

VILLAGE OF JOHNSTOWN

ACTIVE TRANSPORTATION

A Planning Document For
Non-Motorized Mobility



ACKNOWLEDGEMENTS

LICKING COUNTY AREA TRANSPORTATION STUDY

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VILLAGE OF JOHNSTOWN

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Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Existing conditions have not been field-verified at all locations. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

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A long, paved path stretches into the distance, flanked by bare trees. On the left, a wheelchair is parked on the path. A picnic shelter is visible on the right. The scene is captured in a warm, reddish-brown color palette.

INTRODUCTION

INTRODUCTION

“Active Transportation” is human-powered mobility; any method by which people travel without using motorized vehicles is active transportation. This includes walking, biking, skating, skateboarding, scootering, and wheelchairs. While these activities can also be seen as a form of recreation, active transportation planning recognizes their significance as forms of mobility. These modes of transportation are also simultaneously forms of physical activity. The intersection of health and mobility is a pronounced benefit of active transportation. Active transportation also has positive environmental, economic, and social impacts, in that it reduces automobile emissions, is cheaper for the individual user, unites users with public transit, and encourages communities to share public amenities.

Active transportation planning aims to provide safe connections for active users to reach community assets like parks and trails, and everyday destinations including jobs, schools, and shops. Active transportation plans achieve this by providing an outline to implement infrastructure and programming, such as spanning sidewalk gaps, multi-use path connections, bicycle rack installations, educating the public, and hosting cycling events, among many other such possible improvements. Active transportation planning, thereby, supports investing in a healthy community by making active living more accessible for residents.

VILLAGE OF JOHNSTOWN

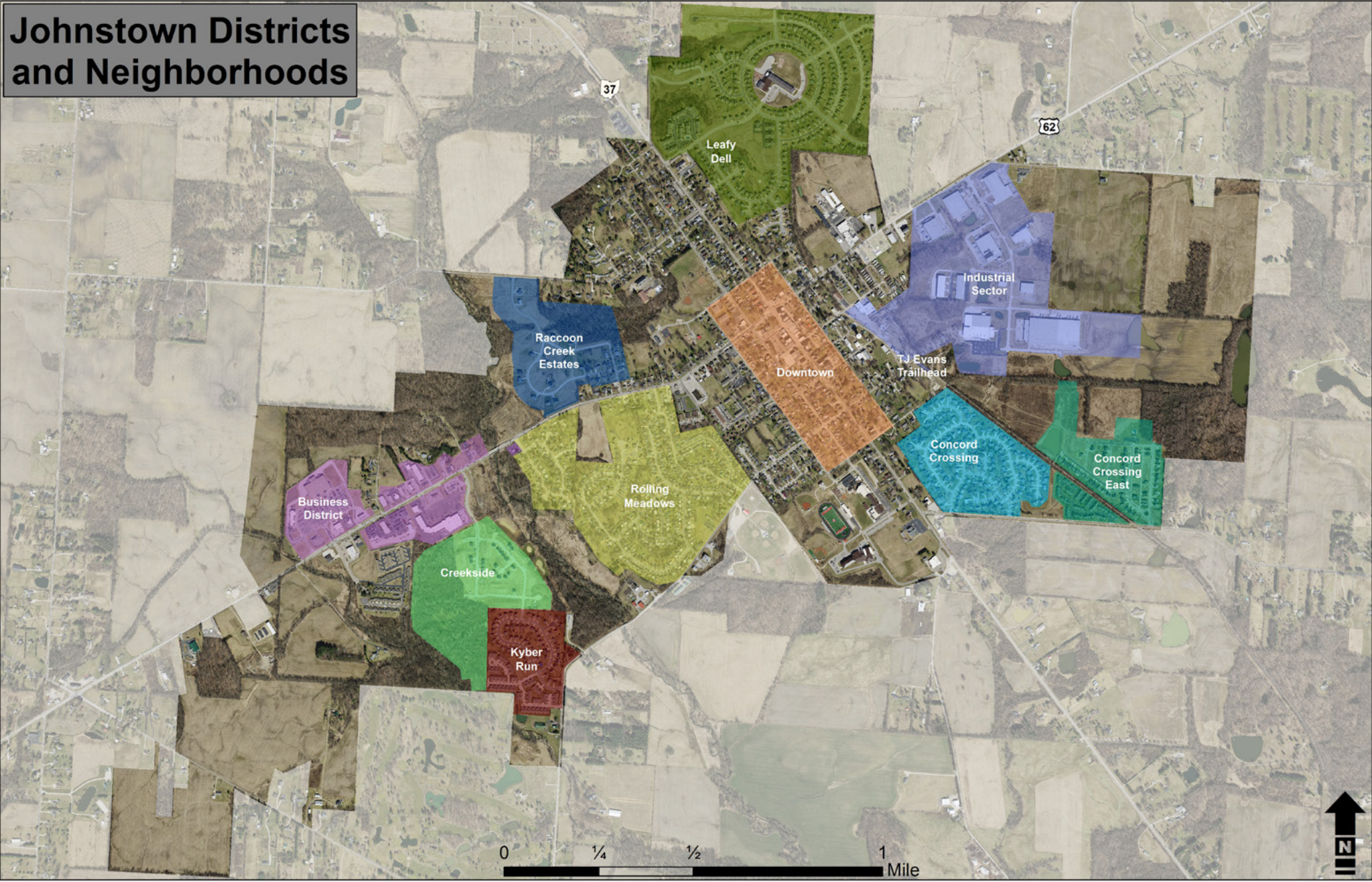
Laid out and established in 1813, the Village of Johnstown grew slowly until the advent of local rail lines in 1880. It was at this point that Johnstown became a regional agricultural hub for the surrounding farmlands. Transportation would again transform Johnstown after Ohio State Route 37 (SR 37) and U.S. Route 62 (US 62) came through the Village in 1924 and 1930, respectively. The intersection of SR 37 and US 62 is the most significant crossroads for Johnstown, acting as the point around which the historic downtown centers. The old rail line has been partially converted to the T.J. Evans Trail, which is part of Alternate U.S. Bike Route 50 (USBR 50A).

Like the rest of the central Ohio region, Johnstown has grown significantly in the 21st century. The 2010 census population recorded 4,632 in the Village. The 2020 census population is expected to exceed 5,000 and propel Johnstown to city status. With the large amount of population growth in the region, and its location between the Columbus and Newark urbanized areas, Johnstown sits at an important regional crossroads of transportation as well as being a municipality that aims to provide meaningful job opportunities and civic amenities to its residents. The community will enrich life for its residents with an expanded active transportation network and facilitation of future transit improvements. These plans should posit Johnstown to implement desirable and successful multimodal connections in the future.

GOALS

- 1 Close gaps and build new connections to create an interconnected network that allows for efficient active transportation throughout Johnstown within the region.
- 2 Build a network that is safe and easy to use for people of all ages and abilities.
- 3 Work with community leaders, business owners and residents to encourage use of the network and promote the benefits of active transportation.

Johnstown Districts and Neighborhoods



BIKE PATH
→

MAIN ST
PHARMACY

Malone's Shoppe 740
740-866-0012

EXISTING
CONDITIONS

UNITED STATES
POSTAL SERVICE

Faith Fellowship

OPEN

OPEN

740

EXISTING PLAN REVIEW

The Village of Johnstown has precociously undertaken several planning efforts to ensure manageable and sustainable development as population and job growth continues. The products of these efforts include the Village of Johnstown *Comprehensive Plan*, a future land use map, and *Routes to Rural Mobility Plan*, all from 2020, the *Park and Greenway Master Plan*, from 2017, and the adoption of interim design guidelines to guide regulatory practices and accompany the *Comprehensive Plan* until the completion of design standards and guidelines. The Village will enhance these plans and guidelines with a forthcoming update to zoning ordinances. In addition to these local endeavors, the Village of Johnstown has participated in regional 2020 plans such as the Licking County Area Transportation Study's (LCATS') *Long Range Transportation Plan*, the Licking County Transit Board's *Transit Development Plan*, and its complementary *Coordinated Plan*. Together, these aforementioned labors and plans establish policies and practices, by which the Village of Johnstown maintains infrastructure and connectivity, while steering design, land use, and transportation, to effectively serve the public.

LAND USE, STREET DESIGN, & CONNECTIVITY

The Village of Johnstown *Comprehensive Plan*, future land use maps, and planning and zoning ordinances outline the regulations and guidelines to steer the development and connectivity of the village. These documents classify roads, establish several design baselines, require specific infrastructure for development, and provide a means to encourage desired practices while discouraging unwanted practices. All modes of transportation are taken into consideration, rather than simply focusing on automobile use.

Some of the key infrastructure regulations and guidelines focus on block lengths, which must be between 400 and 1800 feet, prohibition of alleys in residential areas, and the requirement for sidewalk installation in any new development. Additionally, cul-de-sacs are discouraged in residential development. Greenways, landscaping, lighting and benches are encouraged through residential neighborhoods, emphasizing the connection of residents to neighborhood and local parks.



Looking southeast on SR 37 in downtown Johnstown, on-street parking, pedestrian crossings, and sidewalk frontages are indicative of businesses in the village center welcoming both motorists and pedestrians.

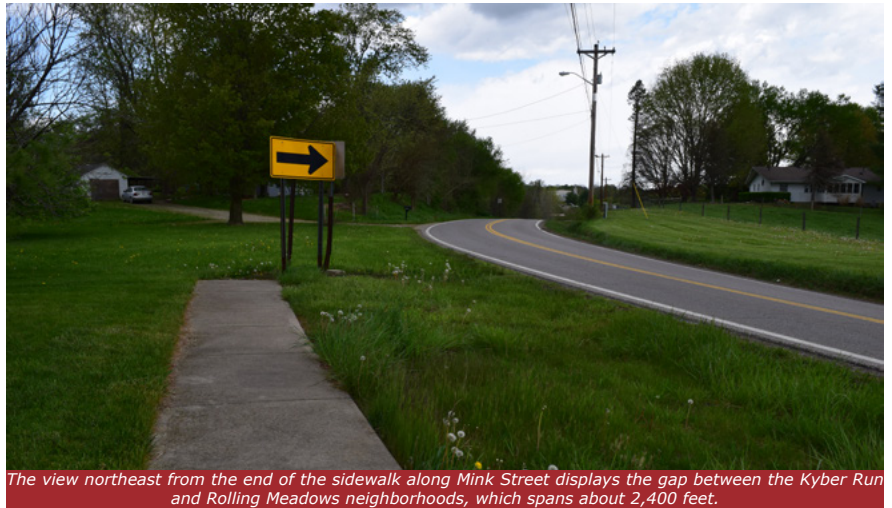
Despite a current lack of a complete streets policy, the historic downtown of Johnstown accommodates multimodal transportation by providing on street parking, marked and textured crosswalks, and frontage space allowing pedestrians ample access to the businesses that inhabit this sector of the village.

CYCLIST & PEDESTRIAN INFRASTRUCTURE

As a member of the LCATS Policy Committee, Johnstown supports the Metropolitan Planning Organization's (MPO's) backing of the Ohio Department of Transportation (ODOT) in its "Toward Zero Deaths" safety initiative, which aims to reduce pedestrian, cyclist, and motorist fatalities and generally improve safety for all users. The Village of Johnstown has also taken steps to improve conditions locally for pedestrians and cyclists by looking to improve and extend infrastructure in its Park & Greenway Master Plan.

Currently, Johnstown is home to the westernmost terminus of the TJ Evans Trail, and has four additional TJ Evans Trail connections. These four trail connections are as follow: one at an intersection with Concord Road, and one that connects to Tyler Place, located in the back of the Concord Crossing residential neighborhood, one connection to Fondriest Road located in Concord Crossing East, and finally, one connection to Concord Village Circle in the Concord Crossing East condominiums. The trailhead is tied into a local park based around a historic mastodon fossil site, and includes a recently expanded parking lot with bike repair and bathroom facilities. This trailhead is accessible from the historic downtown Johnstown residential neighborhood. The

trail within Village limits is slightly less than $\frac{3}{4}$ mile, but the trail in its entirety is a 14.6-mile facility that connects all the way to the county seat, Newark, through the villages of Alexandria and Granville, with connections to other regional trails. Maintenance of this trail is achieved through a partnership with the Licking Park District (LPD). Trail counts were first taken in the summer of 2020 by LCATS and will continue to be collected at regular intervals. The Village of Johnstown is also considering the purchase and installation of a permanent counter at the current trailhead location.



The view northeast from the end of the sidewalk along Mink Street displays the gap between the Kyber Run and Rolling Meadows neighborhoods, which spans about 2,400 feet.



Part of a recent infrastructure project on and along US 62 between Meadow Lane and Oregon Street, including new sidewalks.

PUBLIC TRANSPORTATION

Currently, the Village of Johnstown is served by Licking County Transit (LCT) services. LCT provides paratransit rides for individuals who schedule service anywhere in the region. Ridership is generally utilized for work and medical trips, with subsidized fare rates for children, the elderly, and the disabled. LCT operates between 5AM and 8PM Monday through Friday and 6AM and 6PM on Saturday, except for specific holidays. They provide a door-to-door service for their patrons.

Due to the nature of limited service for a county-wide area, recent planning efforts were undertaken in 2020 to develop a *Transit Development Plan* and a *Coordinated Plan* to better serve the growing communities within Licking County. These plans look to implement deviated fixed route services within the next five years. Several of the fixed routes aim to better connect users to medical, occupational, and educational destinations. One of these routes will go through Johnstown via SR 37 and US 62.

In addition to these efforts, the Village of Johnstown has taken steps to improve transit for its residents and the region by developing a mobility hub and completing a *Routes to Rural Mobility Plan*. This mobility hub would be located on US 62, near the Industrial Park, and serve as a junction for multimodal transportation users of the present and future, with accommodations for all modes, including pedestrians, cyclists, motorists, and transit users, while taking into consideration various forms of electric vehicles. The *Routes to Rural Mobility Plan* aims to modernize transit booking, ridership tracking, and fare payment methods to create a more efficient form of transit.

A photograph of a brick building with a steeple, a sidewalk with benches, and a lamp post, overlaid with the text "OPPORTUNITIES & CHALLENGES". The image has a warm, reddish-orange tint. The building is made of red brick and features a prominent steeple with a circular window. In the foreground, there is a sidewalk with a brick border, a black metal lamp post, and a black metal bench. The text "OPPORTUNITIES & CHALLENGES" is written in white, bold, sans-serif capital letters across the center of the image.

OPPORTUNITIES & CHALLENGES

EXISTING INFRASTRUCTURE & SAFETY CONDITIONS

Opportunities

- Regionally significant trail terminus with bike repair, bathrooms, and expanded parking
- Bike racks at all school facilities and library
- Village is walkable (3 square miles); neighborhoods are all connected to major corridors
- High per capita park and greenspace area with greenfield space for park and trail development
- USBR 50A connects to TJ Evans Trail
- US 62 has new sidewalk between Oregon Street and Meadow Lane



A view of the TJ Evans Trailhead in Johnstown. Brand new bike racks, benches, picnic tables, and a shelter are present at the site.

