

Active Transportation Plan



2021



RICHLAND REGIONAL
REGIONAL PLANNING

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Introduction to Active Transportation

Introduction

Active Transportation is any form of travel that is powered by human energy. This is primarily considered as walking or biking but also covers transit usage, as riders may use active transportation prior to boarding the bus and when exiting the bus to reach the final destination. This is commonly referred to as “First Mile/Last Mile” of Transit.

Wheelchair accessibility and ADA compliance becomes a huge planning factor in Active Transportation planning.

The Plan

The Active Transportation Plan seeks to create more walkable and bikeable communities. This plan shall is a regional document that: educates and encourages residents to walk and bike as a healthy, enjoyable and efficient transportation option; focuses on ways to improve, expand and connect existing bicycle, pedestrian and transit networks.

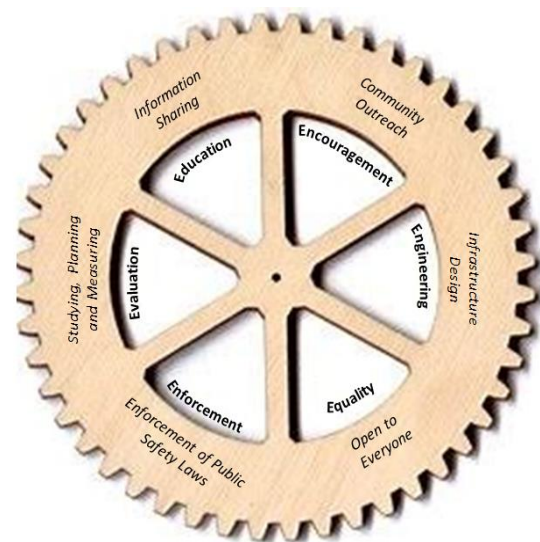
The Six E’s will be used to achieve the Vision and Goals listed in this Active Transportation Plan.

Education activities include the development and sharing of information related to safely navigating walking and biking trips. Initiatives may be geared toward people walking and biking, as well as drivers.

Encouragement activities invite people to give walking or biking a try through community-based programs (like walking groups, organized bike rides and special events), and by providing a community environment that supports walking and biking.

Evaluation involves the studying, planning and measuring of the walking and biking environment. Communities may develop pedestrian and bicycle plans to make biking, walking and riding transit safe, more convenient and more realistic travel options for people of all ages and abilities. Evaluation involves measuring the success of investments in achieving desired outcomes.

Engineering involves the design and installation of pedestrian and bicycle infrastructure, such as sidewalks, crosswalks, bike lanes, traffic signals, signs, and trails.



Enforcement activities often focus on traffic safety laws and regulations. Community-based speed reduction programs, public education and strong relationships with law enforcement to ensure laws are being enforced.

Equity activities often include diverse opportunities for stakeholder involvement, and sharing material in a targeted and strategic manner to better reach underrepresented and vulnerable population groups.

Why Embrace Active Transportation?

Improving Health

Overview:

There is a direct link between active transportation and living a healthy lifestyle. Communities that have a more active-transportation-driven transportation system tend to have healthier community members.

A couple of key components were people walking and biking more on the new installments, they kept their other physical activity the same, and increased their overall exercise as a result. The increase in overall physical activity levels led to a reported decrease in non-communicable diseases.¹

Studies show providing the public with access to active transportation facilities increased the rate of people being physically active which led to improved health outcomes.

Case Study-United Kingdom

Year 1: People who lived within 2 ½ miles of the new infrastructure had an increase in their daily physical activity.

Year 2: The number reduced for people within 2 ½ miles but continued to increase for people within ½ mile.

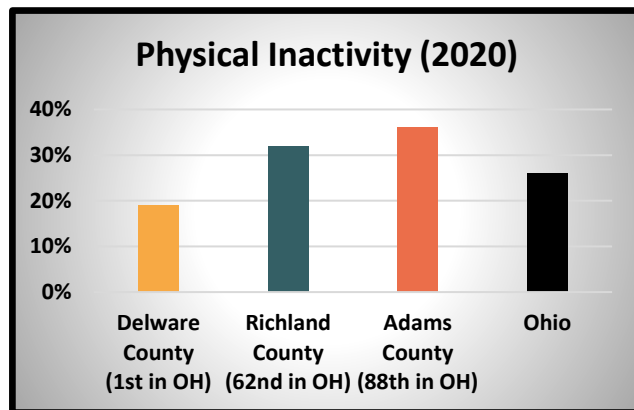
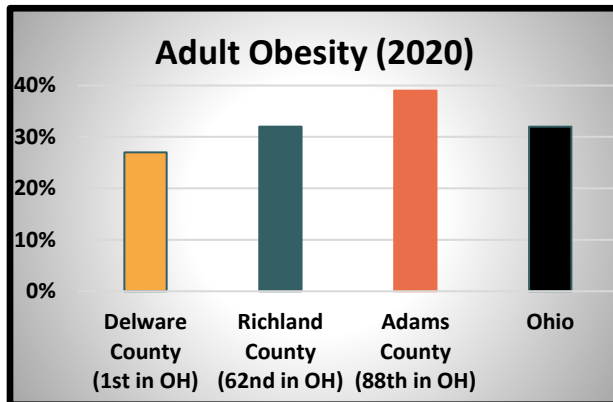
Current Issues in Richland County:

The latest results of the County Health Assessment

- The county ranks 62nd out of 88 counties in the state for health outcomes.
- Health outcomes are a category that takes in factors of the quality and length of life.
 - o These factors include adult obesity, physical inactivity, and diabetes prevalence.

Adult Obesity – 32%

Adults, age 20 and older reporting a BMI greater than or equal to 30.

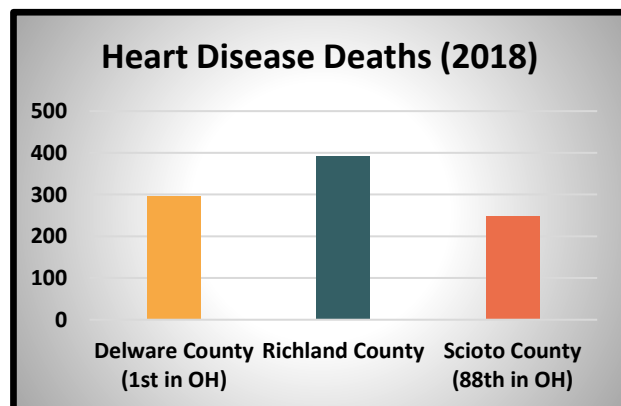
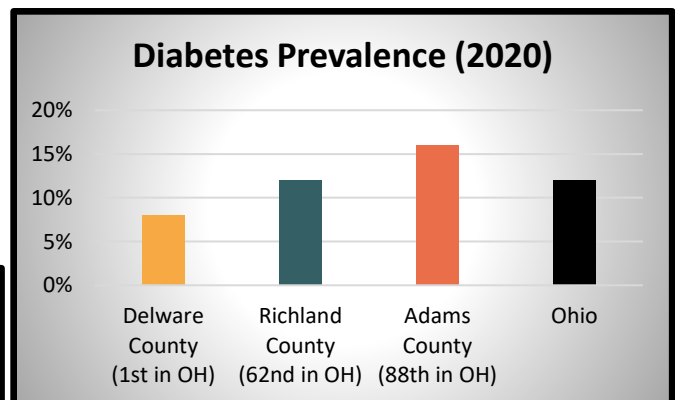


Physical Inactivity – 32%

Adults, age 20 and older, reporting no leisure time physical activity

Diabetes Prevalence – 12%

Population who have been diagnosed with diabetes



Heart Disease deaths 393

Deaths from cardiovascular failure or other heart related issues

Opportunities:

It has been shown that if people have access to active transportation facilities, they will use them and become more physically active. This reduces the chance of developing health conditions such as diabetes and heart disease.

