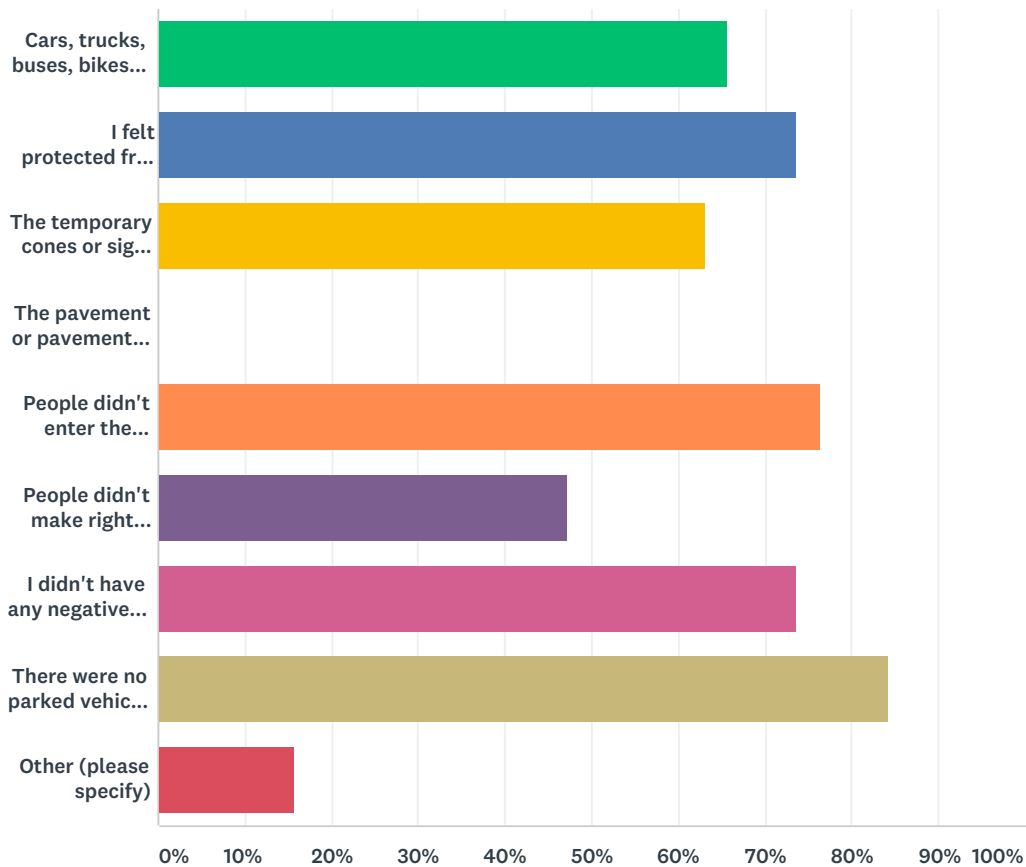


Very Uncomfortable   Uncomfortable   Neutral   Comfortable  
Very Comfortable

	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
☆	2.22% 1	4.44% 2	13.33% 6	35.56% 16	44.44% 20	45	4.16

### Q4 Please tell us what caused you to feel comfortable on Segment 1 (Check all that apply)

Answered: 38 Skipped: 9



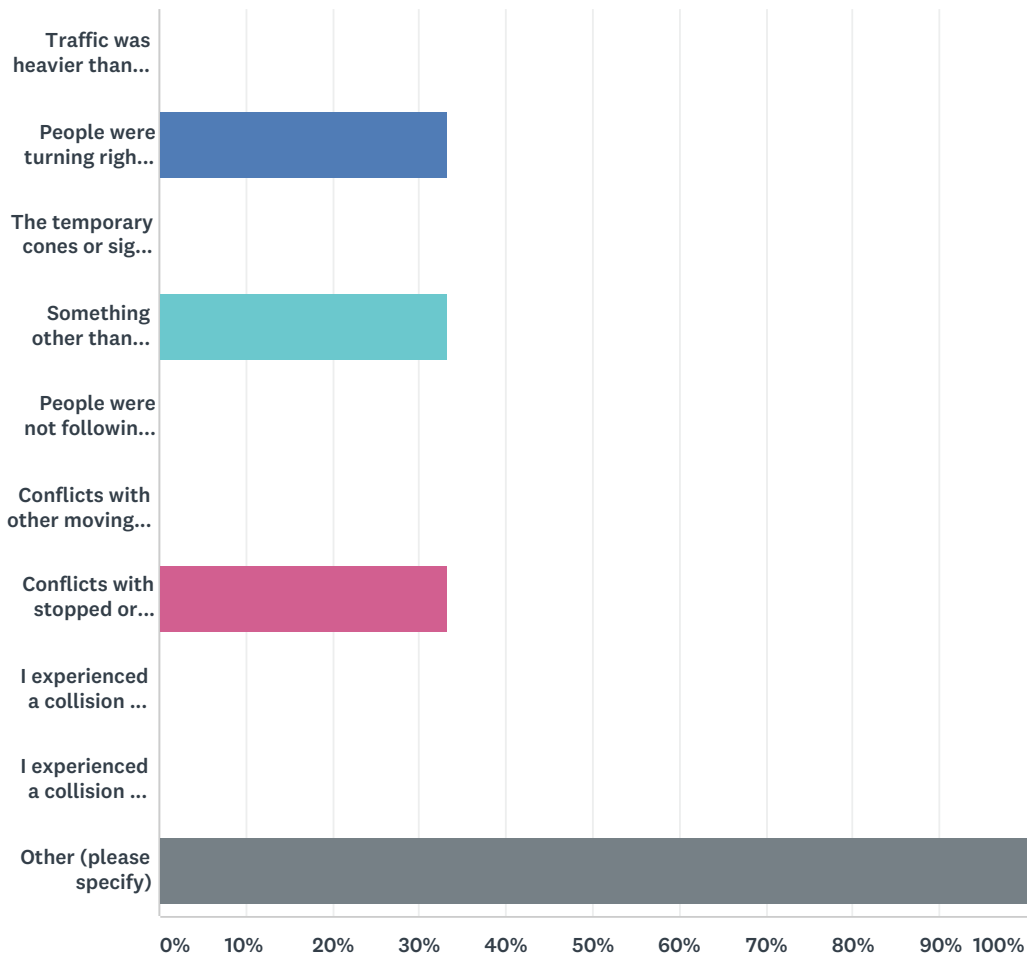
ANSWER CHOICES	RESPONSES
Cars, trucks, buses, bikes, scooters, and pedestrians were respecting the rules of the road	65.79% 25
I felt protected from other traffic	73.68% 28
The temporary cones or signs were clear	63.16% 24
The pavement or pavement markings were in good condition	0.00% 0
People didn't enter the pop-up shared mobility lane abruptly	76.32% 29
People didn't make right turns abruptly	47.37% 18
I didn't have any negative interactions with buses in the pop-up shared mobility lane	73.68% 28
There were no parked vehicles in the pop-up shared mobility lane	84.21% 32
Other (please specify)	15.79% 6
Total Respondents: 38	

#	OTHER (PLEASE SPECIFY)	DATE
1	Inaccurate portrayal There were police officers on every corner	8/5/2019 6:16 PM

2	bus and bike efficiency	The buses were moving efficiently and about the same pace as the bikes.	8/5/2019 12:07 PM
3	Didnt experience buses	There were not buses around. I had the lane to myself.	8/2/2019 9:40 AM
4	Width	extra width is important	7/31/2019 8:38 AM
5	Right turns	The primary reason I am comfortable riding in traffic is because the majority of drivers *generally* obey the rules of the road and are considerate of bikes. The primary problem in bike lanes is cars turning suddenly, without looking for bikes. The pop-up experiment does not solve that problem; I almost got plowed at section 4/5 by a car turning quickly from Third to Town without looking.	7/25/2019 10:47 AM
6	Didnt experience buses	Width The bike lane was extra large and there weren't any buses	7/23/2019 5:45 PM

## Q5 Please tell us what made you feel less than comfortable for Segment 1 (Check all that apply)

Answered: 3 Skipped: 44



ANSWER CHOICES	RESPONSES	
Traffic was heavier than I'm comfortable with	0.00%	0
People were turning right abruptly	33.33%	1
The temporary cones or signs were not clear	0.00%	0
Something other than pedestrians or vehicles was obstructing the pop-up shared mobility lane	33.33%	1
People were not following traffic laws	0.00%	0
Conflicts with other moving road users in the pop-up shared mobility lane	0.00%	0
Conflicts with stopped or parked road users in the pop-up shared mobility lane	33.33%	1
I experienced a collision or near miss with a car/truck in the pop-up shared mobility lane	0.00%	0
I experienced a collision or near miss with a bus in the pop-up shared mobility lane	0.00%	0
Other (please specify)	100.00%	3

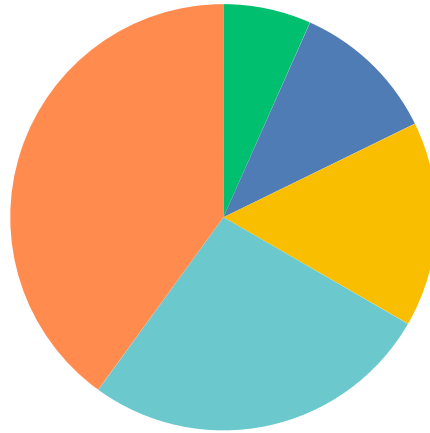
Total Respondents: 3

#	OTHER (PLEASE SPECIFY)	DATE
1	A huge dip in the pavement on the southwest corner of gay and 3rd	8/2/2019 1:35 PM
2	The turn from Long Street into the bike test area was a little wonky. There activity at the beginning of the test area was very active with many potential dangers if one wasn't paying close attention. Columbus police blocking the bike lane just north of the entrance to the test area forcing bicyclists into traffic. Cars turning right from long that were confused about what was going on. Buses coming from multiple directions, struggling to enter the test area and a few pedestrians at the intersection of Long Street and 3rd Street. It was not a smooth comfortable transition entering the test lane.	7/27/2019 2:55 PM
3	I am quite comfortable riding in all kinds of traffic because the majority of drivers *generally* obey the rules of the road and are considerate of bikes. The primary problem in bike lanes is cars turning suddenly, without looking for bikes; this problem is worse in bike lanes than it is in general traffic lanes. The pop-up experiment does not solve that problem; I almost got plowed at pop-up section 4/5 by a car turning quickly from Third to Town without looking. Plus, sharing with buses-- which we don't do in the non-pop-up environment--is inconvenient (they stop so often, and sometimes for a long time), and dangerous (they are so wide they take up the whole pop-up, so you have to go outside the pop-up to pass them).	7/25/2019 10:50 AM



### Q6 How comfortable were you in Segment 2 of the pop-up shared mobility lane?

Answered: 45 Skipped: 2

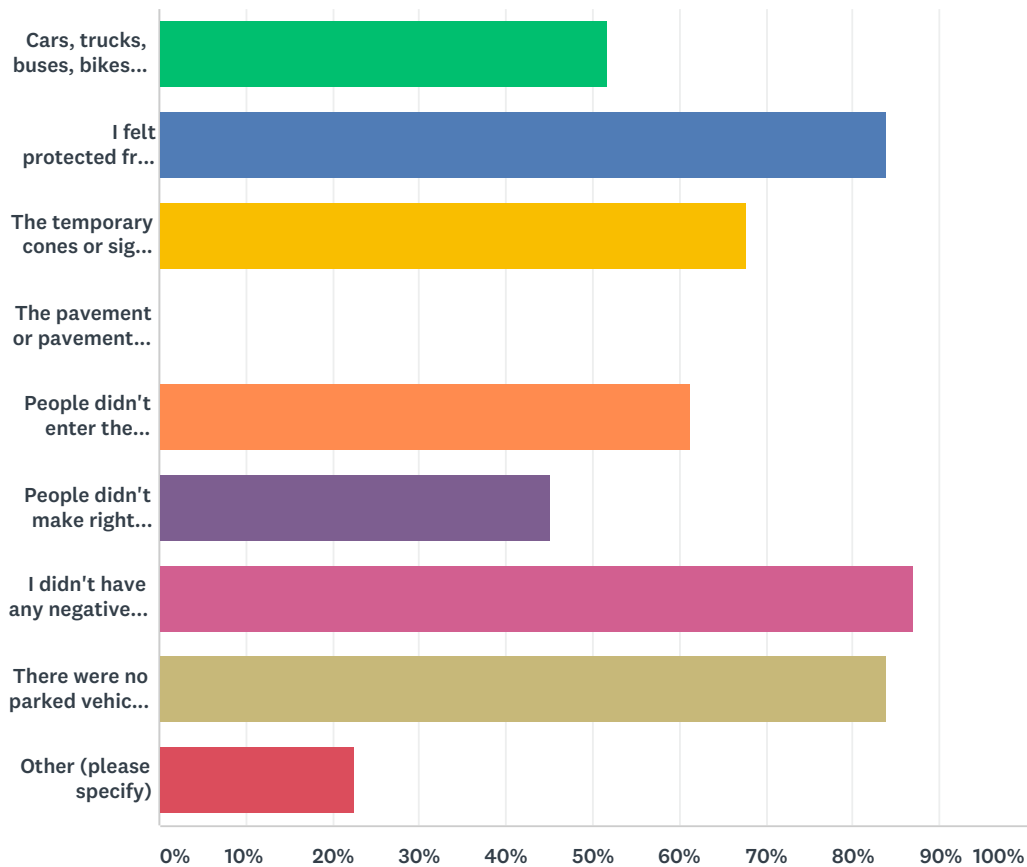


■ Very Uncomfortable  
 ■ Uncomfortable  
 ■ Neutral  
 ■ Comfortable  
■ Very Comfortable

	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
☆	6.67% 3	11.11% 5	15.56% 7	26.67% 12	40.00% 18	45	3.82

## Q7 Please tell us what caused you to feel comfortable on Segment 2 (Check all that apply)

Answered: 31 Skipped: 16



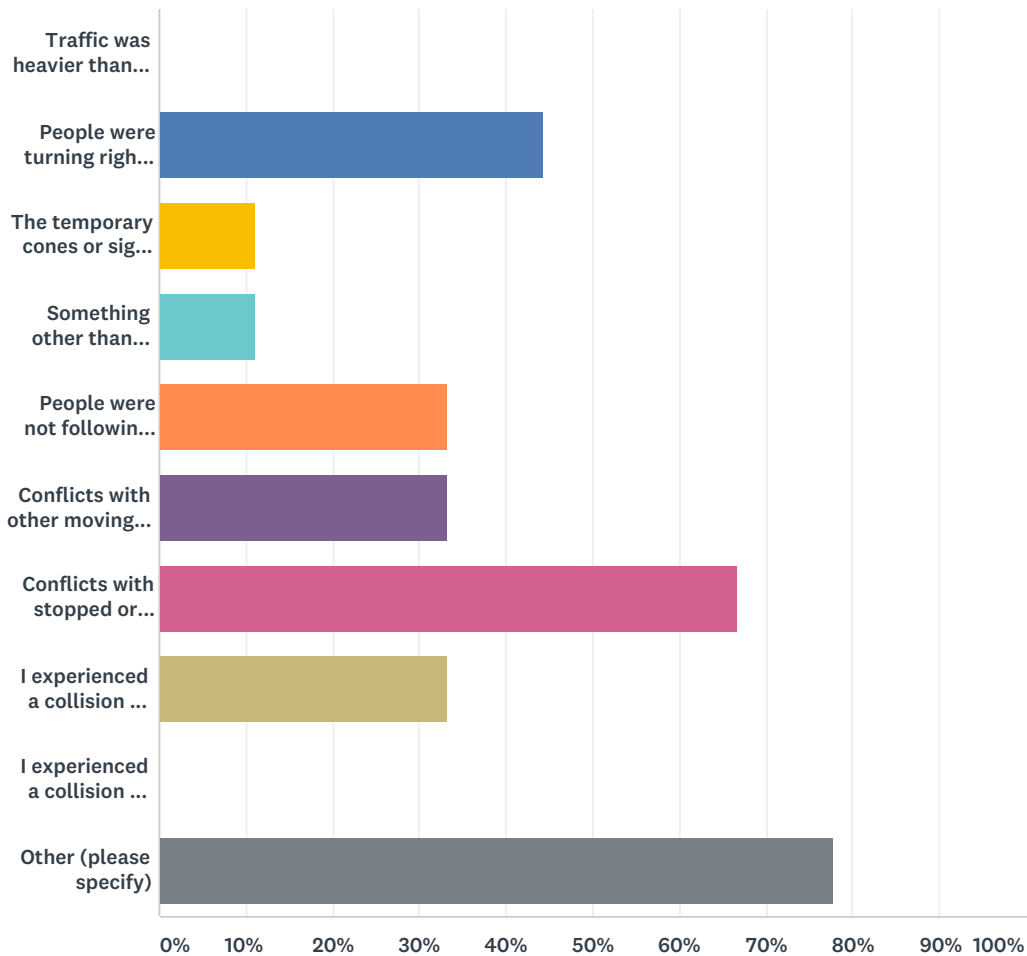
ANSWER CHOICES	RESPONSES
Cars, trucks, buses, bikes, scooters, and pedestrians were respecting the rules of the road	51.61% 16
I felt protected from other traffic	83.87% 26
The temporary cones or signs were clear	67.74% 21
The pavement or pavement markings were in good condition	0.00% 0
People didn't enter the pop-up shared mobility lane abruptly	61.29% 19
People didn't make right turns abruptly	45.16% 14
I didn't have any negative interactions with buses in the pop-up shared mobility lane	87.10% 27
There were no parked vehicles in the pop-up shared mobility lane	83.87% 26
Other (please specify)	22.58% 7
Total Respondents: 31	

