

## Westerville Mobility Plan - Public Comments

### General Comments

#### Edits for grammar, graphics, clarity or lay-out

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Aug 30 2019 05:06 PM	Anonymous	Mobility Survey	Remember, not everyone who wants to bike, can. I can't anymore due to an injury so I have to walk or take the bus. (I can't drive due to a medical condition, but am ambulatory.) Discounts for bikers over others isn't fair to all. Don't put undue regulations, laws & burdens on employers/businesses by requiring facilities for bikers. Provide bike parking--bike & ride.	Noted.	In strategies & strategic locations we have added further recommendations to add bike parking at businesses and transit stops.
Aug 18 2019 03:13 PM	Anonymous	Mobility Survey	The questions are limiting. There is no provision for saying or disagreeing. No place for other comments such as none of the above. Therefore, this is not an accurate survey. The questions only allow the answers to the questions the designers wanted. it is a flawed survey. The survey forced a certain number of choices. I only wanted one or none in some cases. Creating a self fulfilling prophecy. We have bike paths and cyclists still ride in the road right next to the bike paths. It is evident who prepared the survey. Shame on you for promoting such a flawed survey.	The reason that a certain number of responses was required was due to the need to understand the "appetite" for the strategies. We required responses for all modes even though some people may not use them so that we can ascertain the strategies that would be acceptable to the most people. As for bike paths & cyclists riding in the road, there are some cyclists who are able to ride at higher speeds and bike paths are designed for lower speeds. It is good to be able to provide access for many different levels of cyclists.	None.
Aug 16 2019 10:49 PM	Anonymous	Mobility Survey	incentivize development on south side	This is something that does not relate directly to the mobility plan.	Comment provided to Economic Development
Aug 15 2019 07:17 PM	Anonymous	Mobility Survey	Observation.... I have a \$3k bicycle that seldom is ridden on the street for fear of being hit by a motorized vehicle	Noted.	Further details on the need for safer/separated on-street bike facilities has been added.
Aug 14 2019 07:02 PM	Anonymous	Mobility Survey	Pleeeeeease grade and resurface Green Acres Drive!!! This road is in horrible condition and drainage is awful. The road floods every time we get heavy rainfall. In the winter, snowmelt collects in the low spots and freezes over so that we have to drive over large ice sheets to enter and exit the neighborhood. Otherwise, keep up the awesome work!!	Green Acres Drive is a privately maintained road and not the responsibility of the City.	None.

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Aug 14 2019 09:05 AM	Anonymous	Mobility Survey	The best thing about Westerville is that it feels uniquely self-sufficient. It feels like a wonderful community to live in and spend time in, especially in and surrounding uptown. However, I can't help but notice that Westerville is behind other areas as far as supporting electric vehicles, and pushing residents towards greener travel (and green technologies). A push in these areas would really bring a focus on Westerville as a leading community for, not just family, but for the future as well, and incentives for residents to be more green. Our house has an electric car, solar panels for all of our power, all LED light bulbs, and an electric mower. Why don't I see more of these things around town?	Westerville has been adding electric vehicles to their fleet and providing charging stations, but there is always room for more.	Comment provided to Electric Division. Also added more details on encouraging electric vehicles as part of the education component of the Mobility strategies.
Aug 13 2019 06:28 PM	Anonymous	Mobility Survey	I feel there needs to be a better source for parking uptown. Also, maybe an alternate route for semi trucks etc from coming down State St. I understand it is "Route 3" but it is really hard getting in/out of your car when parked along State St. and trying to get out. Also with so much of the seating along State St in front of the stores is right up on the street now and will be getting worse it is just a matter of time that a child will be run over by a vehicle. Just a few things to consider.	Freight routing is included in the mobility plan and efforts to deter truck traffic through Uptown. Parking is an issue in Uptown and improved wayfinding and better information about off-street parking is being developed. The Uptown State Street improvements will widen the sidewalks in this area which will help make it a bit better for pedestrians.	Best practices for parking management in downtown areas was added to the Mobility Plan.
Aug 13 2019 06:11 PM	Anonymous	Mobility Survey	Several city building are not ADA compliant or convenient for those with mobility issues. The community center's revolving door violates compliance. A person with disabilities should not have to have a door opened from inside to access the building. Likewise for classes at the RPC, there is not access to handicap parking unless someone inside the building opens a door. Addressing the needs of those with disabilities should be a priority.	Noted.	Comment provided to City's Facility Management.
Aug 12 2019 12:32 PM	Anonymous	Mobility Survey	Anything that doesn't increase taxes! I don't think that an answer to these questions should have been mandatory. Question #2 for example, asks "are there" so a valid answer would be NO or absent that choice, to leave all choices unchecked which I tried.	Noted.	None.
Aug 10 2019 03:54 PM	Anonymous	Mobility Survey	The City of Westerville should contact DriveOhio immediately. DriveOhio is the state's one stop shop for all things that deal with automated and connected vehicle technology. DriveOhio is the future of "Smart Mobility." <a href="http://drive.ohio.gov/">http://drive.ohio.gov/</a>	Noted. The City is aware of the work being done by DriveOhio. Next year's ITS Study will be considering the work they are doing and what's appropriate for Westerville.	None.
Aug 10 2019 11:34 AM	Anonymous	Mobility Survey	Please consider withholding approval on high-density residential projects that continue to add to traffic congestion.	Noted.	None.

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Aug 10 2019 09:41 AM	Anonymous	Mobility Survey	Investment sounds like tax priorities. Tax priorities for me compete - mobility vs school levy vs maintenance programs. All cannot be at investment levels while controlling the size and trend of our taxes. Some investments need to be looked at over longer periods of time.	Noted.	None.
Aug 08 2019 04:05 PM	Anonymous	Mobility Survey	Please keep people with disabilities in mind for this project. While giving incentives to people who carpool/bike/etc may be nice, it does leave people who would like to but are incapable of doing so out of the loop. Consider speaking to disability and elderly advocates for how the area could be improved for their needs too :)	Noted. All roadway projects include an assessment of sidewalks to provide ADA ramps and other improvements. There is currently an Age-Friendly Mobility study that we are working on with OSU to further guide how we can accommodate the changing needs of the population.	Added overall strategy to look at equitable access to mobility.
Aug 08 2019 01:08 PM	Anonymous	Mobility Survey	Quit building and destroying land.	Noted.	None.
Aug 07 2019 05:33 PM	Anonymous	Mobility Survey	Question #2 should have a choice of none of the above, but it forced me to choose an answer.	Noted.	None.
Aug 07 2019 12:35 PM	Anonymous	Mobility Survey	lower taxes	Noted.	None.
Aug 07 2019 11:19 AM	Anonymous	Mobility Survey	Let's make it known to the people living in, visiting, or traveling through, that Westerville is a great place for people who want & need to walk, bike and bus!	Noted.	A new strategy to improve education of the community about all the different mobility options has been added to the plan.
Aug 07 2019 02:13 AM	Anonymous	Mobility Survey	Please investigate the intersection of College and Spring. Cars fly through the stop sign daily. This NOT safe for our kids crossing the street while walking home from school.	Noted. We are aware of this concern and have been monitoring. Education and enforcement are important to gain compliance for stop signs.	A new strategy to improve education of the community about all the different mobility options has been added to the plan.
Aug 06 2019 08:29 PM	Anonymous	Mobility Survey	Cooper Road is going to be very congested when all the condos and Senior Living opens, what is being done about this?	The traffic impact study for these developments included recommendations for roadway improvements that are noted in the mobility plan.	The need to monitor traffic volumes and plan for improvements was added to the strategic locations.
Aug 06 2019 07:44 PM	Anonymous	Mobility Survey	I see that Walnut St is mentioned as an area to target improvement but I also know it is not considered eligible for traffic calming strategies. It is my number one concern considering the amount of pedestrian and bike traffic due to the library, bike trail, and 4 schools located on East Walnut.	Noted. Walnut has been designated as an Avenue Typology and its focus is providing mobility for all modes. Improved pedestrian crossings along this corridor may address these concerns.	None. This is already included in the typology section.
Aug 06 2019 09:20 AM	Anonymous	Mobility Survey	We moved into Westerville almost 4 years ago and one of the main reasons was the many walking options available to us. Thank you for providing what is available thus far and please continue to provide options for walkers.	Noted.	None.

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Aug 06 2019 08:52 AM	Anonymous	Mobility Survey	Outreach to DriveOhio for lessons learned across the rest of the state	Noted. The City is aware of the work being done by DriveOhio. Next year's ITS Study will be considering the work they are doing and what's appropriate for Westerville.	None.
Aug 05 2019 07:21 PM	Anonymous	Mobility Survey	none		None.
Aug 05 2019 07:19 PM	Anonymous	Mobility Survey	Please ensure you are considering disability access in all of this. I didn't see questions pertaining to mobility access from that perspective at all.	Noted. We consider disability in all City improvement projects.	Added overall strategy to look at equitable access to mobility.
Aug 05 2019 06:17 PM	Anonymous	Mobility Survey	No suggestions, Westerville's City planners do a great job managing challenging projects. While street construction is inconveniencing, it only serves to improve our city. Thank you.	Noted.	None.
Aug 05 2019 03:41 PM	Anonymous	Mobility Survey	after spending lots of money on ADA ramps how about making it illegal to block sidewalks (unless actively under maintenance)? ramps don't do any good if one can't get to them!	Blocking the sidewalks is illegal per ORC.	None.
Aug 05 2019 08:40 AM	Anonymous	Mobility Survey	THANK YOU! We LOVE living in Westerville :)	Noted.	None.
Aug 04 2019 06:37 PM	Anonymous	Mobility Survey	We do not support having public transit ( i.e.,COTA) system in Westerville. We support more biking/walking opportunities.	Noted.	None.
Aug 04 2019 12:14 PM	Anonymous	Mobility Survey	While we tend to look at growth potentials, etc., our focus often overlooks/minimizes consideration of those with limitations in mobility (i.e. the aging and physically challenged populations). Recommend continually reminding ourselves of the full continuum of the low progression of these difficulties, and bringing the increasing needs of these people actively to the surface via reminders to one another during discussions and consideration. Our efforts should be to ensure the availability of safe, sound and readily available sources and methods of mobility to as great an extent as possible. This often means looking at 'small' issues of surface, rest points, balance assists in areas of slope, etc.	Noted. All roadway projects include an assessment of sidewalks to provide ADA ramps and other improvements. There is currently an Age-Friendly Mobility study that we are working on with OSU to further guide how we can accommodate the changing needs of the population.	Added overall strategy to look at equitable access to mobility.
Aug 03 2019 11:20 PM	Anonymous	Mobility Survey	Quit developing so many new areas before the roads can handle the traffic. Quit deleting all the green spaces where small animals used to live, causing them to have to move into our neighborhoods. It makes me so sad.	Noted.	The need to monitor traffic volumes and plan for improvements was added to the strategic locations.
Aug 03 2019 06:21 PM	Anonymous	Mobility Survey	It would be great if the storm system on S. Otterbein, between walnut st and Blendon MS could be updated to at least the late 20th Century. But only if it's done better than north of walnut st. The city should be embarrassed of that work.	This is something that does not relate directly to the mobility plan.	Comment provided to Engineering

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Aug 03 2019 01:36 PM	Anonymous	Mobility Survey	I didn't appreciate a survey that requires you to answer each question if you do not agree with the selections. Why are you looking to do this? This is a small community and doesn't need a mobility strategy. Rely on state and county services for this. The last thing we need is additional accommodations for bicyclists. They are a safety hazard at best even with all of the money spent for bike lines. Many are rude and inconsiderate to drivers and they do not follow the rules of the road, especially in this community. It seems to me the Westerville City government focuses on making the area something it is not and you spend a significant amount of the taxpayers money to do it. The new police HQ and your attempt to pass the cost along to the taxpayer is an excellent example. This is just another project or consideration with misplaced priorities at other people's expense.	Noted.	None.
Aug 03 2019 01:12 PM	Anonymous	Mobility Survey	I applaud the city's decision to purchase 2 electric cars and would like to see more added to the municipal fleet. I would also like to see a reduced electric rate for charging electric vehicles at night.	Noted.	A recommendation to increase the number of electric vehicles in the City's fleet has been added to the plan.
Aug 03 2019 07:45 AM	Anonymous	Mobility Survey	Westerville could benefit from creating large underground parking structures like the Creekside area currently has in Gahanna. Instead of one parking structure, I think two structures strategically placed either on the North and South ends of the Uptown area or the East and West ends could help to dramatically cut down on the congestion through the uptown area. Using this along with some of the beneficial options provided in the survey could really benefit the community.	Noted. The City is aware of the desire for parking structures near the Uptown area and continues to look for opportunities to partner with private developers. As the Uptown State Street project was in development, residents/property owners were opposed to the removal of on-street parking on State Street which would have helped with congestion.	Include in the best practices section of the plan that multi-use developments should include multi-level parking.
Aug 03 2019 05:58 AM	Anonymous	Mobility Survey	I'm mostly concerned about my taxes rising with all of this-- please, please be financially frugal.	Noted.	None.
Aug 02 2019 09:57 PM	Anonymous	Mobility Survey	I would like to see a much higher focus on accessible for all, as in universal design in all future plans. I would like to see the answers in this survey include universal design. Thank you for doing this study and providing opportunities for our community! Westerville is a wonderful City to live in.	Noted.	None.
Aug 02 2019 05:17 PM	Anonymous	Mobility Survey	More transportation options for senior citizens who shouldn't be driving.	Noted.	This is considered in the discussion of micro-transit services.

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Aug 02 2019 04:12 PM	Anonymous	Mobility Survey	The city missed an opportunity to build a multi-level parking structure behind the current municipal building for uptown. Building up instead of flat land parking should be a priority in all future plans.	Noted.	Include in the best practices section of the plan that multi-use developments should include mutli-level parking.
Aug 02 2019 03:14 PM	Anonymous	Mobility Survey	GET RID OF ALL THE HILL BILLIES	Noted.	None.
Aug 02 2019 11:34 AM	Anonymous	Mobility Survey	I've heard of some cities closing specific roads/avenues to cars to force people to find another mode of transportation for a day or weekend. Of course there are complaints and grumbings, but once people create a plan of action...the weekend can be stretched to a week, two weeks, etc. The idea is people aren't going to change their habits unless forced to. For our environment (& our health), I think it would be great to try this.	Noted.	None.
Aug 02 2019 10:47 AM	Anonymous	Mobility Survey	Jason Bechtold rocks!	Noted.	None.
Aug 02 2019 03:36 AM	Anonymous	Mobility Survey	Westerville is a wonderful city in which to live and work! Please keep up your great work!!!	Noted.	None.
Aug 01 2019 10:03 PM	Anonymous	Mobility Survey	I relocated my family and business to Westerville largely because of the commitment to continued improvements to the biking and pedestrian infrastructure. Keep up the good work!	Noted.	None.
Aug 01 2019 09:04 PM	Anonymous	Mobility Survey	be sure to keep local and close parking for uptown	Noted.	None.
Aug 01 2019 07:33 PM	Anonymous	Mobility Survey	Electric and autonomous should be a key for the future along with pedestrian and bicycle traffic to be kept to a high and growing quality.	Noted.	None.
Aug 01 2019 07:16 PM	Anonymous	Mobility Survey	Jen, keep up the good work!	Noted.	None.
Aug 01 2019 07:16 PM	Anonymous	Mobility Survey	Since the demographics of W'ville is older need to prepare for elderly mobility solutions and congestion mitigation.		
Aug 01 2019 05:18 PM	Anonymous	Mobility Survey	Less cars, less on street parking. More public transit and encouraging walking/biking/scooters!	Noted.	None.
Aug 01 2019 05:09 PM	Anonymous	Mobility Survey	It is critical that normal traffic flow throughout Westerville is as unrestricted as possible. This should be priority one, before all the other "enhancement" mobility options.	Noted.	Signal coordination and traffic monitoring will be a primary focus based on survey responses.
Aug 01 2019 05:07 PM	Anonymous	Mobility Survey	I would like am easier way to get to short north/grand view without having to drive	Noted.	None.
Aug 01 2019 04:52 PM	Anonymous	Mobility Survey	Stop Columbus from encroaching on our city! Allow our businesses to determine a better mobility plan that optimizes revenues and creates greater worth for the residents!	Noted.	None.