Challenges



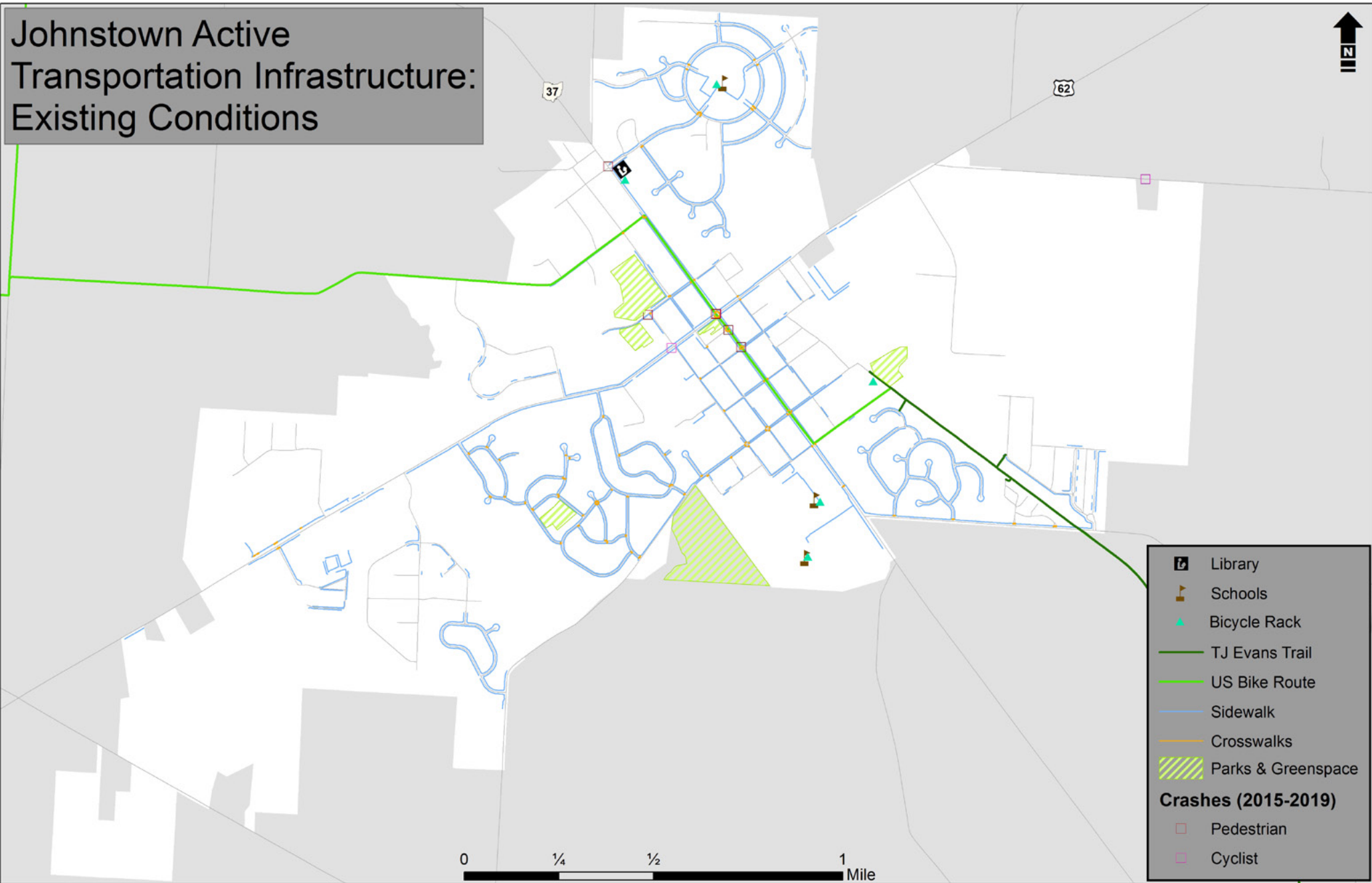
An example of sidewalks in disrepair on Kasson Street. This is a common theme among the old slate sidewalks in the eastern portion of Johnstown.

- Residents responsible for sidewalk maintenance
- Older neighborhoods lack sidewalk or have large gaps
- Downtown, business district, and industrial sector have sidewalk gaps between them
- Currently no fixed transit
- Pedestrian and cyclist crashes are prevalent in downtown
- Cyclist safety is a concern on rural roadways, especially Edwards Road
- High traffic volume on US and State Routes

PLANNED & UPCOMING PROJECTS

- Leafy Dell intersection upgrade - likely to transition to a roundabout
- Deviated transit route and transit stop
- Raccoon Creek Trail will connect Mink Street, US 62, Rolling Meadows neighborhood and Kyber Run/ Creekside neighborhood
- TJ Evans Trailhead expansion into park
- Creekside neighborhood completion includes sidewalk along Bigelow to connect to US 62
- Safe Routes to School (SRTS) Travel Plan in early planning phase
- Stone Hedge Row condos will complete sidewalk, thereby filling gaps in Leafy Dell neighborhood
- Access road for businesses along the southern portion of US 62 in the Village
- Sidewalk installation in the gap southwest of Bigelow along the south side of US 62

Johnstown Active Transportation Infrastructure: Existing Conditions



AUDIT & COUNT DATA

As previously stated, LCATS began a trail count program in the summer of 2020. One of the pilot locations for a pedestrian count was taken at the TJ Evans Trailhead in the Village of Johnstown. The manner in which the counters operate require a week onsite to collect data. The count at this location occurred between July 3, 2020 and July 9, 2020. During this period, the average daily user count was 395, combined for cyclists and pedestrians. The next count will occur in the 2021 season and during a non-holiday week to validate the current data on hand, but the expectations of the LCATS data collection team are for similar count results, with a possible trivial reduction. This location is expected to continue to be a high-volume gateway location on the TJ Evans Trail as many users access the trail from the westernmost point.



A view of a USBR 50A sign at the end of the TJ Evans trail. The sign is positioned near the trailhead.

An abbreviated multipoint walk audit was conducted in January 2021. The main focal points of this audit were sidewalk infrastructure in the historic downtown neighborhoods and in the business district. The business district has sidewalk that is relatively new and therefore in good condition. The curb ramps are properly installed with marked crossings and the sidewalk width is suitable to standards. There are some issues with gaps; the sidewalk on the south side of US 62 is missing sidewalk southwest of Bigelow Drive for about 335 feet and nearly 650 feet across from Cheeryhill Drive, in front of the Chevrolet dealership. The north side of US 62 has a large gap from Benedict Drive until over 700 feet southwest of Cheery Hill Road. The business district is also noticeably lacking any bike parking. Any cyclists that might wish to ride for groceries, medicine, or supplies would have no place to safely store their bicycle while doing so.



A view of the TJ Evans Trailhead in Johnstown. A new bathroom facility is present at the site.

As mentioned before, the Village of Johnstown leaves the onus of sidewalk maintenance to residents. This becomes apparent in the historic downtown where the unevenness and various levels of degradation of the sidewalks are ubiquitous. Several gaps occur here too, especially northeast of SR 37, where the remaining sidewalk tiles are all old pieces of slate. These gaps along South Kasson Street and East Jersey Street are the most crucial in terms of dividing the neighborhood and trail accessibility for sidewalk users.



An example of LCATS' pedestrian trail counter at use in Granville, Ohio. The counters are in use in various locations in Johnstown during the spring, summer, and fall.

A group of people is sitting on a grassy field at sunset. The scene is bathed in a warm, golden light. In the foreground, a man in a light blue t-shirt is sitting with his back to the camera, his hands raised to his head. Next to him, a woman in a dark top is also sitting with her back to the camera. They are surrounded by other people who are also sitting on the grass. In the background, there are large trees and rolling hills under a hazy sky. The overall atmosphere is peaceful and communal.

COMMUNITY ENGAGEMENT

IMPORTANCE OF COMMUNITY ENGAGEMENT

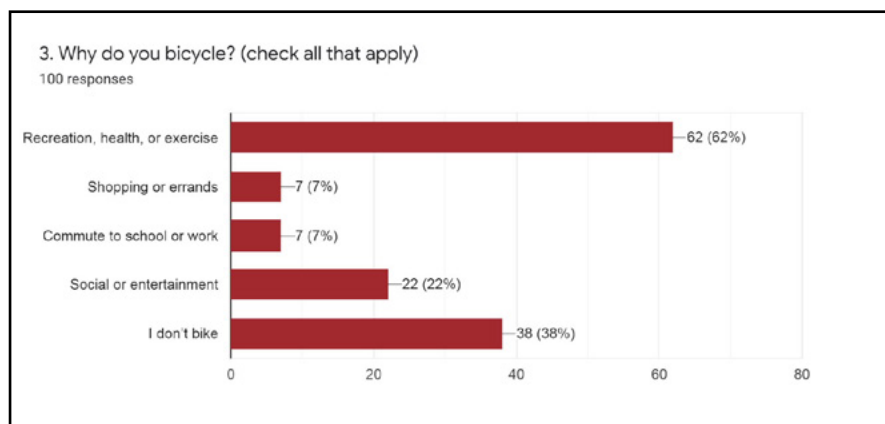
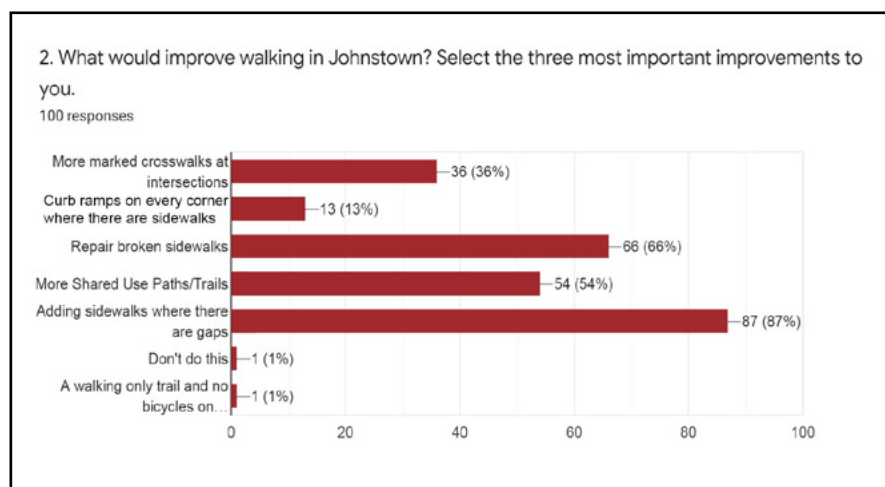
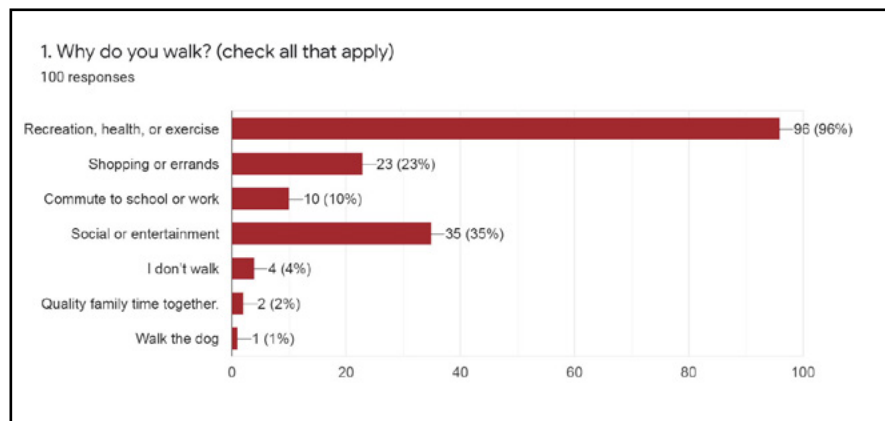
Reaching out and working with the community in a variety of ways is a critical step in the planning process. Because a plan such as this Active Transportation Plan is created for the people of Johnstown, collecting feedback on what residents want and need helps to determine what projects need to be given higher priority. When paired with statistics and data, community engagement can help identify what is a perceived issue and, in turn, what represents a real risk or challenge to the people of the village. Working directly with the community allows first-hand experience to shine through on a plan such as this one.

ONLINE ENGAGEMENT STRATEGIES

An interactive map and survey, created using WikiMap and Google Forms, was created by LCATS for community feedback. As the primary source of community engagement, the map and survey were utilized by 100 respondents. LCATS supplemented the map and survey with a website dedicated to Active Transportation in Licking County, specifically designed to give more information to Johnstown community members interested in this Active Transportation Plan. Social media platforms Facebook, Twitter, and LinkedIn were utilized to engage the public. Emails were also sent out to a wide network of local stakeholders in the community.

IN-PERSON ENGAGEMENT STRATEGIES

Due to the COVID-19 health crisis, in-person engagement was much more difficult. LCATS focused primarily on online tactics to generate feedback, but also utilized word-of-mouth at public meetings including the LCATS Policy Committee Meeting and the Johnstown Village Council Meeting. However, those public meetings were conducted by video conference and the public was invited to access the LCATS website to learn more and respond to the map and survey.



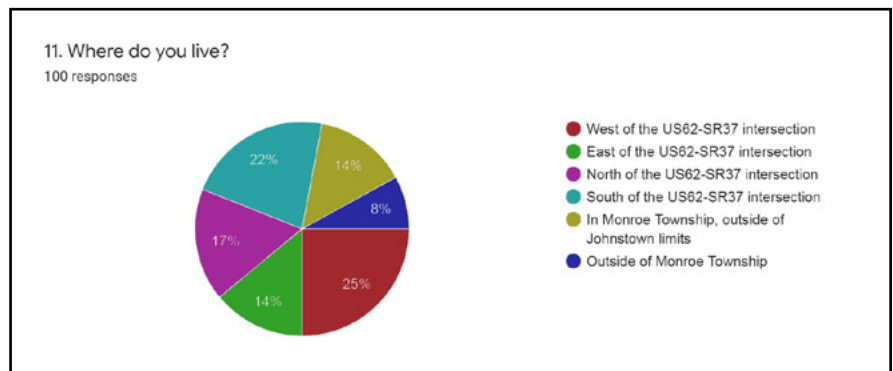
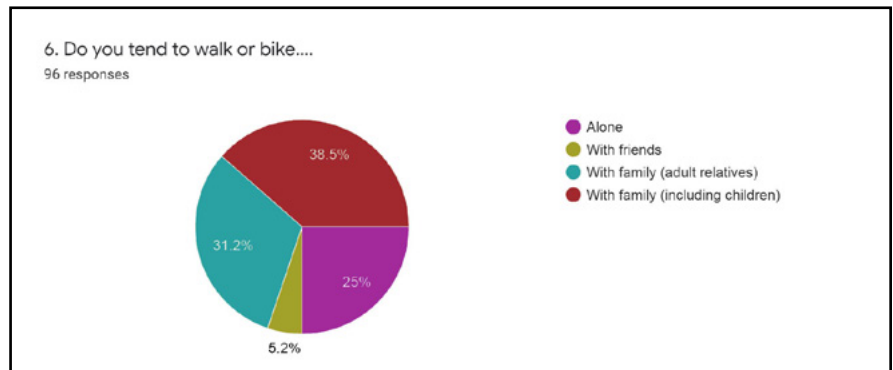
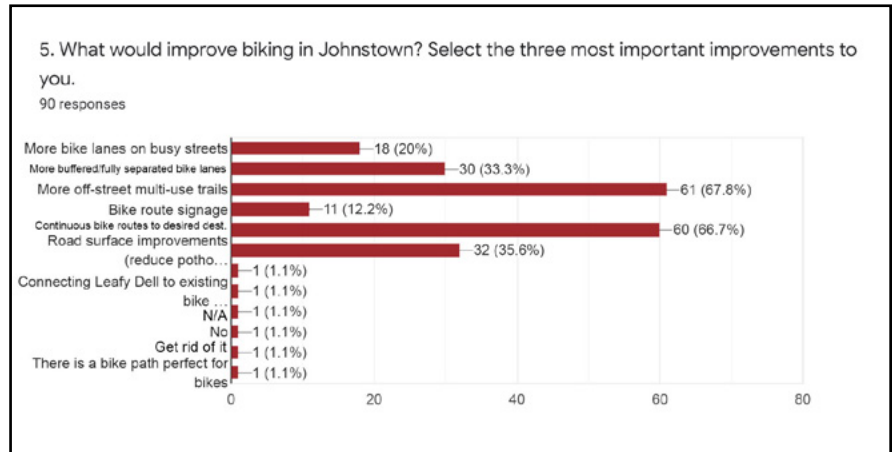
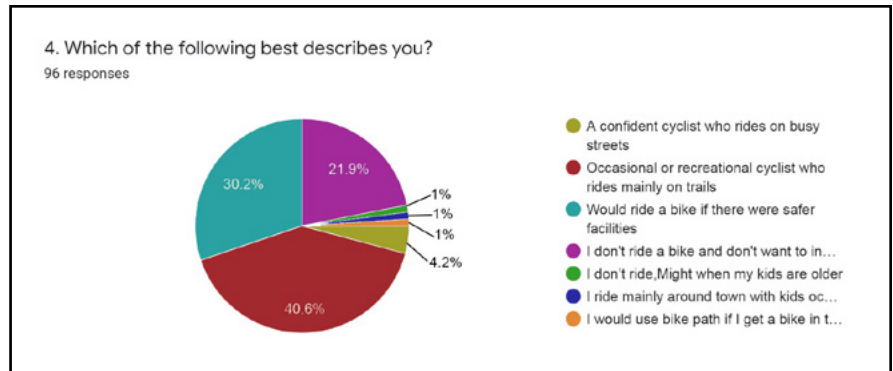
The survey generated a good mix of responses from various locations in relation to the Village of Johnstown. Of the 100 total respondents, 78 reside within the Village limits with a fairly even mix across the four separate quadrants of Johnstown (using the US 62/SR 37 intersection as the geographic center). Of the remaining 22 respondents, 14 were from people living within Monroe Township but outside of the Village and the final eight were from people living outside of the Village and the Township.

POPULAR & DESIRED ROUTES

Many respondents seem to have habitual routes that they utilize when walking or biking. The routes appear to be directly related to the main vehicular corridors that run through the Village – SR 37 and US 62. Specifically, two major routes seem to dominate the public feedback: US 62 and Mink Street/Jersey Street.

