



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

# Active Transportation Plan 2020-2050

Technical Memo

*Public Involvement Summary*

# INTRODUCTION

With extensive data analysis and contribution from Central Ohio communities, residents, and stakeholders, the 2020-2050 Active Transportation Plan (ATP) explores the current environment for walking and bicycling in the Metropolitan Planning Organization area and provides resources to guide the region toward a complete, connected low-stress active transportation network.

The ATP was guided by a steering committee and stakeholder advisory board comprised of representatives from MORPC member communities and organizations and active transportation professionals. In addition to the steering committee and stakeholder board, the ATP was informed by Central Ohio residents and representatives from community organizations via a community survey and focus group discussions. Output from the survey and focus groups provided perspective on the “user experience” – what it’s like to walk and bike in Central Ohio – and elevated public priorities for active transportation. The output also helped to contextualize the underlying data analyses and ground the strategies of the action plan.

This technical memo summarizes the results of the public survey and the focus group discussions. A separate summary of steering committee and stakeholder meetings is available at [www.morpc.org/atp](http://www.morpc.org/atp).

## ***A Note on COVID-19***

The ATP was developed during the COVID-19 global pandemic. Following established health and safety guidelines, all steering committee meetings, stakeholder workshops, focus group discussions, and other public engagements after March 2020 were held online via Microsoft Teams. The public survey was also available online, accessed via QR code and the MORPC website ([www.morpc.org](http://www.morpc.org)). The survey was also available as a paper copy mailed to respondents on request.



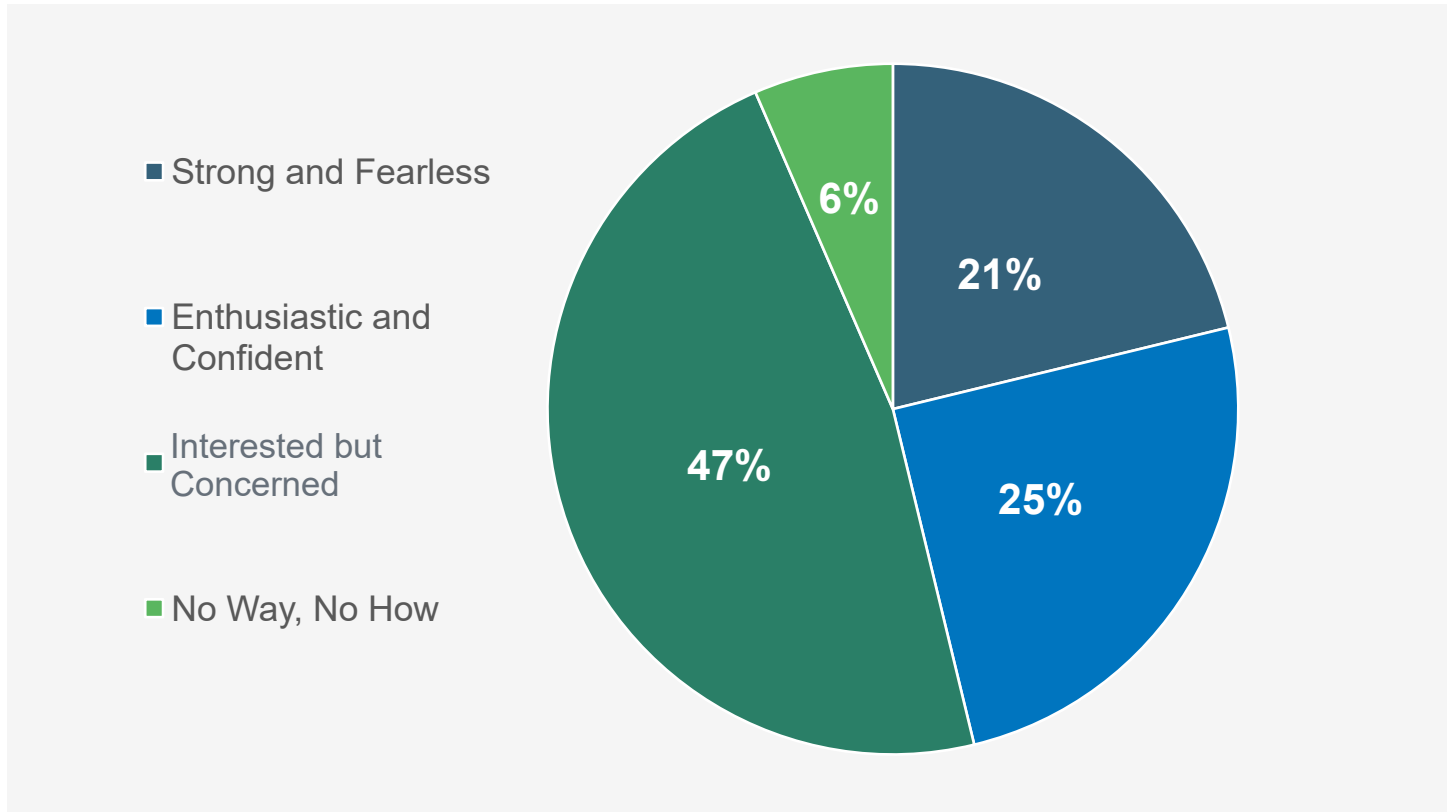
## PUBLIC PERCEPTIONS OF WALKING AND BIKING

In 2019, the Ohio Department of Transportation (ODOT) conducted a public survey about the state of walking and bicycling in Ohio. The survey, part of the ODOT Walk. Bike. Ohio Policy Plan, received thousands of responses from across the State. For the ATP, MORPC replicated the ODOT survey in the fall of 2020 and promoted it across the Metropolitan Planning Organization area, with targeted outreach to local ZIP codes whose response rates were underrepresented in the statewide survey. The survey was available in English, Somali, and Spanish languages online and as a paper copy available to respondents on request. Results of both surveys were combined and analyzed for the ATP, for a total of 2,664 survey responses.

The following pages will provide an overview of the questions asked in the ATP public survey to gauge public perceptions of walking and biking in Central Ohio (see [Appendix A](#) for a copy of the survey). Each section will also detail the responses gathered, noting trends seen in particular demographic groups. It should be noted that the results presented in this technical memo have not been tested for statistical significance. While these results provide important insights into how the public perceives walking and biking in the region, they do not substitute for the dedicated outreach and advocacy efforts that are needed to fully understand our region's active transportation needs. These results can serve as a critical first step toward such engagement and the implementation that may follow.