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Aug 01 2019 04:07 PM	Anonymous	Mobility Survey	due to the narrow streets in many areas of the city, parking over night should be restricted. no over night parking. this is especially important during the winter months.	Noted. Fire and emergency services have been able to access all streets with minimal issues. This would inconvenience many who do not have driveways or other parking options.	None.
Aug 01 2019 03:47 PM	Anonymous	Mobility Survey	No comment.	Noted.	None.
Aug 01 2019 03:41 PM	Anonymous	Mobility Survey	Focus on abating noisy or muffler-less or inordinately loud automobiles, trucks, and motorcycles to reduce noise pollution and health effects in our community.	Noted.	None.
Aug 01 2019 03:31 PM	Anonymous	Mobility Survey	Anticipate a paradigm shift for parking, particularly in and near uptown, that will be enabled through autonomous vehicles. Experiment in advance with extended valet services (Jobs for Otterbein students?).	Noted.	Passenger drop off zones were included in the mobility plan and valet services could also be included.
Aug 01 2019 03:09 PM	Anonymous	Mobility Survey	I love this city....that's why I take the time to fill these surveys. Thanks for all you do ☺	Noted.	None.
Aug 01 2019 01:02 PM	Anonymous	Mobility Survey	Infill housing in Uptown		
Aug 01 2019 10:36 AM	Anonymous	Mobility Survey	Thanks for being so dedicated to helping us bike and walk safely through Westerville!	Noted.	None.
Jul 26 2019 11:45 AM	Anonymous	Mobility Survey	Working with Genoa Township for all these options	Agree.	None.
Jul 25 2019 09:25 AM	Anonymous	Mobility Survey	Consider the Waze Connected Citizens Program as a source of free traffic data that can improve signal timing, allow for better understanding of congestion issues and shorten emergency response time.	Noted.	Suggestion was added to overall strategies for new technology related to vehicles.
Jul 25 2019 09:13 AM	Anonymous	Mobility Survey	Look into car share programs along with increased biking, walking, & possible scooter & bike share options.	Noted.	This is included in the best practices & strategies.
Jul 25 2019 08:26 AM	Anonymous	Mobility Survey	The City of Westerville does an amazing job of maintaining the roads and infrastructure that is currently in place. Moving forward with technology is a great idea. Getting people to where they need to go, and safely, is key. Educating the public on existing traffic laws, as well as anything new that comes along will be the biggest challenge.	Noted.	A new strategy to improve education of the community about all the different mobility options has been added to the plan.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Jul 25 2019 06:23 AM	Anonymous	Mobility Survey	<p>Two comments on the survey:</p> <ol style="list-style-type: none"> <li>1. In item 10, "Consider Land Use and Mobility Decisions Together" is not clearly written.</li> <li>2. The map in item 11 is illegible.</li> </ol> <p>Other comments: This speaks to our addiction to the automobile as our primary transportation mode. Given the experience in European cities such as Copenhagen &amp; Amsterdam, this can be changed via infrastructure--as these cities improved infrastructure for bicycles and mass transit, the public gradually changed their habits. The same can happen in the U. S.--Use infrastructure (improved mass transit, bicycle, and walking options) to influence behavior rather than using behavior to guide infrastructure (improving automobile carrying capacity).</p> <p>I am concerned that Westerville may attempt to build our way out of our automobile congestion problem--widening lanes, etc. Historically this has been a losing strategy nationwide, and there is no reason to think the same isn't true of Westerville.</p>	Noted.	The strategy for land use and mobility decisions together has been rewritten.
Jul 24 2019 12:49 PM	Anonymous	Mobility Survey	Free high speed Internet for all residents.	Noted.	Comment provided to City WeConnect manager
Jul 24 2019 12:19 PM	Anonymous	Mobility Survey	I regret that I was forced to choose three or five options in order to complete this survey. In most cases I did not feel that three to five options should be priorities.	The reason that a certain number of responses was required was due to the need to understand the "appetite" for the strategies. We required responses for all modes even though some people may not use them so that we can ascertain the strategies that would be acceptable to the most people. As for bike paths & cyclists riding in the road, there are some cyclists who are able to ride at higher speeds and bike paths are designed for lower speeds. It is good to be able to provide access for many different levels of cyclists.	None.
43736	Paul Bugenstein	Email	The document is excellent. I would just like to comment that some detail around timing would be worthwhile either in the plan or with subsequent planning documents.		

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
<b>Cycling</b>					
<i>Edits for grammar, graphics, clarity or lay-out</i>					
<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Aug 29 2019 10:59 AM	Anonymous	Mobility Survey	<p>I'm a new homeowner in Westerville and I cycle a lot to work, to see friends, all around I use my bike more than my car - that's why I chose to live in Westerville. The north/south bike paths are great but I'd love to see more east/west bike paths - particularly on Main St. On the occasions where I have to cycle on a road, I find that the drivers can be very scary, honking and swerving around me, even when I'm following the traffic rules perfectly. Friends tell me to just cycle on the sidewalks but as an experienced cyclist I find that really hard to do and it's still technically against the law. I'd love to see more "bike only" designated lanes with a curb or barrier keeping the cars from entering the lane (similar to 4th Ave and Spring St. in Columbus). Particularly on Main st. this could be an easy addition as it's a wide road. At the moment Main st. says that bikes can use the whole lane but in reality honking cars make it really hard to do.</p> <p>I'd also love to see Sunbury Rd become a 35 mile per hour road instead of 45. It would make the bike path on that road much more quiet, an all around more tranquil ride, and it would also be more pleasant for the people who like to fish on the Hoover Reservoir.</p>	Additional east/west paths will be emphasized in the plan. Also the need for more separated bike lanes. Lowering the speed limit on Sunbury Road would not be effective as the "look and feel" of the roadway leads drivers to drive 45-50 mph. Unless the character of the corridor changes significantly in the future, this will not happen.	<p>A new strategy to improve education of the community about all the different mobility options has been added to the plan. Further details on the need for safer/separated on-street bike facilities has been added.</p> <p>MAP: Add east-west multi-use paths on County Line Road and Walnut Street.</p>
Aug 28 2019 08:35 PM	Anonymous	Mobility Survey	connecting the Walnut bike path to the bike path by the library should be considered	Noted.	MAP: Add bike path connection to library.
Aug 27 2019 08:31 PM	Anonymous	Mobility Survey	More bike racks please	Noted.	In strategies & strategic locations we have added further recommendations to add bike parking at businesses and transit stops.
Aug 17 2019 08:18 PM	Anonymous	Mobility Survey	When adding bike parking and bike racks to transit, please include support for recumbent trikes. Many active retirees and older people are adopting them.	Noted.	In strategies & strategic locations we have added further recommendations to add more inclusive bike parking at businesses and transit stops.
Aug 16 2019 02:03 PM	Anonymous	Mobility Survey	I love the bike paths and I would like to see them expanded. Also, consider biking connections from the west side to the east side of Hoover for recreational riders.	Noted.	MAP: Add east-west multi-use paths on County Line Road and Walnut Street.

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Aug 11 2019 01:23 PM	Anonymous	Mobility Survey	I have been an avid cyclist for over 30 years, and I love biking around Westerville. However, there is a major lack of safe east/west connectors in the city. I see extensive use of "sharrows" in the Mobility Plan, and I don't believe that they are a good answer in many cases. Drivers are more distracted than ever, presenting a greater danger to cyclists trying to share the road. We also don't have an established culture of cycling in this area (unlike say Portland, OR), so drivers aren't used to looking for and accommodating cyclists. Sharrows that I think would be particularly ineffective are the ones planned for Walnut, West St, and Dempsey -- I would not feel safe sharing those roads w/ cars, and I would not use them. These roads are too narrow, the speeds are too high, and drivers would not be patient with or aware of cyclists. On the other hand, larger multi-lane roads w 25 mph speed limits, like Schrock (east of State) and Huber Village Blvd are much more suitable for utilizing as sharrows.	Noted. Additional east/west paths will be emphasized in the plan.	MAP: Add east-west multi-use paths on County Line Road and Walnut Street. Sharrows on Dempsey have been removed. West St and Walnut will remain as future sharrow streets.
Aug 09 2019 07:37 PM	Anonymous	Mobility Survey	Do not place bike racks on the sidewalks of State Street in Uptown. It's crowded already.	Noted.	None.
Aug 09 2019 07:39 AM	Anonymous	Mobility Survey	Seems to have missing bike trail connections such as going west on Walnut to get to the path near Uptown. Same applies for going from Towers park or from College Ave west to the Ohio-Erie Trail	Noted.	MAP: Add east-west multi-use paths on County Line Road and Walnut Street.
Aug 06 2019 08:09 AM	Anonymous	Mobility Survey	Too many bicycle Riders do not follow current traffic laws so I don't believe encouraging more bicycles is a good idea. Bicycle Riders frequently fail to announce themselves when passing pedestrians making hiking more dangerous for pedestrians. Don't just consider laws to protect bicycle Riders, think about making bicycle Riders more responsible for their own safety. Bicycles should not be allowed to ride on streets with speed limits more than 25 miles per hour. Bike Lanes should not be designated on those high-speed streets.	Noted. Education is a new strategy that was added to the plan.	A new strategy to improve education of the community about all the different mobility options has been added to the plan.
Aug 05 2019 09:49 PM	Anonymous	Mobility Survey	Also need to think about maintaining current bike lanes. Many are very nice but some need a bit of sweeping such as shrock road going west. The bike lanes sometimes have debris that needs to be removed.	Noted.	Comment provided to Public Service.
Aug 05 2019 09:43 PM	Anonymous	Mobility Survey	I'd like to see more bike racks added by businesses which would in turn not force people traveling by bicycle to have to lock their bikes up to poles and trees. This would encourage more cyclists and less cars/ parking issues.	Noted.	In strategies & strategic locations we have added further recommendations to add bike parking at businesses and transit stops.

