

**Access Ohio 2045**  
**Phase 1 Partner and Public Involvement Summary**  
**July 20, 2018**

As part of the Access Ohio 2045 long-range transportation plan update, the Ohio Department of Transportation convened a series of public meetings and local partner workshops in May 2018.

**Purpose**

There were three primary purposes for the public meetings and local partner workshops:

- Give an overview of Access Ohio, the status of implementation of Access Ohio 2040 and the 2045 update process
- Discuss and seek input on Access Ohio 2045's potential vision, goals and priorities
- Discuss and seek input on alternative futures for Ohio's transportation system

**Outcomes**

There were four desired outcomes:

- Attendees understand what Access Ohio is, what ODOT has been implementing from Access Ohio 2040 and the 2045 update process
- Attendees will discuss and gain an understanding of what transportation system might look like in 2045, along with trends and drivers that might influence it through the alternative futures exercise
- Project team gains understanding from attendees about what is important to them in a future transportation system
- Project team is responsive to attendees' questions and specific issues and opportunities raised

**Audiences**

There were multiple audiences that the team targeted to attend the public meetings and local partner workshops. They included:

- Steering Committee members
- Representatives from the Steering Committee members' organizations
- Constituencies that Steering Committee members' organizations represent
- ODOT Deputy District Directors, District Planners, District PIOs
- Local elected officials
- Ohio Association of Regional Councils, MPOs and RTPOs
- Mode-focused organizations and advocacy organizations (transit – including local public transit organizations, trucking, rail, maritime, aviation and active transportation)
- Business and economic development groups, including Chambers of Commerce
- Environmental groups
- Community development groups (including traditionally underserved populations)
- Public
- Media

## **Outreach**

The team used multiple tactics to communicate with the targeted audiences to secure attendance at the meetings. They included: a save the date HTML email and graphic image; an invitation HTML email graphic image; and a Facebook post, written so that it could be boosted by the local host if they wished, with an accompanying image. The team worked with Steering Committee members, ODOT staff and the meeting hosts to forward and share the information with their various constituencies. The team also worked with other targeted partners as noted above to share the information with others.

After the meetings, the hosts received a third HTML email that was a reminder about the online survey. The team asked the hosts to share this email with their networks, similar to the pre-meeting emails.

The team also worked with ODOT Communications to promote the meetings and workshops via an email to their list of Ohioans who have signed up to receive information about ODOT public meetings and a post on ODOT's Facebook page and Twitter feed.

As previously mentioned, in addition to seeking feedback at the in-person meetings and workshops, there was an online survey that residents could take if they were not able to attend the meeting. Printed copies of the survey were also available at the workshops and meetings for attendees to fill out and to take copies with them for family, friends, colleagues, etc. who may not have online access. Survey results are detailed in the appendix.

The project website ([Access.Ohio.gov](http://Access.Ohio.gov)) also featured details about the workshops and meetings, a link to the survey and more. The web site was included in the emails, handouts and social media posts.

## **Local Partner Workshops**

ODOT hosted eight Local Partner Workshops in May 2018. Dates, locations and signed-in attendees are outlined below. All workshops were from 2-4pm.

### *Locations*

*Monday, May 7, 2018* - ODOT District 4 Offices, 2088 S. Arlington Road, Akron  
Attendees - 26 signed in

*Tuesday, May 8, 2018* - Miami Valley Regional Planning Commission (MVRPC), 10 N. Ludlow St., #700, Dayton  
Attendees - 16 signed in

*Wednesday, May 9, 2018* - Toledo Metropolitan Area Council of Governments (TMACOG), 300 Martin Luther King Dr., #300, Toledo  
Attendees - 29 signed in

*Thursday, May 10, 2018* - Buckeye Hills Regional Council, 1400 Pike St., Marietta  
Attendees - 19 signed in

*Tuesday, May 15, 2018* - Northeast Ohio Areawide Coordinating Agency (NOACA), 1299 Superior Ave., Cleveland  
Attendees - 26 signed in

*Wednesday, May 16, 2018* - Mid-Ohio Regional Planning Commission (MORPC), 111 Liberty St., #100, Columbus  
Attendees - 32 signed in

*Thursday, May 17, 2018* - Ohio-Kentucky-Indiana Regional Council of Governments (OKI), 720 E. Pete Rose Way, #420, Cincinnati  
Attendees - 19 signed in

*Tuesday, May 22, 2018* - Greater Lawrence County Area Chamber of Commerce, 216 Collins Ave., South Point  
Attendees - 19 signed in

#### *Handouts*

- Technology, Population and Development Patterns, and Economic Development fact sheets
- Alternative futures worksheets
- Transportation Terms handout
- Survey (also online)
- Access Ohio 2045 survey reminder card

#### *Introductions, Opening Remarks*

Marie Keister, Engage, opened the workshop. Scott Phinney, ODOT, gave opening remarks and attendees introduced themselves.

#### *Access Ohio 2045 Overview*

Scott gave a high-level overview of Access Ohio 2045, reviewing what was included in the Access Ohio 2040 long range transportation plan, why the update is needed, the update's engagement process and the project schedule.

He also reviewed input that the team has received to date, including the Steering Committee's potential goals and residents' priorities identified in ODOT's 2016 Transportation Preference Survey.

#### *Alternative Futures – Setting the Stage*

John Kaliski, Cambridge Systematics, shared why it is important to look ahead and began with a look back at where Ohio was in 1990. He gave an overview of scenario planning and the four drivers of change looking ahead to 2045 and beyond (population, development, economy and technology) that participants were to consider as part of the assumptions for each alternative future.

Next, John reviewed the four alternative futures that participants would discuss and provided a starter list of assumptions, background and context for them. They were:

- Current Trends
- Innovation
- Global Markets
- Ohio Renaissance

#### *Exercise and Report Out*

Participants discussed different alternative futures at tables around the room for 45 minutes. During this time they were asked to review the potential alternative future, adjust if needed and discuss questions related to their assigned alternative future. At the end of the exercise each group had a "reporter" share the highlights of their discussion. Marie facilitated the report out discussion.

#### *Next Steps*

Scott asked participants to take the Ohio Transportation Trends survey and to share the survey link with their networks. He then shared the next steps and timeline in the update process.

Scott thanked everyone for attending, for their active participation and adjourned the workshop.

## **Public Meetings**

ODOT hosted eight Public Meetings in May 2018. Dates, locations and signed-in attendees are outlined below. All meetings were from 5-7pm.

### *Locations*

*Monday, May 7, 2018* - ODOT District 4 Offices, 2088 S. Arlington Road, Akron  
Attendees - 19 signed in

*Tuesday, May 8, 2018* - Miami Valley Regional Planning Commission (MVRPC), 10 N. Ludlow St., #700, Dayton  
Attendees - 15 signed in

*Wednesday, May 9, 2018* - Toledo Metropolitan Area Council of Governments (TMACOG), 300 Martin Luther King Dr., #300, Toledo  
Attendees - 20 signed in

*Thursday, May 10, 2018* - Buckeye Hills Regional Council, 1400 Pike St., Marietta  
Attendees - 9 signed in

*Tuesday, May 15, 2018* - Shaker Heights Public Library, 16500 Van Aken Blvd., Rm. B, Shaker Heights  
Attendees - 40 signed in

*Wednesday, May 16, 2018* - Mid-Ohio Regional Planning Commission (MORPC), 111 Liberty St., #100, Columbus  
Attendees - 20 signed in

*Thursday, May 17, 2018* - Ohio-Kentucky-Indiana Regional Council of Governments (OKI), 720 E. Pete Rose Way, #420, Cincinnati  
Attendees - 23 signed in

*Tuesday, May 22, 2018* - Greater Lawrence County Area Chamber of Commerce, 216 Collins Ave., South Point  
Attendees - 8 signed in

### *Handouts*

- Access Ohio 2045 Survey Reminder cards
- Survey (also available online)

### *Stations*

- Overview of Access Ohio 2045, including a map of Ohio and how ODOT is funded
- Alternative Future – Current Trends
- Alternative Future – Innovation
- Alternative Future – Global Markets
- Alternative Future – Ohio Renaissance
- Access Ohio Goals

Meetings were a hybrid of open house and presentation structure. Attendees could participate in one, the other or both components of the meetings. During the open house portion, meeting facilitators interacted with attendees at each station, invited them to give feedback on the assumptions for each future and asked them a series of questions.

### *Welcome & Introductions*

At 5:30, Marie Keister, Engage, opened the workshop. Scott Phinney, ODOT, gave opening remarks and attendees introduced themselves.

### *Access Ohio 2045 Overview*

Scott gave a high-level overview of Access Ohio 2045, reviewing what was included in the Access Ohio 2040 long range transportation plan, why the update is needed, the update's engagement process and the project schedule.

### *Alternative Futures*

John Kaliski, Cambridge Systematics shared why it is important to look ahead and began with a look back at where Ohio was in 1990. He gave an overview of scenario planning and the four drivers of change looking ahead to 2045 and beyond (population, development, economy and technology) that are part of the assumptions for each alternative future.

Next, John reviewed the four alternative futures. They were:

- Current Trends
- Innovation
- Global Markets
- Ohio Renaissance

### *Questions, Comments*

Marie then facilitated a question-and-answer and comment session. Scott, Marie, John and other team members answered questions and noted comments.

### *Next Steps*

Scott asked participants to take the Ohio Transportation Trends survey and to share the survey link with others. He then shared the next steps and timeline in the update process.

The open house portion of the public meeting resumed at approximately 6pm and went until 7pm.

### **Participants' Feedback Summary**

The following is a summary of feedback that the team received from residents. There also were 14 additional comments that were submitted via the project's email address ([access.ohio.2045@dot.ohio.gov](mailto:access.ohio.2045@dot.ohio.gov)) which were included in the analysis.

#### *Local Partner Workshops and Public Meetings Feedback*

The emerging, common themes from the local partner workshops and public meetings are:

- Increasing mobility and access
  - Need for access to jobs, health care, other services
  - Growing demand for travel and transport anytime, anywhere
  - Transformational opportunities for older adults, people with disabilities, others traditionally underserved
- More choices
  - Strong demand for public transit in urban and rural areas
  - Desire for safe bicycle, pedestrian facilities
  - Interconnected options for local and long-distance travel

- Connectivity at different scales
  - Mix of local, regional, interregional trips
  - Balance of large and small flows of people and freight
  - Potential need for more focus on managing core system and connections to regional/local facilities
- Back to basics
  - Take care of what we have
  - Definition of “basic” is getting broader (traffic signals, signage, broadband)
- Innovation and disruption
  - Technology and data offer potential solutions to many challenges
  - Uneven access and connectivity could perpetuate a digital divide
- Stronger partnerships
  - Between state agencies to support state goals
  - Between state and regional/local partners to support community visions
  - With public and private modal partners to build an integrated system
- Future funding
  - Investment needs and opportunities may change
  - Reliable, long-term funding needed
  - Potential for more flexibility

#### *Feedback Synthesis Methodology*

The Access Ohio 2045 May 2018 Public Meetings and Local Partner Workshops synthesis included three components. Here are the highlights.

- **Common Themes:** To develop common themes, the team began by transcribing the worksheets and post-it notes from all of the workshops and meetings. Team members then identified potential common themes across the four alternative futures. This was based on the worksheets’ and post-it notes’ content and attendees’ feedback. Finally, the team reviewed each summary a second time to identify any specific references to the potential common themes and identified them by location.
- **Modifying Assumptions:** To modify the alternative future assumptions, the team began by transcribing the worksheets and post-it notes from all of the workshops and meetings. Team members then reviewed all the individual comments on the alternative future assumptions in the summaries and identified potential modifications. They then noted the changes in the summaries by location and alternative future.
- **Understanding Common Challenges and Opportunities:** To understand common challenges and opportunities, the team began by transcribing the worksheets and post-it notes from all of the workshops and meetings. There was then a multi-part process. First, the team placed the comments into the appropriate challenges or opportunities, if it was not specifically identified. Then the team identified the common challenges and opportunities for each alternative future at the workshops and meetings (based on the answers to Question 1 in the worksheets). Finally, the team went back and reviewed each summary and noted specific references to common challenges and opportunities in it.

See appendix for a summary. The team made minor grammatical edits to the worksheets for clarity.

### Public Meeting Goals Exercise

Public meeting attendees prioritized their goals for Ohio’s future transportation. Here is a summary of the goal rankings by location and a cumulative tally.

	Combined	Akron	Dayton	Toledo	Marietta	Cleveland	Columbus	Cincinnati	South Point
Multimodal	23	2	2	5	3	1	7	1	2
Technology	11	3	1	1	2	2	1	0	1
Livability	18	4	1	4	2	3	1	2	1
Transit	28	3	4	4	1	6	8	3	0
Mobility	23	3	3	4	3	2	3	3	2
Safety	22	4	2	6	2	2	1	1	4
Preservation	10	1	2	1	1	1	1	1	2
Data	7	1	1	2	0	1	1	1	0

### Survey

There were 874 survey respondents, including five paper surveys that the team entered manually. The survey was open May 7-June 4, 2018. The survey questions mirrored the questions asked at the local partner workshops and public meetings. The following is a summary.