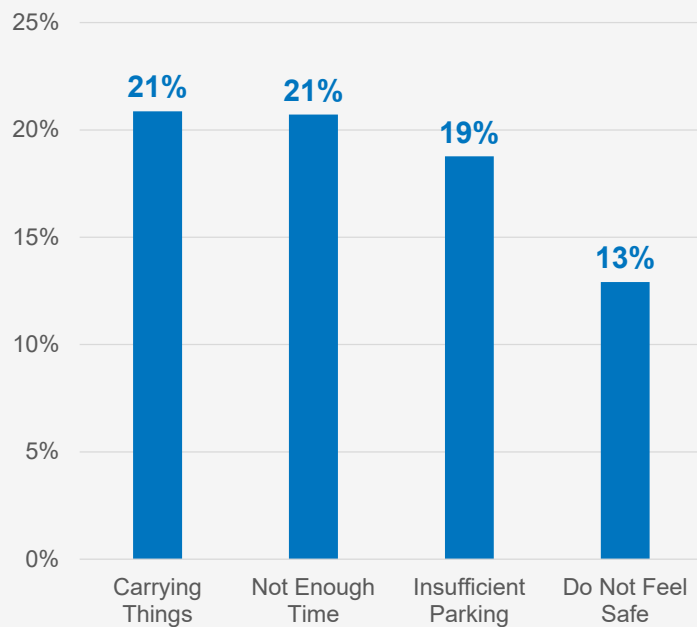
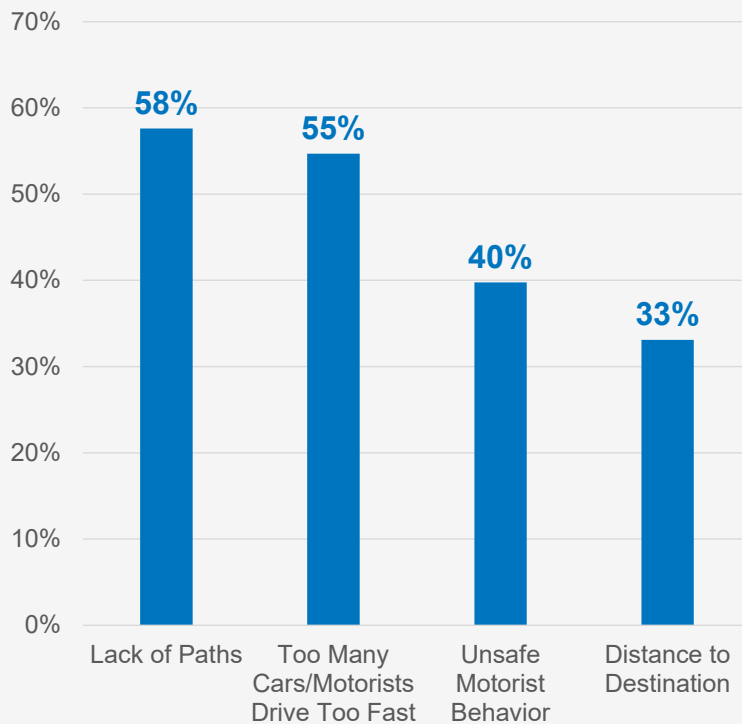
## Types of Cyclists in Central Ohio



According to the ATP Public Survey, nearly half of Central Ohio residents consider themselves to be “Interested but Concerned” bicyclists. In other words, they are open to and interested in bicycling for transportation, but ultimately concerned by the lack of safe infrastructure to support bicycling for this purpose. This suggests that the key to unlocking this large group of potential bicyclists is improved infrastructure that makes riding feel safer, as well as targeted programming that addresses the concerns this group has about bicycling. In doing so, we could significantly increase the transportation mode share of bicycling in Central Ohio.

***Rural residents (52%), suburban residents (53%), and women (58%) were more likely to identify as “Interested but Concerned”***

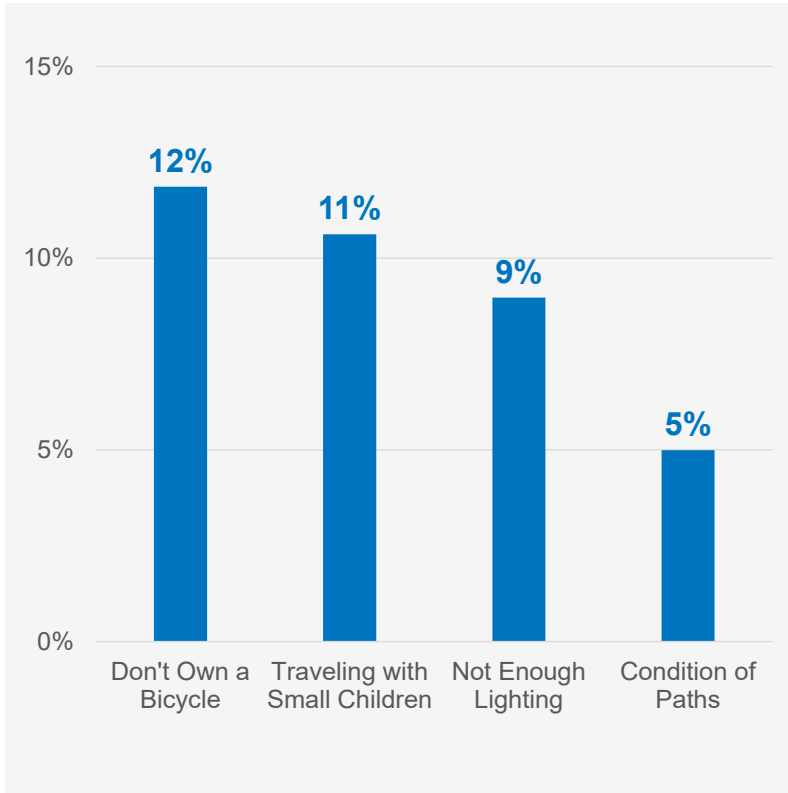
## Why don't you bike more frequently?



When asked why they do not bike more frequently, survey respondents indicated that lack of infrastructure and discomfort with vehicular traffic volumes and speeds on roadways were two primary reasons.

### ***Some barriers were increased for certain demographic groups:***

- *Lack of paths for suburban residents (60%)*
- *Too many cars driving for women (59%)*
- *Unsafe motorist behavior for urban residents (45%)*
- *Distance to destination for potential new bicyclists (36%)*
- *Carrying things for urban residents (25%) and low-income residents (28%)*
- *Insufficient bike parking for low-income residents (27%)*
- *Not feeling safe while biking for low-income residents (21%) and women (17%)*

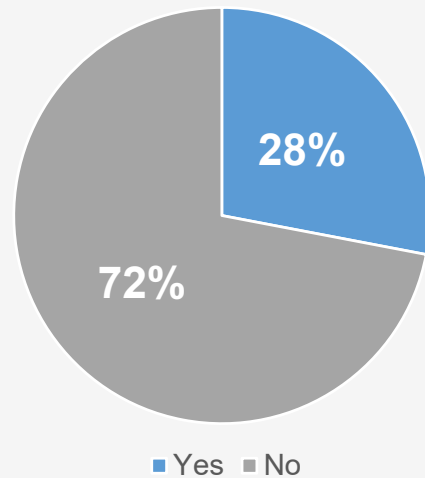


- *Not owning a bicycle for **non-white residents (21%)** and **low-income residents (23%)***
- *Traveling with small children for **rural residents (13%)***
- *Insufficient lighting for **non-white residents (14%)***
- *Poor condition of bike paths for **non-white residents (9%)***

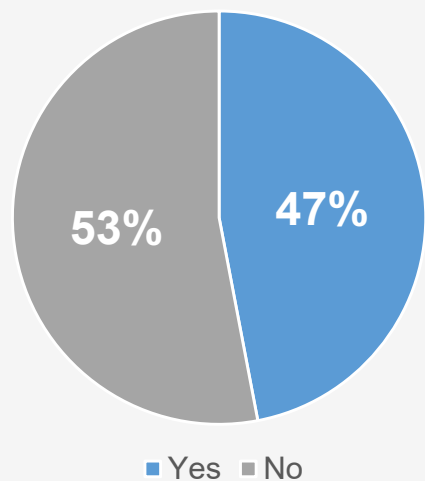
*The main barriers to bicycling are a combination of non-supportive infrastructure and land-use patterns. Without off-street paths to use, many feel unsafe sharing the roadway with motorists driving at high speeds. Furthermore, people's trip destinations are often too far for a comfortable bike ride. This underscores the need to ensure transportation access and connectivity to all people in the region.*

## Looking at this picture, would you be comfortable biking?

Survey respondents were asked to indicate what types of bicycle facilities look most comfortable to use based on a series of photographs. Responses indicated a strong preference for facilities with more separation and protection from motor vehicle traffic.