#	OTHER (PLEASE SPECIFY)	DATE
1	Right turns The only issues was the potential turn of cars taking a right onto Lynn St.	8/5/2019 12:07 PM

2	<b>Width</b> extra width important	7/31/2019 8:39 AM
3	<b>Right turns</b> It was much better than normal, however cars still refused to yield to both pedestrians, bikes and buses at Broad St	7/30/2019 11:26 AM
4	<b>Inacurate portrayal</b> Police presence	7/29/2019 10:21 AM
5	<b>barrier</b> No parked cars adjacent to bike lane	7/29/2019 7:24 AM
6	<b>barrier</b> This is typically the worst section of the 3rd Street lane to ride with valets, etc	7/26/2019 6:23 AM
7	The primary reason I am comfortable riding in traffic is because the majority of drivers *generally* obey the rules of the road and are considerate of bikes. The primary problem in bike lanes is cars turning suddenly, without looking for bikes. The pop-up experiment does not solve that problem; I almost got plowed at section 4/5 by a car turning quickly from Third to Town without looking.	7/25/2019 10:47 AM

### Q8 Please tell us what made you feel less than comfortable for Segment 2 (Check all that apply)

Answered: 9 Skipped: 38



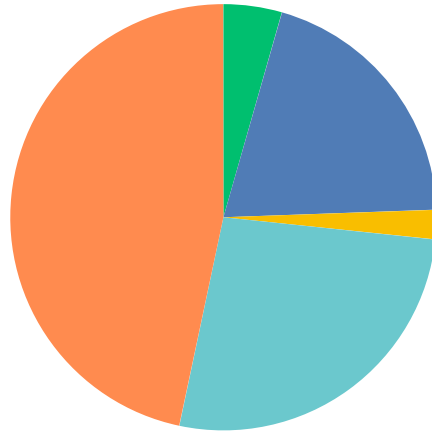
ANSWER CHOICES	RESPONSES	
Traffic was heavier than I'm comfortable with	0.00%	0
People were turning right abruptly	44.44%	4
The temporary cones or signs were not clear	11.11%	1
Something other than pedestrians or vehicles was obstructing the pop-up shared mobility lane	11.11%	1
People were not following traffic laws	33.33%	3
Conflicts with other moving road users in the pop-up shared mobility lane	33.33%	3
Conflicts with stopped or parked road users in the pop-up shared mobility lane	66.67%	6
I experienced a collision or near miss with a car/truck in the pop-up shared mobility lane	33.33%	3
I experienced a collision or near miss with a bus in the pop-up shared mobility lane	0.00%	0
Other (please specify)	77.78%	7

Total Respondents: 9

#	OTHER (PLEASE SPECIFY)	DATE
1	<b>interruption of flow</b> Parked car in lane	8/2/2019 4:37 PM
2	<b>not visible behind a bus</b> Traffic was very heavy and could not see bikes traveling behind buses. Cars make right turns across the lane nearly hit me on my bike because they couldn't see me.	8/2/2019 9:42 AM
3	<b>bus fear</b> None of those happened but I was uncomfortable and constantly checking for the bus.	7/30/2019 9:46 AM
4	<b>not able to pass bus</b> Caught behind a bus. The amount of space remaining in the lane was tighter than expected and with vehicular traffic didn't feel comfortable passing. Cars just to the left at the Broad St intersection wanting to make a right turn also a concern	7/26/2019 11:56 AM
5	<b>Right turns</b> I almost got right-hooked at Broad and 3rd. This situation would have occurred with the bike lane or shared bus/bike lane.	7/26/2019 7:50 AM
6	I am quite comfortable riding in all kinds of traffic because the majority of drivers *generally* obey the rules of the road and are considerate of bikes. The primary problem in bike lanes is cars turning suddenly, without looking for bikes; this problem is worse in bike lanes than it is in general traffic lanes. The pop-up experiment does not solve that problem; I almost got plowed at pop-up section 4/5 by a car turning quickly from Third to Town without looking. Plus, sharing with buses--which we don't do in the non-pop-up environment--is inconvenient (they stop so often, and sometimes for a long time), and dangerous (they are so wide they take up the whole pop-up, so you have to go outside the pop-up to pass them).	7/25/2019 10:51 AM
7	<b>couldn't see light</b> bus was stopped and blocking my view so I had a hard time determining that the light was red. traffic was heavy enough that it was impossible to get out of the shared lane safely	7/23/2019 5:47 PM

### Q9 How comfortable were you in Segment 3 of the pop-up shared mobility lane?

Answered: 45 Skipped: 2

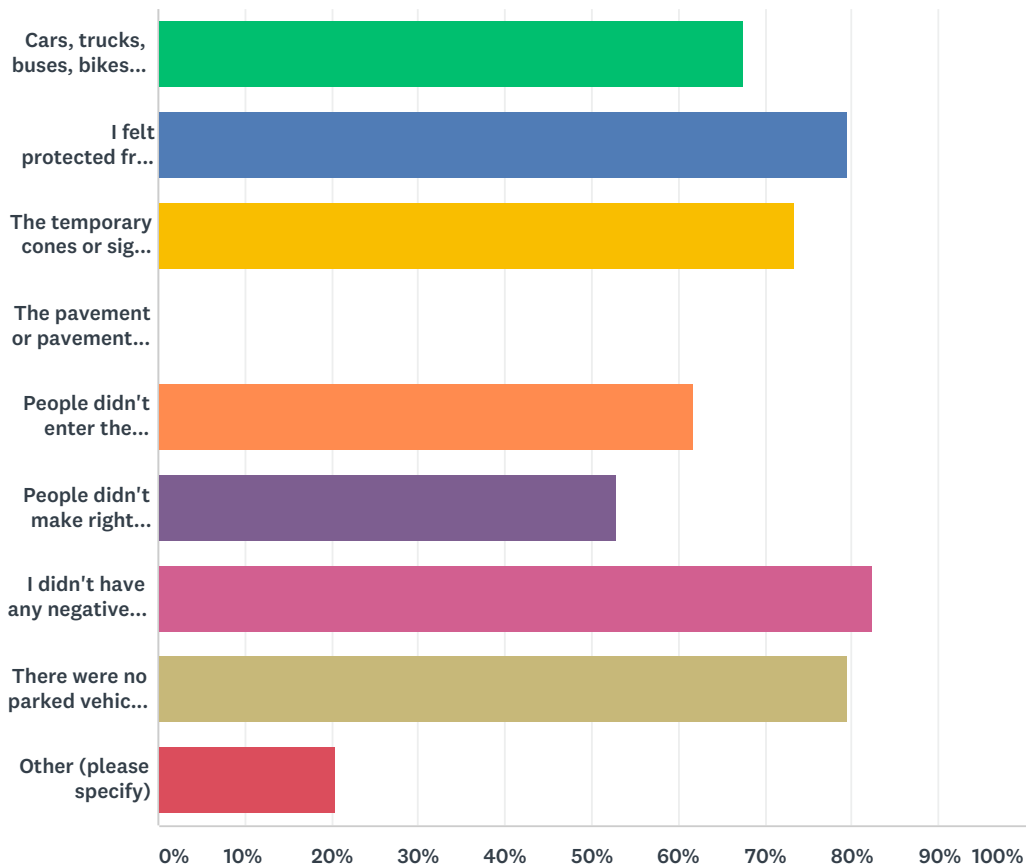


■ Very Uncomfortable  
 ■ Uncomfortable  
 ■ Neutral  
 ■ Comfortable  
■ Very Comfortable

	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
☆	4.44% 2	20.00% 9	2.22% 1	26.67% 12	46.67% 21	45	3.91

### Q10 Please tell us what caused you to feel comfortable on Segment 3 (Check all that apply)

Answered: 34 Skipped: 13



ANSWER CHOICES	RESPONSES
Cars, trucks, buses, bikes, scooters, and pedestrians were respecting the rules of the road	67.65% 23
I felt protected from other traffic	79.41% 27
The temporary cones or signs were clear	73.53% 25
The pavement or pavement markings were in good condition	0.00% 0
People didn't enter the pop-up shared mobility lane abruptly	61.76% 21
People didn't make right turns abruptly	52.94% 18
I didn't have any negative interactions with buses in the pop-up shared mobility lane	82.35% 28
There were no parked vehicles in the pop-up shared mobility lane	79.41% 27
Other (please specify)	20.59% 7
Total Respondents: 34	

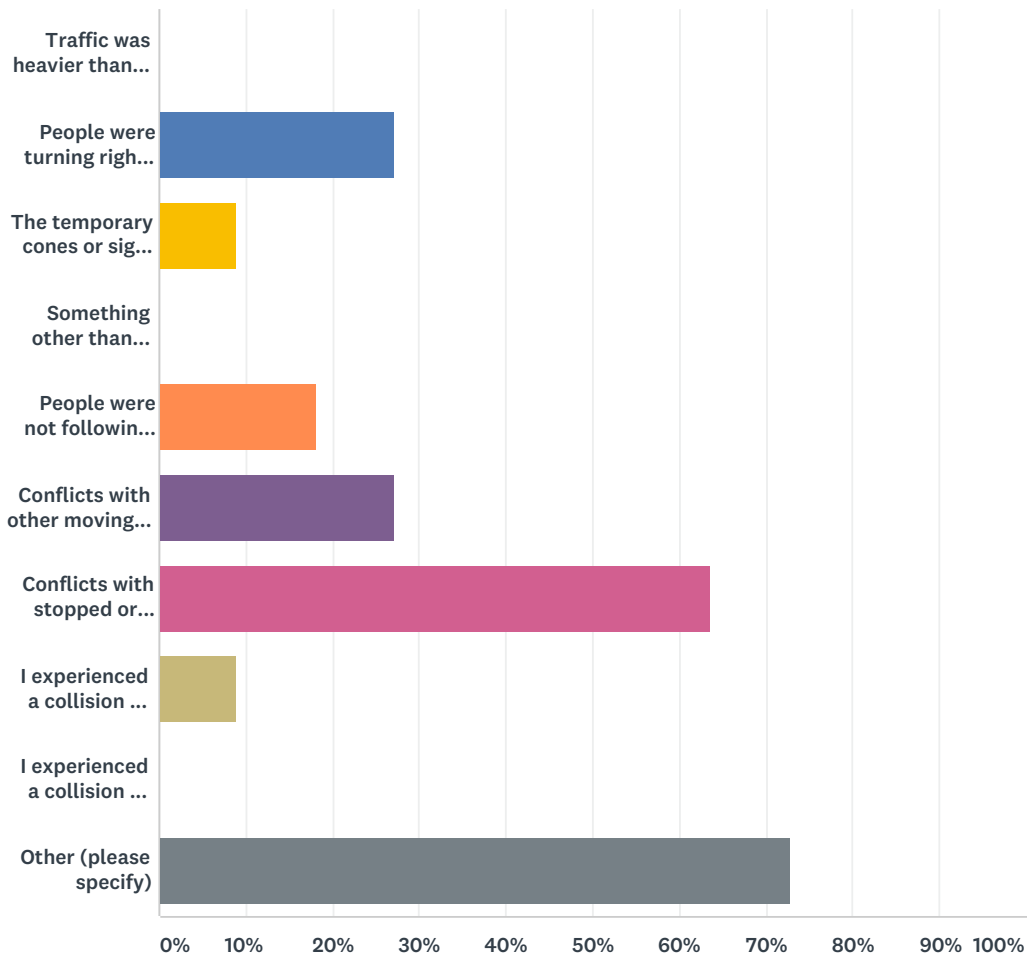
#	OTHER (PLEASE SPECIFY)	DATE
1	Police officers were on every corner	8/5/2019 6:18 PM

2	There where a lot of cracks in pavement all around the statehouse was almost hit by someone entering the state house garage on 3rd	8/2/2019 1:37 PM
3	extra width is important	7/31/2019 8:39 AM
4	police presence	7/29/2019 10:22 AM
5	I took my hands off my brakes on this section, so I felt very comfortable and protected by the busses. Also, there aren't many curb cuts in this section.	7/26/2019 7:52 AM
6	Deliveries were being made to the statehouse but didn't interfere with the lane.	7/26/2019 6:23 AM
7	The primary reason I am comfortable riding in traffic is because the majority of drivers *generally* obey the rules of the road and are considerate of bikes. The primary problem in bike lanes is cars turning suddenly, without looking for bikes. The pop-up experiment does not solve that problem; I almost got plowed at section 4/5 by a car turning quickly from Third to Town without looking.	7/25/2019 10:47 AM



### Q11 Please tell us what made you feel less than comfortable for segment 3 (Check all that apply)

Answered: 11 Skipped: 36



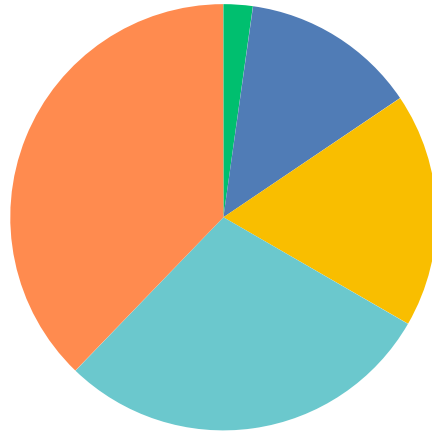
ANSWER CHOICES	RESPONSES	
Traffic was heavier than I'm comfortable with	0.00%	0
People were turning right abruptly	27.27%	3
The temporary cones or signs were not clear	9.09%	1
Something other than pedestrians or vehicles was obstructing the pop-up shared mobility lane	0.00%	0
People were not following traffic laws	18.18%	2
Conflicts with other moving road users in the pop-up shared mobility lane	27.27%	3
Conflicts with stopped or parked road users in the pop-up shared mobility lane	63.64%	7
I experienced a collision or near miss with a car/truck in the pop-up shared mobility lane	9.09%	1
I experienced a collision or near miss with a bus in the pop-up shared mobility lane	0.00%	0
Other (please specify)	72.73%	8

Total Respondents: 11

#	OTHER (PLEASE SPECIFY)	DATE
1	<b>Fear of bus</b> Bus was behind me. I felt that I needed to go faster than usual	8/2/2019 4:39 PM
2	<b>Right turns</b> Car almost hit me in the intersection as it tried to merge into the mobility lane. Cars trying to turn right were unsure of what to do at the corner when the mobility lane becomes a turn lane.	8/2/2019 9:43 AM
3	<b>No room to pass bus</b> When bus stops south of broad at the Statehouse, you have to take the lane to pass. Was not too much of an issue but not sure others would feel the same in rush hour traffic	7/30/2019 2:16 PM
4	<b>Fear of bus</b> None of those happened but I was uncomfortable and constantly checking for the bus.	7/30/2019 9:46 AM
5	<b>Right turns</b> A car turned right abruptly in front of us an blocked most of the bike lane when the CPD officer forced them to stop right there instead of dealing with the situation after the car cleared the bike lane. I'm not sure if section 3 or 4 that had valet parking going on but it appears to have ceased by Wednesday as I passed by.	7/27/2019 3:01 PM
6	<b>No room to pass bus</b> Bus stop at Capital Square took longer than expected, slowing the trip down.	7/26/2019 11:57 AM
7	I am quite comfortable riding in all kinds of traffic because the majority of drivers *generally* obey the rules of the road and are considerate of bikes. The primary problem in bike lanes is cars turning suddenly, without looking for bikes; this problem is worse in bike lanes than it is in general traffic lanes. The pop-up experiment does not solve that problem; I almost got plowed at pop-up section 4/5 by a car turning quickly from Third to Town without looking. Plus, sharing with buses-- which we don't do in the non-pop-up environment--is inconvenient (they stop so often, and sometimes for a long time), and dangerous (they are so wide they take up the whole pop-up, so you have to go outside the pop-up to pass them).	7/25/2019 10:51 AM
8	<b>No room to pass bus</b> buses had to stop because of traffic in front of them in the shared lane trying to turn into the parking garage	7/23/2019 5:48 PM