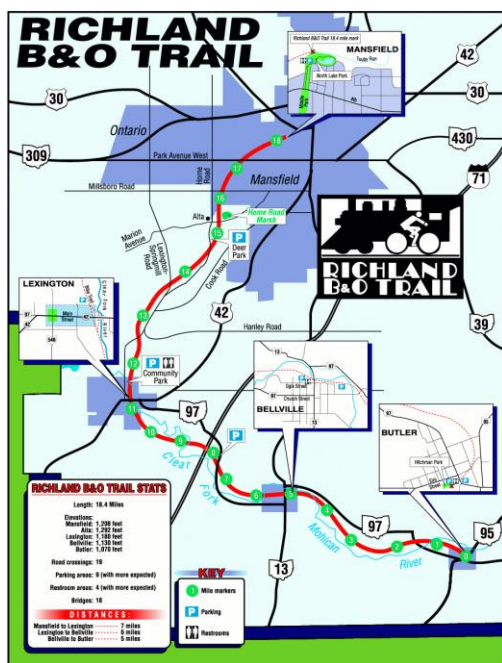
A way to provide the most overarching support is to find highly populated housing areas and install a fully connected active transportation system leading to essential services and areas of recreation. This allows people the feeling of comfort to be physically active without feeling endangered or inconvenienced to access the active transportation facilities.

Richland County has several great recreational trails, but lacks connection to the trails from populated areas. The distance for most residents is a several minute drive to an entrance point, and it has been shown that if someone has to drive to a trail, they are less likely to use them consistently.

Available active transportation facilities can greatly reduce vehicle “short trips”. Having this alternate mode of travel reaps benefits in lowered driving costs, improved air quality and improved health.

2017 FHWA National Household Travel Survey
Over half of all vehicle trips were between 1-10 miles

60% of trips were less than 6 miles
35% of trips were under two



The largest active transportation facility in the county, The Richland B&O Trail has 10 access points with parking lots and 15 roadway crossings. To better utilize this as an active transportation facility, additional access near points of interest will be necessary.

Equity

The primary focus of America's infrastructure has been efficient movement of personal vehicles. However, if a person is unable to access a vehicle or prefers not to use one, it becomes unsafe and uninviting for them to share a road that has been designed for the peak times of vehicle travel.

In 2006, Montreal, Canada wanted to test the theory that people need a personal vehicle or they cannot freely travel to places of employment.

The city adjusted the traffic signal timing to benefit bus routes that traveled from high population areas to areas of employment. This reduced the transit riders travel time to similar to that of a personal vehicle and transit ridership increased.

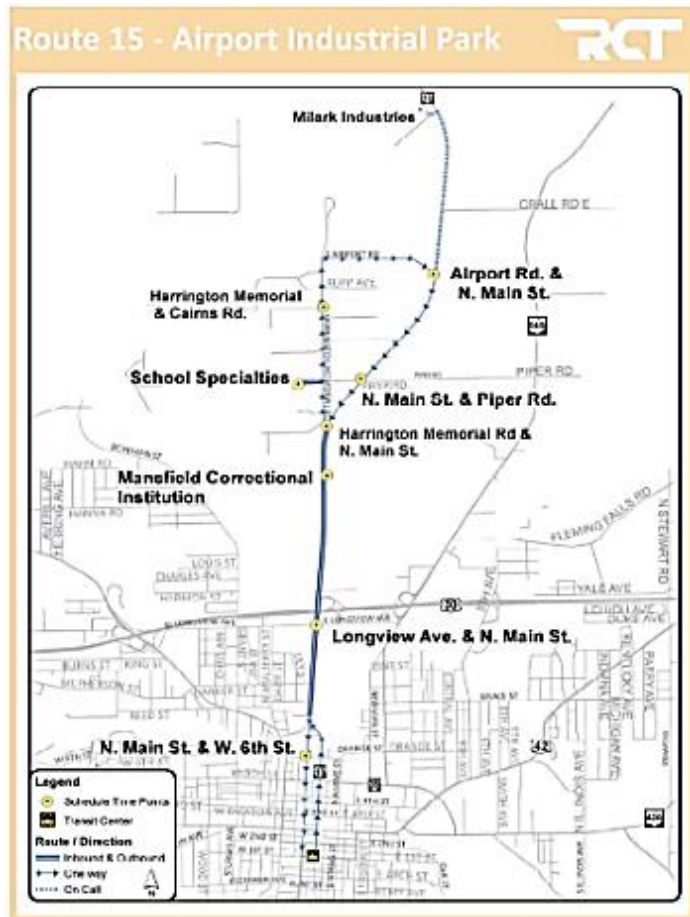
If the change in signal timing were to remain and some additional routes focused on the disadvantaged populations being taken directly to employers, The City estimated transit ridership would increase by 8% in six years and by 26% in fifteen years.

Current Issues in Richland County:

Statistics for Richland County indicate high physical inactivity and limited access to healthy foods. The county has a higher rate of limited access to healthy foods at 11% compared to the 7% average for Ohio. This statistic is commonly associated with food deserts that occur in lower income neighborhoods with a lack of shopping options that have fresh produce or healthy foods. These neighborhoods that have been historically underserved also tend to have a greater percentage of lack personal vehicles. This combined with limited transit routes, lack of safe bike lanes and sidewalks can make traveling to essential services difficult. Increased connectivity is crucial in these areas.

The transit system only allows transfers at the RCT Transit Center. Reaching one's final destination may require extended time on the bus or needing to backtrack to arrive at a final destination. With employment destinations dispersed, first mile and last mile connectivity continues to be an issue made more difficult by harsh weather conditions.

The “Airport Industrial Route” of RCT runs a total of four times a day to major employers located in the Mansfield Lahm Airport Industrial Park, however there are no buses bringing people to the station before the first two trips in the morning. This means if the person cannot walk or bike the distance between their home, the Transit Center, or anywhere along the Airport Industrial Park Route they do not have access to this service. This lack of connection emphasizes why bicycle and pedestrian infrastructure needs to be a primary focus of an improved transportation network.



Opportunities:

Infrastructure plays a major role in making people feel comfortable choosing active transportation as a viable option of transportation. When infrastructure is in place to support active transportation, it allows for the possibility of programs and expansion of a strong network. Richland County has a start to this process through a few programs already in place. Fixed Route Transit System consisting of 9 routes that run from 6 am to 6 pm, Monday thru Friday and covers areas in the Cities of Mansfield, Ontario and Shelby as well as portions of Madison Township.

The Mansfield/Richland County Public Library in collaboration with Richland Public Health introduced a bike share program at their Butler and Lexington locations. These village branch locations are in close proximity to the Richland B&O Trail. Active transportation rental services that are 24/7 services are available options not yet implemented in the County.

The expansion of the current programs is a solid start with a long term goal of improving sidewalk and bike infrastructure and making alternative systems of transportation just as much of a priority as the use of a personal vehicle, Richland County could have a vibrant system.

Sidewalks exist in a lot of the urban areas, inconsistent connectivity and municipalities' ability to enforce maintenance of these sidewalks is an issue that needs addressed.



Economy

Overview:

Active transportation has been shown to have a positive effect on a community's economy that embrace it.

BikeUtah performed an Active Transportation Benefits Study in 2017 and focused heavily on economic benefits in the study, there are six factors that they signal out, that walkability improves in an area that are correlated to a city's economy.

These factors are:

Capital construction spending: One-time capital expenditures to create active transportation infrastructure.