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Aug 05 2019 12:08 PM	Anonymous	Mobility Survey	I don't feel there are enough bikers using the bike paths, etc to spend a large amount of money to accommodate so many of their needs. That money could be spent wiser.	Noted.	None.
Aug 04 2019 08:05 AM	Anonymous	Mobility Survey	Consider ordinance that would allow cyclists to legally treat stop signs as yield signs at intersections where cross-traffic is 35 MPH or less. Same for signs on B&W and other paths.	Noted. This is not feasible as bicycles are considered vehicles and must follow all rules as a car would. However, on multi-use paths, we agree that stop is not required and yield signs are slowly being incorporated.	None.
Aug 03 2019 08:25 AM	Anonymous	Mobility Survey	Better bike trails and paths	Noted.	None.
Aug 02 2019 04:40 PM	Anonymous	Mobility Survey	I would love to see every street have a side walk or bike lane. I love that bikes are allowed on sidewalks outside of Uptown in Westerville - it allows me to safely take my children by bike all over town without worrying about street traffic. I would like to see a goal of ALL roads having sidewalks in Westerville (or a bike lane), so that us cyclists can cover the entire 12 square miles on bike and never have to use the car. Since bikes are not allowed on sidewalks in Uptown Westerville, I would like to see a bike lane or other safer option than being in the same lanes as the cars. It's too risky for me with my kids. I would also like Westerville to continue being mindful of keeping bike paths and roads surrounded by nature so that they are pleasant rides and not just cars and ugly buildings. I think this really encourages biking and makes it so much nicer than being in the car. Thank you!	Noted.	Further details on the need for safer/separated on-street bike facilities has been added.
Aug 02 2019 03:07 PM	Anonymous	Mobility Survey	Need to have bike paths to get the bikes off the roads	Roads are for all members of the public, not just cars. Not all cyclists want to ride on a path. By riding in the road, they are able to ride at higher speeds since bike paths are designed for lower speeds. It is good to be able to provide access for many different levels of cyclists.	None.
Aug 01 2019 04:36 PM	Anonymous	Mobility Survey	Improved access to Columbus via the bike paths. I would love to ride my bike to work but struggle with a saw way to do so.	Noted.	MAP: Review connections to Columbus via bike paths to ensure future connections are feasible.
Aug 01 2019 03:51 PM	Anonymous	Mobility Survey	More stores restaurants and breweries that have easy bike paths to them	As new developments and paths develop, we will continue to encourage those connections.	None.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Jul 31 2019 06:14 PM	Anonymous	Mobility Survey	The bike paths in Westerville are great, but access to the bike paths can sometimes be lacking. For example, where I live, I have to either bike on Polaris Pkwy or State St for a couple blocks before I can access the bike path, and I don't feel safe doing so. I therefore have to illegally bike on the sidewalk. Increasing access to the bike path at more intersections would be helpful.	Noted. We will review these connections and try to connect more. Also, biking on the sidewalk is permitted in Westerville (except for in Uptown).	MAP: Review connections to Columbus via bike paths to ensure future connections are feasible.
Jul 29 2019 09:42 AM	Anonymous	Mobility Survey	Perhaps a PSA campaign for cyclists that don't follow the laws when riding. It's good to see more people riding bikes and sharing the road, but many times they ignore traffic signs and can put themselves into dangerous situations without even paying attention.	Noted. Education is a new strategy that was added to the plan.	A new strategy to improve education of the community about all the different mobility options has been added to the plan.
Jul 26 2019 12:50 PM	Anonymous	Mobility Survey	Please connect bike path down Home St. There is constant bike and runner traffic and you have to jump a curb, go thru grass and then get on the path. Would be nice since there is a school on Home/Vine and CRC runners.	Noted. Unfortunately this is private property and it is not possible to construct a connection there.	MAP: Review connection to OTET via Home Street and look for feasible options to do this.
Jul 25 2019 10:17 AM	Anonymous	Mobility Survey	Westerville needs more connectivity for safe bicycle transportation as part of the regional network. This plan is a good approach	Noted.	None.
Aug 16 2019 02:29 PM	Anonymous	Mobility Survey	I love and use the bike paths in Westerville multiple times per week. I wish there were some way to connect the paths in Westerville to Worthington/Highbanks/the Olentangy Trail. Currently the only route is Schrock or Campus View, both of which are not especially bike-friendly. A bike lane on Africa between Polaris Pkwy and County Line Rd would also be a welcome addition.	Noted.	MAP: Review connections to Columbus via bike paths/protected lanes to ensure future connections are feasible.
Aug 06 2019 10:37 PM	Anonymous	Mobility Survey	There are several ways to reach the library going south towards the library using the bike paths and when the pathway on college is completed it will be even better. However, Walnut also needs a better recreational pathway leading to state street from Spring as well. Doing this would give more uptown access to cyclists as well. Especially families wishing to ride their bikes into town.	Noted.	MAP: Review paths coming to Uptown for better connectivity.
Aug 04 2019 07:26 PM	Anonymous	Mobility Survey	A bike rental facility in westerville. Many of my clients come from overseas and rent bikes from downtown and then bike around westerville.	Noted.	There is a strategy regarding this as a future option.
Aug 28 2019 02:18 PM	Anonymous	Mobility Survey	Biking on the road with cars is dangerous. Bikes should stay on the trails.	Noted.	Education for drivers regarding bike paths vs. on-street options. Consider more protected bike lanes.
Aug 17 2019 12:48 PM	Anonymous	Mobility Survey	Also-- if we are using \$\$ to build bike paths -- then why is there so much focus on street biking? Keep the bikes on the paths for safety.	Noted.	Education for drivers regarding bike paths vs. on-street options. Consider more protected bike lanes.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Jul 24 2019 04:19 PM	Anonymous	Mobility Survey	Access by bicycle from east Westerville to Otterbein U, problem riding on brick streets, and no bikeway. Why does this survey force the user to select options not preferred, by requiring a minimal number of responses?	Will reconsider routing to avoid brick streets. The reason that a certain number of responses was required was due to the need to understand the "appetite" for the strategies. We required responses for all modes even though some people may not use them so that we can ascertain the strategies that would be acceptable to the most people. As for bike paths & cyclists riding in the road, there are some cyclists who are able to ride at higher speeds and bike paths are designed for lower speeds. It is good to be able to provide access for many different levels of cyclists.	MAP: Consider adjustments to bike routing to avoid brick streets in Uptown. Consulted with Westerville cyclists and have come up with several alternatives based on their feedback. Not all brick streets were removed from consideration.
Jul 24 2019 07:03 PM	Anonymous	Mobility Survey	More East/West bike paths are critically needed! The city should also install bike parking racks at EVERY park.	Noted.	Comment provided to Parks & Recreation.
Aug 29 2019 05:43 PM	Anonymous	Mobility Survey	Central college between sunbury spagnol ln. Its 1/4 mile and alot of bikes and walkers have to walk through the grass. No sidewalk or path.	Noted.	MAP: Review Sunbury/Central College area for sidewalk/path connectivity needs.
Aug 29 2019 04:00 PM	Anonymous	Mobility Survey	I would love to see more East/West multi-use trails like the one that runs along Walnut St.	Noted.	MAP: Add similar east-west multi-use paths as on Walnut Street.
Aug 29 2019 03:27 PM	Anonymous	Mobility Survey	Right now Walkers and bikes are in serious danger of getting hurt on central college just south of Hoover. Traffic moves quickly with tight corners and narrow roads. Bikers and walkers have no room in burm. Kids ride their bikes from Sunbury neighborhood village at central college and have no side walks to connect them.	Noted.	MAP: Review Sunbury/Central College area for sidewalk/path connectivity needs.
Aug 29 2019 03:57 AM	Anonymous	Mobility Survey	Please work on improving access to sunbury rd from central college and from central college to Hoover park. These areas are currently unsafe for pedestrian or cyclist traveling.	Noted.	MAP: Review Sunbury/Central College area for sidewalk/path connectivity needs.
Aug 28 2019 08:08 PM	Anonymous	Mobility Survey	The Village at central college is dangerous to walk or bike out onto central college. There needs to be sidewalks or bike paths connecting it to Sunbury	Noted.	MAP: Review Sunbury/Central College area for sidewalk/path connectivity needs.
Aug 28 2019 06:36 PM	Anonymous	Mobility Survey	Partnerships with neighboring area/cities to allow biking/walking opportunities to unite communities. For example, today there is no path to get to New Albany (Central College) or Tuttle Crossing area or north Hamilton road. These are areas we go to for eating and shopping but It's always by car.	Noted.	MAP: Review connections to Columbus via bike paths to ensure future connections are feasible.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Aug 28 2019 04:06 PM	Anonymous	Mobility Survey	This is ridiculous. You need to pay attention to the current bike paths and maintain them. Some of them need re-paved and/or repainted. You want more mobility? How about SAFER mobility????? I am NOT the only one that has complained about the unsafe College/Spring intersection. I'm not happy with the fact we are consistently ignored. Get your priorities straight.	Noted.	Comment provided to Engineering.
Aug 28 2019 10:44 AM	Anonymous	Mobility Survey	I would ride my bike to work but there are no showers at the office. How can the city help promote the removal of those types of barriers to alternative transportation? I would ride somewhat regularly if I could shower at work.	Noted.	Add suggestion for showers to Bike friendly businesses/ employer program.
Aug 16 2019 04:30 PM	Anonymous	Mobility Survey	Please add, e-scooters.	Noted.	There is a strategy regarding this as a future option.
Aug 12 2019 12:26 AM	Anonymous	Mobility Survey	More trees along the pathways! I want to start grocery shopping with a bike so want to feel we are safe to lock up bikes.	Noted.	New strategy regarding Pedestrian/bike comfort levels.
Aug 09 2019 11:30 AM	Anonymous	Mobility Survey	No e-scooters!	Noted.	There is a strategy regarding this as a future option, but many details would be considered before allowing them.
Aug 06 2019 07:55 AM	Anonymous	Mobility Survey	should consider people use gas power scooters	Gas powered scooters are treated as vehicles.	None.
Aug 04 2019 11:42 AM	Anonymous	Mobility Survey	There are great recreational options for walking and biking but getting to the grocery stores is difficult. I can get 95% there but the intersections and parking lots feeding them (both on north and south sides of town) are horrendous. Since we have such a low % of folks who live and work here focus less on our commutes to work and more on our residents' commutes to shopping.	Noted. Access to grocery stores will be reviewed.	MAP: Reviewed ped/bike access to grocery stores.
Aug 02 2019 09:29 AM	Anonymous	Mobility Survey	I think it is important to focus on the safety of the bike paths as well. Maybe installing emergency lights/communication?	Noted.	Comment provided to Police for discussion.
Aug 02 2019 07:52 AM	Anonymous	Mobility Survey	I would like to see more mixed bike/walking paths. I do not feel comfortable traveling on public roadways.	Noted.	None.
Aug 01 2019 12:34 PM	Anonymous	Mobility Survey	Our intersections should have something to tell drivers that a bicyclist is there so the drivers know to watch when doing a right-turn-on red. I.e. an extra signal on the traffic light...something that the driver WILL see.	Noted.	Added pedestrian enhancement option of lit "No Turn on Red" signs activated when pedestrian pushbutton activated.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Aug 01 2019 05:25 PM	Anonymous	Mobility Survey	Bike's are very annoying on streets. They do NOT follow traffic laws as they are suppose to. And it makes roads much more dangerous to shrink driving lanes to put in bike lanes. Downtown Columbus is a nightmare now with the bike lanes they put in.	Noted. Education is a new strategy that was added to the plan.	A new strategy to improve education of the community about all the different mobility options has been added to the plan.
Jul 29 2019 05:45 PM	Anonymous	Mobility Survey	Although not part of Westerville, having better biking opportunities around Hoover would be great. Especially across Smothers/County Line Road and bridge... to connect with New Albany / Big Walnut.	Noted.	MAP: Review bike routing around Hoover including Central College and County Line Rd
Jul 24 2019 01:06 PM	Anonymous	Mobility Survey	Please focus on ways to better connect eastern neighborhoods (along Hempstead) to city resources - Uptown, athletic fields, rec center and others. Currently there isn't a safe way to bike uptown from the Hempstead / Walnut area. There are 4 schools in this area and no safe way for kids to bike to 4th Friday, etc.	Noted.	MAP: Review connections for neighborhoods along Hempstead to get to Uptown, athletic fields, and rec center.
Jul 25 2019 2:23 AM	Anonymous	Mobility Survey	East-west bicycle transit (between the north/south bike paths) is a serious problem.	Noted.	MAP: Add east-west multi-use paths.
Jul 26 2019 08:16 AM	Anonymous	Mobility Survey	Would love to see the Alum Creek trail extended to the North and sometime to the dam. I love the new businesses I can access via bicycle from Alum creek trail like local cantina and Bru Burger	Noted.	MAP: Add further connections to Alum Creek Trail to the north.
Jul 26 2019 10:53 AM	Anonymous	Mobility Survey	Trails, Shared-Use-Paths, wayfinding signs, bike racks, ped lighting on trails etc. The existing trails are used heavily, so keep investing in them, and create more to connect different neighborhoods to the system, and provide access to more users so people don't have to drive a car to ride a bike on a trail.	Noted.	Comment provided to Parks & Recreation.
Jul 29 2019 10:39 AM	Anonymous	Mobility Survey	The intersection on Maxtown by the Home Depot could be redesigned to allow for better traffic flow and accommodate pedestrians/bikers better. There are lots of bikes trying to cross Maxtown and it would be great to have an underground or bridge connector across Maxtown to help protect them and keep flow of traffic moving.	Noted.	This intersection is one we have identified for improvement related to ped/bike access and safety.
Jul 31 2019 07:04 PM	Anonymous	Mobility Survey	I would definitely cycle more for my around town errands if improved/expanded infrastructure were in place: 1. Sunbury Rd. south of Central College is dangerous, limiting access to shopping. 2. Lack of secure bicycle parking everywhere. 3. East-West connectors, especially along Dempsey, are desperately needed. 4. Much stricter enforcement of speed limits along all 4-lane roads, or widen sidewalks to accommodate 2-way cycle traffic. I say this as a long-time cyclist who is usually comfortable riding with traffic on streets.	Noted. 1. This will be addressed as part of map and connections to Columbus. 2. Several strategies address the need for more bike parking. 3. East-west connectors to be added to map. 4. Speeding issues passed along to enforcement, but street typologies can also help address this with changing the look/feel of the roads to lower speeds.	MAP: Add east-west multi-use paths.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Aug 01 2019 07:16 PM	Anonymous	Mobility Survey	Consider extending the east west bicycling/ped path on Walnut Street from Walnut Ridge Park to the North South bike path.	Noted.	MAP:Review the multi-use paths along Walnut Street to add connection between from OTET to Walnut Ridge Park.
Aug 01 2019 09:56 PM	Anonymous	Mobility Survey	My husband and I are retired and live on County Line Rd next to Towers Park. PLEASE do not put parking spaces on either side of County Line Rd near the bike path crossing at Towers Park. It's too dangerous since moms, dads with kids on tricycles and pushing baby strollers won't be able to see around mini vans or suvs so they can cross County Line Rd at Towers Park bike path....I live next to the bike path and seen too many near death situations at that crossing when they used to allow parking on County Line Rd at Towers Park so the city then put up no parking signs there...which I feel is the safest thing to do on that part of County Line Rd.	Noted. There are no plans to allow parking on County Line Road. The crossing will be upgraded to a Pedestrian Hybrid Beacon to improve safety there later this year.	None.
Aug 02 2019 05:38 PM	Anonymous	Mobility Survey	Focus on Uptown and ways to get residents to and from Uptown from surrounding neighborhoods that do not involve driving and parking. I live on College Ave and currently there are areas where there is no sidewalk or safe biking path. I would love to bike to Uptown and see more bicycle traffic there vs cars on the road. Investing in rental bikes, bike parking and safe bike lanes, and making it more walkable from nearby neighborhoods would be a huge improvement. I live in a home where the bike path plan I heard about would decrease my front yard space and cause me to lose a tree. I'm all for it if it means I can hop on my bike and ride safely to Uptown.	Noted. Improved connectivity to Uptown will be considered in the maps developed for the plan.	MAP: Review connections to Uptown.
Aug 03 2019 05:44 PM	Anonymous	Mobility Survey	Some "bike paths" follow major roads such as County Line Rd. and have portions that are asphalt and marked as bike trails. Other portions are the sidewalks. Why are the sidewalks built so the curb ramp portion for the crosswalk is not in line with the sidewalk? This forces the cyclist to slow down, make a 90 degree turn, then quickly make another 90 degree turn, cross the street and repeat. This should not be considered a bike route. It's also very difficult for children learning how to ride a bike and navigating these awkward crosswalks. The only reason I can imagine for this design is so pedestrians are not walking closely to busy traffic but I see it everywhere, even on quiet residential streets. The cut out could be designed more widely to avoid that danger.	Noted. Many curb ramps are designed to comply with ADA requirements. These road crossings are meant to be crossed on foot, not while biking.	Comment provided to Engineering

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Aug 04 2019 02:04 PM	Anonymous	Mobility Survey	Make it illegal for bikes to be riding on busy streets when there is a bike path a few feet next to them. I've seen this at rush hour on County Line and Maxtown. Traffic is backed up because these cyclist choose not to use the bike path.	Roads are for all members of the public, not just cars. Not all cyclists want to ride on a path. By riding in the road, they are able to ride at higher speeds since bike paths are designed for lower speeds. It is good to be able to provide access for many different levels of cyclists.	None.
Aug 08 2019 11:05 AM	Anonymous	Mobility Survey	Keep to a MINIMUM - bikes and autos on the same street . No matter how many laws and safety lanes we provide, driver distraction equals family tragedy and we can do something NOW to avoid this.	Providing more separated bike lanes can reduce the conflict and improve safety for all.	Further details on the need for safer/separated on-street bike facilities has been added.
Aug 17 2019 09:45 AM	Anonymous	Mobility Survey	I don't feel like the small community Westerville needs a public bus system. I would like more focus placed on bike/ walking paths.	Noted.	None.
Aug 13 2019 08:23 AM	Anonymous	Mobility Survey	Please do not do the road diet. Slowing down the traffic in this way does not help bikers. I would prefer to bike on a dedicated path.	Not all cyclists prefer to bike on dedicated path as it is designed for slower cycling speeds. We are trying to provide for all cyclists.	None.
Aug 10 2019 11:34 AM	Anonymous	Mobility Survey	NO e-scooters. They make sidewalks and roads feel less safe, and they create obstructions when parked on sidewalks.	Noted.	There is a strategy regarding this as a future option, but many details would be considered before allowing them.
Aug 02 2019 12:04 PM	Anonymous	Mobility Survey	Bike ONLY lanes on streets is crap. I pay road use tax on my car, do bikes ?? Also, I walk my dogs daily on the path. On Saturday & Sunday I'm nearly run over by bikes going WAY TO FAST on these paths. If you want to ride that fast, ride on the street	Noted.	None.
Aug 01 2019 11:08 AM	Anonymous	Mobility Survey	I would like to see the buttons you push to enable you yo cross the street some need lowered and some are completely unaccessible unless you are standing . we own recumbent trikes and yes I suppose i can get up off the trike but i also have to get my feet strapped back in . what i think is worse yet is if you are in a wheel chair. also some of the crossings such as central colledge and sunbury the lights can only be activated to cross in the most dangerous lanes of traffic making it more possible to be hit it has happened 3 times for me .	Noted. The height of the pushbuttons are set by ADA standards at 42". Pedestian signal phasing is intended to provide the safest opportunity for crossing (not during a turn phase), but it is the pedestrian/cyclists' responsibility to cross with caution and be aware of other vehicles. They are vulnerable and need to look out for themselves.	Comment provided to Engineering.
Aug 07 2019 02:51 PM	Anonymous	Mobility Survey	I would like the bike/walk trail on Walnut to continue west and connect with the bike/walk trail behind the library and State St. The Walnut bike trail ends abruptly and the sidewalk heading west toward State St. is in bad condition. Also, a bike path continuing north on Sunbury, from Maxtown to the top of Hoover reservoir, would be awesome!	Noted.	MAP: Add bike path connection to near library. Consider further paths to north of Hoover (coordinate with adjacent agencies).

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
9/28/2019	Paul Bugenstein	Email	The one area I would prioritize is an east west bike path or sidewalk along College East of Otterbein and on Walnut Street between Hillcrest and State Street. Both routes have either no sidewalk or a sidewalk in disrepair.	Noted. An east west path/sidewalk is planned for E. College as part of the 2020 & 2021 construction season. The Walnut Street comment has been added to the map and the disrepair information will be provided to Engineering.	Comment provided to Engineering.

