

VILLAGE OF GRANVILLE

ACTIVE TRANSPORTATION

A Planning Document For
Non-Motorized Mobility



ACKNOWLEDGMENTS

LICKING COUNTY AREA TRANSPORTATION STUDY

Alex Nouanesengsy

Asst. Transportation Manager / Special
Projects Planner & GIS Coordinator

Greg Huss

Planner I

LICKING COUNTY PLANNING COMMISSION

Jay Fisher, CFM

Asst. Planning Manager &
Special Projects Planner

DENISON UNIVERSITY

VILLAGE OF GRANVILLE

Debi Walker Yost

Village Planner

Steven Smedley

Asst. Village Planner

Jennifer Rubal

Asst. Village Planner

Darryll Wolnik

Village Planning & Development Director

GRANVILLE VILLAGE COUNCIL

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 scenic view of a paved path lined with trees and a stone fence. The path is paved with dark asphalt and is flanked by green grass. On the left side, there are several large, mature trees with green and some autumn-colored leaves. On the right side, there is a dark metal fence with stone pillars and decorative lanterns. In the background, more trees and a house are visible under a clear blue sky.

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 more affordable for individual users, 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 GRANVILLE

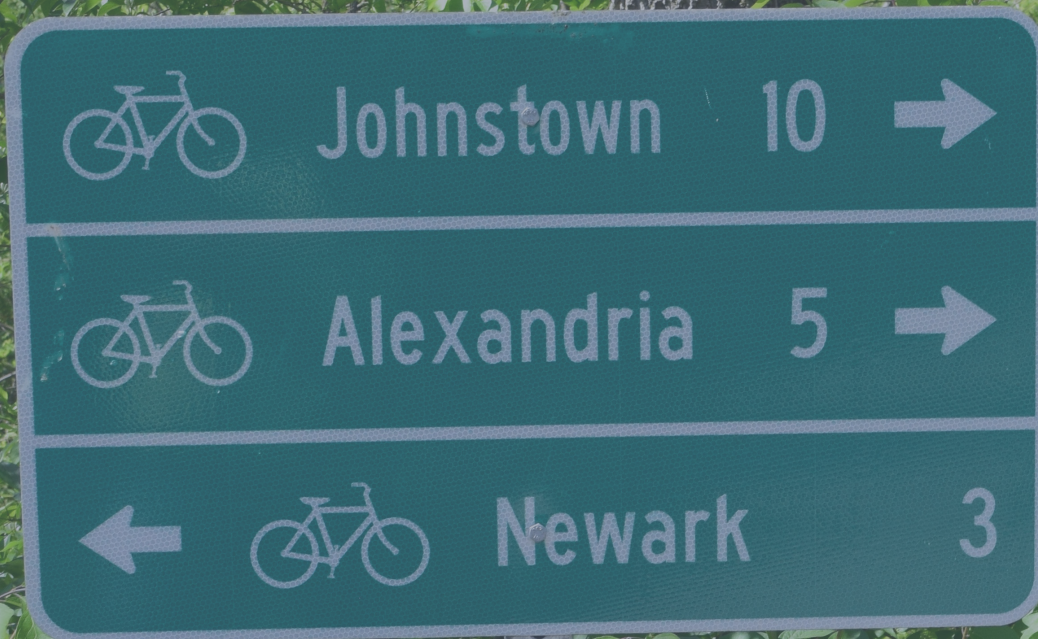
In 1805, settlers from Granville, Massachusetts planned a community near Raccoon Creek tucked between College, Sugarloaf, and Mount Parnassus Hills. Evident to visitors, the Village of Granville, like its New England-based namesake, has a quaint old world feel with a shop-lined pedestrian friendly central corridor. By placing emphasis on pedestrians, Granville is a truly unique community in comparison to the rest of the central Ohio area where automobiles tend to receive primary consideration. In honoring the history and distinctiveness of the village, Granville adheres to attentive planning, work ethic, and maintaining a strong community.

Like their predecessors in 1805, present day Granville must overcome its geography. Its infrastructure faces terrain challenges with some steep topographies, while the highway disconnects portions of the community by cutting off local roads that once spanned from the southern portion of the village to the rest of the community. The disjointed nature of these outlying neighborhoods make it less safe and more time consuming to walk or bike to the central area of Granville because the most direct routes were bisected by the highway. The community is eager to overcome these issues and forge a means to improve the lives of its population.

GOALS

- 1 Build inclusive network connections that overcome barriers and close gaps to important local destinations.
- 2 Ensure safety and accessibility for users of all ages and abilities.
- 3 Enrich the community through public and private partnerships with local stakeholders to encourage, promote, and enable active transportation.





EXISTING
CONDITIONS

EXISTING PLAN REVIEW

Reviewing existing plans is crucial to any active transportation planning process. Plans and policies utilized by existing polities form an important foundation, by which active transportation plans benefit. Having an established groundwork to further active transportation is a strong starting point. It would be detrimental to discard such past efforts and ignore the current implementation of compatible strategies.



Broadway in downtown Granville features on-street parking, pedestrian crossings, and sidewalk frontages are indicative of both motorists and pedestrians mixing

LAND USE, STREET DESIGN, & CONNECTIVITY

In 2012, the Village of Granville adopted a Comprehensive Plan, which encompasses policies that aim to achieve a harmonious vision of the Village at the intersection of land use, infrastructure design, and network connectivity. While an updated Comprehensive Plan is currently in development by Granville, the 2012 plan functions to help steer the Village to make equitable decisions for the community. Included in this document are considerations for non-motorized transportation networks, land use policies that strive to prevent sprawling development, and regulations that encourage the inclusion of greenspace and similar public amenities.

The values laid out in the Comprehensive Plan, such as public health, recreation, and community building, align well with the core goals of active transportation as either byproducts or closely related outcomes of having a developed active network. Land use aspects of this plan, like regulating sprawl and maintaining a mixed-use policy, are crucial to creating a pedestrian friendly environment and a community centered around its downtown core. Additionally, the desire for expanding the active network by building and extending paths and greenways shows the commitment to healthy growth.

CYCLIST & PEDESTRIAN INFRASTRUCTURE

As a member of the LCATS Policy Committee, Granville 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. As well as supporting state and regional goals, the Village produced its own Pedestrian Improvement Plan in 2017. This document aims to improve conditions for walkers by adopting Complete Streets principles for any roadway project, improving and adding crosswalks, and maintaining open green spaces in developments.

The Village of Granville has 4.9 miles of shared-use path in its jurisdiction, while Granville Township has 8 miles of paved trail. These trails are maintained in partnership with the Licking County Park District and serve the entire region, together with the local area. The main trail in the region, which runs through both the Village and the Township, is the TJ Evans Trail. In totality, this trail connects the Cities of Newark and Johnstown over some 14 miles, while also serving as a large segment of US Bike Route 50/A. For its part, the Village of Granville also has the Newark-Granville Trail, which runs along the Newark-Granville Road corridor and acts as a spoke to connect the eastern portion of the Village to the central business district, while also serving as major recreational infrastructure for locals.

PUBLIC TRANSPORTATION

Currently, the Village of Granville 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 countywide 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 four years. Several of the fixed routes aim to better connect users to medical, occupational, and educational destinations. One of these routes will go through Granville via Newark-Granville Road and Welsh Hills Road/Price Road. LCATS is also adding a mobility manager to their staff. This role will help bridge the gaps between the transit provider and various transit user groups to coordinate more efficient ridership and scheduling.



A view at the wide and welcoming sidewalk frontage along Broadway in Granville's central corridor

A photograph of a street scene. In the foreground, a paved sidewalk leads towards a white brick building. Several green metal bollards are positioned along the sidewalk. A tall green lamppost with a white globe stands in the center. To the left, there's a dark building with outdoor seating under umbrellas. Trees with green and yellowing leaves are visible in the background. The text "OPPORTUNITIES & CHALLENGES" is overlaid in white, serif font in the center of the image.

OPPORTUNITIES & CHALLENGES

EXISTING INFRASTRUCTURE & SAFETY CONDITIONS

Opportunities

- ◇ Central Village is pedestrian friendly
- ◇ Trails through the community
- ◇ Lots of parks and greenspace
- ◇ Community is engaged and encouraging
- ◇ Strong community partnerships - village, township, chamber of commerce, parks, university, library, etc.
- ◇ Bike racks at schools and downtown
- ◇ Bike repair stations at trail spots and downtown
- ◇ USBR 50A converges with TJ Evans Trail on west side

Challenges

- ◇ Outside of central district, not much sidewalk
- ◇ Elevation and terrain changes
- ◇ No fixed transit
- ◇ Lacking bicycle infrastructure off trail (bike, lanes, sharrows, etc.)
- ◇ Cyclist safety on rural roadways
- ◇ Highway divides community and is a barrier for certain neighborhoods

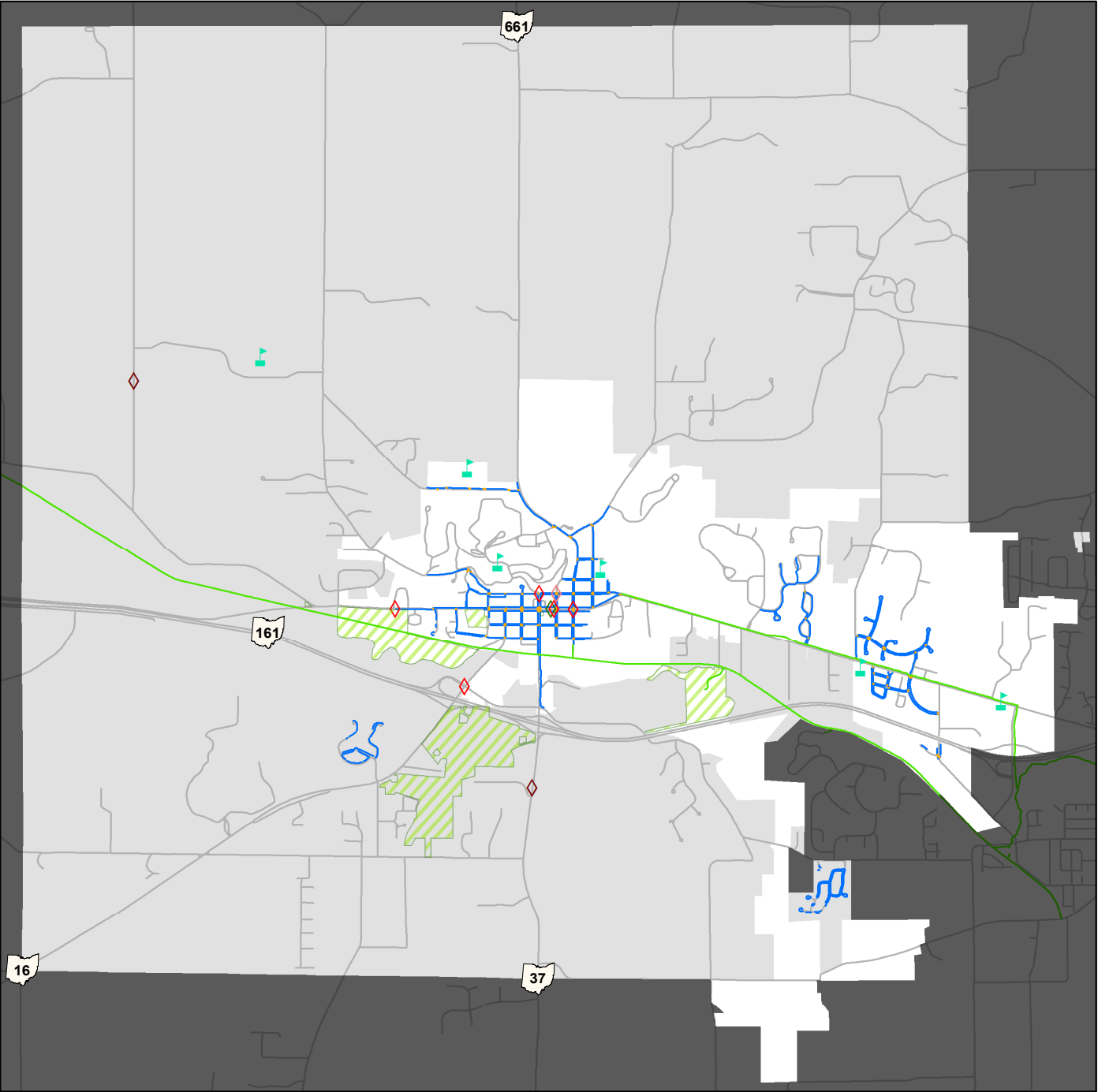


The multi-use path along New Burg Street currently ends at the high school parking lot.

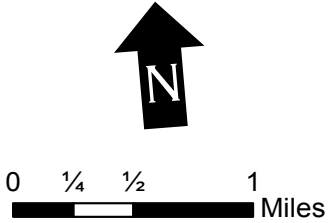
PLANNED & UPCOMING PROJECTS

- ◇ New Burg & SR 661 Intersection Upgrade - Roundabout and safe crossing
- ◇ Transit route and transit stop
- ◇ Columbus Road Bridge project - likely to include path connection over bridge
- ◇ Downtown pedestrian improvements - signal timing coordination and pedestrian bump outs
- ◇ Newark - Granville Road improvements

GRANVILLE INFRASTRUCTURE



 Parks	 Schools	Crashes (2016-2020)	
 Village of Granville	 Trails		 Property Damage Only
 Granville Township	 Crosswalks		 Possible Injury
	 Sidewalks		 Visible Injury
		 Serious Injury	



AUDIT & COUNT DATA

In May 2021, LCATS staff conducted an abbreviated multipoint walk audit to examine pedestrian and cyclist infrastructure conditions. The general findings of this audit were that sidewalk conditions are primarily in very good condition, with few exceptions, and that bike parking and bike repair stations are available to cyclists at appropriate key locations, including the schools, downtown, and a singular strategic location along the trail. This audit focused specifically on examining conditions at known crash locations and observing issues presented by Village of Granville Planning Staff.

Three crash locations in the central Village occurred at crossings and were examined on this audit: one on Broadway at Prospect Street and two on College, at Main and Prospect Streets. Regarding the incident on Broadway at Prospect Street, there was a cyclist crossing who was at fault for crossing while motorists had the green light right-of-way assignment and actually ran into an automobile. Despite this abnormal series of events, the crossings on Broadway could be improved with lengthened walk signal times and shortened crossing distances by way of curb bump outs. The two occurrences on College Street are, speculatively, the result of a lack of motorists' focus at intersections since there are no inhibitive sight lines at these intersections. This might be due to the nature of the roadway layout itself, where on-street parking narrows the travel lane width along the corridor and switches between the north and south sides of College Street at different blocks. These conditions force motorists to make lateral weaving maneuvers in order to allow opposing traffic to pass in the narrowed travel lane.

During this audit, staff examined pedestrian conditions where infrastructure is lacking. These locations were SR 661/North Pearl Street, Burg and New Burg Streets, Jones Road, River Road, and the southern side of Newark-Granville Road. Jones Road only has a small segment of side path on its eastern side, between Newark-Granville Road and Longford Road. While this short link does connect the neighborhood to the trail network, it fails to connect to social and recreational destinations, such as Bryn Du Mansion and Fanchion Lewis Park, as well as additional residential areas.

SR 661/North Pearl Street has sidewalk and side path infrastructure only as far north as New Burg Street and only on the west side of the roadway between Washington Drive and New Burg Street.



A bike repair station at the intersection of the TJ Evans Trail with the Pearl Street access bridge.



An eastward view of the tree-lined TJ Evans Trail corridor which leads to Raccoon Valley Park and eventually Newark.

This configuration excludes two key destinations on the eastern side of SR 661/North Pearl Street: the Denison Biological Reserve and the Denison Baseball and Softball Fields. The sidewalk on the eastern side of North Pearl Street terminates at a crossing at the intersection of Washington Drive. This forces pedestrians to take the western sidewalk and cross North Pearl Street without a crosswalk or to walk through the grass along the roadway to reach the ball fields. In order for pedestrians to access the biological reserve, they are forced to either walk alongside a 55 mile per hour roadway, or cross the roadway without a formal crossing to access Denison facilities and take a path cut through a wooded area.

While Burg and New Burg Streets are vital network connections to Granville Intermediate School, they lack pedestrian or cyclist infrastructure to complete the connection. The sidewalk on New Burg Street does not advance farther west than the Granville High School campus nor does the sidewalk on Burg Street proceed north of Samson Court. These conditions make it unsafe for students to walk or bike to and from school. Burg Street faces topographical issues as the roadway winds uphill as it heads north, as well as having limited right-of-way, but this is the only direct route from the central Village to the school.

Newark-Granville Road has the Newark-Granville Trail running along its north side from Broadway to Thornwood Crossing. While this arm of the trail network connects many people to central Granville and to the TJ Evans Trail, it does not grant access to the individuals that reside on the south side of the road with any crossings, save for Galway Drive. This leaves a majority of the area residents without a safe connection to this pedestrian and cyclist asset. There is an informal trail access point to the TJ Evans Trail from Vill Edge Drive, but with no crosswalk or infrastructure on the south side of Newark-Granville Road, this becomes a safety concern.

River Road is a roadway divided by the highway yet maintains limited vehicle access. Neither the north nor south segments have pedestrian infrastructure. For the northern segment of River Road, this causes a walkability gap between Main Street and the businesses and park that are located on this portion of River Road. River Road south of the highway is primarily single family residential, but because of the four-lane divided highway, there is no option for any of these residents to walk to the central village amenities despite these desired destinations being within a reasonable walking distance.

Additional notable field audit observations are as

follow: bicycle parking facilities are available at key locations such as schools, on sidewalk in the central district of Granville along Broadway, and at Wildwood Park, but are not present at other parks, nor business destinations outside the heart of the Village. The trail access from South Pearl Street is in need of maintenance as tree roots have displaced the pavement and created an uneven surface to the point of hazard for trail users. The TJ Evans Trail crossing at its intersection with Moots Run Road, because of the skew this convergence takes, is significantly longer (approximately 80 feet) than the direct crossing distance (approximately 24 feet) and is also lacking for pavement striping.

COUNT DATA

LCATS collected pedestrian and cyclist counts across the Village and Township using Eco-counter hardware, which utilizes passive infrared to detect passing users, and traffic counts using MetroCount hardware, which uses pneumatic tubing to detect and classify vehicles. These counts were collected at various times between April and November 2021 at 23 unique pedestrian locations and 3 roadway locations. Traffic counters require site placement for a period of at least 24 hours in order to collect enough data, while the pedestrian counters require a 7-day period of on-site data collection. LCATS uses Eco-visio to process, summarize, visualize, and report our pedestrian count data. With this application, we are able to look at daily and hourly trends.

This table provides a summary glimpse of some of the pedestrian counts taken at key locations. For the entirety of the count data, please refer to the appendices. This count data will be useful to assessing active transportation project impact and prioritization in that it provides direct volume network demands and also an idea of user flow through the network.

Location	Average Daily Users
Broadway & N Prospect Sidewalk (NW Corner)	1,739
Broadway & S Prospect Sidewalk (SE Corner)	563
Newark-Granville Trail at St. Edward’s Catholic Church	241
TJ Evans Trail S of Moots Run	297
TJ Evans Trail at S Pearl	178



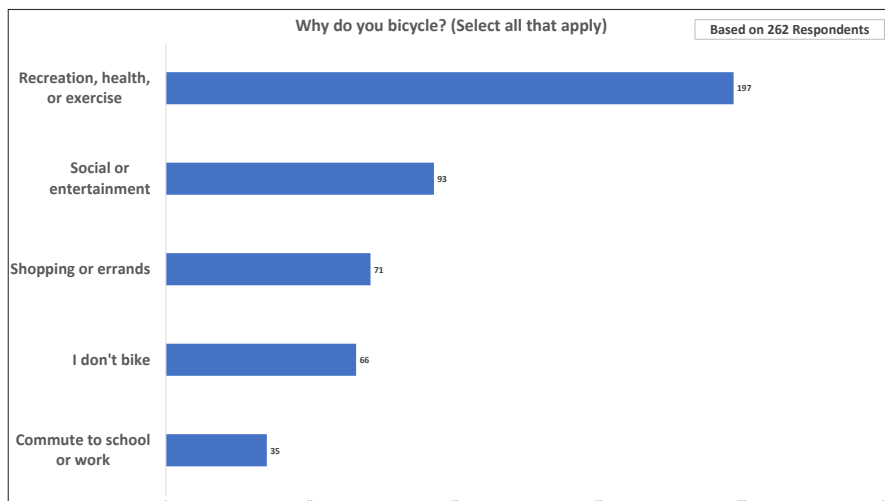
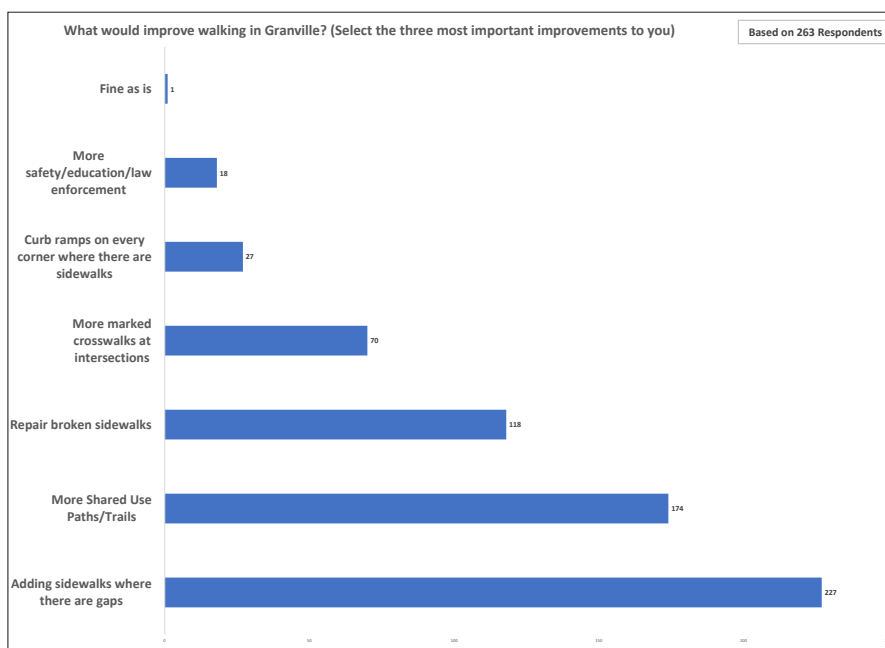
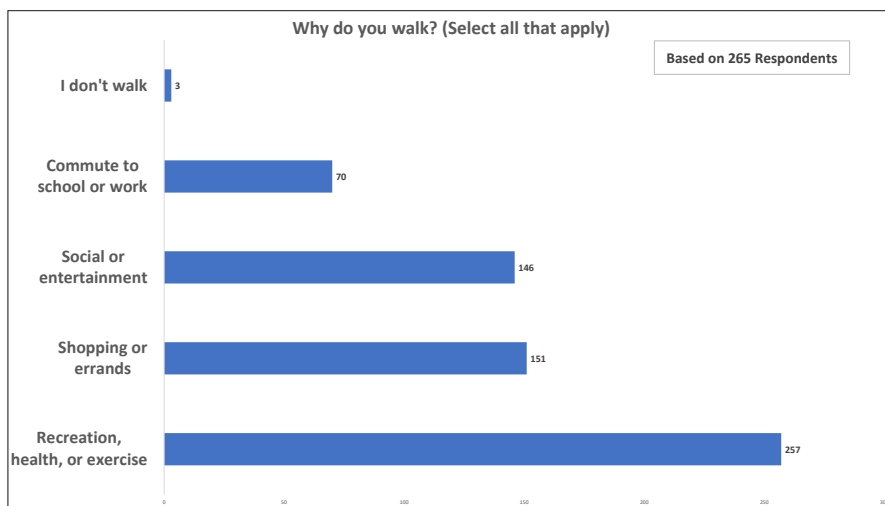
COMMUNITY ENGAGEMENT

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 Granville, collecting feedback on residents' want and need helps to determine project prioritization. When paired with statistics and data, community engagement can help distinguish perceived issues from real risks or challenges for locals. Working directly with the community allows first-hand experience to shine through on a plan such as this.

ONLINE ENGAGEMENT STRATEGIES

For community feedback, LCATS created an interactive map and survey, using WikiMap and Google Forms, respectively. As the primary source of community engagement, over 300 respondents utilized the map and survey. LCATS supplemented the map and survey with a website dedicated to Active Transportation in Licking County, specifically designed to give more information to Granville community members interested in this Active Transportation Plan. To advertise these online engagement methods, LCATS strategically placed over 20 yard signs with the URL and a QR code directing locals to the dedicated Active Transportation homepage and encouraging participation. Social media platforms Facebook and LinkedIn were also utilized to engage the public; announcements were sent out via these platforms and links to our survey, map and website were provided. Lastly, LCATS and the Village of Granville sent out emails to a wide network of local stakeholders in the community, which proved to be the most effective means of outreach for the engagement portion of this project.

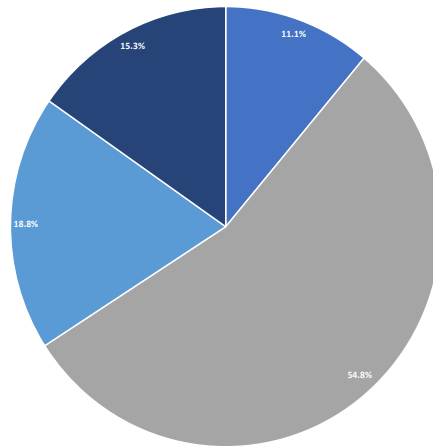


IN-PERSON ENGAGEMENT STRATEGIES

During the public input period for this plan, Granville Village Planners and LCATS staff members attended two Granville Farmers' Markets on Saturday mornings to engage, discuss, and capture local feedback for active transportation planning efforts. This engagement included printed maps for the public to mark up, small handouts with links to the aforementioned online engagement resources, and many conversations on the breadth of active transportation and its potential impact on the community.

Which of the following best describes you?

- A confident cyclist who rides on busy streets
- Occasional or recreational cyclist who rides mainly on trails
- Would ride a bike if there were safer facilities
- I don't ride a bike and don't want to in the future



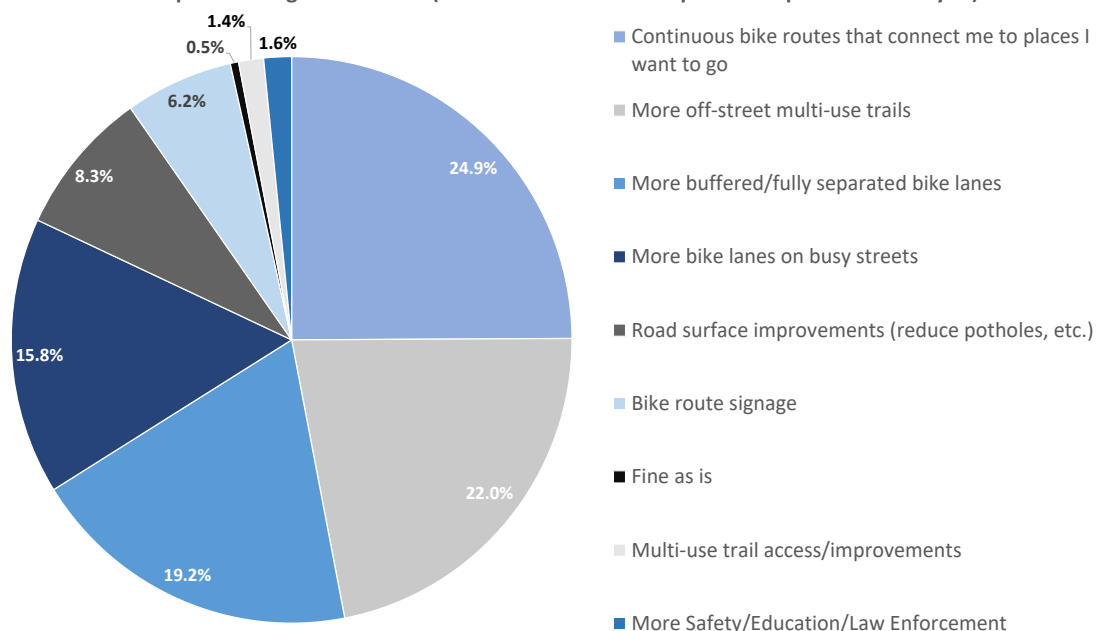
Based on 261 Respondents

NEW ENGAGEMENT STRATEGIES

In partnership with Denison University Data Analytics Faculty, LCATS developed a local pedestrian count data project, which engaged teams of Denison University students through locally collected data and planning policy. As it pertains to the scope of this planning process, the aims of this local student engagement were to gain fresh insights and perspectives from a specific local stakeholder demographic more prone to participate in active transportation. Outside the purview of this document, the expectations were that data specialists would provide fresh visualization styles and pattern analytics useful to the LCATS trail count program.

The Data Analytics Policy Parley (DAPP), as it was dubbed, provided students with background information on active transportation, pedestrian count data and an associated location reference map, and a call to provide their conclusions, insights, and active transportation improvement recommendations in a brief pitch presentation. The data was sorted by location and provided in 15-minute incremental bins. Other insights were kept limited to reduce any data bias.

What would improve biking in Granville? (Select the three most important improvements to you)



Based on 242 Respondents

The students were encouraged to form teams and given two weeks to analyze the data and prepare their presentations.