Facility maintenance and operations: Annual costs associated with maintaining active transportation facilities.

Equipment and services: durable goods and services purchased by households and include clothing and gear as well as additional equipment, parts and maintenance services for cycling.

Tourism: In- and out-of-state cyclists who take day and overnight trips to destinations within Richland County expressly for active transportation purposes. Their expenditures on food, fuel, lodging, and other tourism-related services.

Healthcare: Healthcare cost savings are generated when an individual's health care needs, and therefore costs are reduced due to improved health conditions from increased physical activity, such as from choosing to walk or cycle more. These savings include reduced premiums by households and businesses, reduced Medicare and Medicaid expenditures, and reduced out-of-pocket medical expenditures.

Reduced absenteeism: Businesses can also realize financial gains with lower costs due to reduced rates in employee absenteeism, or sick days. Lower costs in an economic impact analysis are largely equivalent to higher productivity.

The study compared cost (capital construction and facility maintenance and operations) to the possible income (equipment and services, tourism, healthcare, and reduced absenteeism) to determine if a project will be beneficial in the long term. For most projects the long term income increase outweighs the initial costs to install active transportation facilities.²

Current Issues in Richland County:

Richland County is considered a smaller legacy county that hasn't fully recovered from the closing of a major manufacturing plants in the area. The economy took a hit when companies such as GM, Shiloh Industries, Westinghouse, and more closed down manufacturing plants in the area. These closures brought high layoff and unemployment totals to the county that in return brought less business opportunities to explore, as people lacked the income to spend.

The last few years have shown a revitalization of the Richland County both in the manufacturing sector with major expansions and significant business investment in downtown Mansfield. Community leaders placed a major emphasis on recovering from these past closures, and they continue to yield positive results. There is still plenty of room to grow as Richland County is still below the national average according to census data for household income at \$44,138 and above average for poverty at 13.4%; the national averages are \$59,039 and 12.3%. However, current projections show median household income to be on the rise in Richland County along with a slight increase in population growth across the County.

There is also room for Richland County to embrace tourism and have a more welcoming layout for visitors of the county. Richland County does not seem like a tourist destination on the surface, but it does have a major tourist attraction, The Ohio State Reformatory, that brings in people from all over the world. The Reformatory constantly brings in tourists such as history

²

<https://static1.squarespace.com/static/5b8b54d1f407b40494055e8f/t/5bdc820c4fa51a4d9f77e014/1541177878083/Utah+Active+Transportation+Benefits+Study+-+Final+Report.pdf>

seekers, movie lovers, or ghost hunters and rarely has a slow weekend with the well-attended Shawshank Hustle, an annual foot race starting and ending at the prison, bringing in 2,500 participants.

At present there lacks the active transportation infrastructure linking the multiple attractions within the County including downtown Mansfield, the B&O Trail, hiking trails, Kingwood Center and Malabar Farms.

Current Infrastructure & Programs

Richland County's Landscape

Richland County may not be the most ideal place for active transportation due to its harsh winters and hilly terrain, but it still remains an option for transportation that people choose to use and should be made accessible as a valid and safe choice for those users. Richland County has a few active transportation networks and programs in place throughout the county that makes it possible to use active transportation. There are also organizations that work to educate and encourage the use and growth of active transportation in the area.

Current Systems & Programs:



The Richland B&O Trail: The Richland B&O Trail is a paved 18.4 mile bike trail built on the railroad bed of the former Baltimore & Ohio Railway opened in 1995. Connecting Mansfield, Lexington, Bellville and Butler, the trail traverses some of the most scenic parts of North Central Ohio.

The Mansfield City Bike Loop: Mansfield has a 5.7 mile designated Bike Loop. This is designated with Bike Route signs and pavement marking. The loop uses Walnut, West 6th, Rowland, Elmwood, Linden, Arlington, Parkview, Bartley, Cline, Wilmar, and Mulberry Street. The city loop connects North Lake Park to the Downtown of Mansfield.





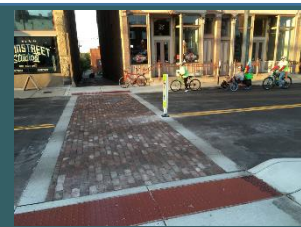
Richland County Transit: Richland County has a nine-route bus system that covers areas in the cities of Mansfield, Ontario and Shelby, as well as portions of Madison Township. The transit system runs from 6 am to 6 pm from Monday through Friday. All buses are equipped with bike racks making them compatible for bike-transit connections.

Multi-purpose trail: The City of Mansfield introduced the county's first multi-purpose trail in 2016. The trail spans 0.8 miles along Cook and Trimble Roads in the City of Mansfield.



Bike-share program by the Library: In partnership with Richland Public Health the Mansfield/Richland County Public Library started a bike-share program. The bike-sharing is currently in two library locations in Butler and Lexington.

Richland Public Health: Richland Public Health (RPH) facilitates a lot of the bike/pedestrian movements through funding or leading the programs. They have partnered with *Richland Moves!*, Mansfield/Richland County Public Library, and Richland County Regional Planning Commission on projects and programs to promote active transportation. Some programs RPH promotes are primarily recreation and wellness related, although encouragement of these activities may lead to the consideration of active transportation for trips historically made with personal vehicles.



Richland Moves!: Richland Moves! is a bike advocacy group in Richland County.

They have started multiple continuous active transportation events and communities such as Just Walk Richland and Slow Roll Mansfield. They have also been behind the bike loop and many other Active Transportation facilities in Richland County.

State and US Bike Route System:

An important part of connectivity may be the establishment of the State of Ohio and U.S. Bike Route Systems. This was developed as part of Ohio's long range transportation plan.

As part of the route identification and selection process, considerations included traffic volume, speed limit, pavement and shoulder condition and topography. Additional considerations were: route continuity, community connectivity, local support and incorporating existing or proposed regional bike facilities into the State and U.S. Bike Route System. ODOT is currently working to secure the needed resolutions from local jurisdictions around the state.