US 62 is an important corridor between Downtown Johnstown and the commercial district on the west side of the Village. While there are sections of sidewalk and locations where bikes and pedestrians can feel separated from the road, this section of US 62 has nearly 15,000 vehicles per day. Connecting two of the most significantly traveled areas of the Village is a point of emphasis for the Village and its residents.

Mink Street/Jersey Street serves as a connection for the newer and developing neighborhoods on the west side of the Village to the high school and middle school while also tying into the older neighborhoods and the trailhead on the east side of Johnstown. The road has a lower vehicle volume than US 62 or SR 37 (just shy of 3,000 per day) but the presence of sidewalks varies from non-existent on the western portion of the corridor to being in disrepair on the eastern portion of the corridor. The middle portion of the route serves as an important connector to the high school and middle school via Oregon Street, Williams Street, and even Belt Field Park.



POPULAR & DESIRED DESTINATIONS

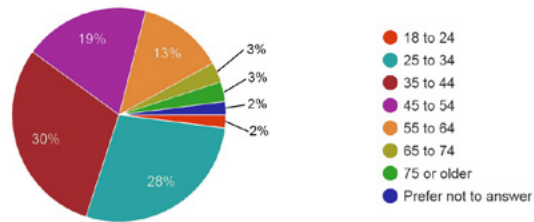
Respondents are fairly united in their desire to access shopping locations, recreational destinations, and school grounds. The desires are often mirrored by the walking and biking routes mentioned in the previous section. Downtown was the most common destination residents would like to access by foot or bicycle while Kroger and the other stores along US 62 on the west side of the Village are the second most desired location. Besides commercial wants and needs, respondents also mentioned several recreational locations including the TJ Evans trailhead, Belt Field, and Raccoon Creek, among the local parks. Residents and respondents also pointed to schools, specifically the high school and middle school, as places they would like to walk and bike to. All three of these groupings of destinations were considered as LCATS compared them to respondents' desired routes in the Village.

GAPS & BARRIERS

There was significant overlap from people participating in the online map and survey in regards to gaps and barriers. Three intersections represent major perceived challenges at US 62/SR 37, US 62/Benedict Drive, and US 62/Bigelow Drive. Those intersections are often seen as barriers due to heavy traffic along US 62, a lack of crosswalks, and sidewalk gaps closer to the business park on the west side of the Village. The most comments came in regards to gaps in sidewalk along US 62, Mink Street between Kyber Run Circle and Hillview Drive, SR 37 between Edwards Road and Leafy Dell Road, and Edwards Road near Buena Vista Drive. Residents also raised concern over the deteriorating sidewalk conditions in the neighborhood on the east side of the Village, particularly on Kasson Street, Track Street, College Avenue, and Pratt Street.

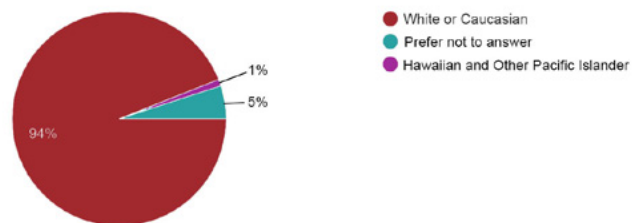
12. What is your age?

100 responses



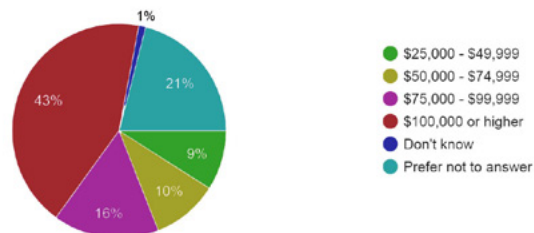
13. What is your race?

100 responses



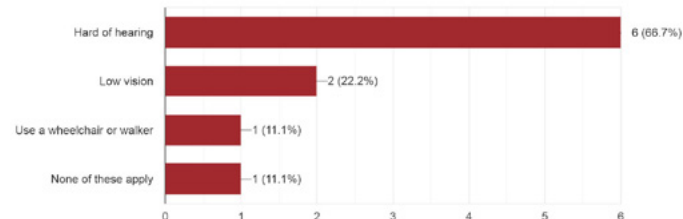
14. What is your annual household income?

100 responses



15. Do any of the following apply to you? (check all that apply)

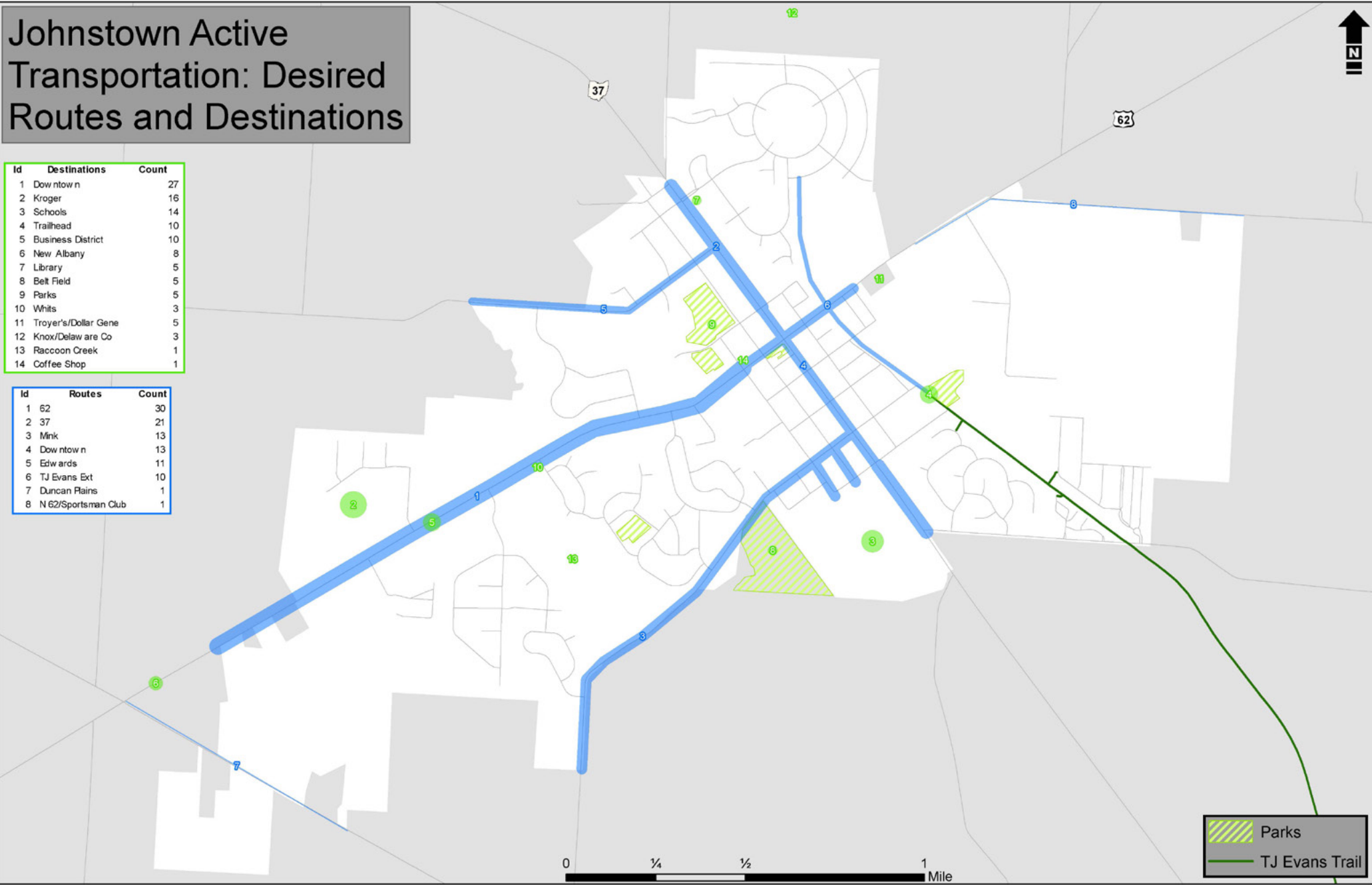
9 responses



Johnstown Active Transportation: Desired Routes and Destinations

Id	Destinations	Count
1	Downtown	27
2	Kroger	16
3	Schools	14
4	Trailhead	10
5	Business District	10
6	New Albany	8
7	Library	5
8	Belt Field	5
9	Parks	5
10	Whits	3
11	Troyer's/Dollar Gene	5
12	Knox/Delaware Co	3
13	Raccoon Creek	1
14	Coffee Shop	1

Id	Routes	Count
1	62	30
2	37	21
3	Mink	13
4	Downtown	13
5	Edwards	11
6	TJ Evans Ext	10
7	Duncan Plains	1
8	N 62/Sportsman Club	1

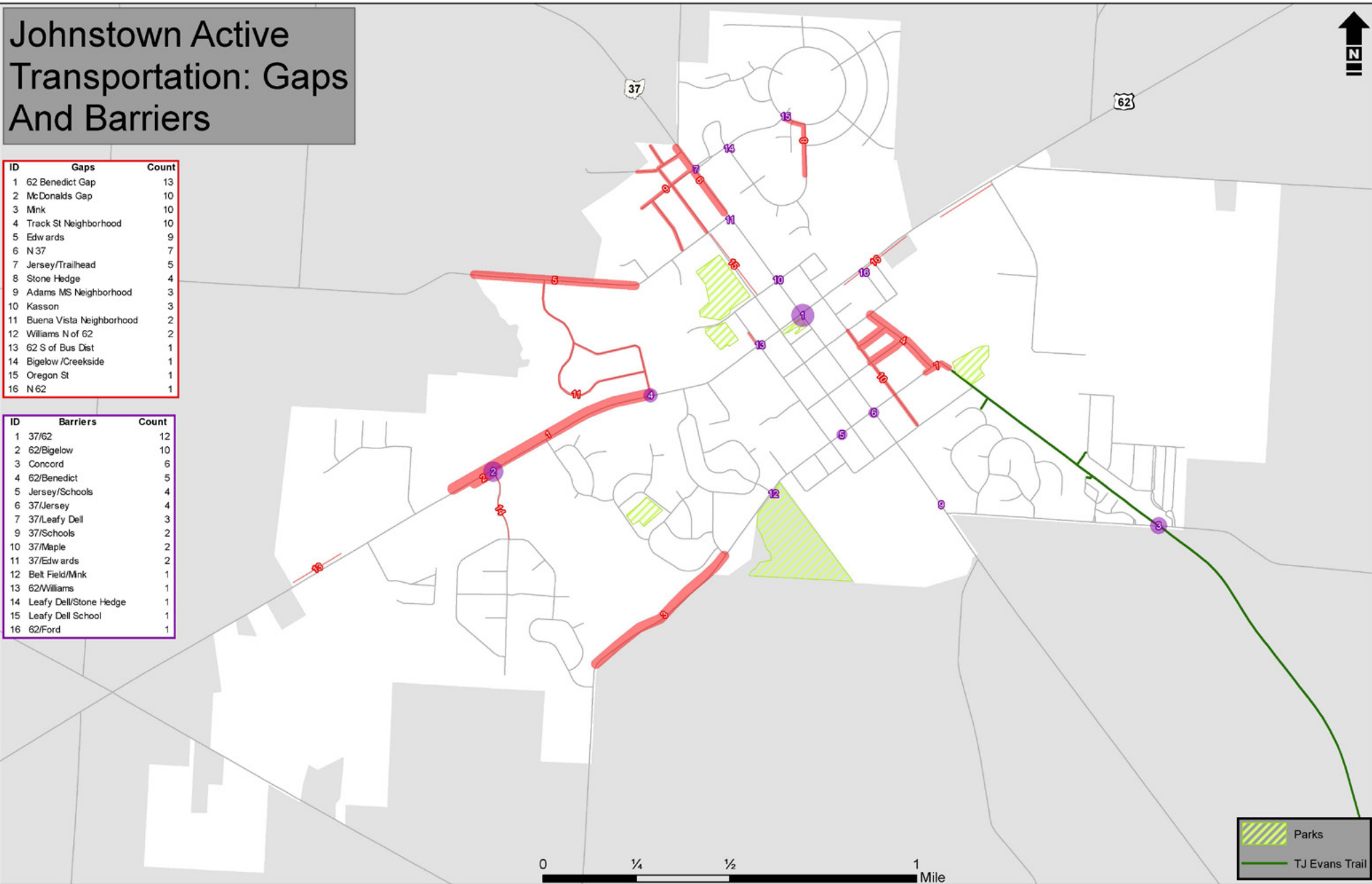


Johnstown Active Transportation: Gaps And Barriers



ID	Gaps	Count
1	62 Benedict Gap	13
2	McDonalds Gap	10
3	Mnk	10
4	Track St Neighborhood	10
5	Edwards	9
6	N 37	7
7	Jersey/Trailhead	5
8	Stone Hedge	4
9	Adams MS Neighborhood	3
10	Kasson	3
11	Buena Vista Neighborhood	2
12	Williams N of 62	2
13	62 S of Bus Dist	1
14	Bigelow /Creekside	1
15	Oregon St	1
16	N 62	1

ID	Barriers	Count
1	37/62	12
2	62/Bigelow	10
3	Concord	6
4	62/Benedict	5
5	Jersey/Schools	4
6	37/Jersey	4
7	37/Leafy Dell	3
9	37/Schools	2
10	37/Maple	2
11	37/Edwards	2
12	Belt Field/Mnk	1
13	62/Williams	1
14	Leafy Dell/Stone Hedge	1
15	Leafy Dell School	1
16	62/Ford	1



A photograph of a paved path leading through a park. The path is in the foreground, leading towards a gazebo in the distance. There are many trees with green leaves on either side of the path. The sky is a pale, hazy blue. The overall tone of the image is soft and natural.

RECOMMENDATIONS

0.0

PROJECT RECOMMENDATIONS

This plan recommends four types of facilities: sidewalks, trails, bicycle parking, and new or improved crosswalks. In total, 6.1 miles of trail, which will take the form of shared use paths and side paths, 1,004 feet of sidewalk, seven locations to house bicycle parking, three new crosswalks and two crosswalk improvements comprise the recommended projects for the Village of Johnstown to improve active transportation in the community. Many of these projects will require partnerships with public and private organizations to implement.

Note: Project lengths are listed in feet in order to align with the cost estimate guide. Sidewalk widths are assumed at 5 feet to match current sidewalk infrastructure in the Village. 10 feet is the assumed trail width. A map displaying location points for each project can be found in the appendices.