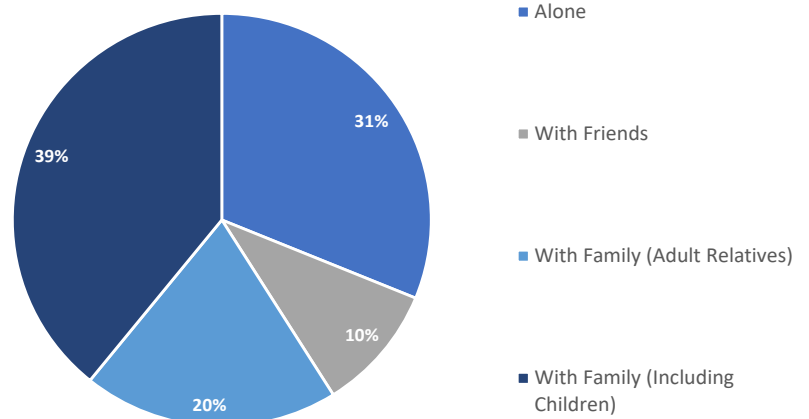
Eleven teams participated and presented in the DAPP. With the granular pedestrian count data provided from LCATS, participants utilized their skills to find patterns, create statistical models, provide visualizations, and give recommendations. The teams presented these findings to a panel of judges, which included LCATS planners, Village of Granville planners, the Granville Area Chamber of Commerce, and Denison faculty. The insights provided by the various teams of students echoed many of our audit assessments of the area and called for crosswalk and sidewalk or trail infrastructure improvements and additions.

POPULAR & DESIRED ROUTES AND DESTINATIONS

The most desired destinations can easily be grouped into 3 categories as follows: parks, schools, and businesses. The parks combined received 90 mentions. These facilities include Wildwood Park, Raccoon Valley Park, Fanchion Lewis Park, Spring Valley Nature Preserve and Bryn Du Manor. Schools were an even more highly desired destination with all public and private area schools garnering 121 comments. This includes Granville Elementary, Intermediate, Middle, High Schools, as well as Granville Christian Academy and Welsh Hills School. Businesses were also very popular with the destinations listed being in either downtown, Main Street, or River Road.

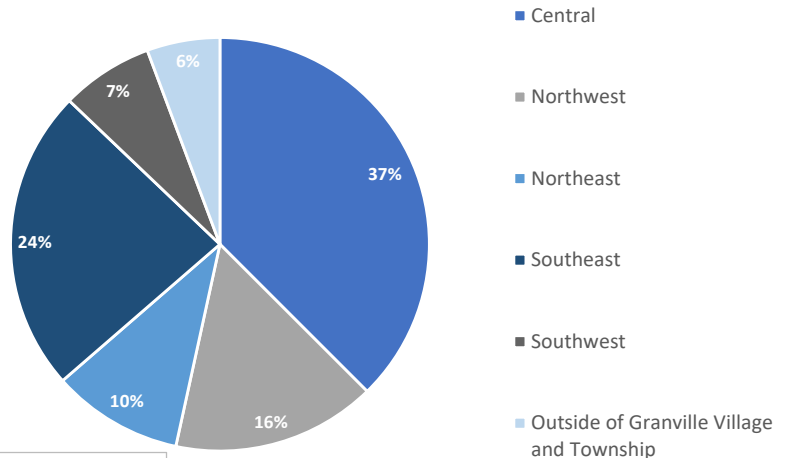
Most desired routes, according to the survey, are spokes from downtown Granville, along major local corridors, to peripheral residential areas. These include Burg Street, Cherry Street/SR 16, Newark-Granville Road, Welsh Hills Road, Pearl Street, and Main Street/SR 37. Additionally, there is public desire for Broadway as an active transportation thoroughfare.

Do you tend to walk or bike alone or with others?



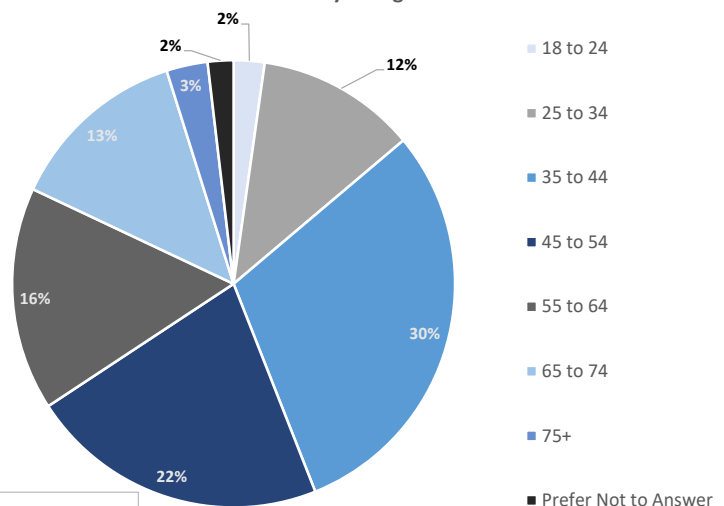
Based on 263 Responses

Where do you live?



Based on 266 Responses

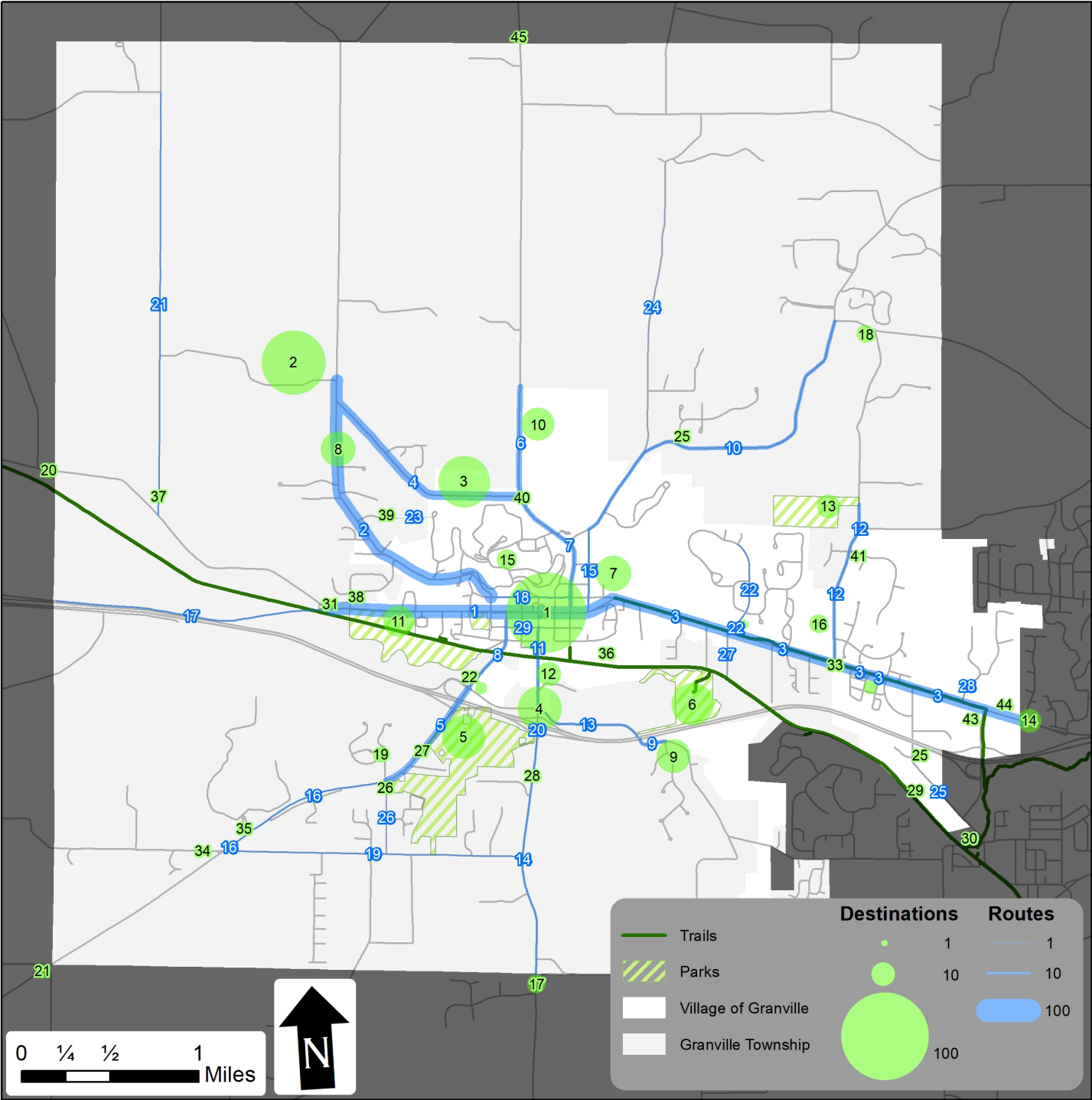
What is your age?



Based on 266 Responses

GRANVILLE ACTIVE TRANSPORTATION PLAN

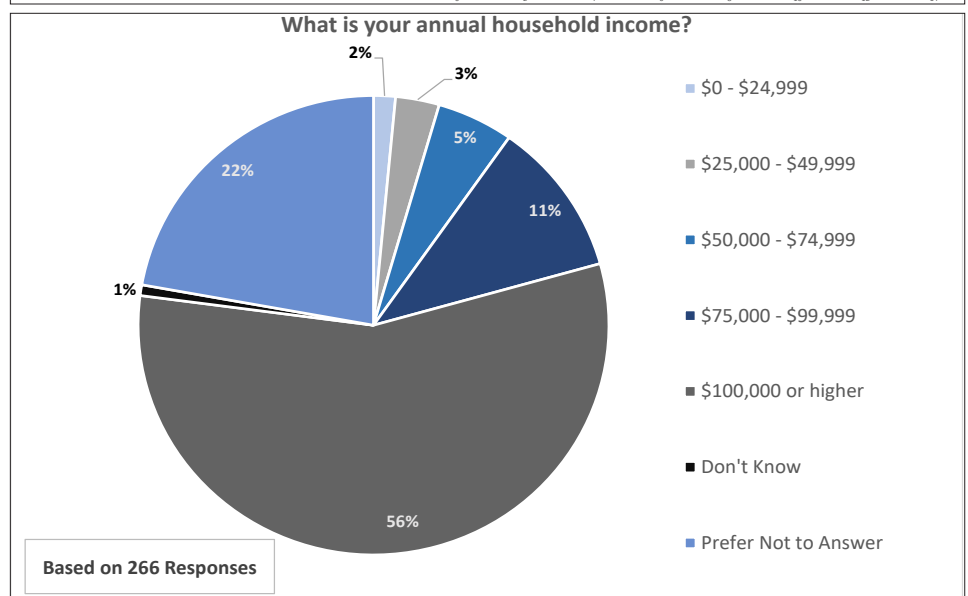
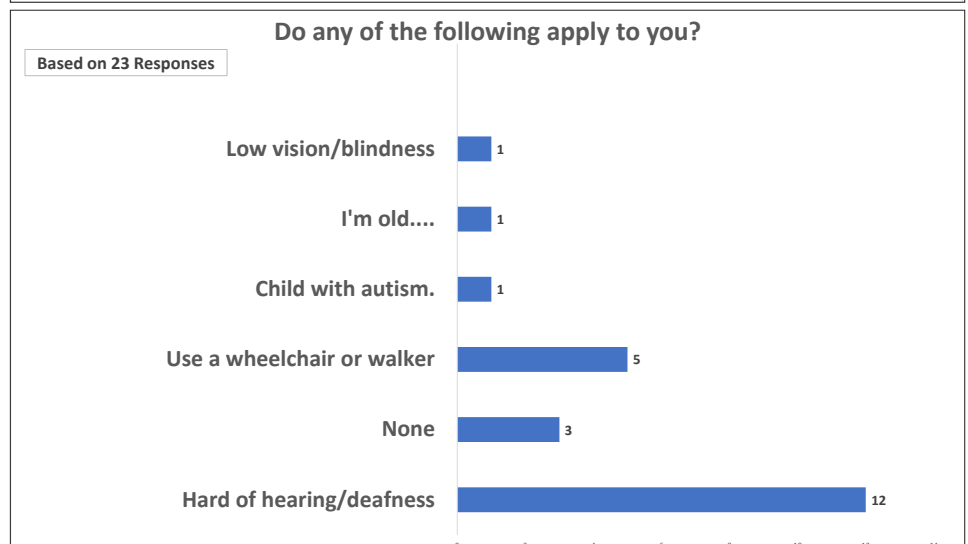
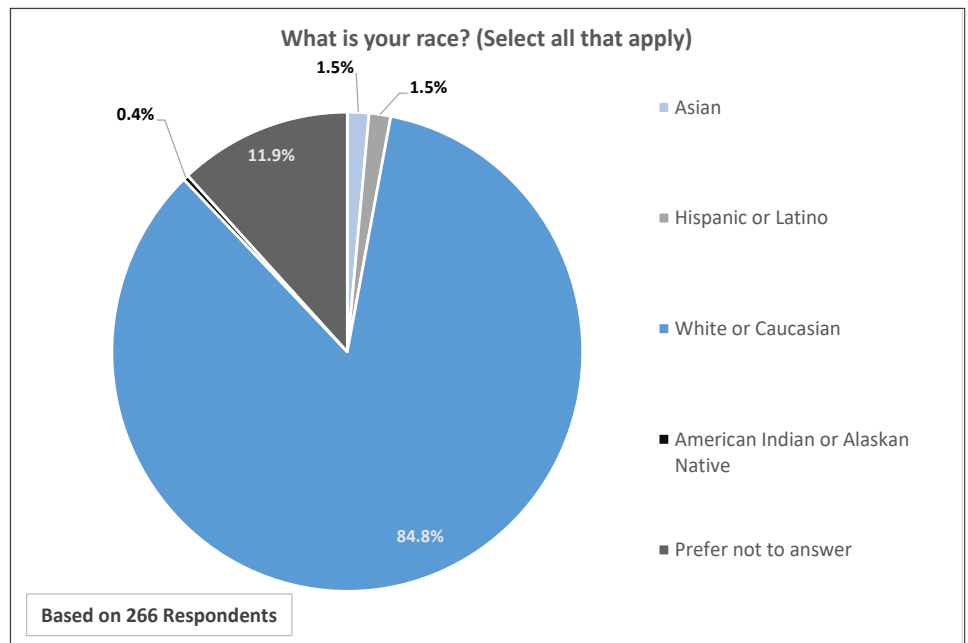
ROUTES & DESTINATIONS



See Appendix C, Page 147 for the full table of routes and destinations

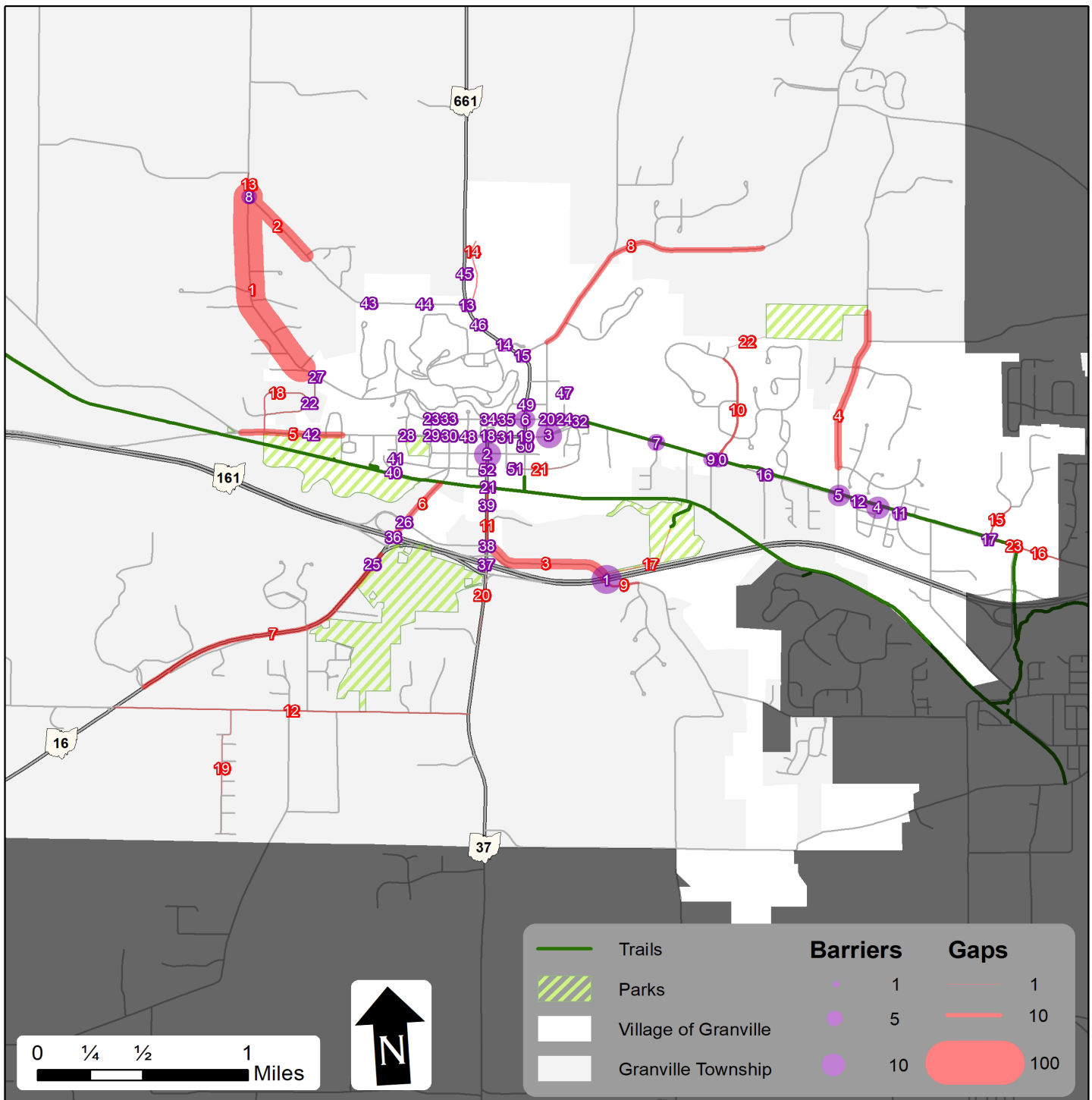
GAPS & BARRIERS

The biggest network gaps that concern survey respondents are Burg Street, New Burg Street, and River Road. These roadways are missing critical segments of active infrastructure to connect users with their end destinations. Specifically, the Burg and New Burg Streets reflect a desire to connect to schools. Currently, there are no safe off-street connections to Granville Intermediate School, which is attended by ideal walking age students. Many barriers exist throughout the area. The most noteworthy is the River Road and SR-16 barrier, which prevents residents that live south of the freeway from connecting by foot or bike to the public amenities available north of the divided highway. The public also has concerns with the Broadway, Pearl Street and Newark-Granville Road corridors. Several issues here relate to crossing safety and cyclist safety. There is a large concern about unsafe motorists' behavior in these areas.



GRANVILLE ACTIVE TRANSPORTATION PLAN

GAPS & BARRIERS



See Appendix C, Page 149 for the full table of gaps and barriers



RECOMMENDATIONS

PROJECT RECOMMENDATIONS

This plan recommends several types of infrastructure projects including sidewalks, trails, bicycle parking, bicycle repair equipment stations and crosswalks improvements and additions. In total, 11.34 miles of trail, which will take the form of shared use paths and side paths, 1.7 miles of sidewalk, 5 locations to house bicycle parking, 4 locations to house bicycle repair stations, 10 new crosswalks, 5 crosswalk improvements, and a bicycle boulevard comprise the recommended projects for the Village of Granville to improve active transportation in the community. Many of these projects will require partnerships with public and private organizations to implement.

Several of the projects on this list are known upcoming projects or were drawn from the existing plan review. Notably, this applies to several of the crosswalks, all 3 downtown crosswalk improvements, and a few of the sidewalk and trail recommendations. Some projects were added after the public input period, during which, residents shed light on particular safety concerns or potential improvements in the existing network, as well as providing optics into a desirable network or support for planning level concepts held by area professionals.

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.

ID	Location	Type	Description	Length (ft)
BB1	Broadway/College Street	Bicycle Boulevard	Various changes to this corridor to improve cyclist safety	-
BR1	Wildwood Park	Bicycle Rack	Bike parking for park at trail access	-
BR2	TJ Evans Main Street - East Entrance	Bicycle Rack	Bike parking for businesses at trail intersection	-
BR3	Raccoon Valley Park	Bicycle Rack	Bike parking for park at trail access	-
BR4	Newark-Granville Trail	Bicycle Rack	Bike parking at green space/bench location	-
BR5	Bryn Du Mansion	Bicycle Rack	Bike parking at desired destination	-
RS1	West Broadway	Bicycle Repair Station	Bike repair at Centennial Park	-
RS2	Wildwood Park	Bicycle Repair Station	Bike maintenance for park at trail access	-
RS3	Raccoon Valley Park	Bicycle Repair Station	Bike maintenance for park at trail access	-
RS4	Newark-Granville Trail	Bicycle Repair Station	Bike maintenance at green space location	-
CI1	Broadway and Main	Crosswalk Improvement	Extended curbs to decrease crossing distance	-
CI2	Broadway and Prospect	Crosswalk Improvement	Extended curbs to decrease crossing distance	-
CI3	Broadway and Pearl	Crosswalk Improvement	Extend curbs to decrease crossing distance	-
CI4	Newark - Granville Road at Galway - West	Crosswalk Improvement	Improving crosswalk visibility- improved striping & signage, potentially including a beacon	-

ID	Location	Type	Description	Length (ft)
CI5	Newark-Granville Road at Galway-East	Crosswalk Improvement	Improving crosswalk visibility- improved striping & signage, potentially including a beacon	-
C1	New Burg at Granville Intermediate	Crosswalk	Striping and signage for future sidewalk/trail location	-
C2	New Burg and Pearl	Crosswalk	Striping and signage at proposed roundabout location	-
C3	West Broadway at Moots Run	Crosswalk	Striping and signage for future sidewalk/trail location	-
C4	Columbus Rd at Spring Valley	Crosswalk	Striping and signage for future sidewalk/trail location	-
C5	Elm St and Main St	Crosswalk	Signage & striping, potentially including a beacon for new crosswalk location	-
C6	Newark-Granville Rd and Fairview Dr	Crosswalk	Striping and signage for future sidewalk/trail location	-
C7	Newark-Granville Rd and Colomen Gwen Cir	Crosswalk	Striping and signage for future sidewalk/trail location	-
C8	Newark-Granville Rd and Jones Rd	Crosswalk	Striping and signage for future sidewalk/trail location	-
C9	Jones at Bryn Du Mansion	Crosswalk	Striping and signage for future sidewalk/trail location	-
C10	Newark-Granville Rd and Cherry Valley Rd	Crosswalk	Striping and signage for future sidewalk/trail location	-
S1	Burg St	Sidewalk	Continue sidewalk from Samson Pl up to Granville Intermediate	6,605
S2	Pearl St to Baseball Fields	Sidewalk	Continue sidewalk on east side of Pearl St from Washington Dr up to baseball fields	593
S3	Bryn Du Dr	Sidewalk	Connect sidewalk from Newark-Granville Trail to Glyn Tawel Dr	620
S4	Newark-Granville Rd	Sidewalk	Add sidewalk along south side of road from Parnassus Village Dr to Thornwood Crossing	1,114
T1	New Burg Extension	Trail	Continue path from Granville High west to Granville Intermediate	6,143
T2	Biological Reserve Connector	Trail	Add path on east side of North St to connect students to Bio Reserve	2,736
T3	Welsh Hills Trail	Trail	Add path along Welsh Hill Rd to connect peripheral neighborhoods to central Village	10,450
T4	Sharon Valley Trail	Trail	Add path along Sharon Valley Road to tie together Welsh Hills and Jones Road Trails	1,289
T5	Jones Rd Extension	Trail	Extend path on Jones north to Bryn Du Mansion	4,177
T6	Moots Run Connector	Trail	Extend TJ Evans Trail to the east to facilitate shorter and safer crossing	431

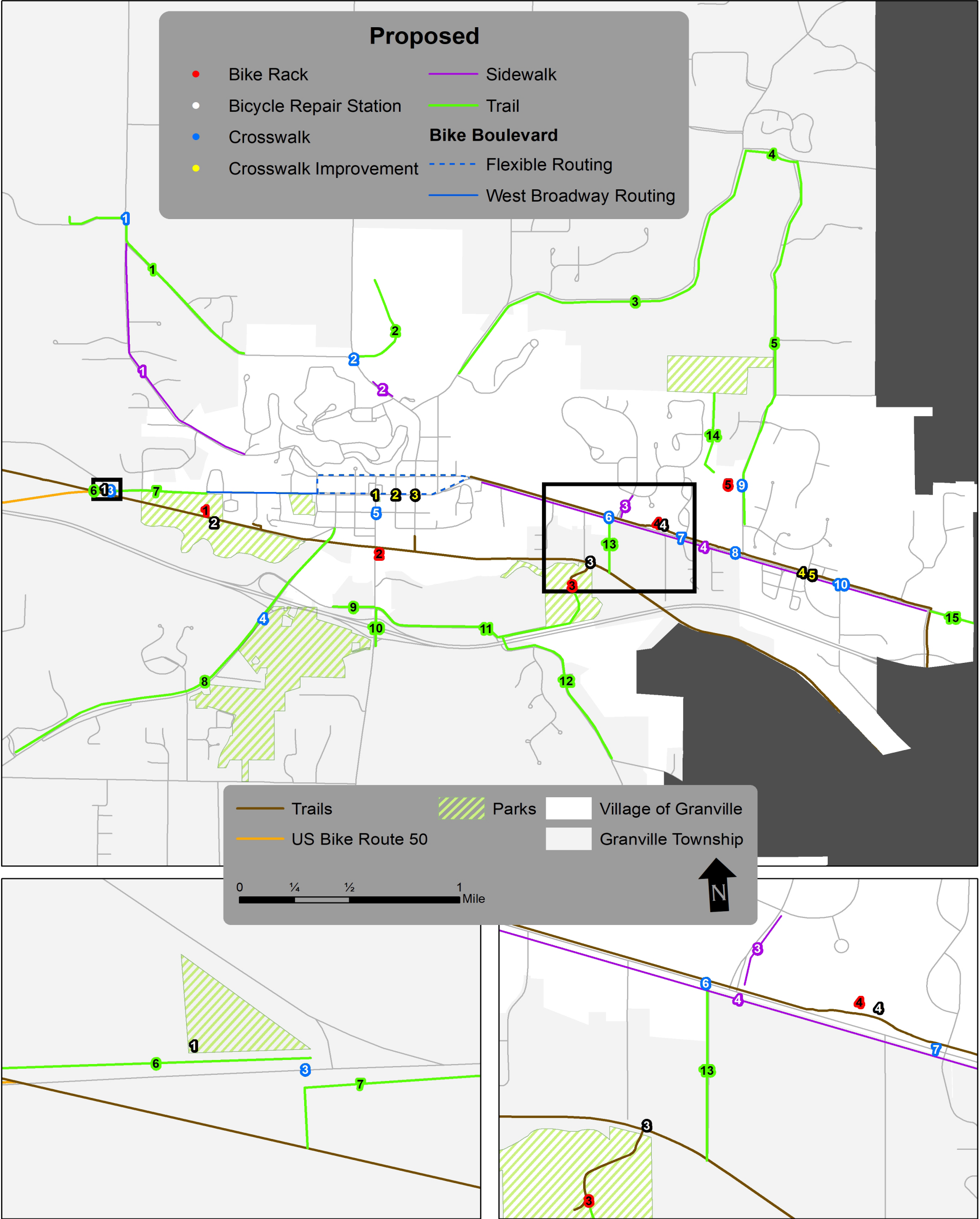
ID	Location	Type	Description	Length (ft)
T7	West Broadway Extension	Trail	Add path to fill gap between TJ Evans Trail on the west and Wildwood Park, where the sidewalk stops	2,391
T8	Columbus Rd Trail	Trail	Add path from Maple St to Owens Corning	9,935
T9	Weaver Dr Extension	Trail	Extend path along Weaver Dr to connect to Main St and River Rd	982
T10	SR-37 Bridge Connector	Trail	Extend path along SR-37 bridge to facilitate future connections	907
T11	River Rd Extension	Trail	Extend path along River Rd to connect to Main St and Raccoon Valley Park	6,012
T12	River Rd South Trail	Trail	Add path to connect neighborhoods on River Rd, south of SR-16, and overcome SR-16 barrier	4,536
T13	Fairview Dr Connector	Trail	Add path to formalize connection between Newark-Granville and TJ Evans Trails	1,432
T14	Bryn Du-Fanchion Lewis Connector	Trail	Add path to connect the 2 sites	2,108
T15	Newark-Granville Trail Extension	Trail	Extend path east to Village limits	1,081



Example of bike rack and repair station installed along the existing trail network.