# Q12 How comfortable were you in Segment 4 of the pop-up shared mobility lane?

Answered: 45 Skipped: 2

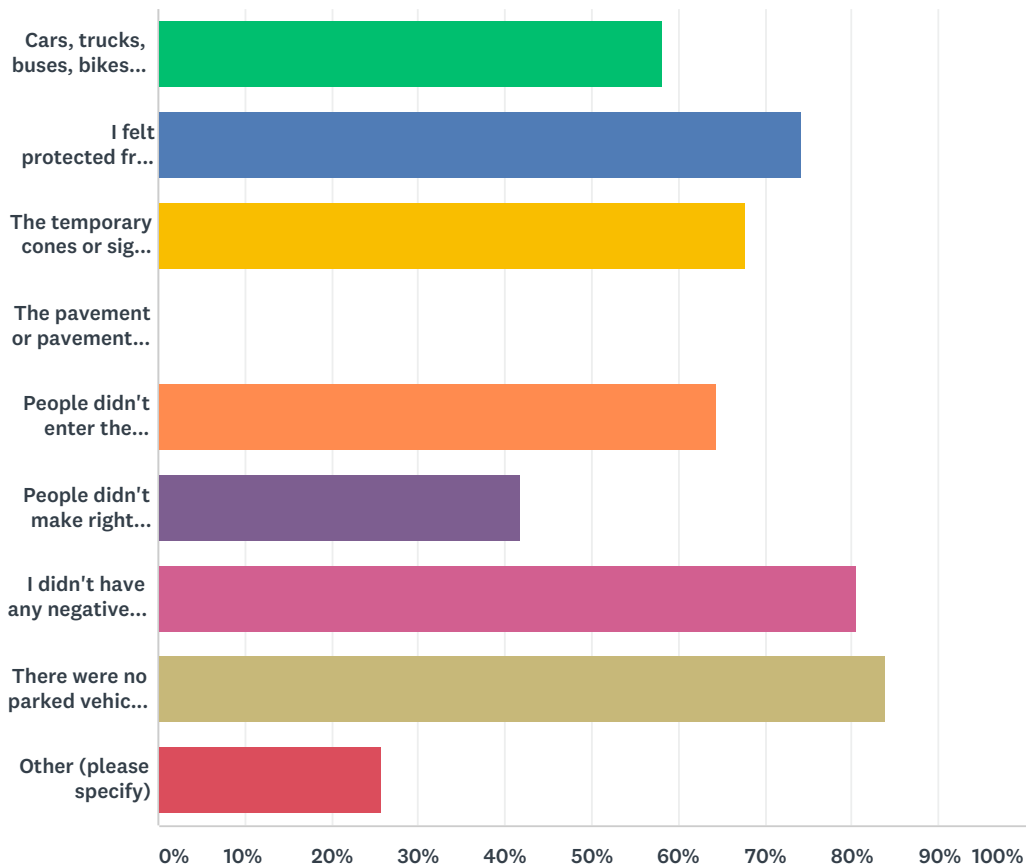


Very Uncomfortable Uncomfortable Neutral Comfortable Very Comfortable

	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
☆	2.22% 1	13.33% 6	17.78% 8	28.89% 13	37.78% 17	45	3.87

### Q13 Please tell us what caused you to feel comfortable on Segment 4 (Check all that apply)

Answered: 31 Skipped: 16



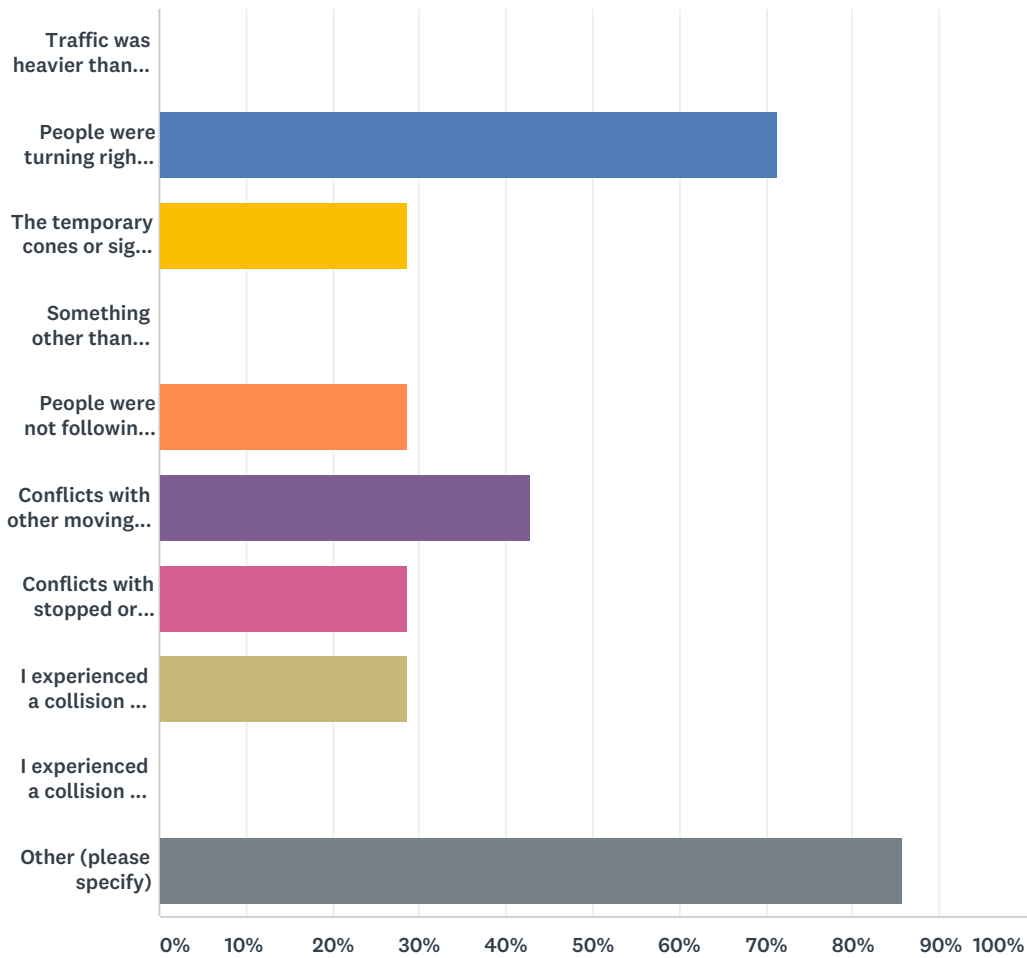
ANSWER CHOICES	RESPONSES
Cars, trucks, buses, bikes, scooters, and pedestrians were respecting the rules of the road	58.06% 18
I felt protected from other traffic	74.19% 23
The temporary cones or signs were clear	67.74% 21
The pavement or pavement markings were in good condition	0.00% 0
People didn't enter the pop-up shared mobility lane abruptly	64.52% 20
People didn't make right turns abruptly	41.94% 13
I didn't have any negative interactions with buses in the pop-up shared mobility lane	80.65% 25
There were no parked vehicles in the pop-up shared mobility lane	83.87% 26
Other (please specify)	25.81% 8
Total Respondents: 31	

#	OTHER (PLEASE SPECIFY)	DATE
1	Inaccurate portrayal There were police officers on every corner	8/5/2019 6:19 PM

2	<b>Fear of bus</b> Bus turned so I could slow down	8/2/2019 4:40 PM
3	Less people where on the road at this part they got stuck at the light	8/2/2019 1:38 PM
4	<b>Width</b> extra width is important	7/31/2019 8:40 AM
5	<b>Inaccurate portrayal</b> Security was watching cars out of garage to make sure they did not block lane	7/30/2019 2:17 PM
6	<b>Inaccurate portrayal</b> police presence	7/29/2019 10:23 AM
7	<b>barrier</b> No parked cars next to bike lane	7/29/2019 7:26 AM
8	<b>education issue</b> There was a scooter that passed on the left without signaling. That was uneasy.	7/26/2019 12:12 PM

### Q14 Please tell us what made you feel less than comfortable for segment 4 (Check all that apply)

Answered: 7 Skipped: 40



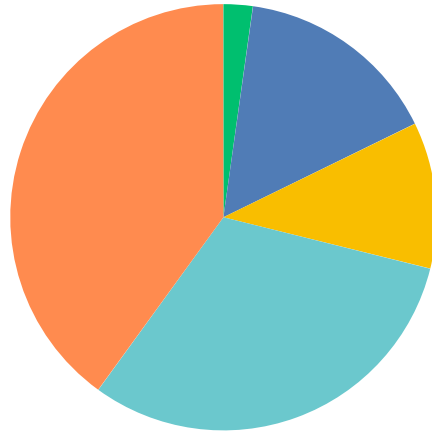
ANSWER CHOICES	RESPONSES	
Traffic was heavier than I'm comfortable with	0.00%	0
People were turning right abruptly	71.43%	5
The temporary cones or signs were not clear	28.57%	2
Something other than pedestrians or vehicles was obstructing the pop-up shared mobility lane	0.00%	0
People were not following traffic laws	28.57%	2
Conflicts with other moving road users in the pop-up shared mobility lane	42.86%	3
Conflicts with stopped or parked road users in the pop-up shared mobility lane	28.57%	2
I experienced a collision or near miss with a car/truck in the pop-up shared mobility lane	28.57%	2
I experienced a collision or near miss with a bus in the pop-up shared mobility lane	0.00%	0
Other (please specify)	85.71%	6

Total Respondents: 7

#	OTHER (PLEASE SPECIFY)	DATE
1	<b>Interruption of flow</b> Cars and taxis where unsure how to enter the valet area for the hotel. Many simply drove in the lane or would stop in the lane to pickup/drop off.	8/2/2019 9:45 AM
2	<b>Fear of bus</b> None of those happened but I was uncomfortable and constantly checking for the bus.	7/30/2019 9:47 AM
3	<b>bus operators</b> The bus operators did not seem to all be on the same page. Not all operators used four way flashers or turn signals making it difficult to identify their intentions. Some operators drove slow, some fast. A couple of the diesel buses were heavily emitting soot and particulates.	7/27/2019 3:05 PM
4	I am quite comfortable riding in all kinds of traffic because the majority of drivers *generally* obey the rules of the road and are considerate of bikes. The primary problem in bike lanes is cars turning suddenly, without looking for bikes; this problem is worse in bike lanes than it is in general traffic lanes. The pop-up experiment does not solve that problem; I almost got plowed at pop-up section 4/5 by a car turning quickly from Third to Town without looking. Plus, sharing with buses-- which we don't do in the non-pop-up environment--is inconvenient (they stop so often, and sometimes for a long time), and dangerous (they are so wide they take up the whole pop-up, so you have to go outside the pop-up to pass them).	7/25/2019 10:51 AM
5	<b>Interruption of flow</b> cars were blocking the lane in the valet line. a truck stopped in the lane to make a delivery	7/23/2019 5:50 PM
6	<b>Interruption of flow</b> 2 of the 4 times I rode in this segment, a car drove in or abruptly turned into the Sheraton- once I had to slam on my brakes to avoid collision.	7/23/2019 4:10 PM

# Q15 How comfortable were you in Segment 5 of the pop-up shared mobility lane?

Answered: 45 Skipped: 2



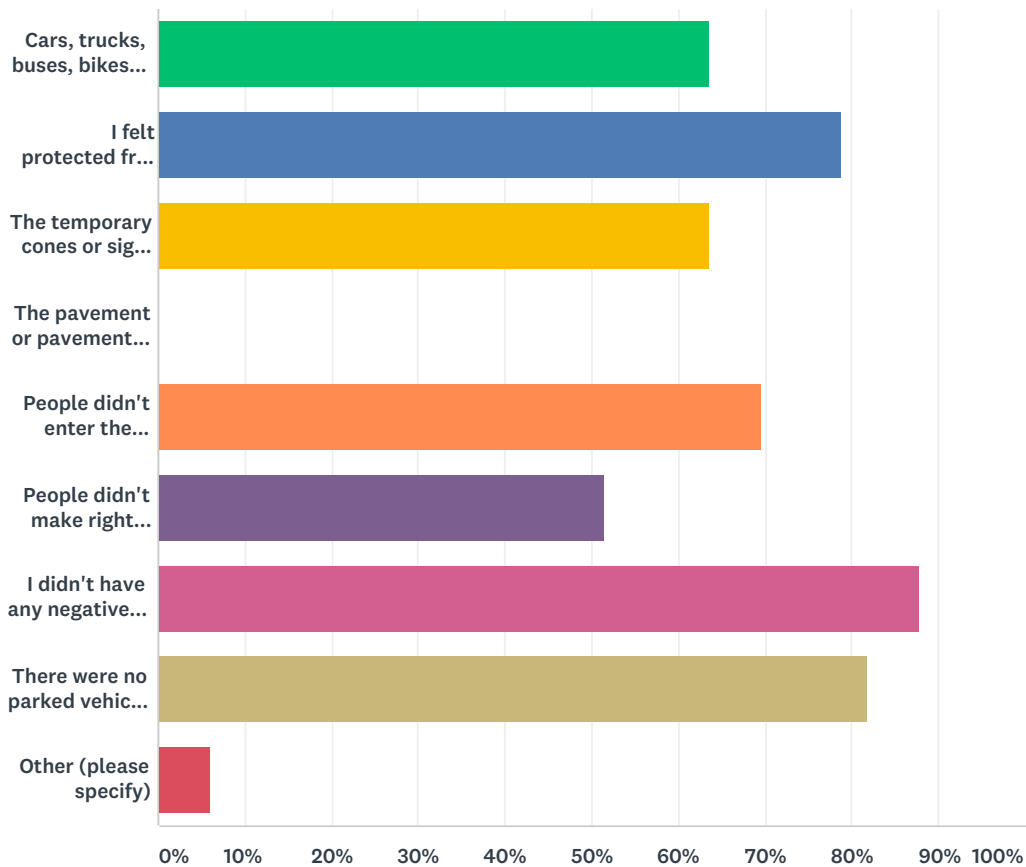
■ Very Uncomfortable  
 ■ Uncomfortable  
 ■ Neutral  
 ■ Comfortable  
■ Very Comfortable

	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
☆	2.22% 1	15.56% 7	11.11% 5	31.11% 14	40.00% 18	45	3.91