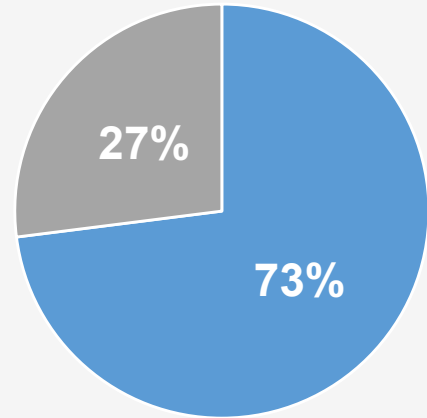


*Urban residents - 32%*  
*Female residents - 22%*



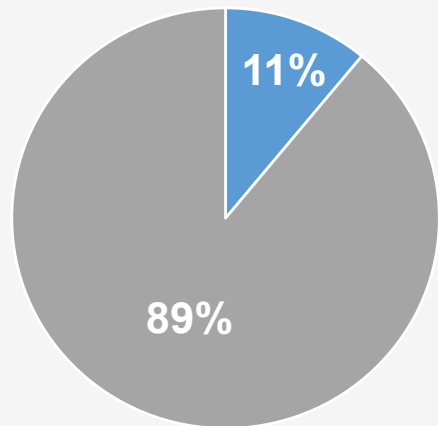
*Urban residents - 54%*  
*Female residents - 39%*





■ Yes ■ No

**Urban residents - 78%**  
**Female residents - 67%**

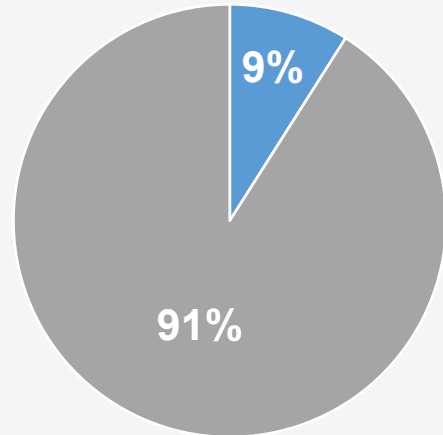
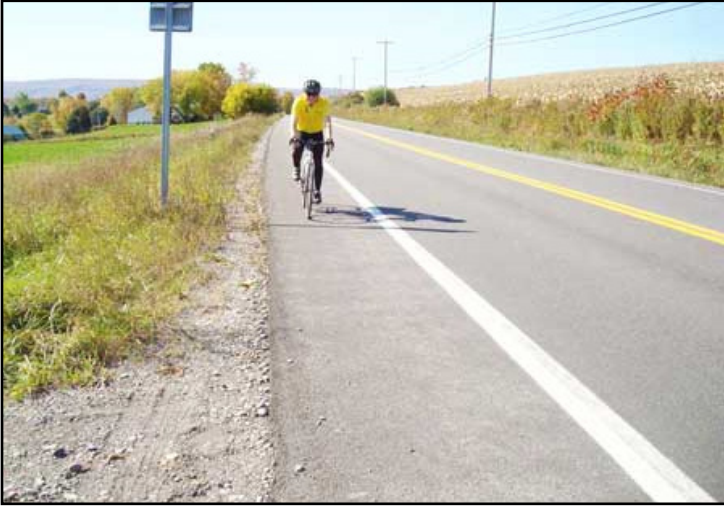


■ Yes ■ No

**Rural residents - 6%**  
**Ages 65+ - 14%**

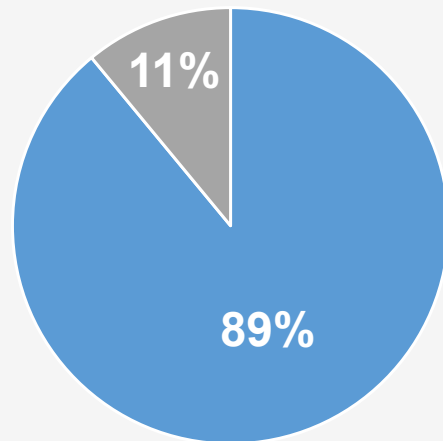


Looking at this picture, would you be comfortable biking?



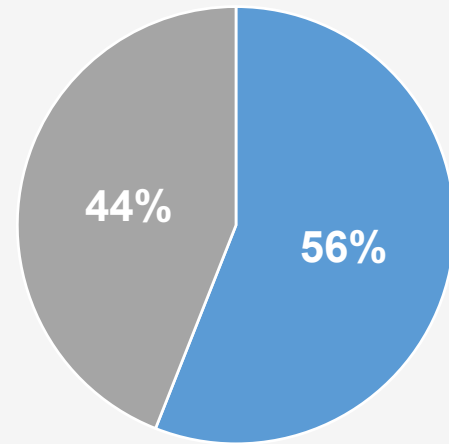
■ Yes ■ No

*Ages 65+ - 14%*  
*Female residents - 6%*



■ Yes ■ No

*Ages 65+ - 85%*  
*Potential new bicyclists - 92%*



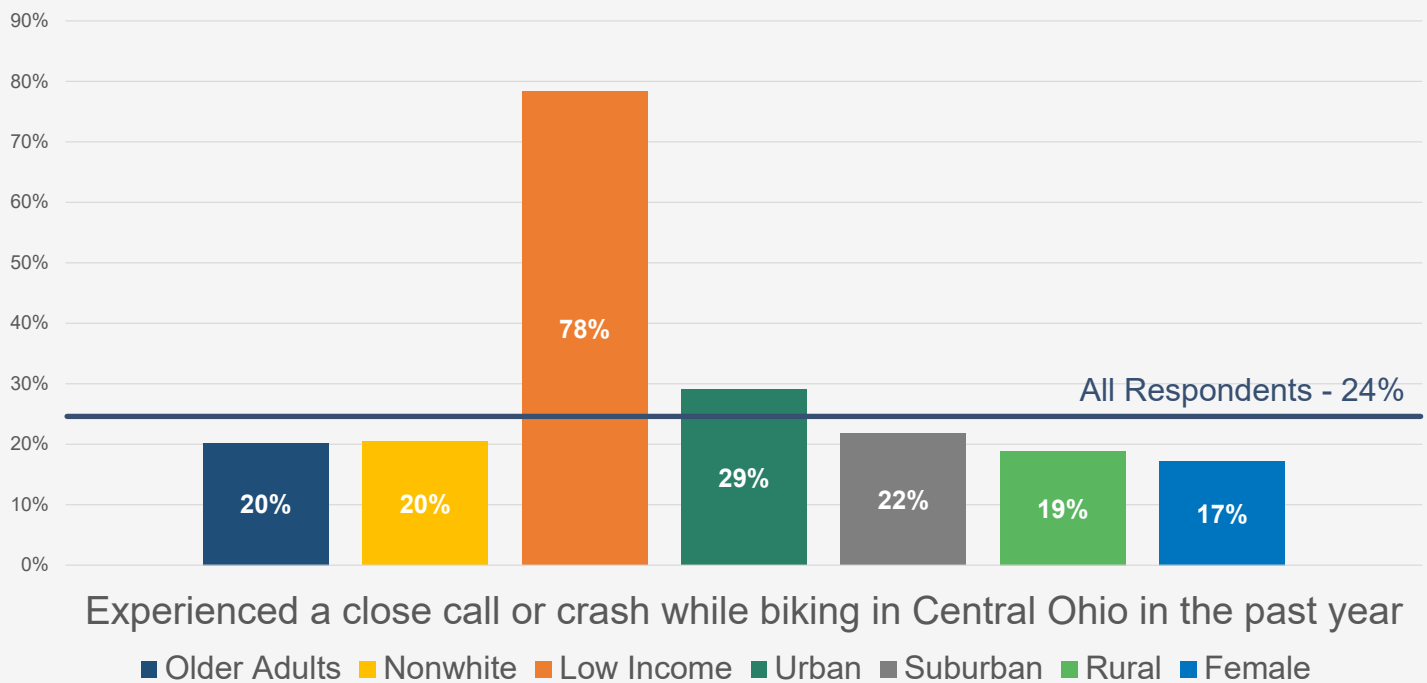
■ Yes ■ No

***Rural residents - 62%***  
***Female residents - 50%***  
***Ages 65+ - 48%***

***Central Ohio residents generally feel more comfortable riding in separated and protected bike lanes and on paved off-street paths and trails than directly in or next to the roadway. Female residents in particular feel safer using paved, off-street facilities than sharing the roadway with motorists. This highlights the need to build out our region's bicycling infrastructure to reach people who otherwise would not bike for transportation.***