## Pedestrian

### *Edits for grammar, graphics, clarity or lay-out*

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Aug 28 2019 10:13 PM	Anonymous	Mobility Survey	Sidewalk connecting Sunbury - down Central College. Greater access to the dam this way	Noted.	MAP: Review Sunbury/Central College area for sidewalk/path connectivity needs.
Aug 28 2019 09:28 PM	Anonymous	Mobility Survey	Walking to Hoover from Central College is very dangerous. It would be great if there was a path starting on Sunbury going to Hoover.	Noted.	MAP: Review Sunbury/Central College area for sidewalk/path connectivity needs.
Aug 28 2019 07:18 PM	Anonymous	Mobility Survey	Add a sidewalk for access out of village of central college	Noted.	MAP: Review Sunbury/Central College area for sidewalk/path connectivity needs.
Aug 28 2019 06:48 PM	Anonymous	Mobility Survey	Please add sidewalks along Central College to link up with sidewalks on Sunbury to access Hoover Reservoir.	Noted.	MAP: Review Sunbury/Central College area for sidewalk/path connectivity needs.
Aug 03 2019 05:49 PM	Anonymous	Mobility Survey	Please ensure that all citizens of Westerville have access to completed sidewalks. ie. Cherrington Rd. We need to make the sidewalk from S. State through N. State more safe and pedestrian friendly. There needs to be a sidewalk under 270 on S. State. Pedestrians and bike riders are at peril on that roadway in that area.	Noted. We will review sidewalk connectivity throughout the City. There is sidewalk under 270 on S. State St..	MAP: Review citywide sidewalk/path connectivity needs.
Aug 01 2019 07:08 PM	Anonymous	Mobility Survey	Put sidewalks in all Uptown Neighborhoods on both sides of streets. Allow sidewalks to be built directly next to road where homes are built without much front yard.	Noted.	Comment provided to Engineering.
Aug 29 2019 02:50 PM	Anonymous	Mobility Survey	The pedestrian crossing at Towers park on County Line is very dangerous. IT should be a pedestrian activated stop sign. The current YIELD seems like a suggestion instead of a command to stop. There are 4 lanes of traffic. Many times I stop yet the other drivers in the other 3 lanes do not. The pedestrian sees that I have stopped and enters the roadway. The oncoming cars don't realize what is going on and nearly hit the person. Someone is going to be killed.	The crossing will be upgraded to a Pedestrian Hybrid Beacon to improve safety there later this year.	Improved pedestrian crossings is a key strategy.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Aug 29 2019 02:07 PM	Anonymous	Mobility Survey	walking paths are needed on Central College to access the dam area	Noted.	MAP: Review Sunbury/Central College area for sidewalk/path connectivity needs.
Aug 07 2019 12:01 PM	Anonymous	Mobility Survey	The crosswalk on County Line Road at Towers Park is not effective enough. The flashing YIELD sign is often ignored by drivers.	The crossing will be upgraded to a Pedestrian Hybrid Beacon to improve safety there later this year.	Improved pedestrian crossings is a key strategy.
Aug 17 2019 12:48 PM	Anonymous	Mobility Survey	Maxtown/ Polaris needs to be a priority too-- too much traffic here and not enough walking safety from 1 shopping center to another-- hence more cars. College is also no sidewalks - but a direct route to Uptown and several schools yet no sidewalks.	Noted. We will review sidewalk connectivity in this area and work with Genoa township to improve this in the Maxtown/Polaris area. College Avenue is being redesigned to incorporate sidewalks between Otterbein and Spring Road.	MAP: Review sidewalk/path connectivity needs around Maxtown/Polaris area.
Jul 24 2019 07:03 PM	Anonymous	Mobility Survey	As Westar continues to develop, the area along Polaris from Old Worthington Rd to Westar needs to be made more walkable as it will have a relatively dense mix of restaurants, hotels, fitness centers, and apartments.	Noted. Consideration for new sidewalk/paths in this area are included in the maps.	MAP: Review sidewalk/path connectivity needs around Old Worthington Rd/Westar area on Polaris.
Aug 06 2019 08:29 PM	Anonymous	Mobility Survey	A flashing walk light to cross State St. in front of the Library to Northstar Cafe. No one slows down or stops for people to safely cross.	The crossing will be upgraded to a RRFB to improve safety there later this year.	Improved pedestrian crossings is a key strategy.
Jul 25 2019 09:25 AM	Anonymous	Mobility Survey	Connect Westerville's southeasternmost residents to the rest of the city's parks and trails by building a multi-use trail now (not in 2026) along Dempsey Rd.	Noted.	MAP: Southeasternmost area pedestrian/bike connections shall be reviewed.
Aug 16 2019 03:52 PM	Anonymous	Mobility Survey	Please focus on safe pedestrian crossings in Uptown. I've almost been hit by inches at Walnut and State. Also, no one seems to stop at the crossing between Northstar and the library. Please add crossing lights at the marked crosswalks in Uptown. I'd love to see sidewalks added on Glenwood leading to Hannah Mayne Park from Walnut. So many families, kids, and daycare groups have to walk IN the road everyday to get to the park. Why aren't there sidewalks? So many cars speed down W. Walnut even with the speed bumps. Is there a way to make this neighborhood through street safer?	The State St crossings will be upgraded to RRFBs to improve safety there as part of the Uptown Improvement projects. Sidewalk/paths around Glenwood/Hannah Mayne Park from Walnut will be added to the plan. W. Walnut Street speed bumps do reduce the speed of most drivers.	Improved pedestrian crossings is a key strategy. MAP: Review sidewalk/path access to Hannah Mayne Park from Glenwood / Walnut Street.
Aug 03 2019 10:02 PM	Anonymous	Mobility Survey	Use of motorcycle police to address the issue of excessive speeds of automobiles in neighborhoods. Pedestrian safety should be #1 goal NOT flow of traffic thru neighborhoods.	Noted.	Comment provided to Police.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Aug 01 2019 06:46 PM	Anonymous	Mobility Survey	Please please enforce pedestrian-oriented traffic laws. I walk a lot, and I see cars almost hitting pedestrians in crosswalks every day. Cars do not stop for people in crosswalks. Walkers need to be very vigilant and we need to move very quickly out of the way, or else we get hit. Westerville should enforce laws protecting pedestrians - which we ONLY do when pedestrians are seriously hit. The two most dangerous places in Westerville for pedestrians are legally marked crosswalks and the sidewalks in front of driveways.	Noted. Education is a new strategy that was added to the plan.	A new strategy to improve education of the community about all the different mobility options has been added to the plan.
Jul 25 2019 06:23 AM	Anonymous	Mobility Survey	I have been very concerned about busy pedestrian street crossings. I haven't done this since the south side reconstruction, but I used to regularly cross State at Huber Village. It was a very dangerous pedestrian crossing because of motorists turning right. They would be looking to their left for traffic to clear before making a right turn, then suddenly accelerate into their right turn (crossing the walkway) without checking that the walkway is clear. Improved traffic controls or possibly a "no right on red" could improve this situation, although hopefully this has already been addressed in the south side reconstruction.	Noted.	Incorporate lit "No Turn on Red" signs to activate when pedestrian pushbutton activated.
Jul 25 2019 06:23 AM	Anonymous	Mobility Survey	Installation of the Parkview sidewalks prompted a neighborhood meeting to discuss prospective sidewalks on Central. Sidewalks were strongly opposed by nearly everyone, despite the fact that we have a wheelchair user at the intersection of Central & Russell.	Noted.	None.
Jul 26 2019 08:16 AM	Anonymous	Mobility Survey	I think Westerville does a great job when it comes to mobility options but I have one comment. I really dislike curb adjacent sidewalk on busy street such as South State street (south of the CVS). Makes me feel uncomfortable walking down that sidewalk when trucks/cars are flying by right next to me. So there are some areas where i think there can be improvements. It always creates drops in the sidewalk for driveways that are inconvenient and most times not ADA compliant. I know its a State route so Westerville might not get there say in that but it should be avoided if possible. Its totally fine for local street with low and slow traffic but not ideal for the major arterials.	Noted. A new strategy related to ped/bike comfort along roadways was added.	New strategy regarding Pedestrian/bike comfort levels.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Jul 26 2019 10:53 AM	Anonymous	Mobility Survey	Also, something needs to be done at Maxtown/Route 3 intersection to improve pedestrian visibility. On Memorial Day, I was riding my bike towing my son in a carrier (bike trailer), crossing Route 3 eastbound, when a driver on his cell phone turned right from eastbound Maxtown to go south on Route 3 and almost hit my son and I in the crosswalk. Granted, if that driver was not on his phone he would have seen us (I hope), but either way at large intersections pedestrians can be lost in the shuffle with huge crossings and high traffic volumes. Perhaps even installing a No Turn on Red sign for those approaches, and enhanced law enforcement presence may help as well.	Noted.	This intersection is one we have identified for improvement related to ped/bike access and safety.
Aug 03 2019 07:52 AM	Anonymous	Mobility Survey	pedestrian areas along ALL streets are needed, including neighborhoods, streets and avenues. Also designated walk and bike roads to get to the shopping centers.	Noted.	MAP: Review citywide sidewalk/path connectivity needs.
Aug 04 2019 09:28 PM	Anonymous	Mobility Survey	I can get around decently today. Sidewalks in most areas are in need of major repairs just to make walking more accessible to everyone - I can navigate, someone in a wheelchair could not!	Noted.	Comment provided to Engineering.
Aug 30 2019 05:06 PM	Anonymous	Mobility Survey	Safe crossings for pedestrians. At a university in WI, they have scramble-light crossings where every so often traffic stops in all 4 directions and pedestrians can cross in all directions simultaneously across all four streets, including diagonally. Good idea for Westerville. Create access to Sharon Woods Park from West Main St.	Noted. Pedestrian volumes in the City are not heavy enough to justify doing this, but we will continue to monitor and consider this in the future. We are working with Columbus & the metro park to create access in the near future.	MAP: Review connection from Main St to Sharon Woods.
Aug 13 2019 11:44 AM	Anonymous	Mobility Survey	The intersection of Maxtown and McCorkel is a disaster for walkers and bike riders. The police need to ticket people who do not yield to walkers in crosswalks-- right in front of the police station is a good place to start.	Noted.	This intersection is one we have identified for improvement related to ped/bike access and safety.