### Q16 Please tell us what caused you to feel comfortable on Segment 5 (Check all that apply)

Answered: 33 Skipped: 14



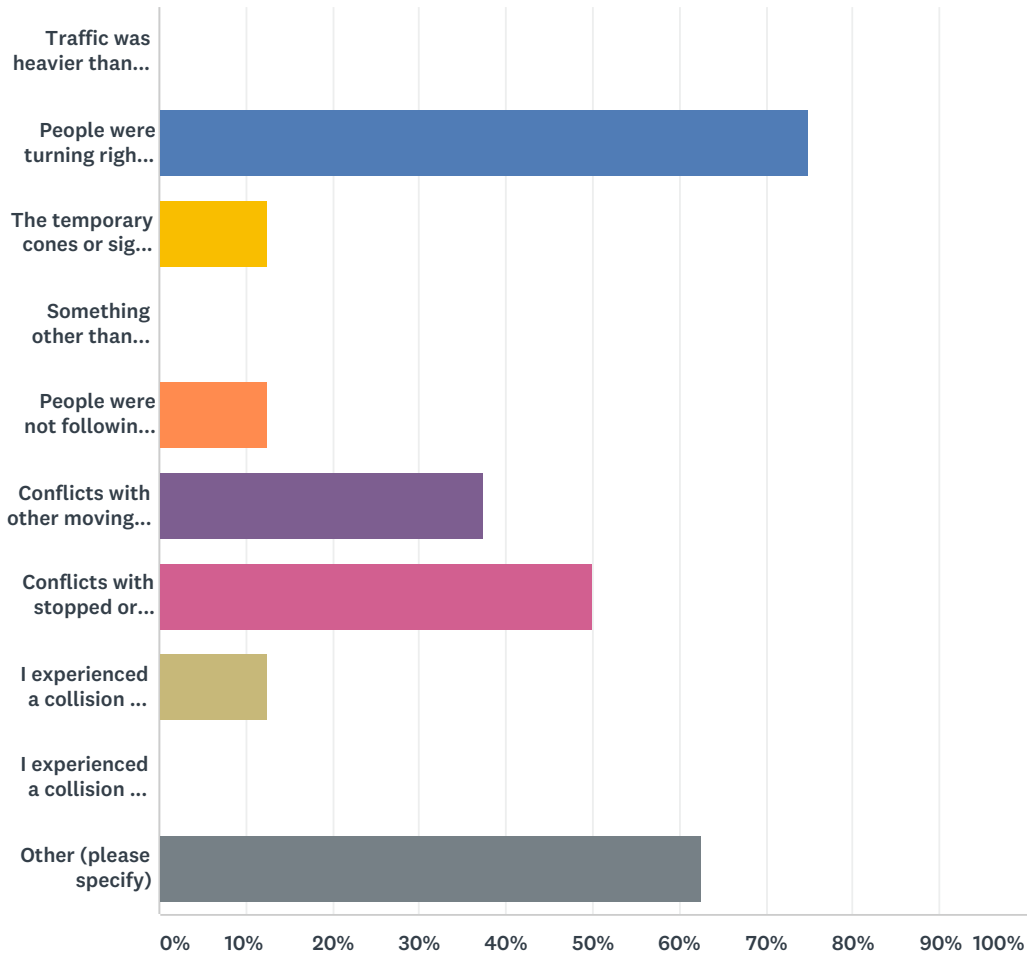
ANSWER CHOICES	RESPONSES
Cars, trucks, buses, bikes, scooters, and pedestrians were respecting the rules of the road	63.64% 21
I felt protected from other traffic	78.79% 26
The temporary cones or signs were clear	63.64% 21
The pavement or pavement markings were in good condition	0.00% 0
People didn't enter the pop-up shared mobility lane abruptly	69.70% 23
People didn't make right turns abruptly	51.52% 17
I didn't have any negative interactions with buses in the pop-up shared mobility lane	87.88% 29
There were no parked vehicles in the pop-up shared mobility lane	81.82% 27
Other (please specify)	6.06% 2
Total Respondents: 33	

#	OTHER (PLEASE SPECIFY)	DATE
1	Inaccurate portrayal There were police officers on every corner	8/5/2019 6:19 PM



### Q17 Please tell us what made you feel less than comfortable for segment 5 (Check all that apply)

Answered: 8 Skipped: 39



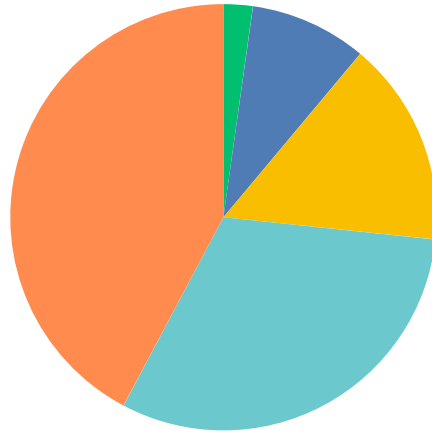
ANSWER CHOICES	RESPONSES	
Traffic was heavier than I'm comfortable with	0.00%	0
People were turning right abruptly	75.00%	6
The temporary cones or signs were not clear	12.50%	1
Something other than pedestrians or vehicles was obstructing the pop-up shared mobility lane	0.00%	0
People were not following traffic laws	12.50%	1
Conflicts with other moving road users in the pop-up shared mobility lane	37.50%	3
Conflicts with stopped or parked road users in the pop-up shared mobility lane	50.00%	4
I experienced a collision or near miss with a car/truck in the pop-up shared mobility lane	12.50%	1
I experienced a collision or near miss with a bus in the pop-up shared mobility lane	0.00%	0
Other (please specify)	62.50%	5

Total Respondents: 8

#	OTHER (PLEASE SPECIFY)	DATE
1	<b>Fear of bus</b> Bus present behind me. Even though gave me space I felt I needed to go faster than I normally go.	8/2/2019 4:44 PM
2	<b>Right turn</b> A car beside me failed to signal and moved immediately into turn lane at Rich directly in front of me	7/30/2019 2:20 PM
3	<b>Fear of bus</b> None of those happened but I was uncomfortable and constantly checking for the bus.	7/30/2019 9:47 AM
4	I am quite comfortable riding in all kinds of traffic because the majority of drivers *generally* obey the rules of the road and are considerate of bikes. The primary problem in bike lanes is cars turning suddenly, without looking for bikes; this problem is worse in bike lanes than it is in general traffic lanes. The pop-up experiment does not solve that problem; I almost got plowed at pop-up section 4/5 by a car turning quickly from Third to Town without looking. Plus, sharing with buses--which we don't do in the non-pop-up environment--is inconvenient (they stop so often, and sometimes for a long time), and dangerous (they are so wide they take up the whole pop-up, so you have to go outside the pop-up to pass them).	7/25/2019 10:52 AM
5	<b>Right turn</b> A large tour bus turned slowly onto Rich street across the shared mobility lane. I had enough time to react but I had to wait for a while before I could continue my ride.	7/24/2019 4:18 AM

# Q18 How comfortable were you in Segment 6 of the pop-up shared mobility lane?

Answered: 45 Skipped: 2

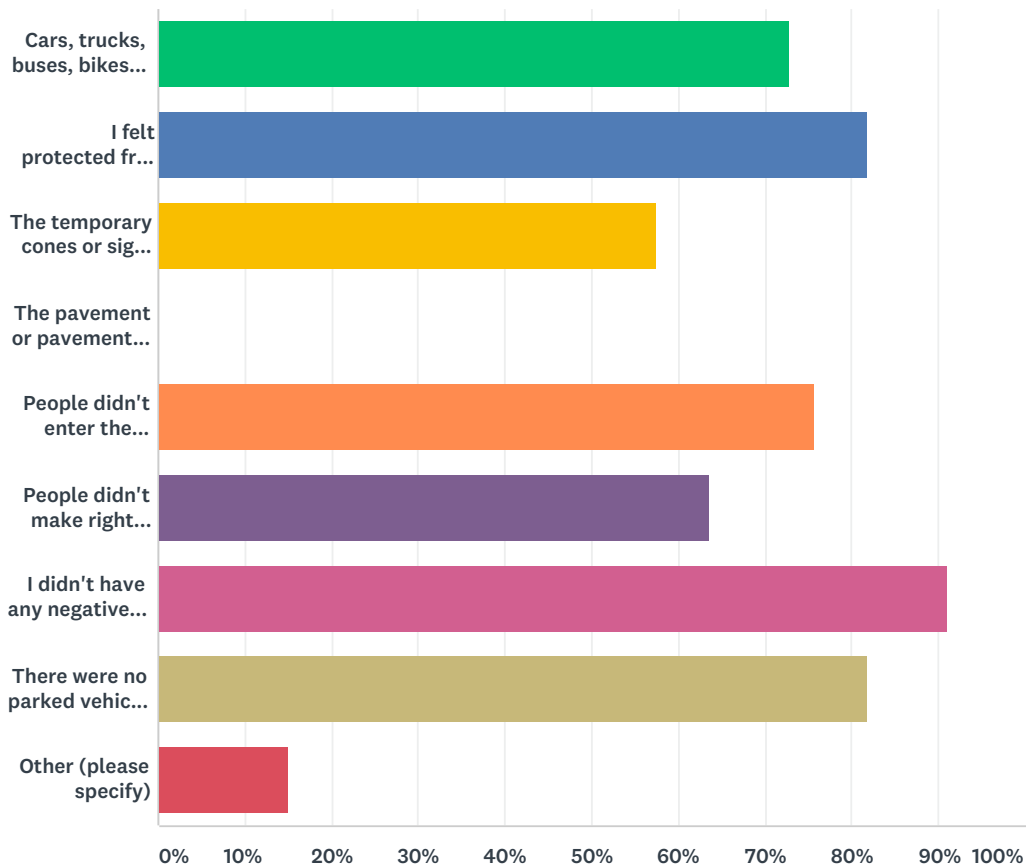


Very Uncomfortable Uncomfortable Neutral Comfortable  
Very Comfortable

	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
☆	2.22% 1	8.89% 4	15.56% 7	31.11% 14	42.22% 19	45	4.02

### Q19 Please tell us what caused you to feel comfortable on Segment 6 (Check all that apply)

Answered: 33 Skipped: 14



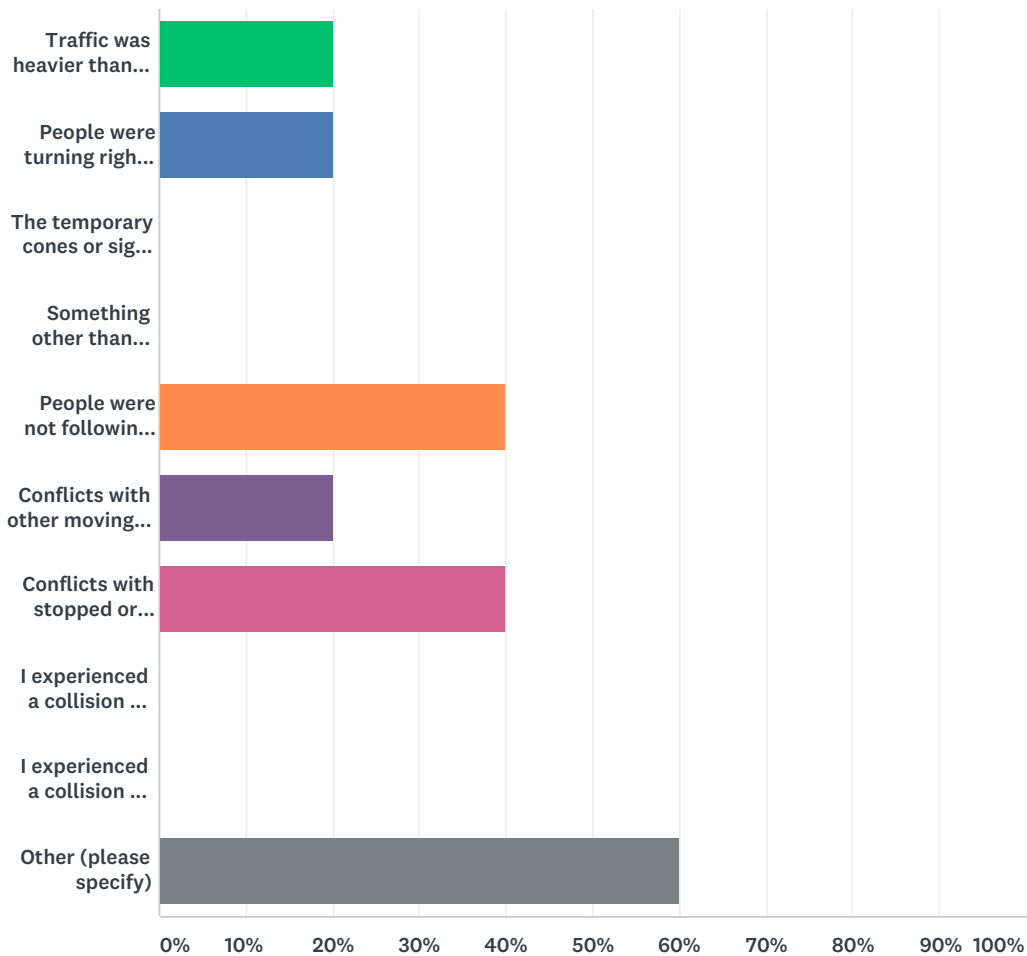
ANSWER CHOICES	RESPONSES
Cars, trucks, buses, bikes, scooters, and pedestrians were respecting the rules of the road	72.73% 24
I felt protected from other traffic	81.82% 27
The temporary cones or signs were not clear	57.58% 19
The pavement or pavement markings were in good condition	0.00% 0
People didn't enter the pop-up shared mobility lane abruptly	75.76% 25
People didn't make right turns abruptly	63.64% 21
I didn't have any negative interactions with buses in the pop-up shared mobility lane	90.91% 30
There were no parked vehicles in the pop-up shared mobility lane	81.82% 27
Other (please specify)	15.15% 5
Total Respondents: 33	

#	OTHER (PLEASE SPECIFY)	DATE
1	Inaccurate Portrayal There were police officers on every corner	8/5/2019 6:19 PM

2	<b>width</b> extra width is important	7/31/2019 8:41 AM
3	<b>no parked cars</b> No parked cars next to bike lane	7/29/2019 7:27 AM
4	<b>left turn difficult</b> Making a left turn onto Main is challenging. A queue box here would be helpful in future iterations/in general.	7/26/2019 12:00 PM
5	<b>no negative interactions</b> No interactions with cars and fully separated - best segment.	7/26/2019 6:25 AM

## Q20 Please tell us what made you feel less than comfortable for Segment 6 (Check all that apply)

Answered: 5 Skipped: 42



ANSWER CHOICES	RESPONSES	
Traffic was heavier than I'm comfortable with	20.00%	1
People were turning right abruptly	20.00%	1
The temporary cones or signs were not clear	0.00%	0
Something other than pedestrians or vehicles was obstructing the pop-up shared mobility lane	0.00%	0
People were not following traffic laws	40.00%	2
Conflicts with other moving road users in the pop-up shared mobility lane	20.00%	1
Conflicts with stopped or parked road users in the pop-up shared mobility lane	40.00%	2
I experienced a collision or near miss with a car/truck in the pop-up shared mobility lane	0.00%	0
I experienced a collision or near miss with a bus in the pop-up shared mobility lane	0.00%	0
Other (please specify)	60.00%	3

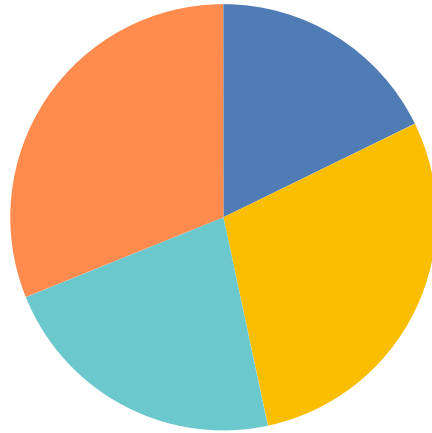


Total Respondents: 5

#	OTHER (PLEASE SPECIFY)	DATE
1	<b>Fear of bus</b> None of those happened but I was uncomfortable and constantly checking for the bus.	7/30/2019 9:47 AM
2	I am quite comfortable riding in all kinds of traffic because the majority of drivers *generally* obey the rules of the road and are considerate of bikes. The primary problem in bike lanes is cars turning suddenly, without looking for bikes; this problem is worse in bike lanes than it is in general traffic lanes. The pop-up experiment does not solve that problem; I almost got plowed at pop-up section 4/5 by a car turning quickly from Third to Town without looking. Plus, sharing with buses-- which we don't do in the non-pop-up environment--is inconvenient (they stop so often, and sometimes for a long time), and dangerous (they are so wide they take up the whole pop-up, so you have to go outside the pop-up to pass them).	7/25/2019 10:52 AM
3	<b>buses were frequent</b> I went through the lane several times. as it got close to 6pm, buses were stopped in the end of the lane, making the whole thing unusable	7/23/2019 5:53 PM