*Question 1. How important will the following potential trends be in shaping the future of transportation in Ohio? (Response options were extremely important, very important, important, less important or not important.) Potential trends are listed in ranked order, the percentage is how many respondents ranked it as “extremely important.”*

- Other potential trends, 56%
  - The top five “other” responses include: bus and public transit (69); pedestrian accommodations and infrastructure (24); bicycle accommodations and infrastructure (42); passenger rail (39); additionally there was a tie of three possible trends each with five “extremely important” rankings: transportation equity for low income Ohioans, weather incidents and ebikes (electric-powered bicycles). See attached survey results for all of the “other” responses.
- More people choosing to live in urban centers. 33%
- Increasing use of new technologies (e.g., self-driving and electric vehicles; vehicles that communicate with each other and roadside infrastructure; drones; hyperloop). 32.4%
- Continued growth rate of residents over the age of 65. 32.2%
- Increasing rate of online, broadband connectivity. 28.6%
- Growing population of suburban counties around existing large urban areas. 28.4%
- Increasing use of shared mobility services (e.g., Uber, Lyft; bikeshare). 25%
- Growing number of service-related jobs (e.g., hospitality, retail, finance, health care). 24%
- Continued growth of residents with a disability, 22%
- Growing global trade resulting in increasing freight movement to, from and through Ohio. 23%
- Increasing manufacturing activity in Ohio. 20%
- Shifting population in rural Ohio (loss of population in some counties, potential gains in others). 16%

*Question 2. Related to the potential trends above, identify the potential issues facing Ohio’s transportation system over the next 25 years. (Response options were extremely important, very important, important, less important or not important.) Potential issues are listed in ranked order, the percentage is how many respondents ranked it as “extremely important.”*

- Limited funding for transportation investments. 63%

- Availability of public transit (e.g., bus, rail, van). 58%
- Age and physical condition of highways and bridges. 56%
- Other potential issues. 54%
  - The top five “other” potential issues include: public transit (30); passenger rail (27); bicycle accommodations and infrastructure (9); maintenance (7); and pedestrian accommodations and infrastructure (6).
- Availability of bike lanes, sidewalks and trails. 38%
- Highway congestion and delay. 37%
- Availability of human service transportation (curb to curb service for people with disabilities, senior transportation and non-emergency medical transportation). 32%
- Fatalities and serious injuries on the transportation system. 24%
- Growth in freight movement by highway, rail, water or air. 20%
- Access to reliable passenger air service. 14%

*Question 3. Based on your understanding of these potential trends and issues, please choose your top three transportation priorities between now and 2045. Here is a break out of how many number one responses each received.*

- Increasing public transit options like bus and rail. 251 number one responses, 29.36%
- Taking care of our existing highway system such as pavement and bridges. 198 number one responses, 23.16%
- Improving safety. 110 number one responses, 12.87%
- Relieving traffic congestion. 67 number one responses, 7.84%
- Improving access of people to jobs, health care, education and other services. 54 number one responses, 6.23%
- Increasing bicycle and pedestrian accommodations. 44 number one responses, 5.15%
- Ensuring our transportation system is capable of accommodating new technologies such as self-driving vehicles and vehicle-to- vehicle and vehicle-to-infrastructure communication. 34 number one responses, 3.98%
- Other priority. 20 number one responses, 2.34%
  - These included: funding; transportation options for residents with disabilities; congestion in urban and rural areas; maintenance; and transportation equity for all residents.
- Improving links between different modes of transportation (e.g., walking, bicycling, riding transit, driving). 20 number one responses, 2.34%
- Reducing the impact of transportation on the environment. 19 number one responses, 2.22%
- Improving connectivity between urban areas. 14 number one responses, 1.64%
- Improving connectivity to rural areas. 14 number one responses, 1.64%
- Improving security. 7 number one responses, 0.82%
- Improving the freight transportation system. 2 number one responses, 0.23%
- Improving access to and service at smaller airports. 1 number one response, 0.12%

See appendices for all comments.

### **Summary**

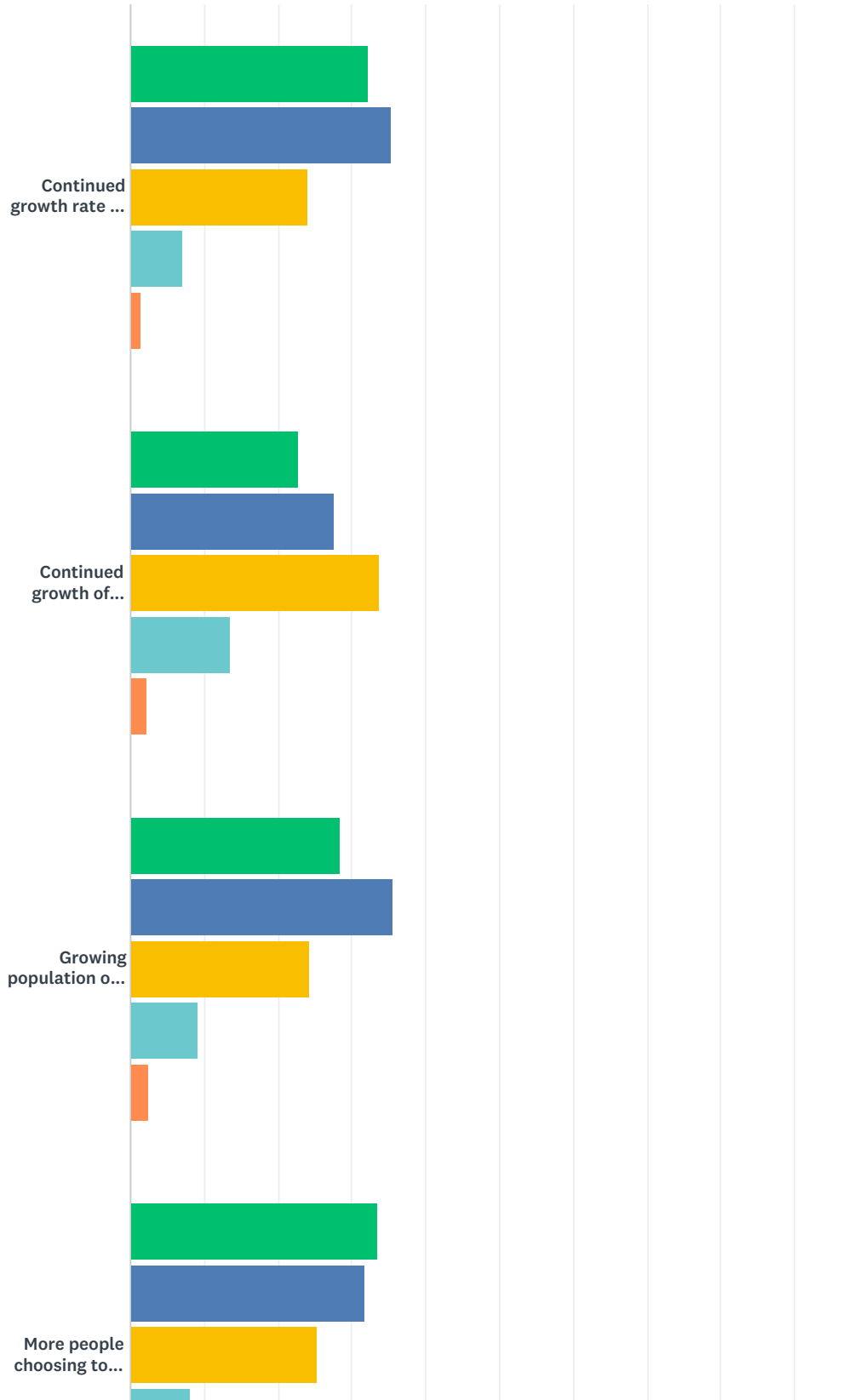
The team will use these responses, in addition to feedback from the Steering Committee and ODOT’s Transportation Preferences Survey, to guide the Access Ohio 2045 update.

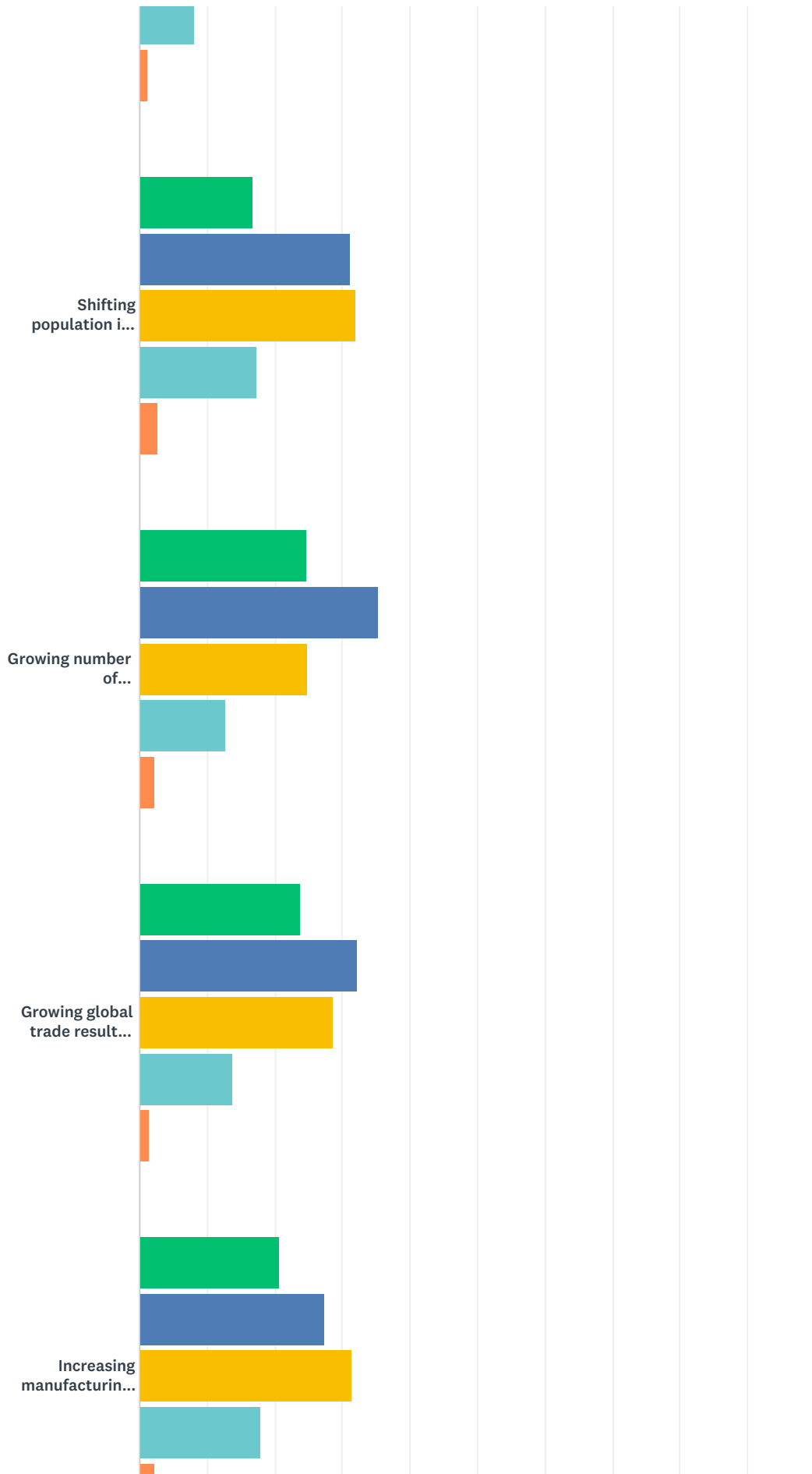
### **Next Phase**

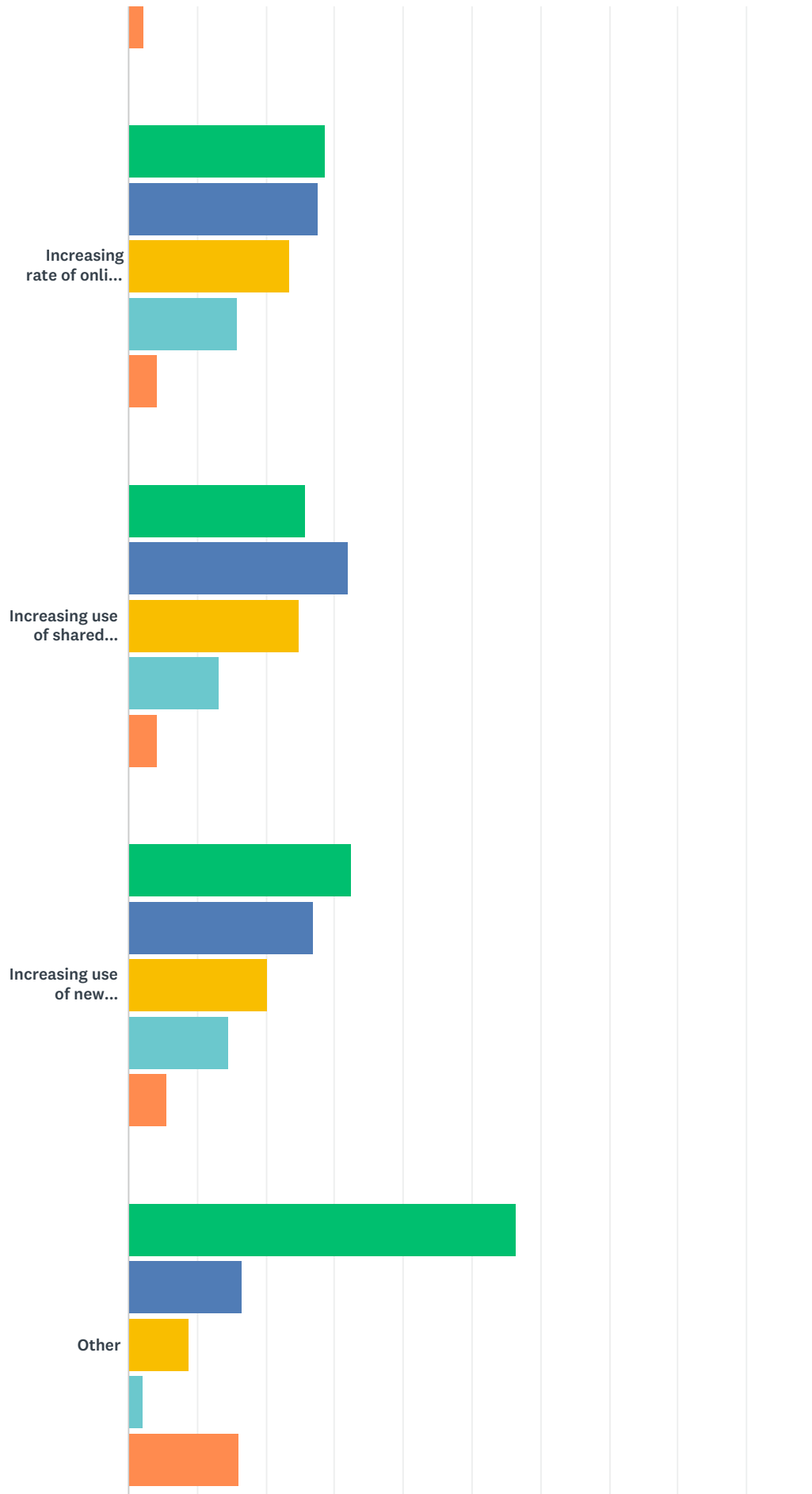
The next round of public involvement for the Access Ohio 2045 update will be in spring or summer 2019. In the interim, the project web site will continue to be updated and evolve as the project continues.