## Public Transit

### *Edits for grammar, graphics, clarity or lay-out*

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Aug 29 2019 04:37 PM	Anonymous	Mobility Survey	As the boomers age, we are increasingly in need of help getting to places so we can stay active. Direct money to get us to downtown for symphony and plays; transport to local events and transport to parks and uptown. The senior center buses are good but limited in getting to lots of events and appointments and shops.	Noted.	Strategy to provide micro-transit could assist with this.
Aug 19 2019 04:56 PM	Anonymous	Mobility Survey	It would be great if COTA had bus service up and down State Street as a blue route.	Noted.	Strategy to provide micro-transit could assist with this.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Aug 14 2019 10:23 AM	Anonymous	Mobility Survey	Implement a local circulator ASAP, especially for events in and around Westerville and to Polaris Mall	Noted.	Strategy to provide micro-transit could assist with this.
Aug 12 2019 02:21 PM	Anonymous	Mobility Survey	I'd like to see the Senior Busing program expanded and more aggressively promoted to increase participation.	Noted.	Strategy to provide micro-transit could assist with this.
Aug 10 2019 08:04 AM	Anonymous	Mobility Survey	Use smaller buses within Westerville and more frequent round, knowing where customers come and go from home to work.	Noted.	Strategy to provide micro-transit could assist with this.
Aug 06 2019 06:47 PM	Anonymous	Mobility Survey	How about looking at much more direct route to and from airport from westerville via cota	Noted.	Strategy to provide micro-transit could assist with this.
Aug 06 2019 06:40 PM	Anonymous	Mobility Survey	Consider removing CMAX service. Panhandling has become an issue with increased bus service. Also bus service is slowing down traffic flow.	Noted.	None.
Aug 05 2019 11:07 AM	Anonymous	Mobility Survey	It would be nice to be able to draw in scooter shares like Lime and Bird. We rarely see those transportation options north of Route 161.	Noted.	There is a strategy regarding this as a future option, but many details would be considered before allowing them.
Aug 03 2019 07:19 PM	Anonymous	Mobility Survey	I do care for increased buses. Please also plan a solution to plan handlers and loitering around town that have come with the bus routes.	Noted.	Strategy to provide micro-transit could assist with this.
Aug 03 2019 04:10 PM	Anonymous	Mobility Survey	Have Westerville, combined with other local areas, work with the city of Columbus to create a rail/subway or other system to get downtown and other key venues without having to drive. Connect our city better to other cities within the Columbus area.	Noted.	Strategy to provide micro-transit could assist with this.
Aug 03 2019 08:17 AM	Anonymous	Mobility Survey	I would love to see better transit for seniors living in some of the outer areas of Westerville - especially with additional development that has already occurred around Sunbury/Central College. Also, the development of stores/markets in the Uptown area so Uptown can be a "one stop" destination.	Noted.	Strategy to provide micro-transit could assist with this. Also developing mixed-use land uses around stops is a strategy.
Aug 02 2019 08:10 PM	Anonymous	Mobility Survey	Ability for those of us in eastern Westerville to catch, for example, shuttles, to other Westerville locations would be nice. Suggested transit stop: Kohl's plaza. It's walking/biking distance for a lot of residents. Catching a shuttle to uptown/library would be great	Noted.	Strategy to provide micro-transit could assist with this.
Aug 02 2019 11:23 AM	Anonymous	Mobility Survey	As the number of Westerville residents past age 65 increases, more public transit options to transport people to locations in Westerville is most important. I refer specifically to persons who cannot renew drivers licenses due to physical changes resulting from aging such as the deterioration of one's vision.	Noted.	Strategy to provide micro-transit could assist with this.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Aug 02 2019 09:40 AM	Anonymous	Mobility Survey	There is no specific mention of light rail or trolleys. A Schrock Road, Cleveland Ave, West Main Street, State St loop would be ideal.	Noted.	Strategy to provide micro-transit could assist with this.
Aug 02 2019 08:54 AM	Anonymous	Mobility Survey	Nothing on you survey or plan seems to segregate senior services or things that would benefit senior mobility. There need to be more options than the senior center bus, and there should be a local connector that can get people to health care, etc.	Noted.	Strategy to provide micro-transit could assist with this.
Aug 01 2019 10:59 PM	Anonymous	Mobility Survey	A transit bus similar to Delaware Co. has (DATA) for the handicap/disabled and seniors to get to appointments and shopping. Not all people belong to a Senior Center and there is nothing available for the disabled other than cabs which are expensive.	Noted.	Strategy to provide micro-transit could assist with this.
Aug 01 2019 04:11 PM	Anonymous	Mobility Survey	More, easily accessible, very inexpensive, modes of transportation for senior citizens, who pay the city's bills but choose to live in their own homes.	Noted.	Strategy to provide micro-transit could assist with this.
Jul 28 2019 08:52 PM	Anonymous	Mobility Survey	We need circulators from various boundaries and areas of the city to Uptown, which will help with the parking situation and avoid drinking and driving. It would be particularly helpful during 4th Fridays and just weekends in general.	Noted.	Strategy to provide micro-transit could assist with this.
Aug 14 2019 11:11 AM	Anonymous	Mobility Survey	I'm a Westerville resident working in downtown Columbus and taking advantage of the C-pass program. I enjoy being able to take public transit to and from work, but the current transit schedule for the Westerville Park & Ride is limited, forcing me to drive to work 15% of the time, and the parking options at the park & ride are extremely limited. I'd love to see these offerings improved.	Noted.	Strategy to provide micro-transit could assist with this.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Aug 10 2019 03:56 PM	Anonymous	Mobility Survey	I am unable to drive due to health conditions. My mobility is not capable of moving around the city. I could really benefit from having a mode of transportation to the grocery store and healthcare (specifically COPC on Schrock and then on Africa Rd and Ohio Health on Africa Rd.) would be of great benefit! You mentioned e-Scooters, and I see those at Ohio State, though I do not see them being rented much. I have a lot of doctor appointments there as well. I do see the bikes being rented some. I believe a small bus or trolley service in town would be greatly helpful as well as offering something like a golf cart that is rentable that I could drive to the store or appointments or uptown. With the golf carts though, there is an issue in winter (same as with the bikes and scooters) and there has to be usable pavement / bike path connecting my home to the facilities. I do believe weather (strong winds, ice, hail, rain, snow, extreme heat or cold) will eliminate people from using bicycles and scooters. Please keep that in mind as you plan. Thank you for allowing me to share my opinion.	Noted.	Strategy to provide micro-transit could assist with this. Alternatives like e-scooters, golf carts, etc.
Aug 28 2019 02:18 PM	Anonymous	Mobility Survey	Bus riders need safe spots to get on - a place to sit and/or be protected from the weather, and a safe distance from the road.	Noted.	Bus stop improvements are needed along routes. Included in current strategies and added to map.
Jul 24 2019 03:30 PM	Anonymous	Mobility Survey	It would be great to have a free bus trolley that goes up State from the Aldi shopping center to Meijer and back again.	Noted.	Strategy to provide micro-transit could assist with this.
Jul 24 2019 04:48 PM	Anonymous	Mobility Survey	Additional suggested considerations for the transit portion of the plan: rerouting some CMAX buses to skip the loop through St. Ann's on Cooper, extending COTA routes from the Easton Park & Ride to a new facility somewhere along Sunbury Road in or near Westerville, and planning for potential light rail or busway along the abandoned rail grade in northeast Columbus (specifically preservation of ROW for a route through Brooksedge and along Schrock, Cooper, Cleveland, and Polaris).	Noted.	Strategy to provide micro-transit could assist with this.
Aug 07 2019 10:17 AM	Anonymous	Mobility Survey	I would like to see Westerville emerge as a regional leader in advocating for a light rail/train system that links the city with Columbus and other suburban locations. This increased access will allow for greater mobility for all- young people, low socio-economic status people, people with disabilities, elderly, etc.	Noted.	Strategy to provide micro-transit could assist with this. Continuing to support transit is an important component to increasing the desire for transit.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Jul 25 2019 09:25 AM	Anonymous	Mobility Survey	Encourage the return of COTA service to Sunbury Rd in Westerville by investing in this corridor (Central College, Hoover, Windsor Bay) as a destination and an origin for commuters.	Noted.	Strategy to provide micro-transit could assist with this.
Aug 06 2019 08:18 AM	Anonymous	Mobility Survey	Currently not a good way to get from residential areas to Uptown or the COTA Park and Ride locations. From, say Spring Grove, must walk/bike on sometimes not so safe streets (College, Walnut, crossing Maxtown). Would like to see surrounding residential areas considered.	Noted.	Strategy to provide micro-transit could assist with this.
Aug 01 2019 10:05 PM	Anonymous	Mobility Survey	Access to bus stops from neighborhoods would be nice. Our closest bus stop is a mile away.	Noted.	Strategy to provide micro-transit could assist with this.
Jul 24 2019 11:40 AM	Anonymous	Mobility Survey	Public Transportation sometimes brings in undesirable effects. As seen years ago with Northland Mall, more shoplifting occurred and the thieves ran to the busses and jumped onboard as they busses left. Public Transportation in Uptown or other shopping areas should have increased foot patrol nearby bus stop at stop times. All bus stop areas should also have increased street cleaning personnel to keep litter and debris from gathering. The city needs to pre-budget to keep the community clean as well with increased population/shoppers in any area.	Bus stop improvements are needed along routes. Included in current strategies and added to map.	Bus stop improvements are needed along routes. Included in current strategies and added to map.
Jul 25 2019 06:23 AM	Anonymous	Mobility Survey	Recently I was looking for a bus route to Ohio State. It would require about 80 minutes and involve 2 bus transfers. Surely we can do better. I am baffled that the C-Bus does not use the Westerville Transit Center.	Bus stop improvements are needed along routes. Included in current strategies and added to map.	Strategy to provide micro-transit could assist with this.
Jul 25 2019 07:53 AM	Anonymous	Mobility Survey	I'm thrilled at the thought of city-owned transportation and can see something that pays homage to "old" Westerville (something charming and welcoming that would encourage use); I do hope that whatever the City purchases, it is electric :)	Noted.	Strategy to provide micro-transit could assist with this.
Jul 25 2019 09:25 AM	Anonymous	Mobility Survey	Encourage the return of COTA service to Sunbury Rd in Westerville by investing in this corridor (Central College, Hoover, Windsor Bay) as a destination and an origin for commuters.	Noted.	Strategy to provide micro-transit could assist with this.
Aug 01 2019 09:56 PM	Anonymous	Mobility Survey	Also, we will be going "car-less" in October so my husband and I will have no way of getting around Westerville unless we take the Senior Center's shuttle or we walk. We won't be walking in bad weather...we're too old for that...so...it would be nice to have public transit bus/shuttle that will take us to the library or to uptown Westerville or to local restaurants. Right now, Westerville has no public transit that will provide that service.	Noted.	Strategy to provide micro-transit could assist with this.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Aug 02 2019 11:34 AM	Anonymous	Mobility Survey	I would also love to see some kind of public transportation/shuttle from neighborhoods to Uptown on Fourth Friday. I think instead of trying to build more parking lots in Uptown, we try to find ways to reduce the number of cars trying to get into a lot.	Noted.	Strategy to provide micro-transit could assist with this.
Aug 03 2019 07:52 AM	Anonymous	Mobility Survey	Easy transportation to shopping areas and healthcare facilities from all around Westerville will help. Connections (transportation) to Polaris mall, Polaris shopping center, Uptown, Costco area and all stores from all around Westerville will decrease traffic.	Noted.	Strategy to provide micro-transit could assist with this.
Aug 08 2019 03:38 PM	Anonymous	Mobility Survey	I find it appalling that the bus lines don't run to the library.	Noted.	Strategy to provide micro-transit could assist with this.
			I would love to see more electric chargers in the residential areas, a loop transit system for local areas only (with eventual support for autonomous vehicles in mind)	Noted.	Strategy to provide micro-transit could assist with this.  EV Charging options in residential areas-- comment provided to Electric.
Jul 24 2019 02:00 PM	Anonymous	Mobility Survey	I would love to avoid taking a single person car in and out of Westerville every day to work. However, I am concerned that the options listed won't reduce traffic significantly. For example, taking the CMAX bus from it's pickup on Cleveland near Clintonville to the drop point nearest my workplace takes over an hour, if you catch the bus at the right time. Without dedicated lanes or tracks for buses, the time to take public transit will be enormous relative to the drive time. Who would pick to ride the bus when it takes more than twice as long and it doesn't even go to your workplace? You are sitting in the same traffic but also stopping to let people on and off. The number of vehicles into the city will continue to rise unless public transit can come closer to the convenience of leaving on one's own schedule and getting through town in 20-30 minutes.	Noted.	Strategy to provide micro-transit could assist with this. Importance of dedicated bus lines reiterated.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
<b>Vehicle Mobility</b>					
<i>Edits for grammar, graphics, clarity or lay-out</i>					
<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Aug 29 2019 06:14 PM	Anonymous	Mobility Survey	Restrict semi-trailer trucks from State Street travel in Uptown.	Noted. Strategies to reduce the number of trucks is included, but they cannot be restricted since this is a state route.	Strategy to reduce truck travel through Uptown is included in the plan.
Aug 28 2019 07:26 PM	Anonymous	Mobility Survey	The "road diets" described above appear to be a bad idea, particularly for the streets identified. Eliminate parking on these streets and increase speed limits to 35.	Noted. Mention of specific streets for road diets has been removed. Increasing speed limits is a function of the use of the street and may not be appropriate to change them.	Mention of specific streets for road diets has been removed.
Aug 23 2019 09:04 PM	Anonymous	Mobility Survey	Prioritizing improved traffic flow into and out of Westerville (especially with respect to other Columbus suburbs) would be great if possible.	Noted.	Improved corridor traffic flow is part of the strategies.
Aug 17 2019 10:52 PM	Anonymous	Mobility Survey	Near Otterbein there are a lot of cars that park on the streets in areas with lots of street parking it would be nice to make them one way streets keeping a continuous flow of traffic rather than waiting for oncoming traffic	Noted. A comprehensive study of streets near Otterbein/State Street is planned in the future. On-street parking and one-way streets will be reviewed.	None.
Aug 16 2019 03:36 PM	Anonymous	Mobility Survey	Sync lights in Uptown to keep people moving through instead of stuck.	Noted.	Improved corridor traffic flow is part of the strategies.
Aug 14 2019 07:42 PM	Anonymous	Mobility Survey	Making traffic lights more efficient would be a huge help. Prioritize on moving the most number of vehicles quickly instead of relying on traffic signals to control speed, as is currently practiced on mostly east-west streets.	Noted.	Improved corridor traffic flow is part of the strategies.
Aug 03 2019 10:57 PM	Anonymous	Mobility Survey	Consider smart traffic lights that respond to optimal traffic flow, especially along Cleveland and State streets	Noted.	Improved corridor traffic flow is part of the strategies.
Aug 03 2019 09:53 PM	Anonymous	Mobility Survey	If area (such as Cooper Rd, and Central College) is being developed with large employer offices / multi-family dwellings / sub-divisions require the developer to improve roads to minimize traffic congestion PRIOR to development rather than the traditional post development traffic study. Cooper Rd is a mess in the evening, and we're adding how many cars??!!	The traffic impact study for these developments included recommendations for roadway improvements that are noted in the mobility plan.	The need to monitor traffic volumes and plan for improvements was added to the strategic locations.
Aug 02 2019 12:05 PM	Anonymous	Mobility Survey	Traffic on Cleveland avenue at rush hour north of 270 makes commuting in Westerville horrible. Maybe there are some strategies with the traffic light pattern to alleviate this.	Noted.	Improved corridor traffic flow is part of the strategies.
Aug 01 2019 09:22 PM	Anonymous	Mobility Survey	You should look for ways to improve the flow of traffic on State Street at times when it's the busiest, such as during rush hours. Getting from one side of uptown to the other during these times is somewhat challenging.	Noted.	Improved corridor traffic flow is part of the strategies.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Aug 01 2019 02:47 PM	Anonymous	Mobility Survey	I believe roundabouts would improve traffic flow in Westerville. Also the road diet idea would certainly help slow down speeding, on E. Schrock it is out of hand.	Noted.	Alternative intersections is a strategy suggested in the mobility plan.
Aug 01 2019 12:44 PM	Anonymous	Mobility Survey	Get the bikes off of the road and increase lanes for automobiles. Period. Everything I've seen happening during the past five years --- bike lanes, reduced traffic lanes, and traffic circles --- is ass backwards.	Roads are for all members of the public, not just cars. Not all cyclists want to ride on a path. By riding in the road, they are able to ride at higher speeds since bike paths are designed for lower speeds. It is good to be able to provide access for many different levels of cyclists.	None.
Aug 17 2019 09:41 AM	Anonymous	Mobility Survey	There is a need for easier vehicle access through Westerville via State St. During rush hours to keep very fast moving traffic off side streets like Grove and University. There are many children in these areas and people use these streets as cut throghs and are typically traveling at high rates of speed on very narrow, densely populated steets.	Noted.	Improved corridor traffic flow is part of the strategies.
Aug 17 2019 10:07 AM	Anonymous	Mobility Survey	More EV charging is crucial moving forward.	Noted.	Included in EV strategy.
Aug 16 2019 01:20 PM	Anonymous	Mobility Survey	Can the city work towards rerouting commercial trucks to Cleveland Ave to prevent the use of N and S State street as a route to 270 for commercial through traffic? Please!!!	Noted. Strategies to reduce the number of trucks is included, but they cannot be restricted since this is a state route.	Strategy to reduce truck travel through Uptown is included.
Aug 16 2019 12:02 PM	Anonymous	Mobility Survey	Why on earth did the right lane on Cleveland Avenue not end at the St Ann's? Instead it terminates after the entrance and drivers are flying thru the intersection to cut over and be the "winner." What a waste of pavement!	Noted. Long term plans include widening Cleveland Avenue.	None.
Aug 08 2019 03:28 PM	Anonymous	Mobility Survey	Speeding of vehicles down avenues is increasingly dangerous for neighborhoods. Specifically, W. Main from Worthington Rd to Cleveland Ave. Very few adhere to 25 MPH and cars are even passing other cars. Very dangerous and something needs to be done to change this pattern.	Noted. This is an enforcement issue.	Road diets and street typology are other ways to change the look/feel of a roadway to reduce speeding.
Aug 08 2019 12:06 PM	Anonymous	Mobility Survey	I think one of the biggest problem is speeding through residential areas. Spring Road for example. Consider methods to slow or reduce traffic. Add 4 way stops, encouraging use of alternative higher speed roads.	Noted. This is an enforcement issue. 4-way stops do not slow traffic.	Road diets and street typology are other ways to change the look/feel of a roadway to reduce speeding.
Aug 07 2019 10:16 AM	Anonymous	Mobility Survey	City should not not be creating bike lanes on roads originally built for vehicle traffic. This combination makes confusion and congestion for vehicle traffic. City should not be spending money or giving tax breaks for estations. If car makes want to promote sales of these vehicles, let them invest in the infrastructure.	Roads are for all members of the public, not just cars. Providing separated bike lanes can reduce confusion and congestion.	Comment on EV provided to Electric Division.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Aug 05 2019 11:17 PM	Anonymous	Mobility Survey	Utilize police traffic enforcement. Enforce traffic laws. Everyday vehicles use the center turn lane on Main Street to pass vehicles traveling the speed limit. Stop signs in neighborhoods seem to be a joke, and seldom are turn signals used. Most bicycles do not obey any of the laws.	Noted.	Comment provided to Police.
Aug 05 2019 02:31 PM	Anonymous	Mobility Survey	add permanent "your speed" vs. posted speed signs alerting motorists driving faster than the posted speed limit to slow down to meet the posted speed limit on residential & other streets.	Noted.	None.
Aug 03 2019 01:36 PM	Anonymous	Mobility Survey	If you have all this time on your hands why don't you focus on access and parking to the library or downtown parking. It can take 10 minutes or longer to travel through State Street due to volume, inadequate parking, narrowed alternative street access due to street parking, and sidewalk installation.	Noted.	None.
Aug 01 2019 11:34 PM	Anonymous	Mobility Survey	We have too much through-traffic. Consider getting this traffic out of the main parts of the city (road diets? ). People aren't going to give up their vehicles so making the flow better is my suggestion.	Noted.	Improved corridor traffic flow is part of the strategies.
Aug 01 2019 04:24 PM	Anonymous	Mobility Survey	Address speeding in residential areas, Spring Road, Hempstead, Huber Village Blvd.	Noted.	Comment provided to Police.
Aug 01 2019 01:02 PM	Anonymous	Mobility Survey	Direct truck traffic to Cleveland Avenue or Sunbury Road and keep it off State Street between County Line and Schrock, except for local deliveries and then limit the size of the delivery vehicles	Noted. Strategies to reduce the number of trucks is included, but they cannot be restricted since this is a state route.	Strategy to reduce truck travel through Uptown is included.
Jul 29 2019 11:22 AM	Anonymous	Mobility Survey	What are the options for alternate vehicles like golf carts? I've been meaning to research this option as I have seen other communities offer/allow them. I've not done any research on a 'green' benefits either, but curious if it's something that been considered. Thank you!	Golf carts are permitted on Ohio streets when they have a windshield, seat belts, headlights, tail lights, turn signals, and a horn. They must be registered with the OBMV. They can be operated on streets 35 mph or less. They would not be permitted on our multi-use paths.	Alternative vehicles will be considered in future decisions.
Jul 24 2019 11:48 AM	Anonymous	Mobility Survey	make the streets narrower where possible, too wide of streets promote motorized vehicles to go too fast.	Noted.	Complete streets strategy will assist with slowing traffic.
Aug 01 2019 10:01 PM	Anonymous	Mobility Survey	Aggressively curb fossil fuel transportation in Westerville! Promote electric transportation instead! Residential charging incentives urgently needed from electric division! Ban all diesel vehicles ASAP! Too much transportation pollution in our town!	Noted.	Comment provided to Electric.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Aug 02 2019 07:49 AM	Anonymous	Mobility Survey	Hanawalt Rd. is deteriorating into Alum Creek. The road needs to have erosion plan before repaving. Widening this road with a turn lane into Bigham Ridge would also be helpful since population has increased in this area. The light at Hanawalt does not trip easily so long waits to get out also. In the past year I have seen a change in the gravel and guardrail, so I think this needs to be addressed soon.	Noted.	Comment provided to Engineering.
Aug 01 2019 01:53 PM	Anonymous	Mobility Survey	More EV chargers in shopping locations!!	Noted.	Comment provided to Electric.
Aug 03 2019 04:22 PM	Anonymous	Mobility Survey	The biking/walking/scooter options are a challenge in bad weather and may not be as useful as electric car options. Could enclosed or covered scooters be used?	Noted.	Alternative vehicles will be considered in future decisions.
Aug 04 2019 04:07 PM	Anonymous	Mobility Survey	Please do not invest in bike ways for uptown, the roads are already too narrow. Do not allow or invest in scooters, etc.	Noted. There are no plans for dedicated bike lanes in Uptown.	None.
Aug 04 2019 09:28 PM	Anonymous	Mobility Survey	Street size concerns are constant for me - I have more issues navigating Westerville in a car than I do by foot or bike. Many of the roads have no parking restrictions and an ambulance or emergency vehicle would have no chance of getting to someone with cars parked on both sides.	Noted. We consult regularly with Fire about access on particular streets that include on-street parking. While it seems narrow, they can get through when needed.	None.
Aug 30 2019 05:06 PM	Anonymous	Mobility Survey	Don't narrow the streets w/a street diet! This creates congestion and looks bad.	Noted.	None.
Aug 13 2019 11:44 AM	Anonymous	Mobility Survey	Parking in Uptown MUST be addressed. Some of the very narrow streets going east off of State near Uptown should become one-way	Noted. A comprehensive study of streets near Otterbein/State Street is planned in the future. On-street parking and one-way streets will be reviewed.	None.
Aug 08 2019 03:38 PM	Anonymous	Mobility Survey	Traffic congestion is unbelievable during rush hour on South State Street.	Noted.	Improved corridor traffic flow is part of the strategies.
Aug 01 2019 07:21 PM	Anonymous	Mobility Survey	I would like Westerville to consider the negative to so much growth over the last 15 years and develop an actual plan to control the speeds at which cars travel through neighborhoods!!!!!!!! Otterbein Ave /Schrock Rd/Cherrington/ Main Street/ MOST of Westerville is neighborhoods and there is increased traffic at speeds of 40MPH when the signs posted are 25MPH. I would like flashing signs reminding drivers over the speed limit and crosswalk safety features at ALL schools and the large crosswalks. I would love speeders to experience tickets on a regular basis! Something HAS to be done.	Noted. Use of electronic speed limit signs and improved crosswalk safety is included in the plan.	Improved crosswalk safety is in the plan.  Comment provided to Police.
Aug 02 2019 04:29 PM	Anonymous	Mobility Survey	I appreciate Westerville putting an effort in creating a sustainable and equitable city in regards to transportation. I believe the most effective strategies would include densifying pockets of the city through infill and running transit through these areas while also making complete streets around the dense areas.	Noted.	These strategies are in the plan.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
<b>Strategic Locations</b>					
<i>Edits for grammar, graphics, clarity or lay-out</i>					
<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
Aug 16 2019 09:27 PM	Anonymous	Mobility Survey	Improve access to Hoover dam. Improve both sides of the reservoir. Boat tours. More restaurants. Food trucks. Carnival rides. Etc	The City does not have control over access to Hoover reservoir. This is controlled by the City of Columbus.	None.
Aug 02 2019 09:33 PM	Anonymous	Mobility Survey	Save green space wherever possible... especially in the westar area	Noted.	Comment provided to Planning & Zoning and Parks.
Aug 18 2019 08:13 PM	Anonymous	Mobility Survey	I used to come home down Maxtown and see a mix of trees and businesses. Now the trees are gone and the businesses are all that are there along with way too many cars. How long before it gets run down and people move out farther? i say stop tearing down the open and green spaces then building a bike path to solve "green space" issues.	Noted.	Comment provided to Planning & Zoning and Parks.
Aug 20 2019 04:10 PM	Anonymous	Mobility Survey	I don't see any consideration for the S. Hempstead area...ever. There are a lot of residents that have been ignored when it comes to commuter transportation even with a couple of schools in the area and Innis Park. No storm drain system in place.	Noted.	Comment provided to Engineering.
Aug 17 2019 08:00 AM	Anonymous	Mobility Survey	Help connect our families to jobs and schools. How are these "areas" selected. We live near Westar and there are no improvements that are needed compared to other areas. Why is the area of Spring not in there? Several of our families with students in the South HS area could benefit from these initiatives, especially transportation.	Noted. The Strategic Locations are areas where new development or redevelopment are possible. The overall strategies apply to the entire city.	None.
Aug 03 2019 01:06 PM	Anonymous	Mobility Survey	Too many use cars to access shopping on the south end of town because it can be difficult to safety navigate by other modes.	Noted. Improved access for ped/bike and transit have been included in the plan.	Sidewalks and multi-use paths have been included for the south end of town to improve connectivity.
Jul 24 2019 02:00 PM	Anonymous	Mobility Survey	I'm also concerned with how "high density" is being developed in Westar. The density is much lower than districts like Short North and much lower than downtown. This means that biking or walking the zone requires one to get around many acres of parking lots and makes the area difficult to navigate without a car. Furthermore, the east-west travel time is being increased a lot because of all the lights being added on Polaris and Gemini. A tight commercial zone with parking lots for cars and a fast way around it is a better model for "high density" development	Noted.	Comment provided to Economic Development and Planning & Zoning.