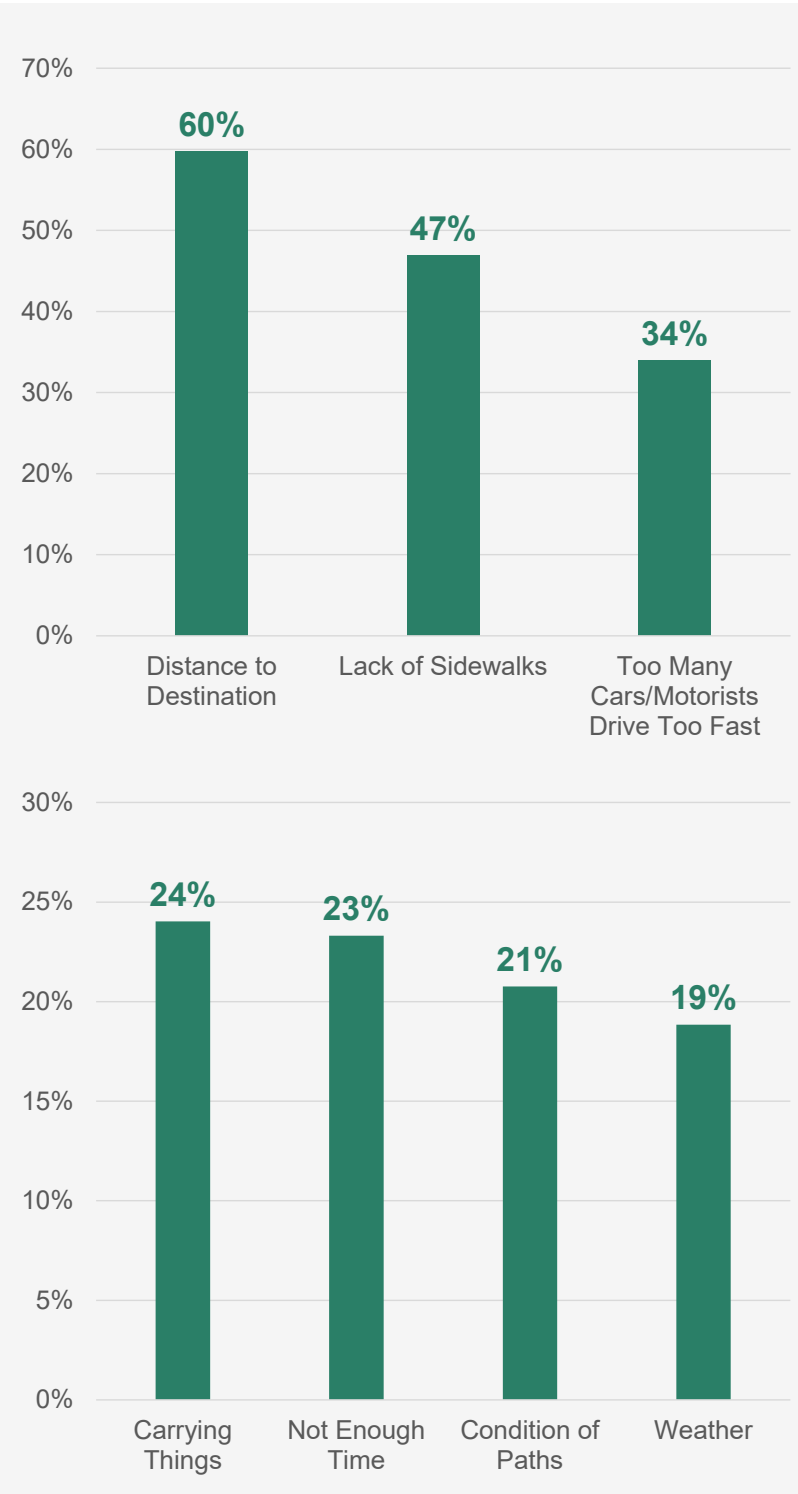
## Experienced a close call or crash while biking in the past year:

More than 20% of all survey respondents indicated that they have experienced a close call or crash with a motor vehicle while bicycling within the previous year. However, that experience was not equally distributed amongst demographic groups.



***Nearly 80% of low-income survey respondents reported having experienced a close call or crash while biking in the previous year. This highlights the reality that safe active transportation is not distributed equally across the region. Lower-income residents rely more on walking and biking to reach their destinations, and often must use non-supportive infrastructure to do so. This underscores the need to target interventions toward lower-income communities to ensure equitable access to safe mobility.***

## Why don't you walk more frequently?

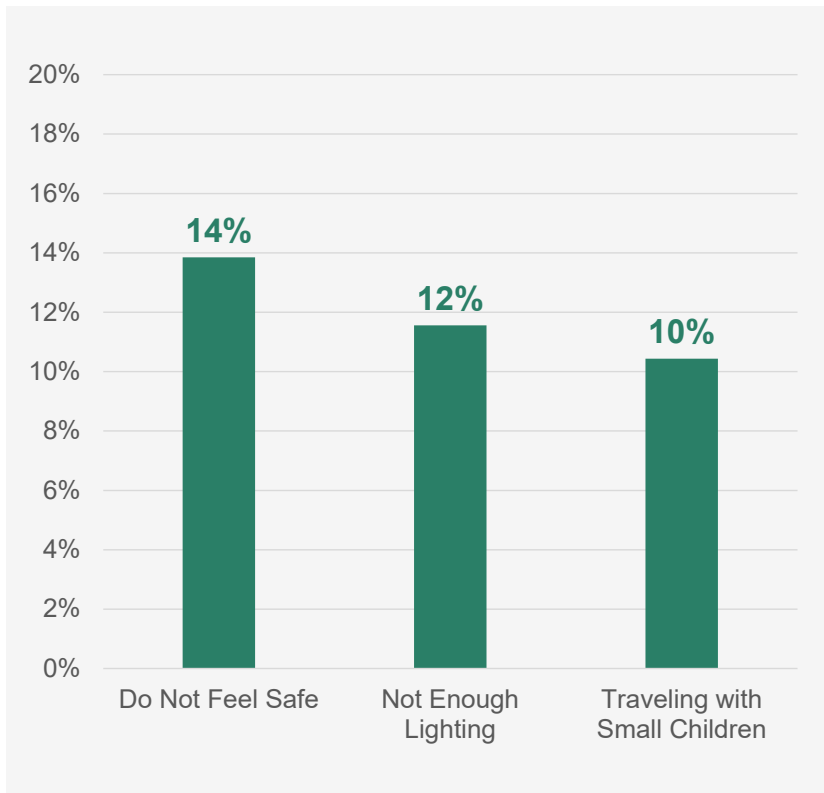


When asked why they do not walk more frequently, survey respondents indicated that the distance to destinations and lack of infrastructure were two primary reasons.