GRANVILLE ACTIVE TRANSPORTATION PLAN

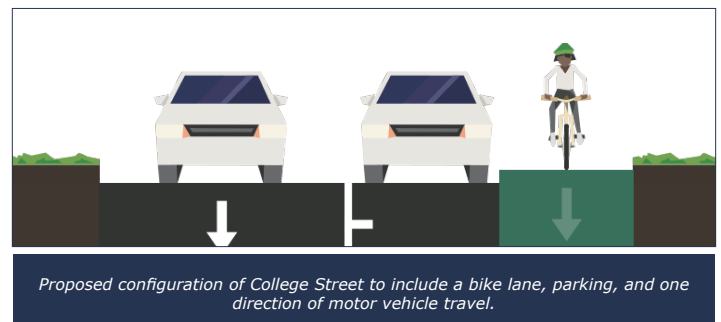
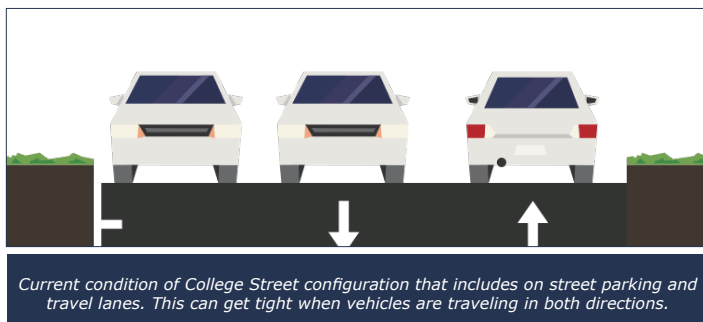
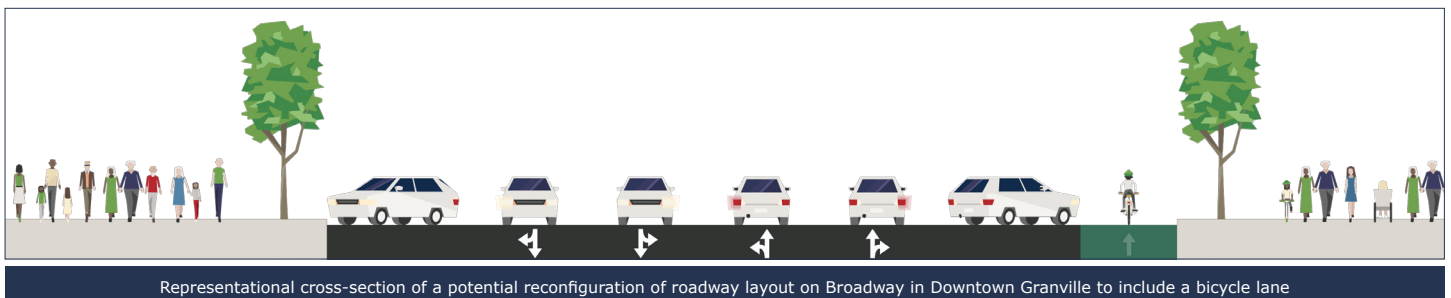
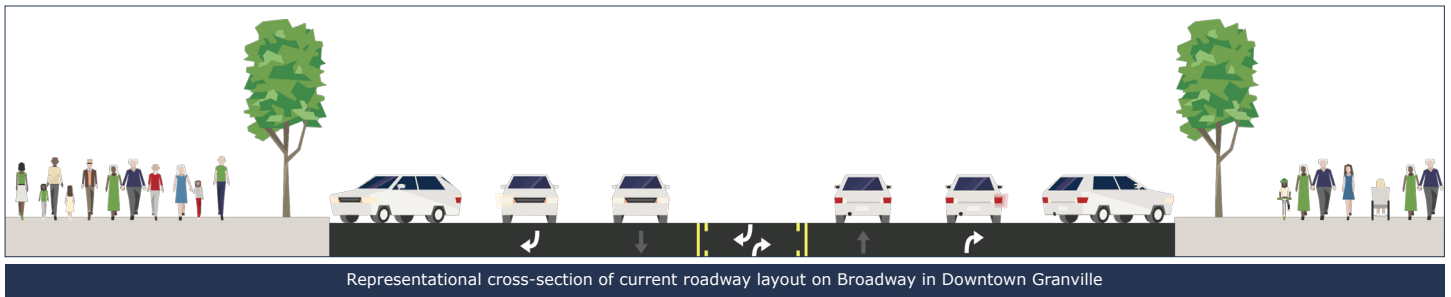
PROPOSED PROJECTS



BICYCLE BOULEVARD

Based on the high volume of public survey comments received regarding user experiences in downtown Granville along the Broadway and College Street corridors, a bicycle boulevard is recommended. Nearly every intersection was mentioned in the comments noting problems or room for improvement. A bicycle boulevard would help correct these issues by separating motorist traffic from pedestrians and cyclists, thereby improving safety and flow through the central Village. There are several approaches to implementing such a solution. Key to all of these implementations are effective route planning, appropriate signage and demarcation, managing traffic speeds and volumes, providing safe intersection crossings, and including pedestrian- and cyclist-friendly infrastructure.

The recommended routing runs along West Broadway with the options of transferring to College Street or maintaining the route along Broadway. These two route options would come with different challenges to provide cyclists with a safe thoroughfare. The addition of a bicycle lane on Broadway would make it a true complete street. This could be achieved with either a traffic lane redesign or parking reconfiguration. In order to route along College Street, on-street parking would require uniform alignment to a single side of the roadway or complete removal of on-street parking. Both of these solutions would necessitate a change to automobile traffic patterns, being either limited vehicle access or reduction of the current 2-way traffic into a simplified 1-way. In any of these scenarios, it would be recommended that intersections are modified to suite the inclusion of bicycle traffic and adjusted conditions of motorist traffic.



RIVER ROAD SOUTH TRAIL

In order to create safe network accessibility among the community residents, the highway barrier must be crossed. In instances like this, at-grade crossings are not permitted on a limited access highway for obvious safety reasons as well as traffic flow. In order to create a safe crossing, a bridge or tunnel is a necessity. Due to flood plain proximity, a bridge is recommended for this location. Such a structure would need to meet Americans with Disabilities Act (ADA) standards of compliance for bridge access and bridge slope. This would also benefit cyclists utilizing this crossing infrastructure as well.

TRAIL LOOPS

There are several recommended projects that extend and enhance existing trail and sidewalk infrastructure. They all focus on filling desired network gaps in a manner that creates loops. Loops are preferred to out-and-back linear facilities as they provide a single route, which does not require stopping and turning around. They also provide a unique view for the entirety of its length, as a pedestrian or cyclist will not see the same sights as they would if they doubled back on a linear path. Several of the trail projects in this plan will require project phasing in order to fund and construct.



This image shows what a pedestrian bridge connecting River Road South neighborhoods to Raccoon Valley Park and River Road businesses might look like

TJ EVANS TRAIL - MOOTS RUN ROAD CROSSING & BICENTENNIAL PARK

This trail-roadway intersection has a particularly long crossing since the TJ Evans Trail crosses Moots Run Road at a skew. This crossing should be shortened by extending the trail short distances and creating a direct crossing at a perpendicular to Moots Run Road. With the proximity of this crossing to Bicentennial Park, there is a unique opportunity to highlight the park as the western gateway into the village for trail users. Signage and bike equipment at this park could be beneficial and inviting.



This image is a rendering of a shortened trail crossing at Moots Run Road with new path connections to Bicentennial and Wildwood Parks.

OTHER RECOMMENDED PROJECTS

In addition to the capital infrastructure projects and spot improvements proposed in this plan, there are 2 generic recommendations that are worth consideration: wayfinding and a bike sharing program. Both of these would be beneficial in existing conditions, but are even more valuable as the active transportation grows.

WAYFINDING

Wayfinding would be a small, cost-effective venture worth consideration to supplement the aforementioned projects. Since Granville has several trail connections, parks and a pedestrian friendly core, the Village already implements destination signage along some downtown sidewalk. Paint striping or decals could be an efficient and engaging way to improve upon the existing signage. It could be particularly beneficial to the large student population of Denison University, whom are less familiar with the area and lack the local knowledge of these public assets. Additionally, wayfinding would be helpful to informing the public on new paths that are created in the future. Wayfinding could also be funded via private-public partnerships.

BIKE SHARE

A bike share program allows for shared utilization of bicycles. This is advantageous to locals that might not desire the costs, maintenance, and storage associated with bicycle ownership. It is also advantageous as a recreational tourism draw. Bike shares tend to be particularly successful near universities, trails, and bike lanes. Typically bike share programs are operated by either the municipality on its own, or by contracting a private company to manage the bicycles, docking stations, and fares, which are usually collected through a smart phone application.

Electric bikes can be part of share programs as well. E-bikes are becoming more popular, particularly among casual cyclists interested in longer rides. Further, providing locations to charge e-bikes would be helpful to encouraging cyclists to stop in Granville on a long ride. E-Bike chargers and any bike share docking stations should be located at centralized locations and signed as part of any wayfinding.



Here is an example of paint stripe wayfinding, which would be useful for navigating to Granville's various public amenities.

A photograph of a person riding a bicycle down a paved road lined with large, leafy trees. The road has a white line on the right and double yellow lines in the center. A blue car is visible in the distance. The scene is bright and sunny, with shadows cast by the trees. The word "IMPLEMENTATION" is overlaid in white, serif, all-caps font across the middle of the image.

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 trail, sidewalk, crosswalk, 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.

Many of these projects, particularly several crosswalk recommendations, will take longer to implement than a crosswalk would on its own. This is due to the nature of combined facility recommendations, whereby many of the crosswalk proposals are tied into trail and sidewalk recommendations with the anticipation that these new paths will require additional infrastructure to provide a useful and total active transportation network. Notably, the bicycle repair stations and rack, along with crossing improvements have received high prioritization due to ease of execution or the nature of safety, respectively.

Cost estimation key: (\$) <\$10,000 | (\$\$) <\$100,000 | (\$\$\$) < \$1,000,000 | (\$\$\$\$) >\$1,000,000

ID	Location / Name	Facility Type	Cost	Priority
BB1	Broadway/College Street	Bicycle Boulevard	\$\$	High
BR1	Wildwood Park	Bicycle Rack	\$	Low
BR2	TJ Evans Main St- East Entrance	Bicycle Rack	\$	Low
BR3	Raccoon Valley Park	Bicycle Rack	\$	Low
BR4	Newark-Granville Trail	Bicycle Rack	\$	Low
BR5	Bryn Du Mansion	Bicycle Rack	\$	Low
RS1	West Broadway	Bicycle Repair Station	\$	Low
RS2	Wildwood Park	Bicycle Repair Station	\$	Low
RS3	Raccoon Valley Park	Bicycle Repair Station	\$	Low
RS4	Newark-Granville Trail	Bicycle Repair Station	\$	Low
CI1	Broadway and Main	Crosswalk Improvement	\$\$	Medium
CI2	Broadway and Prospect	Crosswalk Improvement	\$\$	Medium
CI3	Broadway and Pearl	Crosswalk Improvement	\$\$	Medium
CI1	Pearl and Washington	Crosswalk Improvement	\$\$	High
CI2	Newark-Granville Rd at Galway-West	Crosswalk Improvement	\$\$	Medium
CI3	Newark-Granville Rd at Galway-East	Crosswalk Improvement	\$\$	Medium
CI4	Newark-Granville Rd at Galway-West	Crosswalk Improvement	\$\$	Medium



ID	Location / Name	Facility Type	Cost	Priority
CI5	Newark-Granville Rd at Galway-East	Crosswalk Improvement	\$\$	Medium
C1	New Burg at Granville Intermediate	Crosswalk	\$\$	High
C2	New Burg and Pearl	Crosswalk	\$	Medium
C3	West Broadway at Moots Run	Crosswalk	\$\$	High
C4	Columbus Rd at Spring Valley	Crosswalk	\$\$	Low
C5	Elm St and Main St	Crosswalk	\$\$	High
C6	Newark-Granville Rd and Fairview Dr	Crosswalk	\$\$	Medium
C7	Newark-Granville Rd and Colomen Gwen Cir	Crosswalk	\$\$	Low
C8	Newark-Granville Rd and Jones Rd	Crosswalk	\$\$	Medium
C9	Jones at Bryn Du Mansion	Crosswalk	\$\$	Low
C10	Newark-Granville Rd and Cherry Valley Rd	Crosswalk	\$\$	Low
S1	Burg St	Sidewalk	\$\$\$\$	High
S2	Pearl St to Baseball Fields	Sidewalk	\$\$	High
S3	Bryn Du Dr	Sidewalk	\$\$	Low
S4	Newark-Granville Rd	Sidewalk	\$\$\$\$	Low
T1	New Burg Extension	Trail	\$\$\$\$	High
T2	Biological Reserve Connector	Trail	\$\$\$	High
T3	Welsh Hills Trail	Trail	\$\$\$	Medium
T4	Sharon Valley Trail	Trail	\$\$\$	Low
T5	Jones Rd Extension	Trail	\$\$\$	Medium
T6	Moots Run Connector	Trail	\$\$\$	High
T7	West Broadway Extension	Trail	\$\$\$	Medium
T8	Columbus Rd Trail	Trail	\$\$\$\$	Medium
T9	Weaver Dr Extension	Trail	\$\$\$	Low
T10	SR-37 Bridge Connector	Trail	\$\$	Low
T11	River Rd Extension	Trail	\$\$\$\$	Medium
T12	River Rd South Trail	Trail	\$\$\$\$	High
T13	Fairview Dr Connector	Trail	\$\$\$	Medium
T14	Bryn Du-Fanchion Lewis Connector	Trail	\$\$\$	Low
T15	Newark-Granville Trail Extension	Trail	\$\$\$	Low

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 and repair stations is that the Village's maintenance team would handle the installation.

Facility	Cost Estimate
Sidewalk (per square foot)	\$9
Basic "U" Bike Rack (per unit)	\$120
Trail (per foot)	\$200
Standard Crosswalk (striping only)	\$1,000
High Visibility Crosswalk (striping & signage)	\$3,200
Solar Powered RRFB (per pair)	\$14,000

FUNDING STRATEGIES

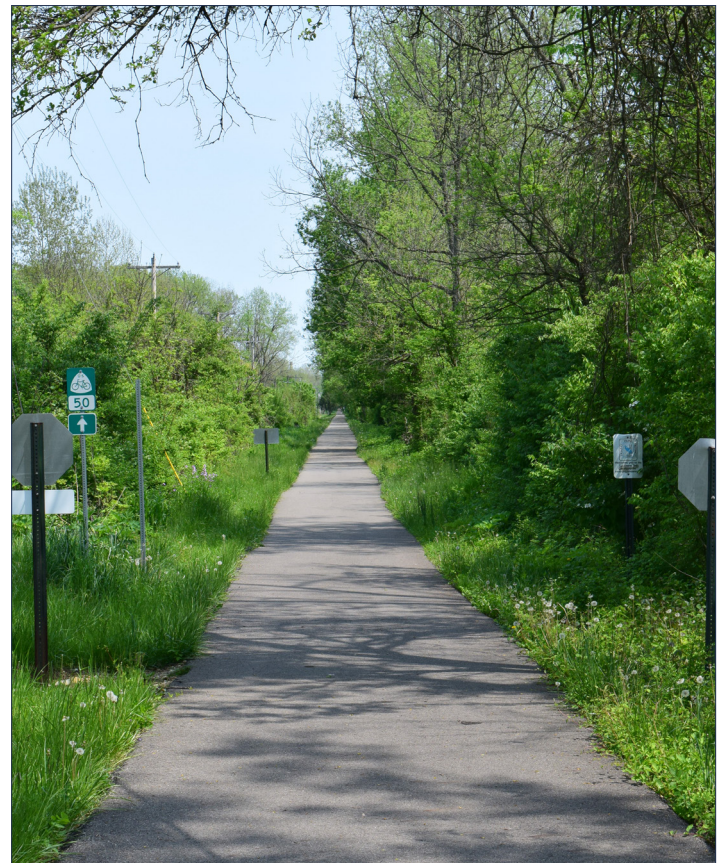
Active transportation projects are a fraction of all transportation construction and maintenance projects, but active transportation infrastructure is beneficial to local economies and livelihoods by improving and promoting public health. Between healthier living and the reduction to the financial and 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.

There are several newer grants worth pursuing to help alleviate the local cost burden of active transportation projects. The Safe Streets and Roads for All Grant Program, which is overseen by the US Department of Transportation, will offer grant funding opportunities over at least the next 4 years to assist communities improve pedestrian safety and fill gaps in the

sidewalk network, among other pedestrian and cyclist friendly goals. American Trails is an organization with a new, but growing grant program focused on trail projects which both expand and maintain trail networks.

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 Granville 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.



A view down the TJ Evans Trail corridor, just west of Moots Run Road.

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 the project list, demonstration crosswalks and the bicycle boulevard would be projects to consider.



A crosswalk at Bryn Du Drive, looking eastward along the Newark-Granville Road Trail as it heads towards Thornwood Crossing.

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 Granville. 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 Granville implements new and improved infrastructure and programming.

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 playground at Wildwood Park as seen from the TJ Evans Trail.



APPENDICES

APPENDIX A - PROJECT & PRIORITY LIST

ID	Location / Name	Facility Type	Cost	Priority
BB1	Broadway/College Street	Bicycle Boulevard	\$\$	High
BR1	Wildwood Park	Bicycle Rack	\$	Low
BR2	TJ Evans Main St- East Entrance	Bicycle Rack	\$	Low
BR3	Raccoon Valley Park	Bicycle Rack	\$	Low
BR4	Newark-Granville Trail	Bicycle Rack	\$	Low
BR5	Bryn Du Mansion	Bicycle Rack	\$	Low
RS1	West Broadway	Bicycle Repair Station	\$	Low
RS2	Wildwood Park	Bicycle Repair Station	\$	Low
RS3	Raccoon Valley Park	Bicycle Repair Station	\$	Low
RS4	Newark-Granville Trail	Bicycle Repair Station	\$	Low
CI1	Broadway and Main	Crosswalk Improvement	\$\$	Medium
CI2	Broadway and Prospect	Crosswalk Improvement	\$\$	Medium
CI3	Broadway and Pearl	Crosswalk Improvement	\$\$	Medium
CI1	Pearl and Washington	Crosswalk Improvement	\$\$	High
CI2	Newark-Granville Rd at Galway- West	Crosswalk Improvement	\$\$	Medium
CI3	Newark-Granville Rd at Galway- East	Crosswalk Improvement	\$\$	Medium
CI4	Newark-Granville Rd at Galway- West	Crosswalk Improvement	\$\$	Medium
CI5	Newark-Granville Rd at Galway- East	Crosswalk Improvement	\$\$	Medium
C1	New Burg at Granville Intermediate	Crosswalk	\$\$	High
C2	New Burg and Pearl	Crosswalk	\$	Medium
C3	West Broadway at Moots Run	Crosswalk	\$\$	High
C4	Columbus Rd at Spring Valley	Crosswalk	\$\$	Low
C5	Elm St and Main St	Crosswalk	\$\$	High
C6	Newark-Granville Rd and Fairview Dr	Crosswalk	\$\$	Medium
C7	Newark-Granville Rd and Colomen Gwen Cir	Crosswalk	\$\$	Low
C8	Newark-Granville Rd and Jones Rd	Crosswalk	\$\$	Medium
C9	Jones at Bryn Du Mansion	Crosswalk	\$\$	Low
C10	Newark-Granville Rd and Cherry Valley Rd	Crosswalk	\$\$	Low
S1	Burg St	Sidewalk	\$\$\$\$	High
S2	Pearl St to Baseball Fields	Sidewalk	\$\$	High
S3	Bryn Du Dr	Sidewalk	\$\$	Low

ID	Location / Name	Facility Type	Cost	Priority
S4	Newark-Granville Rd	Sidewalk	\$\$\$\$	Low
T1	New Burg Extension	Trail	\$\$\$\$	High
T2	Biological Reserve Connector	Trail	\$\$\$	High
T3	Welsh Hills Trail	Trail	\$\$\$	Medium
T4	Sharon Valley Trail	Trail	\$\$\$	Low
T5	Jones Rd Extension	Trail	\$\$\$	Medium
T6	Moots Run Connector	Trail	\$\$\$	High
T7	West Broadway Extension	Trail	\$\$\$	Medium
T8	Columbus Rd Trail	Trail	\$\$\$\$	Medium
T9	Weaver Dr Extension	Trail	\$\$\$	Low
T10	SR-37 Bridge Connector	Trail	\$\$	Low
T11	River Rd Extension	Trail	\$\$\$\$	Medium
T12	River Rd South Trail	Trail	\$\$\$\$	High
T13	Fairview Dr Connector	Trail	\$\$\$	Medium
T14	Bryn Du-Fanchion Lewis Connector	Trail	\$\$\$	Low
T15	Newark-Granville Trail Extension	Trail	\$\$\$	Low

Cost estimation key: (\$) <\$10,000 | (\$\$) <\$100,000 | (\$\$\$) < \$1,000,000 | (\$\$\$\$) >\$1,000,000

APPENDIX B - PUBLIC SURVEY

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? 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; Shopping or errands; Social or entertainment	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; More off-street multi-use trails; Bike route signage; Continuous bike routes that connect me to places I want to go	Alone	Raccoon Valley Park, School Campuses, Spring Valley Park, Kendal	
2	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		
3	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	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	With family (including children)	More paths throughout the township that lead to the village	Welsh hills area
4	Recreation, health, or exercise; Social or entertainment	Repair broken sidewalks; 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; Road surface improvements (reduce potholes, etc.)	Alone		
5	Recreation, health, or exercise	More marked crosswalks at intersections	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails		Alone		
6	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	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	With family (adult relatives)	Raccoon Valley Park, Farmers Market, Ross Market, downtown area	Burg St.

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
7	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	Ride the TJ Evans, Buckeye Scenic Trail and Panhandle Trail FREQUENTLY. 3-4 x per wk or about 75 mi per week. All seasons. Also ride mtb at Horns Hill and Star Hill by Hoback Park in Heath.	More buffered/fully separated bike lanes; More off-street multi-use trails	Alone	Spring Valley Nature Preserve, Infirmary Mound Park, Schools, Denison Biological Preserve, the nature preserve on west side of Jones Rd. (not sure of name).	
8	Recreation, health, or exercise	More Shared Use Paths/Trails; Adding sidewalks where there are gaps	I don't bike	I seldom bike.	Continuous bike routes that connect me to places I want to go	Alone	Spring Valley Nature Preserve	River road
9	Recreation, health, or exercise; Shopping or errands; Social or entertainment	Repair broken sidewalks; Adding sidewalks where there are gaps	Recreation, health, or exercise; Shopping or errands; 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; Bike route signage; Continuous bike routes that connect me to places I want to go	With family (including children)	Downtown village to wildwood park	
10	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	Repair broken sidewalks; Improving the usability of existing walkways (removing brush, widening)	Recreation, health, or exercise; Shopping or errands; Commute to school or work	A confident cyclist who rides on busy streets	More bike lanes on busy streets; More buffered/fully separated bike lanes; Pathway improvements - better paving, wider multi-use paths. Speed abatement -- cars are simply moving much faster than the posted speed limit and there is little EFFECTIVE enforcement. It makes a HUGE difference in safety perception when a 4 ton truck passes you going 25mph vs 37mph.	Alone	Connect to Bryn Du mansion along Jones Rd, extend pathway to West end of Broadway from Wildwood Park, extend pathway to East end of Newark/Granville Rd to connect into Newark neighborhood.	West Broadway extension to Moots Run, Extending sidewalk on North Berg St, Pathway/Sidewalk on New Berg out to Intermediate School

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
11	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; Shopping or errands	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	With family (adult relatives)	From my house to the shops on Broadway	Broadway
12	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 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 (adult relatives)	Welsh Hills and Jones road	Welsh Hills and Jones road
13	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	More Shared Use Paths/Trails; Adding sidewalks where there are gaps	Recreation, health, or exercise; Shopping or errands; Social or entertainment	Would ride a bike if there were safer facilities	Continuous bike routes that connect me to places I want to go	Alone	Spring Valley and The Kendal to the Village	16
14	Recreation, health, or exercise; Social or entertainment; Enjoy outside with my kids	Repair broken sidewalks; More Shared Use Paths/Trails; Adding sidewalks where there are gaps; Extending paved path to Westwood	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; Road surface improvements (reduce potholes, etc.)	With family (including children)	From Westwood into town	Granville road extension to Westwood
15	Recreation, health, or exercise; Shopping or errands	More marked crosswalks at intersections	I don't bike	I don't ride a bike and don't want to in the future		Alone		S Main St / Elm St intersection
16	Recreation, health, or exercise	More Shared Use Paths/Trails	I don't bike	I don't ride a bike and don't want to in the future	More buffered/fully separated bike lanes	Alone	Parks	W. Broadway to the corp limits
17	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 buffered/fully separated bike lanes; Road surface improvements (reduce potholes, etc.)	With family (adult relatives)	Jones Road to get to Granville Road	Jones & Wexford to Granville Road

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
18	Recreation, health, or exercise; Social or entertainment	More marked crosswalks at intersections; More Shared Use Paths/Trails; Adding sidewalks where there are gaps; We need bump outs at major intersections so we don't need to walk as far unprotected	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)	The parks	Main street needs a sidewalk on the west side of the street north of the old lumber yard.
19	Recreation, health, or exercise	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	Alone	Uptown	Jones road up the hill
20	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.)	With family (adult relatives)		
21	Recreation, health, or exercise; Shopping or errands; Commute to school or work	More marked crosswalks at intersections; Adding sidewalks where there are gaps; Stronger enforcement of driving violations - it is dangerous to walk in the Village due to distracted and impatient drivers	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 off-street multi-use trails; Bike route signage	With family (adult relatives)	Granville Intermediate School	New Burg and Burg Streets
22	Recreation, health, or exercise; Social or entertainment	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 bike lanes on busy streets; More buffered/fully separated bike lanes; More off-street multi-use trails	With family (including children)	Into the middle of town and to the schools for my children	Continue the sidewalk up Berg St, past Briarwood Dr to the schools
23	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; 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; - Continuous bike routes that connect me to places I want to go	With family (including children)	Schools	Getting into raccoon valley park from bike path (more paved/sidewalk)

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
24	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 buffered/fully separated bike lanes; More off-street multi-use trails; Road surface improvements (reduce potholes, etc.)	Alone		
25	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	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	With family (adult relatives)	From the Village to Owens Corning (2790 Columbus Road)	
26	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				
27	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; Continuous bike routes that connect me to places I want to go	With friends	OSUN/ Raccoon Park (River Road)/ Spring Valley (Columbus Rd by Middleton)	Bryn Du Drive...Columbus Road....River Road...Weaver Drive
28	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	More marked crosswalks at intersections; 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	Easier access to the bike trail we have. I have to cross Newark-Granville Rd. twice before I can get to the access point to the trail.	With family (adult relatives)	Bryn Du	Jones Rd. to Bryn Du. And why not to Fanchion Lewis park!
29	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	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 off-street multi-use trails	With family (including children)	Library, CVS, restaurants, Schools - including MS/HS and intermediate school	I'd like the sidewalk to continue on Cherry over the River for walking access to Middleton (Weaver Dr). And south on Main through the overpass

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
30	Recreation, health, or exercise; Commute to school or work; Social or entertainment	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	With family (including children)	Further up Welsh Hills Rd on a sidewalk or bike lane, and from town south on 37 across the bridge all the way to James Rd or at least Silver St	Welsh Hills Rd to Hankinson at least. Silver Street and side streets, specifically Knoll
31	Recreation, health, or exercise; Shopping or errands	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; More buffered/fully separated bike lanes; - Bike route signage; Road surface improvements (reduce potholes, etc.)	With friends	Downtown, Ross IGA	
32	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	A confident cyclist who rides on busy streets	Continuous bike routes that connect me to places I want to go; Bike path extended to River Rd Coffee	Alone	River Road, Weaver Drive	
33	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	Repair broken sidewalks; More Shared Use Paths/Trails; Adding sidewalks where there are gaps	I don't bike	Bikes are for children and Europeans	More bike lanes on busy streets; More buffered/fully separated bike lanes; More off-street multi-use trails	With family (including children)	Better access to River Rd	River Rd

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
34	Recreation, health, or exercise; Shopping or errands	Repair broken sidewalks; Adding sidewalks where there are gaps	Recreation, health, or exercise; Shopping or errands; 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; Bike route signage; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	Alone	I like to take rides out onto the county roads. Right now there is not any good connection to county roads south of Granville for cyclists. I either need to cross the Cherry St. bridge and then ride a stretch on the state highway (very busy) or take Moots Run out to Outville road in order to go south. A bike lane, trail, or some other type of connection to get across to the south side of highway 161 would be fantastic.	River Road between Cherry Street and the park. Main street to get from the bridge past Cedar & Thread down to River St.
35	Recreation, health, or exercise	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)	Downtown from Briarwood Dr, no close second	On Burg St between Samson Pl and Briarwood Dr. So so unsafe with high traffic, no shoulder, and vehicles that don't adhere to the 25mph speed limit
36	Recreation, health, or exercise	Curb ramps on every corner where there are 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)	Restaurants and parks with playgrounds	
37	Recreation, health, or exercise; Shopping or errands; Commute to school or work; 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	Would ride a bike if there were safer facilities	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)	I would like to be able to access the bike path continuously from Fern Hill to downtown and in the opposite direction into Newark. There are a few breaks.	Carriage Hill subdivision in Fern Hill for child bike safety

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38	Recreation, health, or exercise; Shopping or errands; Commute to school or work; 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 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)	All schools from village and township, parks and green spaces (spring valley, bio reserve, etc.)	New Burg, Burg, River Road
39	Recreation, health, or exercise; Shopping or errands; Social or entertainment	Adding sidewalks where there are gaps; Adding additional sidewalk going up Burg st	I don't bike	Would ride a bike if there were safer facilities	More buffered/fully separated bike lanes; More off-street multi-use trails	With family (including children)	I would like to safely walk into town and for my children to be able to walk to school from where we live. It isn't a far distance but because there isn't a sidewalk on Burg st it feels extremely dangerous to do so without sidewalks or even much space on either side of the road.	Burg st.
40	Recreation, health, or exercise	Adding sidewalks where there are gaps; More sidewalks in parts of the township that are close to the village.	Recreation, health, or exercise	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)	Welsh hills road area just outside of the village.	Welsh hills past Hankinson to Stublyn rd.
41	No. I have a car	Limit the amount of crosswalks downtown	I don't bike	I don't ride a bike and don't want to in the future	Less bikes on the roadway or paths for them		None. That's why there are cars	Bryn Du Dr.
42	Recreation, health, or exercise; Shopping or errands	More Shared Use Paths/Trails	Recreation, health, or exercise; Shopping or errands	A confident cyclist who rides on busy streets	More bike lanes on busy streets; More off-street multi-use trails; Continuous bike routes that connect me to places I want to go	Alone	From my home on Goose Lane down Route 16 into the city.	