US Bike Route 44

Cities

Ontario / Mansfield

Village

Crestline

Ohio Bike Route 65

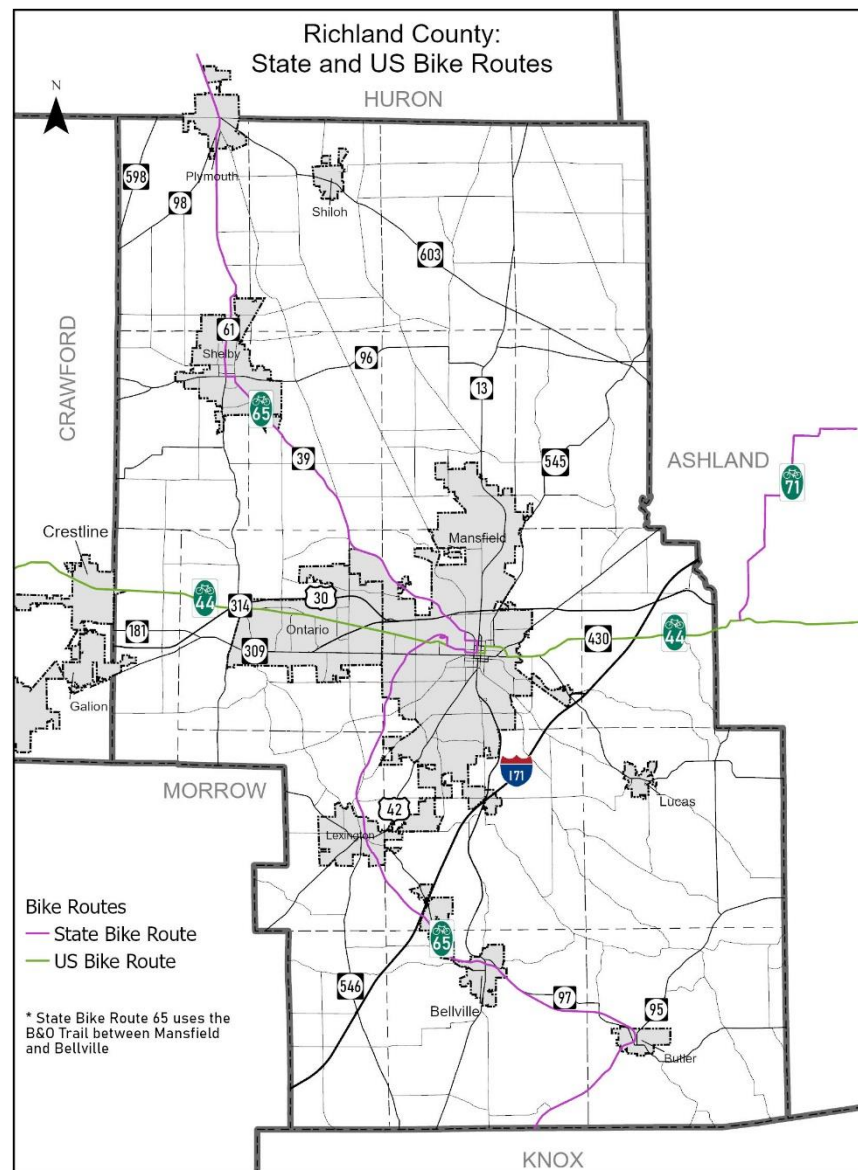
Cities

Shelby / Mansfield

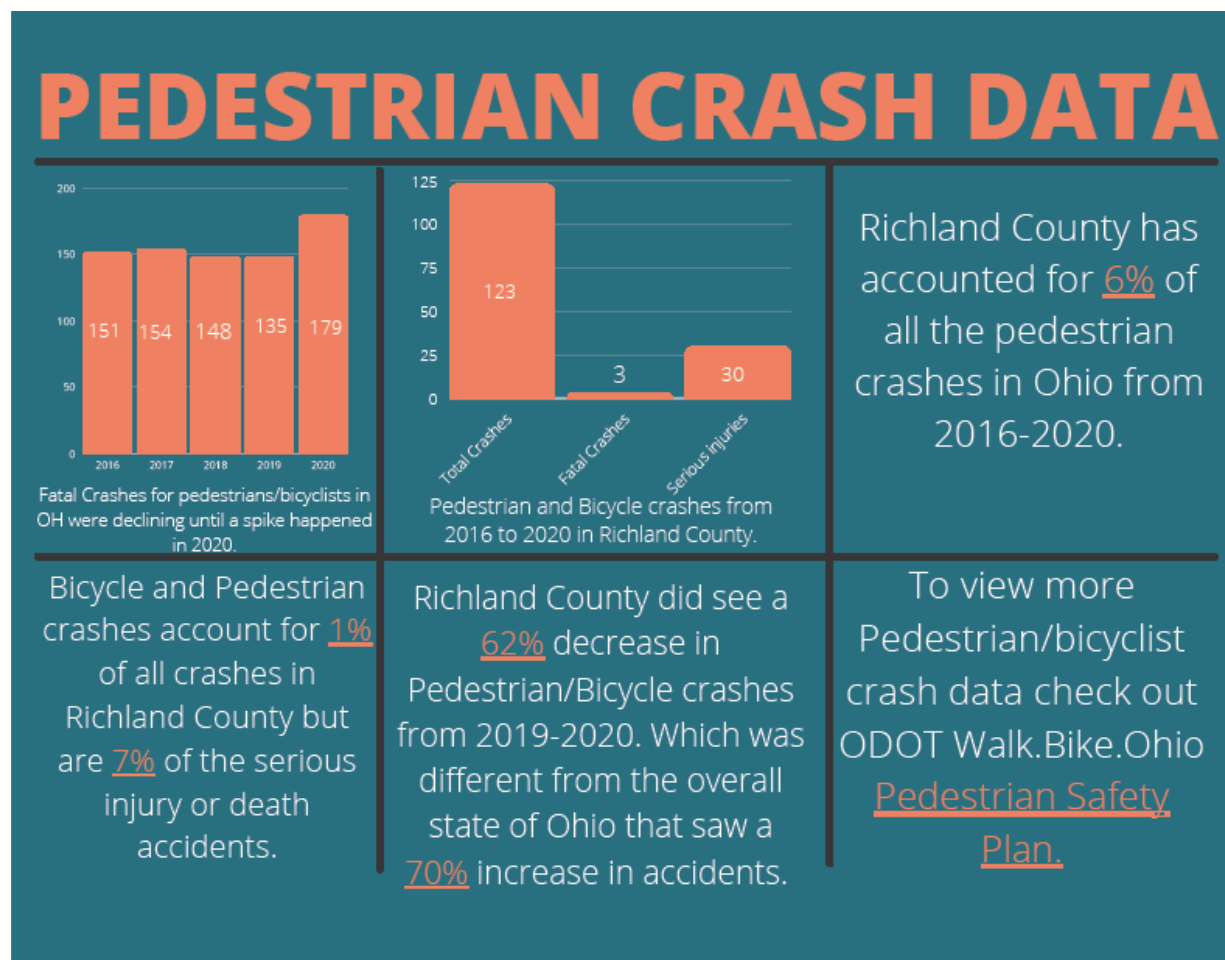
Villages

Plymouth / Lexington

Bellville / Butler



Pedestrian Crash Data



To see more data you can go to the [Ohio State Highway Patrol](#) website to access all Ohio related crash data. The Ohio Department of Transportation also releases a Walk.Bike.Ohio Pedestrian Safety Plan that is linked in the graph above. The plan takes a greater look at FSI pedestrian crashes meaning fatal or serious injury crashes.

Key points in Walk.Bike.Ohio Pedestrian Safety Plan:

- There is correlation between vehicle miles traveled and crashes involving pedestrians. The higher traveled areas have higher chance for crashes.
- Rural area crashes most happen at non-intersection locations where urban areas are close to even between accidents at crossing locations versus non-crossing locations.
- Richland County is ranked 23rd out of 88 counties for pedestrian crash rate by population.

Vision & Goals

Regional Active Transportation Vision

Richland County will have a fully connected, comfortable, and safe network for active transportation throughout the county

Goal #1

Safety

Goal Statement

Transportation modes and facilities in the region will be safe for all users.

Objectives

Prevent bicycle and pedestrian crashes

Have safe bicycle and pedestrian guidelines and policies

Strategies

Use signage to designate all road users

Match road design to land use and context

Identify and address high crash locations

Develop an outreach program that teaches the public about the “rules of the road”

Build designated bicycle or multi-purpose lanes as often as possible

Goal #2

Access and Mobility

Goal Statement

Active transportation options are accessible and convenient.

Objectives

Have an ADA compliant infrastructure

Have a completely connected and accessible multimodal infrastructure

Strategies

Complete inventory of sidewalks and curb ramps

Maintain countywide sidewalk condition database

Have ADA compliant infrastructure

Perform pedestrian counts with traffic counts

Identify problematic sidewalks for improvement

Increase connectivity to Richland B&O Trail

Educate the public on various active transportation options

Investigate feasibility of bicycle/scooter rentals

Increase transit service

Increase active transportation support facilities

Identify and construct missing linkages in the system

Goal #3

Livability

Goal Statement

Quality of life for all in Richland County is enhanced by a robust active transportation network.