### *Some barriers were increased for specific demographic groups:*

- *Lack of sidewalks for suburban residents (53%) and women (51%)*
- *Too many cars or motorists driving too fast for low-income residents (38%)*
- *Carrying things for women (29%), urban residents (30%), and low-income residents (33%)*
- *Not having enough time for urban residents (27%)*
- *Poor condition of walking paths for urban residents (28%), low-income residents (29%), and non-white residents (30%)*



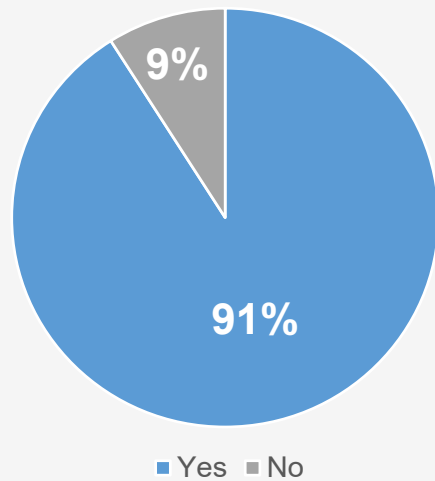


- *Not feeling safe for **low-income residents (28%)** and **women (20%)***
- *Insufficient lighting for **low-income residents (18%)** and **non-white residents (19%)***
- *Traveling with small children for **rural residents (15%)***

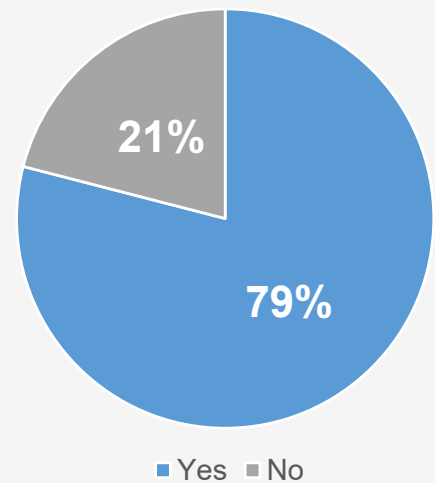
*Similar to the barriers to biking, a combination of non-supportive land use patterns and infrastructure keep Central Ohio residents from walking. People often cannot walk to many of their destinations because they are beyond a comfortable distance. A lack of sidewalks and fast vehicle speeds in certain areas also discourage people from walking. This underscores the need to consider both land use and infrastructure in active transportation planning.*

## Looking at this picture, would you be comfortable walking?

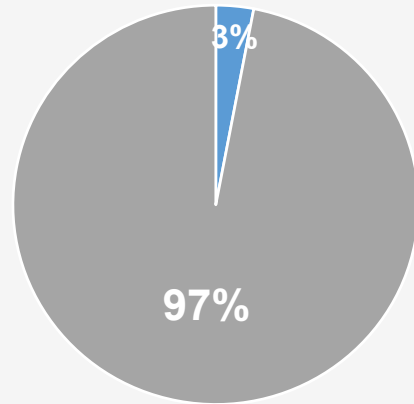
Survey respondents were asked to indicate what types of pedestrian infrastructure look most comfortable to use based on a series of photographs. Responses indicated a strong preference for facilities with more separation and protection from motor vehicle traffic, as well as crossings that provide higher visibility of people crossing.



**Low-income residents - 84%**

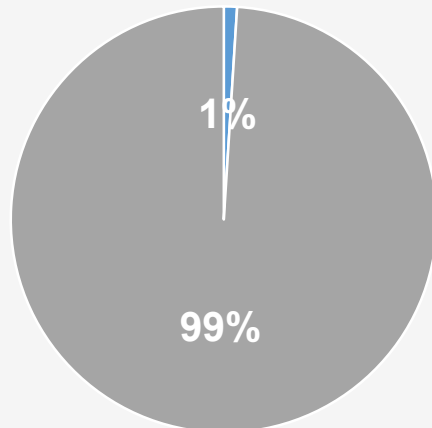


**Urban residents - 81%**  
**Non-white residents - 72%**



■ Yes ■ No

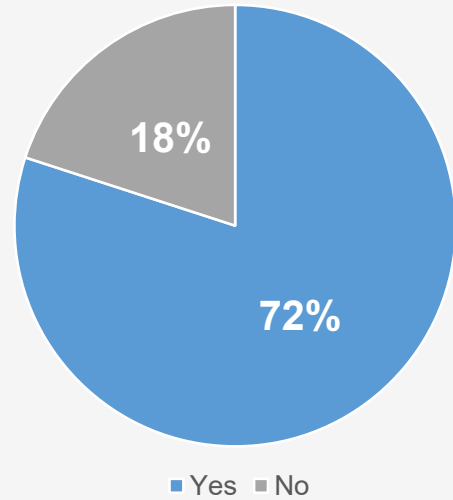
***Rural residents - 6%***  
***Urban residents - 2%***



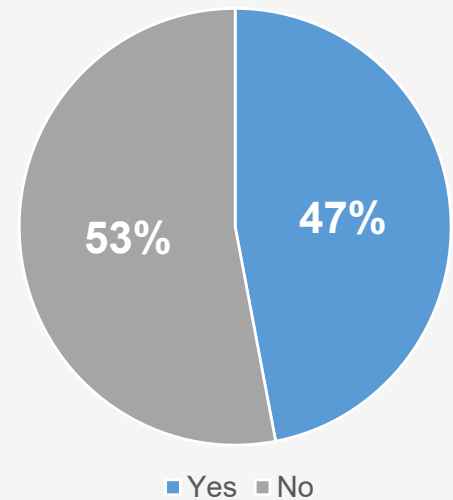
■ Yes ■ No

***Age 65+ - 2%***  
***Everyone else - <1%***

Looking at this picture, would you be comfortable crossing?