## Q21 How comfortable were you in Segment 7 of the existing pop-up shared mobility lane?

Answered: 45 Skipped: 2

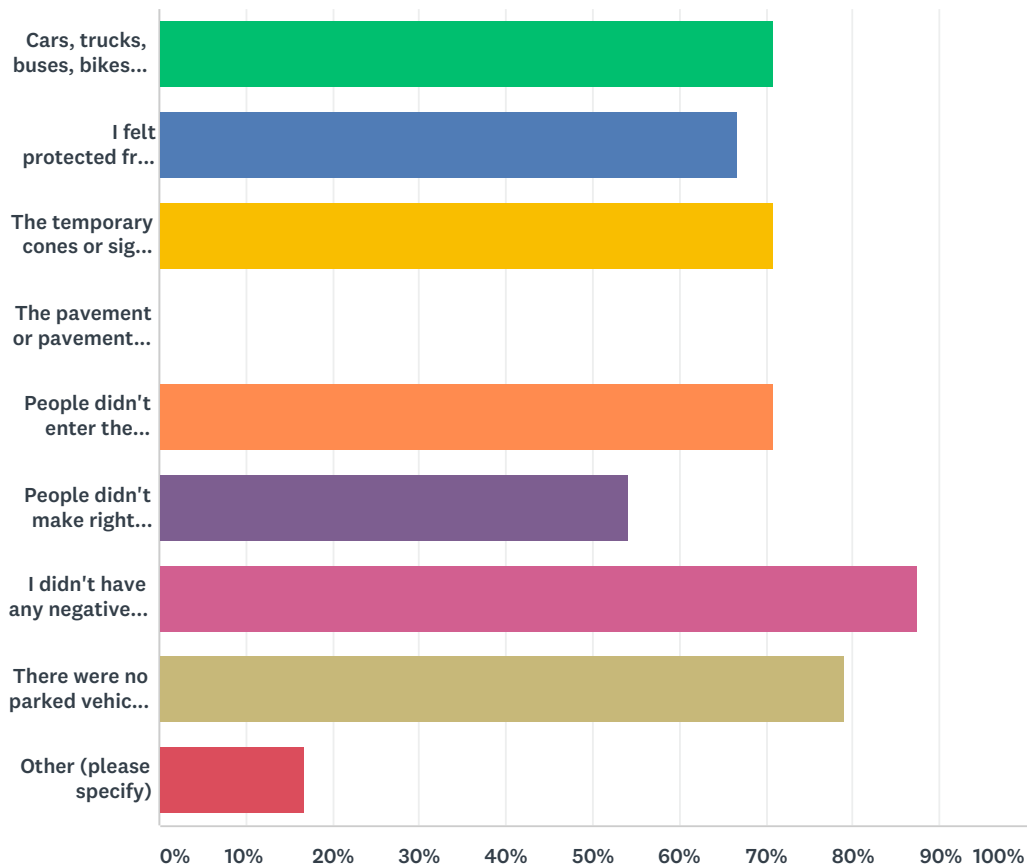


■ Very Uncomfortable  
 ■ Uncomfortable  
 ■ Neutral  
 ■ Comfortable  
 ■ Very Comfortable

	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
☆	0.00% 0	17.78% 8	28.89% 13	22.22% 10	31.11% 14	45	3.67

## Q22 Please tell us what caused you to feel comfortable on Segment 7 (Check all that apply)

Answered: 24 Skipped: 23



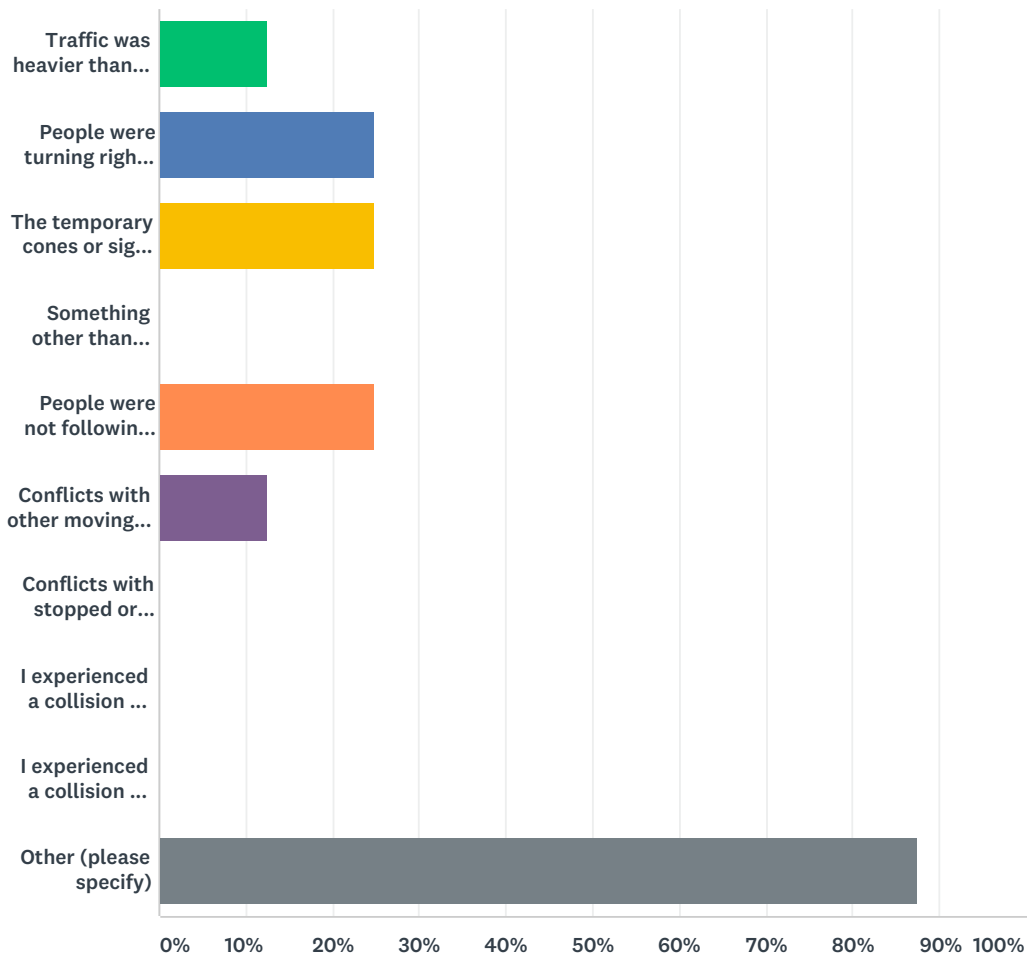
ANSWER CHOICES	RESPONSES	
Cars, trucks, buses, bikes, scooters, and pedestrians were respecting the rules of the road	70.83%	17
I felt protected from other traffic	66.67%	16
The temporary cones or signs were clear	70.83%	17
The pavement or pavement markings were in good condition	0.00%	0
People didn't enter the pop-up shared mobility lane abruptly	70.83%	17
People didn't make right turns abruptly	54.17%	13
I didn't have any negative interactions with buses in the pop-up shared mobility lane	87.50%	21
There were no parked vehicles in the pop-up shared mobility lane	79.17%	19
Other (please specify)	16.67%	4
Total Respondents: 24		

#	OTHER (PLEASE SPECIFY)	DATE
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1	This section has recently been resurfaced. The City or ODOT has not properly restriped the bike lane which leads to lots of confusion for cars that perceive it as another travel lane. This condition needs to be fixed urgently. During this test, there were cones in this section which separated the space, similarly to how it was before the resurfacing. It would function similarly if restriped appropriately.	8/2/2019 9:49 AM
2	extra width important	7/31/2019 8:41 AM
3	Though the bike lane was no longer marked, I had a feeling of relief being out of the test area. To sum the experience up without going into great detail, the bus operators didn't appear to have adequate training for this event and giving the experiment a fair assessment is difficult because of the clinical conditions that were present.	7/27/2019 3:12 PM
4	this section was mostly free of obstruction and back to feeling like an extra wide bike lane	7/23/2019 5:54 PM

## Q23 Please tell us what made you feel less than comfortable for Segment 7 (Check all that apply)

Answered: 8 Skipped: 39



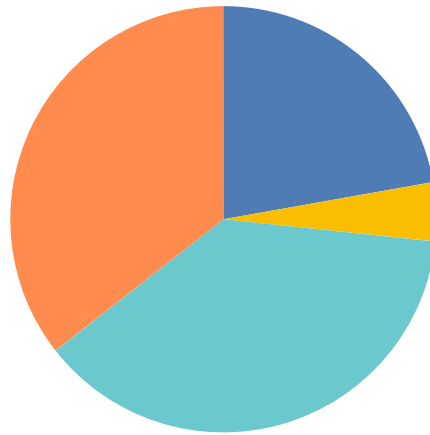
ANSWER CHOICES	RESPONSES	
Traffic was heavier than I'm comfortable with	12.50%	1
People were turning right abruptly	25.00%	2
The temporary cones or signs were not clear	25.00%	2
Something other than pedestrians or vehicles was obstructing the pop-up shared mobility lane	0.00%	0
People were not following traffic laws	25.00%	2
Conflicts with other moving road users in the pop-up shared mobility lane	12.50%	1
Conflicts with stopped or parked road users in the pop-up shared mobility lane	0.00%	0
I experienced a collision or near miss with a car/truck in the pop-up shared mobility lane	0.00%	0
I experienced a collision or near miss with a bus in the pop-up shared mobility lane	0.00%	0
Other (please specify)	87.50%	7

Total Respondents: 8

#	OTHER (PLEASE SPECIFY)	DATE
1	Heavy traffic and impatient drivers	8/5/2019 6:21 PM
2	The bike lane disappeared had to ride more aggressive	8/2/2019 1:40 PM
3	Lane drops off and disappears	8/1/2019 2:11 PM
4	I felt nervous due to the bike lane ending and seeing the highway coming up — not necessarily the mobility lane	8/1/2019 1:14 PM
5	leaving the protected lane into heavy traffic to head east was stressful	7/31/2019 9:49 AM
6	None of those happened but I was uncomfortable and constantly checking for the bus.	7/30/2019 9:47 AM
7	Vehicles honking at both cyclists and pedestrians turning left	7/29/2019 10:24 AM

## Q24 How would you rate your overall experience traveling through the pop-up shared mobility lane?

Answered: 45 Skipped: 2

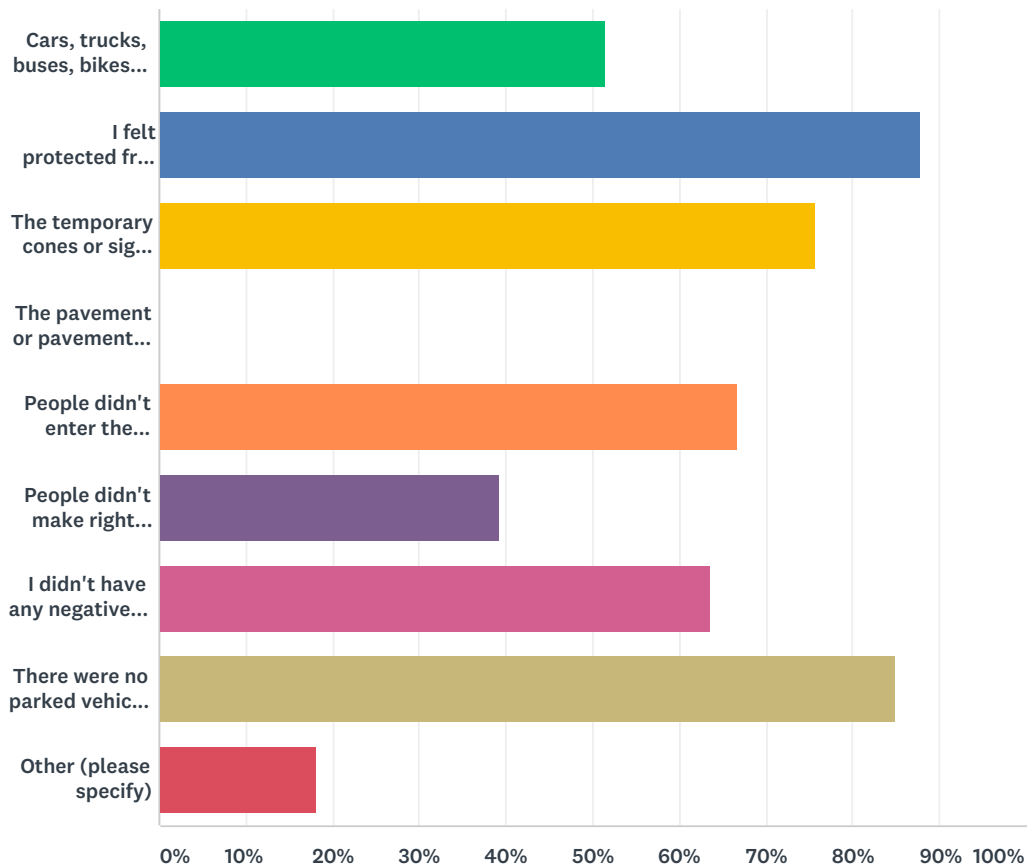


■ Very Uncomfortable  
 ■ Uncomfortable  
 ■ Neutral  
 ■ Comfortable  
■ Very Comfortable

	VERY UNCOMFORTABLE	UNCOMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHTED AVERAGE
☆	0.00% 0	22.22% 10	4.44% 2	37.78% 17	35.56% 16	45	3.87

### Q25 Please tell us what caused you to feel generally comfortable while traveling through the pop-up shared mobility lane (Check all that apply)

Answered: 33 Skipped: 14



ANSWER CHOICES	RESPONSES
Cars, trucks, buses, bikes, scooters, and pedestrians were respecting the rules of the road	51.52% 17
I felt protected from other traffic	87.88% 29
The temporary cones or signs were clear	75.76% 25
The pavement or pavement markings were in good condition	0.00% 0
People didn't enter the pop-up shared mobility lane abruptly	66.67% 22
People didn't make right turns abruptly	39.39% 13
I didn't have any negative interactions with buses in the pop-up shared mobility lane	63.64% 21
There were no parked vehicles in the pop-up shared mobility lane	84.85% 28
Other (please specify)	18.18% 6
Total Respondents: 33	

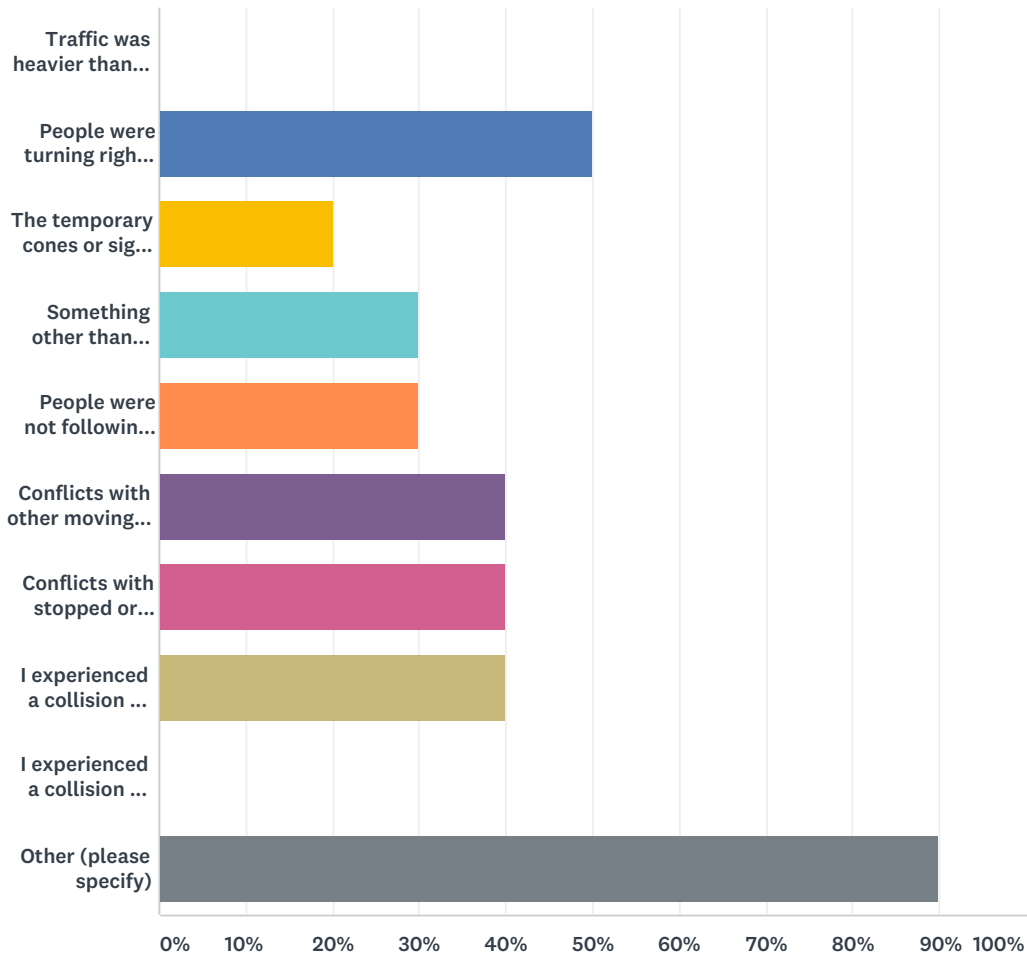
#	OTHER (PLEASE SPECIFY)	DATE
1	extra width made a difference	7/31/2019 8:42 AM



2	Also did see police out watching traffic as well	7/30/2019 2:23 PM
3	Heavy police presence	7/29/2019 10:24 AM
4	It was comfortable, but slower.	7/26/2019 7:54 AM
5	The main drawback is that there are still right turns and a few interactions but overall much better.	7/26/2019 6:26 AM
6	There was also a lot of police and COTA presence	7/24/2019 2:47 PM