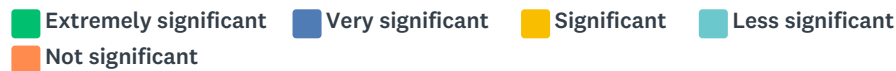
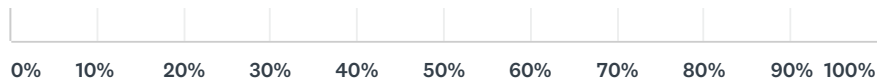


### Q1 1. How important will the following potential trends be in shaping the future of transportation in Ohio?









	EXTREMELY SIGNIFICANT	VERY SIGNIFICANT	SIGNIFICANT	LESS SIGNIFICANT	NOT SIGNIFICANT	TOTAL
Continued growth rate of residents over the age of 65	32.22% 280	35.33% 307	24.05% 209	7.02% 61	1.38% 12	869
Continued growth of residents with a disability	22.84% 198	27.68% 240	33.68% 292	13.49% 117	2.31% 20	867
Growing population of suburban counties around existing large urban areas	28.46% 247	35.48% 308	24.31% 211	9.22% 80	2.53% 22	868
More people choosing to live in urban centers	33.56% 290	31.71% 274	25.35% 219	8.10% 70	1.27% 11	864
Shifting population in rural Ohio (loss of population in some counties, potential gains in others)	16.72% 145	31.14% 270	32.06% 278	17.42% 151	2.65% 23	867
Growing number of service-related jobs (e.g., hospitality, retail, finance, health care)	24.77% 215	35.25% 306	25.00% 217	12.67% 110	2.30% 20	868
Growing global trade resulting in increasing freight movement to, from, and through Ohio	23.82% 206	32.14% 278	28.67% 248	13.87% 120	1.50% 13	865
Increasing manufacturing activity in Ohio	20.81% 179	27.44% 236	31.40% 270	18.02% 155	2.33% 20	860
Increasing rate of online, broadband connectivity	28.64% 248	27.71% 240	23.44% 203	15.94% 138	4.27% 37	866
Increasing use of shared mobility services (e.g., Uber/Lyft, bikeshare)	25.64% 222	32.10% 278	24.83% 215	13.16% 114	4.27% 37	866
Increasing use of new technologies (e.g., self-driving and electric vehicles; vehicles that communicate with each other and roadside infrastructure; drones; hyperloop)	32.41% 280	26.97% 233	20.25% 175	14.70% 127	5.67% 49	864
Other	56.52% 130	16.52% 38	8.70% 20	2.17% 5	16.09% 37	230

#	PLEASE DESCRIBE	DATE
1	Access to bus routes and/or other public transportation.	6/4/2018 4:11 AM
2	Vehicles for the future need to be available to the Disabled.	6/3/2018 8:17 PM
3	Increasing preference for use of phones and tablets over driving resulting in desire for car alternatives	6/1/2018 6:20 AM
4	Growing science that pedestrian oriented design and mass transit is a better environmental decision than the automobile.	5/31/2018 5:01 PM
5	I would love to seem more bike infrastructure, and improvements to public transportation	5/31/2018 3:11 PM

6	Not understanding e-bike legislation when multiuse trail speed limits are 20MPH. E-bikes of great interest to residents over 65 and residents with a disability. Allows them to get out in fresh air to get some exercise.	5/31/2018 2:59 PM
7	More cars on the road - let's improve options for commuting via bicycle.	5/31/2018 1:36 PM
8	Increased population pressures on highways and resulting pollution and lost time and health. Where are the electric vehicles and light rail? Economic loss to dirty energy is tremendous and needs to be addressed.	5/31/2018 1:13 PM
9	Increasing use of bicycles and e-bicycles as transportation in Urban areas	5/31/2018 12:58 PM
10	Over population in our Central Ohio area combined with too many studies and not enough actual change in the infrastructures have made a mess of things. Maybe we are asking the wrong questions or asking the wrong people to address the issues and solve the problems?	5/31/2018 11:16 AM
11	Increased interest and demand for active transportation options.	5/31/2018 9:30 AM
12	Increasing desire and need to improve the sustainability of our communities without sacrificing mobility.	5/30/2018 10:11 PM
13	we need passenger rail in central ohio	5/30/2018 2:46 PM
14	Strongsville needs to have a bicycle infrastructure.	5/30/2018 2:08 PM
15	An exodus from urban centers - projected within 10-20 years.	5/30/2018 11:37 AM
16	increasing expense of automobile ownership	5/30/2018 9:23 AM
17	The continued lack of commuter trains outside of Cuyahoga county and lack of high speed rail between major Urban areas.	5/30/2018 7:31 AM
18	Congestion, disrepair, and fatalities related to interstate highway travel with personal motor vehicles should prompt investment in high-speed passenger rail systems connecting Ohio's major urban centers. The availability of this option will reduce individual traffic along redundant travel routes, especially for the upcoming, younger generations that value public transit, convenience, and the ability to focus their attention on tasks other than driving while they travel, often to visit friends and family since they live increasingly distant from home.	5/29/2018 2:38 PM
19	While new tech can seem appealing, often times they do not address transportation needs from an equity standpoint. Ride share simply cannot be prioritized over public transit.	5/29/2018 10:29 AM
20	Funding challenges associated with aging infrastructure and gas tax in a time of fuel efficient and electric vehicles	5/27/2018 11:07 AM
21	We need rail service.	5/26/2018 9:00 PM
22	Emphasis needed (additional funding) to enhancing and connecting public and active transportation for all populations, particularly older adult and young adult populations demanding walkable bikeable communities.	5/26/2018 6:19 PM
23	More boomers and older as well as millenials and younger don't want cars, to drive, the expense of car insurance, payments, and maintenance. Younger people are delaying getting their driver's license. Many don't want to drive, don't like driving in congestion of highways, avoiding road repairs. Many studies prove people want passenger rail, light rail, and better mass transit with modern multimodal transit centers with passenger rail, increased routes/frequency, buses, and taxis for connectivity. The businesses and universities would benefit as well, especially for marketing. Recreational travel would boon!! More affordable than flying. Good for families, disabled, elderly, and disabled veterans!! I can't get from any city in Ohio to another major city without driving! Geesh! Very annoying! There's 1.6 billion in additional federal dollars available for mass transit /passenger rail. Is Ohio again not going to assure they get their piece of the pie? Tracks, crossings, and stations could be upgraded, positron upgrades for safety, and more routes for regular business and recreational travel, a must!! Please make passenger rail a reality like other parts of the country! Let us be able to connect routes to the east coast and west coast. (I'm 59 and don't want to drive!!!)	5/26/2018 4:39 PM
24	increasing the accessibility and reliability of transit services, includes rerouting such as the one with COTA in Columbus	5/26/2018 4:07 PM
25	It is important that they keep extending the existing bike trails in Ohio and put in more sidewalks in densely populated areas so that there will be more and safer places to exercise especially when anyone goes places.	5/25/2018 8:15 PM

26	The very slow population growth in Ohio vs the rest of the country.	5/25/2018 4:07 PM
27	A medium size bus transit system with set pick up sites, routes, and destinations, on a regular schedule. Also, a select service for appointments, such as Doctor, Physical therapy, any type of Medical appointment, or necessary need such as a Lawyer. This would be a highly useful and much needed service, as well as helpful, with the traffic situation and elderly drivers.	5/25/2018 3:45 PM
28	More attention needs to be on rail. Our RTA rapid system is ok, but it's not 1/4 as effective as some of the systems in Europe. If it were up to me, I would move Hopkin's down by Ashland, and connect it to Cleveland, Columbus, and Cincinnati via high-speed rail. I would then repurpose the old CLE airport for mixed use and rehabilitate its environmental impact on the Rocky River watershed. This, all if money were no object, I know.	5/25/2018 11:21 AM
29	Transportation is extremely needed for the future of our seniors. We need to provide more opportunities for them.	5/24/2018 9:04 PM
30	Growth of active transportation (walking, biking). Growth of e-bikes.	5/24/2018 1:33 PM
31	In rural Ohio, distance to/from medical providers/social service agencies, and lack of public transportation including buses/taxis etc, make it extremely difficult to provide transportation services to persons in need of them. Local providers (CAA's, Senior Centers, ODD's, etc) have linked together in many counties (like Jackson/Vinton through JVCAI) to coordinate the services of all, which has worked extremely well. The nightmare services we hear about are those provided by Managed Health Care where persons are late for appointments; ride never shows up to take to same doctor, for example - multiple times, and doctor no longer wants to see person due to missed appointments. These are types of problems we see with Managed Care provision of transportation services.	5/24/2018 12:12 PM
32	Increasing interest in public transit, complete streets and alternative modes of transportation along with an increased pressure to reduce greenhouse gas emissions and lower deaths related to vehicles.	5/24/2018 12:07 PM
33	Rural areas losing or not having funding to assist with transportation needs. Possibility of losing funding.	5/24/2018 11:47 AM
34	Increasing pedestrian mobility for people with disabilities. (eg. sidewalks, curb ramps)	5/24/2018 9:55 AM
35	General Population Growth	5/24/2018 9:36 AM
36	Mass rail system across state of Ohio and throughout USA. These were needed 10 years ago. One should be able to safely pedal a bicycle anywhere in and around cities and between cities. We are lagging and these projects as well as infrastructure to acquire land needs to be rapidly pushed forward. Beginning to build rail needs to happen now. Too much focus on freeways and narrow old sidewalks do not move us forward. Automated cars are still 10 years off. Rail in mass and bicycle multi use paths. Now.	5/24/2018 8:18 AM
37	Bicycles	5/23/2018 5:02 PM
38	Public transportation expansion.	5/23/2018 10:59 AM
39	I hate all this new technology. It will continue to take jobs from real people....the poverty level will increase which means crime will grow. Not a fan.	5/22/2018 12:56 PM
40	Protected bike lanes on main or spurs near main roads. Centerville & Washington Twp a black hole of usable space and a death trap. I recently rode Louisville's Loop and their protected lanes. Impressive!	5/22/2018 11:43 AM
41	We need transportation CHOICES. If we would quit prioritizing the automobile, we could make meaningful improvements to the transit/biking infrastructure in our cities. This would result in fewer traffic deaths, a cleaner environment, and overall better public health (encouraging more active transportation, breathing less pollution, less traffic accidents, etc.).	5/22/2018 9:42 AM
42	A: Unseen (hidden/structural) subsidies for automotive fuels. [Via US military protection of production and distribution; via public support of accident/EMT/police services related to auto crashes, etc] See <a href="https://www.fastcompany.com/1762661/true-price-gas-what-it-should-really-cost-fill">https://www.fastcompany.com/1762661/true-price-gas-what-it-should-really-cost-fill</a> ; see <a href="https://www.npr.org/2013/03/28/175550949/imf-gas-prices-dont-reflect-true-costs">https://www.npr.org/2013/03/28/175550949/imf-gas-prices-dont-reflect-true-costs</a> B: Ohio's systemic failure to properly fund public transit at the state level.	5/21/2018 8:33 PM
43	Increase in need of bicycle lanes and/or wider paved state highways for rural bike riding	5/21/2018 6:34 PM

44	Depends on how savvy public transit will become, and what infrastructure investments are made, and what land use/redevelopment will happen around transit. Uber is still one car per person at a time; bus is 40+ people at a time.	5/21/2018 1:46 PM
45	Increased need for public transportation for under resourced communities including people with disabilities, aging population, service industry workers, communities of color, immigrants, refugees, reentry/returning citizens from prison, people in poverty, etc.	5/21/2018 10:03 AM
46	Emergency Preparedness.	5/21/2018 9:57 AM
47	Public transit	5/20/2018 8:22 PM
48	Need for more bicycle paths connecting people. This includes rural areas and central cities.	5/20/2018 3:44 PM
49	You folks need to give much more money for public transportation. Public transportation is the most efficient way for all people to get from one place to another. And for the many folks who do not drive, it is the only way.	5/20/2018 2:44 PM
50	To help the tourist find things to do in our state and not just pass through our state. More funding in this area.	5/20/2018 7:13 AM
51	People with low incomes seeking to enter workforce	5/19/2018 3:27 PM
52	Public transportation..Amtrak and city buses	5/19/2018 1:38 PM
53	Desire for people to be eco-conscious and reduce their carbon-footprint. Many people I know live too far for biking to work, and there are almost no options for public transit in the suburbs, so they feel they have to drive. Also the decreased funding for public transportation leads to lower quality or consistency of the buses/trains, which has driven some people away from using them. Lately, I feel as though tourism to Cleveland from other regional cities (Columbus, Pittsburgh, Toledo, Chicago) is stunted because of the limited transportation options between these cities.	5/19/2018 1:15 PM
54	Crowdsourcing information about rider's needs to improve public transport and service routes. Specifically Medical Transport (non-emergency) is a huge challenge for every municipality, imho, but of particular challenge to the NE Ohio area. Transport WITHIN medical complexes (bc they are huge) and especially for the elderly or disabled, should be addresses bc it's a REAL problem. It's a big enough problem that it should be considered part of the transport concerns even though it's on semi-private property.	5/19/2018 6:33 AM
55	People switching from driving to biking, public transportation, and walking in Ohio cities to save money and help the environment will be a huge effect.	5/19/2018 1:30 AM
56	Public transportation	5/18/2018 2:35 PM
57	Low income population centers continuing to be located far from job centers resulting in a increased need for affordable clean public transit	5/18/2018 2:13 PM
58	Increasing awareness of transportation deserts and how to increase access in them	5/18/2018 1:29 PM
59	Increased need for public transportation in urban centers	5/18/2018 11:50 AM
60	Health concerns posed by air pollutants, need for clean transportation Also, limited parking downtown (which is a good thing) causing people to need public transit and safe bike lanes	5/18/2018 9:56 AM
61	Urban areas that have up-to-date public transit -- especially light rail, commuter rail -- are attractive to investors and young adults. Cleveland's downtown is growing rapidly because young adults know its the hub of an integrated public transit system, including rail. And that's also the reality of thriving cities like Minneapolis and Denver. While ride-sharing services are transforming the transportation economy, nothing beats efficient, clean and safe public transit as a way of reaching jobs, retail, opportunities for recreation. I can afford ride-share perhaps once or twice a week, but for daily living, public transit is my go-to option. Thank you for asking our opinion!	5/18/2018 9:17 AM
62	Even all-electric cars are expensive to build and a challenge to recycle. We need more options for local travel and high speed long distance so few vehicles carrying one or two people can stay off the road.	5/18/2018 8:29 AM
63	We need to refocus on our Railroad system--it is environmentally friendly, safe, and fast.	5/17/2018 9:00 PM
64	I want to be able to take Rail Rapids into Cleveland and the Hopkins Airport. And I need Passenger Rail to Columbus, Dayton, and Cincinnati. I know so many college students who need this.	5/17/2018 9:00 PM
65	National and state budget, debt, and priorities.	5/17/2018 1:12 PM