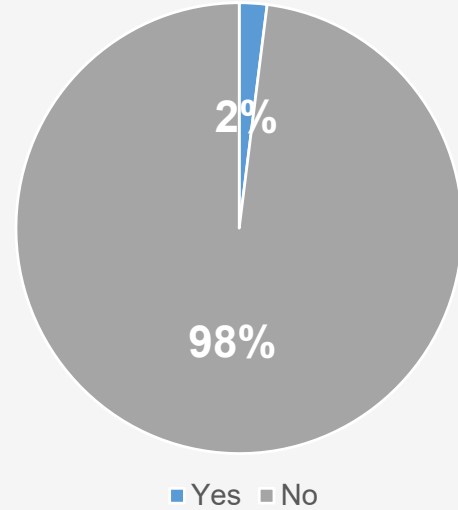


**Urban residents - 76%**  
**Ages 65+ - 64%**



**Urban residents - 48%**  
**Rural residents - 41%**



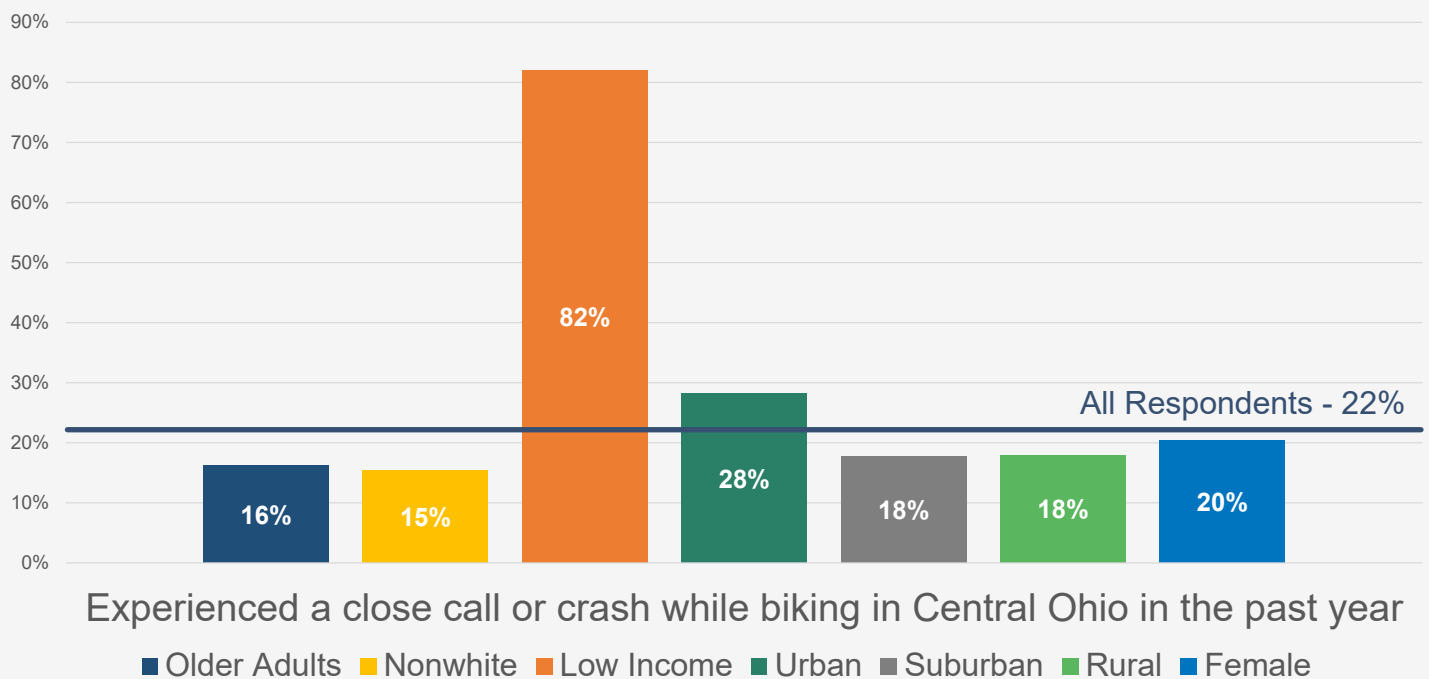


**Non-white residents - 4%**  
**Rural residents - 1%**

*Most survey respondents only feel comfortable walking on trails, paved off-street paths, and sidewalks and crossing in controlled, highly visible crosswalks. Pedestrians simply do not want to share their space with fast-moving vehicles, underscoring the need to build out our region's active transportation infrastructure to ensure universal access to comfortable walking connectivity.*

## Experienced a close call or crash while walking in the past year:

More than 20% of all survey respondents indicated that they have experienced a close call or crash with a motor vehicle while walking in Central Ohio within the previous year. However, that experience was not equally distributed amongst demographic groups.



***Similar to biking, over 80% of low-income residents experienced a close call or crash while walking. Walking is the most affordable transportation option for many, so the combination of relying on it for many of their mobility needs and a lack of supportive infrastructure in many areas exposes many low-income residents to dangerous transportation conditions. Ensuring equitable access to safe active mobility for all residents in Central Ohio means ensuring it for those low-income residents who are most in need.***

## **FOCUS GROUP DISCUSSIONS**

To augment the public survey findings, MORPC conducted focus group discussions with representatives of agencies and organizations which provide direct services to the following populations:

- Economic development
- Children and young adults
- Minority health
- Older adults
- Individuals with disabilities

During the facilitated discussion, participants identified opportunities for active transportation to meet the diverse health and mobility needs of the region.

The focus groups were conducted in February 2021, via Microsoft Teams and an online whiteboard/collaboration platform.



## Economic Development

Participants of the economic development focus group included public sector economic development professionals and employers. The focus group addressed the role of active transportation for workforce mobility and employers.

**When it comes to customers' transportation needs, business owners talk about safety, parking, and access management.**

The community talks to businesses about more walking and biking paths to provide safe and comfortable access, especially on busy roads. Participants discussed concerns raised by business owners, including access management, potential interaction between cyclists and vehicular traffic, and parking.

**Some of the biggest challenges around employee transportation are poor network connectivity and the spread-out workforce and job centers.**

While the group was generally supportive of incentives for active transportation, the incentives may be limited in use until a safe and connected network is in place. Discussion included the relationship to transit and how active transportation could help workforce make existing first-mile/last-mile connections.

**Data and trends help to guide decision-making.** Surveys of employers and employees may provide further insight into workforce mobility patterns





## Children & Young Adults

Participants of the Children and Young Adults Focus Group included representatives from community organizations who work closely with youth. The focus group addressed the unique active transportation needs of children and young adults.

### Youth in Central Ohio walk and bike for a combination of necessity and recreation.

School, work, places of worship, and grocery stores or corner stores are necessary trips, while recreational trips may include walking or biking to the park, local sporting events, libraries, recreation centers or a friend's house. Furthermore, youth in Central Ohio will choose facilities that are the most convenient or fun. They have several key reasons for biking, including fun, convenience, and independence. Active transportation can be a fun way to get around. It can also be convenient for nearby destinations or those without access to a personal vehicle, insurance, and a driver's license. Active transportation also gives young adults a sense of independence, as it's a mobility option that doesn't rely on others.



**The largest active transportation concern for youth is safety.** Parents may be concerned for their children's safety, even when cycling short distances, especially if lighting conditions are inadequate or when days are shorter during the winter. Children also may not be familiar with areas outside of their usual routes, so they're less likely to explore biking and walking to get to other destinations. On streets without sidewalks, children may walk or bike in the roadway. Among other concerns, participants shared that the need for necessary equipment, such as bikes themselves, helmets, locks, attire for inclement weather, or storage, may itself limit more young people from bicycling. Finally, there may be a stigma against active transportation among older teenagers, an age group where it's socially expected to drive or get a ride to destinations.

### Targeted programming would make walking and biking more attractive to youth.

Participants offered many suggestions to make walking and bicycling more attractive options, including safe biking education, increased Safe Routes to School programming, bike maintenance pop-up shops, more outreach around the Great Ohio Bicycle Adventure, and more exposure to BMX riding. Infrastructure, education, and community context were all raised as important considerations. Together, targeted outreach and collaborative infrastructure improvements can make walking, biking, and transit-use a more dignified choice for youth in Central Ohio.

## Minority Health

Participants of this Focus Group included representatives from community organizations who work closely with New Americans, immigrants, refugees, and communities of color. The focus group addressed the unique active transportation needs of these populations.

**Minority residents choose to walk and bike for a variety of reasons.** For many minority residents, walking and biking are more affordable mobility option than owning a personal vehicle, and others yet may be unable to obtain a license or permit to drive. Minority residents often choose to walk or bike because they're fun activities as well, especially on safe trails. However, lack of safety, inconvenience, and access were identified as reasons not to bike.



### **A combination of safer infrastructure and targeted programming would improve walking and biking for minority residents.**

The focus group expressed the need for better infrastructure, multilingual education, and community events to make walking and biking safer and more enjoyable. More designated bike paths with adequate maintenance are needed, as well as other accommodations for bicyclists like places to park bikes and workplace showers. Protected bike lanes, shared streets, and other urban greenways would also improve walking and biking in the region. Furthermore, walking experiences would be improved by providing benches for people to rest, water fountains, emergency alerts like the ones on OSU's campus, better street lighting, and safer and well-maintained streets to walk along or cross, including high-visibility crosswalks. As for transit, improved bus stops – ideally sheltered – better maintenance, better lighting at stops, and multilingual signs and information would improve the experience of using transit. There is also an opportunity to provide educational materials in multiple languages, and to hold community events that encourage walking and biking.



## Older Adults

Participants included professionals from agencies and community organizations who work closely with older adults. Discussion centered on how active transportation can meet the diverse health and transportation needs of our region's older adults.