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
43	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	Adding sidewalks where there are gaps; Continuing the sidewalk up Burg Street to the intermediate school.	Recreation, health, or exercise	A confident cyclist who rides on busy streets	Bike route signage; Continuous bike routes that connect me to places I want to go	With family (including children)	I live on Briarwood Dr. and walk into town as often as I can, but I feel unsafe walking into town with small children, which means that I often drive them into town. I feel we would walk much more frequently into town if the section of Burg St, from Samson to Briarwood had a sidewalk.	Burg street. From Samson to Briarwood.
44	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	More marked crosswalks at intersections; Curb ramps on every corner where there are sidewalks; Adding sidewalks where there are gaps	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	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	Alone	Work, grocery store.	Burg...of course. All schools should be accessible
45	Recreation, health, or exercise; Shopping or errands; Social or entertainment	More Shared Use Paths/ Trails; Adding sidewalks where there are gaps; Speed control for cars, protected bike lanes	Recreation, health, or exercise; Shopping or errands	Would bike to work if there were protected bike lanes or wider shoulders	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	With family (including children)	To Dennison, GIS, GES, work (Columbus/Granville road)	Bryn Du Drive.
46	Recreation, health, or exercise; Shopping or errands; Dog walking	More marked crosswalks at intersections; Adding sidewalks where there are gaps; Alerting vehicles to yield to pedestrians, especially the intersection of Broadway and Pearl	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)		

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
47	Recreation, health, or exercise	More Shared Use Paths/ Trails; Adding sidewalks where there are gaps; Add access to trails from GIS	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)	I would walk and bike to downtown if there was a path to Loudon St. My kids could bike to school and downtown too. Its something we have wished for every summer.	No
48	Recreation, health, or exercise; Shopping or errands	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	Alone	Post office, library, drug store, bank, restaurants	Remove the brick sidewalk on Maple St. between Pearl and Prospect and pour concrete
49	Recreation, health, or exercise; Shopping or errands; Social or entertainment	More marked crosswalks at intersections; 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 bike lanes on busy streets; More buffered/ fully separated bike lanes; More off-street multi-use trails; Bike route signage; Road surface improvements (reduce potholes, etc.)	Alone	I don't need any additional ones.	
50	Recreation, health, or exercise	Repair broken sidewalks; lower curb height so cars can turn more efficiently, making it more safe for walkers	Recreation, health, or exercise	A confident cyclist who rides on busy streets	Road surface improvements (reduce potholes, etc.); Educating cyclists that they also need to obey traffic signals / signs	With family (including children)	From schools to bike path	W. Maple, W. Broadway all the way out to Thornwood
51	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	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; Road surface improvements (reduce potholes, etc.)	With family (including children)	I would like to be able to walk safely with my children from my home (Briarwood Dr and Burg St) down to the village. Currently only part of the route has a sidewalk, the rest is treacherous for walking - especially with young children - and results in us always needing to drive.	Burg St from Samson Place (where the sidewalk currently ends) up to Briarwood Dr (and beyond)

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
52	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 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)		
53	Recreation, health, or exercise; Shopping or errands; Social or entertainment	More Shared Use Paths/ Trails; Adding sidewalks where there are gaps	Recreation, health, or exercise; Shopping or errands; Social or entertainment	A confident cyclist who rides on busy streets	More bike lanes on busy streets; Continuous bike routes that connect me to places I want to go	With family (adult relatives)	Our neighborhood of Millrace to Village	River road
54	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; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	Alone	From Maplewood subdivision to food places in Granville	Welsh Hills!
55	Recreation, health, or exercise	Adding sidewalks where there are gaps	Recreation, health, or exercise	Would ride a bike if there were safer facilities	Continuous bike routes that connect me to places I want to go	With family (including children)	Briarwood/Burg street into town	From at least Sampson to Briarwood
56	Recreation, health, or exercise	Adding sidewalks where there are gaps	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails		Alone	None	No
57	Shopping or errands; Social or entertainment	More marked crosswalks at intersections; Repair broken sidewalks	I don't bike	Occasional or recreational cyclist who rides mainly on trails	Road surface improvements (reduce potholes, etc.)	Alone		Broadway and granger needs a crosswalk
58	Recreation, health, or exercise; Shopping or errands; Social or entertainment	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;- Continuous bike routes that connect me to places I want to go	With friends	From the Mill Race subdivision across 16 to river road. We need a connection into the village.	River Road crossing 16 and running up to connect near Weaver.

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59	Shopping or errands;Social or entertainment	More marked crosswalks at intersections;More Shared Use Paths/Trails	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)	Downtown, wildwood park	New burg all the way to burg. I often see kids running and it is not safe with the hills and traffic.
60	Recreation, health, or exercise	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 buffered/fully separated bike lanes;More off-street multi-use trails	Alone	None	No
61	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	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 (including children)	Village limit in West Broadway past Wildwood into village; New Berg near GHS and GMS	West Broadway from Raccoon Valley Rd all the way to the village
62	Recreation, health, or exercise	Repair broken sidewalks		I don't ride a bike and don't want to in the future	People who followed biking rules	Alone	My 30 years of walking on Westside of So Pearl and trying to not fall over bricks and the brick sidewalk on East Maple! So dangerous for all! Thanks for asking	Above
63	Recreation, health, or exercise;Shopping or errands	Ability to safely cross route 16	Recreation, health, or exercise;Shopping or errands	A confident cyclist who rides on busy streets	Safe crossing of route 16	With family (including children)	Johnstown / bleach hand gorge	No
64	Recreation, health, or exercise	More Shared Use Paths/ Trails;Adding sidewalks where there are gaps	Recreation, health, or exercise	Would ride a bike if there were safer facilities	Continuous bike routes that connect me to places I want to go	With family (including children)		Continue bike path from thornwood crossing to Westwood subdivision
65	Recreation, health, or exercise	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 (adult relatives)	"I live south of the village off River Road. A safe way to cross the 16 would be nice."	



ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
66	Recreation, health, or exercise	Adding sidewalks where there are gaps	I don't bike	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)	From Mill Race to the village	Mill Race
67	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	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 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)	Denison Bio-reserve, Spring Valley Park, Granville Intermediate School, River Road Coffee area.	River Road from S. Main to Raccoon Park. Cherry street/16 to Spring Valley Park. Burg street AND New Burg to the intermediate school. North Street (661) to the Bio Reserve before someone else gets killed walking up there.
68	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	More marked crosswalks at intersections; 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 buffered/fully separated bike lanes; More off-street multi-use trails; - Continuous bike routes that connect me to places I want to go	With friends	Bio reserve, River Rd. Spring Valley, GIS, Fanchion Lewis Park.	North Street, River Road, Burg Street, New Burg.
69	Recreation, health, or exercise	More marked crosswalks at intersections; 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 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)	From Raccoon Park to downtown	River Road
70	Recreation, health, or exercise	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; More off-street multi-use trails; - Continuous bike routes that connect me to places I want to go	With family (adult relatives)	Bio reserve, Intermediate School, River Road	New Burg, River Road

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
71	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		With family (including children)	To downtown Granville- Whits	River Road south
72	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	Occasional or recreational cyclist who rides mainly on trails	More off-street multi-use trails	Alone	GIS and GIS to anywhere else	Access to GIS
73	Recreation, health, or exercise; Shopping or errands; Social or entertainment	More marked crosswalks at intersections; More Shared Use Paths/Trails	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; - Continuous bike routes that connect me to places I want to go	With family (including children)	The Highlands at Erinwood	The highlands at Erinwood does not have any path or sidewalk access to the Village proper even though we are part of the village and pay village taxes.
74	Recreation, health, or exercise	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)	From the south side of 16 on River Rd. To the stores in Granville.	River Rd. And Mill Race
75	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		With family (including children)		
76	Recreation, health, or exercise	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; Commute to school or work	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; Bike route signage; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	With friends	Better connection to destinations north of Granville. Better connections to entire area south of 16.	Berg and New Berg

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
77	Recreation, health, or exercise; Social or entertainment	More Shared Use Paths/ Trails; Adding sidewalks where there are gaps; Sidewalk on Burg the whole way to downtown	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 (adult relatives)	Restaurants on Broadway, river road coffee/ Palumbos	Burg - new burg to existing sidewalk that starts at Sampson
78	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	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 off-street multi-use trails	With family (including children)	From the village to Granville Intermediate School. From the village to spring valley.	
79	Recreation, health, or exercise; Shopping or errands; Commute to school or work; 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 bike lanes on busy streets; More buffered/ fully separated bike lanes; Road surface improvements (reduce potholes, etc.)	Alone	Grocery store, library, bank	
80	Recreation, health, or exercise; Social or entertainment	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 buffered/ fully separated bike lanes; - Continuous bike routes that connect me to places I want to go	With family (including children)	From Intermediary School to Downtown.	Burg Street, from Intermediary School to Samson Pl.
81	Recreation, health, or exercise	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)	Downtown	Fern hill and Victoria
82	Recreation, health, or exercise; Shopping or errands; Social or entertainment	Curb ramps on every corner where there are sidewalks; Repair broken sidewalks; Adding sidewalks where there are gaps	Social or entertainment	Bike on streets and trail with my family recreationally	More bike lanes on busy streets	With family (including children)	Walk from Middleton to my house in the village.	Add sidewalks on cherry by the bridge, on weaver, and s main after the fire station.

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83	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 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)		New Burg and Burg Street
84	Recreation, health, or exercise; Social or entertainment	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)		Burg to New Burg High School
85	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	Alone	From high school to intermediate school safely	From Erinwood (on top) to the sidewalks at the bottom of the hill.
86	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	More Shared Use Paths/Trails; Adding sidewalks where there are gaps				With family (including children)	We recently moved to the Mill Race neighborhood off of River Road from Powell. It is frustrating to be so geographically close to town but have to take such obscure routes to get into town. A safe walking/biking path or bridge connecting the two points of River Road would be so nice and greatly used and appreciated by our family.	
87	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	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	Ride on some roads but not others. Choose sidewalk if the road doesn't feel safe.	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 (including children)		

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
88	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; An option to walk across 16 to river road from the mill race subdivision	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; Bike route signage; - Continuous bike routes that connect me to places I want to go; An option to walk across 16 to river road from the mill race subdivision	With family (including children)	An option to walk across 16 to river road from the mill race subdivision	River road connecting to weaver.
89	Recreation, health, or exercise; Shopping or errands	Repair broken sidewalks; I love the small town feel of Granville, and that includes not having sidewalks through every lawn and along every street.	I don't bike	I don't ride a bike and don't want to in the future	I believe that biking accessibility is fine	With family (including children)	I can walk to and from wherever I like. We moved close enough to the village to do so, and I would hate to see excessive sidewalks all of the green grass and beauty.	I think we have adequate walking paths and sidewalks.
90	Recreation, health, or exercise; Shopping or errands; Social or entertainment	More Shared Use Paths/Trails; Adding sidewalks where there are gaps	Recreation, health, or exercise; Shopping or errands; 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)	Highlands at Erinwood neighborhood down to the bike path on Newark-Granville Road	Jones Road, up past Bryn Du Mansion
91	Recreation, health, or exercise	More Shared Use Paths/Trails	I don't bike	Occasional or recreational cyclist who rides mainly on trails	More off-street multi-use trails	With family (adult relatives)	Wexford Drive to the Glen is needed, then I can walk to Granville.	
92	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 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)	My house into the village. We live in mill race which is cut off from easy access	
93	Recreation, health, or exercise; Shopping or errands	Repair broken sidewalks	I don't bike	I don't ride a bike and don't want to in the future	Nothing	With family (including children)	I am happy with the current setup.	No

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94	Recreation, health, or exercise; Shopping or errands; Social or entertainment	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		With family (adult relatives)	Maple Grove Cemetery, Ross Market, River Road Coffee, Raccoon Valley Park	E. Maple and Mt. Par-nassus
95	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 but might in the future, likely on bike paths.	More buffered/fully separated bike lanes; Bike route signage; Continuous bike routes that connect me to places I want to go	With family (including children)	I'd like more options coming from Park Trails into the village.	
96	Recreation, health, or exercise	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 (including children)	Loop the schools. Burg to downtown and to intermediate. This would also save some parking congestion downtown during holiday and special events.	Burg street. New Burg.
97	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	A confident cyclist who rides on busy streets	More bike lanes on busy streets; Bike route signage; Continuous bike routes that connect me to places I want to go	With family (including children)	GIS, SVP	
98	Recreation, health, or exercise; Social or entertainment	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)	Parks and restaurants	No
99	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	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	Alone	High school and intermediate school to downtown Granville	Burg st from Samson to Briarwood

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
100	Recreation, health, or exercise; Shopping or errands; Social or entertainment	More Shared Use Paths/Trails	Recreation, health, or exercise; Shopping or errands; Social or entertainment	Would ride a bike if there were safer facilities	Continuous bike routes that connect me to places I want to go	With family (adult relatives)	Down Jones Road to get into the village safely. There's no safe path for us to ride or walk into the village off of Jones Road.	Down Jones Road or at least a trail of some kind.
101	Recreation, health, or exercise; Commute to school or work; I walk my dog several times a day	More marked crosswalks at intersections; Repair broken sidewalks; 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 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 live on Burg Street and walk from my house to campus at Denison and all around town. I would love to be able to walk lots of places that are not safe right now, like out Burg Street to the Intermediate School, or along New Burg between the Intermediate and High Schools.	Burg to New Burg, New Burg between Intermediate and High Schools
102	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	Occasional or recreational cyclist who rides mainly on trails	More bike lanes on busy streets; Bike route signage; Continuous bike routes that connect me to places I want to go	With friends	"It would be great to be able to walk to River rd Coffee, and eventually to the ball fields. Also, to GIS"	Burg St.
103	Recreation, health, or exercise	More marked crosswalks at intersections; Adding sidewalks where there are gaps	I don't bike	I don't ride a bike and don't want to in the future	No comment	With family (including children)	We like to walk over to things that are at Bryn Did mansion but as you head up to the mansion on Jones road the sidewalk stops. It can be very dangerous with children and requires you to try and ride your bike or push a stroller through grass.	We like to walk over to things that are at Bryn Did mansion but as you head up to the mansion on Jones road from Newark Granville rd the sidewalk stops. It can be very dangerous with children and requires you to try and ride your bike or push a stroller through grass.

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104	I don't walk	More Shared Use Paths/Trails	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)	Intermediate school	
105	Recreation, health, or exercise; Social or entertainment	More Shared Use Paths/Trails; Adding sidewalks where there are gaps; Sidewalks all throughout the village	I don't bike	I don't ride a bike and don't want to in the future	More bike lanes on busy streets	With friends	Miller to Samson (where the sidewalk begins), all schools on Burg	Burg Street (Miller to Samson)
106	Recreation, health, or exercise; Commute to school or work; Social or entertainment	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	With family (including children)	GIS	GIS
107	Recreation, health, or exercise; Shopping or errands	More marked crosswalks at intersections; More Shared Use Paths/Trails; Adding sidewalks where there are gaps	I don't bike			With family (including children)	Burg St towards Briarwood Dr. To connect to Samson Ct.	Burg St towards Briarwood Dr. To connect to Samson Ct.
108	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	Would ride a bike if there were safer facilities	More bike lanes on busy streets; Bike route signage; Continuous bike routes that connect me to places I want to go	With friends	Burg Street	
109	Recreation, health, or exercise; Shopping or errands; Social or entertainment	More marked crosswalks at intersections; Repair broken sidewalks; Sidewalk from centennial park (Raccoon Valley & Broadway) west to the bike path	Recreation, health, or exercise; Social or entertainment	Occasional or recreational cyclist who rides mainly on trails	More bike lanes on busy streets; Road surface improvements (reduce potholes, etc.)	With friends		From centennial park (Raccoon Valley and Broadway) West to the bike path
110	Recreation, health, or exercise; Shopping or errands	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 buffered/fully separated bike lanes; More off-street multi-use trails; Road surface improvements (reduce potholes, etc.)	Alone	Into town from the east side	Cedar St.

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111	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	Adding sidewalks where there are gaps; A sidewalk from wildwood to beechwood. Walking on Broadway with cars flying by trying to get the kids to the park is no fun!	I don't bike	Would ride a bike if there were safer facilities	More buffered/fully separated bike lanes	With family (including children)	Wildwood, downtown and the bike path	Broadway from wildwood park to beechwood.
112	Recreation, health, or exercise; Shopping or errands	Repair broken sidewalks; Adding sidewalks where there are gaps; There are many sidewalks that are NOT broken, but they ARE uneven - dip down and back up. These are potential dangers for all walkers but especially so for older people.	I don't bike			Alone		
113	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 bike lanes on busy streets; More buffered/fully separated bike lanes	With family (adult relatives)		Burg St, New Burg, Broadway (west of town)
114	Recreation, health, or exercise; Social or entertainment	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 friends	River Road / Granville Tennis Club	Wexford drive access to Newark/ Granville Road
115	Recreation, health, or exercise; Social or entertainment; We walk/ride bikes on the Granville ATP for family fun.	More marked crosswalks at intersections; 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; Being able to get everywhere on bikes would be ideal.	We're usually riding with kids so we always try to avoid road riding and stick to trails and sidewalks.	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; Bike passing lanes on Newark Granville Road could help with traffic build up behind a cyclist during busy times.	With family (including children)	Bryn Du Manson, another path from Raccoon Vally Park to the Spring Vally and Wildwood. Love the proposed ideas of allowing more connection points to all the paths and destinations.	From Wicklow Drive across Newark Granville to the multi-use path.

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116	Recreation, health, or exercise; Shopping or errands; Commute to school or work; 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		With family (including children)	The Intermediate school	Burg and New Burg
117	Recreation, health, or exercise; Shopping or errands; Commute to school or work; 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		Alone	It will be nice if there was a path to reach the area where the River Road Coffee place is. One has to cross either through the grass or the road. It is kind of silly because it is just such a short space. One can not really walk there.	There are also other areas are so close to the center where people can not walk. For example, it will be fantastic if Burg Street was walkable.
118	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	Repair broken sidewalks; Adding sidewalks where there are gaps; Fix dangerous crosswalk at Newark Granville Road and Galway	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	A confident cyclist who rides on busy streets	Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.); Repave the pedestrian path along the Newark Granville Road	With friends	Bryn Du, Lewis Park	Sidewalk to Bryn Du along Jones Road.
119	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	With family (including children)	Access from Granville South into Granville (River Rd to Raccoon Valley)	
120	Recreation, health, or exercise; Shopping or errands; Commute to school or work	Repair broken sidewalks; Adding sidewalks where there are gaps	Recreation, health, or exercise; Shopping or errands	A confident cyclist who rides on busy streets	Continuous bike routes that connect me to places I want to go	Alone	Denison Bio Reserve, River Road, Spring Valley Nature Preserve	

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121	Recreation, health, or exercise; Shopping or errands; 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; 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	Alone	Fern Hill to downtown	Burg/New Burg
122	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 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)	I would love a connection on River Rd between the highway. From our home, we can walk to the village in under one mile, but need to cross four lanes of busy traffic to do so.	
123	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	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 off-street multi-use trails; Bike route signage; Continuous bike routes that connect me to places I want to go	With family (including children)	Bio Reserve, Raccoon Valley Park, Schools including GIS	North Pearl St to connect to trails and Bio Reserve Access.
124	Recreation, health, or exercise	More Shared Use Paths/Trails	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 friends		
125	Recreation, health, or exercise; Shopping or errands	Adding sidewalks where there are gaps	I don't bike	I don't ride a bike and don't want to in the future		Alone	Village from Burg st	Along burg street

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126	Recreation, health, or exercise; Commute to school or work	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	Continuous bike routes that connect me to places I want to go	Alone	Mill race connection	Mill race
127	Recreation, health, or exercise; Commute to school or work	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		Alone	Denison, Downtown	
128	Recreation, health, or exercise; Shopping or errands; Commute to school or work	Repair broken sidewalks; 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	Alone	I would like to walk safely from my home on Briarwood Drive to the village, but do not because of a lack of sidewalk on Burg St.	Burg St. It stops at Samson Pl. It would be nice if it continued to New Burg Rd and made connections with both the High School and Intermediate School. I believe many adults and students would increase their activity if the option of walking to these schools were available. As it is, my son currently walks from Briarwood to Sampson to Chappin to access the path to High School. Burg is dangerous during his commute times.
129	Recreation, health, or exercise; Social or entertainment	Adding sidewalks where there are gaps; We need a sidewalk from Wildwood to Park to the Bike Path west of the village	Recreation, health, or exercise; Social or entertainment	Occasional or recreational cyclist who rides mainly on trails	More buffered/fully separated bike lanes; More sidewalks that go beyond village limits	With family (including children)	"From Wildwood to Bike path we need a sidewalk. Beechwood/Thornwood needs a sidewalk."	Beechwood/Thornwood needs a sidewalk.

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
130	Recreation, health, or exercise; Shopping or errands	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; Road surface improvements (reduce potholes, etc.)	With family (adult relatives)		Burg Street
131	Recreation, health, or exercise; Shopping or errands; Commute to school or work	Repair broken sidewalks; 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; Road surface improvements (reduce potholes, etc.)	With family (adult relatives)		
132	Recreation, health, or exercise		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)		Sidewalk connecting Granville to Ray-Rays/ bridge path is very narrow
133	Recreation, health, or exercise	Adding sidewalks where there are gaps; Enforce speeding throughout the village and surrounding areas	Recreation, health, or exercise	Occasional or recreational cyclist who rides mainly on trails	More bike lanes on busy streets; Suggest bikers to use bike trails and not main roads	Alone	New Albany, Johnstown, East Granville	Broadway to Beechwood Drive Continuous sidewalk. Bike lanes Moots to 161.
134	Recreation, health, or exercise; Social or entertainment	More Shared Use Paths/ Trails	Recreation, health, or exercise; Social or entertainment	Regular rider on trails and on some streets	More bike lanes on busy streets; Continuous bike routes that connect me to places I want to go; Trails from south of 16, southeast quadrant has population to support such trail	With friends	Home in southeast quadrant... Mill Race Rd area... to village.. library, stores, restaurants, BioReserve	
135	Recreation, health, or exercise; Social or entertainment	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; Trail surface improvements (see Pearl St section adjacent to Denison and New Burg section in front of the middle school)	With family (including children)	Granville Intermediate School	"New Burg St from Granville High School to Granville Intermediate School. Burg St from New Burg to Samson Pl"

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
136	Recreation, health, or exercise	More Shared Use Paths/Trails	I don't bike	Rarely ride now that we're older	More off-street multi-use trails	With family (adult relatives)	Extend the biketrail toward Kendall. Would like to walk to Ray Ray's	
137	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; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	With family (adult relatives)	Mill Race to Bike Path	A connecting bridge over SR16 @ River Road
138	Recreation, health, or exercise; Shopping or errands; Social or entertainment	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 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	Alone		
139	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	More marked crosswalks at intersections	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; Continuous bike routes that connect me to places I want to go	With family (including children)		
140	Recreation, health, or exercise	More marked crosswalks at intersections; More Shared Use Paths/Trails	Recreation, health, or exercise	Ride mainly on less trafficked streets	More off-street multi-use trails; Continuous bike routes that connect me to places I want to go	With friends	Denison U; grocery;	Burg Street esp. as it heads from New Burg to the village -- and Denison
141	Recreation, health, or exercise; Shopping or errands	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 friends		New Burg & Burg

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
142	Recreation, health, or exercise	More Shared Use Paths/ Trails; Adding sidewalks where there are gaps	Social or entertainment	Occasional or recreational cyclist who rides mainly on trails		With family (including children)	"Bryn Du drive with a sidewalk Burg st towards gis with a sidewalk "	"Bryn Du drove, starting at Newark-Granville and connecting around alligator mound. Burg st at the 4 way stop past Denison to GIS"
143	Recreation, health, or exercise; Shopping or errands; Commute to school or work	More Shared Use Paths/Trails	Recreation, health, or exercise; Shopping or errands	Occasional or recreational cyclist who rides mainly on trails	More bike lanes on busy streets; More off-street multi-use trails	With family (including children)	The intermediate school	New Burg, 16- out to hiking paths at spring valley
144	Commute to school or work	Adding sidewalks where there are gaps				Alone		I would like the Burg sidewalk extended from Samson, as suggested in the ATP. I live on Briarwood and walk East down Burg to work.
145	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 buffered/fully separated bike lanes; More off-street multi-use trails; - Continuous bike routes that connect me to places I want to go	Alone	Parks	
146	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	With family (including children)	Mill Race Rd./River Rd. to downtown Granville.	
147	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	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	Improving biking in Granville comes secondary to improving walking access, sidewalks, etc.	With family (adult relatives)	To the village and to schools. Access to GIS seems to be critical.	Burg Street to GIS. New Burg Street to GIS.

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
148	Recreation, health, or exercise	More Shared Use Paths/ Trails; Adding sidewalks where there are gaps; Safety along busy traffic areas	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)	Burg street loop to Sampson to New Burg to Burg.	Briarwood & Burg
149	Recreation, health, or exercise; Social or entertainment	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	With family (including children)	To and from intermediate school and high school.	Burg and New Burg
150	Recreation, health, or exercise; Shopping or errands; Social or entertainment	More marked crosswalks at intersections; Repair broken sidewalks; Adding sidewalks where there are gaps	I don't bike	Would consider bike riding in the future perhaps	More bike lanes on busy streets; More off-street multi-use trails; Road surface improvements (reduce potholes, etc.)	With family (adult relatives)	Most of my walking is within the village and sidewalks are pretty well covered (perhaps the main thing I like about Granville).	Perhaps Cherry St. continuing south as it becomes Columbus Rd. at Middleton.
151	Recreation, health, or exercise	More marked crosswalks at intersections; Curb ramps on every corner where there are sidewalks; Repair broken sidewalks	I don't bike	Would ride a bike if there were safer facilities	More buffered/fully separated bike lanes; More off-street multi-use trails; Bike route signage	With family (adult relatives)		
152	Recreation, health, or exercise; Shopping or errands; Commute to school or work; 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; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	With family (including children)	GIS	Mt. Parnassus at Broadway (near Granger)
153	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	Repair broken sidewalks; Adding sidewalks where there are gaps	Recreation, health, or exercise; 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; - Bike route signage	With family (including children)		From Wildwood to Bryn Du. Possibly downtown to Spring Valley

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
154	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	More marked crosswalks at intersections; 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; - Continuous bike routes that connect me to places I want to go	With family (including children)	High school or middle school	Mt Parnassus connector to Broadway then a crosswalk to connect from Mt Parnassus to N Granger
155	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; 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.)	Alone		
156	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 off-street multi-use trails	Alone	NA	
157	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; 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	Alone	1. Farmers market / sports fields to River Rd Coffee (etc) 2. HS to main entrance of Denison BioReserve 3. Village to TAD Sports	
158	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; Social or entertainment	Occasional or recreational cyclist who rides mainly on trails		With family (adult relatives)		
159	Recreation, health, or exercise; Shopping or errands	More marked crosswalks at intersections	I don't bike	Occasional or recreational cyclist who rides mainly on trails	More off-street multi-use trails	Alone		No
160	Recreation, health, or exercise; Shopping or errands; Social or entertainment	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 off-street multi-use trails	With family (including children)		

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161	Recreation, health, or exercise	More Shared Use Paths/ Trails; Adding sidewalks where there are gaps	Recreation, health, or exercise; Shopping or errands	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)		Burg Street
162	Recreation, health, or exercise	Repair broken sidewalks; 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 bike lanes on busy streets; More buffered/fully separated bike lanes; - Continuous bike routes that connect me to places I want to go	Alone	Newark, Johnstown	
163	Recreation, health, or exercise; Shopping or errands; 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 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; Road surface improvements (reduce potholes, etc.)	With family (adult relatives)	Spring Valley and Denison Bio Reserve	
164	Recreation, health, or exercise	More Shared Use Paths/ Trails	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	With family (including children)		
165	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 bike lanes on busy streets; Road surface improvements (reduce potholes, etc.)	With friends	Westwood and erinwood neighborhoods	Westwood and erinwood neighborhoods Connected to Newark Granville rd.