## Q26 Please tell us what caused you to feel generally less than comfortable while traveling through the pop-up shared mobility lane (Check all that apply)

Answered: 10 Skipped: 37



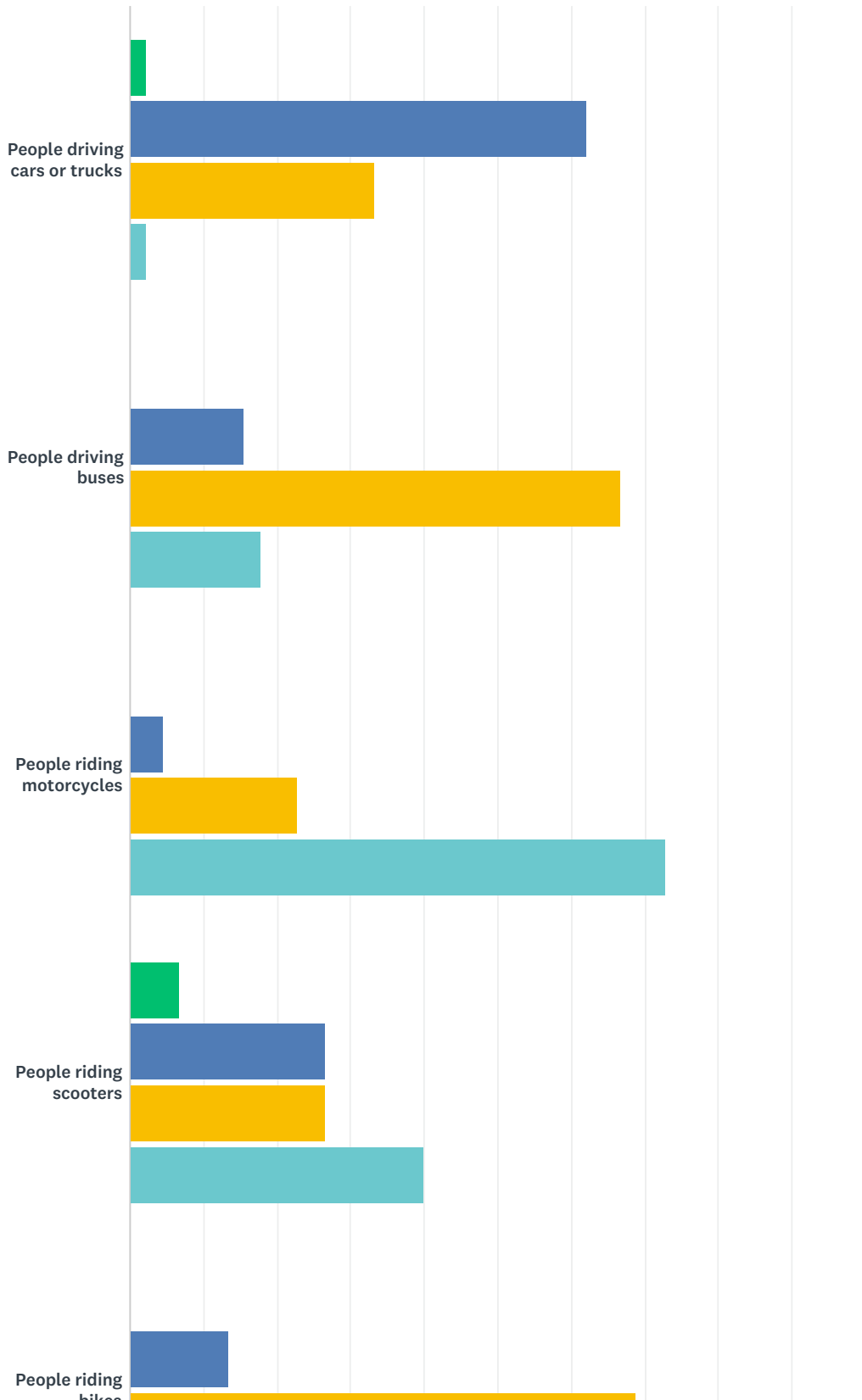
ANSWER CHOICES	RESPONSES	
Traffic was heavier than I'm comfortable with	0.00%	0
People were turning right abruptly	50.00%	5
The temporary cones or signs were not clear	20.00%	2
Something other than pedestrians or vehicles was obstructing the pop-up shared mobility lane	30.00%	3
People were not following traffic laws	30.00%	3
Conflicts with other moving road users in the pop-up shared mobility lane	40.00%	4
Conflicts with stopped or parked road users in the pop-up shared mobility lane	40.00%	4
I experienced a collision or near miss with a car/truck in the pop-up shared mobility lane	40.00%	4
I experienced a collision or near miss with a bus in the pop-up shared mobility lane	0.00%	0
Other (please specify)	90.00%	9

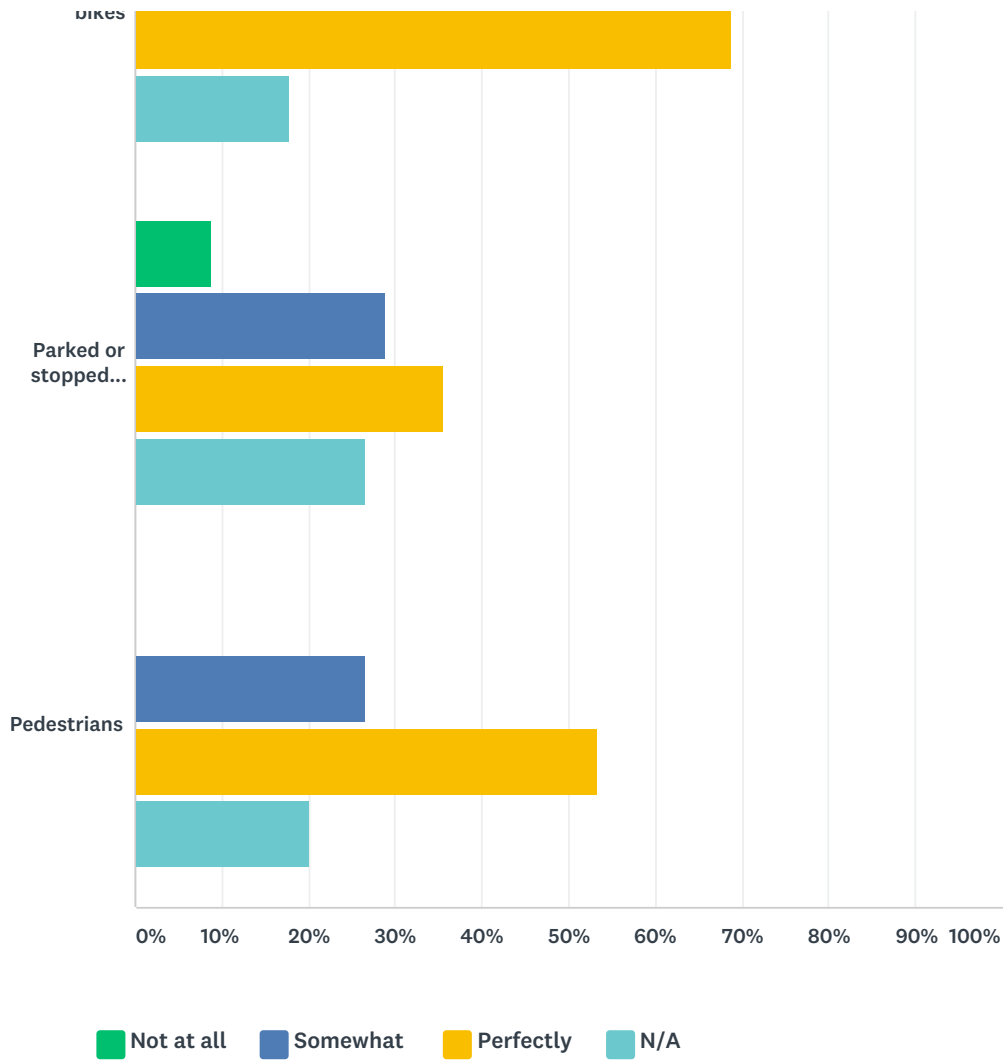
Total Respondents: 10

#	OTHER (PLEASE SPECIFY)	DATE
1	I normally don't share the bike lane with buses. Marking the lane with cones and posting a police officer on every corner made the lane safe during the test but it is not a realistic representation of how it would this lane would function in reality	8/5/2019 6:24 PM
2	Bus exhaust, police presence	8/5/2019 9:28 AM
3	Everyone rushing down 3rd to get home from work almost got hit by a car turning into the statehouse the bike trail alongside the state House was the most cracked pavement then any other part of the lane everyone is driving really fast to make every light and hop on 70w/71s or 70e trying to beat traffic home	8/2/2019 1:43 PM
4	No issues riding in front of the bus...seemed to keep its distance. Riding behind the bus was not great. Bus stops drastically slowed bike time when stopping. Heat that comes off bus, especially when it takes off from stop is very uncomfortable. Enforcement of lane is an issue -observed usps mail truck parked in lane resulting in 5 buses stacked. Taxis driving in lane to drop off at hotel were problematic. Have observed several delivery trucks blocking lane during non-peak. Enforcement round the clock will create culture of it being unacceptable to stop in bike lanes or other restricted lanes and make mobility for bikes and buses better. Because of size of bus, a bike has low visibility of traffic patterns/conditions in front of them when following bus. Makes me feel anxious because I have less perspective on traffic and less time to prepare and maneuver through intersections. Buses waiting at stops is still a problem. Held me up for 3 light cycles behind bus waiting at stop.	8/2/2019 9:54 AM
5	there were a LOT of police around and that generally makes me uncomfortable	7/31/2019 9:50 AM
6	I was uncomfortable and constantly looking over my shoulder for the bus. There were cops at every intersection, are they going to do that forever? I wouldn't want to do this without the police presence and all the extra cones.	7/30/2019 9:49 AM
7	See previous note	7/27/2019 3:12 PM
8	I am quite comfortable riding in all kinds of traffic because the majority of drivers *generally* obey the rules of the road and are considerate of bikes. The primary problem in bike lanes is cars turning suddenly, without looking for bikes; this problem is worse in bike lanes than it is in general traffic lanes. The pop-up experiment does not solve that problem; I almost got plowed at pop-up section 4/5 by a car turning quickly from Third to Town without looking. Plus, sharing with buses-- which we don't do in the non-pop-up environment--is inconvenient (they stop so often, and sometimes for a long time), and dangerous (they are so wide they take up the whole pop-up, so you have to go outside the pop-up to pass them).	7/25/2019 10:53 AM
9	it was mostly complete chaos, worse than the previous bike lane setup, and it was easier just to skip the shared bike/bus lane completely and ride with traffic	7/23/2019 5:56 PM

# Q27 How well did each of these road user types follow the rules of the road?

Answered: 45 Skipped: 2

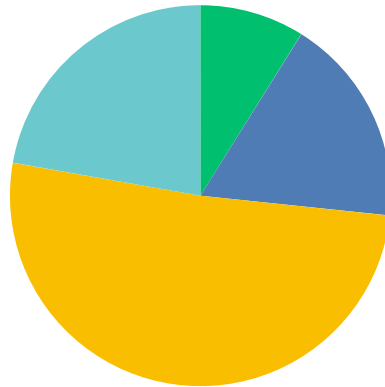




	NOT AT ALL	SOMEWHAT	PERFECTLY	N/A	TOTAL	WEIGHTED AVERAGE
People driving cars or trucks	2.22% 1	62.22% 28	33.33% 15	2.22% 1	45	2.32
People driving buses	0.00% 0	15.56% 7	66.67% 30	17.78% 8	45	2.81
People riding motorcycles	0.00% 0	4.55% 2	22.73% 10	72.73% 32	44	2.83
People riding scooters	6.67% 3	26.67% 12	26.67% 12	40.00% 18	45	2.33
People riding bikes	0.00% 0	13.33% 6	68.89% 31	17.78% 8	45	2.84
Parked or stopped vehicles	8.89% 4	28.89% 13	35.56% 16	26.67% 12	45	2.36
Pedestrians	0.00% 0	26.67% 12	53.33% 24	20.00% 9	45	2.67

## Q28 How efficiently did you travel through the pop-up shared mobility lane?

Answered: 45 Skipped: 2

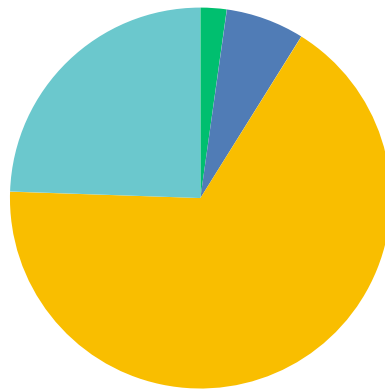


■ Very inefficient   
 ■ Slightly less than efficient   
 ■ About as efficient as expected  
■ More efficient than expected

	VERY INEFFICIENT	SLIGHTLY LESS THAN EFFICIENT	ABOUT AS EFFICIENT AS EXPECTED	MORE EFFICIENT THAN EXPECTED	TOTAL	WEIGHTED AVERAGE
(no label)	8.89% 4	17.78% 8	51.11% 23	22.22% 10	45	2.87

## Q29 How easy was it to navigate the pop-up shared mobility lane?

Answered: 45 Skipped: 2

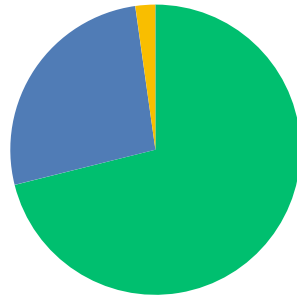


■ Very Confusing   
 ■ Slightly Confusing   
 ■ About what was expected  
■ Easier than I expected

	VERY CONFUSING	SLIGHTLY CONFUSING	ABOUT WHAT WAS EXPECTED	EASIER THAN I EXPECTED	TOTAL	WEIGHTED AVERAGE
(no label)	2.22% 1	6.67% 3	66.67% 30	24.44% 11	45	3.13

### Q30 Please rate your opinion of your bicycling experience level

Answered: 45 Skipped: 2



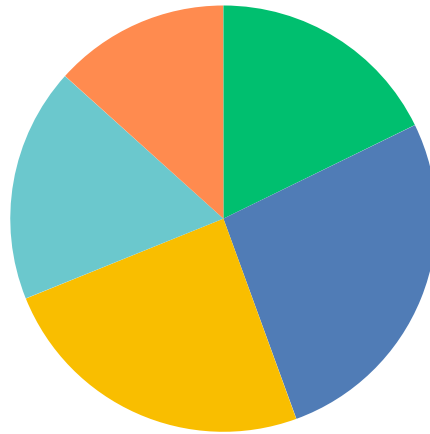
- Strong and fearless (comfortable biking on major streets without bike lanes)
- Enthused and confident (comfortable biking on major streets only with bike lanes)
- Interested but concerned (only comfortable biking on trails or completely protected bike l...
- I rarely bike on the road ■ Novice (new to bicycling)

ANSWER CHOICES	RESPONSES	
Strong and fearless (comfortable biking on major streets without bike lanes)	71.11%	32
Enthused and confident (comfortable biking on major streets only with bike lanes)	26.67%	12
Interested but concerned (only comfortable biking on trails or completely protected bike lanes)	2.22%	1
I rarely bike on the road	0.00%	0
Novice (new to bicycling)	0.00%	0
<b>TOTAL</b>		<b>45</b>