COUNT	PID	LOCATION	TYPE	DESCRIPTION	LENGTH (FT)
1	BR1	JYAA Belt Field	Bike Rack	Bike parking for park location	-
2	BR2	Future Bus Stop	Bike Rack	Bike parking when bus stop is implemented; important multimodal connection	-
3	BR3	Business District; Grocery Store	Bike Rack	Bike parking in business district, specifically for Kroger	-
4	BR4	Business District; Southeast	Bike Rack	Bike parking in business district, specifically for strip mall including Goodwill and Dollar Tree	-
5	BR5	Business District; Northwest	Bike Rack	Bike parking in business district, specifically for strip mall including Great Clips and Verizon	-
6	BR6	Business District; Pharmacy	Bike Rack	Bike parking in business district, specifically for CVS Pharmacy	-
7	BR7	Oregon Street Fields	Bike Rack	Bike parking for park location	-
8	T1	Raccoon Creek Trail	Trail	Trail along Raccoon Creek between US 62 and Mink Street; connects Rolling Meadows neighborhood with Creekside and Kyber Run neighborhoods	6,806
9	T2	TJ Evans North Extension	Trail	Trail extension from existing trailhead, along old rail right-of-way, connecting to Leafy Dell neighborhood	3,984
10	T3	US 62 Bike Path	Trail	Trail path along US 62 corridor, connecting to TJ Evans North Extension and eventually to New Albany	11,258
11	T4	Mink/Jersey Bike Path	Trail	Trail path along Mink and Jersey Streets, connecting to current TJ Evans trailhead and disconnected Kyber Run neighborhood; important infrastructure for students walking/ biking to school	8,049
12	T5	USBR 50A - SR 37 Bypass	Trail	Trail path along Buena Vista Drive, connecting proposed US 62 Bike Path to Edwards Road USBR 50A as a bypass to the Edwards-SR 37 segment of USBR 50A	1,075
13	T6	Industrial Park Connector	Trail	Trail path connection from future TJ Evans North Extension to industrial sector; important for future multimodal job connections between transit and trail	1,063

COUNT	PID	LOCATION	TYPE	DESCRIPTION	LENGTH (FT)
14	SW1	US 62 North Extension	Sidewalk	Sidewalk extension from current sidewalk to proposed crossing to Dollar General/Troyer's Market	377
15	SW2	US 62 Dealership Gap	Sidewalk	Sidewalk addition between gaps on either side of dealership property	627
16	CW1	US 62/Benedict	Crosswalk	Signed and marked crossing at the end of the westernmost sidewalk on the north side of US 62 to the south side of US 62, where sidewalk continues	-
17	CW2	Downtown	Crosswalk	Improved crossings (2) just south of US 62 on SR 37, a location with high pedestrian crashes; to include raised/textured crossing, improved marking/paint	-
18	CW3	Mink/JYAA Belt Field	Crosswalk	Signed and marked crossing of Mink Street from existing sidewalk network to access park	-
19	CW4	US 62/Troyer's	Crosswalk	Signed and marked crossing of US 62 from proposed sidewalk extension SW1 to Dollar General/Troyer's Market	-

Johnstown Active Transportation Plan Proposed Projects



Proposed Bike Racks

Id	Name
1	JYAA Belt Field
2	Future Bus Stop
3	Business District Grocery Store
4	Business District Southeast
5	Business District Northwest
6	Business District Pharmacy
7	Oregon Street Fields

Proposed Trails

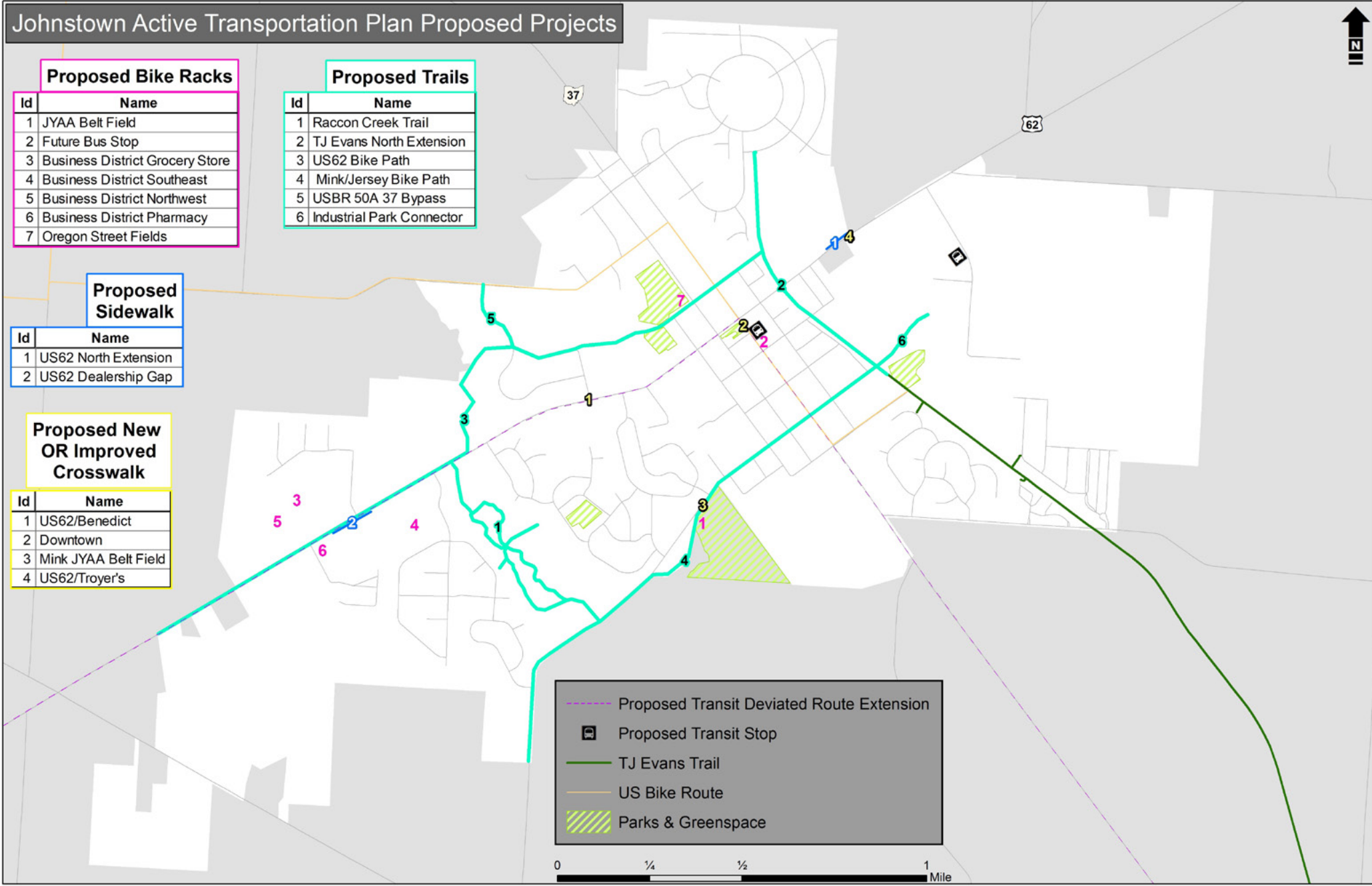
Id	Name
1	Raccon Creek Trail
2	TJ Evans North Extension
3	US62 Bike Path
4	Mink/Jersey Bike Path
5	USBR 50A 37 Bypass
6	Industrial Park Connector

Proposed Sidewalk

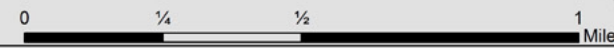
Id	Name
1	US62 North Extension
2	US62 Dealership Gap

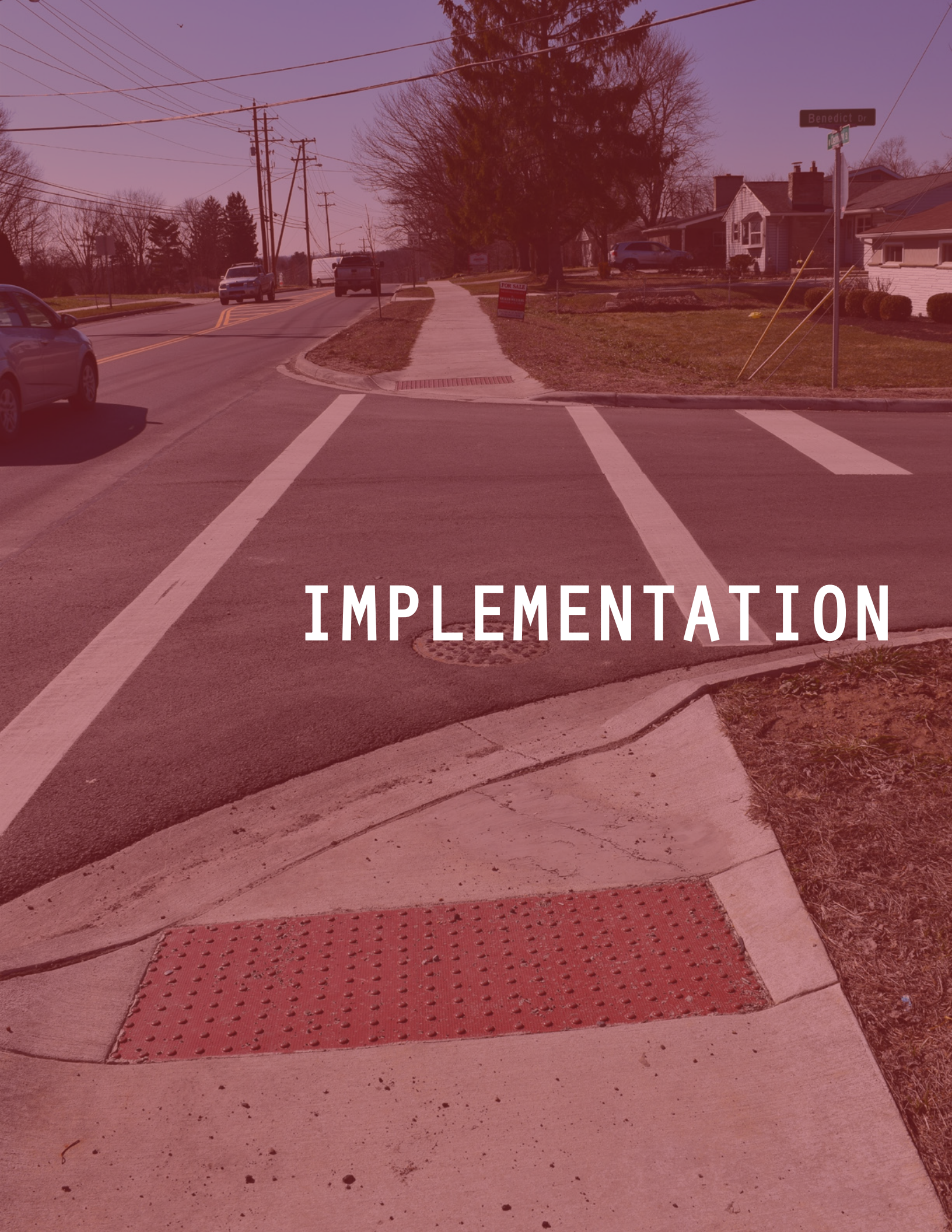
Proposed New OR Improved Crosswalk

Id	Name
1	US62/Benedict
2	Downtown
3	Mink JYAA Belt Field
4	US62/Troyer's



- - - - - Proposed Transit Deviated Route Extension
- Proposed Transit Stop
- TJ Evans Trail
- US Bike Route
- Parks & Greenspace





IMPLEMENTATION

PROJECT PRIORITIZATION

Prioritizing projects for this plan accounts for feasibility, aligns with public input and community goals, and considers cost and safety. Funding, land use, property rights, terrain, and other project specific factors may make certain recommendations less reasonable than others. Through this planning process, stakeholder and public input were considered to help create project recommendations and sort them by importance. Cost estimates and safety data were utilized to assess the means and significance of recommendations. The proposed trails, sidewalks, crosswalks, and bicycle rack placements contained in this plan are conceptual, and are meant to show the potential of a comprehensive active transportation system. These recommendations are planning level in scope and are not necessarily constrained by existing challenges. Additional analysis can be conducted to reprioritize projects as new opportunities become available or conditions change. Plan priorities should be reviewed and reconfirmed on a regular basis.

PID	LOCATION	TYPE	COST	PRIORITY	TERM
BR3	Business District: Grocery Store	Bike Rack	\$	High	Short
CW2	Downtown	Crosswalk	\$	High	Short
CW1	US 62/Benedict	Crosswalk	\$\$	High	Short
T5	USBR 50A - SR 37 Bypass	Trail	\$\$	High	Long
T1	Raccoon Creek Trail	Trail	\$\$\$\$	High	Long
T4	Mink/Jersey Bike Path	Trail	\$\$\$\$	High	Long
BR4	Business District: Southeast	Bike Rack	\$	Medium	Short
CW4	US 62/Troyer's	Crosswalk	\$	Medium	Short
SW1	US 62 North Extension	Sidewalk	\$\$	Medium	Medium
T6	Industrial Park Connector	Trail	\$\$	Medium	Long
T2	TJ Evans North Extension	Trail	\$\$\$	Medium	Long
T3	US 62 Bike Path	Trail	\$\$\$\$	Medium	Long
BR1	JYAA Belt Field	Bike Rack	\$	Low	Short
BR2	Future Bus Stop	Bike Rack	\$	Low	Short
BR5	Business District: Northwest	Bike Rack	\$	Low	Short
BR6	Business District: Pharmacy	Bike Rack	\$	Low	Short
BR7	Oregon Street Fields	Bike Rack	\$	Low	Short
CW3	Mink/JYAA Belt Field	Crosswalk	\$	Low	Short
SW2	US 62 Dealership Gap	Sidewalk	\$\$	Low	Medium

COST ESTIMATION

Cost estimates are simply a way to help the Village get an idea of the cost of some of the recommended infrastructure projects. They are not precise numbers, but take into consideration similar local projects in recent years. They do account for installation costs, but not design and engineering costs, where those will be necessary. The assumption made with bicycle racks is that the Village’s maintenance team would handle the installation.

FACILITY	COST ESTIMATE
Basic “U” Bike Rack (per unit)	\$120
Sidewalk (per square foot)	\$9
Trail (per foot)	\$150
Crosswalk (signage, striping, and installation)	\$7,500

FUNDING STRATEGIES

Active transportation projects are a fraction of all transportation construction and maintenance projects, but active transportation infrastructure is beneficial to local economies and livelihoods by improving and promoting public health. Between healthier living and the reduction to the financial and environmental costs of motorized mobility, active transportation infrastructure tends to have a positive return on investment for communities.

Additionally, there are multiple funding sources which can be utilized for such projects, and reduce the burden on local taxpayer funds. These funds are mainly available at the state level for local governments. LCATS, as the area MPO, is actively engaged in providing assistance in pursuit and application of appropriate funds for municipalities in its region. Other potential partners for active transportation project funding and planning are the Licking Park District and the Licking County Health Department’s Creating Healthy Communities Grant Program.

FUNDING SOURCE	DISTRIBUTED BY	ELIGIBLE PROJECT EXAMPLES	ELIGIBLE PROJECT SPONSOR
Transportation Alternatives	MPO or ODOT	Bicycle & pedestrian facilities; Safe routes for non-drivers; Conversion & use of abandoned railroad facilities; Overlooks & viewing areas	Local governments
Safe Routes to School	ODOT	Infrastructure; Non-infrastructure; School travel plan assistance	Local governments, school districts, health districts, non-profit organizations
Highway Safety Improvement Program	ODOT	Signalization; Turn lanes; Pavement markings; Traffic signals; Pedestrian signals/crosswalks; Bike lanes; Road diets	Local governments
Recreational Trails Program	ODNR	New recreational trail construction; Trail maintenance/restoration; Trailside & trailhead facilities; Purchase/lease of construction & maintenance equipment; Acquisition of easements; Educational programs	Local governments, state and federal agencies, park districts, conservancy districts, soil and water conservation districts, non-profit organizations
Clean Ohio Trails Fund	ODNR	New trail construction; Land acquisition for trails; Trail planning/engineering & design	Local governments, park districts, conservancy districts, soil and water conservation districts, non-profit organizations
Clean Ohio Green Space Conservation Program	OPWC	Open space acquisition including easements; Bike racks; Kiosks/signs; Hiking/biking trails; Pedestrian bridges; Boardwalks	Local governments, park districts, conservancy districts, soil and water conservation districts, non-profit organizations

MAINTENANCE

Maintaining infrastructure is crucial for the safety of facility users. It is also beneficial to extending the life of a facility and reducing costs overall. Maintenance of recommended projects will mainly be a continuation of the Village's operating standards. Sidewalk maintenance will continue to be the responsibility of the property owner, although this might be in consideration for change in the future. Trail maintenance responsibility is split evenly between the Village of Johnstown and the Licking Park District. They share the cost and workload to repave and correct any other issues on the trail requiring correction. Bicycle racks are facilities that are easily replaced if damaged. Crosswalks will require restriping as the markings fade over time and signage for the crosswalks will need replaced if they are damaged or near the end of their reflectivity standards life.



Entrance to the Mastodon Preserve at the Discovery Trail, positioned at the TJ Evans trailhead.



There was a chorus of demand for a US 62 crossing around Benedict Drive, near the end of the sidewalk on the northwestern side of US 62. This illustration shows what that crossing might look like.



A trail connection along Buena Vista Drive would serve as a link between USBR 50A on Edwards Road and the proposed US 62 Bike Path. This would allow for a bypass of the current on-road routing of USBR 50A from Edwards to SR 37.

DEMONSTRATION PROJECTS

Infrastructure projects can take a long time from conception to construction due to many factors. Sometimes funding can cause a project to stall before it can be complete. Demonstration projects are a cheaper way to improve operation of a network before final construction occurs. They are also a way to involve the community and ensure that projects still have public support and will function as needed to enhance active transportation. As well as serving as a project test, demonstration projects can help to refine project ideas and hone recommendations while engaging local users. Data can be collected from these temporary projects before funding is spent on expensive, permanent projects.

Within the scope of our project list, demonstration crosswalks would be projects to consider. In discussion with Johnstown stakeholders, the crosswalks in the historic downtown are being considered for tactical urban design, in which they are painted in a manner that makes them highly visible, as well as being raised and textured. Other crosswalks recommended in this plan would also be suitable for demonstration projects before installation of the final projects. This would also help familiarize motorists with safer practices in the locations where crosswalks are intended to exist in the future.