## Westerville Mobility Plan - City Council Comments

### General Comments

#### Edits for grammar, graphics, clarity or lay-out

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
10/1/2019	Tim Davey	Email	Page 4- unrealistic growth assumption given growth of OH population; increased densities come at a high marginal cost to overall community – those costs should be borne by the developers directly, not the taxpayers in an indirect and unaccountable manner	Noted. The growth used in the plan is based on MORPC data and assumptions of continued growth in our region. By planning for this level of growth the City can continue to provide the same level of service for its residents regardless of what happens in the future.	None.
10/1/2019	Tim Davey	Email	Page 10- Westerville does not need to grow for residents to prosper. Artificial growth through government subsidies results in a decreased quality of life over the long-term as a result of misallocation of capital. Population growth is not a goal. Increased renting is the likely result of increased cost of living (so fewer households can afford to own) due to higher taxes and costs due to government regulation. Higher than average age is likely the result of the higher than average income necessary to be able to afford to live in Westerville. Students do need safe travel, so City policy should not create congestion on the main arteries and force traffic onto side streets where children would be walking	Noted. Creating a cohesive network of roads that better manage congestion is a goal of the plan.	None.
10/1/2019	Tim Davey	Email	Page 12- Without subsidies, one would expect companies to locate closer to where employees live.	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 22- city should not be promoting development or encouraging public transit; reducing taxes and regulation while providing high quality basic infrastructure and services will attract the proper balance of development on its own merits	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 25- the free market will find the most efficient way to transport	Noted.	None.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
10/1/2019	Tim Davey	Email	Pg 27- <b>Electric Division</b> – the division should focus on lowering electric bills and let the private sector and the free market determine the most efficient transportation methods; <b>Local Schools</b> – schools provide their own transportation; City should stop creating congestion on main roads that shifts traffic to side streets (more dangerous for students walking to school); <b>Uptown</b> – Uptown businesses should own their own parking either jointly or independently (whichever suits the business); then they will have control of the parking policies that work best for each individual business; <b>Regional Partners</b> – just the opposite, the regional partners’ policies create congestion which they then try to solve with more policies that give them more money and power; <b>City Engineering</b> – should focus on traffic signal timing	Noted. Comments passed along to appropriate parties.	Comments provided to Electric and Engineering.
10/1/2019	Tim Davey	Email	Pg 28- public workshops do not provide meaningful input; they are designed to give the answers that are sought and not true feedback	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 30- <b>Changing Demographics</b> – population growth is not a goal; <b>Underutilized Travel Options</b> – as mentioned previously, given the varied weather in OH, there is a reason why walking and biking are not highly used for anything but recreation...It is unrealistic and wasteful to artificially alter commuter behavior; <b>Home/Work Potential</b> – government subsidies bring companies (and their employees) that wouldn’t be here on their own merits; if the government wasn’t distorting the free market, one would expect employees to live closer to where they work; <b>Westerville Has Good Plans</b> – disagree, plans result in more money and power for government	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 50- <b>[Commercial] TRAVEL WAY (On-Street Parking)</b> – should be ‘low priority’ for Avenue and Street; roads are for driving, not parking and businesses/residences should have their own off-street parking	This is based on the Community Plan which was accepted by Council. The street design matrix is a guide and does not mean that every street will include on-street parking. However, it is generally helpful to provide on-street parking as it provides a natural traffic calming effect.	None.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
10/1/2019	Tim Davey	Email	Pg 51- <b>[Mixed Use] TRAVEL WAY (On-Street Parking)</b> – should be 'low priority' for Boulevard, Avenue, and Street; roads are for driving, not parking and businesses/residences should have their own off-street parking;	This is based on the Community Plan which was accepted by Council. The street design matrix is a guide and does not mean that every street will include on-street parking. However, it is generally helpful to provide on-street parking as it provides a natural traffic calming effect.	None.
10/1/2019	Tim Davey	Email	Pg 52- <b>[Residential Use] TRAVEL WAY (On-Street Parking)</b> – should be 'low priority' for Boulevard, Avenue, and Street; roads are for driving, not parking and businesses/residences should have their own offstreet parking	This is based on the Community Plan which was accepted by Council. The street design matrix is a guide and does not mean that every street will include on-street parking. However, it is generally helpful to provide on-street parking as it provides a natural traffic calming effect.	None.
10/1/2019	Tim Davey	Email	Pg 91- Path to Success – free market, stop misallocating capital to unpopular travel modes; focus on improving traffic congestion by efficiency rather than raising costs for commuters; Indentify a Champion – this mobility plan is fundamentally flawed, unless there is a drastic rewrite, would not agree any resources or personnel should be used to implement the plan; Measure Progress – given many flaws, the best progress would be no progress; Be Accountable – Be accountable to the public and their rights and quality of life, and not growing the control of government over their lives and squadering their money	Noted.	None.
8/3/2019	Michael Heyeck	Email	Parking is complex, especially Uptown. This is worthy of a deeper dive to study durations, permits, Otterbein, etc. This should be a follow-on and not necessarily in the plan details.	Uptown Parking will be an ongoing effort; improvements are incrementally obtained through the Uptown Parking Committee, streetscape and wayfinding, as well as any potential future TIF Improvement district, which may be better prepared to address larger shared parking projects.	None.
10/6/2019	Valerie Cumming	Email	In general, I am universally thrilled with the plan and excited to support its implementation. In particular I am very happy with the intersectionality between mobility, affordable housing, employment, and aging	Noted.	None.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
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## Cycling

### *Edits for grammar, graphics, clarity or lay-out*

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
10/1/2019	Tim Davey	Email	Page 17- Given the varied weather in OH, there is a reason why walking and biking are not highly used for anything but recreation...It is unrealistic and wasteful to artificially alter commuter behavior	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 36- <b>Protected Bike Lanes</b> – costly and wasted roadway that would be better used for additional lanes of traffic; OH weather prevents this mode from ever being a viable mode for more than a fraction of the year; <b>Intersection Bike Boxes</b> – costly and wasted roadway; <b>Bike Share</b> – if the private sector can make it work without government subsidies, fine, but it is extremely unlikely it will succeed without costly and wasteful subsidies	Additional lanes of traffic just increases the number of vehicles that use that roadway. It eventually means congestion returns and no overall improvement for traffic flow.	
10/1/2019	Tim Davey	Email	Pg 50- <b>OTHER (Bicycle Accommodation)</b> - 'low priority' across all road types; given OH weather, taxpayer resources are better spent on more popular transportation modes	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 51- <b>OTHER (Bicycle Accommodation)</b> - 'low priority' across all road types; given OH weather, taxpayer resources are better spent on more popular transportation modes;	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 52- <b>OTHER (Bicycle Accommodation)</b> - 'low priority' across all road types; given OH weather, taxpayer resources are better spent on more popular transportation modes	Noted.	None.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
10/1/2019	Tim Davey	Email	Pg 55- <b>opportunities and considerations</b> – as mentioned previously, given OH weather, it is unlikely there will be a significant interest in residents utilizing biking for commuting; <b>2.01</b> – There is sufficient recreational access; further access should be at minimal cost and impact on existing residents (avoid use of eminent domain); <b>2.02</b> - There is sufficient recreational access; further access should be a minimal cost and impact on existing residents (avoid use of eminent domain); <b>2.03</b> - There is sufficient recreational access for bikes; road real estate is better used for cars/trucks to minimize congestion; <b>2.04</b> – Given OH weather, incentivizing biking to work is an extremely poor use of taxpayer dollars; <b>2.05</b> - taxpayer money should not be invested in these modes; however, agree need to have a policy when/if they arrive; <b>2.06</b> – any bike benefits program should be left entirely to the private sector; private sector does not need the government to “encourage” this type of behavior; <b>2.07</b> – this type of legislation would be better managed at the state level; changing laws from city to city on the roads does not make sense; <b>2.08</b> – AGREE, MUPs should be available 24/7	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 56- <b>Biking Framework</b> – disagree, given OH weather, very inefficient use of taxpayer funds to try to use biking to reduce congestion; no matter how much money is thrown away, there will be very little effect	Noted.	None.
8/3/2019	Michael Heyeck	Email	Where I find MORPC extrapolations wanting is that we cannot expect millenials and younger generations to walk to work throughout their career. Millenials move from job to job more so than older generations challenging the walk to work notion. I do like the notion of biking and we need to find every mile of new trails to work on to separate bikes from cars where we can. Where we can capture walk to work, I agree with the ped friendly initiatives.	Pedestrian and bicycle friendly connections are important to the public and Council, and is a business-attraction. Our experience underscores the three most effective means a community can emphasize safe ped and bike opportunities: A) close the sidewalk gaps (identify and build missing sidewalks); B) complete the bike ways, which can include trails and on-street bike lanes; and C) land use decisions /allowances that decrease the distance of housing choices to jobs (i.e. every Strategic Location needs some housing opportunities as part of the ‘mix’).	A map demonstrating missing segments of sidewalk and needs for improvement has been added to the plan.  Comments provided to Economic Development and Planning & Zoning related to land use decisions.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
8/3/2019	Michael Heyeck	Email	The trails should consider nodes perhaps for commercial entry of food carts and perhaps pop up venues. The trails are nice, but nearly virgin of any reason to stop. Nodes might invite activity and use. As I mentioned before, we name streets and we should do same for trails and they should show up in google maps, etc.	Nodes on trails are an interesting concept. During the Age-Friendly Westerville public open houses, there was wide-support of incorporating some benches on the trails so older folks felt they could take a rest during their walks, and that would increase trail use. Staff feels these two ideas could be combined, and could be an attractive aspect to future trail planning.	Comment provided to Parks.
8/3/2019	Michael Heyeck	Email	Lastly, and perhaps extremely controversial, we envisioned long ago Schrock Rd extended for E-W traffic to Sunbury. Citizens killed that by a ballot issue and I reconciled myself to that. However, why not a bikepath from Hempstead to Sunbury to encourage greater connectivity via Inniswoods? Likewise connecting Cleveland to Main through Sharon Woods. Since MetroParks is open to access, this is worthy to consider.	The current 'Chipmunk Chatter Trail' (which can be seen on google maps) currently connects Inniswoods Metropark parking lot to Sunbury Road. This trail is not accessible at night, when Inniswoods closes its gate.	Comment provided to Parks.
9/14/2019	Craig Treneff	Email	Bikes: I do not understand what the "better legal protection" ordinance for bike riders would entail	More detail has been added to the plan of what legal protection is desired by cyclists.	Specific legal protection items were added to strategy.
10/6/2019	Valerie Cumming	Email	I remain confused about the ordinances that state there's no biking in Uptown. That to me puts a huge "hole" in the plan to create a bikeable Westerville. On the one hand, the plan talks about increasing "bike friendly signage, pavement markings, ample bike parking, and bike amenities -- such as air pumps to encourage biking in the area", yet I was under the impression that biking in Uptown isn't allowed? I'd like to see residents being allowed to bike in Uptown.	Biking on sidewalks is not permitted in the Uptown area. Providing on-street guidance for cyclists is included in the plan. It is suggested that a clear route from the OTE and Alum Creek trails be designated.	None.
10/6/2019	Valerie Cumming	Email	Sharrows: I'm against these because any research I've done into them indicates that they do very little to impact rider safety (and in some cases can even make biking in an area more dangerous). Of particular concern to me is the suggestion to put a sharrow on Smothers Rd. From what I understand, sharrows are best used in quiet, residential areas with speed limits of no more than 35mph. Smothers Rd is a fast-moving and busy road. Moreover, it's very hilly with great vistas, so people aren't as focused on their driving as they ought to be. If there was ever a place that would benefit from a dedicated bike lane, ideally with a barrier, Smothers Rd. would be it. I am strongly against the use of sharrows in this area	Sharrows are helpful in making drivers aware of the potential presence of cyclists and provides wayfinding for those cyclists using the roadway. We have removed any reference to a sharrow on Smothers Rd. We agree this is not an appropriate location for that use.	The map has been revised to remove Sharrows on Smothers and instead provide a bike lane in the future. This would require coordination with Delaware/Franklin County Engineers.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
10/6/2019	Valerie Cumming	Email	YES to a local circulator, and YES to e-scooters, and YES to opening up bike paths for after-dark use!	Noted.	None.