### Q31 How often do you bike on 3rd Street?

Answered: 45 Skipped: 2

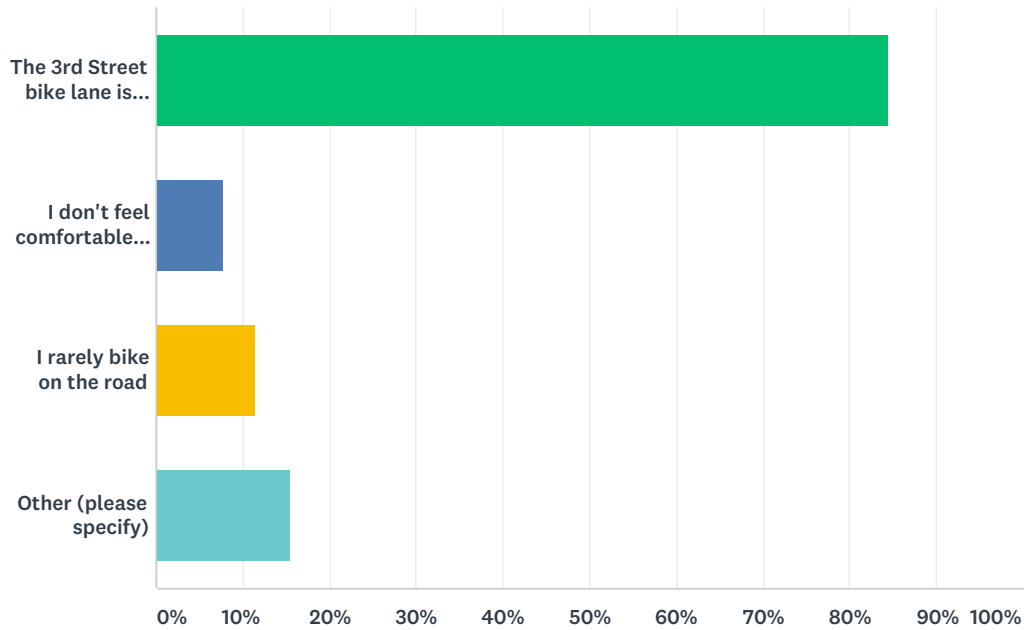


■ Daily
 ■ A few days a week
 ■ A few days a month
 ■ Rarely
 ■ Never

	DAILY	A FEW DAYS A WEEK	A FEW DAYS A MONTH	RARELY	NEVER	TOTAL	WEIGHTED AVERAGE
(no label)	17.78%	26.67%	24.44%	17.78%	13.33%	45	3.18
	8	12	11	8	6		

## Q32 What is your reasoning for not biking on 3rd Street?

Answered: 26 Skipped: 21

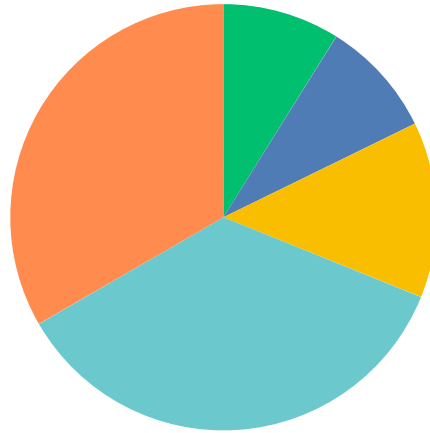


ANSWER CHOICES	RESPONSES	
The 3rd Street bike lane is not along my normal route	84.62%	22
I don't feel comfortable using the bike lane	7.69%	2
I rarely bike on the road	11.54%	3
Other (please specify)	15.38%	4
Total Respondents: 26		

#	OTHER (PLEASE SPECIFY)	DATE
1	I take a less busy route	8/5/2019 12:17 PM
2	I know 3rd is a heavy traffic street with a lot of one ways and abrupt right turns have had a few friends hit on third in between chestnut and gay so I avoid it for many reasons all depending on time of day and traffic	8/2/2019 1:48 PM
3	I live north so use 4th or Front in the evening	7/30/2019 2:25 PM
4	Just a recreational cyclist that avoids heavily traveled roadways	7/29/2019 7:30 AM

### Q33 How likely are you to travel by bike through the pop-up shared mobility lane again if the conditions stay the same?

Answered: 45 Skipped: 2

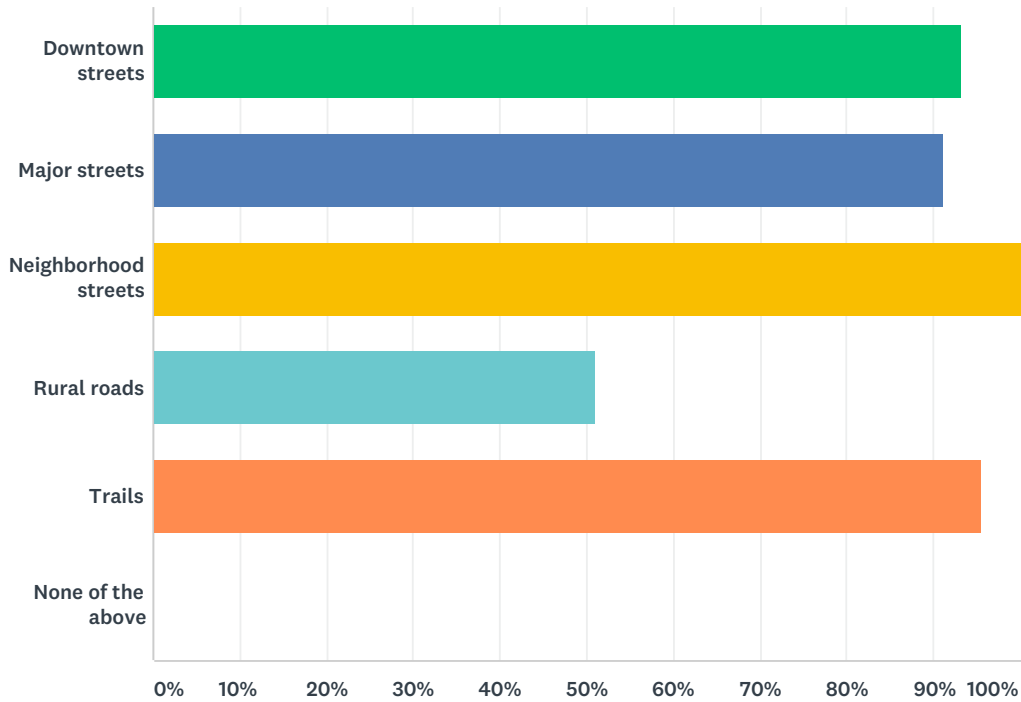


■ Very unlikely
 ■ Unlikely
 ■ Somewhat likely
 ■ Likely
 ■ Very Likely

	VERY UNLIKELY	UNLIKELY	SOMEWHAT LIKELY	LIKELY	VERY LIKELY	TOTAL	WEIGHTED AVERAGE
(no label)	8.89%	8.89%	13.33%	35.56%	33.33%	45	3.76
	4	4	6	16	15		

### Q34 Please select where you have biked in the last year (Check all that apply)

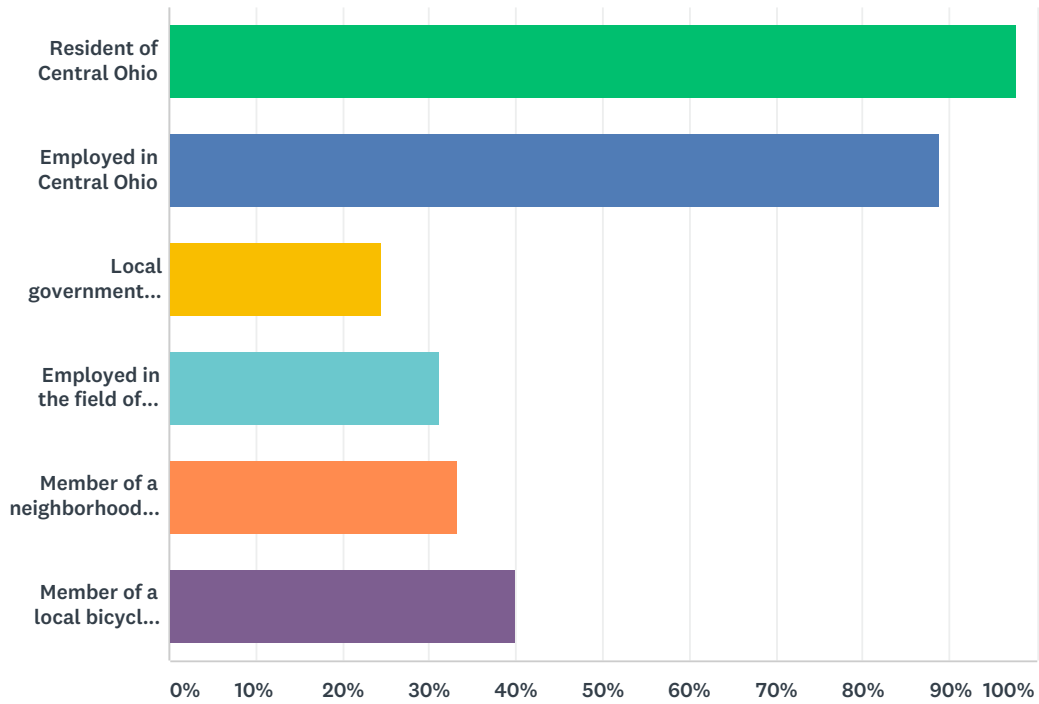
Answered: 45 Skipped: 2



ANSWER CHOICES	RESPONSES	
Downtown streets	93.33%	42
Major streets	91.11%	41
Neighborhood streets	100.00%	45
Rural roads	51.11%	23
Trails	95.56%	43
None of the above	0.00%	0
Total Respondents: 45		

### Q35 Which of the following applies to you? (Check all that apply)

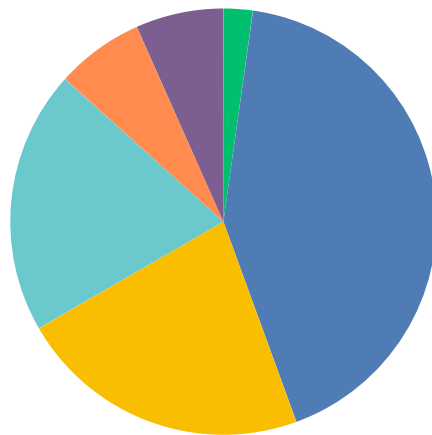
Answered: 45 Skipped: 2



ANSWER CHOICES	RESPONSES	
Resident of Central Ohio	97.78%	44
Employed in Central Ohio	88.89%	40
Local government employee	24.44%	11
Employed in the field of urban planning or transportation engineering	31.11%	14
Member of a neighborhood or community organization	33.33%	15
Member of a local bicycling group	40.00%	18
Total Respondents: 45		

### Q36 Please select your age group

Answered: 45 Skipped: 2

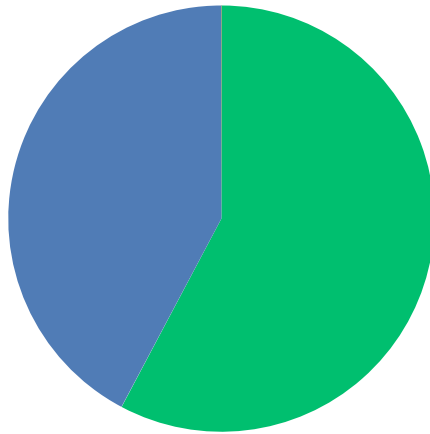


■ 18-24 
 ■ 25-34 
 ■ 35-44 
 ■ 45-54 
 ■ 55-64 
 ■ 65+

ANSWER CHOICES	RESPONSES	
18-24	2.22%	1
25-34	42.22%	19
35-44	22.22%	10
45-54	20.00%	9
55-64	6.67%	3
65+	6.67%	3
<b>TOTAL</b>		<b>45</b>

### Q37 Please select your gender identity

Answered: 45 Skipped: 2

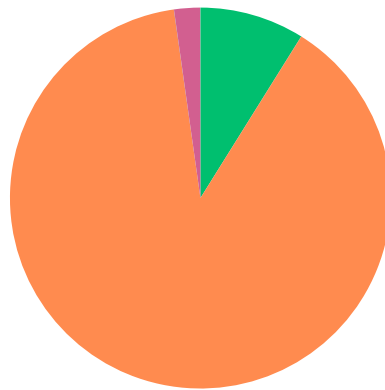


Male Female Trans Non-Binary Other Prefer not to answer

ANSWER CHOICES	RESPONSES	
Male	57.78%	26
Female	42.22%	19
Trans	0.00%	0
Non-Binary	0.00%	0
Other	0.00%	0
Prefer not to answer	0.00%	0
<b>TOTAL</b>		<b>45</b>

### Q38 Please select your race/ethnicity

Answered: 45 Skipped: 2



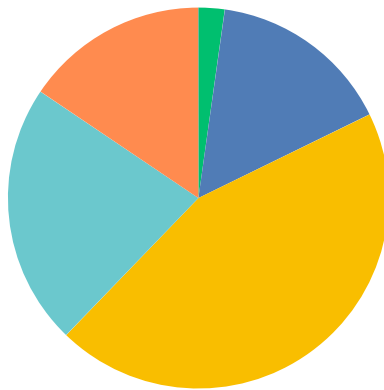
■ Black or African American
 ■ American Indian or Alaska Native
 ■ Hispanic or Latinx  
■ Asian
 ■ White
 ■ Other
 ■ Prefer not to answer

ANSWER CHOICES	RESPONSES	
Black or African American	8.89%	4
American Indian or Alaska Native	0.00%	0
Hispanic or Latinx	0.00%	0
Asian	0.00%	0
White	88.89%	40
Other	0.00%	0
Prefer not to answer	2.22%	1
<b>TOTAL</b>		<b>45</b>



### Q39 What is your estimated annual household income?

Answered: 45 Skipped: 2



■ Under \$25,000   
 ■ \$25,000-\$50,000   
 ■ \$50,000-\$100,000   
 ■ \$100,000-\$150,000  
■ \$150,000+   
 ■ Prefer not to answer

ANSWER CHOICES	RESPONSES	
Under \$25,000	2.22%	1
\$25,000-\$50,000	15.56%	7
\$50,000-\$100,000	44.44%	20
\$100,000-\$150,000	22.22%	10
\$150,000+	15.56%	7
Prefer not to answer	0.00%	0
<b>TOTAL</b>		<b>45</b>

## Q40 What else do we need to know about your experience in pop-up shared mobility lane?

Answered: 36 Skipped: 11

#	RESPONSES	DATE
1	I loved the width of the shared mobility lane. The width allows for bikers to actually be comfortable and have a conversation while riding side by side. That's the beauty about biking. What I didn't like about the lane is if you're stuck behind the buses, you're at the mercy of the buses, their fumes, their noise... One can weave into the next travel lane to try to get in front of the bus but that isn't always safe. Not sure what the solution is. But I did love how wide the lane became.	8/8/2019 7:21 AM
2	look, of course the MIT test is going to have positive results. You had cops issuing traffic citations, cones separating the bike lane, COTA supervisors and surveyors canvassing the streets, and most importantly, no valet, loading zones, or parked cars. How are buses going to travel in the bike lane with loading zone, valet, and parked cars? The existing bike lane is not big enough for the buses to travel in. Maybe expand the bike lane and add a physical barrier to separate a bike/bus lane. Other than adding a physical barrier, cars will still enter at inappropriate times. Look, I get that this study is a study to efficiently move bus passengers through this corridor, however, the city needs to be careful with transportation issues.	8/7/2019 12:08 PM
3	Cars did not understand the mobility lane. Cars were stopped and even traveling down the lane at times. The cops who were stationed took some time to get the cars to move, which in normal conditions without cops present, cars would have stayed longer. I think if there was official clear signage it would be an ok idea to add busses. I prefer just the bike lane, however, I think cyclists would be less likely to be hit by a turning vehicle if they knew to look for busses already.	8/6/2019 5:55 AM
4	I'm not a fan of the pop up. I understand that cars are experiencing bad traffic but that's their problem. They can wait while single occupancy vehicles slowly crawl out of downtown. It's unfair to ask bikes and buses, who do not contribute to the traffic problems, to be the ones to sacrifice to solve the issue.	8/5/2019 6:30 PM
5	I felt comfortable being protected from cars both parked and moving, but I didn't get stuck behind a bus during my test runs. I would be worried about that happening especially if they get stacked up. From experience it is not nice to be behind a bus on a bike and this setup would make it difficult to get past one.	8/5/2019 5:29 PM
6	Overall more smooth than I expected. Getting stuck behind buses a few times wasn't pleasant, but was able to pass via another lane somewhat easily. Recommend a visible barrier protecting the lane from outside traffic and more signs warning cars not to make abrupt right turns at intersections as bikes have the right of way.	8/5/2019 1:01 PM
7	I enjoyed the pop-up shared mobility lane quite a bit and thought it worked a lot better than expected. The buses moved at a similar pace to bikes which helped out with efficiency. The only real issues I had were if merging around the bus needed to happen. There was not as much space for a bike to do this with the cones popped up.	8/5/2019 12:14 PM
8	The only major improvement that the mobility lane offered beyond the bike lane without it is the removal of parked cars from the bike lane between Gay St. And Broad St. Otherwise the bike lane is fine as-is, and enhanced parking enforcement during rush hour would be sufficient.	8/5/2019 11:51 AM
9	Concerned about Th impact of buses on road surface over time. Concerned about what happens with motorists when police are not on every corner.	8/5/2019 9:33 AM
10	If I was an experienced rider and know how to hold and grip my handle bars for city riding that dip on 3rd and Gay would have flipped me off my bike also if it wasn't for me screaming at the car about to turn into the lower level state house garage I would have been toast	8/2/2019 1:51 PM