PERFORMANCE MEASURES

Measuring performance is important for the continuing success of any transportation infrastructure projects. Two major metrics for performance in this field are safety and usage. LCATS will continue to execute its pedestrian and cyclist counts on regional trail, including current and future trail in the Village of Johnstown. This count program will also be utilized to count sidewalk and crosswalk users as projects are implemented. Measuring safety will be accomplished by extraction of crash data from ODOT's Transportation Information Mapping System (TIMS) at regular intervals. Local knowledge is also important to the process of ensuring safety. LCATS uses drones to film and photograph various roadway infrastructure to document safety conditions.

RESOURCES & GUIDANCE

The following information covers multiple aspects of design and maintenance for active transportation infrastructure as well as providing some case studies and materials that are at the forefront of active transportation planning. These are meant to help with the completion of recommended projects, maintenance, performance measures, plan review, and updates in the future as Johnstown implements new and improved infrastructure and programming. Hyperlinks are included for online viewing.

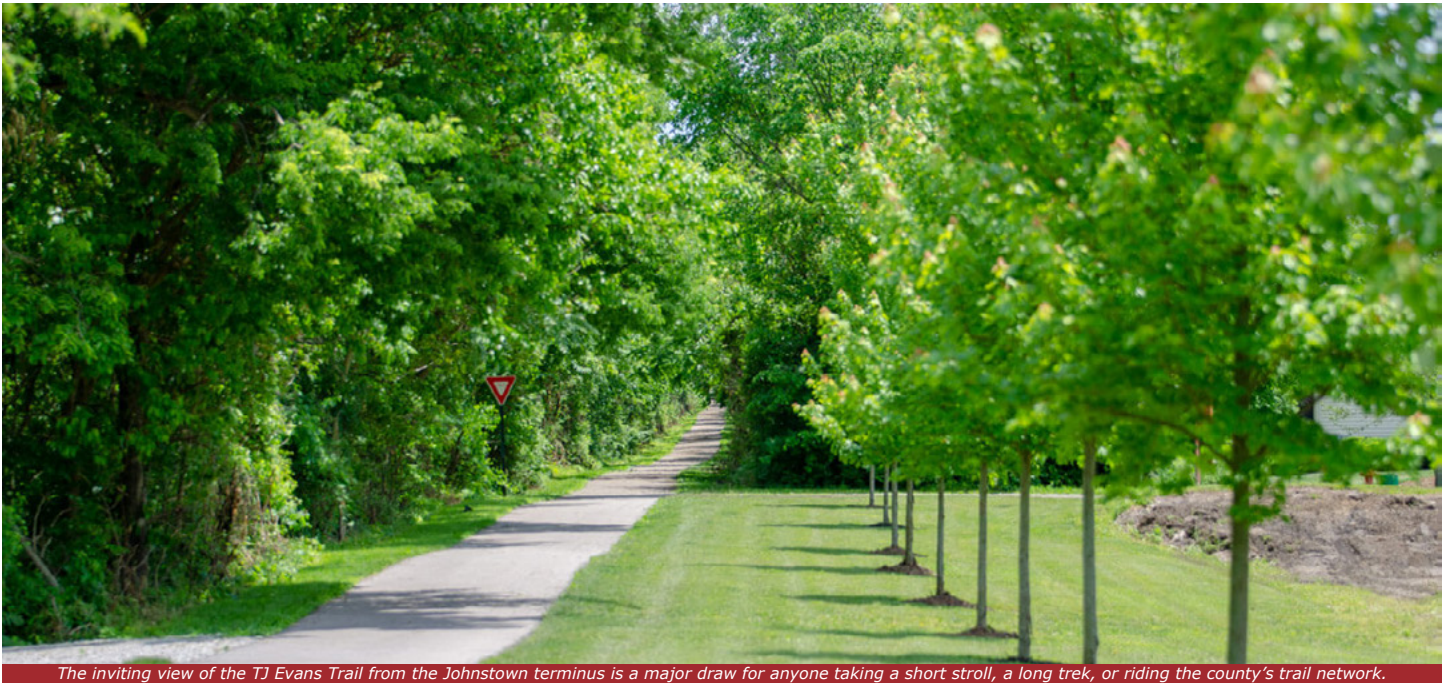
[Safe Transportation for Every Pedestrian \(FHWA\)](#)

[Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations \(FHWA\)](#)

[Urban Bikeway Design Guide \(NACTO\)](#)

[Facility Design and Maintenance \(ODOT\)](#)

[Bicycle and Pedestrian Resources for Engineers \(ODOT\)](#)



The inviting view of the TJ Evans Trail from the Johnstown terminus is a major draw for anyone taking a short stroll, a long trek, or riding the county's trail network.

A long, straight asphalt path lined with lush green trees and grass, receding into the distance under a soft, hazy sky. The path is flanked by dense foliage, and the overall atmosphere is serene and natural. The word "APPENDICES" is overlaid in white, bold, sans-serif capital letters in the center-right of the image.

APPENDICES

APPENDIX A

COUNT	PID	LOCATION	DESCRIPTION	LENGTH (FT)	COST	PRIORITY	TERM
1	BR1	JYAA Belt Field	Bike parking for park location	-	\$	Low	Short
2	BR2	Future Bus Stop	Bike parking when bus stop is implemented; important multimodal connection	-	\$	Low	Short
3	BR3	Business District: Grocery Store	Bike parking in business district, specifically for Kroger	-	\$	High	Short
4	BR4	Business District: Southeast	Bike parking in business district, specifically for strip mall including Goodwill and Dollar Tree	-	\$	Medium	Short
5	BR5	Business District: Northwest	Bike parking in business district, specifically for strip mall including Great Clips and Verizon	-	\$	Low	Short
6	BR6	Business District: Pharmacy	Bike parking in business district, specifically for CVS Pharmacy	-	\$	Low	Short
7	BR7	Oregon Street Fields	Bike parking for park location	-	\$	Low	Short
8	T1	Raccoon Creek Trail	Trail along Raccoon Creek between US 62 and Mink Street; connects Rolling Meadows neighborhood with Creekside and Kyber Run neighborhoods	6,806	\$\$\$\$	High	Long
9	T2	TJ Evans North Extension	Trail extension from existing trailhead, along old rail right-of-way, connecting to Leafy Dell neighborhood	3,984	\$\$\$	Medium	Long
10	T3	US 62 Bike Path	Trail path along US 62 corridor, connecting to TJ Evans North Extension and eventually to New Albany	11,258	\$\$\$\$	Medium	Long
11	T4	Mink/Jersey Bike Path	Trail path along Mink and Jersey Streets, connecting to current TJ Evans trailhead and disconnected Kyber Run neighborhood; important infrastructure for students walking/ biking to school	8,049	\$\$\$\$	High	Long
12	T5	USBR 50A- SR 37 Bypass	Trail path along Buena Vista Drive, connecting proposed US 62 Bike Path to Edwards Road USBR 50A as a bypass to the Edwards-US37 segment of USBR 50A	1,075	\$\$	High	Long
13	T6	Industrial Park Connector	Trail path connection from future TJ Evans North Extension to industrial sector; important for future multimodal job connections between transit and trail	1,063	\$\$	Medium	Long

COUNT	PID	LOCATION	DESCRIPTION	LENGTH (FT)	COST	PRIORITY	TERM
14	SW1	US 62 North Extension	Sidewalk extension from current sidewalk to proposed crossing to Dollar General/Troyer's Market	377	\$\$	Medium	Medium
15	SW2	US 62 Dealership Gap	Sidewalk addition between gaps on either side of dealership property	627	\$\$	Low	Medium
16	CW1	US 62/ Benedict	Signed and marked crossing at the end of the westernmost sidewalk on the northside of US 62 to the southside of US 62, where sidewalk continues	-	\$\$	High	Short
17	CW2	Downtown	Improved crossings (2) just south of US 62 on SR 37, a location with high pedestrian crashes; to include raised/textured crossing, improved marking/paint	-	\$	High	Short
18	CW3	Mink/JYAA Belt Field	Signed and marked crossing of Mink Street from existing sidewalk network to access park	-	\$	Low	Short
19	CW4	US 62/ Troyer's	Signed and marked crossing of US 62 from proposed sidewalk extension SW1 to Dollar General/Troyer's Market	-	\$	Medium	Short

APPENDIX B

ID	1. WHY DO YOU WALK? (CHECK ALL THAT APPLY)	2. WHAT WOULD IMPROVE WALKING IN JOHNSTOWN? SELECT THE THREE MOST IMPORTANT IMPROVEMENTS TO YOU.	3. WHY DO YOU BICYCLE? (CHECK ALL THAT APPLY)	4. WHICH OF THE FOLLOWING BEST DESCRIBES YOU?	5. WHAT WOULD IMPROVE BIKING IN JOHNSTOWN? SELECT THE THREE MOST IMPORTANT IMPROVEMENTS TO YOU.	6. DO YOU TEND TO WALK OR BIKE:	7. WHAT DESTINATIONS WOULD YOU LIKE TO WALK OR BIKE TO/FROM IN AND AROUND JOHNSTOWN? PLEASE SPECIFY.	8. ARE THERE SPECIFIC STREETS THAT YOU WOULD LIKE SIDEWALKS ADDED TO? PLEASE IDENTIFY STREETS AND CROSS-STREETS.
1	Recreation, health, or exercise; Social or entertainment	More marked crosswalks at intersections; Curb ramps on every corner where there are sidewalks; Repair broken sidewalks; More Shared Use Paths/Trails; Adding sidewalks where there are gaps	Recreation, health, or exercise; Social or entertainment	Would ride a bike if there were safer facilities	More off-street multi-use trails; Continuous bike routes that connect me to places I want to go	With family (including children)	Leafy Dell to downtown and the bike path	-
2	Recreation, health, or exercise; Social or entertainment	Repair broken sidewalks; Adding sidewalks where there are gaps	Recreation, health, or exercise; Shopping or errands; Social or entertainment	Occasional or recreational cyclist who rides mainly on trails	More bike lanes on busy streets; More off-street multi-use trails; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	Alone	Krogers. Dollar store.	-
3	Recreation, health, or exercise	Repair broken sidewalks; More Shared Use Paths/Trails; Adding sidewalks where there are gaps	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	More buffered/fully separated bike lanes; More off-street multi-use trails; Continuous bike routes that connect me to places I want to go	Alone	downtown	-
4	Recreation, health, or exercise; Social or entertainment	Repair broken sidewalks; More Shared Use Paths/Trails; Adding sidewalks where there are gaps	I don't bike	I don't ride a bike and don't want to in the future	More off-street multi-use trails	With family (adult relatives)	-	-
5	Recreation, health, or exercise; Shopping or errands; Social or entertainment	Repair broken sidewalks; More Shared Use Paths/Trails; Adding sidewalks where there are gaps	Recreation, health, or exercise; Shopping or errands; Social or entertainment	Occasional or recreational cyclist who rides mainly on trails	More buffered/fully separated bike lanes; More off-street multi-use trails; Bike route signage; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.); Johnstown bike path more accessible via bike without having to drive to the trail head	With family (adult relatives)	Bike trail	Mink / jersey

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6	Recreation, health, or exercise	More marked crosswalks at intersections;Curb ramps on every corner where there are sidewalks;Repair broken sidewalks;Adding sidewalks where there are gaps	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	-	With family (adult relatives)	Downtown library	None
7	Recreation, health, or exercise;Shopping or errands	Repair broken sidewalks;More Shared Use Paths/Trails;Adding sidewalks where there are gaps	I don't bike	-	-	Alone	-	Edwards rd.
8	Recreation, health, or exercise	More Shared Use Paths/ Trails;Adding sidewalks where there are gaps	I don't bike	I don't ride a bike and don't want to in the future	More off-street multi-use trails;Bike route signage;- Continuous bike routes that connect me to places I want to go	Alone	Kroger to downtown	-
9	Recreation, health, or exercise;Commute to school or work	More marked crosswalks at intersections;Repair broken sidewalks;Adding sidewalks where there are gaps	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	More off-street multi-use trails;Continuous bike routes that connect me to places I want to go;Road surface improvements (reduce potholes, etc.)	With family (including children)	to the bikepath via unbroken sidewalks	Simply repairing the sidewalks on N. Main street would be helpful.
10	Recreation, health, or exercise;Social or entertainment	Repair broken sidewalks;More Shared Use Paths/Trails;Adding sidewalks where there are gaps	Recreation, health, or exercise;Social or entertainment	Occasional or recreational cyclist who rides mainly on trails	More buffered/fully separated bike lanes;More off-street multi-use trails;Bike route signage	With family (adult relatives)	Edwards Road and Buena Vista Drive	Edwards Road
11	Recreation, health, or exercise;Social or entertainment	More Shared Use Paths/Trails	Recreation, health, or exercise;Social or entertainment	Occasional or recreational cyclist who rides mainly on trails	More off-street multi-use trails;Continuous bike routes that connect me to places I want to go	With family (adult relatives)	New Albany	-
12	Recreation, health, or exercise	Repair broken sidewalks;More Shared Use Paths/Trails;Adding sidewalks where there are gaps	I don't bike	I don't ride a bike and don't want to in the future	-	With family (including children)	To downtown- where 62 and 37 meet	-
13	Recreation, health, or exercise;Social or entertainment	More Shared Use Paths/ Trails;Adding sidewalks where there are gaps	I don't bike	Would ride a bike if there were safer facilities	More off-street multi-use trails;Continuous bike routes that connect me to places I want to go	With family (adult relatives)	The commercial center and downtown	Jersey leading to bike path

ID	1. WHY DO YOU WALK? (CHECK ALL THAT APPLY)	2. WHAT WOULD IMPROVE WALKING IN JOHNSTOWN? SELECT THE THREE MOST IMPORTANT IMPROVEMENTS TO YOU.	3. WHY DO YOU BICYCLE? (CHECK ALL THAT APPLY)	4. WHICH OF THE FOLLOWING BEST DESCRIBES YOU?	5. WHAT WOULD IMPROVE BIKING IN JOHNSTOWN? SELECT THE THREE MOST IMPORTANT IMPROVEMENTS TO YOU.	6. DO YOU TEND TO WALK OR BIKE:	7. WHAT DESTINATIONS WOULD YOU LIKE TO WALK OR BIKE TO/FROM IN AND AROUND JOHNSTOWN? PLEASE SPECIFY.	8. ARE THERE SPECIFIC STREETS THAT YOU WOULD LIKE SIDEWALKS ADDED TO? PLEASE IDENTIFY STREETS AND CROSS-STREETS.
14	Recreation, health, or exercise; Shopping or errands	Curb ramps on every corner where there are sidewalks; Repair broken sidewalks; Adding sidewalks where there are gaps	Recreation, health, or exercise; Social or entertainment	A confident cyclist who rides on busy streets	More buffered/fully separated bike lanes; More off-street multi-use trails; - Continuous bike routes that connect me to places I want to go	With family (adult relatives)	Kroger	older parts of Johnstown
15	Recreation, health, or exercise	More marked crosswalks at intersections; Repair broken sidewalks; Adding sidewalks where there are gaps	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	More off-street multi-use trails; Continuous bike routes that connect me to places I want to go	With family (including children)	-	In front of the condos in Leafy Dell on Parkdale Drive.
16	Recreation, health, or exercise; Shopping or errands	More marked crosswalks at intersections; More Shared Use Paths/Trails; Adding sidewalks where there are gaps	Recreation, health, or exercise	Would ride a bike if there were safer facilities	More off-street multi-use trails; Continuous bike routes that connect me to places I want to go	With family (adult relatives)	Would love something around Raccoon Creek	Side walk from Creekside Preserve connect to Rt 62 sidewalk
17	Recreation, health, or exercise	Repair broken sidewalks; Adding sidewalks where there are gaps	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	More off-street multi-use trails; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	With family (including children)	The library and to the bike trail	-
18	Recreation, health, or exercise	More Shared Use Paths/Trails; Adding sidewalks where there are gaps	Recreation, health, or exercise; Social or entertainment	Would ride a bike if there were safer facilities	Continuous bike routes that connect me to places I want to go; Connecting Leafy Dell to existing bike paths	With family (including children)	Leafy Dell to downtown and to the TJ Evans Bike Path	Unsure
19	Recreation, health, or exercise	More marked crosswalks at intersections; More Shared Use Paths/Trails; Adding sidewalks where there are gaps	Recreation, health, or exercise; Social or entertainment	Occasional or recreational cyclist who rides mainly on trails	More off-street multi-use trails; Bike route signage; - Continuous bike routes that connect me to places I want to go	With family (including children)	Libaray	-
20	Recreation, health, or exercise	Curb ramps on every corner where there are sidewalks; Repair broken sidewalks; Adding sidewalks where there are gaps	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	More buffered/fully separated bike lanes; More off-street multi-use trails; Road surface improvements (reduce potholes, etc.)	With friends	-	-
21	Recreation, health, or exercise; Shopping or errands	Repair broken sidewalks; Adding sidewalks where there are gaps	Recreation, health, or exercise	Would ride a bike if there were safer facilities	More buffered/fully separated bike lanes; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	With family (including children)	Continuous sidewalk to Kroger and surrounding shops	Edwards Rd to Buena Vista