## Pedestrian

### *Edits for grammar, graphics, clarity or lay-out*

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
10/1/2019	Tim Davey	Email	Pg 38- <b>High Visibility Crosswalks</b> – should only be at intersections on main roads and near schools	It is recommended that these types of crosswalks should be not only at intersections on main roads and near schools, but also where bikepaths and midblock crossings occur.	None.
10/1/2019	Tim Davey	Email	Pg 50- <b>PEDESTRIAN ZONE (Street Furniture)</b> – ‘none’ across all road types; businesses can provide their own street furniture if the cost/benefit is favorable; <b>PEDESTRIAN ZONE (Wide Sidewalks)</b> - ‘none’ across all road types; again, businesses can provide wide sidewalks if the cost/benefit is favorable; the City should not be building sidewalks on the taxpayers’ dime; <b>PEDESTRIAN ZONE (Public Art)</b> - ‘none’ across all road types; again businesses can provide public art if the cost/benefit is favorable; taxpayers should not have to pay for public art in commercial areas	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 51- <b>PEDESTRIAN ZONE (Street Furniture)</b> – ‘none’ across all road types; businesses can provide their own street furniture if the cost/benefit is favorable; <b>PEDESTRIAN ZONE (Wide Sidewalks)</b> - ‘none’ across all road types; again, businesses can provide wide sidewalks if the cost/benefit is favorable; the City should not be building sidewalks on the taxpayers’ dime; <b>PEDESTRIAN ZONE (Public Art)</b> - ‘none’ across all road types; again businesses can provide public art if the cost/benefit is favorable; taxpayers should not have to pay for public art in commercial areas;	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 52- <b>PEDESTRIAN ZONE (Street Furniture)</b> – ‘none’ across all road types; residences have their own furniture on their own properties; <b>PEDESTRIAN ZONE (Wide Sidewalks)</b> - ‘none’ across all road types; there is no need for wide sidewalks in a residential area; the City should not be building sidewalks on the taxpayers’ dime; <b>PEDESTRIAN ZONE (Public Art)</b> - ‘none’ across all road types; again businesses can provide public art if the cost/benefit is favorable; taxpayers should not have to pay for public art in residential areas	Noted.	None.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
10/1/2019	Tim Davey	Email	<p>Pg 59- <b>opportunities and considerations</b> – AGREE, students should be encouraged to walk to school; City should avoid misguided efforts like road diets, mid-block pedestrian crossings on main roads, and allowing buses to stop on main roads that create congestion and drive traffic onto side streets where students walk to school; <b>3.01</b> – as just mentioned, City should avoid misguided efforts like road diets and allowing buses to stop on main roads that create congestion and drive traffic onto side streets where students walk to school; <b>3.02</b> – as with biking, given OH weather, walking is unlikely to be a significant mode of travel; trying to force it on residents will create resentment and waste taxpayer dollars with little effect; <b>3.03</b> - There is sufficient recreational access; further access should be at minimal cost and impact on existing residents (avoid use of eminent domain); <b>3.04</b> - Given OH weather, incentivizing walking to work is an extremely poor use of taxpayer dollars; <b>3.05</b> – as long not a mid-block pedestrian crossing on a main road (which should be eliminated to avoid congestion), if best practices justify reasonable cost improvements, that is fine</p>	Noted.	None.
8/3/2019	Michael Heyeck	Email	The City Within a Park concept was never limited to parks. It is the creation of streetscapes inviting to pedestrians and inviting for property owners to invest on private land. Walking Spring Rd is very different from walking Cleveland Ave. Park like streetscapes invite by their very nature pedestrians. In Uptown, creation of lighted and planted Vias from the Library area will enlarge our areas. I think we missed the City Within a Park trade mark that would encourage alternative mobility.	City within a Park for all streets – staff fully agrees with this statement. The addition of more street trees and improved vias will be incorporated in the design table for streets.	Add more street trees in the design table options.
9/14/2019	Craig Treneff	Email	Speed limits: I think dropping Schrock to 35 mph is a tough sell to the public. Even if posted, it wouldn't be observed given the capacity of the road design	Noted. The reference to dropping the speed limit on Schrock Road has been removed.	The reduced speed limit on Schrock Road has been removed from the plan.
10/6/2019	Valerie Cumming	Email	I love PHBs and would like to see them used more widely around Westerville to encourage safe walkability and bikeability. Several intersections would benefit greatly from this feature.	Noted, the plan indicates that these be considered where warranted. A PHB is under construction at the County Line Rd/ Towers Park Trail crossing.	None.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
<b>Public Transit</b>					
<i>Edits for grammar, graphics, clarity or lay-out</i>					
<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
10/1/2019	Tim Davey	Email	Page 18- There are more efficient ways to provide transportation to low income residents. Public transit creates congestion and increased commuter costs. Low wage employers should provide their own transportation for their employees, and public transit should be eliminated. Driving empty buses through Westerville is not an efficient use of taxpayer funds or environmentally friendly.	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 24- mass transit is poor use of taxpayer dollars; create congestion and increase overall cost of transportation; mass transit should not be able to stop on main roads nor receive priority on the roads or at traffic lights	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 26- <b>Emergency Services</b> – better signal timing will avoid cars having to speed to try to get through the next light before it turns red; <b>COTA</b> – low wage workers likely account for most of the increase in ridership; these low wage employers should provide their own transportation for employees; buses should not be able to stop on main roads; <b>Parks &amp; Rec</b> – the shuttle service should not be free; while there is a desire for more trails, there is not a desire for the higher taxes to pay for them; <b>Otterbein</b> – while employees do pay income tax, the university does not pay property taxes; any infrastructure improvements required should be paid for by the university as they are not contributing enough financially to pay for additional infrastructure for their benefit; if anything, there should be special assessments on the university for any requested infrastructure improvements	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 27- <b>Local Circulator</b> – residents should not be dependent on the government to move about the city; if there is a business need, the businesses can provide transportation independent of the government	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 37- <b>Enhanced Transit Stops</b> – government support of mass transit should end as they create more problems than they purport to solve; <b>Improved Transit Access</b> – same as Enhanced Transit Stops	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 39- only comment is there should be no use of curb lane for buses	Noted.	None.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
10/1/2019	Tim Davey	Email	Pg 42- assigning points to modes that are rarely used does not reduce costs; there is not a problem of not enough access to buses, rather the buses are increasing the cost of transportation by wasting tax dollars and creating congestion	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 46- <b>opportunities and considerations</b> – as mentioned previously, prevent buses from stopping on main roads will alleviate congestion	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 50- <b>OTHER (Transit Accommodation)</b> - 'low priority' across all road types; buses should be prevented from stopping on main roads to reduce traffic congestion and traffic hazards from cars racing to avoid being stuck behind a bus	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 51- <b>OTHER (Transit Accommodation)</b> - 'low priority' across all road types; buses should be prevented from stopping on main roads to reduce traffic congestion and traffic hazards from cars racing to avoid being stuck behind a bus	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 52- <b>OTHER (Transit Accommodation)</b> - 'low priority' across all road types; buses should be prevented from stopping on main roads to reduce traffic congestion and traffic hazards from cars racing to avoid being stuck behind a bus	Noted.	None.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
10/1/2019	Tim Davey	Email	Pg 61- <b>opportunities and considerations</b> – the fact that it takes a roughly 85% taxpayer subsidy to keep COTA running indicates how little demand there is for riding the bus; low wage employers should provide their own transportation for their low wage employees that can't afford their own transportation; the entire system should be mothballed which would reduce congestion and the cost of transportation (which would help the marginal workers to be able to afford their own transportation); <b>4.01</b> – poor use of taxpayer money for a travel mode used by such a small percentage of the population; <b>4.02</b> – eliminating bus service entirely would be a better option; taxpayers would keep the extra sales tax (and other tax money) that could be used for transportation; <b>4.03</b> – a circulator is a bad idea on a bad idea; poor use of taxpayer money that will benefit very few at the high cost to many; <b>4.04</b> – taxpayer money would be better left with the taxpayer instead of wasting it on encouraging a mode of travel that causes congestion and used by only a small percentage of the population; <b>4.05</b> – eliminating the bus system would be a better option; <b>4.06</b> – the private sector will provide this service when/if it makes financial sense; there is no need for the government to be an early adopter and waste our taxpayer dollars	Noted.	None.
8/3/2019	Michael Heyeck	Email	The Plan largely considers elements of COTA and MORPC that helps fit the regional puzzle nicely. I noted the buy-in to last mile/first mile which is good.	Staff agrees there is a community buy-in for first mile / last mile connections and looking into a local circulator and are close to finalizing a recommendation on a micro-transit option.	None.
9/14/2019	Craig Treneff	Email	Rideshare Pickup/Drop Off Zones: COTA passed a resolution to allow Park & Rides to become mobility hubs. So far COTA has done little to promote this and I have been in conversation with Joanna on moving toward realization of that goal. We can also promote mobility hubs both at the Park & Ride and at other locations. We should include other mobility options at such locations, not just Uber & Lyft.	The plan includes transit enhancements that include mobility hubs including bike share and more.	None.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
9/14/2019	Craig Treneff	Email	Circulator: As you and I have discussed, I strongly support a COTA Plus pilot for a "circulator." I think it would succeed here. We have are more compact than Grove City, have better defined strategic zones, and are tied to CMAX. As we have discussed it would serve multiple functions: workforce movement; first/last mile solution for schools, employers, Otterbein, WARM, individuals, etc.; it would replace the Senior Center bus function, giving it a built-in ridership; and, it would be a tourism/recreation tool—an Uber for Westerville. I would think the annual cost would be around \$500,000, total, which I think COTA would split with us initially. We should go to the business community for a financial by-in to replace the COTA (really MORPC) funds	Noted.	None.
10/6/2019	Valerie Cumming	Email	This wasn't discussed in detail in the document per se, but I'm aware that there has been discussion about a genuine in-town circulator with a fixed route, versus a program that would use an app (much like Uber or Lyft) to contact the circulator when someone needs a ride. I'm against this, and in favor of a more traditional circulator with a fixed route including all of our key destinations. I understand the concern that it may be underutilized; however, my hesitation with an app-based method is that it assumes all have access to that technology. This could provide a barrier especially for older adults, who are also perhaps the group most in need of this service.	Noted.	Discussion of the city microtransit does not include wording about a fixed route.
10/6/2019	Valerie Cumming	Email	YES to a local circulator, and YES to e-scooters, and YES to opening	Noted.	None.

## Vehicle Mobility

### *Edits for grammar, graphics, clarity or lay-out*

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
10/1/2019	Tim Davey	Email	Page 16- Since cars are the #1 travel mode, reducing congestion by improving signal timing and reducing interruptions like buses stopping on roadways and unnecessary pedestrian crossings on main roads should be the highest priority in the mobility plan in order to improve the quality of life	Noted.	None.
10/1/2019	Tim Davey	Email	Page 20- deterring vehicle traffic through regulations and misallocating capital (attracting likely = subsidizing) to alternative fuel vehicles and infrastructure and other modes lacking interest on their own merits will not improve the quality of life	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 21- instead of narrowing lanes, focus should be how to increase throughput safely; complete streets is a very wasteful policy	Noted.	None.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
10/1/2019	Tim Davey	Email	Pg 37- <b>Gateway Treatments</b> – costly and wasteful; a simple green sign showing city limits is sufficient; <b>Service Roads</b> – City should end facade grants, parking variances, etc. and instead shift parking back to private sector; once back in the private sector, if service roads are necessary to accommodate business needs, private sector will create them;	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 47- <b>1.01</b> instead of trying to dictate how capital is allocated, the opposite approach should be taken; assess costs imposed by development (as though all lots adopted same density) and directly charge developer for mitigation; <b>1.02</b> it is very wasteful to spend tax dollars on trying to push residents to travel in unpopular modes; <b>1.03</b> effort to encourage something almost no one uses is a waste of taxpayer dollars; <b>1.04</b> FINALLY – AGREE – IMPROVE SIGNAL TIMING; <b>1.05</b> Complete Streets are a waste of taxpayer dollars; <b>1.06</b> road diets waste taxpayer dollars by costly changes that create congestion in an effort to try to force commuters to adopt other modes; <b>1.07</b> Again, Complete Streets policies are very wasteful, focus on the basics; <b>1.08</b> again, focus on the basics and quit trying to participate in every fad and be an early adopter (instead of letting others work out the kinks and reduce the cost to the taxpayer); <b>1.09</b> this is a private sector problem, if they want to sell EV vehicles, they should provide their infrastructure; you never heard about the government building gas stations; EV's are worse for the environment (when toxic materials are considered) and are not any better to relieve congestion; as mentioned previously, focus on the basics and not the fads	Noted.	None.
8/3/2019	Michael Heyeck	Email	Variable speed limits. I noted an anecdote about reducing Schrock from 45 to 35 (we should in CC area), but wonder if the 35 is 24/7? The reduction may be warranted as more bikes adopt, but we must get citizen input. I mention this because early in the 1990s, we did a speed limit study and raised them in many places except CL east of state due to residential	Schrock Road from Brooksedge to Cleveland Avenue is currently designed as a major arterial for 45+ mph traffic. The Mobility Plan outlines the type of 'complete street' improvements and appropriate infill development that would support the slower traffic speed of 35 mph.	Mention of a speed limit reduction has been removed from the plan. Only if a major redevelopment were to occur would this be considered.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
8/3/2019	Michael Heyeck	Email	I saw traffic calming. Eventually we need to design streets that discourage cut throughs and speeding from the start rather than reacting to demands.	Designing streets that discourage cut-through – The Mobility Plan outlines how a healthy street grid network reduces drivers finding ‘cut-through(s)’ as there are multiple ways to travel. Regarding neighborhood streets, the posted 25 mph driven through neighborhoods is sometimes perceived as speeding per complaints to the traffic engineer and follow-up observations. On-street observations show that at most 1-2% of traffic is actually speeding through neighborhoods.	None.
9/14/2019	Craig Treneff	Email	Road diets: I am leery of road diets as being too far out in front of our residents. There is constant complaint about traffic congestion. Until we get to a density of use and have sufficient alternative mobility options, I think road diets are premature and will meet popular resistance	Mention of road diets has been greatly edited in the plan. It is now more about complete streets which could mean a reallocation of road space, but specific locations is no longer included in the plan.	Reference to road diets on specific streets was removed.
9/14/2019	Craig Treneff	Email	EV infrastructure: We really need to do more than incentivize EV infrastructure. I think we need to invest in some of our own which the public can use.	Noted.	Comment provided to Electric.
10/6/2019	Valerie Cumming	Email	Rerouting freight traffic away from State Street in Uptown: I'm fine with this idea, so long as there is some kind of signage directing trucks to Cleveland Ave instead, as well as strong enforcement. My fear is that trucks diverted from State will take Spring instead, which would obviously be dangerous due to the number of homes and children living and playing on Spring Road.	Noted.	None.
10/6/2019	Valerie Cumming	Email	I'm not sure if enough emphasis was given to the importance of improving parking signs in Uptown. Adequate parking exists, it's just a matter of directing folks (especially out of towners) to it. I know this was addressed in the study that was done, but it seems like we continue to miss this opportunity. Furthermore, more attention needs to be given to lighting and signage within vias (sp?) to encourage people to utilize off-street lots confidently, even after dark.	Noted. New signage has been installed, but more can certainly be done to improve communication to visitors to parking lots. Lighting and signage for vias will be added to the plan. The upcoming smart parking pilot project will be a great way to monitor usage and impacts.	For the Uptown Strategic location, lighting and signage will be added to the via.
10/6/2019	Valerie Cumming	Email	I'm unconvinced about Flex Zones. This may well be a future need, but for now I feel like the comparison to Washington DC is a stretch. I'm not against the concept, I just don't feel like it's a priority.	Noted. A future need may exist for this, but the Washington D.C. example is not appropriate. We have removed that reference, but keep the option in the plan for the future.	Removed reference to Washington D.C.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
<b>Freight Mobility</b>					
<i>Edits for grammar, graphics, clarity or lay-out</i>					
8/3/2019	Michael Heyeck	Email	The notion that Cleveland Ave is more friendly to trucks misses the congested turns at Schrock, Polaris and on Polaris back up Rt 3. I agree it is better than State St. As I mentioned now for 25 years, we should parse our views >> Through trucks to follow 270-71-36/37 as Rt 3 >> Local trucks to Cleveland Ave as new Business Rt. Cleveland Ave while wider suffers greatly from 71 congestion between Gemini and 270. Moving off of State St OK, but the larger picture must be viewed. Also placing more traffic on Cleveland absorbs the capacity for BRT and density that will likely come on Braun Farm and Africa Rd corridor	1. Cleveland Avenue as a truck route is something supported in Westerville's Mobility Plan; staff agrees that the I-270 to I-71 is preferred (and needs an ODOT/Columbus/Westerville discussion), and that increased truck traffic on Cleveland Avenue may decrease the effectiveness of the BRT route. The Cleveland Avenue Corridor Plan (2021) will outline if dedicated bus/bike lanes would be utilized effectively.	None.
8/3/2019	Michael Heyeck	Email	I really think there will be a change in delivery models. The Amazon drop at home and the postal service will be challenged from the ubiquitous nature of Amazon, and the drop off of traditional delivery by the postal service. Yes drones, central drop offs encouraged by lower rates, and smart options too. This paradigm will change noting we may need to consider attractive nodes for deliveries incorporated not just in strip malls and stores, but near our bikeways.	Delivery 'nodes' - yes, as part of Strategic Locations improvements and any neighborhood planning efforts; staff also feels this is more about us as a community being open to what these changes may be. USPS has asked that new neighborhoods have delivery hubs (similar to apartment complexes) rather than individual mailboxes at the homes.	None.
10/1/2019	Tim Davey	Email	Pg 63- <b>5.01</b> – creating congestion to prevent congestion, those are illogical solutions (and that cost money to implement on top of that); the City receives money to maintain the state route, and should not be purposely discouraging truck traffic – that is totally unethical; <b>5.02</b> – given the small size of Uptown, it is unlikely it is a significant contributor, but efficient utilization strategies may make sense; <b>5.03</b> – as mentioned in 5.01, that is totally unethical to accept money to maintain a state route and then purposely sabotage the use of the road for truck traffic; <b>5.04</b> – downsizing streets to try to increase use of other travel modes (that because of OH weather are very unlikely to increase significantly) is a waste of taxpayer money	Noted.	None.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
<b>Strategic Locations</b>					
<i>Edits for grammar, graphics, clarity or lay-out</i>					
<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
10/1/2019	Tim Davey	Email	Pg 23- <b>Uptown</b> – focus should be to divest all city-owned parking; free market will balance parking utilization; <b>West Main St</b> – streets are for driving not parking; businesses and residences should have their own parking	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 43- flawed strategic locations will misallocate capital; free market can better allocate capital and develop/redevelop when appropriate	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 72- <b>[Brooksedge]</b> – Let’s lose the central planning mentality; the land is privately owned and the free market will do a better job of allocating capital and determining the mix of businesses; <b>Key Recommendations</b> – if the businesses want improved walkability, they can improve their properties to achieve it; it is not government central planning, but the free market that should determine the business mix; the free market will also use land efficiently if the government will get out of the way; <b>Roadway</b> – disagree, replacing the turn lane with a median would only increase congestion (and probably cost more as well); <b>Bicycle</b> – disagree, bicycles have sufficient access given limited usage for non-recreational use; unlikely to increase given OH weather so it would be a waste of taxpayer money to spend money to try to increase usage; <b>Pedestrian</b> – MUP is unnecessary in the business area; if sidewalks are needed, businesses should construct them on their own; <b>Transit</b> – Buses should not be able to stop on main roads; remove all stops on main roads that stop traffic; <b>Freight</b> – as mentioned previously, it is unethical to accept money to maintain a state route and then try to divert traffic away from the highway; <b>Traffic</b> – AGREE lowered speed limit makes sense given the short distance; AGREE depending on the traffic calming method used for Heathdown/Greencrest; AGREE – improve signal timing; why isn’t this being done now to reduce congestion????	Noted.	None.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
10/1/2019	Tim Davey	Email	Pg 74- <b>[Central College] – Comprehensive Plan Vision</b> Let’s lose the central planning mentality; the land is privately owned and the free market will do a better job of allocating capital and determining the mix of uses; <b>Key Recommendations</b> – let’s respect the free market and focus on making sure developers don’t externalize their costs on the residents; <b>Roadway</b> – developers should be responsible for any road improvements needed because of their development; <b>Bicycle</b> – MUP should be low cost and not use eminent domain; <b>Pedestrian</b> – crossing should be at intersection; <b>Transit</b> – microtransit would be a waste of money; <b>Traffic</b> – traffic calming should not equal intentional congestion; traffic study makes sense given developments to the east	Noted.	None.
10/1/2019	Tim Davey	Email	Pg 76- <b>[Cooper &amp; Schrock]– Comprehensive Plan Vision</b> City should drop transit focus; wasted resources that benefit very few; <b>Key Recommendations</b> – let’s respect the free market and focus on making sure developers don’t externalize their costs on the residents; removing transit from the main roads will improve traffic flow; <b>Roadway</b> – functional and low cost landscaping and signage is sufficient; public art should be eliminated; <b>Bicycle</b> – MUP is unnecessary in this primarily business area; if desired by property owners in that area, they can build it themselves; widening sidewalks in to create a MUP would be very wasteful in this primarily business area; high traffic will deter usage for the few that might use it; bike boxes are wasted road space better used for cars; <b>Pedestrian</b> – improved pedestrian access should be paid for by the property owners and only if they want it; no resources should be used to support the wasteful and traffic congestion causing bus system; <b>Transit</b> – instead of providing a dedicated lane, buses should not be able to stop on main roads and should not receive preferential treatment at stop lights as they waste taxpayer money and create traffic congestion; <b>Freight</b> – as mentioned previously, intentionally diverting traffic from a state route that the City accepts money to maintain is totally unethical; <b>Traffic</b> – AGREE, reduced speed limit from Cleveland to State makes sense given multiple traffic signals and short distance; southbound right turn lane is questionable in improving the intersection; AGREE – improve signal timing; why isn’t this being done now to reduce congestion????	Noted.	None.