**Older adults choose to walk and bike** as a form of exercise and recreation, (especially when trails are accessible), because it is less expensive than driving, and because it can be a social experience. Walking and biking clubs are not only great for exercising but for meeting new people and socializing as well. They also give older adults a sense of independence, and have been some of the safer activities they can engage in during the pandemic. In contrast, older adults choose not to walk or bike for many of the same reasons as the other focus groups, with lack of safety being the main concern. Trails, parks, and compact neighborhoods are some of the safer and most comfortable places for walking and biking in Central Ohio, but not all older adults are able to access or know where to access those facilities. Physical limitations also prove to be another concern, and accessible alternatives to standard bikes, like tricycles, are often more expensive. Walking and biking can also make it challenging to carry cargo like groceries. Roadway conditions, especially in inclement weather, and uneven sidewalks or roads can also make walking and biking more challenging for older adults.

### **Safe and age-friendly infrastructure can increase the safety and enjoyment of walking and biking for older adults.**

So can increased accessibility and education and trip preparation. Protected paths, well-maintained sidewalks, better lighting, benches, and water fountains are particularly important features, not only for older adults but for people of all ages as well. Participants shared that facilities surrounded by age-friendly businesses and amenities or a highly populated area can make walking and biking feel safer and more enjoyable. Infrastructure, such as pedestrian hybrid beacons and crossing signals, and wayfinding signs, best serve older adults when they allow sufficient time and have legible and multilingual typeface.

**In terms of easy and comfortable transit accessibility**, participants indicated that infrastructural improvements like bus shelters, benches, and well-maintained sidewalks are helpful.



## People with Disabilities

Participants included representatives of agencies and organizations who serve individuals with disabilities.

**People with disabilities may choose to walk or bike for a combination of necessity and recreation.** For many, it is more affordable than owning a car, and can be more efficient than using transit, especially when their destination is closer than a bus stop. Walking and biking are also ways to have more control and autonomy, they're good for the environment, are great forms of exercise, and can be used to connect to transit stops.

**Some reasons that persons with disabilities choose not to walk or bike** are concerns with safety, lighting conditions, and unfamiliarity with bikes or mobility devices. Some people with

disabilities may not know about the different kinds of bicycle alternatives or how to use them. Certain bicycle alternatives may not fit on bus bike racks, preventing people from combining bike and transit trips. Many are not available through bikeshare programs. Bicycle alternatives can also be cost prohibitive.

**Safer infrastructure and dedicated outreach and advocacy efforts would make it safer for people of all abilities to walk and bicycle.**

Participants offered a number of opportunities to support accessibility for individuals with disabilities, including storage facilities, wayfinding signage, audible crossing signals, and considerations for sidewalk and bikeway maintenance, especially during the winter months.



*People with disabilities may use tandem bicycles such as this one which requires wider and well-paved paths for safe and comfortable riding. The challenges of loading this bicycle on a bus is also likely to discourage people with disabilities from combining bicycle and transit trips. These unique problems require targeted solutions to ensure people with disabilities have equitable access to our region's transportation facilities.*



### Conclusion

A comfortable and efficient network can make walking, biking, and transit a dignified choice in Central Ohio. While driving is a largely impersonal activity, walking is an interpersonal activity that builds community and trust. It is both dignified and empowering to travel by foot due to the greater sense of ownership and connection to the community that is fostered.

Framing active transportation as a unified goal toward sustainability makes it feel like we are all working together. Marketing active transportation with inclusive photos and multiple languages to make sure people see themselves in the marketing is important. It is also important to elevate active transportation as a positive and valuable option, rather than a negative, required option. This means involving people of all ages and abilities in the provision of active transportation infrastructure and planning, reflecting the fact that active transportation is for everyone.



# APPENDIX A

## CENTRAL OHIO WALKING AND BIKING SURVEY

The Mid-Ohio Regional Planning Commission (MORPC) is developing a plan to make walking and biking safer, more comfortable, and more equitable in Central Ohio. To do this, we need your input! Your response to this survey will help us understand what types of improvements are most important and how they should be prioritized.

This survey was first distributed by the Ohio Department of Transportation (ODOT) in 2019 as part of the statewide “Walk Bike Ohio” Policy Plan. If you completed the ODOT survey in 2019, you do not need to take this survey. Your results have been counted.

### 1. How frequently do you walk for the following purposes?

*To/From Work, To/From School, To/From Errands, Social, Recreation/Exercise*

- ☐ At least 1 time per month
- ☐ At least 1 time per week
- ☐ Less than once per month
- ☐ Multiple days a week
- ☐ Never

### 2. Why don't you walk more frequently? Check all that apply.

- ☐ Too many cars/motorists drive too fast
- ☐ I have to carry things
- ☐ Lack of sidewalks, public stairs or paths
- ☐ Existing sidewalks, public stairs or paths are in poor condition
- ☐ Destinations are too far away
- ☐ Not enough lighting
- ☐ I travel with small children
- ☐ I am not physically able to walk
- ☐ I don't have enough time
- ☐ I don't feel safe walking (crime/personal safety)
- ☐ Weather concerns
- ☐ Other

### 3. How easy is it to walk in your neighborhood? Score between 0 – 100.

Open-Ended Response

### 4. How easy is it to walk to/from your neighborhood? Score between 0 – 100.

Open-Ended Response

### 5. I would like to walk more than I do now for my daily commute, errands, and other activities. Score how true the statement is between 0 – 100.

Open-Ended Response

### 6. What destinations would you like to be able to walk to? Check all that apply.

- ☐ Work
- ☐ Bus Stop
- ☐ School
- ☐ Trails Park, Playground, Recreation Area
- ☐ Shopping Center
- ☐ Government Services (City Hall, Social Services, Post Office, etc.)
- ☐ Place of worship (Church, Synagogue, Mosque, etc.)
- ☐ Other

**7. Why do you walk instead of choosing another mode of transportation? Check all that apply.**

- ☐ Save money
- ☐ Convenience
- ☐ Health benefits
- ☐ Environmental benefits
- ☐ Fun
- ☐ Don't have access to a car
- ☐ Don't have access to public transit
- ☐ Other

**8. In the past year, have you been in a crash or had a close-call when walking in Central Ohio?**

- ☐ Yes
- ☐ No
- ☐ I prefer not to answer

**9. If yes, please tell us more about the incident (location and cause) and if a police report was filed. (Optional)**

**10. Looking at this [picture](#), tell us how comfortable you would be walking. (Greenway)**

- ☐ Very Comfortable
- ☐ Somewhat Comfortable
- ☐ Not Comfortable

**11. Looking at this [picture](#), tell us how comfortable you would be walking. (Continental crosswalk with pedestrian refuge)**

- ☐ Very Comfortable
- ☐ Somewhat Comfortable
- ☐ Not Comfortable

**12. Looking at this [picture](#), tell us how comfortable you would be walking. (Sidewalk; does not appear to be continuous)**

- ☐ Very Comfortable
- ☐ Somewhat Comfortable
- ☐ Not Comfortable

**13. Looking at this [picture](#), tell us how comfortable you would be walking. (Extra-wide paved shoulder)**

- ☐ Very Comfortable
- ☐ Somewhat Comfortable
- ☐ Not Comfortable

**14. Looking at this [picture](#), tell us how comfortable you would be walking. (NONE; walking into oncoming traffic)**

- ☐ Very Comfortable
- ☐ Somewhat Comfortable
- ☐ Not Comfortable

**15. Looking at this [picture](#), tell us how comfortable you would be crossing the street. (Painted crosswalk)**

- ☐ Very Comfortable
- ☐ Somewhat Comfortable
- ☐ Not Comfortable

**16. Looking at this [picture](#), tell us how comfortable you would be crossing the street. (Marked crosswalk with in-street sign)**

- ☐ Very Comfortable
- ☐ Somewhat Comfortable
- ☐ Not Comfortable

**17. Looking at this [picture](#), tell us how comfortable you would be crossing the street. (NONE; crossing a multi-lane arterial without a crosswalk)**