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22	Recreation, health, or exercise; Social or entertainment	More marked crosswalks at intersections; Curb ramps on every corner where there are sidewalks; Repair broken sidewalks; Adding sidewalks where there are gaps	Recreation, health, or exercise; Social or entertainment	Occasional or recreational cyclist who rides mainly on trails	More off-street multi-use trails	With family (including children)	School	Stone Hedge and Park Dale
23	Recreation, health, or exercise; Social or entertainment	More marked crosswalks at intersections; Repair broken sidewalks; Adding sidewalks where there are gaps	I don't bike	I don't ride a bike and don't want to in the future	N/a	With family (including children)	From home to restaurants, coffee shops, etc.	-
24	Recreation, health, or exercise; Shopping or errands; Social or entertainment	More marked crosswalks at intersections; Curb ramps on every corner where there are sidewalks; Repair broken sidewalks; More Shared Use Paths/Trails; Adding sidewalks where there are gaps	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	More buffered/fully separated bike lanes; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	Alone	From Main Street to the Kroger complex	South Kasson street
25	Recreation, health, or exercise	More marked crosswalks at intersections; Repair broken sidewalks; Adding sidewalks where there are gaps	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	More off-street multi-use trails; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	With family (including children)	-	-
26	Recreation, health, or exercise; Social or entertainment	Repair broken sidewalks; Adding sidewalks where there are gaps	Recreation, health, or exercise	Would ride a bike if there were safer facilities	More off-street multi-use trails; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	Alone	From downtown to across bridge on Route 62 by shopping district. There is a bike path that goes nowhere on the bridge	-
27	Recreation, health, or exercise; Social or entertainment	More marked crosswalks at intersections; Repair broken sidewalks; Adding sidewalks where there are gaps	I don't bike	Would ride a bike if there were safer facilities	More off-street multi-use trails; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	With family (adult relatives)	To kroger	No
28	Recreation, health, or exercise	Curb ramps on every corner where there are sidewalks; Repair broken sidewalks; Adding sidewalks where there are gaps	Recreation, health, or exercise; Social or entertainment	Would ride a bike if there were safer facilities	More bike lanes on busy streets; More buffered/fully separated bike lanes	With family (including children)	-	-

ID	1. WHY DO YOU WALK? (CHECK ALL THAT APPLY)	2. WHAT WOULD IMPROVE WALKING IN JOHNSTOWN? SELECT THE THREE MOST IMPORTANT IMPROVEMENTS TO YOU.	3. WHY DO YOU BICYCLE? (CHECK ALL THAT APPLY)	4. WHICH OF THE FOLLOWING BEST DESCRIBES YOU?	5. WHAT WOULD IMPROVE BIKING IN JOHNSTOWN? SELECT THE THREE MOST IMPORTANT IMPROVEMENTS TO YOU.	6. DO YOU TEND TO WALK OR BIKE:	7. WHAT DESTINATIONS WOULD YOU LIKE TO WALK OR BIKE TO/FROM IN AND AROUND JOHNSTOWN? PLEASE SPECIFY.	8. ARE THERE SPECIFIC STREETS THAT YOU WOULD LIKE SIDEWALKS ADDED TO? PLEASE IDENTIFY STREETS AND CROSS-STREETS.
29	Recreation, health, or exercise; Shopping or errands	Repair broken sidewalks; More Shared Use Paths/Trails; Adding sidewalks where there are gaps	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	More buffered/fully separated bike lanes; More off-street multi-use trails; - Continuous bike routes that connect me to places I want to go	With family (adult relatives)	New Albany or anywhere close that can give a variety to mix up walks and bike rides. We would love to see more bike trails!!	-
30	Recreation, health, or exercise	More marked crosswalks at intersections; Repair broken sidewalks; Adding sidewalks where there are gaps	Recreation, health, or exercise	Would ride a bike if there were safer facilities	More off-street multi-use trails; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	With family (adult relatives)	N/A	N/A
31	Recreation, health, or exercise	Don't do this	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	No	Alone	-	-
32	Recreation, health, or exercise; Shopping or errands; Social or entertainment	More marked crosswalks at intersections; Curb ramps on every corner where there are sidewalks; Adding sidewalks where there are gaps	I don't bike	Would ride a bike if there were safer facilities	More buffered/fully separated bike lanes; Continuous bike routes that connect me to places I want to go	Alone	Downtown to Kroger plaza	-
33	Recreation, health, or exercise	More marked crosswalks at intersections; More Shared Use Paths/Trails; Adding sidewalks where there are gaps	Recreation, health, or exercise	Would ride a bike if there were safer facilities	More buffered/fully separated bike lanes	With family (including children)	-	-
34	I don't walk	More marked crosswalks at intersections; Repair broken sidewalks; Adding sidewalks where there are gaps	I don't bike	I don't ride a bike and don't want to in the future	-	-	-	-
35	Recreation, health, or exercise; Commute to school or work	More marked crosswalks at intersections; Repair broken sidewalks; More Shared Use Paths/Trails	Recreation, health, or exercise; Commute to school or work	Would ride a bike if there were safer facilities	More buffered/fully separated bike lanes; More off-street multi-use trails; Bike route signage; Continuous bike routes that connect me to places I want to go	With family (adult relatives)	Downtown, Kroger	-
36	Recreation, health, or exercise	More Shared Use Paths/Trails	Recreation, health, or exercise; Shopping or errands	Would ride a bike if there were safer facilities	More buffered/fully separated bike lanes; More off-street multi-use trails; - Continuous bike routes that connect me to places I want to go	With family (adult relatives)	Restaurants, uptown shopping, Kroger	-

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37	Recreation, health, or exercise	More marked crosswalks at intersections;More Shared Use Paths/Trails;Adding sidewalks where there are gaps	Recreation, health, or exercise	Would ride a bike if there were safer facilities	More off-street multi-use trails;Continuous bike routes that connect me to places I want to go	With family (including children)	From Creekside Preserve to Downtown	-
38	Recreation, health, or exercise	More Shared Use Paths/Trails	I don't bike	Would ride a bike if there were safer facilities	More off-street multi-use trails;Continuous bike routes that connect me to places I want to go	With family (including children)	Link Kybler Run and Creekside Preserve to the middle and High schools some how.	-
39	Recreation, health, or exercise;Social or entertainment	More marked crosswalks at intersections;Repair broken sidewalks;Adding sidewalks where there are gaps	Recreation, health, or exercise	Would ride a bike if there were safer facilities	More bike lanes on busy streets;More buffered/fully separated bike lanes;- Continuous bike routes that connect me to places I want to go	With family (adult relatives)	-	-
40	Recreation, health, or exercise;Shopping or errands;Social or entertainment	Curb ramps on every corner where there are sidewalks;More Shared Use Paths/Trails;Adding sidewalks where there are gaps	I don't bike	-	-	With family (including children)	Whits, the square downtown, any parks for our young kids	-
41	Recreation, health, or exercise;Shopping or errands;Commute to school or work;Social or entertainment	More Shared Use Paths/Trails	I don't bike	I don't ride a bike and don't want to in the future	More off-street multi-use trails	With family (including children)	-	-
42	Recreation, health, or exercise	Repair broken sidewalks;Adding sidewalks where there are gaps	I don't bike	I don't ride a bike and don't want to in the future	More bike lanes on busy streets;Continuous bike routes that connect me to places I want to go;Road surface improvements (reduce potholes, etc.)	Alone	I wish there was sidewalks down Edwards rd... it would be nice to walk this block	-
43	Recreation, health, or exercise	Curb ramps on every corner where there are sidewalks;More Shared Use Paths/Trails;Adding sidewalks where there are gaps	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	More bike lanes on busy streets;More off-street multi-use trails;Bike route signage	With family (including children)	-	-
44	Recreation, health, or exercise;Social or entertainment;Quality family time together.	Repair broken sidewalks;More Shared Use Paths/Trails;Adding sidewalks where there are gaps	Recreation, health, or exercise;Social or entertainment	Would ride a bike if there were safer facilities	More buffered/fully separated bike lanes;More off-street multi-use trails;- Continuous bike routes that connect me to places I want to go	With family (including children)	Hendren Farm Market, Whits, Troyer's Market	Route 62 connect all sidewalks.

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45	Recreation, health, or exercise	More marked crosswalks at intersections;More Shared Use Paths/Trails;Adding sidewalks where there are gaps	I don't bike	Would ride a bike if there were safer facilities	More buffered/fully separated bike lanes;Bike route signage;Continuous bike routes that connect me to places I want to go	With friends	New Albany	-
46	Recreation, health, or exercise;Social or entertainment	More Shared Use Paths/Trails;Adding sidewalks where there are gaps	Recreation, health, or exercise;Social or entertainment	Occasional or recreational cyclist who rides mainly on trails	More off-street multi-use trails;Continuous bike routes that connect me to places I want to go	With family (including children)	Would love to be able to walk from Kyber Run into town on Mink/Jersey	Mink from Kyber Run Circle to Jersey where the sidewalk ends near the water treatment plant.
47	Recreation, health, or exercise	Repair broken sidewalks;More Shared Use Paths/Trails;Adding sidewalks where there are gaps	Recreation, health, or exercise	Would ride a bike if there were safer facilities	More off-street multi-use trails;Continuous bike routes that connect me to places I want to go;Road surface improvements (reduce potholes, etc.)	With family (including children)	-	Edwards to Buena Vista, Coshocton starting at Benedict on North Side of street.
48	Recreation, health, or exercise	Repair broken sidewalks;More Shared Use Paths/Trails;Adding sidewalks where there are gaps	I don't bike	I don't ride a bike and don't want to in the future	More off-street multi-use trails	With friends	Bars, restaurants, parks	Edwards, Jersey
49	Recreation, health, or exercise	More marked crosswalks at intersections;Repair broken sidewalks;Adding sidewalks where there are gaps	I don't bike	I don't ride a bike and don't want to in the future	More off-street multi-use trails;Continuous bike routes that connect me to places I want to go	Alone	-	Main Street and Coshocton historical sidewalks will need to be replaced.
50	Recreation, health, or exercise;Social or entertainment	Repair broken sidewalks;Adding sidewalks where there are gaps	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	More bike lanes on busy streets;More buffered/fully separated bike lanes;Road surface improvements (reduce potholes, etc.)	Alone	Would like to see improvement of the back streets (Track/Pratt/Jersey) that lead to the bike trail	-
51	Recreation, health, or exercise	More marked crosswalks at intersections;More Shared Use Paths/Trails;Adding sidewalks where there are gaps	Recreation, health, or exercise;Social or entertainment	Would ride a bike if there were safer facilities	More buffered/fully separated bike lanes;More off-street multi-use trails;- Continuous bike routes that connect me to places I want to go	With family (including children)	From the newer kroger area to downtown	Coshocton/62 going towards New Albany
52	Recreation, health, or exercise;Shopping or errands	Repair broken sidewalks;More Shared Use Paths/Trails	I don't bike	I don't ride,Might when my kids are older	More off-street multi-use trails;Bike route signage;Road surface improvements (reduce potholes, etc.)	With family (including children)	Outdoor gym(parents) play area (kids) Sprinkler pad!!	-

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53	Recreation, health, or exercise; Commute to school or work; I don't walk	More marked crosswalks at intersections; Adding sidewalks where there are gaps	Recreation, health, or exercise; Commute to school or work; I don't bike	I don't ride a bike and don't want to in the future	More off-street multi-use trails	With family (adult relatives)	Bike trail route to high school	Williams street
54	Recreation, health, or exercise; Shopping or errands	Repair broken sidewalks; Adding sidewalks where there are gaps	Recreation, health, or exercise; Shopping or errands	Would ride a bike if there were safer facilities	More bike lanes on busy streets; More buffered/fully separated bike lanes; More off-street multi-use trails; Continuous bike routes that connect me to places I want to go	With family (adult relatives)	-	-
55	Recreation, health, or exercise	More marked crosswalks at intersections; Adding sidewalks where there are gaps	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	More bike lanes on busy streets; Road surface improvements (reduce potholes, etc.)	Alone	-	-
56	Recreation, health, or exercise	More marked crosswalks at intersections; Repair broken sidewalks; Adding sidewalks where there are gaps	I don't bike	Would ride a bike if there were safer facilities	More buffered/fully separated bike lanes; Bike route signage; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	With friends	Downtown or on the trail	There are several streets in the downtown area without sidewalks. Too many to list.
57	Recreation, health, or exercise; Social or entertainment; Quality family time together.	Repair broken sidewalks; More Shared Use Paths/Trails; Adding sidewalks where there are gaps	Recreation, health, or exercise; Social or entertainment	Would ride a bike if there were safer facilities	More buffered/fully separated bike lanes; More off-street multi-use trails; Continuous bike routes that connect me to places I want to go	With family (including children)	Hendren Farm Market, Whits, Troyer's Market	Route 62 connect all sidewalks.
58	Recreation, health, or exercise; Social or entertainment	Repair broken sidewalks; More Shared Use Paths/Trails; Adding sidewalks where there are gaps	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	More bike lanes on busy streets; More off-street multi-use trails; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	Alone	Croton, Sunbury, New Albany	-

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59	Recreation, health, or exercise; Shopping or errands; Social or entertainment	Repair broken sidewalks; Adding sidewalks where there are gaps	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	More off-street multi-use trails; Road surface improvements (reduce potholes, etc.)	With family (adult relatives)	-	-
60	Recreation, health, or exercise	Repair broken sidewalks; More Shared Use Paths/Trails; Adding sidewalks where there are gaps	I don't bike	I don't ride a bike and don't want to in the future	More off-street multi-use trails; Continuous bike routes that connect me to places I want to go	Alone	North Main is a concern with the numerous broken sidewalks.	W Jersey, so that students could walk from Kyber Run to the middle and high school or to Belt Field. The older parts of Buena Vista and Benedict. Edwards road and the surroundings older neighborhoods like North Oregon, Upham, Pershing, McCracken
61	Recreation, health, or exercise	Repair broken sidewalks; More Shared Use Paths/Trails; Adding sidewalks where there are gaps	I don't bike	I don't ride a bike and don't want to in the future	Road surface improvements (reduce potholes, etc.)	With family (including children)	More accessible to Kroger!	To route 62 to make walking to Kroger more easy! And repairing sidewalks along 37
62	Recreation, health, or exercise; Commute to school or work	Repair broken sidewalks; Adding sidewalks where there are gaps	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	More off-street multi-use trails	With family (including children)	-	Parkdale and Stone Hedge Row
63	Recreation, health, or exercise; Social or entertainment	Repair broken sidewalks; Adding sidewalks where there are gaps	Recreation, health, or exercise	Would ride a bike if there were safer facilities	More bike lanes on busy streets; More off-street multi-use trails	With family (including children)	Kroger/South end of town	W Pratt st in front of the old jail
64	Recreation, health, or exercise; Shopping or errands; Social or entertainment	Repair broken sidewalks; More Shared Use Paths/Trails; Adding sidewalks where there are gaps	I don't bike	Occasional or recreational cyclist who rides mainly on trails	More bike lanes on busy streets; More buffered/fully separated bike lanes; - Continuous bike routes that connect me to places I want to go	Alone	I see a lot of foot traffic around the business - assuming employees. Would be nice for them to have safer walking options.	62 North of Main Street
65	Recreation, health, or exercise; Social or entertainment	More marked crosswalks at intersections; Repair broken sidewalks; More Shared Use Paths/Trails; Adding sidewalks where there are gaps	Recreation, health, or exercise; Social or entertainment	Occasional or recreational cyclist who rides mainly on trails	More off-street multi-use trails; Continuous bike routes that connect me to places I want to go	With family (including children)	to downtown, around neighborhoods	-