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
166	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	A confident cyclist who rides on busy streets	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 friends	"1. From the Village to River Rd to Raccoon Park 2. Newark Granville Rd path to Bryn Du parking lot 3. Burg Street- from HS to intermediate and also old burg to village, creating a loop"	"1. The aforementioned NG Rd to Bryn Du 2. Crosswalk from path along Newark Granville road to Fairview to connect to bike path"
167	Recreation, health, or exercise; Shopping or errands; Social or entertainment	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; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	Alone		
168	Recreation, health, or exercise	More marked crosswalks at intersections; More Shared Use Paths/Trails; Adding sidewalks where there are gaps	Recreation, health, or exercise; Shopping or errands	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)	Cherry Valley Lodge from bike trail, sidewalk to new pizza place east of Granville	Newark-Granville Road east of Thornwood
169	Shopping or errands; Social or entertainment	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 buffered/fully separated bike lanes	With friends	"Raccoon Valley Park for the Farmer's Market A sidewalk all the way down Burg St/New Burg to Dry Creek. So many people bike and walk these streets"	Burg St, River Rd,
170	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; Social or entertainment	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.)	With family (including children)		

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
171	Recreation, health, or exercise; Shopping or errands; Social or entertainment	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	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)	I live in the village so I am able to get to most places I need.	
172	Recreation, health, or exercise; Shopping or errands		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)	The township	Burg st
173	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	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	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)	GIS, GMS, village	Burg, New Burg
174	Recreation, health, or exercise	Repair broken sidewalks	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	Near Timbuk into town	16
175	Recreation, health, or exercise; Commute to school or work; Social or entertainment	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)		Burg street to access the school, further up welsh hills road
176	Commute to school or work; Social or entertainment	Repair broken sidewalks; Adding sidewalks where there are gaps	I don't bike		More bike lanes on busy streets; Communication that biking on sidewalks is threatening to pedestrians and pets	With family (adult relatives)		

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
177	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	Continuous bike routes that connect me to places I want to go	With family (adult relatives)	Village stores	Burg Rd from township to village. I live on Pembroke and walking along Burg is dangerous because people drive too fast and there aren't any sidewalks. I have to drive to the village to walk my dogs!
178	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	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	
179	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	More marked crosswalks at intersections; 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	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; Bike route signage; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	Alone		
180	Recreation, health, or exercise	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	Middleton, IGA, Downtown	

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181	Shopping or errands	More Shared Use Paths/Trails	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	Alone	Heath via Evans trail.	
182	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	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	With family (including children)	Raccoon Valley Park to Infirmary Mound Park.	Weaver Rd between 661 and Cherry/16
183	Recreation, health, or exercise; Shopping or errands	Adding sidewalks where there are gaps	Recreation, health, or exercise	Would ride a bike if there were safer facilities	Continuous bike routes that connect me to places I want to go	With family (including children)	From Maplewood (Stublyn Rd) to the village and back	Welsh Hills to Stublyn Rd
184	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	Curb ramps on every corner where there are 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 bike lanes on busy streets; Bike route signage; Continuous bike routes that connect me to places I want to go	With family (including children)	Schools, downtown, Ross's, Raccoon Valley and Farmers Market, New Burg and Burg streets (currently feel unsafe)	New Burg and Burg all the way down towards the intermediate school
185	Recreation, health, or exercise	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; Continuous bike routes that connect me to places I want to go	With family (including children)		
186	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 buffered/fully separated bike lanes; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	Alone	Library, restaurants, church, uptown	

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187	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; - Continuous bike routes that connect me to places I want to go	With family (including children)	Ray Ray's, Denison Bio Reserve, Spring Valley	
188	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; 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; - Continuous bike routes that connect me to places I want to go	With family (including children)	River Road Coffee, Palumbo's, Kids Education & Recreation, Ray Ray's, Spring Valley	River Road (at least past the shopping center with Palumbo's), South Cherry St over the bridge to Weaver
189	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	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)	Snapshots/River Road Corridor, to Spring Valley and the Intermediate school	Cherry Street bridge, Weaver Drive and River Road
190	Recreation, health, or exercise; Shopping or errands	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 buffered/fully separated bike lanes	Alone	Sidewalks all over town	
191	Recreation, health, or exercise; Shopping or errands; Commute to school or work	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	A frightened cyclist who rides on busy streets because there's no alternative	More bike lanes on busy streets; More buffered/fully separated bike lanes; More off-street multi-use trails	Alone	A safe way to ride East-West, either on Broadway or College	Broadway or College, if possible; perhaps Elm if not
192	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; 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 (including children)		

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
193	Recreation, health, or exercise; Shopping or errands; Commute to school or work	More marked crosswalks at intersections; More Shared Use Paths/Trails; Adding sidewalks where there are gaps	Recreation, health, or exercise; Shopping or errands	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; Continuous bike routes that connect me to places I want to go	Alone		Cherry Street at least to River Road, River Road, Burg Street
194	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; Shopping or errands; 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	With friends	Honestly, most of the destinations in Granville--downtown, Ross, River Road, Raccoon, Wildwood--are pretty well connected. In terms of destinations the intermediate school is the one that is difficult to access if you're not going to drive. I'd honestly just love to be able to do more walking around the larger community without feeling like I need to drive.	Both New Burg and Old Burg
195	Recreation, health, or exercise; Shopping or errands; Commute to school or work	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	Bike route signage; Continuous bike routes that connect me to places I want to go	Alone	River Rd/Weaver Dr	No
196	Recreation, health, or exercise; Shopping or errands; Commute to school or work	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 off-street multi-use trails; Continuous bike routes that connect me to places I want to go	With family (including children)		

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
197	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	Keep the existing trails nice. You do a good job with this now but don't over extend where you cant afford to maintain.	With friends		Burg headed out of town.
198	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 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 (adult relatives)	Downtown Granville	
199	Recreation, health, or exercise; Social or entertainment	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 off-street multi-use trails	With family (including children)		We definitely need a better sidewalk set up on Jones road leading up to the Bryn Du Mansion. The current path is too close to the street and ends at Erinwood leaving a pedestrian to walk next to the Bryn Du fence on the grass in order to get to the mansion.
200	Recreation, health, or exercise; I would Like it to be a commuting option, but it currently isn't safe.	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		With family (including children)	Spring Valley. I also would like my kids, when they're old enough, to be able to get into the village from GIS.	Sidewalk or trail along Cherry/Columbus Rd. to Kendal, along the road to GIS
201	Recreation, health, or exercise; Shopping or errands	Adding sidewalks where there are gaps	Recreation, health, or exercise; Shopping or errands	A confident cyclist who rides on busy streets	More bike lanes on busy streets; Road surface improvements (reduce potholes, etc.)	Alone	The area and roadways out to GIS	Old Burg and New Burg

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
202	Recreation, health, or exercise; Shopping or errands; Social or entertainment	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	From Mill Race to downtown and from Mill Race to the bike path.	River Road.
203	Recreation, health, or exercise; Shopping or errands; Commute to school or work	More marked crosswalks at intersections; Repair broken sidewalks; Adding sidewalks where there are gaps	Recreation, health, or exercise; Commute to school or work	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; Road surface improvements (reduce potholes, etc.)	With family (including children)	All the schools. GIS especially needs better bicycle infrastructure. Granville should more actively promote biking and walking as means of transportation, not just recreation. The annual "bike to school" should not be about driving somewhere and then biking to school, but about actually biking to school. (It's not an option for everyone in the district of course, but many kids are within walking or biking distance, as many learned during the pandemic year. It was nice to see so many kids walking to school, and, given the school bus schedules, it often takes less time to walk than to take the bus.)	River Road. The businesses there are absolutely within walking or biking distance for many, but the sidewalk ends at Main St.
204	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; Continuous bike routes that connect me to places I want to go	With friends	Into village from areas other than New-ark-Granville rd	Burg and new burg

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205	Recreation, health, or exercise; Social or entertainment	Repair broken sidewalks; More Shared Use Paths/Trails	Recreation, health, or exercise	A confident cyclist who rides on busy streets	More bike lanes on busy streets; More buffered/fully separated bike lanes; - Bike route signage	Alone	Connect downtown with schools (GIS, GMS, and GHS)	
206	Recreation, health, or exercise; Commute to school or work; Social or entertainment	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; Road surface improvements (reduce potholes, etc.); Areas to ride horse	Alone	More area to ride horses	Jones Road, Jones and Newark Granville Road
207	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 bike lanes on busy streets; More off-street multi-use trails; Continuous bike routes that connect me to places I want to go	Alone	From Mill Race subdivision to Granville	River Road to 16
208	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	More Shared Use Paths/Trails	Recreation, health, or exercise; Shopping or errands; 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)	I would like to have a way to safely get my family with kids on bikes from the trails up by the high school and Denison THROUGH TOWN to the bike trails south of town! There is no way to get to the bike trail on your bikes without trying to bring children on sidewalks or through the traffic in town. For this reason we basically never take our kids on the big bike path south of town (either entering by IGA or at Wildwood) since our kids are now on larger bikes and we can no longer transport all the bikes in our car to the bike path.	

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209	Recreation, health, or exercise; Shopping or errands; Social or entertainment	More Shared Use Paths/ Trails; Adding sidewalks where there are gaps; Continuous sidewalks - check out Youtube channel "Not Just Bikes" and specifically the video "The Dutch Solution for Safer Sidewalks - Continuous Sidewalks". Would love to see Granville lead in this.	Recreation, health, or exercise; Shopping or errands; Social or entertainment; If I worked in Granville or Newark I'd certainly try to commute via 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		Spring Valley, Bio Reserve, Infirmary Mound	Weaver Dr and River Rd down to Raccoon Valley Park, Burg St up to the schools, etc
210	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; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.)	With family (adult relatives)	To Newark and east	
211	Recreation, health, or exercise; 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 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)	South of the Village	
212	Recreation, health, or exercise; Shopping or errands	More marked crosswalks at intersections; Adding sidewalks where there are gaps	Recreation, health, or exercise; Shopping or errands	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	With family (including children)	Walk and bike safely to middle and high school	

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213	Recreation, health, or exercise; Shopping or errands; Social or entertainment	Adding sidewalks where there are gaps; Maintaining the paths that the village currently have. The village struggles to do this, IE TJ Evans Trail, Maple Street side walk, and many more poorly maintained paths	Recreation, health, or exercise; Social or entertainment	A confident cyclist who rides on busy streets	All listed above.	Alone	Downtown area	Newark-Granville Rd, Main St, Broadway
214	Recreation, health, or exercise; Commute to school or work	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 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 (including children)	From home (on Chapin Place) to "uptown" (Broadway, Main Street) for errands, and to Granville Intermediate School.	Burg and/or New Burg Street sidewalks extended to Granville Intermediate.
215	Recreation, health, or exercise; Shopping or errands	More Shared Use Paths/Trails	Recreation, health, or exercise; Shopping or errands; Social or entertainment	Occasional or recreational cyclist who rides mainly on trails	Continuous bike routes that connect me to places I want to go	Alone	Across river rd / 16	
216	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; 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.)	Alone	The bike path to go to the Granville middle school, new burg area	

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217	Recreation, health, or exercise	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	With family (including children)	Fanchion Lewis Park	Jones road
218	Recreation, health, or exercise	More Shared Use Paths/Trails	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	Alone	From South Granville (across Rt. 16) Mill Race...River Rd. to Granville Village. And connecting to existing bike path.	
219	Recreation, health, or exercise	Curb ramps on every corner where there are 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 bike lanes on busy streets; More buffered/fully separated bike lanes; More off-street multi-use trails	With family (including children)	Sidewalks from High/Middle School to the Intermediate School would be great.	I would love to see sidewalks on Welsh hills so that we could walk safely into town.
220	Shopping or errands	Curb ramps on every corner where there are sidewalks; More Shared Use Paths/Trails	Recreation, health, or exercise	Would ride a bike if there were safer facilities	More buffered/fully separated bike lanes	Alone		
221	Recreation, health, or exercise; Shopping or errands	More marked crosswalks at intersections; Repair broken sidewalks; More Shared Use Paths/Trails	Recreation, health, or exercise; Shopping or errands; 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	Alone		
222	Recreation, health, or exercise; Shopping or errands; Commute to school or work	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	With friends		
223	Recreation, health, or exercise; Social or entertainment	More Shared Use Paths/Trails	Recreation, health, or exercise; Shopping or errands; Social or entertainment	A confident cyclist who rides on busy streets	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 (including children)	A bike path that extends south into South Granville would be amazing	

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224	Recreation, health, or exercise; Shopping or errands; Social or entertainment	Curb ramps on every corner where there are sidewalks; 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		With family (adult relatives)	We like to walk downtown. We use the bike trail also to get places.	
225	Recreation, health, or exercise; Shopping or errands; Social or entertainment	More marked crosswalks at intersections; More Shared Use Paths/Trails; (More) public restrooms along multi use trails	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; - Less bikes on main roads.	Alone	IGA, snap shots	
226	Recreation, health, or exercise; Shopping or errands; Social or entertainment	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	With family (including children)	West Broadway	West Broadway
227	Recreation, health, or exercise; Shopping or errands; Social or entertainment	Repair broken sidewalks; Residents cutting back bushes and hanging limbs	Recreation, health, or exercise; Social or entertainment	Sidewalks and bike trail	Would never ride on streets and wont permit our children. Look into Amsterdam where sidewalk is split with cyclist	With family (including children)		
228	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	More Shared Use Paths/Trails; Adding sidewalks where there are gaps; Stoplights at dangerous intersections.	I don't bike	I don't ride a bike and don't want to in the future		With family (including children)	From the center of the village to the Middle School & High School.	There should be a way for children to walk from the center of the Village to the High School and Middle School and back safely using sidewalks. Currently, it requires them to cross dangerous streets or to walk on the shoulder of the street.
229	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; More off-street multi-use trails; Continuous bike routes that connect me to places I want to go	With family (including children)	Would LOVE a safe path that connects south Granville to the village.	New Burg to the intermediate school

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230	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	More marked crosswalks at intersections; Adding sidewalks where there are gaps; Better enforcement of laws. Some motorists do not seem to understand that pedestrians in crosswalks (or arguably approaching crosswalks) have the right-of-way. See ORC 4511.46	Recreation, health, or exercise; Shopping or errands; Social or entertainment; I would bike to work, but I live so close to my place of employment that it takes longer than walking (factoring in dealing with the bike on either end).	A confident cyclist who rides on busy streets	More buffered/fully separated bike lanes; Road surface improvements (reduce potholes, etc.); Lower, actually enforced speed limits (15-20 mph); more traffic calming; more traffic law enforcement. I have a diary of dangerous and illegal things done by motorists, some of which have almost put me in the hospital or worse. Any cyclist you talk to can regale you with similar stories. MUTCD sign R4-11 ("Bicycles May Use Full Lane") put up everywhere in the village (not to mention the county and the state). ORC 4511.55 (c) makes clear that cyclists can use the whole lane whenever they judge it unreasonable or unsafe to do otherwise. Every through side street in Granville could be one-way with an isolated bike lane, a curb, parked cars, and then a travel lane for motor vehicles with plentiful speed bumps.	Alone	"I want to be able to ride my bike wherever I would like in the same way that a motorist can drive wherever they would like. Cyclists have the right to ride on any road that doesn't specifically forbid them to be there. As a matter of practice, most cyclists are hesitant to ride on any state highway except through a corporation, as the speed limits are so high and the drivers so poorly trained or downright vicious that it is incredibly dangerous to do so. If we really want to encourage cycling, we need to do three things: rebuild our infrastructure to make cycling viable as a form of transportation; revise our standards for motor vehicle operator licenses so that motorists know the rights of cyclists; Enforce the laws that we have so that motorists will live up to their responsibilities. We might also try to put in place tougher laws. Motorists who injure or kill cyclists in this	New Burg needs a bike lane all the way out to GIS. There need to be better traffic controls everywhere cyclists and motorists might interact along the route.

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230							case country mostly get away with no penalty or a traffic citation at worst. In the Netherlands, Denmark, Germany, and many other countries, people who kill other people with their cars often go to prison. I know this survey is about infrastructure, so let's see: separated bike paths to all schools. Separated bike lanes on every through street in the village (including Broadway, Main Street, and North Pearl Street). Sidewalks are not a reasonable alternative to bike lanes. The speed differential between cars and cyclists in the village is markedly smaller (25 mph v. 10-15 mph) than is the speed differential between cyclists and pedestrians (10-15 mph v. 2-4 mph). Asking cyclists to share space with pedestrians means treating cyclists as second class road users. In order to make cycling safe (which will mean more people will do it which will mean less traffic which will mean less pollution and global warming, not to mention fewer deaths and injuries) we have to make driving more inconvenient. Motorists' convenience is purchased at the costs of cyclist and pedestrian inconvenience, injury, and death. That's unreasonable and immoral. '	

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231	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	Repair broken sidewalks; 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; Road surface improvements (reduce potholes, etc.); Law enforcement actively enforcing rights of cyclists so motorists know there are consequences.	Alone	Everywhere. That's how much I ride a bike.	Welsh Hills Road to Hankinson
232	Recreation, health, or exercise; Shopping or errands; dog walking	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		Alone		
233	Recreation, health, or exercise; Shopping or errands; Commute to school or work	More marked crosswalks at intersections; 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	Alone	Downtown, schools (GHS/GMS and GIS), Denison Bio reserve, Spring Valley, GIS land lab	Burg (from New burg to current sidewalk that ends at Samson), New Burg from GHS to Burg, Broadway beyond Wildwood park to where it connects with the bike path
234	Recreation, health, or exercise; Shopping or errands; 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; 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 off-street multi-use trails; Continuous bike routes that connect me to places I want to go	With family (including children)	Welsh Hills School, Spring Valley Nature Preserve, Granville Intermediate School, Denison Nature Reserve	Newark-Granville Rd on south side by Welsh Hills School for bikers/walkers
235	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	A confident cyclist who rides on busy streets	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 friends	I would like to bike from Broadway to the start of the bike trail near the market. My only problem is that the street is too narrow for both bikes and cars.	

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
236	Recreation, health, or exercise; Commute to school or work	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; Making sure that we have the appropriate sidewalks/crossing for our community members who are not able to walk. Be it in a wheelchair, crutches, etc.	Recreation, health, or exercise; Commute to school or work	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; Bike route signage; Continuous bike routes that connect me to places I want to go; Road surface improvements (reduce potholes, etc.); Please note that we have walkers on the bike path that feel it's not a place for bikes, yet it's called a bike path, AND then we have drivers that don't want us on the road.	Alone	It would be great to have a set bike path along Newark-Granville Rd, and other roads that connect us to the schools, universities, grocery store. It would be great to have plenty of places to park your bike in view. Think Amsterdam.	There's not enough room for walkers/bikers on sidewalks, you would also need to educate the community as a whole if we are going to share the sidewalk with bikers and those walking.
237	Recreation, health, or exercise; Shopping or errands; Social or entertainment	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; 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 (adult relatives)	Heath, Hebron, Dawes Arboretum, Buckeye Lake, Spring Valley Nature Preserve,	
238	Recreation, health, or exercise; Shopping or errands; Commute to school or work	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 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 Downtown/Bike Path to Denison & Bio Reserve	
239	Recreation, health, or exercise	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)		No. Downtown streets are narrow enough, and I would not want to encroach on people's yards.

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
240	Recreation, health, or exercise	More marked crosswalks at intersections; Repair broken sidewalks; Less speeding on W. Broadway from Plum St. past Wilson's Park; cars dangerously speed up and the sidewalks are narrow; there is no room for a mistake by a driver or a misstep by a pedestrian	I don't bike	I don't ride a bike and don't want to in the future		Alone	Walk from downtown to Wildwood park without being wary of speeding traffic	
241	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; Commute to school or work; Social or entertainment	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 (including children)	From GIS to town. Easier transit through town from peripheral bike paths. Connection to River Rd. south.	
242	Shopping or errands	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	Alone	N/A	Burg St.
243	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; Shopping or errands	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 (adult relatives)		
244	Shopping or errands; Commute to school or work; Social or entertainment	More marked crosswalks at intersections; More Shared Use Paths/Trails; Adding sidewalks where there are gaps	Commute to school or work	Occasional or recreational cyclist who rides mainly on trails	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)	GMS, River Road Coffee, Snapshots, bio reserve	"Welsh Hills Rd. to Hankinson Burg up to some of the neighborhoods S Main st. S Cherry to Spring Hills park River Road shopping area (between Cherry and 16 sports fields)"

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
245	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	Adding sidewalks where there are gaps	Recreation, health, or exercise; Commute to school or work; Social or entertainment	Occasional or recreational cyclist who rides mainly on trails		With family (including children)	We would like to participate in the Village activities using a sidewalk to safely arrive in the area with our children from the Welsh Hills Rd area.	A sidewalk currently ends at Pinehurst Dr. on Welsh Hills Rd. Please consider extending a sidewalk to the Village limit sign or beyond to allow families on Welsh Hills Rd. to have safe access to a sidewalk leading into downtown and avoid walking in the grass to hop on the sidewalk at Pinehurst Dr.
246	Commute to school or work; 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	I don't bike	Occasional or recreational cyclist who rides mainly on trails	More buffered/fully separated bike lanes	With friends	I would love to be able to walk to the grocery store	
247	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; Social or entertainment	A confident cyclist who rides on busy streets	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 (including children)	To to the bike trail and into town.	Bryn Du Drive
248	Recreation, health, or exercise; 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 bike lanes on busy streets; Continuous bike routes that connect me to places I want to go	With family (including children)	I live off of Burg about 1 mile NW of town and 1 mile S of GIS. We REALLY need trails/paths that safely connect us to town, schools, work. We're so close but we can't safely walk/bike.	BURG from end of sidewalk to GIS.

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
249	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	More Shared Use Paths/ Trails; 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	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 friends	I'd like to be able to walk and bike into town	Burg street out to GIS
250	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; Stop grinding old sidewalks and install new level sidewalks except where tree damage is likely	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 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)	The parks : Raccoon, Wildwood, Bio Reserve	
251	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; Commute to school or work	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)	Granville High School; a safe way to get from south of village over 16/37 and into village - I.e. safe passage from Silver St to village	
252	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	More marked crosswalks at intersections; More Shared Use Paths/ Trails; Adding sidewalks where there are gaps	Recreation, health, or exercise; Shopping or errands	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	Spring Valley and Kendal; intermediate school	

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
253	Recreation, health, or exercise; Shopping or errands	We need a left turn arrow at the corner of Pearl and Broadway (by the Granville Inn). I can't tell you how many times I've almost been hit by a left turner who refuses to stop for pedestrians. 2. Stop light farther up on Pearl Street at Denison where Cheri Mitchell died. Everyone ignores the flashing yellow. I've almost been hit here too. The button at the crosswalk should trigger a red light, so traffic is forced to stop. 3. Speed bumps near the elementary school. Teens drive so fast on Granger after school, trying to save a few seconds rather than driving on Pearl. It is amazing they haven't hit a child yet. 4. There is a beautiful walking path along Newark Granville Road. A similar path is needed connecting GIS to GMS/GHS. Cars drive way too fast down New Burg and lots of kids run on that road. There is plenty of room! 5. We really need to think "big picture". We all know that a new school is going to be built soon, but the village does not have the capacity for more cars going to GHS/GMS. Getting to and from GMS/GHS before and after school is so backed up. Our village cannot support this kind of traffic as it is, and it will only get worse as the village continues to grow.	I don't bike	Would ride a bike if there were safer facilities	More buffered/fully separated bike lanes	Alone	It is currently impossible to walk/bike to GIS. Cars drive way too fast on Granger, making walking to and from school too dangerous for an unaccompanied child. Speed bumps would slow drivers down and improve safety. There are just too many moms in a hurry driving in that area every morning.	Please see above comments about a walking path extending from GIS to GMS/GHS similar to the path found along Newark Granville Road.

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
254	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)	Into the village from the Mill Race neighborhood	Mill Race Road and other streets in this neighborhood
255	Recreation, health, or exercise; Shopping or errands	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	Alone	Raccoon Valley Park via River Road	River Road to Raccoon Valley Park
256	Recreation, health, or exercise; Shopping or errands	More Shared Use Paths/ Trails	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; Speed limit reductions on key township arteries, specifically St Rt 16 from Kendal to the Village. or a path connecting Granville south/Kendal to the Bike Path.	With family (adult relatives)		See above - Sr Rt 16 Kendal/Granview Rd to Granville
257	Recreation, health, or exercise; Commute to school or work	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 off-street multi-use trails; Continuous bike routes that connect me to places I want to go	With friends	To Denison gym and along Broadway	
258			Recreation, health, or exercise; Shopping or errands; Commute to school or work	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	Alone	From downtown east on Newark-Granville	
259	Recreation, health, or exercise	More Shared Use Paths/ Trails; Adding sidewalks where there are gaps; Adding pathways for bikes or walking from Silver Street/Knoll area to the village.	I cannot bike safely in the township to access the village or any of the current pathways	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)	I would love to be able to get to the village and any of the current pathways from the township without fear of cars. Right now, this simply is not an option.	Silver street and also some sort of protected pathway on 16 into the village (with a better bridge).

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
260	Recreation, health, or exercise; Social or entertainment	More Shared Use Paths/Trails	Recreation, health, or exercise; Shopping or errands; Social or entertainment; Can occasionally use TJ Evans trail to get to village or go to grocery	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	With family (including children)	Downtown Granville	
261	Recreation, health, or exercise; Shopping or errands; Commute to school or work	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	Alone	I'd like to walk to Raccoon Valley Park via South Main & River Road; I'd like to bike from downtown Granville to Spring Valley Park and Kendal at Granville; I'd like to bike from downtown Granville to the Granville Intermediate School	Sidewalks on River Road, New Burg Street, South Cherry & OH-37 (to Kendal Drive & Granview intersection)
262	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	More marked crosswalks at intersections; More Shared Use Paths/Trails		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	Alone		Burg

ID	1. Why do you walk? (Select all that apply)	2. What would improve walking in Granville? (Select the three most important improvements to you)	3. Why do you bicycle? (Select all that apply)	4. Which of the following best describes you?	5. What would improve biking in Granville? (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 Granville? Please specify.	8. Are there specific streets that you would like sidewalks added to? Please identify streets and cross-streets.
263	Recreation, health, or exercise; Shopping or errands; Social or entertainment	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 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)	"Better path from Newark Granville st bike path to Clouse Street. Better path from Clouse to bike trail. Easier bike path from east Granville to downtown Newark. "	
264	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; Shopping or errands; 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; Road surface improvements (reduce potholes, etc.)	With family (including children)	Infirmity Mounds, Granville Brewing, senior community center	Burg
265	Recreation, health, or exercise; Shopping or errands; Commute to school or work; Social or entertainment	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	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)	We need a safe biking route from south of the tracks, east to west of 37 and yo cross 16/broad street to make it safely into the village	Yes! Columbus Road from the village to Spring Valley and to Ray Rays from the village
266	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; Bike route signage	Alone	River Road between Raccoon Valley Park and Main Street.	Entrance at Bryn Du Drive.

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? (Select all that apply)	14. What is your annual household income?	15. Do any of the following apply to you?	16. Is there anything else you would like to tell us about walking and biking in Granville?
1			Outside of Granville Village and Township	55 to 64	White or Caucasian	\$75,000 - \$99,999		
2			Southwest	35 to 44	White or Caucasian	\$100,000 or higher		
3	Welsh hills, very popular training road but very dangerous	Flashing lights at all crosswalks	Northeast	25 to 34	White or Caucasian	\$50,000 - \$74,999		We would just love more access to the village!!
4			Central	55 to 64	White or Caucasian	Prefer not to answer		
5			Southeast	25 to 34	White or Caucasian	\$100,000 or higher		Crosswalk by village green!
6	Connecting Newark bike path to Black Hand Gorge, River Rd from Main all the way to Raccoon Valley Park, East on Newark Granville Road, out Broadway and west.		Central	55 to 64	White or Caucasian	\$25,000 - \$49,999		The more multi-use paths and sidewalks the better! Let's make it a bike and pedestrian friendly place! Paths specifically for bikes and pedestrians away from cars and streets are preferred if possible.
7			Northeast	55 to 64	White or Caucasian	\$75,000 - \$99,999		Love it! Thanks LCATS.
8			Southwest	65 to 74	White or Caucasian	\$75,000 - \$99,999		
9	Broadway and main st		Northwest	35 to 44	White or Caucasian	\$100,000 or higher		

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? (Select all that apply)	14. What is your annual household income?	15. Do any of the following apply to you?	16. Is there anything else you would like to tell us about walking and biking in Granville?
10	(1) Newark/Granville Rd heading East towards Newark. The existing pathway is too narrow, poorly maintained, and becomes a super narrow sidewalk in places with bushes overgrowing it. We really need a separated bike lane on this road for cyclists. (2) River Rd. This is a shame that we don't have pedestrian/cycling connectors along River Rd toward Raccoon Park. Many runners and cyclists like to make this a loop to connect over the newly built Raccoon Bridge. (3) It would be nice to have sharrows and/or bike lanes coming in on West Broadway from Moots Run and Raccoon Valley Rd. (4) Going out of town North on Pearl/661. This is a busy road. The existing sidewalk is too narrow even for two walkers to pass, let alone cyclists. It would be nice to have a safe connector from downtown (Broadway) going North up to the existing pathway that starts at Denison's campus entrance.	"We really could use marked crosswalks (maybe with flashers) along Newark/Granville Rd to the four side streets coming off to the south. There is a lot of bike path traffic that comes up these four roads and then attempts to cross Newark/Granville Rd to get to the bikepath along that roadway. This is becoming a very busy trafficked road and hard to cross safely. It would also be nice to have a safer crossing on North 661 from Denison to the BioReserve back entrance and the Denison softball/baseball fields. "	Central	45 to 54	White or Caucasian	Prefer not to answer		We are already a pretty good community, but we are losing some relatively easy gains to greatly improve accessibility by bike and foot.

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? (Select all that apply)	14. What is your annual household income?	15. Do any of the following apply to you?	16. Is there anything else you would like to tell us about walking and biking in Granville?
11	Bike lanes all the way into town on Broadway		Northwest	25 to 34	White or Caucasian	\$100,000 or higher		
12			Northeast	25 to 34	White or Caucasian	\$100,000 or higher		
13	St RT 16 from the Kendal to the Village	Spring Valley and 16	Southwest	35 to 44	White or Caucasian	\$100,000 or higher		
14			Southwest	35 to 44	White or Caucasian	\$100,000 or higher		I would like to help with these projects but I'm not sure how to get involved.
15		Same as above: S Main / Elm St	Central	65 to 74	White or Caucasian; This should not matter	\$25,000 - \$49,999		
16	All of Broadway and Newark-Granville rd	No	Central	35 to 44	White or Caucasian	\$75,000 - \$99,999		Be nice to walk to the police department but we can't find it
17	Same as above	Jones & Granville Road	Northeast	65 to 74	White or Caucasian	\$100,000 or higher		
18	Cherry St needs way better sidewalks for safety	Cherry and main st.	Outside of Granville Village and Township	35 to 44	White or Caucasian	\$100,000 or higher		Thank you for making this a priority.
19	Newark- Granville rd		Northeast	65 to 74	White or Caucasian	Prefer not to answer		
20			Central	55 to 64	White or Caucasian	Prefer not to answer		
21	New Burg and Burg Streets	College and Main, College and Pearl	Central	45 to 54	White or Caucasian	\$100,000 or higher		It is far too dangerous to walk in the Village. Drivers do not heed stop signs nor do they yield or pay attention to pedestrians. I was hit by a car in the Village and know others who have been hit or had near misses.