66	Public transit and complete streets	5/17/2018 11:53 AM
67	Please make a train that connects Cleveland Columbus and Cincinnati ( to their downtowns or at least a subway that connects to downtown if not directly)	5/17/2018 11:19 AM
68	We need to look into actually BRT or light rail lines	5/17/2018 10:32 AM
69	Active transportation, human-powered mobility, healthy transportation options, free and equal access to roadways for all modes, not giving preference to private automobiles in the built environment, not using public funds to pay for the storage of private vehicles on roadways or parking lots.	5/17/2018 10:18 AM
70	Demand for public transit access by businesses as they decide where to locate and talent as it decides where to put down roots.	5/17/2018 10:17 AM
71	Columbus needs a more comprehensive bus system with adequate shelters and amenities. Also sidewalk network gaps should be addressed. For example, gaps between Cooke road and Morse road make it difficult for residents in North Linden to walk up to employment and service centers along Morse. More bike and pedestrian connections that link neighborhoods across highways. A True BRT on Cleveland avenue, and more high capacity transit on high street. Kicking street parking off of high street (especially the short north) and having people park at major parking hubs like OSU and the Arena District would open right of way for a street car or BRT.	5/17/2018 10:16 AM
72	Growth for demand of alternative transportation (i.e. bus, light rail, high-speed rail)	5/17/2018 9:52 AM
73	Development of passenger trains (e.g., LRT and intercity high-speed rail)	5/16/2018 4:02 PM
74	Cost of fossil fuel powered cars versus electrification, growing need to equalize transportation equity for low income Ohio residents for access to better paying jobs, aging road infrastructure,	5/16/2018 3:12 PM
75	before you worry about adding new roads FIX THE ONES WE HAVE. OUR ROADS ARE HORRIBLE FOR THE MOST PART.	5/16/2018 2:27 PM
76	Decrease dependency on owning vehicles. Increase need for multi-modal solutions	5/16/2018 1:38 PM
77	It seems like the amount of traffic on all of our roads is increasing. I travel I-480 E and W every day; it is terrible. What are ODOT's plans to handle the increased traffic?	5/16/2018 1:30 PM
78	Weather- as traffic increases, it will take a smaller amount of weather (had rain or snow) to have a greater impact on traffic	5/16/2018 12:40 PM
79	public transportation	5/16/2018 11:20 AM
80	We still have communities without broadband connectivity and THAT is significant.	5/16/2018 7:39 AM
81	I feel health and wellness trends (the need to be more physically active in daily life to maintain good health), gas prices (they should and will increase, affecting individual car ownership and usage) and a younger population that is deferring/rejecting car ownership and licensing will have significant impacts as well. If we want to attract/retain younger populations, families and older adults, we should plan for communities to accommodate/encourage all forms of transportation, not just the car.	5/15/2018 1:47 PM
82	We need to really focus on pedestrians/bike. Cincinnati seems to be lagging behind other cities like Minneapolis.	5/14/2018 7:05 PM
83	Climate change w/ extreme weather is going to impact what our transportation is like- *flooding-eroding roads/closing them/wrecking them. *more freezing/heaving. *hotter summers affecting application of products used in construction. More destructive tornadic activity- trees, houses, debris, electric poles etc on roads w/ closures. So on & so on.	5/14/2018 4:34 PM
84	TransitX UC Hyperloop Powernet CB streetcar improved frequency of bus service The Connected Region Venture Smarter Smart Cincy Waypoint all great starts	5/14/2018 4:04 PM
85	Increase in transit & roadway-expansion decisions by non-elected bureaucrats to favor automobile-usage	5/14/2018 10:57 AM
86	Are you kidding... no rail, no mass transportation????? We cannot compete for Amazon type companies nor the individuals whom want to work at them if we do not have light rail that connects our urban centers and our suburban areas. Please connect CLE, Columbus, Dayton, and Cincy by rail. Driving those corridors on 71 is a waste of time.	5/14/2018 10:06 AM
87	The bridge across the Ohio	5/13/2018 9:19 PM



88	Increasing sustainable, and properly funded public transit (Buses, BRT, Streetcars, Rapid Transit Trains)	5/13/2018 8:39 PM
89	Safe and stable transportation for those with disabilities. Creating an as needed transport service that has the training, skills and abilities to help.	5/13/2018 6:50 PM
90	The need for public transit	5/13/2018 4:28 PM
91	Encouraging greater use of the GCRTA network, expanding service, and filling the funding gap to stop the RTA death spiral.	5/13/2018 2:27 PM
92	GCRTA had a failing infrastructure and business model. They focus on the downtown and a few key areas which are leaving the rest of the region to suffer with sparse, nonexistent or soon to be removed bus service. We need fair and far reaching public transit flowing through Northeast Ohio again. A system which beloved and practices that all deserve to be served, not just the ones who make the best numbers for brochures and awards. The future for Greater Cleveland is that its transit system is in a death spiral, it is mismanaged, poorly managed and has skewed priorities which are not about transporting the population.	5/13/2018 9:54 AM
93	Public transit to the state's ability to attract large employers.	5/13/2018 8:32 AM
94	Need for better public transport and Intercity passenger rail	5/12/2018 8:13 PM
95	In particular regarding a few of the questions, there must be more efficient public transportation for people living in suburbs and distant neighborhoods. In a lot of Ohio's urban agglomerations, more and more jobs are farther away from the city. To get from one suburb to another, often times someone will have to take one bus (if not more) to downtown and then take another bus (if not more) to the other suburb. In the event of a car breakdown or simply losing or not having a car to begin with (or simply wanting a more walkable lifestyle), people shouldn't be expected to rely on Uber or luckily finding a neighbor to carpool with. Alternatively, the extensive bus connections to downtown could be replaced with faster transit, such as light rail, where the speed would make up for multiple connections.	5/12/2018 6:03 PM
96	Elderly and disabled passengers I believe will rely on other forms of transportation instead of driving themselves. Cost and destination areas covered will have a huge impact.	5/12/2018 5:17 PM
97	Need MUCH more support for transit systems in the major cities. Need hi-speed rail connecting major cities.	5/12/2018 12:01 PM
98	Taxi,van,bus shuttles,rail,group transit Eco,electric all forms transit for this region. Less dependence single commute,better roads, gov.cooperation.	5/12/2018 8:35 AM
99	having a well established transportation system is the number one priority for Ohio to maintain a healthy economy for the future!	5/12/2018 12:37 AM
100	Cost of transportation, especially fuel	5/11/2018 6:59 PM
101	Bridges and roads--maintenance and failures year round	5/11/2018 6:20 PM
102	Affordability. Flexibility in Access Destinations. Reputation and Acceptance of modes of transport other than personal vehicles.	5/11/2018 5:04 PM
103	The maintenance and upkeep on the trains and buses is vital. Cleveland had a bed bug issue and those of us who ride everyday experience the terrible sense of unsanitary conditions. The homeless tend to "ride" the train to sleep. No fault of their own, but the least that can be done is disinfect these modes of transportation. thousands of all walks of life use this. Seats should be replaced with vinyl cushions. Who knows what lurks in those fabric seats that are not that old. Love the colors by the way. Maybe go with sports team's colors. Spend money on keeping your customers safe. I believe and countless other riders who voice it on a daily basis agree, keeping your vehicles clean is part of keeping your customers safe. I am being honest and I think you need to know. Some days it is really disgusting to get on the train. I'm grateful for RTA. I lived in Medina county and it was very difficult to get around.	5/11/2018 4:19 PM
104	Alternate transportation - cycling and e-bikes, cycling infrastructure	5/11/2018 3:52 PM
105	If current trends continue, a growing gap in wage inequity along with a decrease in some area public transit usage can lead to continued loss of mobility for low-income individuals. Lack of Universal Design in technology and transit will alienate people with disabilities and the elderly, who are supposedly those that should have the greatest benefit of some of these technologies.	5/11/2018 3:15 PM
106	Significant economic shift as baby boomers leave the economy (I.e. die)	5/11/2018 2:58 PM

107	Increased multi-modal transportation, Need to diversify investment and funding streams across multiple modes, Need for more efficient ROW usage away from single-occupancy vehicles (HOV lanes, dedicated bike lanes, dedicated transit/bus lanes) to increase capacity in confined urban areas and reduce life cycle costs for road maintenance, Change in lifestyle preference to car-free, Better connections of major cities/metro areas to one another via alternatives to highway/car	5/11/2018 2:55 PM
108	Increased emphasis on "walkable" cities and suburban areas	5/11/2018 2:47 PM
109	Providing Light Rail services within cities/metropolitan areas and high-speed commuter rail services between cities.	5/11/2018 2:15 PM
110	People don't and/or drive for drive for various reasons but want to have an active life both during the day and evening. Therefore, there needs to be an effort to meet those needs. Yes, there are cabs, Lyft, Uber and the like - these are great but if your means are modest or below means - these options are out of reach. So affordable options are needed. Glad that more freight is being handled- but passenger rail needs to improve substantially.	5/11/2018 1:35 PM
111	Need passenger rail alternative to card.	5/11/2018 1:27 PM
112	More desire for improved public transit. Build the train from Cincinnati to Cleveland through Columbus. Build another train through Cincinnati, Dayton, and Toledo. There should be public transit available between Cincinnati and Dayton inclusive of Butler County. Public transit in general should be more of a state responsibility than a local one so that people don't need to drive, take Greyhound, or fly whenever they need to go somewhere else in Ohio.	5/11/2018 1:05 PM
113	Greater Cincinnati has a serious lack of passenger rail/subway options. We are a century behind where we should be. If my family was to leave Cincinnati based on quality of life issues, that would be the reason.	5/11/2018 1:02 PM
114	Contract providers need to be the same standards as RTA, i.e. washing vehicles, age of vehicles & etc. Cities w/o bus can only travel 5 miles. Mileage need to be the same across the board. Need to be fair & just all the way around. Bad news if you need dialysis & live over 5 miles.	5/10/2018 9:11 PM
115	I believe that the last question regarding self driving cards and the hyperloop are two items and should be separated.	5/10/2018 5:11 PM
116	Stop widening highways. Fund public transit.	5/10/2018 4:27 PM
117	motorist distractions mixed with increase in speed limits very dangerous combo. please go back to 65 speed limit. everytime I travel from Cleveland to Athens a distracted driver has veered into my lane in front of me and then has a hard time regaining control of car, especially when traveling at 70 to 75 mph. who cares if some truckers complain of a lower speed limit. this higher speed limit assures greater number of deaths and injuries	5/10/2018 2:15 PM
118	A huge problem are the truckers on highways. They tailgate, speed without being ticketed and insist on drivers getting out of their way. They also cross the lane and their trailers sway because of speeding.	5/10/2018 12:39 PM
119	ROADS AND BRIDGES FALLING APART. ROADS THAT NEED REPAIRS IN LESS THAN A YEAR FROM BEING NEWLY PAVED. ICY ROADS EARLY IN THE MORNING MAKE COMUTING DANGEROUS.	5/10/2018 10:04 AM
120	Fund public transportation	5/9/2018 9:07 PM
121	Climate change.	5/9/2018 2:04 PM
122	Growing economic divide. Those who cannot afford their own transportation or more expensive alternatives like UBER.	5/9/2018 10:39 AM
123	Public transportation busses	5/9/2018 9:18 AM
124	The awakening of the Ohio Passenger Trains nap of 50 plus years	5/9/2018 4:55 AM
125	Public transit investment.	5/9/2018 12:01 AM
126	Price of gasoline and labor are always going to go up	5/8/2018 7:12 PM
127	Less reliable transit available due to cuts.	5/8/2018 6:48 PM
128	Not sure if Uber - Lyft will have much impact on transportation needs; when the person needs to get from point a to point b, does it really matter who is driving, the person or the Uber - Lyft driver? This probably won't increase or decrease traffic volume.	5/8/2018 6:13 PM

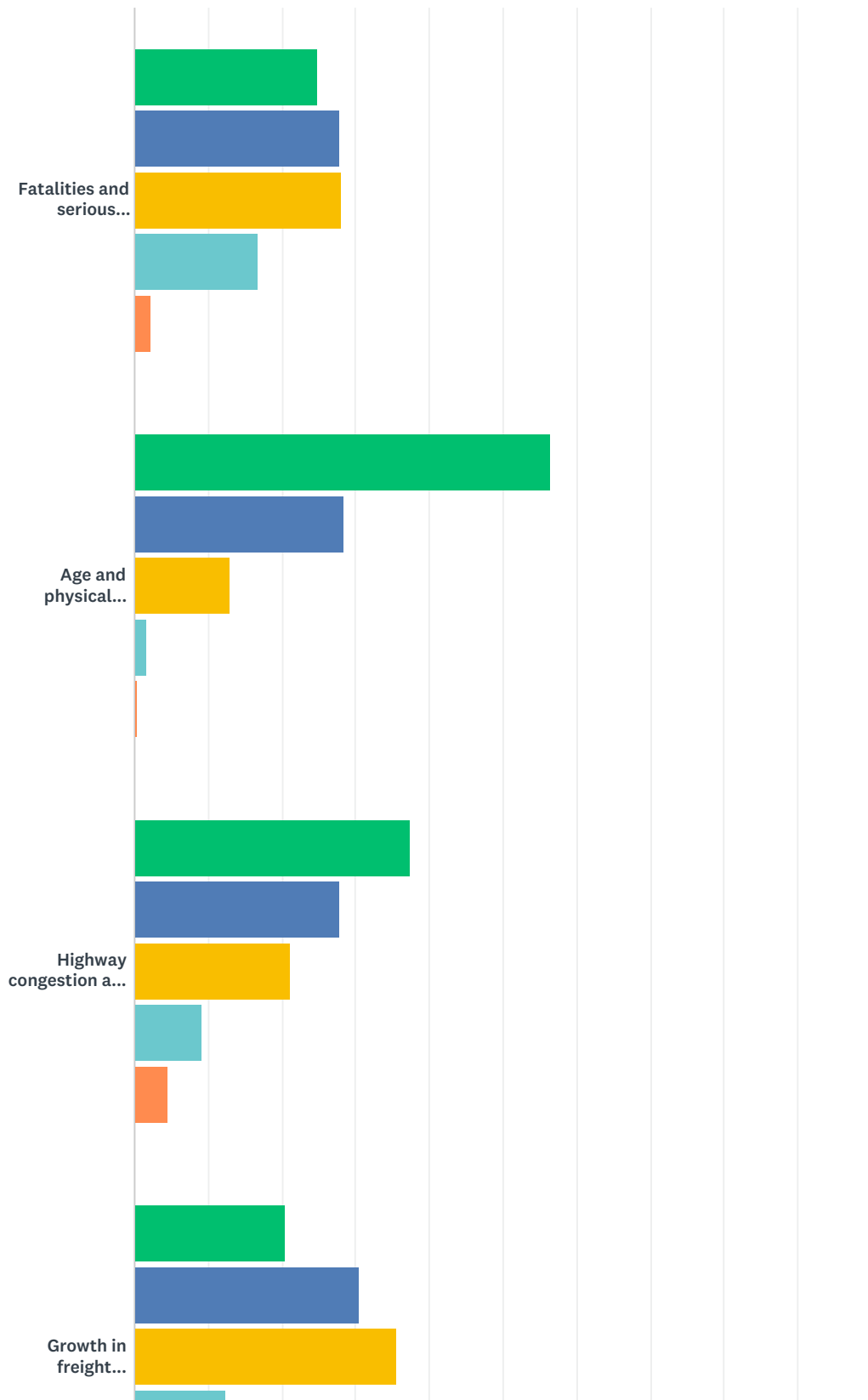
129	Return of the popularity of bicycles as a mode of transit within cities.	5/8/2018 4:51 PM
130	We need to expand I-475 the extra 9 miles over to the 80-90/ I-280 intersection to make the loop a viable bypass around Toledo. I-75 through town is too congested to deal with trucking and commuting simultaneously.	5/8/2018 3:48 PM
131	bus shelters equipped with emergency buttons	5/8/2018 3:46 PM
132	LOSS OF POPULATION - ROAD DIETS, ETC.	5/8/2018 3:15 PM
133	Need for rail, I would go downtown a lot more often if I had easy access to light rail. Driving down and competing for a parking place do not appeal to me.	5/8/2018 3:05 PM
134	PUBLIC TRANSPORTATION	5/8/2018 3:03 PM
135	Accessibility and training	5/8/2018 2:27 PM
136	Demand for increased and improved public transit, like heavy and light rail, BRT, and traditional buses	5/8/2018 1:55 PM
137	Increase public transit	5/8/2018 1:23 PM
138	Adding highway infrastructure promoting population growth in the fringe of metro areas further diminishing older communities.	5/8/2018 1:09 PM
139	I utilize both regular service and disability service. It would be nice for RTA to get additional funding so they could restore some of the regular service routes they have cut for budget reasons.	5/8/2018 12:53 PM
140	The ever increasing cost of parking in major cities' downtown areas.	5/8/2018 12:21 PM
141	Bicycles and E-bikes increasingly being used for commuting. Studies show large desire to commute by bicycle if infrastructure was safe.	5/8/2018 12:00 PM
142	Tax ride shares to subsidized the poor.	5/8/2018 11:58 AM
143	State funding of public transportation is an embarrassment. The people who rely on public transportation, actually rely on public transportation and the service they get is typically crap.	5/8/2018 11:42 AM
144	I personally see more people taking public transportation to work, especially men. Many more people would like to take public transportation but it's either unavailable in their area or the times are so limited that it doesn't allow flexibility needed in their work hours.	5/8/2018 11:40 AM
145	Increased need for transportation that does not rely on fossil fuel energy sources -- electric, cycling, solar.	5/8/2018 11:33 AM
146	public transportation is a major concern for downtown Cleveland, Ohio. A lot of people depend on busses/rapid trains to get around and to work, If they keep cutting funds to this, how will people get around if they don't drive or own a car?	5/8/2018 11:28 AM
147	People's desire to be multi-modal, transit-friendly, and car-free whenever possible	5/8/2018 11:25 AM
148	Increasing demand for safe and dedicated infrastructure for bicycling, walking, and public transportation	5/8/2018 9:09 AM
149	Do not let self driving vehicles on the road. I grew up being told driving was a privilege not a right. Since when did self driving vehicles have a right that I do not. My taxes pays for that road not some microprocessor brain.	5/8/2018 8:05 AM
150	Intercity rail across Ohio connecting to Chicago and DC	5/7/2018 6:12 PM
151	Why doesn't this survey even mention transit?	5/7/2018 5:39 PM
152	A growing need for four lane corridor from Sandusky to Columbus. This could be either limited or unlimited access. This also could connect with existing four lane US 23 @ either Upper Sandusky or Marion.	5/7/2018 3:46 PM
153	Many intersections are on timers, not sensors. I imagine the amount of fuel wasted on an annual basis is staggering. I would think the loss of all that fuel would justify the cost of sensors, not to mention the pollution reduction.	5/7/2018 12:41 PM
154	Bicycles and pedestrians. Bicycles and pedestrians. Bicycles and pedestrians.	5/7/2018 9:58 AM