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66	Recreation, health, or exercise; Social or entertainment	More Shared Use Paths/ Trails; Adding sidewalks where there are gaps	I don't bike	Would ride a bike if there were safer facilities	More off-street multi-use trails	With family (including children)	-	-
67	Recreation, health, or exercise; Commute to school or work	Adding sidewalks where there are gaps	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	Continuous bike routes that connect me to places I want to go	With family (including children)	-	Stone hedge row drive and Parkdale. Safer access to the school
68	Recreation, health, or exercise; Shopping or errands; Commute to school or work	Adding sidewalks where there are gaps	Recreation, health, or exercise; Shopping or errands; Commute to school or work	Would ride a bike if there were safer facilities	Continuous bike routes that connect me to places I want to go	Alone	The grocery store	Coshocton from town to Kroger
69	Recreation, health, or exercise; Shopping or errands; Social or entertainment	More marked crosswalks at intersections; More Shared Use Paths/ Trails; Adding sidewalks where there are gaps	Recreation, health, or exercise; Commute to school or work; Social or entertainment	Would ride a bike if there were safer facilities	More off-street multi-use trails; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	With family (adult relatives)	Kroger, McDonald's, Wendy's (all along Route 62), Belt Field (Jersey St.)	Along Route 62 between Whit's and Kroger, along Mink/Jersey between Belt Field and Kyber Run
70	Recreation, health, or exercise; Shopping or errands	More marked crosswalks at intersections; Adding sidewalks where there are gaps	I don't bike	Occasional or recreational cyclist who rides mainly on trails	More buffered/fully separated bike lanes; More off-street multi-use trails; - Continuous bike routes that connect me to places I want to go	With family (adult relatives)	Kroger, Johnstown High School, Kyber Run neighborhood	Mink street between Kyber Run neighborhood and Johnstown High School; 62 from Bigelow Dr. to Kroger
71	Recreation, health, or exercise	Adding sidewalks where there are gaps; A walking only trail and no bicycles on it	I don't bike	Occasional or recreational cyclist who rides mainly on trails	Get rid of it. They're not safe and congest back roads and trails.	With family (adult relatives)	Mid town to Kroger area	-
72	Recreation, health, or exercise; Social or entertainment; Walk the dog	More marked crosswalks at intersections; Repair broken sidewalks; Adding sidewalks where there are gaps	Recreation, health, or exercise; Social or entertainment	Occasional or recreational cyclist who rides mainly on trails	Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	With family (adult relatives)	Downtown	Main street
73	Recreation, health, or exercise	Adding sidewalks where there are gaps	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	More bike lanes on busy streets	With family (adult relatives)	New Albany	Concord to Nichols Lane

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74	Recreation, health, or exercise	Repair broken sidewalks;More Shared Use Paths/Trails;Adding sidewalks where there are gaps	I don't bike	-	-	With family (adult relatives)	restuarants, stores, church	-
75	Recreation, health, or exercise	Repair broken sidewalks;More Shared Use Paths/Trails;Adding sidewalks where there are gaps	I don't bike	I don't ride a bike and don't want to in the future	Continuous bike routes that connect me to places I want to go	Alone	To downtown Johnstown	Older section in the north side of Johnstown
76	Recreation, health, or exercise	Repair broken sidewalks;More Shared Use Paths/Trails;Adding sidewalks where there are gaps	I don't bike	I don't ride a bike and don't want to in the future	Continuous bike routes that connect me to places I want to go	Alone	To downtown Johnstown	Older section in the north side of Johnstown
77	Recreation, health, or exercise	More Shared Use Paths/Trails;Adding sidewalks where there are gaps	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	More buffered/fully separated bike lanes;More off-street multi-use trails;- Continuous bike routes that connect me to places I want to go	With family (adult relatives)	Sunbury	-
78	Recreation, health, or exercise	Curb ramps on every corner where there are sidewalks;Repair broken sidewalks;Adding sidewalks where there are gaps	I don't bike	I don't ride a bike and don't want to in the future	More bike lanes on busy streets;More buffered/fully separated bike lanes;Road surface improvements (reduce potholes, etc.)	With family (including children)	TSS and Kroger	Rt 62
79	Recreation, health, or exercise	More Shared Use Paths/Trails;Adding sidewalks where there are gaps	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	More off-street multi-use trails;Continuous bike routes that connect me to places I want to go	With family (adult relatives)	Connection from Duncan plains area to downtown/ Evans trail system	62 and mink
80	Recreation, health, or exercise;Shopping or errands	Repair broken sidewalks;Adding sidewalks where there are gaps	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	More off-street multi-use trails;Continuous bike routes that connect me to places I want to go	With family (including children)	Leafy dell to downtown and restaurants	Edwards
81	Recreation, health, or exercise;Social or entertainment	More marked crosswalks at intersections;Repair broken sidewalks;Adding sidewalks where there are gaps	I don't bike	I don't ride a bike and don't want to in the future	More off-street multi-use trails;Bike route signage	-	-	-
82	Recreation, health, or exercise	More Shared Use Paths/Trails	I don't bike	-	-	With family (adult relatives)	More 'walking paths' for health	-

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83	Recreation, health, or exercise	Repair broken sidewalks	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	More buffered/fully separated bike lanes;Continuous bike routes that connect me to places I want to go	With family (adult relatives)	To Kroger or TSC	-
84	Recreation, health, or exercise	More marked crosswalks at intersections;Repair broken sidewalks	I don't bike	I don't ride a bike and don't want to in the future	Road surface improvements (reduce potholes, etc.)	With family (adult relatives)	-	-
85	Recreation, health, or exercise;Shopping or errands;Social or entertainment	More marked crosswalks at intersections;More Shared Use Paths/Trails;Adding sidewalks where there are gaps	Recreation, health, or exercise;Social or entertainment	Occasional or recreational cyclist who rides mainly on trails	More bike lanes on busy streets;More off-street multi-use trails;Continuous bike routes that connect me to places I want to go	With family (including children)	From downtown to Kroger.	Edwards road especially the hill. Benedict and Buena Vista secondarily
86	I don't walk	More marked crosswalks at intersections;Repair broken sidewalks;Adding sidewalks where there are gaps	I don't bike	I don't ride a bike and don't want to in the future	More bike lanes on busy streets;More buffered/fully separated bike lanes;Road surface improvements (reduce potholes, etc.)	-	-	Oregon and 37 up-grades
87	Recreation, health, or exercise;Social or entertainment	More Shared Use Paths/Trails;Adding sidewalks where there are gaps	I don't bike	I don't ride a bike and don't want to in the future	-	With family (including children)	-	-
88	Recreation, health, or exercise	More marked crosswalks at intersections;Repair broken sidewalks;Adding sidewalks where there are gaps	I don't bike	Would ride a bike if there were safer facilities	More bike lanes on busy streets;Continuous bike routes that connect me to places I want to go;Road surface improvements (reduce potholes, etc.)	With family (including children)	-	-
89	Recreation, health, or exercise	Repair broken sidewalks	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	-	-	Downtown	E Jersey, Track, E Coshocton
90	Recreation, health, or exercise;Shopping or errands	Adding sidewalks where there are gaps	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	More off-street multi-use trails	Alone	-	Kasson St

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91	Recreation, health, or exercise; Commute to school or work; Social or entertainment	Repair broken sidewalks; More Shared Use Paths/Trails; Adding sidewalks where there are gaps	Recreation, health, or exercise; Social or entertainment	I ride mainly around town with kids occasionally we go to the bike path	More off-street multi-use trails; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	With family (including children)	I would like a safe cross walk at the ball field on Jersey St we ride our bikes there a lot, would love for those trails to be extended, there is part of the bike path that needs to be fixed maybe put a little bridge where it is washed away. Just a better way to get into that park when walking or riding bikes. A lot of traffic there. I	Williams street only has sidewalks on one side of the street, be nice to have on both sides
92	I don't walk	Curb ramps on every corner where there are sidewalks; Repair broken sidewalks; More Shared Use Paths/Trails; Adding sidewalks where there are gaps	I don't bike	I don't ride a bike and don't want to in the future	More off-street multi-use trails	With family (adult relatives)	Trail to trail	-
93	Recreation, health, or exercise; Commute to school or work; Social or entertainment	More marked crosswalks at intersections; Repair broken sidewalks; Adding sidewalks where there are gaps	Commute to school or work	Would ride a bike if there were safer facilities	More off-street multi-use trails; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	Alone	-	Remainder of Edwards Rd once it ends. North Oregon, north of Edwards. North Williams
94	Shopping or errands	Repair broken sidewalks; More Shared Use Paths/Trails	I don't bike	I don't ride a bike and don't want to in the future	-	Alone	-	-
95	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	More marked crosswalks at intersections; Repair broken sidewalks; More Shared Use Paths/Trails; Adding sidewalks where there are gaps	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	Occasional or recreational cyclist who rides mainly on trails	More bike lanes on busy streets; More buffered/fully separated bike lanes; More off-street multi-use trails; Bike route signage; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	With family (adult relatives)	Downtown	-

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96	Recreation, health, or exercise	Repair broken sidewalks;Adding sidewalks where there are gaps	I don't bike	I would use bike path if I get a bike in the future	There is a bike path perfect for bikes	With family (including children)	I use Leafy Dell because the sidewalks are not the best through the new addition	Not off hand-maybe nice to have a side walk completely around the condos in Leafy Dell
97	Recreation, health, or exercise	Repair broken sidewalks;More Shared Use Paths/Trails;Adding sidewalks where there are gaps	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	More buffered/fully separated bike lanes;More off-street multi-use trails;Road surface improvements (reduce potholes, etc.)	With friends	Someplace like bike-path	All of Kasson St
98	Recreation, health, or exercise	Repair broken sidewalks;More Shared Use Paths/Trails;Adding sidewalks where there are gaps	Recreation, health, or exercise	A confident cyclist who rides on busy streets	More off-street multi-use trails;Continuous bike routes that connect me to places I want to go;Road surface improvements (reduce potholes, etc.)	Alone	New Albany	Side extending to sportsman club rd
99	Recreation, health, or exercise;Shopping or errands;Social or entertainment	More marked crosswalks at intersections;Curb ramps on every corner where there are sidewalks;Repair broken sidewalks;More Shared Use Paths/Trails;Adding sidewalks where there are gaps	Recreation, health, or exercise;Shopping or errands;Commute to school or work;Social or entertainment	A confident cyclist who rides on busy streets	More bike lanes on busy streets;More buffered/fully separated bike lanes;More off-street multi-use trails;Continuous bike routes that connect me to places I want to go	Alone	Croton, Centerburg, Mount Vernon	-
100	Recreation, health, or exercise	More Shared Use Paths/Trails	Recreation, health, or exercise;Social or entertainment	A confident cyclist who rides on busy streets	More off-street multi-use trails;Continuous bike routes that connect me to places I want to go;Road surface improvements (reduce potholes, etc.)	Alone	Downtown, Croton Rd.	From trail head to the square and north along 37 to croton rd.

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1	-	-	West of the US62-SR37 intersection	35 to 44	White or Caucasian	\$100,000 or higher	-	-
2	-	-	East of the US62-SR37 intersection	75 or older	White or Caucasian	\$25,000 - \$49,999	-	-
3	-	-	Outside of Monroe Township	55 to 64	Prefer not to answer	Prefer not to answer	-	-
4	Bikes paths not shared with streets. Bikes on paths only. Streets are crowded enough as is.	-	North of the US62-SR37 intersection	45 to 54	White or Caucasian	\$100,000 or higher	-	Biking on our roadways is too dangerous. They should utilize sidewalks and/or bike paths.
5	Mink	-	South of the US62-SR37 intersection	25 to 34	White or Caucasian	Prefer not to answer	-	-
6	Main st in town	Flashing lights crosswalk	East of the US62-SR37 intersection	35 to 44	White or Caucasian	\$100,000 or higher	-	-
7	-	-	West of the US62-SR37 intersection	35 to 44	White or Caucasian	\$100,000 or higher	-	-
8	-	-	Outside of Monroe Township	25 to 34	White or Caucasian	\$75,000 - \$99,999	-	-
9	Lots of bike traffic on Edwards Rd. so even improving the road surface would be helpful.	The flashing crosswalk at Edwards and Main is sketchy. I've seen many cars ignore it and an old man almost get hit. I wish there was a safer solution. Also this is a popular route for school walkers.	North of the US62-SR37 intersection	35 to 44	White or Caucasian	Prefer not to answer	-	-
10	SR 37, Edwards Road, and Route 62.	Edwards Road (Between Village limits and SR 37) and all the housing development in Concord Crossing.	In Monroe Township, outside of Johnstown limits	25 to 34	White or Caucasian	\$75,000 - \$99,999	-	No
11	-	-	In Monroe Township, outside of Johnstown limits	55 to 64	White or Caucasian	\$100,000 or higher	-	-
12	-	-	West of the US62-SR37 intersection	35 to 44	White or Caucasian	\$100,000 or higher	-	-
13	Main Street including in downtown	-	Outside of Monroe Township	25 to 34	White or Caucasian	\$100,000 or higher	-	I like to walk on my lunch hour but normally drive to the trail instead of walk because it can be hard to access

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14	downtown area; main and Cohsocton	-	South of the US62-SR37 intersection	35 to 44	White or Caucasian	\$75,000 - \$99,999	-	-
15	-	-	North of the US62-SR37 intersection	35 to 44	White or Caucasian	\$100,000 or higher	-	-
16	-	Stop Light at Bigelow and Rt 62 near TSC	South of the US62-SR37 intersection	25 to 34	White or Caucasian	\$100,000 or higher	-	A four way stop sign at corner of Raccoon Creek & Fox Drive as folks speed down Fox Drive not paying attention to kids walking/playing
17	-	37 and leafy dell	East of the US62-SR37 intersection	35 to 44	White or Caucasian	\$25,000 - \$49,999	-	-
18	See above	-	North of the US62-SR37 intersection	35 to 44	White or Caucasian	\$100,000 or higher	-	None
19	-	-	North of the US62-SR37 intersection	55 to 64	White or Caucasian	Prefer not to answer	-	-
20	37 & 62 and the bike path It needs widened	-	North of the US62-SR37 intersection	35 to 44	White or Caucasian	\$75,000 - \$99,999	-	The streets are awful and in dire need of real maintenance or replacement.
21	SR 37	-	West of the US62-SR37 intersection	35 to 44	White or Caucasian	\$100,000 or higher	-	Some of the oldest (stone) sidewalks in town need replaced. They're dangerous to bike riders and difficult with strollers.
22	-	-	North of the US62-SR37 intersection	35 to 44	White or Caucasian	Prefer not to answer	-	-
23	-	-	South of the US62-SR37 intersection	25 to 34	White or Caucasian	\$100,000 or higher	-	-
24	-	Main Street crosswalks by ghostwriter. We need light signal to let drivers know when person is needing to cross.	South of the US62-SR37 intersection	25 to 34	White or Caucasian	\$25,000 - \$49,999	-	-
25	-	-	In Monroe Township, outside of Johnstown limits	35 to 44	White or Caucasian	\$50,000 - \$74,999	-	-

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26	Route 62	-	East of the US62-SR37 intersection	45 to 54	White or Caucasian	Prefer not to answer	Hard of hearing	-
27	Keep bikes off the streets!!!	No	Outside of Monroe Township	25 to 34	White or Caucasian	\$75,000 - \$99,999	Hard of hearing; Low vision	Please keep bike riders off the main roads, they are going to cause accidents. There are sidewalks and bike paths for a reason
28	-	-	South of the US62-SR37 intersection	45 to 54	White or Caucasian	\$100,000 or higher	Hard of hearing	-
29	62 to New Albany to connect to their paths	Benedict Dr to cross 62	West of the US62-SR37 intersection	45 to 54	White or Caucasian	\$100,000 or higher	-	We moved here with the hopes that Johnstown would expand the bike trails to connect different subdivisions and near by cities/towns. We would absolutely love to see more trails come. We like mix up our walks and bike rides, but don't always like having to drive somewhere to do this. To just leave our driveway on foot or bike and have options would be amazing!! Thank you for considering this and we look forward to see what happens!!
30	N/A	N/A	South of the US62-SR37 intersection	18 to 24	White or Caucasian	\$100,000 or higher	-	N/A
31	-	-	West of the US62-SR37 intersection	35 to 44	Prefer not to answer	\$25,000 - \$49,999	-	We don't need this. I am already sick of the taxes i pay to Johnstown and am already looking to move to get away from it.
32	62 and 37	-	In Monroe Township, outside of Johnstown limits	45 to 54	White or Caucasian	\$100,000 or higher	-	-
33	-	-	South of the US62-SR37 intersection	25 to 34	White or Caucasian	Prefer not to answer	-	-

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34	-	-	East of the US62-SR37 intersection	35 to 44	White or Caucasian	\$100,000 or higher	-	-
35	-	Westview and 62	South of the US62-SR37 intersection	35 to 44	White or Caucasian	\$50,000 - \$74,999	-	-
36	Mink st Rd., Duncan Plains, st rt 62. St rt 37	-	In Monroe Township, outside of Johnstown limits	Prefer not to answer	White or Caucasian	Prefer not to answer	-	-
37	-	-	South of the US62-SR37 intersection	35 to 44	White or Caucasian	\$100,000 or higher	-	-
38	Mink from Kybler Run to schools	-	South of the US62-SR37 intersection	45 to 54	White or Caucasian	\$100,000 or higher	-	Like I said. You are going to have lots of kids in Creekside and Kybler Run that go to middle and high school. A bike path somehow to it would be grand.
39	-	-	West of the US62-SR37 intersection	25 to 34	White or Caucasian	\$75,000 - \$99,999	-	-
40	-	-	South of the US62-SR37 intersection	25 to 34	White or Caucasian	Prefer not to answer	-	-
41	-	-	South of the US62-SR37 intersection	25 to 34	White or Caucasian	Prefer not to answer	-	-
42	Edwards rd makes me nerves with all the bicycle s around the curve	-	North of the US62-SR37 intersection	45 to 54	White or Caucasian	\$25,000 - \$49,999	-	I've noticed in new Albany they use blacktop instead of cement. I believe they do this because it's not as hard on your joints..
43	-	-	West of the US62-SR37 intersection	45 to 54	White or Caucasian	\$100,000 or higher	-	-
44	Route 62 to Hendren farm market	-	West of the US62-SR37 intersection	25 to 34	White or Caucasian	\$75,000 - \$99,999	-	More family friendly paths would be nice around Johnstown. A lot of kids / families are moving into the area and out walking around town more. Thank you!