Objectives

Have a convenient and comfortable active transportation network

Support active transportation, complete streets, and placemaking

Create multimodal network linking housing, employment centers and other service hubs

Improve health indicators by promoting active lifestyles

Strategies

Require transportation and land use design to consider community and environmental outcomes

Update development and zoning codes to promote pedestrian scale building, landscape and street design

Make inclusion of active transportation facilities a priority in the planning process

Increase trails and trailheads to improve healthy activities

Develop and pass Complete Streets policy

Goal #4

Equity

Goal Statement

Active transportation modes increase opportunities for underserved communities and individuals.

Objectives

Low cost transportation options that are available to all residents irrespective of income and barriers

Connect workers to jobs and essential services

Strategies

Identify underserved populations and areas

Focus projects in underserved population areas to better connect them to services

Educate workers and employers on active transportation options in the region

Goal #5

Sustainability

Goal Statement

Leadership and funding ensures the success of active transportation allowing it to thrive and expand

Objectives

Existing facilities are in good repair

Established educational and programming opportunities on active transportation creates mode shifts

Strategies

Create programs that support and fund maintenance and repair of existing infrastructure

Determine the maintenance costs for future projects and identify funding options

Educate current and future leadership, decision makers and practitioners on the need for active transportation and on how to implement it

Active Transportation Plan Action Items Chart

Action Items	Goals Addressed					Timeframe	Lead Agency	Potential Partners
	#1	#2	#3	#4	#5			
RCRPC Complete Streets policy	X	X	X	X	X	Short Term	RCRPC	
Create a Complete Streets Guidelines	X	X	X	X	X	Short Term	RCRPC	Local Governments
Develop an Outreach program for Ped/Bike Safety	X	X		X	X	Short Term	RCRPC	Richland Public Health Richland Moves!
Establish Wayfinding efforts in Richland County		X	X			Short Term	RCRPC	Richland Area Chamber Local Government
Develop an outreach program for Ped/Bike options		X		X	X	Short Term Continuous	RCRPC	Richland Public Health Richland Moves!
Identify high crash locations	X					Continuous	RCRPC	Law Enforcement ODOT Local Government
Address high crash locations	X					Continuous	Local Government	ODOT RCRPC
Establish a Bike/Ped Counts Program	X	X				Continuous	RCRPC	Local Government Richland County Parks
Bike/Scooter Agency		X				Mid Term	Chamber	Mansfield Rising Group
Complete and Maintain a Countywide Sidewalk Inventory		X		X		Mid Term Continuous	RCRPC	Local Government
Expand Transit service hours and area		X		X		Long Term	RCT	
Improve Transit infrastructure i.e. Bus Shelters, bike racks		X		X		Long Term	RCT	RCRPC
Update local codes to encourage active transportation infrastructure		X	X	X		Mid Term	Local Government	RCRPC
Develop a Trails & Trailheads Masterplan		X	X			Long Term	Richland County Parks	Land Trusts Local Government

Planning Process

Pairing with other Plans:

The Active Transportation Plan should work to complement and support the following established plans created and updated by Richland County Regional Planning Commission and other organizations in the community:

Transportation Improvement Program (TIP):

This document presents a fiscally balanced transportation program for the region that includes projects which will receive funding in the next 4 years. It is a requirement of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that all projects using federal funds be listed in the TIP.

Coordinated Transportation Plan:

This document is intended to provide policies, goals, objectives, and techniques used for public involvement, planning and coordination activities to be conducted by RCRPC.

Long Range Transportation Plan:

This document guides policy and funding decision making for the region's transportation system over the next 25 years. Federal requirements mandate the plan be updated every five years. All transportation programs and projects requesting federal funds must be consistent with this plan.

Transit Development Plan:

This document reports the annual update of the Transit Development Program. It presents data on the operation of the transit system during the last calendar year.

2035 Comprehensive Plan for Richland County:

This document reports strategies for the following topics in Richland County: Land use Regulations, Infrastructure, Economic Development, Housing, and Community Quality of Life.

The North End Community Economic Development Plan:

The North End Community Improvement Collaborative has developed this plan focuses on topics to be improved in the North End of Mansfield such as: Land Use, Housing, Economic Development, Education, Public infrastructure/transit, and Community spaces.

Mansfield Rising Plan:

The Richland County Foundation created the plan as a way to improve downtown Mansfield with 39 ideas and strategies to improve the downtown of Mansfield.

Shelby Economic Development Plan:

The plan outlines economic development recommendations that Shelby Community Improvement Corporation is actively pursuing.

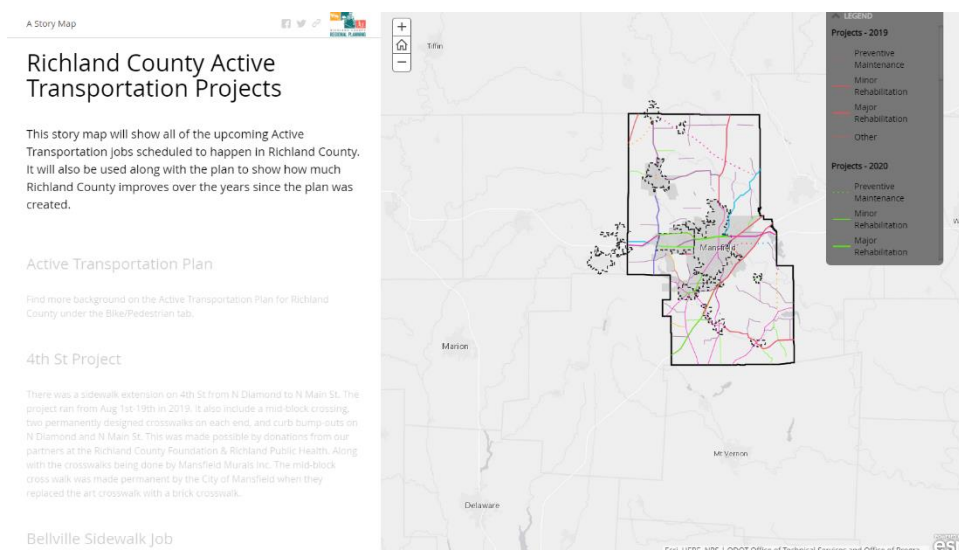
Richland Public Health Community Health Improvement Plan:

The plan defines what RPH plans to achieve, how they will achieve it, and how they will know they have achieved it. The plan focuses heavily on: Innovative infrastructure, Optimized performance, Effective communication, and Strong collaboration.



Current & Future Projects

Please follow this link to our interactive story map that will inform you about current and future active transportation projects.



Appendix A: Resources

Health and Active Transportation Resources:

<https://richlandhealth.org/departments/community-health-prevention-sciences/>

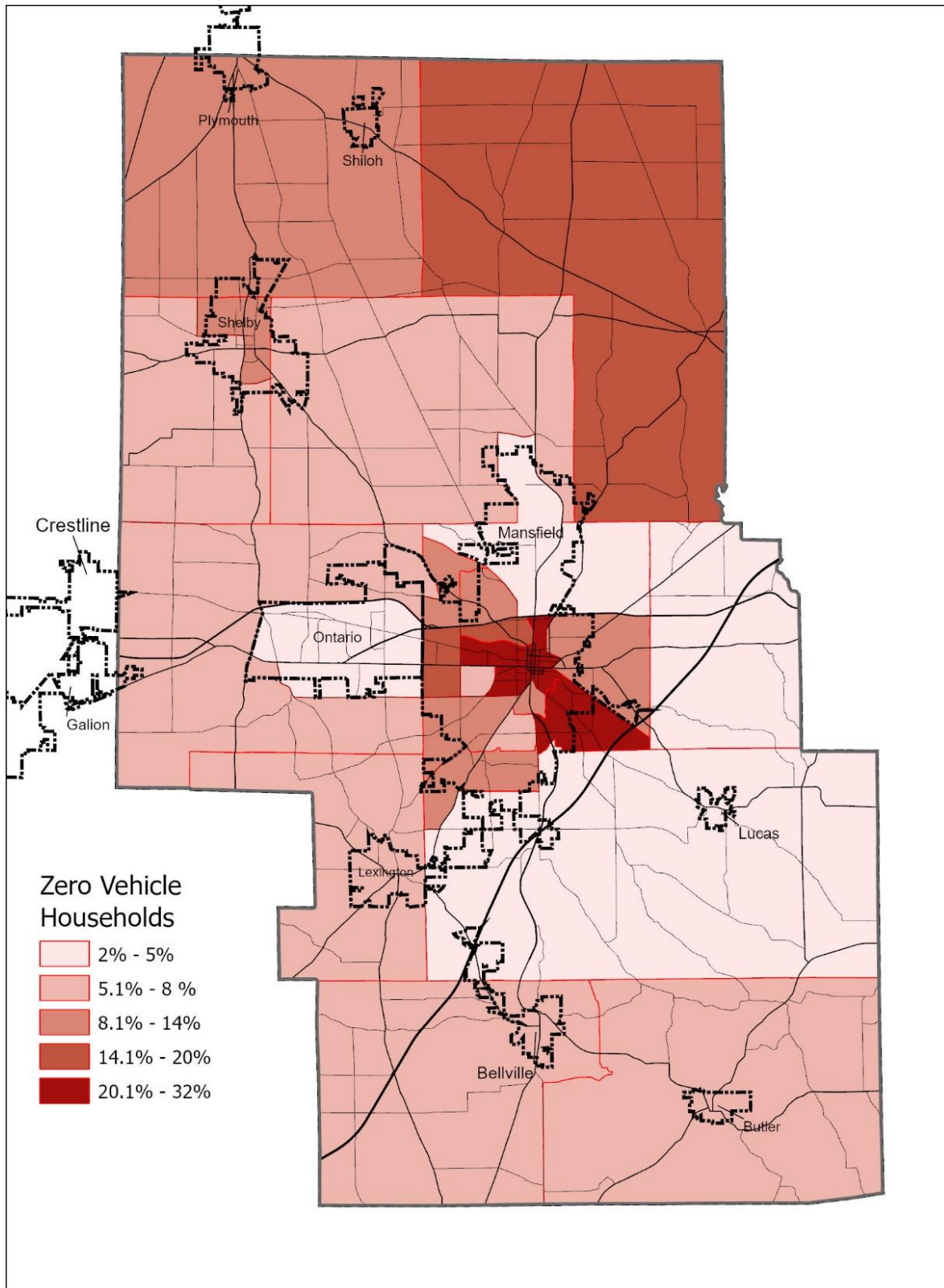
Bike and Pedestrian Guideline Resources:

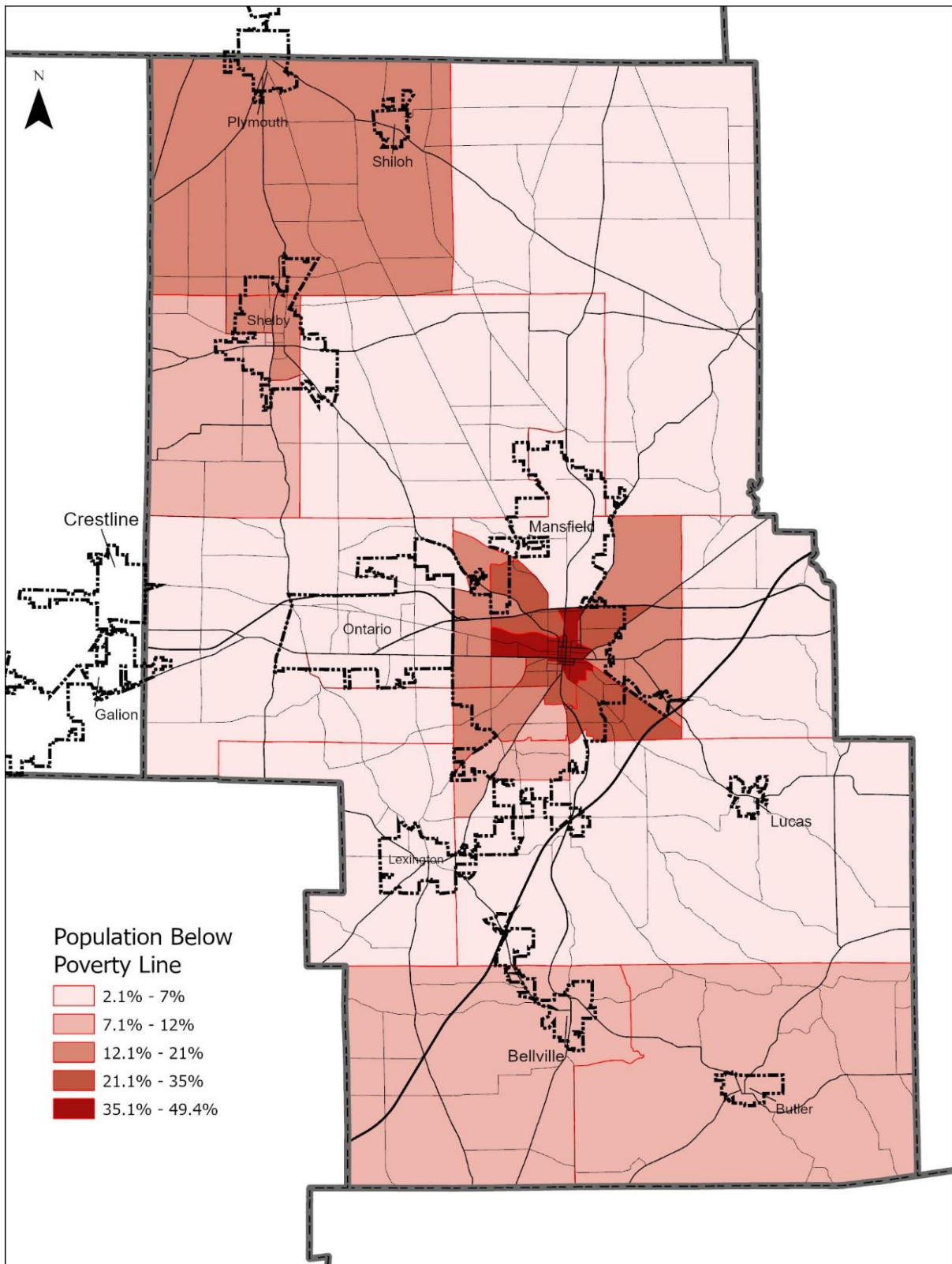
<http://www.dot.state.oh.us/Divisions/Planning/SPR/bicycle/Documents/ODOTCyclingSmarterGuide.pdf>