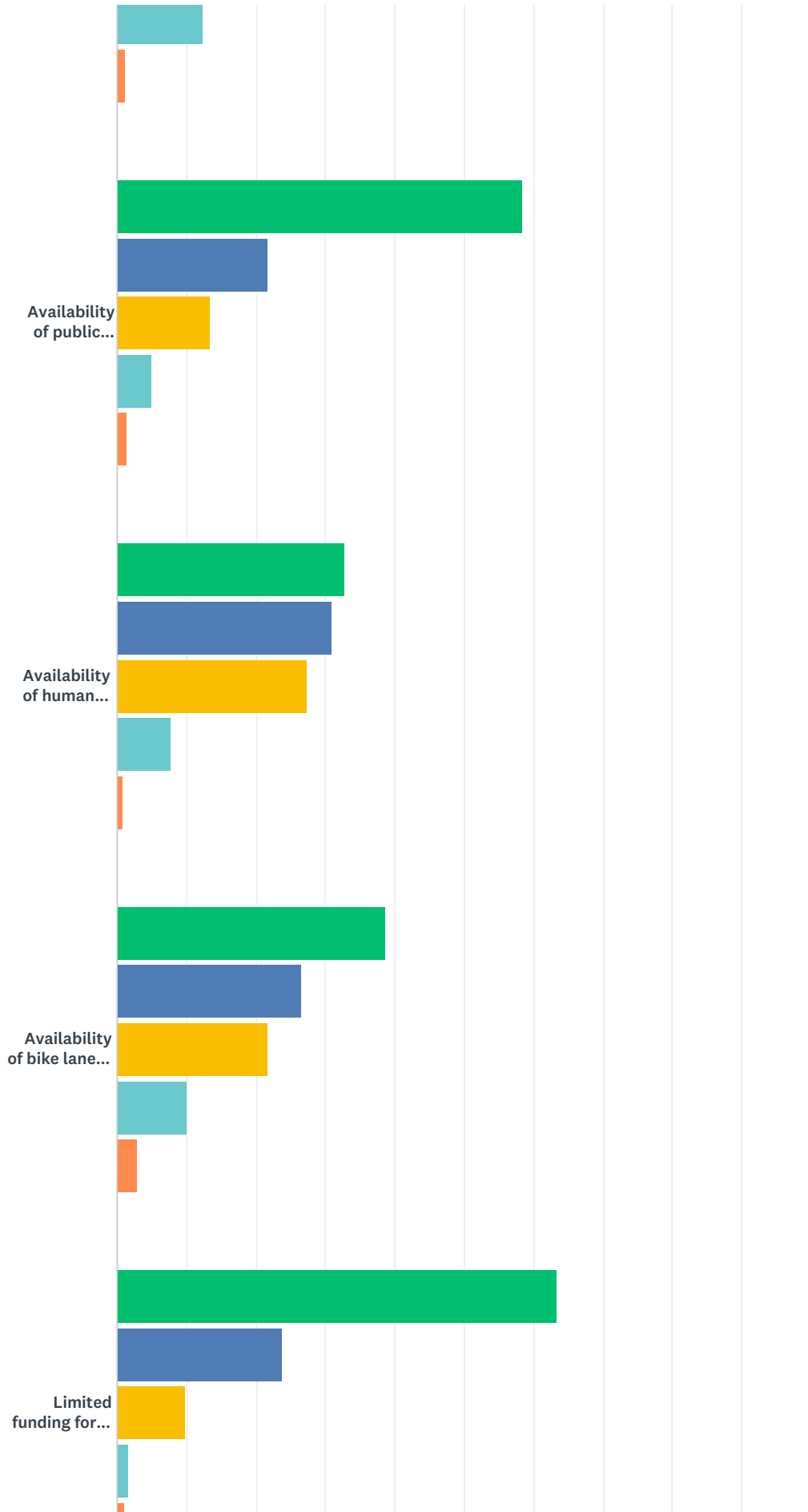
155	As gas becomes more scarce and expensive, we will need bike lanes on more roads. They are even more important on busy roads than on less-traveled roads, since it is less safe to ride a bike in traffic on higher-speed, high-traffic roads. On slower-speed, less-traveled roads, riding with traffic is not much of a problem. Trying to route cyclist to avoid busy roads, can make trips impossible, because sometimes there is no suitable alternate route for bikes.	5/7/2018 9:54 AM
156	With the advent of EZ-Pass why are toll gates booths closed? If there is lack of staffing or staff on breaks don't close the lane, make it EZ-Pass only until employee returns from break. I think much of the road construction is not needed. Just done to provide construction jobs. Rt 57 and I-90 intersection has been under construction for 6 years. When will it be finished???	5/7/2018 7:40 AM
157	Need for automated statistical gathering for both real-time and historical activity	5/6/2018 11:12 PM
158	Bicycles	5/5/2018 3:51 PM
159	We want some bike lanes	5/5/2018 3:19 PM
160	get traffic signals to move traffic and not to stop traffic. loop detectors fail and the cities do not maintain them	5/4/2018 11:02 PM
161	Not keeping in mind all age groups.	5/4/2018 10:34 PM
162	Need better support for public transit within and between cities. Also, need to shift away from widening already-existing highways because it only increases the traffic.	5/4/2018 6:16 PM
163	Investment in commuter and high-speed rail is imperative	5/4/2018 3:27 PM
164	Alternative transportation solutions and environmental resiliency	5/4/2018 2:59 PM
165	Affordability of transportation and housing in general, this will drive where people live.	5/4/2018 5:53 AM
166	I feel the lack of light rail and passenger rail service in central Ohio is a hindrance to getting high tech jobs like Amazon.	5/3/2018 3:43 PM
167	Odor needs to make sure we can exit Greenlawn from 315 South. The proposed closing of that exit is completely unacceptable to residents of German and Merion villages	5/3/2018 11:22 AM
168	Rapidly growing need for urban and intercity public transportation to sustain mobility for mobility-impaired individuals who cannot/should not drive.	5/3/2018 11:18 AM
169	Transit, Commuter Rail, High Speed Rail, Biking, and Walkability	5/3/2018 8:10 AM
170	Light rail to get from suburbs to downtown	5/2/2018 7:37 PM
171	Growing numbers of people who want options to the car keys, whether self driving or not.	5/2/2018 7:24 PM
172	Better design/engineering of Interstate entrances/exits to facilitate smooth integration of traffic. Some current designs are accidents waiting to happen...and they do!	5/2/2018 3:48 PM
173	There will continue to be a portion of the population that cannot afford Uber/Lyft, new technologies, etc. and/or will need handicapped accessible public transit. We cannot forget these individuals.	5/2/2018 1:50 PM
174	The cost and structure of time using the public bus system. We also need more affordable way to the airport.	5/2/2018 1:19 PM
175	Fund Public Transit!!!!!!!!!!!!	5/1/2018 1:41 PM
176	Need to reduce vehicle emissions due to climate change	5/1/2018 11:53 AM
177	Increasingly unpredictable and extreme weather events	5/1/2018 11:11 AM
178	Create business supports, ease tax and safety concerns for businesses that will allow working from home.	5/1/2018 11:01 AM
179	Please stop spending money building highways. If Ohio wants to attract new residents we need transit, bike lanes, bus lanes, road diets and money to maintain the roads we already have. Subsidizing outward expansion while the core deteriorates is a losing strategy.	4/30/2018 9:36 PM
180	Self-driving cars won't be a reality for another 25 years or so, but there is more that we can and should do now -- for public transportation, as many cannot afford their own cars. Also, younger generations are less interested in driving -- more bikeways and buses would help.	4/30/2018 6:00 PM
181	Growth in alternatives to cars (public transit, walking, bicycling, etc.)	4/30/2018 4:56 PM

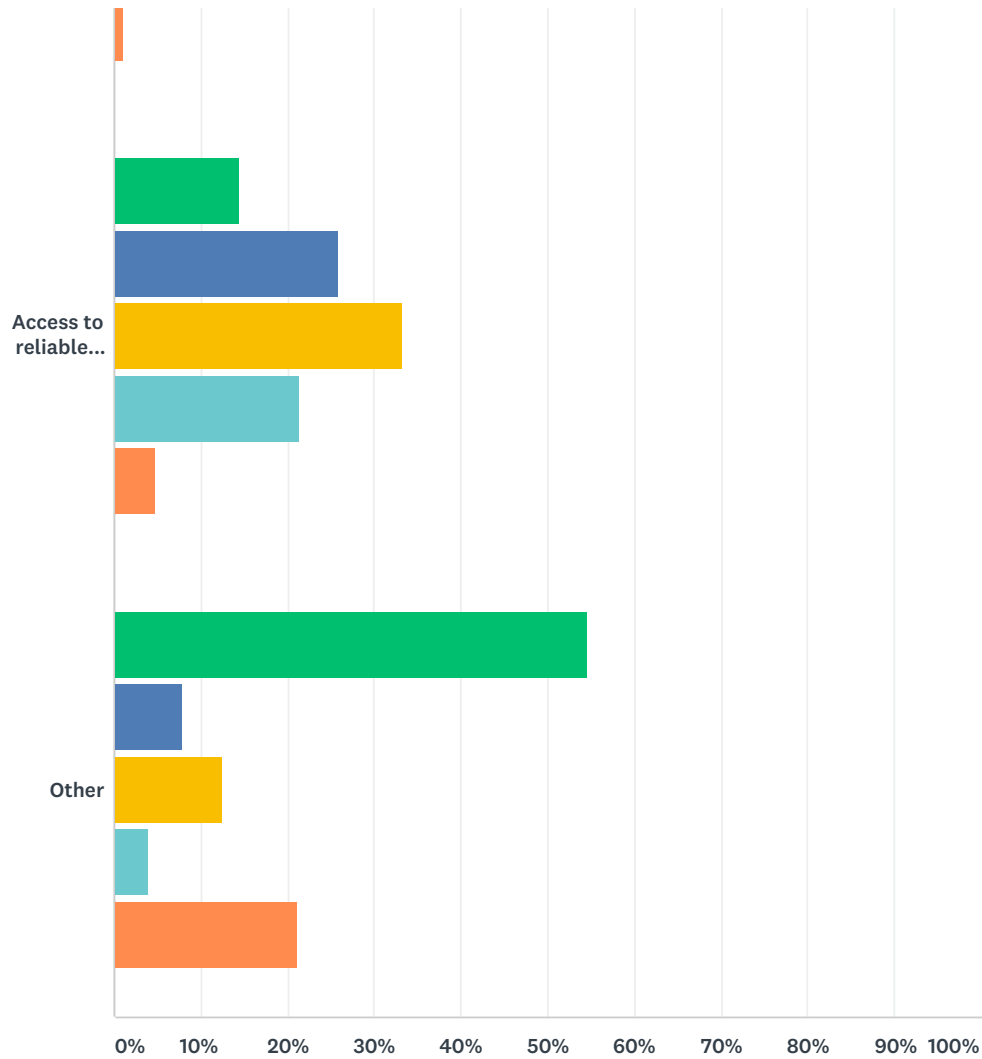
182	Self driving vehicles will be a safety problem for a significant length of time before become the "norm" sometime in the future.	4/30/2018 4:52 PM
183	Increasing mass transit like light rail. Specifically helping get Columbus some type of train system. Even Amtrak would be a start. Columbus is the largest city in North America without some sort of passenger rail.	4/30/2018 4:45 PM
184	Consider smaller , higher numbers of personalized transportation options suitable for a diverse location of employers and destinations electronically enabled and coordinated.	4/30/2018 2:18 PM
185	we need more pedestrian and bike infrastructure and need a plan for communities to maintain them in all seasons	4/30/2018 11:27 AM
186	Planning for transportation other than cars. Walking and Bikes.	4/30/2018 8:27 AM
187	OUR ABILITY TO MANAGE CHANGE OR CATCH UP WITH THE NEW TRENDS DEPENDS ON OUR CAPABILITY TO FINANCE AND IMPLEMENT THE MOST CRITICAL ONES IN A TIMELY MANNER. PRIORTIZE AND RE-PRIORTIZE AS WE MOVE FORWARD.	4/30/2018 8:12 AM
188	What systems other than cars and trucks will be more efficient?	4/29/2018 4:28 AM
189	Do we need to be investing in large geometric upgrades to our roadway system with large financial demands now when smart vehicles will be lessening the need for these safety improvements in the future.	4/27/2018 12:25 PM
190	It appears that self-driving/technologically-assisted driving will remain cost prohibitive (for the general population) for at least a decade, and there will probably still be millions of 'legacy vehicles' on the road in two decades. Personally, I think autonomous vehicles will not have a significant impact for most of the timeframe considered in this plan.	4/27/2018 10:29 AM
191	Diminishing local funding for state routes in villages (especially in Appalachian counties and areas with Shale Play truck traffic)	4/26/2018 3:44 PM