- ☐ Very Comfortable  
☐ Somewhat Comfortable  
☐ Not Comfortable

**18. Please share any additional thoughts on walking in Central Ohio today.**

Open-Ended Response

**19. What type of cyclist best describes you?**

- ☐ Strong and Fearless (Comfortable biking on major streets without bike lanes)  
☐ Enthusiastic and Confident (Comfortable biking on major streets only with bike lanes)  
☐ Interested but Concerned (Only comfortable biking if separated from cars and not a major street)  
☐ No Way, No How (Not interested in biking at all)

**20. How frequently do you bike for the following purposes?**

*To/From Work, To/From School, To/From Errands, Social, Recreation/Exercise*

- ☐ At least 1 time per month  
☐ At least 1 time per week  
☐ Less than once per month  
☐ Multiple days a week  
☐ Never

**21. Why don't you walk more frequently? Check all that apply.**

- ☐ Too many cars/motorists drive too fast  
☐ I have to carry things  
☐ Lack of bike lanes or paths  
☐ Existing bike lanes or paths are in poor condition  
☐ Destinations are too far away  
☐ Not enough lighting  
☐ I travel with small children  
☐ I am not physically able to bike  
☐ I don't have enough time  
☐ I don't feel safe biking (crime/personal safety)  
☐ Weather concerns  
☐ I do not own a bicycle  
☐ Unsafe/unlawful motorist behavior  
☐ Insufficient bike parking  
☐ Other

**22. How easy is it to bike in your neighborhood? Score between 0 – 100.**

Open-Ended Response

**23. How easy is it to bike to/from your neighborhood? Score between 0 – 100**

Open-Ended Response

**24. I would like to bike more than I do now for my daily commute, errands, and other activities. Score how true the statement is between 0 – 100.**

Open-Ended Response



**25. What destinations would you like to be able to bike to? Check all that apply.**

- ☐ Work
- ☐ Bus Stop
- ☐ School
- ☐ Trails Park, Playground, Recreation Area
- ☐ Shopping Center
- ☐ Government Services (City Hall, Social Services, Post Office, etc.)
- ☐ Place of worship (Church, Synagogue, Mosque, etc.)
- ☐ Other

**26. Why do you walk instead of choosing another mode of transportation? Check all that apply.**

- ☐ Save money
- ☐ Convenience
- ☐ Health benefits
- ☐ Environmental benefits
- ☐ Fun
- ☐ Don't have access to a car
- ☐ Don't have access to public transit
- ☐ Other

**27. In the past year, have you been in a crash or had a close-call when biking in Central Ohio?**

- ☐ Yes
- ☐ No
- ☐ I prefer not to answer

**28. If yes, please tell us more about the incident (location and cause) and if a police report was filed. (Optional)**

**29. Looking at this [picture](#), tell us how comfortable you would be biking. (Standard bike lane)**

- ☐ Very Comfortable
- ☐ Somewhat Comfortable
- ☐ Not Comfortable

**30. Looking at this [picture](#), tell us how comfortable you would be biking. (Buffered bike lane)**

- ☐ Very Comfortable
- ☐ Somewhat Comfortable
- ☐ Not Comfortable

**31. Looking at this [picture](#), tell us how comfortable you would be biking. (Barrier-separated bike lane)**

- ☐ Very Comfortable
- ☐ Somewhat Comfortable
- ☐ Not Comfortable

**32. Looking at this [picture](#), tell us how comfortable you would be biking. (Sharrow)**

- ☐ Very Comfortable
- ☐ Somewhat Comfortable
- ☐ Not Comfortable

**33. Looking at this [picture](#), tell us how comfortable you would be biking. (Paved shoulder)**

- ☐ Very Comfortable
- ☐ Somewhat Comfortable
- ☐ Not Comfortable

**34. Looking at this [picture](#), tell us how comfortable you would be biking. (Paved path/trail)**

- ☐ Very Comfortable
- ☐ Somewhat Comfortable
- ☐ Not Comfortable

**35. Looking at this [picture](#), tell us how comfortable you would be biking. (Unpaved path/trail)**

- ☐ Very Comfortable  
☐ Somewhat Comfortable  
☐ Not Comfortable

**36. Looking at this [picture](#), tell us how comfortable you would be biking. (Narrow bike lane)**

- ☐ Very Comfortable  
☐ Somewhat Comfortable  
☐ Not Comfortable

**37. Please share any additional thoughts on biking in Central Ohio today.**

Open-Ended Response

**38. How would you describe the area where you live?**

- ☐ Urban  
☐ Suburban  
☐ Small town  
☐ Rural

**39. What is your age? (If you are under the age of 18, you must have a parent or legal guardian's permission to take this survey)**

Open-Ended Response

**40. How many people live in your household?**

Open-Ended Response

**41. How many children under the age of 13 live in your household?**

Open-Ended Response

**42. What is your gender?**

- ☐ Male  
☐ Female  
☐ Non-binary/third gender  
☐ I prefer to self-describe  
☐ I prefer not to answer  
☐ Other

**43. What is your race? Select any that apply.**

- ☐ Black or African American  
☐ American Indian or Alaskan Native  
☐ Asian  
☐ Hispanic or Latino  
☐ White  
☐ Native Hawaiian or Other Pacific Islander  
☐ I prefer not to answer  
☐ Other

**44. What is your annual household income?**

- ☐ Less than \$10,000  
☐ \$10,000 to \$24,999  
☐ \$25,000 to \$34,999  
☐ \$35,000 to \$49,999  
☐ \$50,000 to \$74,999  
☐ \$75,000 to \$99,999  
☐ \$100,000 to \$149,999  
☐ \$150,000 to \$199,999  
☐ \$200,000 or more  
☐ I prefer not to answer

**45. Are you currently enrolled at an educational institution?**

- ☐ Elementary School  
☐ Middle School  
☐ High School  
☐ College/University  
☐ No  
☐ Other

**46. What is the distance from your home to work or school?**

- ☐ Less than 0.5 miles
- ☐ 0.5 to 1 mile
- ☐ 1 to 2 miles
- ☐ 2 to 5 miles
- ☐ 5 to 10 miles
- ☐ Over 10 miles
- ☐ Not currently employed or enrolled in school
- ☐ Work at home or homeschooled
- ☐ I prefer not to answer

**47. What is your home zip code?**

Open-Ended Response

**48. What county do you live in?**

- ☐ Delaware
- ☐ Fairfield
- ☐ Franklin
- ☐ Licking
- ☐ Union
- ☐ I prefer not to answer
- ☐ Other

**49. To thank you for taking this survey, you may choose to enter a drawing for a new adult bike or child's bike! Would you like to enter the drawing? (If yes, you will be asked to provide contact information).**

- ☐ Yes
- ☐ No

**50. To be eligible, please provide your name and contact information below (phone or email). One adult bike and one child's bike will be awarded through a random drawing. Odds of winning depend on the number of entries received. One entry per person. If you win, you will be contacted at the information provided below.**

Open-ended Response

**51. Please indicate your bike preference for the drawing.**

- ☐ Adult bike
- ☐ Child bike

# CONCLUSION

This memo provides important information about how investment in active transportation infrastructure can enable and encourage more people in our region to safely and comfortably walk or bike for transportation. Through surveying Central Ohio residents about what keeps them from walking and biking, their experiences with close-calls or crashes, and what kinds of environments feel safe or unsafe for them, we have gained important insights into the types of active transportation interventions that our region needs.

The tools and resources developed for the 2020-2050 Active Transportation Plan can be used in combination with this information to help communities further assess roadway conditions and determine what the most appropriate active transportation infrastructure investments might be.

Those resources can be found on MORPC's website at [www.morpc.org/ATP](http://www.morpc.org/ATP).





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