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? (Select all that apply)	14. What is your annual household income?	15. Do any of the following apply to you?	16. Is there anything else you would like to tell us about walking and biking in Granville?
22	Berg St		Northwest	35 to 44	White or Caucasian	\$100,000 or higher		Being able to walk all around Granville to both shops and food in town to the different Granville school buildings would be great for home values and safety for all.
23	Getting to GIS		Central	35 to 44	White or Caucasian	\$100,000 or higher		More kids and families on bikes!
24	Newark-Granville Road	Crosswalk at the Bryn Du development entrance that leads to the bike path across the street	Southeast	45 to 54	Prefer not to answer	Prefer not to answer		Most of it is great... thank you! Paving and repairs on current paths are most important
25	Route 16 between the Village and Owens Corning	Add a marked cross walk at South Main and Elm.	Central	65 to 74	White or Caucasian	\$100,000 or higher		Thanks for working on this!
26			Northeast	65 to 74	White or Caucasian	Prefer not to answer		Would also like to see grading/drainage on sidewalks improved to mitigate standing water and puddling after rain.
27	21st St.	College/Newark Granville Rd by golf course	Central	55 to 64	White or Caucasian	\$100,000 or higher		Already pretty spectacular but like anything, could use improvement
28		The crosswalk at Galway Dr. and Newark Granville Rd has the most feeble flashing light ever envisioned. Please put real lights there!	Southeast	55 to 64	White or Caucasian	\$100,000 or higher		It's great, but I hope it will become even greater!
29			Central	25 to 34	White or Caucasian	\$100,000 or higher		



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? (Select all that apply)	14. What is your annual household income?	15. Do any of the following apply to you?	16. Is there anything else you would like to tell us about walking and biking in Granville?
30	Silver Street, Knoll Drive, 37 from James into town, James Rd		Northeast	25 to 34	White or Caucasian	\$75,000 - \$99,999		
31			Southwest	65 to 74	White or Caucasian; Hispanic or Latino	Prefer not to answer	I'm old....	I think we do pretty well in Granville, but there's always room for improvements from what I hear from the younger people.
32		E Broadway at Mt Parnassus	Central	65 to 74	White or Caucasian	Prefer not to answer		Fix W Broadway sidewalk just east of Thresher
33			Central	25 to 34	White or Caucasian	\$100,000 or higher		
34	Main Street and Broadway	Intersection of Elm Street and Main Street	Central	65 to 74	Prefer not to answer	\$75,000 - \$99,999		The Evans Trail would be nice but it discourages cyclists because of dirt and debris on the pavement, especially after it rains, and crowding during favorable weather with many joggers and dog walkers.
35	Burg St		Northwest	35 to 44	Prefer not to answer	Prefer not to answer		Anything to make it safer for village residents and their families who live on the west side of town to walk/bike to downtown Granville would be a massive improvement (especially important considering Burg St is a main thoroughfare for Granville EVSD school traffic, including buses)

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36			Northeast	25 to 34	White or Caucasian	\$100,000 or higher	Parents of young children- use a stroller when walking	
37		I would like to see an additional light or crosswalk that made it easier to walk or bike safely from downtown to Wildwood. A light and crosswalk (and paving Wildwood!) would make the park a much more desirable destination without a car :)	Southeast	35 to 44	White or Caucasian	\$100,000 or higher		Love being an eco-friendly, biking, walking tree city! Lets grow the concept!
38	New Burg, Burg, River Road	Crosswalks by schools	Northeast	35 to 44	White or Caucasian	\$75,000 - \$99,999		
39			Northwest	35 to 44	White or Caucasian	\$100,000 or higher		Please extend sidewalks further up Burg st. So that it is safer to walk into town and to schools.
40	Welsh hills road.		Northeast	35 to 44	White or Caucasian	\$100,000 or higher		
41	All of them if biking is going to increase	Main and Broadway	Southeast	55 to 64	White or Caucasian	\$100,000 or higher		
42	Route 16		Southwest	45 to 54	White or Caucasian	\$100,000 or higher		We recently moved here from Grandview Heights I really miss being able to hop on a trail and head into the city. I hope that we're eventually able to connect to downtown Granville from where we live (Goose Lane) and bike there safely.

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43			Northwest	35 to 44	Prefer not to answer	\$100,000 or higher		
44			Northwest	35 to 44	White or Caucasian	\$100,000 or higher		
45	Columbus Granville Road, Granville Newark Road		Southeast	45 to 54	White or Caucasian	\$100,000 or higher		
46		Broadway and Pearl. Drivers turning either way seem to pay no attention to pedestrians.	Central	45 to 54	White or Caucasian	\$100,000 or higher		
47	Loudon Street and Raccoon Valley, I wouldn't bike on them but I'd feel so much more comfortable driving around bikers. Raccoon Valley is a terrible street for cyclists and drivers.	No	Northwest	35 to 44	White or Caucasian	\$75,000 - \$99,999		
48	None		Central	65 to 74	Prefer not to answer	\$100,000 or higher		Please replace the sidewalk in front of 117 S. Pearl St.
49	Broadway		Central	75 or older	White or Caucasian	Prefer not to answer		
50	n/a	Have lights go to flashing yellow on Granger, except for GES open / close	Central	Prefer not to answer	Prefer not to answer	Prefer not to answer		It's pretty accommodating now... no need to spend money where it's not necessary
51			Northwest	35 to 44	White or Caucasian	Prefer not to answer		
52			Southeast	75 or older	White or Caucasian	\$50,000 - \$74,999		

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53	Bike path access to cross 16	N/A	Southeast	35 to 44	White or Caucasian	\$100,000 or higher		Granville is a great community but not very accessible for all.
54			Northeast	55 to 64	White or Caucasian	\$100,000 or higher		
55			Northwest	35 to 44	White or Caucasian	\$100,000 or higher		
56	No	???	Central	75 or older	White or Caucasian	\$100,000 or higher	Hard of hearing/deafness	
57		Broadway and Granger	Central	35 to 44	White or Caucasian	\$100,000 or higher		
58	River Road crossing 16 and running up to connect near Weaver.		Southwest	25 to 34	White or Caucasian	\$100,000 or higher		There was a committee formed back in 2018 through the township trustees that supported a similar effort. This committee also had a survey completed with data that is still relevant today. Bryn Byrd should be contacted to connect the village and township efforts!
59	Burg/Broadway		Northwest	25 to 34	White or Caucasian	\$100,000 or higher		
60	No	No	Northwest	65 to 74	White or Caucasian	\$100,000 or higher		
61		Thornwood and Berg at the top of the hill! Dangerous	Northwest	45 to 54	White or Caucasian	\$100,000 or higher		
62		Police watching College St as drivers who never stop or speed through the street!	Southeast	75 or older	White or Caucasian; This is a stupid question	Prefer not to answer	Not yet but soon	Demand homes and businesses remove ice off the sidewalks!



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63	Just a crossing for route 16 from river road	Crossing over route 16	Southeast	45 to 54	White or Caucasian	\$100,000 or higher		The connections are already pretty good, if you are north of 16. Being able to get safely across 16 from river road would open all of this up to residents south of 16
64			Outside of Granville Village and Township	Prefer not to answer	Prefer not to answer	Prefer not to answer	Use a wheelchair or walker	
65			Southeast	55 to 64	White or Caucasian	\$25,000 - \$49,999		
66			Southeast	55 to 64	White or Caucasian	Prefer not to answer		
67		"Where the sidewalk on the South side of College ends at Sunrise Street there is no crosswalk to the opposite side. All of the side streets South of Newark-Granville Rd. with access to the bike path should have signage and a crosswalk on Newark-Granville Rd!"	Central	25 to 34	White or Caucasian	\$100,000 or higher		There is so much need for more pathways! The Village needs has some serious catching up to do on pathway projects which were recommended more than a decade ago. Additionally the village needs to be more proactive about anticipating pathway needs going forward.
68	Newark Granville and the side streets that go to the bike path	All the places people cross Newark Granville road to go down the side streets.	Central	25 to 34	White or Caucasian	\$75,000 - \$99,999		More loops and inter-connected pathways would be great for the community!
69	Newark-Granville Rd., Welsh Hills Rd.		Outside of Granville Village and Township	65 to 74	White or Caucasian	\$25,000 - \$49,999		



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70	New Burg	River Road at 37	Outside of Granville Village and Township	65 to 74	White or Caucasian	\$50,000 - \$74,999	Hard of hearing/deafness	Build a Community pool at the Elementary School.
71		Newark Granville Road and James Road intersection	Southeast	45 to 54	White or Caucasian	Prefer not to answer		
72	No, bikers already own the village streets and pay no attention to the rules of the road. They want to share the streets but are the first to run a red light. How about bikers learn the rules of the road!		Central	45 to 54	Prefer not to answer	Prefer not to answer		
73	Wexford Drive needs a bike lane to get down Jones to the Newark-Granville Road. Jones Road is too busy, narrow and dangerous to bicycle without a bike path.	If you build a path from The Highlands at Erinwood, you would likely need a crosswalk at Wexford Dr and Jones Road.	Northeast	35 to 44	White or Caucasian	\$100,000 or higher		We are completely cut off from the bike trail in the Highlands at Erinwood. Jones Road is too dangerous to bike down without a path. Our kids can't easily bike to parks, meet friends, etc without being driven in a car.
74	River Rd and Mill Race		Southeast	55 to 64	White or Caucasian; American Indian or Alaskan Native; Asian	\$100,000 or higher		Getting to the bike path we have to drive.
75			Northeast	35 to 44	White or Caucasian	Prefer not to answer	Hard of hearing/deafness	
76	Route 37. Route 16.	16 and 37	Outside of Granville Village and Township	65 to 74	White or Caucasian	\$100,000 or higher		
77			Northwest	25 to 34	White or Caucasian	\$100,000 or higher		

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78		Sunrise street and west college needs a crosswalk and stop sign. The sidewalk on the south side of college ends and many people cross college to head out on the bike path past the golf course.	Central	45 to 54	White or Caucasian	\$100,000 or higher		
79	Broadway, Pearl Street, Newark-Granville Road		Central	65 to 74	White or Caucasian	Prefer not to answer		
80	Burg St, New Burg St.	Plum St and W Broadway (marked crosswalk)	Northwest	25 to 34	White or Caucasian	\$100,000 or higher		Please add more sidewalks or trails where possible. I regularly walk with a baby stroller on Burg St and it is a scary experience. I recently moved to the area and my only complaint is the lack of pedestrian infrastructure. I would like to let my child walk or bike to school one day. Adding trails or sidewalks linking the middle, intermediary, and high school campuses with the residential areas would offer alternatives to car-only travel every morning and evening.

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81	Fern hill and Victoria		Southeast	35 to 44	White or Caucasian	\$75,000 - \$99,999		I'd love to be able to bike out of my neighborhood or walk / run with my kids and get to other paths. As it is now, I wouldn't feel comfortable doing so with no sidewalks in the fern hill development . Thank you!
82		I would like to see crosswalks at the intersections of elm and s main and maple and s main. For safer crossing for my family including children. Cars drive fast on main st and it is dangerous to cross.	Central	35 to 44	White or Caucasian	\$100,000 or higher	Use a wheelchair or walker	
83			Southeast	45 to 54	White or Caucasian	\$100,000 or higher		
84			Northwest	35 to 44	White or Caucasian	\$100,000 or higher		
85	From high school to intermediate school		Southeast	55 to 64	White or Caucasian	\$100,000 or higher		

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86			Southeast	25 to 34	White or Caucasian	\$75,000 - \$99,999		The entire Mill Race neighborhood does not have sidewalks, and it can feel like an island here without a direct route to town. Having a connection point across River Road would surely be used by the residents in this neighborhood and further up along River Road, and it would be so great to have Raccoon Valley Park within walking distance to take our small children more often to play or enjoy the Farmer's Market.
87	Broadway/ Newark Granville Rd and Main Street		Central	35 to 44	White or Caucasian	\$100,000 or higher		The sidewalks on Granger are horrible and so are the sidewalks on Broadway on either side of Granger.
88	River road connecting to weaver		Southeast	25 to 34	White or Caucasian	\$100,000 or higher		Please consider a path option across 16 to river road
89	No	No	Southeast	35 to 44	White or Caucasian	Prefer not to answer		I find Granville to be plenty accessible and hope that taxpayer dollars will be continued to be used to protect the green space of our beautiful village.

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90	Wexford Drive down to Newark-Granville Road		Northeast	35 to 44	White or Caucasian	Prefer not to answer		If you live in the Village (not township) and pay Village taxes, you should have access to Village amenities like the bike path!
91			Southeast	55 to 64	Prefer not to answer	Prefer not to answer	Hard of hearing/deafness	A walking or bike path from Wexford to the Glen is safer than the Jones Road.
92			Southeast	35 to 44	White or Caucasian	\$100,000 or higher		
93	No	No	Central	35 to 44	White or Caucasian	Prefer not to answer		I love the green space in Granville. Please don't ruin it with sidewalks everywhere.
94		Crosswalk at Broadway and Granger	Central	65 to 74	White or Caucasian	\$50,000 - \$74,999		
95			Southwest	35 to 44	White or Caucasian	\$100,000 or higher		
96			Northwest	35 to 44	White or Caucasian	\$100,000 or higher		
97	Burg		Central	35 to 44	White or Caucasian	Prefer not to answer		I love being able to walk around the town.
98	No	No	Southeast	35 to 44	White or Caucasian	\$100,000 or higher		I live in the township which will require driving to a trailhead (or into town), so adequate parking must be taken into account.

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99	Burg st		Northwest	35 to 44	White or Caucasian	\$100,000 or higher		People who live in the northwest quadrant along Burg st need more walkability. Burg is dangerous to walk on but people do it all the time because we have no choice is we want to walk.
100		Flashing light at the bottom of Jones road intersecting with Newark Granville Road	Northeast	45 to 54	White or Caucasian	Prefer not to answer		
101	Not sure	Not sure	Central	55 to 64	Prefer not to answer	\$100,000 or higher		
102		The inter section of 661 and New Burg	Central	45 to 54	White or Caucasian	\$100,000 or higher		Thank you for working on this!
103		A marked cross walk for the village green development would be nice. Village Green has a lot of young families with children that have to cross the busy intersection of Newark Granville rd to get on the walking path. I see people all the time running across (to include kids). Signs or flashing lights so people could cross safely would be nice	Southeast	35 to 44	White or Caucasian	\$100,000 or higher		
104			Central	45 to 54	American	Prefer not to answer		
105	Newark Granville Road	All crosswalks to HS/MS should have flashing lights and walking signals	Northeast	35 to 44	White or Caucasian	\$100,000 or higher		
106			Northwest	45 to 54	White or Caucasian	Prefer not to answer		

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107			Central	25 to 34	Asian	\$100,000 or higher		
108			Southwest	55 to 64	White or Caucasian	\$100,000 or higher	Hard of hearing/deafness	
109		Drivers frequently do not stop for the flashing light in the middle of the block on Broadway between Prospect and Main Street	Central	65 to 74	White or Caucasian	\$50,000 - \$74,999		
110	Broadway seems the only location that would be big enough	Broadway has gotten dangerous with people breaking the law with U turns and failing to stop at the cross walk.	Southeast	65 to 74	White or Caucasian	\$50,000 - \$74,999		Granville is like anywhere else in that people are becoming pretty selfish and failing to think of others when driving.
111			Central	35 to 44	White or Caucasian	\$100,000 or higher		We moved here recently and love it! We have kids from 1 years old to 15. We love being outside and all that the community offers but I have a hard time letting them walk to town or to the park because they have to cross and walk down Broadway, where the speed limit is 35 with no cross walks or side walks. I have spoken to our wonderful neighbors on beechwood and they all seem to agree! Fingers crossed everyone speaks up and we get the side walks.

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112	Newark-Granville Rd-people bike on the sidewalk/path or on the road very close to cars. Second, some children bike like crazy people on the sidewalks (Pearl, College, Granger). I've almost been hit by these children. The solution? I don't know.		Central	65 to 74	White or Caucasian	\$100,000 or higher	My husband is hard of hearing.	
113	Jones Rd, Loudon		Southeast	55 to 64	White or Caucasian	\$100,000 or higher		
114	Newark/ Granville Road, 661, River Road, Burg Street		Southwest	Prefer not to answer	Prefer not to answer	Prefer not to answer		
115	Shared sections on Newark Granville Road would be helpful. Currently if there is a bike in the road the traffic gets blocked/delayed. No real safe way of passing.	All of our crosswalks need improvement. Most cars don't stop. Not sure if they don't know the laws or don't care. Educating drivers that traffic must yield for pedestrians would help. There must be some way of making this law clear with creative signage.	Southeast	35 to 44	White or Caucasian	Prefer not to answer		It's been great so far and I'm excited about making it even better.
116			Central	45 to 54	Prefer not to answer	\$100,000 or higher		
117	I am not a biker, but anything that you do for the bikes will also be helpful for pedestrians.		Central	35 to 44	Prefer not to answer	Prefer not to answer		This is one of the great things of Granville: walking around! So if there could be more sidewalks that would be fantastic!

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118		Upgrade lame Newark-Granville Road/Galway Crosswalk. It will kill someone. It is ignored by all drivers because they can't see it and are driving 25 mph over the speed limit. It should be more like the one by the Mitchel Center that was put in after a lady was killed.	Southeast	Prefer not to answer	Prefer not to answer	Prefer not to answer		Please enforce the speed limits on the Newark Granville Road. In general, please enforce the stop signs. They are routinely ignored. Re-engineer the intersection at the Spring Hills Baptist Church by making it a four way intersection with a traffic light. Have Jones road line up with the entrance to the church.
119			Southeast	35 to 44	White or Caucasian	\$100,000 or higher		
120	Columbus Rd/Rt 16 south of rt 161	Elm St and S Main - Left turns onto S Main St from Elm are dangerous - many pedestrians, bikes, limited visibility, and heavy traffic on Main St all contribute to a very dangerous intersection for cars, pedestrians, and bicycles. The intersection is further complicated by nearby parking on E Elm St and the proximity of the Main St/Broadway intersection causing unexpected cross traffic and obstructing vehicles (from parking). This intersection should be 'right turn only' from all directions.	Central	45 to 54	Prefer not to answer	Prefer not to answer		Central Granville is already a good place for walking, leisure cycling, and sport cycling. Some minimal improvements can make it even better and further benefit the community.

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121			Southeast	35 to 44	White or Caucasian	\$100,000 or higher		Add stuff for runners!!!
122			Southeast	35 to 44	White or Caucasian	\$100,000 or higher		
123	Pearl/North Street for Bio Reserve Access. New Burg for School and Land Lab Access.	The Pearl St/New Burg intersection is challenging, especially during school commute time. This intersection needs to consider pedestrian traffic as improvements are implemented.	Northeast	45 to 54	White or Caucasian	\$100,000 or higher		
124			Southeast	65 to 74	Prefer not to answer	Prefer not to answer		
125			Northwest	35 to 44	White or Caucasian	\$100,000 or higher		
126	We need a connect to Granville from mill race	We cross all four lanes SR 16 to get to bike path	Southeast	45 to 54	White or Caucasian	\$100,000 or higher		
127			Central	35 to 44	Prefer not to answer	\$50,000 - \$74,999		
128	NA		Northwest	45 to 54	How does this matter in any way?	\$100,000 or higher		If you increased the amount of walkways outside of the immediate village, you would increase foot traffic into the village and increase the desirability of those neighborhoods living just outside the village edge.



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129	Moots Run/Broadway needs a separate bike path. Dangerous for bikers they hold up traffic too.	Beechwood Thornwood should be 3-way stop sign, not yield sign.	Northwest	35 to 44	White or Caucasian	Prefer not to answer		Cars go way too fast on Beechwood and Thornwood. Children live on this street. But far too many use it as a cross-through up to Burg. It is so dangerous for the bikers and walkers (with dogs) who regularly are on this street with so many people racing through.
130			Northwest	55 to 64	Prefer not to answer	Prefer not to answer		
131	River Rd and St Rt 16 needs a pedestrian and bike connection at Mill Race	Mill Race connected to Granville Village with a pedestrian and bike bridge	Southeast	55 to 64	White or Caucasian	\$100,000 or higher		We've been asking to have a walking and biking option over 16 at Mill Race for almost 30 years.
132			Southeast	65 to 74	Prefer not to answer	\$100,000 or higher	Hard of hearing/deafness	
133	Broadway	Burg to Thornwood to Beechwood Drive needs speed control, dangerous merge signs	Northeast	55 to 64	White or Caucasian	\$100,000 or higher		"Stop using Beechwood Drive to Burg as a cut through route through neighborhood. Disrupts the neighborhood peace and adds danger to the families living here with children and pets. Monitor speed control on Burg to help add safety to students walking to school."

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134	Broadway, (661 thru village), River Rd area		Southeast	65 to 74	White or Caucasian	Prefer not to answer		We use the bike path from Raccoon Valley Park into the village often, and often walk to the Farmer's Market on Saturdays, but have to be extremely aware of the time of day for being able to cross the lanes of 16. A connector trail near Mill Race would be so useful and safer with traffic on River Rd growing and with 16 a huge concern
135	Cherry St/Columbus Rd to Spring Valley Nature Preserve		Northwest	35 to 44	White or Caucasian	\$100,000 or higher		New Burg St sees an enormous amount of pedestrian traffic. As residents, we observe families with children, elderly citizens and entire HS and College sports teams walking, jogging or cycling on the road. Due to the sight lines(hills/curves/vegetation), speed limit, proximity to high school(less than cautious drivers) and lack of shoulder in many areas, we fear that a tragedy is imminent. A connection from

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135								The high school to the intermediate school would go a long way toward solving this safety issue and link ~50 residences to the village and connect the rest of Granville to the intermediate school and Land Lab. Multiple previous studies and surveys have also identified this corridor as desired by residents and ripe for improvement. See the 2009 Granville Pathway Advisory Committee report, the 2010 Safe Routes to School study and the 2012 Granville Comprehensive Plan Update among others. Additionally, efforts should generally be made to link the sidewalk and trail system to existing recreation facilities. Spring Valley Nature Preserve, the Dennison BioReserve and Fanchion Lewis Park come to mind. I would be happy to volunteer my time to aid in these efforts, if needed.

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136			Outside of Granville Village and Township	65 to 74	Prefer not to answer	Prefer not to answer		
137		A crossover SR16 at Mill Race	Southeast	65 to 74	White or Caucasian	\$100,000 or higher	Hard of hearing/deafness	
138			Outside of Granville Village and Township	55 to 64	Prefer not to answer	Prefer not to answer		
139		College and granger AND right in front of elementary on granger. Several kids cross here including my three kids at different times of the day to go to school or catch the bus and there have been several times we have almost been hit. Another intersection that can be dangerous is pearl and college.	Central	35 to 44	White or Caucasian	Prefer not to answer		
140		Intersection of Pearl Street and Welsh Hills Rd	Northwest	55 to 64	White or Caucasian	\$100,000 or higher		Bike lanes would be nice -- not sure if there is space
141	Burg street, downtown corridor too	Weaver Dr/Cherry St., Pearl/College	Northwest	35 to 44	White or Caucasian	\$75,000 - \$99,999		
142			Southeast	35 to 44	White or Caucasian	\$100,000 or higher		
143			Southeast	45 to 54	White or Caucasian	\$100,000 or higher		I hope children will walk and bike more to school. This was something we did but it ended up harder the further away we were from the school.
144			Northwest	45 to 54	White or Caucasian	\$50,000 - \$74,999		I am very happy with the walkability of Granville overall.

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145			Outside of Granville Village and Township	45 to 54	White or Caucasian	\$100,000 or higher		
146			Southeast	45 to 54	White or Caucasian	\$100,000 or higher		
147	If you can't get a sidewalk on New Burg, a bike lane would be great.		Northwest	55 to 64	White or Caucasian	Prefer not to answer		Shared use trails & pathways are great. Otherwise, Burg & New Burg seem to be very high priorities.
148	Burg		Central	65 to 74	White or Caucasian	Prefer not to answer		Thank you for your efforts on this issue.
149	Broadway, Burg		Northwest	45 to 54	White or Caucasian	\$100,000 or higher		
150	Many of the busiest roads are already too narrow even without bike lanes, so I'm not sure the feasibility of adding them (College, Pearl) and East Broadway does have something of a bike lane on the north side of the road until the sidewalk meets up with bike/walking trail just past the Catholic church.	The intersection at College and Pearl is always a free-for-all. Ohioans are stymied by 4-way-stops. Pedestrians are usually relegated to waiting for "the wave" from a motorist. The intersection at Elm and Main is not a stop for traffic on Main, but many motorists will stop if pedestrians are on the sidewalk looking to cross Main--a dangerous situation. Even though there is no marked crosswalk on the north side of Elm, it is a natural spot for one, as many pedestrians cross there. The pedestrian cross countdown lights have helped at the main intersections on Broadway, Pearl, Summit, and Main.	Central	55 to 64	White or Caucasian	\$75,000 - \$99,999		Signage or something to insure motorists watch out for pedestrians, but obey traffic rules and NOT slam on brakes at the sight of pedestrians waiting safely on sidewalk to cross. Motorists essentially hold up traffic dangerously, waving to insist the pedestrian cross, while a pedestrian may be waiting to cross slowly and safely at his own speed when the way is clear. This happens more than you would believe.

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151		E College Street is hazardous due to speeding traffic, tight parking, and poorly marked cross sections.	Central	25 to 34	Prefer not to answer	Prefer not to answer		E College St. is a stressful road, often used as a cut through or detour. Though it is 25mph, people often speed down the road and tend to blow through the stop signs on all ends, especially near the campus entrance. Many children, adults, dogs, etc. use these sidewalks and there is an abundance of wildlife from the hill. I would like to see better control of speed limits and parking on this street. People often park backward or illegally across driveways on E College as well. It creates more bottle-necking and strained driving.
152		Mt. Parnassus at Broadway (near Granger)	Central	35 to 44	White or Caucasian	\$100,000 or higher		I wish walking/biking were encouraged more to the elementary school.
153	All of Broadway, East and West College, and Granger St.		Central	35 to 44	White or Caucasian	\$100,000 or higher		Navigating the village is tough with children learning to ride. Sidewalks work for them, but I know infringe on walkers. We give walkers right of way, but I wish there were bike lanes.

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154	N pearl st to new burg to burg st. Essentially connecting downtown, all the way to the high school, middle school and intermediate school.	Broadway and n granger. Coming from Mt Parnassus	Central	35 to 44	White or Caucasian	\$100,000 or higher		
155			Northeast	55 to 64	White or Caucasian	\$100,000 or higher		
156			Central	75 or older	White or Caucasian	\$25,000 - \$49,999	NA	
157			Southeast	45 to 54	White or Caucasian	\$100,000 or higher		
158			Outside of Granville Village and Township	55 to 64	White or Caucasian	\$100,000 or higher		
159	No. Leave the streets alone. They are for cars. There is no room for bike lanes	No	Central	55 to 64	Prefer not to answer	Prefer not to answer	Hard of hearing/deafness	On the bike trail bikers nearly run over walkers all the time. They are very rude
160			Central	25 to 34	White or Caucasian	\$50,000 - \$74,999	Low vision/blindness	
161			Northwest	45 to 54	White or Caucasian	\$100,000 or higher		
162	661, Burg, New Burg		Northeast	45 to 54	White or Caucasian	\$75,000 - \$99,999		
163			Central	25 to 34	White or Caucasian	\$100,000 or higher		

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164	Hankinson Road and then turning west onto Welsh Hills Road so that those of us in north-east Granville have bike access to work, school, businesses, etc. It is too dangerous to bike, as is.	The intersection of Hankinson Road and Welsh Hills Road is incredibly dangerous as cars heading into town are going very fast and you can't see around the bend! That should be a top priority! But also, a three-way stop sign at the entrance to GMS and GHS would be great! And a three-way stop at the intersection of Pearl Street and Cedar Street... youth nearly hit by a car on a regular basis!	Northeast	45 to 54	White or Caucasian	Prefer not to answer		Priority should be those of us in the township, not those way down in "south" Granville!
165	Newark Granville rd.		Southeast	45 to 54	White or Caucasian	\$100,000 or higher		
166	"Main st from Broadway to River Rd/Weaver Dr. New Burg if can't get a path Broadway from west to east"	Crosswalk at Cherry street and Broadway (crossing over Cherry). Cars tend to make continuous right turn onto Broadway without stopping	Central	45 to 54	Prefer not to answer	Prefer not to answer		
167		E Broadway and Prospect intersection is a little rough (brick crosswalks with pot-holes/dips)	Central	25 to 34	White or Caucasian	\$25,000 - \$49,999		Absolutely love the access to the TJ Evans trail! Would love to see the a little more upkeep and there are a few areas that seem like they need a fence or barrier separating it from the creek
168			Central	55 to 64	White or Caucasian	Prefer not to answer		
169	Broadway, Burg & New Burg to 661		Northwest	45 to 54	White or Caucasian	\$100,000 or higher		It can be dangerous at times.
170			Southwest	35 to 44	White or Caucasian	\$75,000 - \$99,999		

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171			Central	35 to 44	White or Caucasian	\$100,000 or higher		Continue improving our paths. There are some areas on the bike path that are extremely dangerous for kids if they were to ride off the edge. We would ride even more if there was a railing put up along those areas.
172			Northwest	35 to 44	Hispanic or Latino;Asian	Prefer not to answer		
173		Crosswalks at GIS and GMS after you build sidewalk	Northwest	45 to 54	White or Caucasian	\$100,000 or higher		
174	16		Outside of Granville Village and Township	35 to 44	White or Caucasian	\$100,000 or higher		
175			Central	35 to 44	White or Caucasian	\$100,000 or higher		
176	Pro bike lane in general	Cherry and Broadway and Main and Broadway need protected crosswalk time where turning vehicles don't also have a green light. I'd rather see turn on red permitted than turn into pedestrians	Central	35 to 44	White or Caucasian	Prefer not to answer		
177		Burg and Pembroke. My husband has almost been hit on several occasions bc people don't obey the speed limit nor do they care about the "Dangerous Intersection" sign.	Northwest	55 to 64	Prefer not to answer	Prefer not to answer		

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178			Central	25 to 34	White or Caucasian	\$50,000 - \$74,999		
179			Central	35 to 44	White or Caucasian	\$75,000 - \$99,999		
180	37, James rd		Southeast	55 to 64	White or Caucasian	\$100,000 or higher		I would definitely walk/bike to work/downtown if it were a safe thing to do.
181			Central	65 to 74	White or Caucasian	\$25,000 - \$49,999		
182	Sr37 between 37 and River road.		Central	35 to 44	White or Caucasian;Hispanic or Latino	\$100,000 or higher		
183	Welsh Hills to Stublyn Rd		Northeast	35 to 44	White or Caucasian	\$100,000 or higher		
184	New Burg and Burg streets		Northwest	35 to 44	White or Caucasian	\$100,000 or higher		I think adding bike lanes would be a huge improvement. We have a lot of bikers in our community but not a lot of awareness or safety from vehicles. The hills and turns on many roads increase the danger when theres no shoulder, no marked lanes, and nowhere to get the side if needed. I would love to bicycle more but currently feel unsafe in many places around or near town.