## Q2 2. Related to the potential trends above, identify the potential issues facing Ohio's transportation system over the next 25 years

Answered: 870 Skipped: 4







■ Extremely significant  
 ■ Very significant  
 ■ Significant  
 ■ Less significant  
 ■ Not significant

	EXTREMELY SIGNIFICANT	VERY SIGNIFICANT	SIGNIFICANT	LESS SIGNIFICANT	NOT SIGNIFICANT	TOTAL
Fatalities and serious injuries on the transportation system	24.94% 215	27.84% 240	28.07% 242	16.82% 145	2.32% 20	862
Age and physical condition of highways and bridges	56.52% 490	28.37% 246	13.03% 113	1.73% 15	0.35% 3	867
Highway congestion and delay	37.38% 323	27.78% 240	21.18% 183	9.14% 79	4.51% 39	864
Growth in freight movement by highway, rail, water or air	20.42% 176	30.51% 263	35.50% 306	12.30% 106	1.28% 11	862
Availability of public transit (e.g., bus, rail, van)	58.27% 504	21.85% 189	13.41% 116	4.97% 43	1.50% 13	865
Availability of human service transportation (curb to curb service for people with disabilities, senior transportation and non-emergency medical transportation)	32.91% 284	31.05% 268	27.46% 237	7.76% 67	0.81% 7	863



Availability of bike lanes, sidewalks and trails	38.64% 335	26.64% 231	21.80% 189	10.03% 87	2.88% 25	867
Limited funding for transportation investments	63.49% 546	23.95% 206	9.88% 85	1.63% 14	1.05% 9	860
Access to reliable passenger air service	14.44% 124	25.96% 223	33.29% 286	21.42% 184	4.89% 42	859
Other	54.61% 83	7.89% 12	12.50% 19	3.95% 6	21.05% 32	152

#	PLEASE DESCRIBE	DATE
1	Let's stop focusing on suburbs and let them pay for themselves. If they move 20+ miles away from their job they should expect congestion. Now for folks living within 10 miles of work should have access to public transportation (including bike safe areas).	5/31/2018 3:11 PM
2	Autonomous vehicles will be a boon to residents over 65 and residents with a disability.	5/31/2018 2:59 PM
3	To maintain growth a city has to have good transportation facilities, green belts, bike trails, higher education, and business opportunities which ties back into to access to an educated workforce and transportation access. Portland,OR and Denver, CO has been doing just that.	5/31/2018 1:13 PM
4	We have an opportunity in Central Ohio to build a very new sort of public transportation and infrastructure with the best technology. Stop talking and start doing.	5/31/2018 11:16 AM
5	the need for passenger rail is more pressing than improving air service	5/30/2018 2:46 PM
6	safety for all types of transportation and mobility	5/30/2018 9:23 AM
7	The continued lack of commuter trains outside of Cuyahoga county and lack of high speed rail between major Urban areas.	5/30/2018 7:31 AM
8	Ohio must invest in public transit.	5/29/2018 7:53 AM
9	Growth in use of UAVs from a safety and privacy perspective	5/27/2018 11:07 AM
10	I don't want driverless cars or big semi's adding to the congestion on highways and causing more safety concerns. More passenger rail better for the environment and reducing ongoing repairs on the roadways!!	5/26/2018 4:39 PM
11	Low level of transit funding by the state of Ohio for both operating and capital funding some of the lowest in the country on a per capita basis.	5/25/2018 4:07 PM
12	Other: Intercity rail service 15 mph school zones 20 mph city streets Statewide bike/ped intercity trail network Safe Routes To Schools (reduce need for buses) Dynamic Urban Congestion Tolling on Highways User Fees (tolls) pay for all Limited Access Highways	5/25/2018 4:00 PM
13	Any thing that can be judged by a person is there responsibility. Injuries and even fatalities are the result of human judgement. If a road needs repair, slow down or take another route. We are not entitled to perfectly smooth roads. (although no potholes would be nice) Maintenance is necessary, to the best of our ability to pay for it. Nothing is free.	5/25/2018 3:45 PM
14	We need to keep improving systems.	5/24/2018 9:04 PM
15	Again, in rural Ohio, lack of funding for transportation services, medical and non-medical for low income individuals with no or unreliable transportation, is a serious issue. In our area, we have networks in place that provide excellent transportation services to as many individuals as funding allows. More money is needed in rural counties to expand what we have.	5/24/2018 12:12 PM
16	Increasing control over the transportation system and its direction by private industry (Uber/Lyft/Etc.)	5/24/2018 12:07 PM
17	N/A	5/24/2018 11:47 AM
18	Maintenance of existing pedestrian infrastructure in the public ROW.	5/24/2018 9:55 AM

19	Mass rail across ohio and usa. Connected bicycle lanes. Dedicated bicycle lanes separated from roads and traffic. Painted green. Look at ability to ride a bicycle from worthington mall to lazelle road? A sidewalk was installed..it is illegal to ride a bicycle in the sidewalk. How did this happen? How does someone ride a bicycle from worthington safely to Polaris parkway? Or along polaris parkway for example? Nope nothing there at all to safely ride. No multi use path from worthington hills to powell road and beyond. So either install a rail system in areas such as this or proper multiuse paths. One could put bicycle on rail get to work and bicycle home on a proper safe path. A student i know can not ride a bus from Capital University to east orange road. Nor is there a rail system. Most youth under age of 30 do not have interest in owning a car or house. Transportation needs should keep up with these needs.	5/24/2018 8:18 AM
20	Please don't use bike lanes; use sharrows instead (or at least in addition to).	5/22/2018 7:44 PM
21	Light rail or the promised inter city rail cincy to cleveland and columbus to indy, can you start near pittsburgh? All crossing in Dayton.	5/22/2018 11:43 AM
22	insufficient wayfinding for autonomous vehicles, especially delivery vehicles increasing distraction of drivers	5/21/2018 8:33 PM
23	The lack of centralized transportation hubs (rail, local, regional, long distance, taxi) makes it difficult to transfer from one system to another.	5/19/2018 5:18 PM
24	Increasing demand for light rail service in good repair. IMHO, the future is not self-driving cars. The future is self-guided and remote monitored and controlled public transpo with a focus on light rail / rail. Please don't make the mistake of thinking ride-sharing is a solution for medical transpo. Rideshares do not conform to the ADA. They may not be here tomorrow. They are not reliable.	5/19/2018 6:33 AM
25	Availability of long distance light-rail/vactrian transportation (Cincinnati-Cleveland etc.)	5/18/2018 12:21 PM
26	We need many, many more RAIL freight and passenger opportunities--routes, services, etc.	5/17/2018 9:00 PM
27	We need to bring back the rail passenger and rail freight services which we had for over 100 years.	5/17/2018 9:00 PM
28	Unknown what will be available transportation wise in 2045. With technology the way its going, we will probably have spaceships as cars! Won't need roads.	5/17/2018 1:23 PM
29	Train would help airports too	5/17/2018 11:19 AM
30	We need rail or dedicated bus lanes!	5/17/2018 10:32 AM
31	Parity in transportation funding for active transportation, stop adding lanes when induced demand is clearly occurring, reverse the decision to open emergency lanes on 670 to private vehicles.	5/17/2018 10:18 AM
32	Investment in and access to reliable public transportation	5/17/2018 9:52 AM
33	before you worry about adding new roads FIX THE ONES WE HAVE. OUR ROADS ARE HORRIBLE FOR THE MOST PART.	5/16/2018 2:27 PM
34	Institutional barriers within regions. Lack of agency support (staff, leadership, and skill sets) to maintain and operate current and future investments.	5/16/2018 1:38 PM
35	All of these issues are significant. It's great that we are starting to add bike lanes. Public transportation should be greatly improved. There is no public transportation route across I-480 from the airport to Beachwood. If there were, perhaps that would ease some of the car traffic. I often lament how long I idle in traffic on 480. This may be in a later question, but more message boards are needed, as well as cameras so we can know what the traffic is like ahead.	5/16/2018 1:30 PM
36	Distracted driving via electronics & drugs making the roads unsafe for others on the roads	5/16/2018 12:40 PM
37	Need for transportation clearing house/communications center (like 211) for the aged, disabled and workforce. Need call center to communicate existing transportation options and to coordinate future needs i.e. next day, week or longer term needs.	5/14/2018 4:33 PM
38	Safety is golden protect road workers	5/14/2018 4:04 PM
39	conflicting ideology relative to mode.....bikes, cars, buses, trucks....there is tendency to not think big picture	5/14/2018 3:19 PM
40	There will be innumerable amounts of kids with autism soon aging into adulthood in Ohio alone. These young adults will need qualified individuals to provide transportation to and from vocational opportunities, school, and activities. Contrary to popular belief, these are not always funded by outside sources.	5/14/2018 10:33 AM

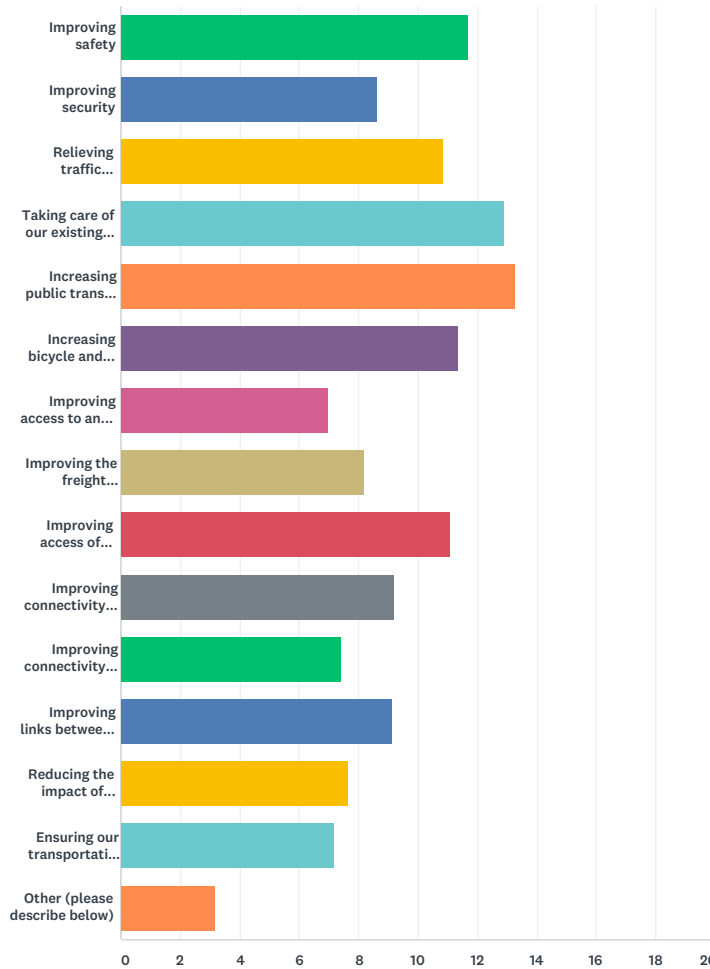
41	I would never say this but if you could pass a tax that went 100% toward Rail Projects . . . I would support that.	5/14/2018 10:06 AM
42	Passenger Rail	5/13/2018 12:15 PM
43	Again, I'll say GCRTA. While cutting fixed routes, it's also cutting Paratransit door to door because the people who lost their bus are no longer in the "proper" service area to qualify. The city as a whole looks for small scale, short term solutions, rather than actual fixes. We don't use better, stronger materials to fix roads or invest in self deicing material to reduce salt and plow use. We don't make public transit more user friendly and something people want in order to reduce congestion, we make it worse and increase automobile use.	5/13/2018 9:54 AM
44	non-funding of public transit	5/13/2018 12:26 AM
45	Access to frequent, fast and reliable passenger rail service.	5/12/2018 8:13 PM
46	One of many reasons Ohio cities were rejected in Amazon's search for a suitable HQ2 location, is our lack of flexible public transportation. While keeping Ohio's highways strong and durable is very important, our population continue to grow as our usage of the highways also increases. To combat more and more straining of the highways - and thus, saving the state money in maintenance costs, we should increase our public transit. This would also help combat traffic congestion and overall dependency.	5/12/2018 6:03 PM
47	Safety to the passenger and feeling safe in various forms of transportation are key factors	5/12/2018 5:17 PM
48	transportation and the infra structure needs to be addressed ASAP!	5/12/2018 12:37 AM
49	Public transportation in rural Appalachian Ohio	5/11/2018 6:20 PM
50	Access for rural areas	5/11/2018 3:05 PM
51	Historic lack of planning for transportation systems other than cars/highways, General over-reliance on cars/highways, Lack of creativity and innovation in transportation planning to diversify away from cars, Institutionalized auto-dependence/preference (even these questions highlight this) within DOT, Inability to continue to just add new lanes (and increasing maintenance costs) to solve transportation issues in urban areas - need to more creatively allocate spaces for other modes and sharing,	5/11/2018 2:55 PM
52	Lack of infrastructure to support a growing market for electric plug-in vehicles, which could result in a net migration of people to places where cities are better equipped	5/11/2018 2:47 PM
53	Better public transportation to alleviate highway congestion. Need desperately infrastructure projects. Need more non-stop airline routes.	5/11/2018 1:35 PM
54	We need some rail passenger alternative to driving cars.	5/11/2018 1:27 PM
55	Greater Cincinnati has a serious lack of passenger rail/subway options. We are a century behind where we should be. If my family was to leave Cincinnati based on quality of life issues, that would be the reason.	5/11/2018 1:02 PM
56	The need for other modes of transportation, including the expansion of passenger rail.	5/11/2018 9:08 AM
57	Need to be fair and just in window time across the board.	5/10/2018 9:11 PM
58	Stop widening highways. Fund public transit.	5/10/2018 4:27 PM
59	we need more funding for public transportation in the suburbs. In Cleveland area much suburban public transportation has been cut. Just because we live in suburbs doesn't mean we don't need public transportation.	5/10/2018 8:31 AM
60	Ohio's lack of public transportation funding is crippling the state economy. We need clean fuels and public transportation for many reasons, including economic development that will draw new employers to the state. Additionally, we need to invest in clean fuels and public transportation as well as integrated bikeways and walking space.	5/9/2018 2:04 PM
61	use of alternative energy and how it will effect transportation and forward thinking with greening of existing transportation construction methods and the more environmental awareness and preservation of urban infrastructure.	5/9/2018 4:55 AM
62	Funding for road improvements will decline as electric cars increase. What are the plans to maintain funding without the same dollars from fuel taxes?	5/8/2018 8:23 PM

