MORPC FOCUSED EFFORT

3rd Street Mobility Innovation Test
WHAT IS MORPC?

• An opportunity for input specifically for cyclists regarding their experience with 3rd Street bike lane and the pop-up shared mobility lane.

• Participants included commuter cyclists, recreational cyclists, and practitioners.

• Specific individuals were contacted via email. Social media posts and bike tagging were used to reach out to the general public.
PROJECT OUTLINE

June 24 – July 5
• Process development

June 8 – 11
• Invite participants

July 15-22
• First chance to fill out the bike lane survey

July 22 – August 5
• Window for shared use mobility lane survey

August 5 – 9
• Second chance to fill out the bike lane survey

August 19 & August 21
• Focus group discussions

MORPC
Experience and evaluate the bike lane and shared use mobility lane

- Survey questions:
  - Experience as a cyclist
  - Experience with 3rd Street
  - General level of comfort
  - Efficiency through the corridor
  - Break down by segment
  - Behavior of other modes
  - Blank space for notes
SURVEY RESPONSES Who Participated?

Estimated Annual Household Income
Shared Use Mobility Lane Survey

- Under $25,000: 22.22%
- $25,000-$50,000: 44.44%
- $50,000-$100,000: 15.56%
- $100,000-$150,000: 15.56%
- $150,000+: 2.22%

Gender Identity
Shared Use Mobility Lane Survey

- Female: 42.22%
- Male: 57.78%

Race/Ethnicity
Shared Use Mobility Lane Survey

- Black or African American: 8.89%
- White: 88.89%
- Prefer not to answer: 88.89%
SURVEY RESPONSES  Level of Comfort

Existing Bike Lane

- Very Comfortable: 32.56%
- Comfortable: 25.58%
- Neutral: 6.98%
- Uncomfortable: 2.33%
- Very Uncomfortable: 32.56%

Shared Use Mobility Lane

- Very Comfortable: 35.56%
- Comfortable: 37.78%
- Neutral: 22.22%
- Uncomfortable: 4.44%
- Very Uncomfortable: 22.22%
SURVEY TAKEAWAYS
What caused you to feel generally comfortable?

Shared Use Mobility Lane

- Cars, trucks, buses, scooters, and pedestrians were respecting the rules of the road
- I felt protected from other traffic
- The temporary cones or signs were clear
- The pavement or pavement markings were in good condition
- People didn’t enter the shared mobility lane abruptly
- People didn’t make right turns abruptly
- There were no parked vehicles in the pop-up shared mobility lane
- Other
**SURVEY TAKEAWAYS**

What caused you to feel generally uncomfortable?

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**Shared Mobility Lane**

- Traffic was heavier than I’m comfortable with
- People were turning abruptly
- The temporary cones or signs were not clear
- Something other than a pedestrian or a vehicle was obstructing the lane
- People were not following traffic laws
- Conflicts with other moving road uses in the shared mobility lane
- Conflicts with stopped or parked road users in the shared mobility lane
- I experienced a collision or a near miss with a car/truck in the shared mobility lane
- I experienced a collision or a near miss with a bus in the shared mobility lane
- Other
1. General comfort level
2. Location specific feedback
3. Solution suggestions
4. Comparison of the two facility types
**Opportunities for Improvement**

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<tr>
<th>Opportunities for Improvement</th>
<th>Suggested Solutions</th>
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| Enforcement                                       | • Enforcement for 2-3 weeks after permanent implementation  
• Random enforcement periodically after implementation |
| Physical barrier                                  | • Implement the shared use mobility lane with a permanent physical barrier.  
• Physical protection from vehicles is the most important aspect for bicyclists. A barrier for the shared lane would be ideal. |
| Intersections and right turns                      | • More effective design of the merge zone for right turns is needed to guide motorists through the intersection appropriately. |
| Proximity to buses                                 | • Signal priority for buses to improve efficiency  
• A slightly wider lane would allow for bicyclists to pass buses stopped for passengers without having to merge into the adjacent travel lane.  
• Use electric buses for bus lines that use 3rd Street |

There was concern that there wouldn’t be as much enforcement if this were to be permanent and that without proper enforcement, motorists would not respect the facility and conflicts would increase.

During off-peak times, when the shared use lane is not enforced, the bike accommodations are essentially downgraded from a separated bike lane to a travel lane with a sharrow.

Motorists often did not understand how to make a right-turn with the pop-up lane and would turn across the lane, creating more frequent conflict with bicyclist traveling straight than what is typically experience using the existing bike facility.

Traveling behind buses was unpleasant because of the nus exhaust and limited visibility.

Bicyclists who were uncomfortable merging into traffic were also unable to pass the bus in the shared use lane due to the width of the lane.
OVERALL PREFERENCE

The consensus was that the shared mobility lane was more pleasant for cyclists.

However, it is important to understand why.

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