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185			Northeast	35 to 44	White or Caucasian	\$100,000 or higher		
186	Any street which would allow for bike lanes to be separated from vehicles		Central	65 to 74	White or Caucasian	Prefer not to answer		
187			Central	35 to 44	White or Caucasian	\$100,000 or higher		
188		Several intersections have the (effective) stopping points beyond the crosswalk, greatly increased enforcement needed fast the current S Main crossing. Crosswalk needed at Elm & S Main.	Central	35 to 44	White or Caucasian	\$100,000 or higher		
189	Old Burg Street/ wider sidewalks and/or bike lanes. The Denison Biological Reserve	661 and Broadway	Central	45 to 54	White or Caucasian	\$100,000 or higher		People need to pay attention to pedestrians in all of the crosswalks. Especially at College and North Pearl.
190			Central	55 to 64	White or Caucasian	\$75,000 - \$99,999		
191	Again, Broadway or College, if possible	A crosswalk at Elm & Main Street would be swell	Central	65 to 74	White or Caucasian	\$75,000 - \$99,999	A geezer with bad legs who can only ride his bike because it's an e-bike, so PLEASE don't ban e-bikes from trails as some short-sighted communities are doing.	We should be doing everything we can to encourage both. Thank you for creating this survey and working so hard on the ATP. It is a worthy endeavor.
192			Outside of Granville Village and Township	35 to 44	White or Caucasian	\$75,000 - \$99,999		

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193			Central	25 to 34	White or Caucasian	Prefer not to answer		I basically don't run on streets without sidewalks, which is rather limiting. The more sidewalks/trails added the better!
194	Honestly, any of them at this point. Riding a bike on public streets can be quite challenging.		Central	25 to 34	White or Caucasian	\$100,000 or higher		I'm a distance runner and I've probably run just about every street and trail around Granville. Compared to many places in the US we have amazing infrastructure. However, it could be so much better; it can still be harrowing to run and bike around here. Really I'd just like to support any effort to expand the choices people have to move around the township--whether walking, running, or biking. I think it's fantastic to see people moving through the world rather than just riding everywhere in a car and creating good infrastructure is one of the ways we can encourage people to do so. Thank you for doing this.

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195	Broadway sees a lot of bicycle traffic and the overall safety of cars and bicyclists could be improved with designated lanes or signage	W Elm and Main St - The approach is too steep - I've had many close calls with strollers and small kids on bikes not being able to stop in time.	Central	35 to 44	White or Caucasian	\$100,000 or higher		
196			Central	25 to 34	White or Caucasian	\$100,000 or higher		
197			Northwest	45 to 54	White or Caucasian	\$100,000 or higher		
198	Main street		Southeast	55 to 64	Asian	\$100,000 or higher		
199	I'm not sure about bike lanes, but I do want cyclists to refrain from riding in the road going to/from/and on New Berg (and Berg) during school drop off and pick up times. This is a danger for cyclists and a hazard for cars.	"We need to improve the Galway Dr/Newark-Granville Road intersection. Currently cars either completely ignore the flashing lights or speed up when they see the lights flash. This is dangerous, I am afraid someone will be seriously hurt trying to cross Newark-Granville Road on this end of town. The Newark-Granville Road and Bryn Du entrance intersection is the weakest point on the east-side bike path. Cars frequently turn into Bryn Du without watching for pedestrians or cyclists crossing in the marked	Southeast	45 to 54	White or Caucasian	Prefer not to answer		It would be optimal if bike riders would follow all road rules. Many cyclists routinely run stop signs in downtown areas. This is not only against the road rules, it also puts pedestrians and car drivers at risk. Cyclists also routinely ride in the center of the road when traveling down Newark-Granville Road rather than on the right hand side. I know that serious cyclists are loathe to use the bike paths, but this creates dangerous situations especially during the after school hours when traffic is heavy and buses are also on the roads.

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199		Crosswalk. The Jones Road and Newark-Granville Road intersection also needs to be improved for both pedestrians and cyclists. Thankfully cars drivers do a better job of watching at this intersection than they do at the above two."						
200		If there is a path to Kendal, the No Pedestrians sign at the light there would be a problem.	Southwest	35 to 44	White or Caucasian	\$75,000 - \$99,999		It would help with festival day traffic and parking if more people outside the village center could safely get in, but so many of the roads are too narrow to walk along, with little-to-no shoulder and steep drop-offs and fast cars.
201			Central	45 to 54	White or Caucasian	\$0 - \$24,999		
202	Mill Race under or over 16.		Southeast	55 to 64	White or Caucasian	\$100,000 or higher		

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203	Throughout the village. People (including myself) often ride bikes on sidewalks because they--quite reasonable--don't feel safe o the streets (especially kids). That can endanger pedestrians. Consider making some of the streets one-way in order to create bike lanes. Let's take the space from cars, not pedestrians.	North and New Burg. Hopefully the planned traffic circle will help, but congestion from school traffic can extend all the way to College and Pearl Streets! Building bicycle infrastructure that will allow children from the village to safely commute by bike to the Middle, High, AND Intermediate schools would help that immensely! Part of that will have to be significant DRIVER education. Many drivers don't seem to know that bicycles have a right to the road and that cars need to stay at least 3 feet from bikes.	Central	55 to 64	White or Caucasian	\$100,000 or higher		Our bike path is great, but people shouldn't think of it as the place to bike! It would be nice to have more crosswalks like the one in the center of the village, where pedestrians explicitly have the right of way. Again, many motorists don't stop for pedestrians at marked cross walks. And Ohio law is NOT pedestrian-friendly! Does the village have the authority to make pedestrians have the right of way once they set foot in the street (and not just when they are already in the lane of oncoming traffic)? I'd like to see a public education campaign on pedestrian and cyclist rights and protections.
204	Burg and new burg to intermediate school	Exit from IGA, college and pearl	Central	55 to 64	White or Caucasian	\$100,000 or higher		
205	Broadway / Newark Granville road; Pearl st		Southeast	35 to 44	White or Caucasian	\$100,000 or higher		
206	Jones Road, Newark Granville and Jones Road	Newark Granville Road and Clouse Lane	Southeast	65 to 74	White or Caucasian	\$50,000 - \$74,999		

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207			Southeast	35 to 44	White or Caucasian	\$100,000 or higher		We live in Mill Race subdivision and it would be absolutely fantastic to have a walking and biking path/trail to connect us safely to the village of Granville. Our family, friends and neighbors could benefit hugely from this and it is something I have wished for since moving to the area 8 years ago.
208	A way through DOWNTOWN -- maybe coming in on 661 (where the bike path from the high school wraps around into a large bike-worthy path by Denison, but then after you have to cross 661 into a very narrow, bumpy sidewalk on the east side of the street.	Again the sidewalk on the east side of 661 coming into town is in bad repair for biking; so are a lot of the sidewalks downtown as you approach the walkway connecting to the main bike path	Northwest	45 to 54	White or Caucasian	Prefer not to answer		
209	Physically separate as many areas as possible.	Tunnel or continuous sidewalk/path should be considered for the bike path at the S Main Street crossing. Road has become too busy and drivers are often distracted or unsure.	Central	25 to 34	White or Caucasian	\$75,000 - \$99,999		100% support a focus on pedestrian and biker friendly environments - continuous sidewalks, separated paths and designs that connect businesses, neighborhoods and shopping.

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210			Northeast	75 or older	White or Caucasian	\$100,000 or higher		
211		Downtown crosswalks need better streetlights. More streetlights in all neighborhoods in and around the village.	Central	65 to 74	White or Caucasian	\$100,000 or higher		
212	Broadway	All street in downtown Granville need improvement for safely crossing them. Pedestrian should be able to cross without turning traffic (no right turn or left turn when green for pedestrians)	Central	35 to 44	White or Caucasian	\$75,000 - \$99,999		Improve pedestrian crossing everywhere! It's very dangerous, drivers are inconsiderate of pedestrians.
213	No	Main and Broadway. Outdated intersection that needs a new light with a dedicated turn light.	Southwest	18 to 24	White or Caucasian	\$0 - \$24,999		The village continually fails to improve infrastructure, and maintain what they have.
214			Northwest	45 to 54	White or Caucasian	\$100,000 or higher		
215			Southeast	35 to 44	White or Caucasian	\$100,000 or higher		
216	Through town, pearl Street to New burg		Outside of Granville Village and Township	25 to 34	White or Caucasian	\$50,000 - \$74,999		
217	Jones road		Southeast	35 to 44	White or Caucasian	\$100,000 or higher		
218		Elm and Main	Southeast	55 to 64	White or Caucasian	\$75,000 - \$99,999		
219	Welsh Hills Rd has many cyclists and the road is so curvy and hilly that I am terrified that I will hit someone that I can't see.	Not that I can think of.	Northeast	45 to 54	White or Caucasian	\$100,000 or higher		

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220			Southwest	45 to 54	White or Caucasian	\$100,000 or higher	Use a wheelchair or walker	
221	W Broadway	E Broadway @ Mt Parnassus	Central	65 to 74	Prefer not to answer	\$50,000 - \$74,999		Speed limit on W Broadway should be 25 until past Wildwood. At least past the crosswalk.
222			Central	55 to 64	White or Caucasian	\$100,000 or higher		
223			Southeast	35 to 44	White or Caucasian	\$100,000 or higher		
224		Denison Dr. crossing Newark Granville Road gets hard at times.	Southeast	75 or older	White or Caucasian	Prefer not to answer		
225	Broadway, 661 behind university to bio reserve		Central	45 to 54	White or Caucasian	\$100,000 or higher		Without designated lanes, the volume of cyclists - especially weekend mornings - is annoying for both motorists and cyclists. They need their own lanes.
226	Broadway		Northwest	65 to 74	White or Caucasian	\$100,000 or higher		Lots of jogging in road on west Broadway west of wildwood including kids as no sidewalk - Dangerous especially in early am
227			Central	45 to 54	Prefer not to answer	Prefer not to answer		

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? (Select all that apply)	14. What is your annual household income?	15. Do any of the following apply to you?	16. Is there anything else you would like to tell us about walking and biking in Granville?
228		1. Granger street, especially near the elementary school and one block north. People fly down the road to bypass Pearl street. It is very dangerous when children are present. Please, please, please put in speed bumps. I've seen so many close accidents. Even temporary speed bumps would be helpful. 2. The corner of Pearl street and Washington street (i.e., entrance to Denison). Please install a stop light. Almost every day, I see cars disregarding the flashing lights for crossing pedestrians. I've even seen cars passing other stopped cars at the flashing lights and almost hitting pedestrians at this intersection. We've already had one person die here. I don't want it to happen again - especially to a high school student or Denison student. 3. The flashing pedestrian crosswalk on Broadway in the center of the village (i.e., near Dragon Village). We walk here every day. About 2-3 times/week someone flies through the flashing lights and does not stop. I'm not sure what can be done about it, but it is so bad I no longer trust the signal and always assume that people will not stop.	Central	45 to 54	White or Caucasian	\$100,000 or higher		Granville appears to be a walking-friendly village. However, some streets and intersections are very dangerous, mostly because of speeding and people ignoring signs/lights. I love to walk and wish it were safer.

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? (Select all that apply)	14. What is your annual household income?	15. Do any of the following apply to you?	16. Is there anything else you would like to tell us about walking and biking in Granville?
229	Route 16 as it approaches the village (near Ray Rays)	New Burg and Burg- so dangerous as it currently is.	Southwest	45 to 54	White or Caucasian	\$75,000 - \$99,999		
230	Granger Street, College Street, Elm Street, and South Pearl Street should all be one-way streets with isolated bike lanes and more effective traffic calming (since making them one way will encourage speeding). The entire length of Broadway from Granger to Thresher is more than wide enough to have isolated bike lanes in both directions. Side-walk--bike lane--parallel car parking--one traffic lane on each side. Outside the village core it becomes harder to build bike lanes without exercising eminent domain. This is a worthwhile project, but probably requires state or federal support. Short of this, ""Bicycles May Use Full Lane"" signs can be installed throughout the village, township, county and state.	The flashing yellow light at the crosswalk North of Denison on N. Pearl St. is a joke. I walk there all the time and at least 10% of motorists run it when it's activated. Give pedestrians the power to stop traffic. A traffic light could be installed at College and N Pearl allowing pedestrians to stop traffic in all four directions simultaneously. I've been nearly hit at both of these intersections multiple times and I'm sure I'm not alone. Summit and North Pearl is bad too (as is Elm and Main), although it has less foot traffic, partly because traffic on Pearl is so bad.	Central	55 to 64	White or Caucasian	\$100,000 or higher		I know what I wrote sounds pessimistic. Granville is so much better than many other communities around here. But in the last month alone I've had at least four encounters with motor vehicles while riding where the motorist failed to yield the right of way, passed me illegally and dangerously, nearly ran me off the road, or cursed at me (or some combination). Most recently I was passed in the blind curve on N. Pearl St (between Spellman and Cedar Sts). I signaled I was going to turn left, a car passed me from behind, nearly collided with a car coming the other way (whose driver was thankfully paying attention; they braked hard and honked long), and then came close to clipping my front wheel as they

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? (Select all that apply)	14. What is your annual household income?	15. Do any of the following apply to you?	16. Is there anything else you would like to tell us about walking and biking in Granville?
230	North Pearl Street is just waiting for another pedestrian or cyclist death. I know it's a State route and the village, township, and county can only do so much. But it is the only way to get from some places to others regardless of how one is traveling. I know too that there is kinda sorta bicycle infrastructure there already. But it's infrastructure that means riding at walking pace at times (because it's shared with pedestrians, strollers, and dogs) and stopping to cross Cedar Street and then again to cross Pearl. Why can't this street have at least a lower speed limit all the way out to New Burg? I know there aren't that many house west of Cedar St, but there's sufficient traffic volume going to New Burg to justify a lower speed limit. Once the roundabout goes in at New Burg perhaps there could be separate bicycle and pedestrian lanes on the north side."							cut back into my lane. This is the second time in a month on this road that I've had similar experiences. We have a lot of police officers in this town. Why are they not out constantly writing tickets on N. Pearl St? Motorists drive way above the speed limit, fail to yield right of way to cyclists and pedestrians, tailgate, are on their phones, etc. Some of it is high schoolers, but it isn't only them. Something needs to be done about this road.

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? (Select all that apply)	14. What is your annual household income?	15. Do any of the following apply to you?	16. Is there anything else you would like to tell us about walking and biking in Granville?
231	Newark Granville road for shared lanes.		Central	35 to 44	White or Caucasian	\$100,000 or higher		
232		Cross-walk at Pearl/Cedar is hazardous. Cars speed around the corner regularly.	Central	55 to 64	White or Caucasian	Prefer not to answer		I have to walk on Pearl St, and I'm fearful of speeding/distracted drivers.
233		Burg/Plum/College intersection - cars coming down the hill don't always stop for pedestrians/bicyclists	Central	45 to 54	White or Caucasian	\$75,000 - \$99,999	Hard of hearing/deafness	It is a wonderful place to get out and move about, but traffic is a constant hazard - especially in terms of cars simply not following speed limits and rolling through stop signs
234		Crosswalks to Welsh Hills School	Central	25 to 34	White or Caucasian	\$100,000 or higher		We moved here recently and love the ability to bike to the parks and beyond and would love more easily bike able routes to destinations in and slightly out of the village!
235	S. Main St from E. Broadway to River Rd. And N. Pearl from E. Broadway to Washington Dr.	I believe a bump-out at all major intersections of E. Broadway would make the strip more walkable/pedestrian friendly. This includes N/S Main, N/S Prospect, N/S Pearl, N/S Mulberry. I believe this will also slow down traffic from S. Main onto E. Broadway.	Outside of Granville Village and Township	25 to 34	White or Caucasian	\$75,000 - \$99,999		Creating a Biking and Walking plan to follow for the next 5-10 years could improve the community. Worthington created one in 2019 and it has made the village more responsible for getting projects underway.

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? (Select all that apply)	14. What is your annual household income?	15. Do any of the following apply to you?	16. Is there anything else you would like to tell us about walking and biking in Granville?
236	Newark-Granville Rd all the way to Wildwood, to the grocery store, to our school systems.	Newark Granville Rd. - Wicklow Drive, Jones Rd. for those parking at the church and walking to the Bryn Du Fields. Basically any connecting street from the bike path to Newark Granville Rd. in order to get to the side-walks on the northern side.	Southeast	55 to 64	White or Caucasian	\$100,000 or higher		Thank you for this survey! How can we support this process as a community? Let's make this a community that is known for it's support of walkers, cyclists, etc. Where we make it a community that is known for it's excellence in supporting a mode of "transportation" that is not cars. Can we have some type of watch on Newark-Granville Rd. for the cars/trucks that don't want to drive 35 m.p.h.? I'm constantly shaking my head and grateful no one has been hurt/killed. As a avid cyclist and walker, the cars going down Newark-Granville Rd. absolutely don't follow the speed limit. They also IGNORE the cross walks and their flashing signals. The Main St. cross walk near the IGA is continuously ignored by drivers and the one at the corner of Newark Granville Rd. and Erin Glenn.

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? (Select all that apply)	14. What is your annual household income?	15. Do any of the following apply to you?	16. Is there anything else you would like to tell us about walking and biking in Granville?
237		Newark-Granville Rd. at Fairview Ave.(Fairview Ave. connects to the Bike Path)	Northeast	75 or older	White or Caucasian	\$100,000 or higher		
238	From Downtown down the hill on South Main to the bike path		Southeast	35 to 44	White or Caucasian	\$75,000 - \$99,999		The trail along Newark Granville road, past the mansion is due to be resurfaced. Thanks!
239	Bike lanes on 661 would improve cyclists' safety, but, again, how do you accomplish this without utilizing eminent domain?	Drivers often miss the four-way stop at College and Pearl.	Central	45 to 54	Prefer not to answer	\$100,000 or higher		The downtown streets are just too congested for increased bicycle traffic. The bicycle path could use improvement by way of repairs and widening it where there are steep inclines.
240		1)Reduce speeds on West Broadway east of Wildwood from 35 to 25 and install speedbumps. 2) Install signage to watch for children plus speedbumps on Thresher St. where people shortcut the back way to & from Denison Univ. to Broadway and too often speed!! This cut-through is becoming dangerous. There are several young children who live & play along Thresher St. and we are worried a child will get hurt.	Central	65 to 74	White or Caucasian	Prefer not to answer		The traffic is much worse than it used to be. A new young family who lives on Broadway west of Plum is considering moving for fear of the speeding traffic and the safety of their pre-school child going into the front yard. Other neighbors of mine on Broadway have similar concerns, especially about the safety of their children.

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? (Select all that apply)	14. What is your annual household income?	15. Do any of the following apply to you?	16. Is there anything else you would like to tell us about walking and biking in Granville?
241	New Burg. North/North Pearl. River Road S. of 16	Burg/New Burg	Northwest	45 to 54	White or Caucasian	\$100,000 or higher		
242	N/A	Crosswalks should be uniform in design throughout the village. The brick paver crosswalks aren't even marked at all. They have the same reflective density as the asphalt; they can not be distinguished from the street at all at night. All crosswalks should have the same reflective white paint in the same "zebra crossing" pattern. It is this white pattern that is "broken" at night by pedestrians so that it's apparent that someone is crossing the street. And as already stated, these zebra crossings should be uniform throughout the village.	Central	55 to 64	White or Caucasian	\$100,000 or higher		The crosswalk from Mount Parnassus to the north side of East Broadway was removed when Broadway was narrowed some years ago. This crosswalk should be added as small children living on the hill have no safe way to cross this street as there's no sidewalk on the south side of Broadway at this location.
243	A crossing from the path near Bryn Du to the Bike trail access near the COWS		Southeast	18 to 24	White or Caucasian	Prefer not to answer		
244	Burg St. between College and New Burg	"New Burg -- where the 2 paths come out of the woods by the GHS and New Burg at N Pearl Burg and W College should be a 4 way stop W College and N Prospect - cars don't really stop "	Central	45 to 54	Prefer not to answer	Prefer not to answer		

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? (Select all that apply)	14. What is your annual household income?	15. Do any of the following apply to you?	16. Is there anything else you would like to tell us about walking and biking in Granville?
245			Northeast	35 to 44	Prefer not to answer	\$100,000 or higher	Hard of hearing/deafness; Child with autism.	Granville has wonderful walking areas! If we are able to fill in the gaps, it would be much appreciated!
246			Central	18 to 24	White or Caucasian	\$0 - \$24,999		If I was not able bodied and was in a wheel chair I would feel scared crossing the street at some intersections. City planning should be accessible to all!
247	Bryn Du Drive		Southeast	45 to 54	White or Caucasian	\$100,000 or higher		People are speeding all the time on Bryn Du Dr, Glyn Tawel, Newark Granville Road and Jones Road. Some of these streets have no posted speed signage or side walks to keep pedestrian traffic safe.
248	Burg and New Burg - let kids bike to schools	Main and Elm needs a cross-walk with flashers	Northwest	45 to 54	White or Caucasian	\$100,000 or higher		Drivers don't stop for pedestrians in cross walks. I've watched 4 or 5 cars go by while people wait to cross. We need a PR/education campaign to address this.
249	Newark Granville Road		Northwest	45 to 54	White or Caucasian	\$100,000 or higher		

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250	See map		Central	Prefer not to answer	Prefer not to answer	Don't know		Stop grinding old sidewalks and install new level sidewalks except where old tree damage is likely. The grinding works but creates unlevel areas, tripping hazards , and does not look appropriate for "Granville"
251	Granview between Silver and 16; 16 to village		Southwest	45 to 54	White or Caucasian	\$100,000 or higher		
252			Central	65 to 74	White or Caucasian	\$100,000 or higher		
253	I don't bike. I'm a runner, but I would use bike infrastructure if it was available.	Please see above answer about how there needs to be a left turn signal at Pearl/ Broadway because the left turners rarely yield to pedestrians who have the right of way. 2. Please see above answer about needing a stoplight at Pearl and Denison at the corner where Cheri Mitchell died. I have seen so many motorists blow off the flashing yellow lights. Only a stoplight with a red light will make some drivers slow down and yield to pedestrians. 3. Granger Street needs speed bumps. Lots of teens fly down Granger Street, hoping to shave a couple of seconds off their commute. It is amazing that a child has not yet been hit on Granger.	Central	45 to 54	White or Caucasian	\$100,000 or higher	None	

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? (Select all that apply)	14. What is your annual household income?	15. Do any of the following apply to you?	16. Is there anything else you would like to tell us about walking and biking in Granville?
254			Southeast	25 to 34	White or Caucasian	\$75,000 - \$99,999		We love Granville and would really appreciate a more direct route into the village than we currently have. Being able to walk/bike into the village opens up so many opportunities and will enhance the sense of community we feel.
255			Outside of Granville Village and Township	25 to 34	White or Caucasian	\$25,000 - \$49,999	Hard of hearing/deafness	
256	See above - Sr Rt 16 Kendal/Granview Rd to Granville	16 at Spring Valley. Crossing on ramp.	Southwest	65 to 74	White or Caucasian	\$50,000 - \$74,999		
257			Central	18 to 24	White or Caucasian	Don't know		
258	Bike lanes downtown and on Newark-Granville road		Southeast	18 to 24	White or Caucasian; Hispanic or Latino	\$0 - \$24,999		
259	Silver street and also some sort of protected pathway on 16 into the village (with a better bridge).		Southwest	45 to 54	White or Caucasian	\$100,000 or higher		I wish it was possible to not have to drive the 1-2 miles to the village to do everything. It is sad that we can't.
260	Newark Granville Road, especially as you are approaching the village. Also, Main St. in front of grocery store and River Rd.	E College St. where Newark Granville Rd turns into E Broadway. A very awkward 3 point intersection that can be dangerous for both pedestrians and cyclists.	Southeast	35 to 44	White or Caucasian	\$75,000 - \$99,999		

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261	South Cherry & OH-37 (to Kendal Drive & Granview intersection)	New Burg Street and North Pearl/OH-661 intersection need lighted cross walks and maybe even a 4-way stop light	Central	45 to 54	White or Caucasian	\$100,000 or higher		
262	Burg		Central	18 to 24	Prefer not to answer	\$100,000 or higher		Bicycle and walking infrastructure ought to be extended outside of the central downtown area
263	Maybe a plan to integrate bike paths with the creek and with downtown too		Southeast	55 to 64	White or Caucasian	\$100,000 or higher		
264			Central	55 to 64	White or Caucasian	\$100,000 or higher		
265	Down 37 from Deeds to Weaver and from Deeds to cross over 16/ Broad Str/Columbus Rd to make it safely to the village	From Ray Ray's to Middleton	Southwest	45 to 54	White or Caucasian	\$100,000 or higher		We love the bike trails. Currently we have to pack up our gear and truck it into the village. What a dream it would be to safely bike with our children into the village.
266			Southeast	35 to 44	White or Caucasian	\$100,000 or higher		



APPENDIX C - EMAIL COMMENTS



Subject:
Date:



Granville ATP
Tuesday, August 31, 2021 4:05:57 PM

I could not get this map to respond on my iPad, so I will just tell you what I'd like to see happen: fix the broken W Broadway sidewalk east of Thresher, and put a crosswalk at the intersection of E Broadway and Mt Parnassus to allow safe crossing of Broadway.



From: [REDACTED]
To: [REDACTED]
Subject: Granville ATP - failed document insertion - USBR50 signage
Date: Monday, September 06, 2021 12:37:05 PM

[REDACTED],
I tried to add this document to my comments on the Granville ATP map.
I hope this works.

USBR 50 Signage Recommendation

I am a long-distance cyclist, Granville to Maine, Granville to Oregon, Granville to Mobile. I have experienced route markings and the lack thereof. I have experienced them as a stranger and observed the assumptions that are made by local people who are too familiar with the routes. I have also had many years of experience selecting and marking the Land of Legend bicycle tour.

I am a Licking Park District Volunteer monitoring the Evans Bike Trail in the Granville area and have some recommendations for improving the signage at Moots Run Road.

Travelling West

On the west side of Granville, USBR50 (**US Bike Route**) provides an **Alternate** route to Johnstown. The signs are clear for cyclists traveling west on the Evans Trail at Moots Run Road.



Figure 1 - West on Evans Trail at Moots Run Rd.

However, if a traveler arrives at this intersection from West Broadway, they will not see these signs.

It would be helpful for these signs to be repeated on the west side of Moots Run Rd. There are currently no signs on the west side of Moots Run Rd. facing travelers in the intersection.

Indicating the “WEST” direction would be helpful here.

Travelling East on Evans Trail

A traveler approaching Moots Run Rd. on the Evans Trail from the west sees this sign:



Figure 2 – East on Evans Trail at Moots Run Rd.

This sign incorrectly indicates that the **Alternate** USBR50 continues to the east when it really terminates here. The “Alternate” sign should be removed.

Indicating the “EAST” direction would be helpful here.

A traveler in the intersection would benefit from a USBR50 and arrow pointing to the west at the entrance to the Evans Trail on the east side of Moots Run Rd.

Traveling East on USBR50

A cyclist raveling east on the main route of USBR50 sees this sign:



Figure 3 - Eastbound on USBR50 at Evans Trail

This is adequate, but would benefit from a confirming sign at the entrance to Evans Trail.

Summary

Here is a table of additional signs and locations I recommend for the intersection of Evans Trail at Moots Run Rd.

Location	West side of Moots Run Rd.	West side of Moots Run Rd.	West side of Moots Run Rd.	East side of Moots Run Rd.
Travel Direction	WEST	WEST	EAST	EAST
Signs	USBR50 Arrow ← West	Alternate USBR50 Arrow ↑ West	(Retain – USBR50 and Arrow ↑) Remove - Alternate Add – East	USBR50 Arrow ↑ East
Posts	New	Existing	Existing	Existing

Implementation

I would like to volunteer to install the signs when the materials are provided. I am willing to add the single post if that is something a volunteer can do.