63	Ohio needs to take a regional approach to public transit. In most states something a la BART (California) or METRO (DC) would exist between Cleveland - Akron - Canton and Dayton - Cincy - Columbus. We probably don't need high speed rail, but some sort of direct connection between the various cities would be a huge plus. Also, the state needs to step up to the plate and start funding public transit at a level comparable to other states.	5/8/2018 6:13 PM
64	Imbalance in competition between modes of transportation (buses/cars/trains/planes) and Ohio's failure to support public transit (buses/light rail/traditional heavy rail) to the same degree as neighboring states.	5/8/2018 4:51 PM
65	na	5/8/2018 1:39 PM
66	Maintaining existing infrastructure over building new infrastructure in the frengue of metro areas.	5/8/2018 1:09 PM
67	Accessibility of public transportation. Public Transportation Systems may have to serve more people commuting from rural and suburban areas into the cities for work. Using Public Transportation is likely to continue to be cheaper than people driving and parking their own cars.	5/8/2018 12:21 PM
68	TAX	5/8/2018 11:58 AM
69	Funding needed for local transit (buses and transit). Ohio ranks far below most state in support given.	5/8/2018 11:31 AM
70	public transportation is a major concern for downtown Cleveland, Ohio. A lot of people depend on busses/rapid trains to get around and to work, If they keep cutting funds to this, how will people get around if they don't drive or own a car?	5/8/2018 11:28 AM
71	Transit system maintenance and upgrade	5/8/2018 11:25 AM
72	Limited funding is only a problem if it's spent poorly, on things like new roads and adding lanes to highways other = air pollution and it's effect on human health and global warming	5/8/2018 11:18 AM
73	Public access to off-street parking in congested rural areas!	5/8/2018 9:28 AM
74	Door to door driverless vehicles will eliminate need for buses. American consumers loath buses fir short distance. Driverless vehicles will reduce cost for door to door service to the same true cost of providing bus mass transit. Buses are dinosaurs that will be extinct soon.	5/7/2018 6:12 PM
75	Access to reliable basic passenger air service from regional airports in Mansfield and Youngstown that already have the basic runway infrastructure in place.	5/7/2018 3:46 PM
76	Continuing and increasing injury rate from distracted driving and the failure of technology companies to involuntarily disable phone addicted consumers' devices	5/7/2018 1:56 PM
77	Unsafe street design. 12' lanes are only for highways. 10' should be everything else. Slow down all these damn cars.	5/7/2018 9:58 AM
78	Not getting hit while riding your bicycle	5/5/2018 3:19 PM
79	I'm not sure how to gauge the significance - but I am going with which ones are most important to me.	5/5/2018 3:10 PM
80	access to public passenger rail	5/5/2018 8:25 AM
81	Fatalities and serious injuries on the transportation system - By this, I mean not only car driver deaths, but also those of bikers and pedestrians.	5/4/2018 10:22 PM
82	High speed passenger rail development needed	5/4/2018 9:36 PM
83	Better intercity train service.	5/4/2018 6:16 PM
84	Ohio continues to lack good public transportation and are in major trouble to fall into even worse condition due to funding cutback. Good transit systems help to draw businesses and companies to city cores, in turn bringing jobs to Ohio. Additionally, Ohio continues to widen highways yet we are struggling to maintain our current infrastructure, let alone adding more.	5/4/2018 4:14 PM
85	Support the re-migration to the urban areas	5/4/2018 3:27 PM
86	Where is intercity passenger rail on this list? We need better, regional connections across large swaths of Ohio via rail. Traffic 'congestion' is simply not an issue in Ohio. Our population is stagnant and we should be rethinking our investments to focus on repairing what we have and enhancing it with streetscaping and public transportation.	5/4/2018 2:44 PM

87	Increased/increasing traffic congestion among the aging infrastructure to include bridges and overpasses	5/4/2018 7:53 AM
88	Connectivity to public transit and rail or bus service between Ohio's cities and counties. Buses need to go where people live and also where they work, and need to do so efficiently. Ex. I wouldn't take the bus to work if it takes an hour and two transfers, when I can take a car and get there in 15 minutes	5/4/2018 5:53 AM
89	Air traffic is great- but no rail service is difficult to understand in a city of Columbus size.	5/3/2018 3:43 PM
90	Ohio cannot continue to focus almost solely on highways for single occupancy vehicles. More focus needs to be on an interconnected CONVENIENT transit system within the cities, ultimately growing into an intercity system connecting the major cities.	5/3/2018 2:11 PM
91	315 south must have ability to exit at greenlawn	5/3/2018 11:22 AM
92	Vast expansion of urban public transit and rapid development of modern, convenient intercity rail passenger service.	5/3/2018 11:18 AM
93	Larger number of people being pushed into outer ring suburbs in Franklin County due to higher home costs closer to downtown Columbus will see a large increase in the amount of highway traffic from the suburbs into downtown. Also NEED MORE PUBLIC TRANSIT!	5/3/2018 10:26 AM
94	Lack of Intercity passenger rail.	5/3/2018 8:10 AM
95	Pent up and increasing demand for intercity passenger services like trains and buses.	5/2/2018 7:24 PM
96	Environmental issues are a concern as well. Promotion of ride share when applicable	5/2/2018 1:50 PM
97	Complete streets with priority for pedestrians, buses, and bicycles as well as cars	5/1/2018 11:53 AM
98	embracing the driverless car	5/1/2018 10:43 AM
99	Priorities have to change. A much larger share of highway funds have to be put toward public transit to make our urban areas viable.	4/30/2018 9:26 PM
100	Transportation of hazardous fossil fuels over rails that pass near residences and put citizens of Ohio at risk.	4/30/2018 6:00 PM
101	Invest in PUBLIC TRANSIT!	4/30/2018 4:59 PM
102	The use of bicycle lanes is over rated and under used. I see the same bicycle lanes with no bicycle traffic every day. I believe these lanes are un-necessary. ..... ..... .....	4/30/2018 4:52 PM
103	we need better public transportation to help reduce car pollution	4/30/2018 11:27 AM
104	Affordable air travel	4/30/2018 9:16 AM
105	Other forms of transportation other than cars - Walking and Bikes.	4/30/2018 8:27 AM
106	THE CRITICAL CARE NEEDS AND THE INFRASTRUCTURE TO SUPPORT MOVEMENT OF PEOPLE TO THOSE SERVICES AS QUICKLT AS POSSIBLE.	4/30/2018 8:12 AM
107	Availability of sytems to avoid one person in one car.	4/29/2018 4:28 AM
108	Passenger rail needed in Ohio	4/27/2018 4:04 PM
109	Increasing impaired driving due to legalization of marijuana, and overall increased opioid use. Increased driver distraction as mobile devices/connectivity continue to be integrated with existing technology to greater levels. Decreased funding as increased availability of alternatives to gasoline fuels result in long-term declines in gas tax revenue and government stalemates/privacy protests delay implementation of VMT-based taxes. Increase in over-65 age population results in decimation of Highway Trust Fund as federal government uses it to prop up increasingly-overextended Social Security (and similar) programs.	4/27/2018 10:29 AM

Q3 3. Based on your understanding of these potential trends and issues, please choose your top three transportation priorities between now and 2045.

Answered: 869 Skipped: 5



	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Improving safety	25.76% 110	14.52% 62	13.82% 59	10.30% 44	7.96% 34	4.68% 20	3.75% 16	3.98% 17	3.75% 16	2.34% 10	2.34% 10	3.51% 15	0.94% 4	1.87% 8
Improving security	2.35% 7	9.06% 27	7.38% 22	10.40% 31	11.07% 33	8.72% 26	7.05% 21	5.03% 15	5.70% 17	7.05% 21	6.38% 19	5.03% 15	7.05% 21	5.70% 17
Relieving traffic congestion	16.18% 67	16.91% 70	17.39% 72	7.73% 32	6.28% 26	7.73% 32	2.66% 11	3.38% 14	3.62% 15	2.90% 12	2.66% 11	2.90% 12	2.90% 12	4.11% 17
Taking care of our existing highway system such as pavement and bridges	33.45% 198	20.10% 119	19.26% 114	7.77% 46	4.56% 27	4.05% 24	3.21% 19	1.86% 11	1.35% 8	1.35% 8	0.84% 5	0.68% 4	0.34% 2	0.34% 2
Increasing public transit options like bus and rail	44.04% 251	21.58% 123	12.28% 70	3.16% 18	7.89% 45	3.51% 20	1.58% 9	1.40% 8	1.05% 6	1.05% 6	0.53% 3	0.35% 2	0.35% 2	0.35% 2
Increasing bicycle and pedestrian accommodations	10.84% 44	24.14% 98	13.30% 54	5.42% 22	5.67% 23	17.73% 72	8.87% 36	3.69% 15	2.46% 10	1.23% 5	2.46% 10	0.99% 4	1.23% 5	0.99% 4
Improving access to and service at smaller airports	0.33% 1	0.33% 1	2.62% 8	1.97% 6	1.64% 5	4.59% 14	27.54% 84	12.79% 39	11.48% 35	6.89% 21	4.59% 14	6.23% 19	9.84% 30	7.87% 24
Improving the freight transportation system	0.60% 2	9.23% 31	7.14% 24	2.08% 7	2.38% 8	1.79% 6	7.74% 26	28.27% 95	15.18% 51	8.93% 30	5.36% 18	4.76% 16	3.57% 12	2.38% 8

Improving access of people to jobs, health care, education and other services	11.00% 54	22.40% 110	21.59% 106	3.46% 17	3.05% 15	4.68% 23	2.65% 13	4.07% 20	15.27% 75	6.92% 34	3.26% 16	0.41% 2	1.02% 5	0.20% 1
Improving connectivity between urban areas	3.81% 14	12.53% 46	14.71% 54	6.81% 25	3.81% 14	4.90% 18	4.90% 18	3.00% 11	4.09% 15	28.61% 105	7.63% 28	3.27% 12	1.36% 5	0.27% 1
Improving connectivity to rural areas	3.77% 14	8.89% 33	10.78% 40	2.70% 10	3.77% 14	3.23% 12	1.35% 5	4.04% 15	1.08% 4	4.31% 16	30.73% 114	13.75% 51	5.39% 20	5.12% 19
Improving links between different modes of transportation (e.g., walking, bicycling, riding transit, driving)	4.68% 20	14.52% 62	21.08% 90	4.68% 20	6.09% 26	3.04% 13	3.28% 14	3.04% 13	2.11% 9	0.70% 3	3.04% 13	25.53% 109	6.09% 26	1.41% 6
Reducing the impact of transportation on the environment	5.08% 19	6.95% 26	15.51% 58	4.81% 18	5.08% 19	2.94% 11	4.81% 18	3.74% 14	2.94% 11	3.21% 12	1.60% 6	2.67% 10	34.22% 128	6.15% 23
Ensuring our transportation system is capable of accommodating new technologies such as self-driving vehicles and vehicle-to-vehicle and vehicle-to-infrastructure communication	8.37% 34	9.36% 38	15.52% 63	2.71% 11	3.45% 14	1.23% 5	2.22% 9	2.22% 9	2.22% 9	0.99% 4	3.45% 14	2.96% 12	3.45% 14	38.67% 157
Other (please describe below)	7.17% 20	1.43% 4	4.30% 12	1.43% 4	0.72% 2	1.08% 3	0.36% 1	0.00% 0	0.36% 1	0.00% 0	0.00% 0	1.43% 4	0.72% 2	2.15% 6



## Q4 Please describe your "other" choice above.

Answered: 139 Skipped: 735

#	RESPONSES	DATE
1	Providing safe and affordable transportation to people of all ages with varying disabilities both in city and rural areas	6/3/2018 8:15 PM
2	Improving transportation for individuals with disabilities.	6/3/2018 8:06 PM
3	Access to transportation for people with disabilities	6/2/2018 8:32 AM
4	Not one of my top 3	6/1/2018 6:20 AM
5	We need an airline hub in Columbus	5/31/2018 10:18 PM
6	N/a	5/31/2018 9:09 PM
7	Ok	5/31/2018 3:15 PM
8	sorry I don't have an other.	5/31/2018 3:11 PM
9	Making sure self driving cars are never allowed on our roads	5/31/2018 1:52 PM
10	Na	5/31/2018 1:23 PM
11	Whatever else. This is difficult to rank over phone app.	5/31/2018 1:16 PM
12	Stop subsidizing counter-productive local planning decisions that have allowed jobs, retail, and housing to sprawl outside of urban centers by expanding suburban highways. Congestion and delay should be the price associated with these voluntary decisions, it isn't the duty of the rest of the gas-tax paying public to foot the bill for these highway improvements that simultaneously undermine the tax base of aging core communities, aggravating a host of other social problems like poverty, crime, and education.	5/31/2018 12:54 PM
13	Every one of these issues must be addressed together.	5/31/2018 11:16 AM
14	Increased interest and demand for active transportation options.	5/31/2018 9:30 AM
15	inter-city transportation options. Ohio will succeed by how easily people can travel across the state. the ability to live in one city and work in another is paramount to job mobility and happiness. Moreover, if the commute can be done where the commuter can be hands free (truly autonomous driving, modern public transit, etc) productivity across the state will boom as people's commutes transition from dead time to active time.	5/31/2018 8:46 AM
16	funding	5/30/2018 3:19 PM
17	we need passenger rail service	5/30/2018 2:46 PM
18	I don't have an "Other" choice. Was your survey constructed and tested by a market research professional?	5/30/2018 2:05 PM
19	N/a	5/30/2018 12:59 PM
20	NA	5/30/2018 10:12 AM
21	None	5/30/2018 7:31 AM
22	Self driving infrastructure	5/29/2018 1:21 PM
23	No idea	5/27/2018 12:51 PM
24	Integrating New forms of transport into the system and funding them (e.g. HyperLoop, UAV	5/27/2018 11:07 AM
25	Nothing in mind	5/26/2018 9:42 PM
26	Making Ohio like eastern, western, and southern states with improved passenger rail, eventually higher speed rail, and mass transit in general.	5/26/2018 4:39 PM
27	No idea	5/26/2018 11:55 AM