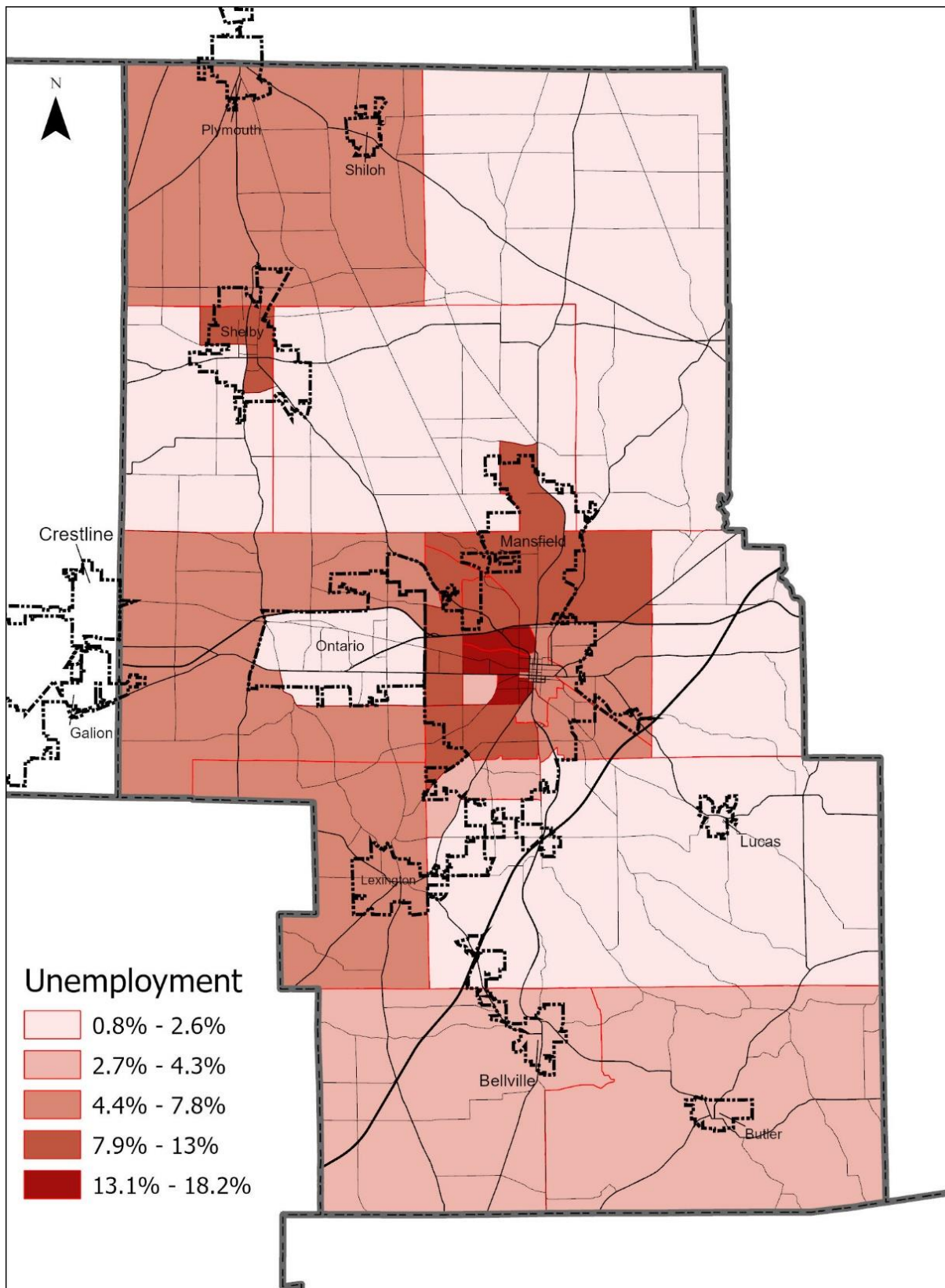
<https://www.ohiobar.org/public-resources/commonly-asked-law-questions-results/the-law-of-riding-a-bicycle-in-ohio/>