11	Traffic turning right across the lane was more problematic than it is under normal conditions across the bike lane. Cars waiting at the light usually see a bike waiting and the stopping line and wait to turn. The visibility issues are very difficult and right turns should be prohibited in a future configuration similar to this in any other corridor around the region. A wider lane that provided a space for bikes to move around a bus at a stop light so they could be highly visible and clear the intersection first could be a helpful model if this style lane is implemented elsewhere. I found this to be less comfortable from a bike than the normal. This style of lane would likely be comfortable in a corridor with less traffic and fewer buses.	8/2/2019 10:03 AM
12	If the lane is to remain shared it needs room for bicycles or other small vehicles to pass around the busses during stops. In general, bikes and buses move at different speeds and this difference created frustrating slows and stops that are not otherwise a part of the daily commute when the lane is for bikes only	8/1/2019 2:23 PM
13	During the time I rode there were no buses on the road, so I had a very pleasant experience, but hard to say what it would be like with buses. Nice to have that much space. The streets where drivers turn right across the lane are still very uncomfortable. It is not entirely clear if/when they are allowed to merge into the lane, especially at Broad street, so I could see potential conflicts there that need to be managed more clearly.	8/1/2019 2:15 PM
14	I traveled in the mobility lane multiple times (at least 5 and maybe 6). It was slow going when the bus was in it and I did not take a lane to pass in heavy traffic. People turning right abruptly was the biggest conflict - their unawareness that traffic traveling straight (even a bike) had the right of way. It was heavy traffic. I usually get off Third when I can and use another route because of the loading zones that exist ordinarily.	8/1/2019 1:05 PM
15	As usual, a few people deciding the bike lane is just a fancy parking spot snarled up traffic and made it necessary to leave the lane..where other drivers now believe cyclists aren't aloud do be which made the experience stressful I think we need education and social training more than protected lanes.	7/31/2019 9:54 AM
16	I rode one trip, just before 4 pm; no other vehicles in the pop-up lane, so my experience was incomplete	7/31/2019 8:47 AM
17	Sigms need to be placed reminding cars to signal their right turns. Ticket those specifically who do not.	7/30/2019 2:28 PM
18	Without the cones and police presence it would not be safe for bikes. I trust the safety of COTA drivers but they would block cars from seeing me and cars would whip in front of a bus and take me out. We absolutely need dedicated bus lanes. Putting buses in the bike lane is not the solution.	7/30/2019 9:52 AM
19	The heavy police presence was a key factor in why I felt safe during the pop-up.	7/29/2019 10:28 AM
20	Na	7/29/2019 8:09 AM
21	Overall the mobility lane was safer. But if you got behind a bus, it did force me to go slower than I would have normally.	7/29/2019 7:32 AM
22	Great! We need more of these.	7/27/2019 4:33 AM
23	I felt that the experience compared to the existing conditions was pretty much the same. I enjoyed that I didn't fear about getting doored by a car, but that was a low worry in existing conditions. It was nice that I didn't have to worry about valet parking during those hours pushing me close to the vehicular lanes. 3 of the 4 days the first week of the trial period I didn't encounter a single bus (maybe because of the time or that they were able to get through quicker) One day, though, I did and I had to enter the vehicular traffic to get around it when it was parked at a bus stop. That annoyance isn't changed with the new configuration.	7/26/2019 12:30 PM
24	I genuinely did feel safer, however, I did not interact with a bus at all during my trip.	7/26/2019 12:15 PM
25	Interested to see the data collected on the test period. On an individual level it overall felt calmer riding than if cars may be traveling behind me, but not necessarily a faster ride	7/26/2019 12:04 PM

26	Overall, a good experience and the highlight was the added protection of the busses against traffic, but this could also not always be the case, more so due to cars and trucks than busses. It was very comfortable due to the protection of the busses and the speed of travel, which also made it more inefficient. I would ride it if it made sense in my route, but as a cyclist that averages around 20mph (give or take a 2 mph) I would likely avoid it if I needed to get somewhere quickly. However, I am not the type of cyclist this (or any bike infra) should be designed for. 8-80 should always be the standard. I think you should have an option that allows you to say you didn't ride a certain section of the pop-up as not everyone will get to ride the whole thing. The transition on the south end out of the pop-up (and really transitions from one type of infrastructure to another generally needs to be a focus) should have been focused on more, as this is where users will be most likely to experience conflict. Also, intersections should be focused on more. I know the cyclist scale that you used is the standard, but it needs to be rethought. I am "strong and fearless" according to the scale, but in reality as a very skilled and experienced cyclist, I am never fearless. If I was fearless, I would be dead or in the hospital a lot more often. Fear is a good thing when danger is very much in play.	7/26/2019 8:05 AM
27	I don't think I would be comfortable passing a bus. I got stuck briefly behind one at a bus stop. There is not enough room in the lane to pass the bus, and traffic in the next lane is too heavy to merge over to get around.	7/25/2019 3:10 PM
28	the key is no parked vehicles being allowed, that is the major cause of problems. Delivery vehicles and idiots dropping off people in the bike lanes consistently make it dangerous to bike. If you want more casual bicyclists to commute that must be enforced strictly. If it isn't, it's not really a bike lane is it? The second way to get more casual cyclists is to have a protected lane for pedestrians/cyclists to cross over I-70 into German Village. Only the bravest of cyclists will merge with automobiles getting onto the highway on 3rd into German Village. I cycle daily and merging into vehicles in a lane that leads to highways is the most dangerous and scary thing I encounter as a cyclist that commutes.	7/25/2019 1:55 PM
29	So the pop-up and the existing painted bike lane are essentially the same width, and cars are not supposed to be in either one—no difference there. The cones provide a visual cue, but I have to say that the painted buffer zone between the bike lane and the traffic is obvious enough already that cars don't violate it that often. Other than the visual cues from the cones and signs, the only difference is that in the pop-up, bikes have to share with buses. That is inconvenient and/or more dangerous for bicyclists. The buses stop frequently, of course, and one never knows how long a bus will be stopped; could be a few seconds, could be several minutes. Since they are so wide, they take up the entire width of the pop-up, so the bicyclist has to go outside the cones and into the traffic lane to get around the bus, or else sit there in the heat and exhaust fumes for an unknowable length of time (seven minutes?) to wait for the bus to move. And when it does move, there's a 50-50 chance the bus will be moving slower than the bicycle. I call the pop-up experiment a failure, in that it did nothing to enhance the safety of bicyclists, but did make it less convenient.	7/25/2019 10:56 AM
30	Without a protected bike lane here (and throughout the city!), not just a painted road, even with signage, bicyclist safety and confidence will be compromised, regardless of experience levels. It's clear that the priority here in this "experiment" is to increase efficiency of COTA operations.	7/25/2019 5:59 AM
31	I felt signage on segment 7 was lacking as well as lane lines. That is the only place a car made an abrupt turn near me	7/24/2019 2:53 PM
32	The ride was very smooth and I moved along considerably faster than the flow of vehicular traffic. The only hiccups were a tour bus that took a long time to turn right across the shared mobility lane and someone walking with a cane in the middle of the lane who appeared confused and thought it had been completely closed off to traffic.	7/24/2019 4:24 AM
33	Once approved, there needs to be some sort of lane "bumps" or markers where the cones were. If paint is the only way the lane is defined, cars will continue to come over prematurely.	7/24/2019 4:08 AM
34	It would be better if the lane was set up like on Long Ave with separate adjacent lanes for bike and bus. The way it was set up had no room to compensate for any issues that came up. There was no way for buses to get around issues and there was no way for bikes to get around buses. Valet parking and deliveries were still happening. Also some drivers got confused and turned right into the bike/bus lane instead of into the next lane. I rode the lane six times between 5:30 & 6pm. The easiest method with fewest conflicts was to completely skip the bike/bus lane and just ride in the middle of the regular traffic lane.	7/23/2019 6:05 PM

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35	<p>In general, I thought the MIT was a positive experience from a safety standpoint even though I was abruptly cut off once (ranks in the top 3 of near misses on a bike in my lifetime). I thought that sharing a lane with a bus actually seemed to protect me - cars seemed less willing to jump into the bus lane because of the cones (and presumably the police presence). I felt more comfortable riding in the shared lane than the previous week's experience in some segments when I felt squished between traveling &amp; parked cars. That being said, the MIT felt slightly less comfortable than the segments that had the semi-buffered bike lane without parked cars. Right turns continue to be problematic. Perhaps some increased markings (green) in high conflict zones may help emphasize priority. From an efficiency standpoint, the shared lane was less efficient than the bike only lane. However, safety takes priority over efficiency during peak hours IMO. To me, the MIT won in terms of safety. I do think that two things could help in terms of efficiency: 1. Slightly wider shared lane (if you can squeeze a few feet out of the vehicle lanes), especially at bus stop locations, to allow for passing during unloading &amp; loading. 2. Payment through an app or some other way of pre-payment of fares to reduce delay. Last comment: it is going to take police presence &amp; enforcement to re-train drivers from bad behaviors that previously have been ignored (parking in the bike lane north of Broad in the pre-MIT condition). I strongly support Columbus's attempts to push mode shift, but there needs to be top down support in enforcement that goes hand in hand if we want our region to successfully shift from the single occupancy car culture that mostly exists today. Thank you for taking time to do this test. I hope lots of lessons were learned to improve mobility in central Ohio. Well done!</p>	7/23/2019 4:36 PM
36	<p>I got stuck behind a bus for a couple blocks that slowed me down more than usual. Otherwise, it was a good experience.</p>	7/23/2019 1:19 PM

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## Q41 Please let us know how to contact you if you are interested in providing follow up information during a brief phone call or focus group discussion.

Answered: 39 Skipped: 8

ANSWER CHOICES	RESPONSES	
Name	100.00%	39
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	100.00%	39
Phone Number	94.87%	37

#	NAME	DATE
1	Jessica Mathews	8/8/2019 7:21 AM
2	Cathy Scott	8/8/2019 5:31 AM
3	Drew Walter	8/7/2019 12:08 PM
4	Tara Newmyer	8/6/2019 5:55 AM
5	Matt Barlow	8/5/2019 6:30 PM
6	Derek White	8/5/2019 5:29 PM
7	christian zeidner	8/5/2019 1:24 PM
8	Scott Wingenfeld	8/5/2019 1:01 PM
9	Patrick Holland	8/5/2019 12:14 PM
10	Blake Barnett	8/5/2019 11:51 AM
11	Catherine A Girves	8/5/2019 9:33 AM
12	GMR	8/2/2019 4:50 PM
13	Samson Habte	8/2/2019 1:51 PM
14	Scott Ulrich	8/2/2019 12:30 PM
15	Erin Synk	8/2/2019 10:03 AM
16	Christine Happel	8/1/2019 2:23 PM
17	Cass Freeland	8/1/2019 1:05 PM
18	Tanya Bilis	7/31/2019 9:54 AM
19	Dan Halterman	7/31/2019 8:47 AM
20	David Docktor	7/30/2019 2:28 PM

21	Tobi Otulana	7/29/2019 10:28 AM
22	Liz Norris	7/29/2019 8:09 AM
23	Ted Beidler	7/29/2019 7:32 AM
24	Brian Meyers	7/27/2019 3:16 PM
25	Gates Failing	7/27/2019 4:33 AM
26	Anthony Killian	7/26/2019 12:30 PM
27	Kelly Messer	7/26/2019 12:15 PM
28	Marc Rostan	7/26/2019 12:04 PM
29	Alex Sauersmith	7/26/2019 8:05 AM
30	Erica Toussant	7/25/2019 3:10 PM
31	steve davis	7/25/2019 1:55 PM
32	Greg Niehoffr	7/25/2019 10:56 AM
33	Jeff Gove	7/25/2019 5:59 AM
34	Annette McKinney	7/24/2019 2:53 PM
35	Ian Andersen	7/24/2019 4:24 AM
36	Steve Nameth	7/24/2019 4:08 AM
37	Chris Capoccia	7/23/2019 6:05 PM
38	Letty Schamp	7/23/2019 4:36 PM
39	Scott Lowry	7/23/2019 1:19 PM

#	COMPANY	DATE
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There are no responses.

#	ADDRESS	DATE
---	---------	------

There are no responses.

#	ADDRESS 2	DATE
---	-----------	------

There are no responses.

#	CITY/TOWN	DATE
---	-----------	------

There are no responses.

#	STATE/PROVINCE	DATE
---	----------------	------

There are no responses.

#	ZIP/POSTAL CODE	DATE
---	-----------------	------

There are no responses.

#	COUNTRY	DATE
---	---------	------

There are no responses.

#	EMAIL ADDRESS	DATE
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1	jess.epicsmall@gmail.com	8/8/2019 7:21 AM
2	cathyszuter@gmail.com	8/8/2019 5:31 AM
3	agwalter4@gmail.com	8/7/2019 12:08 PM
4	tnewmyer@lyft.com	8/6/2019 5:55 AM
5	matthewtbarlow@gmail.com	8/5/2019 6:30 PM
6	ddubs555@yahoo.com	8/5/2019 5:29 PM
7	czeidner@gmail.com	8/5/2019 1:24 PM

8	scottjwingenfeld@gmail.com	8/5/2019 1:01 PM
9	PJHolland@columbus.gov	8/5/2019 12:14 PM
10	blakebarnett43@gmail.com	8/5/2019 11:51 AM
11	catherine@yaybikes.com	8/5/2019 9:33 AM
12	g3247@hotmail.com	8/2/2019 4:50 PM
13	samghabte@gmail.com	8/2/2019 1:51 PM
14	stulrich@columbus.gov	8/2/2019 12:30 PM
15	eesynk@gmail.com	8/2/2019 10:03 AM
16	chappel05@yahoo.com	8/1/2019 2:23 PM
17	clfreeland@sidservices.com	8/1/2019 1:05 PM
18	tanyabils614@gmail.com	7/31/2019 9:54 AM
19	chiperodan@yahoo.com	7/31/2019 8:47 AM
20	Ddocktor@hotmail.com	7/30/2019 2:28 PM
21	totulana@morpc.org	7/29/2019 10:28 AM
22	lizzzzn@gmail.com	7/29/2019 8:09 AM
23	tbeidler@franklincountyengineer.org	7/29/2019 7:32 AM
24	bmeyersbob@gmail.com	7/27/2019 3:16 PM
25	gates.failing@osumc.edu	7/27/2019 4:33 AM
26	anthony.l.killian@gmail.com	7/26/2019 12:30 PM
27	Kelly.Messer@Strand.com	7/26/2019 12:15 PM
28	MJRostan@columbus.gov	7/26/2019 12:04 PM
29	acsauersmith@columbus.gov	7/26/2019 8:05 AM
30	erica.toussant@wsp.com	7/25/2019 3:10 PM
31	sda73211@gmail.com	7/25/2019 1:55 PM
32	gregory.niehoff@medicaid.ohio.gov	7/25/2019 10:56 AM
33	kgove@highered.ohio.gov	7/25/2019 5:59 AM
34	annette.mckinney@gmail.com	7/24/2019 2:53 PM
35	iandersen@ph7architects.com	7/24/2019 4:24 AM
36	plantdoc12154@hotmail.com	7/24/2019 4:08 AM
37	chrisapoccia@gmail.com	7/23/2019 6:05 PM
38	lschamp@hilliardohio.gov	7/23/2019 4:36 PM
39	sdlowry@hntb.com	7/23/2019 1:19 PM
#	PHONE NUMBER	DATE
1	6149409164	8/8/2019 7:21 AM
2	6143750752	8/8/2019 5:31 AM
3	6145069608	8/7/2019 12:08 PM
4	4196022275	8/6/2019 5:55 AM
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6	6149759645	8/5/2019 5:29 PM
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26	4405910689	7/26/2019 12:15 PM
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28	6147242864	7/26/2019 8:05 AM
29	330-312-3118	7/25/2019 3:10 PM
30	6148667443	7/25/2019 1:55 PM
31	614-752-3588	7/25/2019 10:56 AM
32	7403613804	7/25/2019 5:59 AM
33	6143096653	7/24/2019 2:53 PM
34	805-801-4317	7/24/2019 4:24 AM
35	16149154749	7/24/2019 4:08 AM
36	6144298180	7/23/2019 6:05 PM
37	6143342456	7/23/2019 4:36 PM