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
10/1/2019	Tim Davey	Email	<p>Pg 78- <b>[Industrial Park] – Comprehensive Plan Vision</b> Let’s lose the central planning mentality; the land is privately owned and the free market will do a better job of allocating capital and determining the mix of businesses; <b>Key Recommendations –</b> let’s respect the free market and focus on making sure developers don’t externalize their costs on the residents; <b>Roadway –</b> any extension of McCorkle should be at the developer’s expense, not the taxpayers’; raised median at Otterbein/CLR makes sense given hazard; current sidewalks are sufficient, memorializing the street seems extremely wasteful; businesses can brand and display their own public art if they wish; taxpayer money should not be wasted on such frivolous items; <b>Bicycle –</b> the current sidewalk is sufficient, there is no need for a MUP; no need for sharrows on Broadway given low speed; bike corrals are not a taxpayers responsibility, that should be left to the discretion of businesses if they want them and are willing to pay for them; sharrows are not needed on McCorkle as there is a MUP one block away; <b>Pedestrian –</b> property owners should build their own sidewalks, not the taxpayers; there is already a MUP through the area, it is wasteful to add more; <b>Freight –</b> if McCorkle is extended by a developer (at their own expense), shifting traffic from Otterbein would be fine; <b>Traffic –</b> if McCorkle is extended (at developer expense), it would improve the roadway system at the expense of the rural character on Old County Line Rd</p>	Noted.	None.

Date	Name	Via	Comment	Response	Action Taken
			<p>Pg 80- <b>[South State Street] – Comprehensive Plan Vision</b> Let’s lose the central planning mentality; the land is privately owned and the free market will do a better job of allocating capital and determining the mix of businesses; <b>Key Recommendations –</b> let’s respect the free market and focus on making sure developers don’t externalize their costs on the residents; <b>Roadway –</b> State/ Cherrington intersection seems fine; service roads are unnecessary given limited usage and high cost; low cost functional signs are sufficient, everything does not need to be a gateway; pedestrian crossing should be limited to intersections and buses should not be able to stop on State Street in order to reduce congestion; <b>Bicycle –</b> sharrows are not needed on Hillsdowne or Cherrington; businesses can provide their own bike parking if they believe the cost/benefit is in their favor; given limited usage, it would be very wasteful of taxpayer dollars for bikes to occupy any special real estate on the roads; there is no need for additional signage for bikes; <b>Pedestrian –</b> current sidewalks are already overkill (especially wide sidewalks by Schrock; there is no need for a MUP; children are quicker than adults, so not sure additional time is needed to cross street; <b>Transit –</b> remove bus stops from State St given the congestion stopped buses create and the low usage; <b>Freight –</b> as mentioned previously, intentionally diverting traffic from a state route that the City accepts money to maintain is totally unethical; <b>Traffic –</b> access management should also include pedestrians crossing street between intersections, those crossings should be eliminated for safety</p>	<p>Noted.</p>	<p>None.</p>

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
10/1/2019	Tim Davey	Email	<p>Pg 82- <b>[West Main Street] – Comprehensive Plan Vision</b> Let’s lose the central planning mentality; the land is privately owned and the free market will do a better job of allocating capital and determining the mix of businesses; <b>Key Recommendations</b> – let’s respect the free market and focus on making sure developers don’t externalize their costs on the residents; maximize economic return for who, the government? The government exists to protect natural rights, not plan the economy; <b>Roadway</b> – all road improvements should be paid for by developers and current businesses and not the taxpayers; <b>Bicycle</b> – The current sidewalk on Cleveland is sufficient, a MUP is not needed; if a trail is desired by property owners on Cooper, they should pay for it, not the taxpayers; Otterbein should pay for their own bridge, there are already two bridges across Alum Creek in very close proximity to the one proposed on page 136...extremely wasteful and not worthy of taxpayer dollars; <b>Pedestrian</b> – additional cost of enhanced crossings should be justified with best practices for each circumstance; <b>Transit</b> – transit should be discouraged as it creates dependence on the government and creates congestion and traffic hazards on the roads; transit absolutely should not receive a dedicated lane given the lack of demand for buses versus high demand for cars on the roads; <b>Traffic</b> – reduced speed limit is fine for safety; there should be no improvement to those intersections since there is a mix of taxable and tax-exempt properties and developments receiving taxpayer subsidies and are already externalizing too much cost on the rest of the community</p>	Noted.	None.

Date	Name	Via	Comment	Response	Action Taken
10/1/2019	Tim Davey	Email	<p>Pg 84- <b>[Westar] – Comprehensive Plan Vision</b>To the contrary, this intrusion into the private sector will harm residents for generations because of the large infrastructure costs shifted onto the rest of the community and will continue to compound for thirty years, creating more income for the government and higher costs and lower quality of life (traffic congestion) for the residents; <b>Key Recommendations</b> – no one asked for an urban center, Westerville is a suburb; BRT is a waste of taxpayer dollars; let’s respect the free market and focus on making sure developers don’t externalize their costs on the residents;</p> <p><b>Roadway</b> – any roadway improvements should be done by special assessment since the property owners have not paid for the existing roads or the externalized costs on the rest of the community; <b>Bicycle</b> – this business area is not in need of further trails for a mode of travel used by so few (given OH weather); <b>Pedestrian</b> – AGREE, there should be pedestrian crossing at interections; <b>Transit</b> – transit should be discouraged as it creates dependence on the government and creates congestion and traffic hazards on the roads; transit absolutely should not receive a dedicated lane given the lack of demand for buses versus high demand for cars on the roads; <b>Freight</b> – as mentioned previously, intentionally diverting traffic from a state route that the City accepts money to maintain is totally unethical; <b>Traffic</b> – many improvements needed because of Westar, but not paid for by Westar; rather use of tax abatements and TIFs have shifted the tax burden onto the rest of the community; City should use all marginal income from any</p>	Noted.	None.
10/1/2019	Tim Davey	Email	<p>Pg 86- <b>[Windsor Bay] Comprehensive Plan Vision</b> – no comment; <b>Key Recommendations</b> – let’s respect the free market and focus on making sure developers don’t externalize their costs on the residents; <b>Bicycle</b> – current sidewalk on Sunbury road is sufficient; sharrows not needed on Smothers Rd; there is no need for a bike corral at the recreation lot, and businesses can build their own corrals if the cost/benefit is in their favor; current sidewalk on County line is sufficient, a MUP is not needed; <b>Transit</b> – COTA should leave Westerville entirely, not extend to County Line; a circulator route would be a waste of money</p>	Noted.	None.

Date	Name	Via	Comment	Response	Action Taken
10/1/2019	Tim Davey	Email	Pg 88- <b>[Uptown]</b> Instead of trying to encourage unpopular travel modes, the City should sell all parking lots and let the private sector balance mix of businesses and resources to accommodate each travel mode; <b>Roadway</b> – City should not provide signs nor subsidize electric vehicle charging stations, EV’s have nothing to do with improving congestion; City should sell parking lots not enlarge them; <b>Bicycle</b> – businesses are welcome to encourage biking, but there are already sufficient streets at low speeds to accommodate bike traffic; the City should not provide bike racks; <b>Pedestrian</b> – To the contrary, since Uptown in a bottleneck, vehicle traffic should be prioritized and pedestrians should only be allowed to cross at intersections. All mid-block crossing should be removed for safety and to reduce traffic congestion; <b>Transit</b> – To the contrary, since Uptown is a bottleneck, COTA should be banned from stopping on State Street; <b>Freight</b> – as mentioned previously, intentionally diverting traffic from a state route that the City accepts money to maintain is totally unethical; if service roads are necessary to accommodate business needs, private sector will create them; <b>Traffic</b> – emergency vehicle preemption is fine; signals should promote throughput, and not stop/start to keep traffic at a standstill so they don’t exceed 25 MPH	Noted.	None.
8/3/2019	Michael Heyeck	Email	The strategic areas are noted, but we should not say they are the areas for investment as it leaves large gaps in the city that might be misinterpreted. We should invest in every area to continue the notion of complete streets, more trails, etc. This is implied in the plan. I mention this as more a misunderstanding.	Complete streets and trails throughout the City is a goal. The emphasis on Strategic Locations is related more to these areas being a focus for infill and redevelopment, and the rest of the City is more in a ‘preservation’ state. Infill and redevelopment is complex, and the City needs a system set up to make redevelopment a proactive initiative.	

## Westerville Mobility Plan - Open House Comments

### General Comments

#### Edits for grammar, graphics, clarity or lay-out

Date	Name	Via	Comment	Response	Action Taken
7/6/2019	Anonymous	Open House	Westerville adopt NO handheld electronic usage law as primary offense	Noted.	Comment provided to City Manager's Office.

### Cycling

#### Edits for grammar, graphics, clarity or lay-out

Date	Name	Via	Comment	Response	Action Taken
7/6/2019	Anonymous	Open House	The curb ramps at signalized intersections are often difficult for bikes to negotiate as they ride through. Can smoother transitions be created?	Noted.	Comment provided to Engineering.
7/6/2019	Anonymous	Open House	Update laws to allow bikes to ride on crosswalks when they are part of a multi-use path.	Noted.	This has been added to the bike strategies.
7/6/2019	Anonymous	Open House	Light on multi-use trails need to be sympathetic to the surrounding neighborhood. Lower levels of illumination should be used.	Noted.	Comment provided to Electric.
7/6/2019	Anonymous	Open House	Bike safety at intersections	Noted.	Several bike enhancements that would improve safety at intersections have been included in the plan.
7/6/2019	Anonymous	Open House	College Ave bike path please	Noted.	Shown in the plan.
7/6/2019	Anonymous	Open House	Want safe crosswalks for bikes marketed to the young to change adult behavior	Noted.	None.
7/6/2019	Anonymous	Open House	College to Walnut Multi-use path	Unclear which road this is along.	None.
7/6/2019	Anonymous	Open House	On E. Walnut need multi-use path from Hempstead to Reservoir.	This is in the CIP for 2021.	None.
7/6/2019	Anonymous	Open House	Bikes are not all weather. Don't go overboard.	Noted.	None.
7/6/2019	Anonymous	Open House	How can bikes & cars be equal on roadways? Cultural Issue	Noted.	Education is an important component to making it more acceptable to ride bikes.
7/6/2019	Anonymous	Open House	Update laws to open trails 24/7 through city parks	Noted.	This is a strategy in the plan.
7/6/2019	Anonymous	Open House	Have more bike racks. Ensure that they are at all offices, retail, govt. Close to main entrances, convenient, under shelter. Follow BMP's inverted U's.	Noted.	Comment provided to Planning & Zoning and Parks.
7/6/2019	Anonymous	Open House	Want a safe place to bike with my kids	Noted.	None.
7/6/2019	Anonymous	Open House	Take opportunities with building potential of short connectors to fill gaps. Bishop/SR 3 SUP at USPS/ Armory, Panera/Roush alley/SUP, Otterbein U-dead end street, Alum Creek Park- N. West St.	Noted. These have been included where possible on map.	These are shown on the future cycling network map.

## Pedestrian

### Edits for grammar, graphics, clarity or lay-out

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
7/6/2019	Anonymous	Open House	Connect Bishop/State Street to the multi-use path between the USPS and the Armory to allow for student access to the path and schools.	This connection will depend on future development of the property.	Comment provided to Engineering.
7/6/2019	Anonymous	Open House	Update the crosswalk signs to have the combination "Bike/Pedestrian" symbols where it is appropriate	Noted.	Comment provided to Engineering.
7/6/2019	Anonymous	Open House	The bike path on E. College Avenue will improve safety for walks to school	Noted. Sidewalk is planned for 2020/2021 CIP.	Included on map for future network.
7/6/2019	Anonymous	Open House	Need sidewalks on Cooper Rd between bus stops & Copeland Mill	This connection is added to the map.	Added to map for missing sidewalk connections.

## Public Transit

### Edits for grammar, graphics, clarity or lay-out

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
7/6/2019	Anonymous	Open House	Extend lines from Easton Transit Center to new east Westerville Park & Ride	Noted.	Comment provided to COTA.
7/6/2019	Anonymous	Open House	Add BRT signal detection in Westerville confines	Noted.	Comment provided to Engineering.
7/6/2019	Anonymous	Open House	More express on non-peak times to downtown Columbus and other regional attractions like Dublin	Noted.	Comment provided to COTA.
7/6/2019	Anonymous	Open House	Reserve right-of-way for high capacity transit from Brooksedge to Polaris	Noted.	Comment provided to Engineering.

## Vehicle Mobility

### Edits for grammar, graphics, clarity or lay-out

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
7/6/2019	Anonymous	Open House	Fix State Street side paths where trees and utility poles present safety obstacles	Noted.	Comment provided to Engineering.
7/6/2019	Anonymous	Open House	Make developers install and pay for EV charging stations at places of business based on number of employees.	Noted.	Comment provided to Electric.

## Strategic Locations

### Edits for grammar, graphics, clarity or lay-out

<u>Date</u>	<u>Name</u>	<u>Via</u>	<u>Comment</u>	<u>Response</u>	<u>Action Taken</u>
7/6/2019	Anonymous	Open House	Increased housing in Uptown- more people can walk	Noted.	Comment provided to Economic Development.
7/6/2019	Anonymous	Open House	No more roundabouts	Noted.	None.