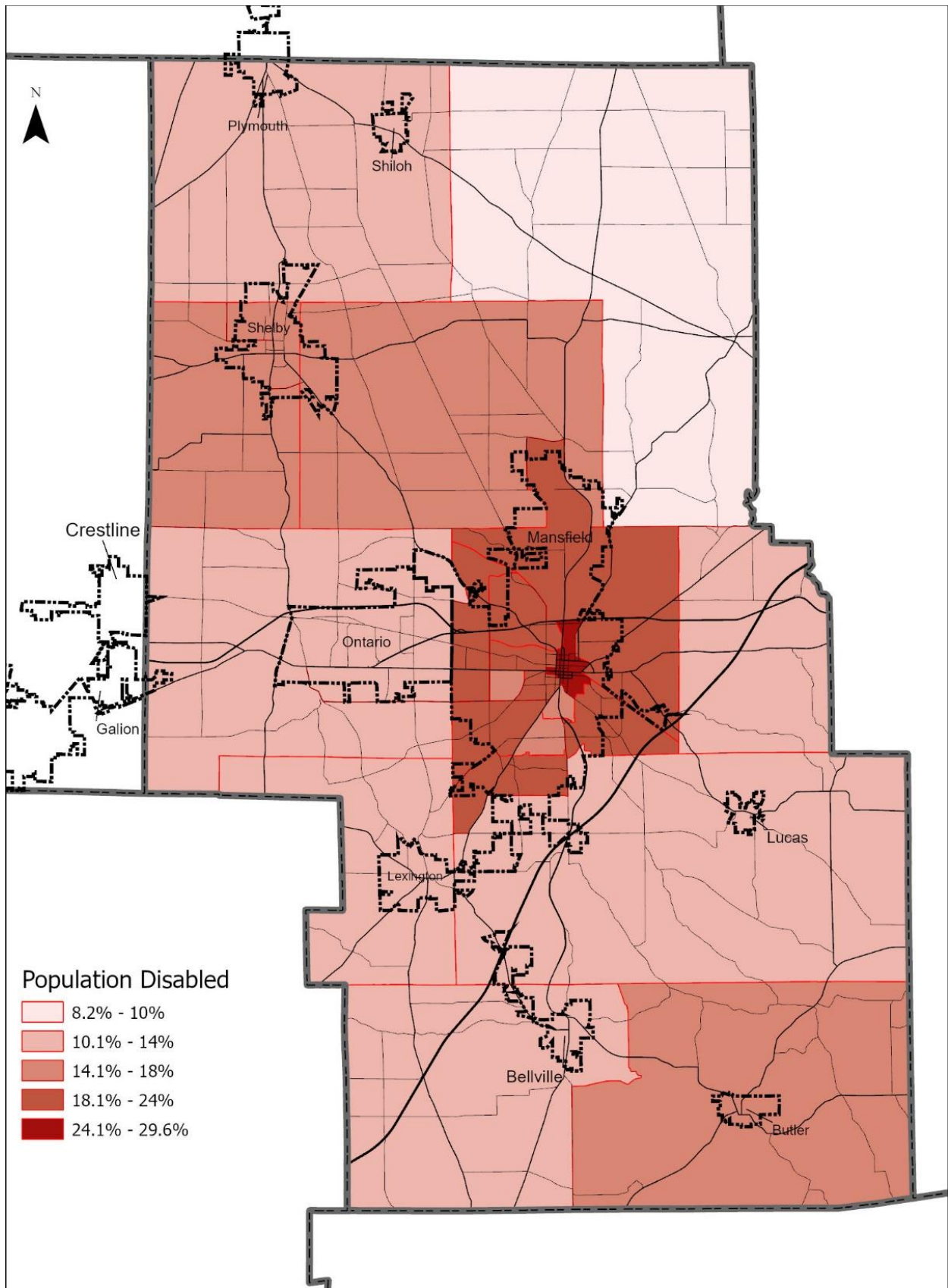
<http://www.pedbikeinfo.org>

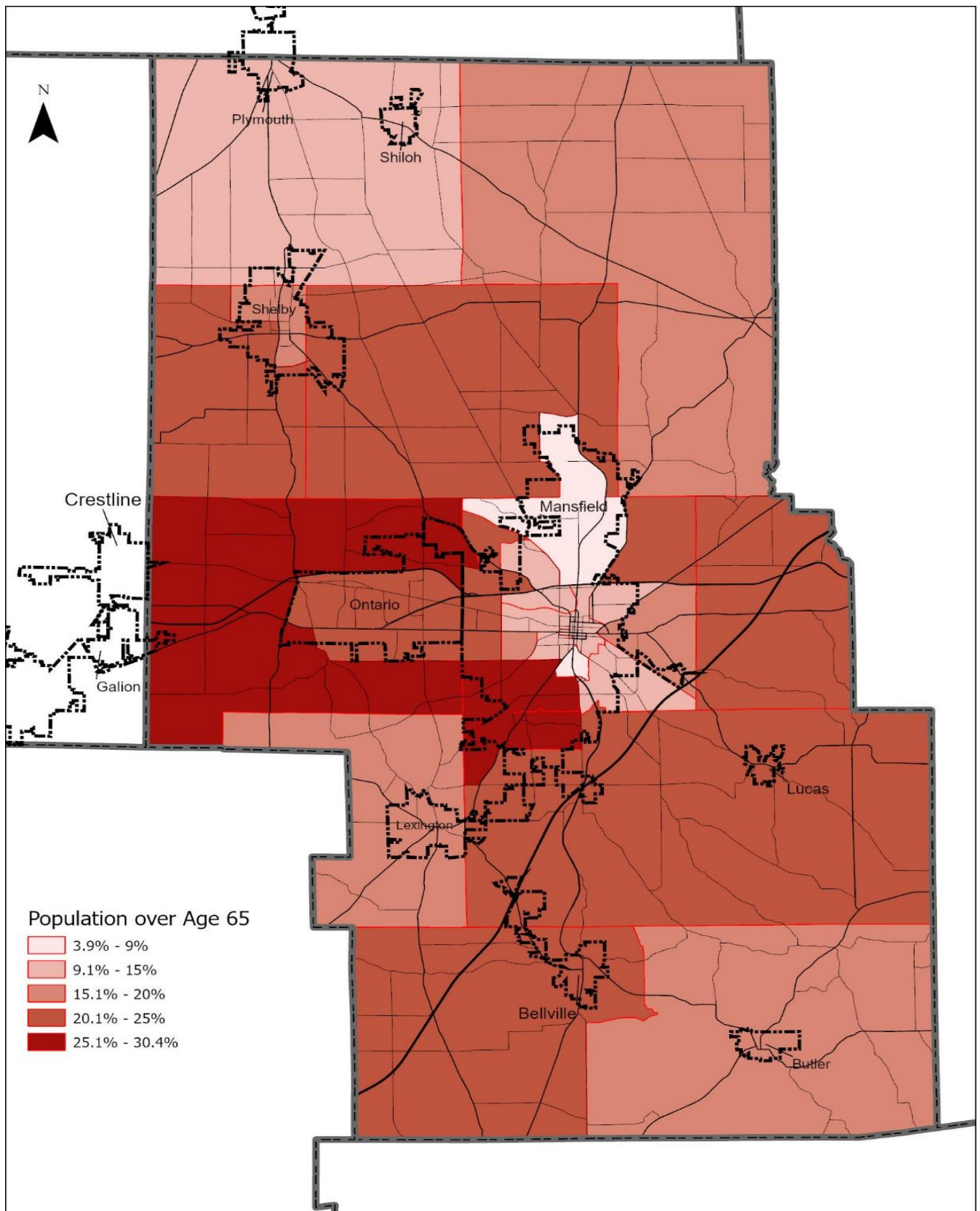
Appendix B: Demographics:











Appendix C: Survey

Public Online Survey: (242 responses)

[Full Survey Results](#)

Public Online College Survey: (122 responses)

[Full Survey Results](#)

Public Survey: (36 responses)

What is your age?

18 or under – 2 responses
19-24 – 4 responses
25-44 – 11 responses
45-59 – 5 responses
60 or older - 4 responses

What is your gender?

Male – 15 responses
Female – 12 responses
Other – 0 responses
Prefer not to answer – 0 responses

What is your race? (Please check as many as apply)

Caucasian – 19 responses
African American – 6 responses
Asian/Pacific Islander – 0 responses
Hispanic or Latino – 0 responses
Other – 0 responses
Prefer not to answer – 3 responses

Do you have a disability?

Yes – 0 responses
No – 26 responses

How many people live in your household?

1-2 – 14 responses
3-4 – 6 responses
5-6 – 2 responses

7 or more – 3 responses

How many vehicles are in your household?

None – 2 responses
1-2 – 24 responses
3 or more – 0 responses

Where do you live in Richland County?

Open ended responses:

Mansfield – 11 responses
Perrysville – 1 response
Yes – 3 responses
Madison Township – 1 response
44906 – 1 response
Butler – 1 response

I do not live in Richland County – 1 response

What is your main form of transportation?

Personal Vehicle – 19 responses
Transit – 3 responses
Biking – 0 responses
Walking – 2 responses
Taxi – 0 responses
Other _____

Family drives them – 2 responses

Do you work in Richland County?

Yes – 8 responses
No – 4 responses
Currently unemployed – 14 responses

Do you feel safe walking or biking in your neighborhood?

Yes – 23 responses

No - 3 responses

Do you use the B&O Trail?

Yes – 5 responses

No – 19 responses

Would you consider biking more if there were bike lanes?

Yes – 10 responses

No – 13 responses

What could make you want to use public transit/active transportation over a personal vehicle?

Open ended responses

High School Survey: (55 responses)

What Grade level are you?

Freshman – 1 responses

Sophomore – 0 responses

Junior – 15 responses

Senior – 39 responses

What is your gender?

Male – 27 responses

Female – 27 responses

Other – 0 responses

Prefer not to answer – 1 response

What is your race? (Please check as many as apply)

Caucasian – 51 responses

African American – 2 responses

Asian/Pacific Islander – 0 responses

Hispanic or Latino – 3 responses

Other – 1 response

Prefer not to answer – 0 responses

Do you have a disability?

Yes – 7 responses

No – 48 responses

Do you have a driver's license?

Yes -47 responses

No – 8 responses

Do your parents/guardians work in Richland County?

Yes – 44 responses

No – 11 responses

Do you own a bike?

Yes – 46 responses

No – 9 responses

Would you like bike lanes in Richland County?

Yes – 32 responses

No – 23 responses

Would you like bike lanes in Richland County?

Yes – 32 responses

No – 23 responses

What is your parents/guardians main form of transportation?

Personal Vehicle – 54 responses

Transit – 0 responses

Biking – 0 responses

Walking – 0 responses

Taxi – 1 response

Other _____ - 0 responses

Have you ever used RCT?

Yes – 0 responses

No – 55 responses

Do you use the B&O Trail?

Yes – 36 responses

No – 19 responses

Do you think your neighborhood is safe?

Yes – 48 responses

No – 7 responses

Is your neighborhood safe to bike or walk?

Yes – 50 responses

No – 5 responses

Do you consider your home to be in walking distance of attractions?

Yes – 12 responses

No – 43 responses

What would make you want to use active or public transit over a personal vehicle?

Open ended responses

Citations

¹“Walking and Cycling to Health: A Comparative Analysis of City, State, and International Data.” *American Journal Public Health*. 2010. www.ncbi.nlm.nih.gov/. Accessed 10 July 2019.

³“U.S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information, 2017 National Household Travel Survey.” <https://nhts.ornl.gov>. Accessed 15 July 2019.

⁴“Who benefits from new transportation infrastructure? Evaluating social equity in transit provision in Montreal.” *School of Urban Planning*. November 2010. <http://www.tram.mcgill.ca>.

⁵“Economic Impacts of Active Transportation: Utah Active Transportation Benefits Study” *UD4H*. March 2017. Accessed 23 September 2019