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45	-	62 and bigelow dr	South of the US62-SR37 intersection	35 to 44	White or Caucasian	\$100,000 or higher	-	-
46	No	None I can think of.	South of the US62-SR37 intersection	25 to 34	White or Caucasian	\$100,000 or higher	-	-
47	-	Coshocton at Benedict	West of the US62-SR37 intersection	35 to 44	White or Caucasian	\$100,000 or higher	-	Improvements to the sidewalks along Coshocton with the street widening have made it so much safer and accessible for walking.
48	No, too many bikes on the road now	-	South of the US62-SR37 intersection	25 to 34	White or Caucasian	\$100,000 or higher	-	-
49	Please do not encourage bikes on main roads! Encourage more use of bike trails to keep bikes off of the road.	Better Main St crosswalk markings for night time. Also better lighting for school crossing at JMS. Cannot see students in the dark and early hours. Add similar crossing for JHS.	North of the US62-SR37 intersection	45 to 54	White or Caucasian	\$75,000 - \$99,999	-	Bikes on rural roads are dangerous, so the trails should be enhanced to support more traffic and allow for longer more challenging rides
50	-	-	In Monroe Township, outside of Johnstown limits	45 to 54	White or Caucasian	\$100,000 or higher	-	-
51	Coshocton/62 going towards New Albany	A signal/roundabout at McDonald's where no left turns are allowed	West of the US62-SR37 intersection	25 to 34	Hawaiian and Other Pacific Islander	\$50,000 - \$74,999	-	I appreciate your efforts to improve it.
52	-	-	In Monroe Township, outside of Johnstown limits	25 to 34	White or Caucasian	\$50,000 - \$74,999	-	-
53	Coshocton road (route 62)	William's street in front of villa pizza	East of the US62-SR37 intersection	35 to 44	White or Caucasian	\$50,000 - \$74,999	-	Just focus on the routes taken to and from the high school.
54	-	-	In Monroe Township, outside of Johnstown limits	25 to 34	White or Caucasian	\$100,000 or higher	-	-
55	-	-	North of the US62-SR37 intersection	55 to 64	White or Caucasian	\$75,000 - \$99,999	Hard of hearing	-
56	All of the main roads at least	62 and 37 still feels dangerous and the crosswalks on 37 feel dangerous.	South of the US62-SR37 intersection	25 to 34	White or Caucasian	\$100,000 or higher	-	-

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57	Route 62 to Hendren farm market	-	West of the US62-SR37 intersection	25 to 34	White or Caucasian	\$75,000 - \$99,999	-	More family friendly paths would be nice around Johnstown. A lot of kids / families are moving into the area and out walking around town more. Thank you!
58	-	-	Outside of Monroe Township	45 to 54	White or Caucasian	\$100,000 or higher	-	-
59	-	-	In Monroe Township, outside of Johnstown limits	25 to 34	White or Caucasian	\$100,000 or higher	-	-
60	-	Marked crosswalk at Jersey and South Main	East of the US62-SR37 intersection	55 to 64	White or Caucasian	Prefer not to answer	-	-
61	-	-	In Monroe Township, outside of Johnstown limits	25 to 34	White or Caucasian	\$75,000 - \$99,999	-	-
62	-	-	North of the US62-SR37 intersection	Prefer not to answer	Prefer not to answer	Prefer not to answer	-	We had a family member temporarily in a wheelchair due to an injury and the curb ramps in Leafy Dell (at least the older part) are not wheelchair-friendly. There were times when we physically had to lift up the wheelchair to get it up/down a bump in one of the ramps. There is no way that someone in a wheelchair would be able to navigate these on their own.
63	62 and 37	Oregon and Williams Streets approaching the middle school	South of the US62-SR37 intersection	35 to 44	Prefer not to answer	Prefer not to answer	-	Please use stricter guidance/enforcement of bikers on the streets. A cyclist has nearly collided with walking pedestrians many times around my home because the cyclists disregard stop signs while riding on the street

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64	62. Sportsman Club.	The main intersection in town at Main/62.	In Monroe Township, outside of Johnstown limits	35 to 44	White or Caucasian	\$100,000 or higher	-	I love the bike path, although I have only ever utilized it for walking. Would love more walking/biking paths around town as I do not live in a neighborhood or have a sidewalk on my street. As such, I have to go places to find a location for a recreational walk.
65	-	-	West of the US62-SR37 intersection	45 to 54	White or Caucasian	\$100,000 or higher	-	-
66	-	-	West of the US62-SR37 intersection	25 to 34	White or Caucasian	\$100,000 or higher	-	-
67	-	-	North of the US62-SR37 intersection	25 to 34	White or Caucasian	\$50,000 - \$74,999	-	-
68	Coshocton from town to Kroger and to Dollar General	-	North of the US62-SR37 intersection	45 to 54	White or Caucasian	\$25,000 - \$49,999	-	It would also be helpful if there was transportation routes that ran all day like in Ashtabula County. I suggest research that.
69	Route 62, Mink/Jersey St., Route 37 (Downtown area)	Bigelow Dr & Route 62 (needs a way to turn left)... Bigelow Dr & Route 62 (needs left turn lane)... Route 62 & Commerce Dr (light needs to be on a sensor, not timer... Poor timing on 62 causes unnecessary traffic during non-work hours)... Fox Drive (needs speed bumps - large amount of traffic drives through exceeding speed limit and has nearly hit pedestrians coming around corners in the past)	South of the US62-SR37 intersection	25 to 34	White or Caucasian	\$100,000 or higher	Low vision	Walking is especially dangerous along Route 62, Bigelow Drive, and Fox Drive. Combination of lack of sidewalks, winding roads, drivers not paying attention, and driving too fast have caused me to almost be hit multiple times recently!
70	-	Bigelow Dr. and 62	West of the US62-SR37 intersection	18 to 24	White or Caucasian	\$100,000 or higher	-	-

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71	Route 37 and 62 but that is it. The bicycles should not be on back country roads.	All along Concorde rd. No specific area but the entire road.	South of the US62-SR37 intersection	35 to 44	White or Caucasian	Prefer not to answer	-	Although the walking/biking trail is nice, the people who do use their bikes on it do not take into account the people walking and give no warning when riding up behind. I have stopped using the trail due to this fact. It is extremely frustrating to have someone on a bike whizz around you without warning. It is also dangerous to have bicyclists on the trail because they ride too fast. It should be a walking trail only.
72	-	Main Street and Pershing	North of the US62-SR37 intersection	65 to 74	White or Caucasian	\$25,000 - \$49,999	Hard of hearing	-
73	Main and Coshocton	Trail crossing at Concord	Outside of Monroe Township	55 to 64	White or Caucasian	\$100,000 or higher	-	Great place to live but we always can improve
74	I would prefer bikers ride outside of the town.	-	West of the US62-SR37 intersection	65 to 74	White or Caucasian	Prefer not to answer	-	-
75	-	South Main & Jersey, N Main and Maple	East of the US62-SR37 intersection	55 to 64	White or Caucasian	\$75,000 - \$99,999	-	-
76	-	South Main & Jersey, N Main and Maple	East of the US62-SR37 intersection	55 to 64	White or Caucasian	\$75,000 - \$99,999	-	-
77	-	-	Outside of Monroe Township	35 to 44	White or Caucasian	\$100,000 or higher	-	-
78	Mink/Jersey. And Rt 62	-	South of the US62-SR37 intersection	55 to 64	White or Caucasian	\$50,000 - \$74,999	-	It's hard to drive during biking season because the bikes are in the middle of the lane and they won't slide over.
79	Same as above	-	West of the US62-SR37 intersection	45 to 54	White or Caucasian	\$100,000 or higher	-	-
80	Main	62 south of 37	West of the US62-SR37 intersection	25 to 34	White or Caucasian	Prefer not to answer	-	Sidewalks on e main are falling apart
81	-	-	West of the US62-SR37 intersection	75 or older	White or Caucasian	\$25,000 - \$49,999	Use a wheelchair or walker	-

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82	-	-	In Monroe Township, outside of Johnstown limits	25 to 34	White or Caucasian	Prefer not to answer	-	-
83	37	-	East of the US62-SR37 intersection	45 to 54	White or Caucasian	\$100,000 or higher	Hard of hearing	-
84	-	-	North of the US62-SR37 intersection	35 to 44	White or Caucasian	Don't know	-	-
85	Edwards road if there is no sidewalk	There needs to be a crosswalk somewhere on West Coshocton Street on the hill towards whits. Lots of kids run acrossed to go to wits or play with kids in the other neighborhood from the north side of the community playing frogger and that is not safe. Poor planning there and it needs fixed before someone gets killed.	West of the US62-SR37 intersection	35 to 44	White or Caucasian	\$100,000 or higher	-	The new sidewalks on West Coshocton Street are amazing. Thank you for getting rid of the cow path.
86	37 and 62	-	West of the US62-SR37 intersection	55 to 64	White or Caucasian	Prefer not to answer	-	There are ample neighborhoods for walking and we already have a bike path.
87	-	-	West of the US62-SR37 intersection	25 to 34	White or Caucasian	Prefer not to answer	-	-
88	-	-	West of the US62-SR37 intersection	35 to 44	White or Caucasian	Prefer not to answer	-	-
89	not necessarily	Ford and E Coshocton with the new firestation opening	East of the US62-SR37 intersection	75 or older	White or Caucasian	\$50,000 - \$74,999	-	lots of opportunities for improvements in some areas, but mostly in the order parts of the Village.
90	Please keep bicycles off of main routes. There are plenty of side streets. No bikes on RT62, RT37, or Jersey St/Mink Rd!!!	-	East of the US62-SR37 intersection	35 to 44	Prefer not to answer	\$50,000 - \$74,999	-	More sidewalks would be nice. We have great access to a great bike path. We do not need bike lanes in town. We have plenty of quiet streets that allow easy access to the bike path.

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91	-	-	South of the US62-SR37 intersection	55 to 64	White or Caucasian	\$50,000 - \$74,999	-	I like the wider sidewalks some sidewalks are narrow and the cars seem to be to close when you have kids with you. Jersey St sidewalks are close to the road. I think it would be nice to have somewhere you could walk your dog to and possibly be able to turn them lose, dog park or dog trail.
92	None	-	West of the US62-SR37 intersection	45 to 54	White or Caucasian	\$100,000 or higher	-	Bike lanes on roads not wanted. Roads are congested enough. Bikes on roads are a nuisance and an accident waiting to happen. Bikers should stick to the trails or the sidewalks.
93	Not bike lanes, roads are too small	Need better street lighting at S Main and the entrance to the middle school where the kids cross. When dark you cannot see the children on the east side of the road waiting to cross.	North of the US62-SR37 intersection	35 to 44	White or Caucasian	\$75,000 - \$99,999	-	-
94	-	-	West of the US62-SR37 intersection	55 to 64	White or Caucasian	\$100,000 or higher	-	-
95	-	-	East of the US62-SR37 intersection	45 to 54	White or Caucasian	\$100,000 or higher	-	Thank you for presenting residents this survey!
96	No	No	In Monroe Township, outside of Johnstown limits	45 to 54	White or Caucasian	\$25,000 - \$49,999	-	-
97	No - there are sidewalks you can ride on	Pratt and Main -needs a light put back. Edwards Rd and Main St Flashing Light. 62 and Westview needs a light Since one is not being put in where the nursing home is nor where all the houses are going in behind McDonald's. I understand this is a state highway but those entrances should've already had lights installed as part of the project.	East of the US62-SR37 intersection	45 to 54	White or Caucasian	Prefer not to answer	None of these apply	-
98	62	Edwards road potholes	In Monroe Township, outside of Johnstown limits	35 to 44	White or Caucasian	\$75,000 - \$99,999	-	-

ID	9. ARE THERE SPECIFIC STREETS THAT YOU WOULD LIKE TO SEE BICYCLE INFRASTRUCTURE (SHARED LANES, BIKE LANES, BIKE LANES PHYSICALLY SEPARATED FROM VEHICLES)? PLEASE IDENTIFY STREETS AND CROSS-STREETS.	10. ARE THERE SPECIFIC INTERSECTIONS THAT NEED IMPROVEMENTS? FOR EXAMPLE, MARKED CROSSWALKS, SIGNAGE, FLASHING LIGHTS? PLEASE IDENTIFY STREETS AND CROSS-STREETS.	11. WHERE DO YOU LIVE?	12. WHAT IS YOUR AGE?	13. WHAT IS YOUR RACE?	14. WHAT IS YOUR ANNUAL HOUSEHOLD INCOME?	15. DO ANY OF THE FOLLOWING APPLY TO YOU? (CHECK ALL THAT APPLY)	16. IS THERE ANYTHING ELSE YOU WOULD LIKE TO TELL US ABOUT WALKING AND BIKING IN JOHNSTOWN?
99	Rts. 62 and 37	-	North of the US62-SR37 intersection	65 to 74	White or Caucasian	\$75,000 - \$99,999	-	I think it would be a great idea to tie the north end of the Evans Trail to the Heart of Ohio Trail using the old rail corridor that runs from Croton to Centerburg.
100	37 north of the high school	-	Outside of Monroe Township	55 to 64	White or Caucasian	\$100,000 or higher	-	-

APPENDIX C

TJ Evans Trail Pedestrian Counts - Johnstown Trailhead

July 3, 2020 - July 9, 2020

07-03 00:00 → 07-09 23:59

Daily Average

395

07-03 00:00 → 07-09 23:59

Peak Day

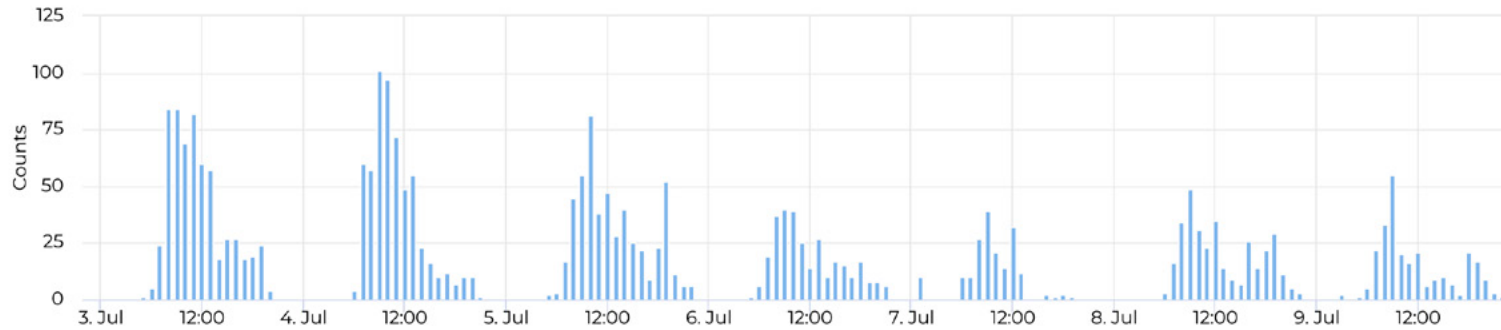
Friday
Jul 3, 2020

603

Data Collected by LCATS

07/10/2020

Time Series



Site	Total	Average	Peak Count	Peak Period
Portable Multi	2,768	395	603	Fri Jul 3, 2020
Westbound	1,695	242	371	Fri Jul 3, 2020
Eastbound	1,073	153	232	Fri Jul 3, 2020