28	No bother	5/26/2018 5:05 AM
29	Providing enough infrastructure funding to maintain our existing highway and transit systems	5/25/2018 4:07 PM
30	Insuring that common sense is used before any project begins. This will save millions of dollars in changes that will follow within just a few years of the initial project. Those tax dollars are not play money, someone worked very hard to earn them. Use them as if they were going to come directly from your wallet, because they are. They are also going to come from your GRANDCHILDREN'S wallets.	5/25/2018 3:45 PM
31	Non	5/25/2018 11:49 AM
32	NA	5/25/2018 11:47 AM
33	Not only maintaining current infrastructure, but determining what infrastructure could be irrelevant and could be moved/altered/ decommissioned. For instance, shoreway highways that cut off communities from Lake Erie.	5/25/2018 11:21 AM
34	N/A	5/25/2018 9:51 AM
35	Reducing suburban sprawl -- strain on transportation system to outlying areas	5/25/2018 8:51 AM
36	None	5/24/2018 5:55 PM
37	Need rural transportation options	5/24/2018 12:20 PM
38	Many of the above options just do not apply to rural Ohio in any way.	5/24/2018 12:12 PM
39	Improving traffic congestion, especially on rural roads, like RT 93, that are used as trucking routes as well. Adding a 3rd land/passing lane would greatly reduce commuting times and efficiency of state route 93.	5/24/2018 9:00 AM
40	See my other comments. Has anyone from odot been to norway or sweden to study their transport nodes?	5/24/2018 8:18 AM
41	None	5/24/2018 12:14 AM
42	Na	5/23/2018 9:11 PM
43	Question 3 is defective in giving no directions to the respondent. Some people will attach 15 to their highest priority; others will attach 1. If you are asking for only top 3 choices why do you allow 15 different choices? If a respondent wants to change his answer from 2 to null, the null is very hard to find. You should start over again.	5/23/2018 7:18 PM
44	funding to support services to elderly and disabled	5/23/2018 3:28 PM
45	Hyperloop not a achievable reality	5/23/2018 10:59 AM
46	Connecting Southern Ohio to the rest of the State.	5/23/2018 10:42 AM
47	Linking air transport and rail transport with bus or other public transport system with surrounding communities can attract increased ridership.	5/23/2018 10:08 AM
48	N/A	5/23/2018 9:15 AM
49	n/a	5/22/2018 10:40 AM
50	No	5/21/2018 3:23 PM
51	Develop a method in optimizing or improving roadway conditions based on traffic data, and predict future trends that may pose as a benefit or a challenge.	5/21/2018 1:07 PM
52	Consumer Protection Laws - Protection from abuse, toxins, and dilapidated infrastructure.	5/19/2018 6:33 AM
53	Developing stable and much higher dedicated funding sources for public transportation so that quality public transportation can be more available.	5/18/2018 4:31 PM
54	none	5/18/2018 2:42 PM
55	Increasing public transportation access to impoverished communities and communities of people of color	5/18/2018 1:29 PM
56	Invest more in public transportation!	5/18/2018 11:50 AM
57	No	5/18/2018 10:36 AM
58	We need transportation that does not harm the environment.	5/18/2018 9:42 AM

59	If you mean under #2, I don't have an other choice. If under #1, it's a comment on public transit.	5/18/2018 9:17 AM
60	Rail routes and services, freight and passenger, must be restored and/or expanded.	5/17/2018 9:00 PM
61	Ohio is the perfect size for rail. The Ohio Hub Plan via Dayton reaches 40% of the Population and 38 colleges and universities.	5/17/2018 9:00 PM
62	Enforce no electronic devices while driving. Allow places for people to pull over to use their phones.	5/17/2018 3:34 PM
63	Affordable transportation / don't build through existing communities (like don't tear down houses for a light rail- go underground)	5/17/2018 11:19 AM
64	n/a	5/17/2018 10:17 AM
65	Door to door services at all hours for individuals with disabilities	5/16/2018 3:31 PM
66	Redesigning our highway system to reverse the trend of economic disinvestment in affected urban areas (downtowns, riparian/littoral resources).	5/16/2018 1:10 PM
67	Just an oops extra choice. Yeah for the environment.	5/16/2018 7:39 AM
68	Limiting this to the top 3 is not possible. There are too many issues that we have failed to deal with and we must. They can no longer be "back burner" issues.	5/15/2018 1:50 PM
69	Na	5/14/2018 7:13 PM
70	We should not worry about traffic congestion. That is the price folk from the suburbs pay for living so far away.	5/14/2018 7:05 PM
71	n/a	5/14/2018 4:34 PM
72	Maintenance and innovation	5/14/2018 4:04 PM
73	There are too many activist groups based on mode alone, who push their own agenda and do not appreciate the needs of all users. As the population ages, it is not reasonable to assume that more and more people will ride bikes or walk. There is also a notion that self driving cars will require less capacity, yet more people will be inclined to use them and possibly lead to fewer people using public transit. As government leaders, we must consider all users and the future of aging population and their growing needs for independence.	5/14/2018 3:19 PM
74	Improving transportation for those with disabilities.	5/14/2018 11:02 AM
75	Transportation for people with physical and developmental disabilities	5/14/2018 10:33 AM
76	N/A	5/13/2018 11:02 PM
77	I didn't choose 'other'	5/13/2018 9:30 PM
78	INCREASE PUBLIC TRANSIT	5/13/2018 8:12 PM
79	Safe and secure transportation for those with disabilities	5/13/2018 6:50 PM
80	Passenger Rail	5/13/2018 12:15 PM
81	Need to find a way to make it all work together. It's the one thing or the other attitude which has gotten us into trouble already. Drop this project because "it won't be important" and here we are, wishing we had that connection between major cities, underground transport, further reaching rapid, bigger highway systems, a mindset that we would expand before we did.	5/13/2018 9:54 AM
82	The revenue stream to fund transportation needs to reflect actual costs, which is to say gas tax should fund public transportation. Also, a parking space tax should be developed.	5/13/2018 12:26 AM
83	Getting rid of restrictions on use of gas tax for transit	5/12/2018 8:13 PM

84	I want to strongly suggest development of better transportation than buses, in particular, light rail. Buses are very important in themselves, but they're less efficient. And as an Ohioan, I am also tired of feeling like I must leave my state simply to keep a walkable lifestyle. While our cities may not quite be as big as those on the Northeast Corridor or West Coast yet, our cities are continuing the grow and the transit must grow as well and provide competition, rather than being seen as a joke in comparison. Kasich rejecting the 3-C high-speed rail plan is seen as laughable by a lot of the future generations and I want better for Ohio. Also; I realize I'm just one person, but I want to voice support for public transportation on the I-75 corridor between Dayton and Cincinnati. I don't ask for much, just anything; bus alone would be great. It would be wonderful to connect Cincinnati's SORTA and Dayton's RTA, and potentially Butler County's BCRTA. There is a lot of growth in the area between I-675 and I-275 especially, and as jobs continue to grow there and as more young people in the force move back into the two aforementioned urban cores to revitalize them, bringing money from high-paying jobs in the corridor is vital. Personally, I live in Cincinnati and have a job moving to the Austin Landing development near the southern end of I-675 and I would love not needing to drive so much, and instead using commute time productively while on a bus or train, and I know I am not the only one with this thought. Thank you, most of all, for taking the time to read all of this.	5/12/2018 6:03 PM
85	Open for future advances	5/12/2018 5:17 PM
86	Congestion on I-480, I-90, I-71, & I-271 during prime rush hour is getting worse - what are you doing to help relieve the traffic load?	5/12/2018 8:59 AM
87	N/A	5/11/2018 6:59 PM
88	Thanks	5/11/2018 6:20 PM
89	an increase of accessibility in technology, transit systems, pedestrian paths, for more usable systems where they currently exist.	5/11/2018 3:15 PM
90	Funding	5/11/2018 3:05 PM
91	Don't know	5/11/2018 2:58 PM
92	Enabling a viable car-free lifestyle in Ohio's largest metro areas (which does not exist today) in order to compete globally for talent and jobs	5/11/2018 2:55 PM
93	I believe it's important to provide Light Rail services (or the equivalent) within cities/metropolitan areas and high-speed commuter rail services between cities. The United States is behind other countries on this, and Ohio very much lacks such options.	5/11/2018 2:15 PM
94	N/A	5/11/2018 1:47 PM
95	Greater Cincinnati has a serious lack of passenger rail/subway options. We are a century behind where we should be. If my family was to leave Cincinnati based on quality of life issues, that would be the reason.	5/11/2018 1:02 PM
96	Expanding rapid downtown transit services specifically	5/10/2018 5:53 PM
97	Stop widening highways. Fund public transit.	5/10/2018 4:27 PM
98	make laws that prevent automakers from adding driver distracting features like computers, cell phone outlets, etc or else make them unable to work unless a car is stopped	5/10/2018 2:15 PM
99	N/A	5/10/2018 1:26 PM
100	N/A	5/10/2018 1:25 PM
101	At this time, the most important issue are these pothole-filled roads. Next is Rte 271 thru Beachwood/Chagrin area; there are just way too many bldgs being built along that corridor and the traffic is horrendous. Rte 271 used to be such an easy passageway north and south; now it is nothing but congestion because of the buildup along its path. How many medical bldgs are needed along there?	5/10/2018 12:39 PM
102	NA	5/10/2018 10:00 AM
103	Road widening.	5/9/2018 11:19 PM
104	Ohio's lack of public transportation funding is crippling the state economy. We need clean fuels and public transportation for many reasons, including economic development that will draw new employers to the state. Additionally, we need to invest in clean fuels and public transportation as well as integrated bikeways and walking space.	5/9/2018 2:04 PM

105	How about add more funding to public transit immediately not for the hyperloop!	5/8/2018 8:53 PM
106	Accommodating changes in population centers and jobs as a result of sprawl	5/8/2018 6:10 PM
107	Multi modal transportation jobs should be demonstrated and used for additional hiring & future solutions.	5/8/2018 4:30 PM
108	cleaniness	5/8/2018 3:46 PM
109	Clean and comfortable transportation	5/8/2018 1:12 PM
110	None	5/8/2018 12:00 PM
111	did not put an other choice just 1, 2 and 3	5/8/2018 11:49 AM
112	I rated "improving safety" and "relieving traffic congestion" as my top two transportation priorities, but I think that ensuring our transportation system is capable of accommodating new technologies like self-driving vehicles and vehicle-to-infrastructure communication is the key to these issues.	5/7/2018 7:23 PM
113	Eliminate buses. They are a huge cost beyond just the bus.biggest is waste of time and productivity for current bus riders. All the parking lanes they take up in urban core. Congestion buses create. fir bus. Get rid of buses. Driverless cars are actually cheaper to operate. Offer discounts to disabled and elderly.	5/7/2018 6:12 PM
114	Lowering highway deaths!	5/7/2018 5:45 PM
115	Just please describe hoopla	5/7/2018 3:14 PM
116	Continuing and increasing injury rate from distracted driving and the failure of technology companies to involuntarily disable phone addicted consumers' devices	5/7/2018 1:56 PM
117	Didn't realize I made one.	5/7/2018 1:25 PM
118	No, don't call me a hero. Do you know who the real heroes are? The guys who wake up every morning and go into their normal jobs, and get a distress call from the Commissioner and take off their glasses and change into capes and fly around fighting crime. Those are the real heroes. When my mother was pregnant with me, they did an ultrasound and found she was having twins. When they did another ultrasound a few weeks later, they discovered that I had adsorbed the other fetus. Do I regret this? No, I believe his tissue has made me stronger. I now have the strength of a grown man and a little baby. When I die. I want to be frozen. And if they have to freeze me in pieces, so be it. I will wake up stronger than ever, because I will have used that time, to figure out exactly why I died. And what moves I could have used to defend myself better now that I know what hold he had me in. What is my perfect crime? I break into Tiffany's at midnight. Do I go for the vault? No, I go for the chandelier. It's priceless. As I'm taking it down, a woman catches me. She tells me to stop. It's her father's business. She's Tiffany. I say no. We make love all night. In the morning, the cops come and I escape in one of their uniforms. I tell her to meet me in Mexico, but I go to Canada. I don't trust her. Besides, I like the cold. Thirty years later, I get a postcard. I have a son and he's the chief of police. This is where the story gets interesting. I tell Tiffany to meet me in Paris by the Trocadero. She's been waiting for me all these years. She's never taken another lover. I don't care. I don't show up. I go to Berlin. That's where I stashed the chandelier.	5/5/2018 3:19 PM
119	N/a	5/4/2018 11:39 PM
120	Na	5/4/2018 10:34 PM
121	N/A	5/4/2018 8:29 PM
122	Defund county airports. They are pointless and take money away from other needs, where public monies are not going as far.	5/4/2018 6:25 PM
123	Financial aid for lower income individuals who rely on public transportation	5/4/2018 3:58 PM
124	We need to be rethinking our existing roads as places for people not conduits just for cars. The most vibrant, interesting, and economically successful streets are the ones where different modes are accommodated and combined with quality land uses.	5/4/2018 2:44 PM
125	Using electric cars and other green technologies. We need to get away from fossil fuels. Also, we need to make it a law to move towards electric vehicles and remove cars and trucks from the road that leads to air pollution.	5/4/2018 5:53 AM
126	I feel the transportation system really needs to be maintained and brought up to standard.	5/3/2018 3:43 PM

127	Relieving traffic congestion should not just be about adding more lanes of traffic on freeways - which just supports sprawl. It becomes a vicious cycle. Making it quick, convenient & cost effective to not drive a car will go a long way in improving many factors - congestion, safety, equity, sprawl, better transport for goods & services - but it requires political will & financial support. Can it be done? Can existing highway rights-of-way be used to support transit? We need a Department of TRANSPORTATION - not a Ohio Department of Highways. Transit could build back cities where freeways broke them apart 50 years ago.	5/3/2018 2:11 PM
128	315 south must be able to exit at greenlawn	5/3/2018 11:22 AM
129	N/A	5/2/2018 10:29 PM
130	Not applixablw	5/2/2018 7:37 PM
131	N/A	5/2/2018 5:28 PM
132	Respect on public transportation	5/2/2018 1:19 PM
133	I didn't pick other	5/1/2018 3:53 PM
134	M	5/1/2018 2:59 PM
135	N/a	4/30/2018 7:51 PM
136	Only was asked for top 3 , NOT placing each in numerical order.	4/30/2018 2:18 PM
137	FINANCING, RESOURCING, AND PRIORTIZING THE ITEMS THAT ARE THE MOST CRITICAL TO MVRPC ALONG WITH MOVING QUICKLY AS WE INDENTIFY AND CHOOSE THE ITEMS.	4/30/2018 8:12 AM
138	Reduce the needs for transportation.	4/29/2018 4:28 AM
139	Finding a sustainable revenue source to improve, maintain and manage our transportation system.	4/27/2018 12:25 PM