[REDACTED]

Granville, OH

(H) [REDACTED]

(C) [REDACTED]

Email: [REDACTED]

[REDACTED]

(H) [REDACTED]

(C) [REDACTED]



APPENDIX D - WIKIMAP SURVEY RESULTS

ID	1. Category	2. Initial Comment	3. Comment
1	Spot Improvements	TYPE Crosswalk NAME Newark Granville Road/ Colomen Gwen Circle	I Agree
2	Spot Improvements	TYPE Crosswalk NAME Newark Granville Road/ Colomen Gwen Circle	Adding crosswalks to these path extensions is great. Please consider adding a crosswalk from Wicklow across the Newark Granville Road to the existing multi-use trail.
3	Spot Improvements	TYPE Crosswalk NAME Newark Granville Road/ Colomen Gwen Circle	I Agree
4	Spot Improvements	TYPE Crosswalk NAME Newark Granville Road/ Fairview Drive	I Agree
5	Spot Improvements	TYPE Crosswalk NAME Newark Granville Road/ Cherry Valley Road	I Agree
6	Spot Improvements	TYPE Crosswalk NAME Newark Granville Road/ Cherry Valley Road	I Agree
7	Spot Improvements	TYPE Crosswalk NAME Newark Granville Road/ Cherry Valley Road	I Agree
8	Spot Improvements	TYPE Crosswalk NAME Newark Granville Road/ Cherry Valley Road	I Agree
9	Spot Improvements	TYPE Crosswalk NAME Newark Granville Road/ Cherry Valley Road	I Agree
10	Spot Improvements	TYPE Crosswalk NAME Newark Granville Road/ Cherry Valley Road	I Agree
11	Spot Improvements	TYPE Crosswalk NAME Columbus Road/Spring Valley	I Agree
12	Spot Improvements	TYPE Crosswalk NAME Columbus Road/Spring Valley	I Agree
13	Spot Improvements	TYPE Crosswalk NAME Columbus Road/Spring Valley	I Agree
14	Spot Improvements	TYPE Crosswalk NAME West Broadway	I Agree
15	Spot Improvements	TYPE Crosswalk NAME West Broadway	I Agree
16	Spot Improvements	TYPE Crosswalk NAME New Burg	I Agree
17	Spot Improvements	TYPE Crosswalk NAME New Burg	I Agree
18	Spot Improvements	TYPE Crosswalk NAME New Burg	I Agree
19	Spot Improvements	TYPE Crosswalk NAME New Burg	I Agree
20	Spot Improvements	TYPE Crosswalk NAME New Burg	I Agree
21	Spot Improvements	TYPE Crosswalk NAME New Burg	I Agree
22	Spot Improvements	TYPE Bicycle Repair Station NAME Raccoon Valley Park	I Agree
23	Spot Improvements	TYPE Bicycle Repair Station NAME Raccoon Valley Park	I Agree
24	Spot Improvements	TYPE Bicycle Repair Station NAME Newark Granville Trail	I Agree
25	Spot Improvements	TYPE Bicycle Repair Station NAME Newark Granville Trail	I Agree
26	Spot Improvements	TYPE Bicycle Repair Station NAME Newark Granville Trail	I Agree



ID	1. Category	2. Initial Comment	3. Comment
27	Spot Improvements	TYPE Bicycle Repair Station NAME West Broadway	I Agree
28	Spot Improvements	TYPE Bicycle Repair Station NAME West Broadway	I Agree
29	Spot Improvements	TYPE Bicycle Repair Station NAME West Broadway	I Agree
30	Spot Improvements	TYPE Bicycle Repair Station NAME West Broadway	I Disagree
31	Spot Improvements	TYPE Bike Rack NAME Bryn Du Mansion	I Agree
32	Spot Improvements	TYPE Bike Rack NAME Bryn Du Mansion	I Agree
33	Spot Improvements	TYPE Bike Rack NAME Raccoon Valley Park North	I Agree
34	Spot Improvements	TYPE Bike Rack NAME Raccoon Valley Park South	I Agree
35	Spot Improvements	TYPE Bike Rack NAME Wildwood Park South	I Agree
36	Spot Improvements	TYPE Bike Rack NAME Wildwood Park South	I Agree
37	Spot Improvements	TYPE Bike Rack NAME Wildwood Park South	would be helpful
38	Spot Improvements	TYPE Bike Rack NAME Wildwood Park North	I Agree
39	Spot Improvements	TYPE Bike Rack NAME Wildwood Park North	I Agree
40	Spot Improvements	TYPE Bike Rack NAME Granville Intermediate School	I Agree
41	Spot Improvements	TYPE Bike Rack NAME Granville Intermediate School	I Agree
42	Spot Improvements	TYPE Bike Rack NAME Granville Intermediate School	I Agree
43	Spot Improvements	TYPE Bike Rack NAME Granville High School	I Agree
44	Spot Improvements	TYPE Bike Rack NAME Granville High School	I Agree
45	Spot Improvements	TYPE Bike Rack NAME Granville High School	I Agree
46	Spot Improvements	TYPE Bike Rack NAME Granville Elementary School South	I Agree
47	Spot Improvements	TYPE Bike Rack NAME Granville Elementary School South	It would be great if you could create a path from the Golf Course to the elementary school to help with the congestion during kid drop-offs. The congestion during drop-offs isn't working and is not safe.
48	Spot Improvements	TYPE Bike Rack NAME Granville Elementary School North	I Agree
49	Spot Improvements	TYPE Bike Rack NAME Downtown North	I Agree
50	Spot Improvements	TYPE Bike Rack NAME Downtown South	I Agree
51	Spot Improvements	TYPE Bike Rack NAME Downtown South	It would be exciting to have local artist-made bike racks. This multi-function approach would provide the rack as well as some public art to downtown. This is very popular and successful in many cities our size.
52	Spot Improvements	TYPE Bike Rack NAME Downtown South	I Agree
53	Spot Improvements	TYPE Bike Rack NAME Downtown South	I Disagree
54	Spot Improvements	TYPE Bike Rack NAME Downtown South	I Agree
55	Spot Improvements	TYPE Bike Rack NAME TJ Evans Main St East Entrance	I Agree
56	Spot Improvements	TYPE Bicycle Repair Station NAME Wildwood	I Agree

ID	1. Category	2. Initial Comment	3. Comment
57	Spot Improvements	TYPE Bicycle Repair Station NAME Wildwood	I Disagree
58	Spot Improvements	TYPE Bicycle Repair Station NAME Wildwood	I Agree
59	Spot Improvements	TYPE Bicycle Repair Station NAME Wildwood	I Agree
60	Spot Improvements	TYPE Crosswalk NAME Broadway at Wildwood Park	I Agree, but to where?
61	Spot Improvements	TYPE Crosswalk NAME Broadway at Wildwood Park	I Agree
62	Spot Improvements	TYPE Crosswalk NAME Broadway at Wildwood Park	I Agree
63	Spot Improvements	TYPE Crosswalk NAME Newark Granville Road at Jones	I Agree
64	Spot Improvements	TYPE Crosswalk NAME Newark Granville Road at Jones	I Agree
65	Spot Improvements	TYPE Crosswalk NAME Newark Granville Road at Jones	I Agree
66	Spot Improvements	TYPE Crosswalk NAME Newark Granville Road at Galway West	I Agree
67	Spot Improvements	TYPE Crosswalk NAME Newark Granville Road at Galway East	I Agree
68	Spot Improvements	TYPE Crosswalk Improvement NAME Pearl and Washington	I Agree, as a student I need to cross this road to get to the bio reserve. Either I can cross with a connector and walk without a sidewalk to the bio reserve, or I can cross unprotected further up the road. This is unsafe and forces more students into cars for what should be a walkable trip. Better yet, both sides of N Pearl should have sidewalks, and bike lanes to support bike traffic segregated from motorists and pedestrians. If the bike lanes were to come from excess space in the motorists' lanes, the narrower lanes would discourage speeding.
69	Spot Improvements	TYPE Crosswalk Improvement NAME Pearl and Washington	I Agree, as a student I need to cross this road to get to the bio reserve. Either I can cross with a connector and walk without a sidewalk to the bio reserve, or I can cross unprotected further up the road. This is unsafe and forces more students into cars for what should be a walkable trip. Better yet, both sides of N Pearl should have sidewalks, and bike lanes to support bike traffic segregated from motorists and pedestrians. If the bike lanes were to come from excess space in the motorists' lanes, the narrower lanes would discourage speeding.
70	Spot Improvements	TYPE Crosswalk Improvement NAME Pearl and Washington	I Agree, as a student I need to cross this road to get to the bio reserve. Either I can cross with a connector and walk without a sidewalk to the bio reserve, or I can cross unprotected further up the road. This is unsafe and forces more students into cars for what should be a walkable trip. Better yet, both sides of N Pearl should have sidewalks, and bike lanes to support bike traffic segregated from motorists and pedestrians. If the bike lanes were to come from excess space in the motorists' lanes, the narrower lanes would discourage speeding.
71	Spot Improvements	TYPE Crosswalk Improvement NAME Pearl and Washington	I Agree

ID	1. Category	2. Initial Comment	3. Comment
72	Spot Improvements	TYPE Crosswalk Improvement NAME Pearl and Washington	I Agree
73	Spot Improvements	TYPE Crosswalk Bumpouts NAME Broadway and Main St	I Agree
74	Spot Improvements	TYPE Crosswalk Bumpouts NAME Broadway and Prospect	I Agree
75	Spot Improvements	TYPE Crosswalk Bumpouts NAME Broadway and Pearl	Trees belonging to Inn stick out on sidewalk. City trees should be trimmed there also. You can't walk with a umbrella!
76	Spot Improvements	TYPE Crosswalk NAME New Burg and Pearl	I Agree
77	Spot Improvements	TYPE Crosswalk NAME New Burg and Pearl	I Agree
78	Spot Improvements	TYPE Crosswalk NAME New Burg and Pearl	I Agree
79	Proposed Improvement	"Crosswalk Ahead" sign overhangs sidewalk and creates a hazard at face level on the northeast side of the N Pearl St/Cedar St intersection. Sign should be relocated either higher or further off the sidewalk to eliminate the hazard.	
80	Proposed Improvement	Why is this multi-use trail not listed as an existing multi-use trail?	I Agree
81	Proposed Improvement	Why is this multi-use trail not listed as an existing multi-use trail?	I Agree
82	Proposed Improvement	Crosswalk for GCA students to path	Church log is often used for overflow parking for events and Bryn Du but it is not clear where/when to cross over Newark-Granville Rd safely.
83	Desired Destinations	Granville Christian Academy and Spring Hills Baptist Church	
84	Proposed Improvement	A proper crosswalk is badly needed here, ideally with lights.	
85	Barriers	Increased enforcement needed to ensure traffic yields to pedestrians. Cars may have some difficulty seeing trail users.	
86	Desired Destinations	This is three blocks from my house and I have to drive there.	
87	Barriers	This section of sidewalk is always overgrown with poison ivy	I Agree
88	Barriers	It would be very nice if this was an official, clearly public cut though	I Agree
89	Barriers	The narrow, very busy section of sidewalk otherwise bookended by trails reduces the utility of the Newark-Granville Road trail as a whole.	I Agree
90	Proposed Improvement	"Paint the crosswalk on the pavement. Possibly add crossing lights.	
91	This is a diagonal crossing and is much longer than a perpendicular crossing and take more time to cross. I have been surprised by how close cars have come to me when I walked across."	This is a good idea	

ID	1. Category	2. Initial Comment	3. Comment
92	Proposed Improvement	USBR50 is a cross country route. I have ridden it to Washington DC. Signage at the Pearl St. connector would sent travelers to the food and business district. Very helpful and friendly. Creating a USBR50-Business route through downtown could take travelers from Pearl St. down Broadway to Moots Run Rd and back onto USBR50 and USBR50-Alternate. Granville has a cross country bike path at its door and just needs to take advantage of it. I would like to give you my copy of a helpful book: DECIDING ON TRAILS - 7 PRACTICES OF HEALTHY TRAIL TOWNS By Amy Camp Copyright 2020 Plug & Play Publishing ISBN: 9798578619489 LINK: https://www.amazon.com/Deciding-Trails-Practices-Healthy-Trail-ebook/dp/B08SMRZMY7	
93	Proposed Improvement	I think some dog poop bags and trash containers along the bike path would be very helpful.	I Agree
94	Proposed Improvement	signage not clear to cars - danger to bicyclists and pedestrians	
95	Barriers	The transition for bikers from what would generally be considered a multi-use path to on road riding at Washington Dr. is precarious. A path continuation to Cedar that keeps bikers off sidewalks could greatly reduce risk, especially if there is increased bike traffic with proposed GIS trail.	
96	Proposed Improvement	Create bike/hike lane on Cherry Street from Broadway to Kendall/Owens Corning	
97	Proposed Improvement	Create a Bike lane from golf course to Wildwood	
98	Proposed Improvement	Add hiking trails along creek at Raccoon	
99	Proposed Improvement	Add hiking/biking trail along creek	
100	Proposed Improvement	Create bike lane to access the Bio Reserve	
101	Proposed Improvement	There is a raised crack in the narrow cobble-stone concrete sidewalk that is a tripping hazard. I tripped on this last year while running and sustained injuries.	
102	Proposed Sidewalk	Pearl St Sidewalk Extension to Ball Fields	I Agree. This is a no brainer
103	Proposed Sidewalk	Pearl St Sidewalk Extension to Ball Fields	I Agree. I really don't like having to cross 661 twice (or even once then under the bridge) in order to access the reserve.



ID	1. Category	2. Initial Comment	3. Comment
104	Proposed Sidewalk	Pearl St Sidewalk Extension to Ball Fields	Sure, great. A light at the existing crosswalk so that pedestrians and cyclists can actually stop traffic is needed. It's only a matter of time until someone else dies here. I cross here multiple times a week. About 10% of motorists blow through the flashing yellow light as if it weren't there.
105	Proposed Sidewalk	Pearl St Sidewalk Extension to Ball Fields	I Agree
106	Proposed Sidewalk	Burg St Sidewalk Extension	I Agree
107	Proposed Sidewalk	Burg St Sidewalk Extension	I Agree - a safe connection to the Village is needed
108	Proposed Sidewalk	Burg St Sidewalk Extension	I Agree
109	Proposed Sidewalk	Burg St Sidewalk Extension	I Agree
110	Proposed Sidewalk	Burg St Sidewalk Extension	I have lived on Briarwood Dr for 34 years. I enjoy walking on Burg St toward the village downtown. The amount of traffic has increased significantly over the years. It sure would be nice to have a sidewalk providing a safe way to avoid the cars. It gets a little dicey when the cars heading into town pop over the hill at Thornwood.
111	Proposed Sidewalk	Burg St Sidewalk Extension	I Agree. The village should have installed a pathway back when the intermediate school was first built.
112	Proposed Sidewalk	Burg St Sidewalk Extension	I Agree
113	Proposed Sidewalk	Burg St Sidewalk Extension	Fantastic! Many, many people walk on Burg St and it's not safe. This extension would be a huge benefit to allow kids to walk/bike to school.
114	Proposed Sidewalk	Burg St Sidewalk Extension	There needs to be space on this road for pedestrians. It's difficult to see around some curves and it feels dangerous to walk out in the road.
115	Proposed Sidewalk	Burg St Sidewalk Extension	I Agree. Critical for foot traffic to High and Intermediate Schools.
116	Proposed Sidewalk	Burg St Sidewalk Extension	Yes! Please! This would be wonderful! I live on Burg and would use the sidewalk to get downtown and to the schools daily! Also as a resident on Burg, I do see pedestrians often walking the road. It is not safe. A sidewalk would be well used!
117	Proposed Sidewalk	Burg St Sidewalk Extension	I would love to see the Burg Street sidewalk extended to the Intermediate school. It is VERY dangerous to walk on Burg where there is no sidewalk, but we are very close to the Village and schools, and it would be walkable if there was a sidewalk.
118	Proposed Sidewalk	Burg St Sidewalk Extension	I Agree

ID	1. Category	2. Initial Comment	3. Comment
119	Proposed Sidewalk	Burg St Sidewalk Extension	I Agree, as a village tax payer and parent to a child in the school district we would love for the sidewalk to be extended from the current end on Burg to at least the township line.
120	Proposed Sidewalk	Burg St Sidewalk Extension	I Agree. I live close to the intermediate school and not far from town. I would love to be able walk to both but don't currently due to how dangerous it is to walk on Burg st.
121	Proposed Sidewalk	Burg St Sidewalk Extension	I Agree. I walk East down Burg to work and traffic has increased significantly.
122	Proposed Sidewalk	Burg St Sidewalk Extension	This should be more than a sidewalk, but a multi-use trail. This would enable a loop route for walking and biking.
123	Proposed Sidewalk	Burg St Sidewalk Extension	I Agree. Currently far too unsafe to walk on Burg with children. Witnessed countless neighbors leap to safety to dodge cars (often speeding) or school buses. Sidewalk would ensure massive improvements to safety and general well-being for the village residents on the west side of downtown.
124	Proposed Sidewalk	Burg St Sidewalk Extension	I Agree
125	Proposed Sidewalk	Burg St Sidewalk Extension	I Agree. We did not buy an otherwise perfect house off of Burg Street because of the lack of sidewalk/trail. A multi-use trail would be better for some of this than sidewalk.
126	Proposed Sidewalk	Burg St Sidewalk Extension	This is an unsafe corridor - especially with GIS out here, there should be a safe way for people to travel from the village out to burg and back. A multi use trail rather than sidewalk would be appropriate.
127	Proposed Sidewalk	Burg St Sidewalk Extension	Together with a connecting pedestrian pathway on new burg, this is the single most valuable transportation money that could be spent. It's outrageous that kids can't walk to the intermediate school. It reflects poorly on our town, likely impacts home values, and doesn't speak very highly of local government.
128	Proposed Sidewalk	Burg St Sidewalk Extension	I Agree!! This would improve safety and transportation options, especially by providing routes to connect kids/families/school
129	Proposed Sidewalk	Burg St Sidewalk Extension	Walking in to town would be incredible. And allowing kids to hike out GIS would be great.
130	Proposed Sidewalk	Burg St Sidewalk Extension	I Agree. Kids should be able to walk to school. The community should be able to walk into town. Many people already walk and run on this road frequently, but it's unsafe without a sidewalk.
131	Proposed Sidewalk	Burg St Sidewalk Extension	I Agree. This will be a great safety project, providing residents in the township human-powered access to Granville with safety. Many people bike/walk on the roadway currently between Granville Village and the Middle/High schools.

ID	1. Category	2. Initial Comment	3. Comment
132	Proposed Sidewalk	Name Bryn Du Dr-Newark Granville Rd Side-walk Connector	I Agree - this is the main entry/exit for the Bryn Du Woods neighborhood. This stretch of road is continuously populated with drivers, cyclists, runners and walkers heading in both directions. Without a designated sidewalk, runners and walkers, and cyclists to a lesser extent, are at risk when sharing the road with cars.
133	Proposed Sidewalk	Name Bryn Du Dr-Newark Granville Rd Side-walk Connector	I Agree
134	Proposed Trail	Biological Reserve Connector	I Agree
135	Proposed Trail	Biological Reserve Connector	I Agree. Students often risk their lives walking up 661. This pathway should have been in place years ago.
136	Proposed Trail	Biological Reserve Connector	I Disagree - there already is a trail that starts near the softball fields/phys plant. Seems like it would be better to put new trails where they will have the most impact and not be redundant.
137	Proposed Trail	Biological Reserve Connector	I only disagree because Denison built a new trail this summer that parallels North Pearl/OH-661 to help encourage students to not walk on the road. The trail runs from Denison's Physical Plant to the main entrance of the BIoReserve. Portions not in the woods possibly could be paved. Maybe the Granville ATP could collaborate with Denison on such a project.
138	Proposed Trail	Biological Reserve Connector	I Agree
139	Proposed Trail	Biological Reserve Connector	There are projects with much higher impact and priority.
140	Proposed Trail	Newark-Granville Trail Extension	I Agree
141	Proposed Trail	Newark-Granville Trail Extension	I Disagree
142	Proposed Trail	Weaver Drive Extension	
143	Proposed Trail	River Road Extension	I Agree
144	Proposed Trail	River Road Extension	I Agree. The current sidewalk ends a stone's throw from the coffee shop and surrounding businesses. Why? This is surely one of the cheapest and easiest improvements the village could make.
145	Proposed Trail	River Road Extension	I Agree. Combined with the SR 16 crossing proposed with the River Road South trail, this project would enable me to walk from my home in Mill Race to Granville much more safely. It would encourage me to do that walk much more frequently than I currently.
146	Proposed Trail	River Road Extension	This would be a great addition so people can access the park in a safe way
147	Proposed Trail	River Road Extension	This would be a fantastic addition that I would use very often

ID	1. Category	2. Initial Comment	3. Comment
148	Proposed Trail	River Road Extension	I Agree
149	Proposed Trail	River Road Extension	I Agree. Please consider allowing a developer to buy up the dilapidated buildings on River Road. This could be a beautiful gateway to the village and is currently a hodgepodge of run-down homes and random businesses.
150	Proposed Trail	River Road Extension	I Agree The highway between North and South Granville might as well be a moat with alligators in it for cyclists and pedestrians. Gold standard: a road for motorized traffic, a bike lane, a pedestrian path. That's true everywhere. Mixed use paths are a crappy compromise.
151	Proposed Trail	River Road Extension	I Agree
152	Proposed Trail	River Road Extension	I Agree
153	Proposed Trail	River Road Extension	It would be great to have a paved sidewalk from South Main, along River Road, into Raccoon Valley Park, and to the creek bridge so that walkers/riders could connect to the Bike Trail.
154	Proposed Trail	Columbus Road Trail	I Agree
155	Proposed Trail	Columbus Road Trail	I Agree
156	Proposed Trail	Columbus Road Trail	I Agree
157	Proposed Trail	Columbus Road Trail	I Agree. Safe access to Spring Valley is a must!
158	Proposed Trail	Columbus Road Trail	I Agree, It would be great to be able to hop on a bike and go to Spring Valley for a hike!
159	Proposed Trail	Columbus Road Trail	I Agree, this would be great
160	Proposed Trail	Columbus Road Trail	absolutely!
161	Proposed Trail	Columbus Road Trail	absolutely!
162	Proposed Trail	Columbus Road Trail	I Agree this would be a nice addition.
163	Proposed Trail	Columbus Road Trail	I Agree
164	Proposed Trail	Columbus Road Trail	I Agree (to Spring Valley at minimum)
165	Proposed Trail	Columbus Road Trail	I Agree! Yes! Please! Terrific!
166	Proposed Trail	Columbus Road Trail	I Agree I used to live out this way and moved b/c I wanted to be able to walk and ride from my house. The worst part of this route is the highway interchange. You MUST figure out a way to get cyclists and pedestrians their own space not only along 16, but starting at Maple St.

ID	1. Category	2. Initial Comment	3. Comment
167	Proposed Trail	Columbus Road Trail	current "sidewalk" along the cherry street bridge is dangerous. this is a nightmare to navigate on foot or by bicycle.
168	Proposed Trail	Columbus Road Trail	I Agree but the trail should connect to silver street and provide all the residents of Silver/Knoll access to the path without fear of getting hit by cars or run off the road.
169	Proposed Trail	New Burg Extension	I Agree
170	Proposed Trail	New Burg Extension	I Agree
171	Proposed Trail	New Burg Extension	I Agree. This AND the Burg street pathway should be completed to provide a loop. Creating looping routes was one of the important suggestions to come out of the original pathways committee.
172	Proposed Trail	New Burg Extension	Agree that this plus the Burg St sidewalk would create access for kids to walk/bike to school
173	Proposed Trail	New Burg Extension	I Agree
174	Proposed Trail	New Burg Extension	I Agree
175	Proposed Trail	New Burg Extension	I Agree
176	Proposed Trail	New Burg Extension	Here too, it would be fantastic to have a sidewalk connecting the intermediate and high schools.
177	Proposed Trail	New Burg Extension	I Agree
178	Proposed Trail	New Burg Extension	This trail plus a Burg St. trail would allow for a great walk/run/bike loop.
179	Proposed Trail	New Burg Extension	This is a great idea. How, however, are GIS students going to cross Burg Street at the school given the parade of cars and buses every morning and afternoon. A light that permits pedestrians to STOP traffic (not an easily ignored flashing yellow light) seems like a necessity. Something similar might be needed at all three entrances/exits to GMS/GHS as well as the current flashing yellow light to cross New Burg east of GMS. These are fourth to sixth graders. They need protection from adult and teen drivers!
180	Proposed Trail	New Burg Extension	mark this as essential
181	Proposed Trail	New Burg Extension	In tandem with a sidewalk on burg, this is the most no-brainer improvement the village could make. It's an embarrassment that kids can't walk to the intermediate school from anywhere in the village, without parents fearing for their safety.
182	Proposed Trail	New Burg Extension	Seems like a logical route to create.
183	Proposed Trail	New Burg Extension	Seems like a logical route to create.
184	Proposed Trail	New Burg Extension	Seems like a logical route to create.

ID	1. Category	2. Initial Comment	3. Comment
185	Proposed Trail	New Burg Extension	Seems like a logical route to create.
186	Proposed Trail	New Burg Extension	This is an essential addition to our community and would greatly improve the safety and accessibility of families and students who need safe walking and biking routes to the HS/MS and IS. Especially with the road being 40 mph and the volume of automobiles at peak hours.
187	Proposed Trail	River Road South Trail	I Agree
188	Proposed Trail	River Road South Trail	Yes!! Please provide a safe path for passage over 16b
189	Proposed Trail	River Road South Trail	I Agree - adding a crossing here and / or a frontage trail to the bridge would be transformational to this area.
190	Proposed Trail	River Road South Trail	It would be amazing for our family if we had a safe way to cross the highway on River Rd. Currently, if we walk to the Village (less than one mile from our home), we need to cross four lanes of busy traffic. We would walk and bike to the Village so much more if we had a safe path to navigate.
191	Proposed Trail	River Road South Trail	I Agree with this portion of the proposed trail. It would be nice to connect Mill Race with Granville.
192	Proposed Trail	River Road South Trail	I Agree our family would love a safe way to cross the highway by foot/bike to access the village from mill race
193	Proposed Trail	River Road South Trail	I Agree. While the real need is for a vehicular crossing for River Rd over SR 16, the proposed trail crossing would go a long way towards alleviating the isolation of Mill Race and the rest of Granville Twp from the Granville community caused by the closing of the intersection years ago. I would use the trail a lot, especially if combined with the walkway extension on the north end of River Rd.
194	Proposed Trail	River Road South Trail	I Agree
195	Proposed Trail	River Road South Trail	I Agree! Yes! Please! Terrific!
196	Proposed Trail	River Road South Trail	This (river road) used to be one of my favorite places to run 20 years ago. The development of rt 16 and increased traffic on river road makes it a dangerous place for non-motorized traffic currently
197	Proposed Trail	River Road South Trail	I agree. As a regular user of the bike path, a connector to the north side of SR 16 would reduce the number of car trips significantly for my use and I suspect for many others.
198	Proposed Trail	River Road South Connector	I Agree
199	Proposed Trail	River Road South Connector	I Disagree with this portion of the proposed trail. It doesn't seem to serve much purpose.

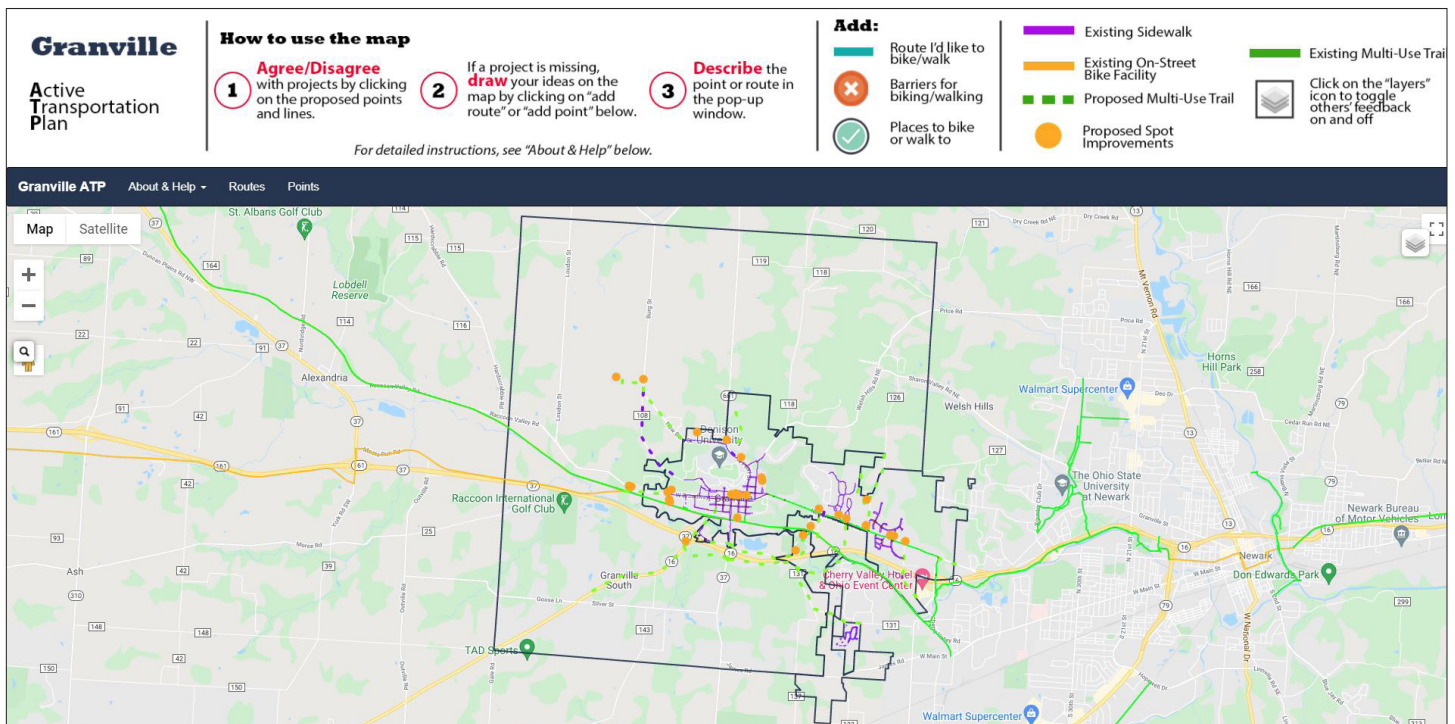
ID	1. Category	2. Initial Comment	3. Comment
200	Proposed Trail	River Road South Connector	I Agree. I walk on the Evans trail south of Raccoon Creek a lot and have often thought about the possibility of walking to it from my home in Mill Race through the Township greenspace land. A developed trail along that route would be fantastic!
201	Proposed Trail	River Road South Connector	I Disagree
202	Proposed Trail	River Road South Connector	The riparian corridors which remain in the eastern part of Granville along the Raccoon Creek are being fragmented due to road projects and commercial development, at a rapid pace. This has a terrible impact on the ecosystem. Unless the disturbance from this proposed trail is mitigated by preservation and planting native forbs and woody plants somewhere else near this corridor, the impact outweighs the benefits. If there is already a passive trail here, then perhaps insuring a proper trail which doesn't erode into the stream is built, might off-set the habitat fragmentation. Once lost, mature tree canopy is hard to replace and takes many years to establish.
203	Proposed Trail	River Road South Connector	I Agree
204	Proposed Trail	Cherry Valley North Trail	I Agree
205	Proposed Trail	Cherry Valley North Trail	I Agree
206	Proposed Trail	Cherry Valley North Trail	I Disagree
207	Proposed Trail	Cherry Valley South Trail FID 9 Name Cherry Valley South Trail	I Agree
208	Proposed Trail	Fairview Connector	
209	Proposed Trail	West Broadway Extension FID 11 Name West Broadway Extension	I Agree
210	Proposed Trail	West Broadway Extension FID 11 Name West Broadway Extension	I Agree
211	Proposed Trail	West Broadway Extension FID 11 Name West Broadway Extension	I Agree
212	Proposed Trail	West Broadway Extension FID 11 Name West Broadway Extension	Would love to see a designated bike line from the moats run intersection with the existing multi-use trail into the village.
213	Proposed Trail	West Broadway Extension FID 11 Name West Broadway Extension	I Agree! Yes! Please! Terrific!
214	Proposed Trail	West Broadway Extension FID 11 Name West Broadway Extension	I drive back on forth along this route several times a day. I strongly believe this extension should be constructed for the safety of the pedestrians and cyclists traversing the area along Broadway from Wildwood to the west side bike path or Raccoon Valley Road. I have seen many instances where pedestrians are walking or jogging in the street, and this is particularly dangerous at times of the year when the sun glare is directly in eastbound drivers' eyes. Without this extension, I think it's only a matter of time before there is a pedestrian or cyclist death.

ID	1. Category	2. Initial Comment	3. Comment
215	Proposed Trail	West Broadway Extension FID 11 Name West Broadway Extension	I Agree
216	Proposed Trail	West Broadway Extension FID 11 Name West Broadway Extension	If this is a dedicated bike trail, great. If it's another mixed use trail, I doubt I'll use it. The "Share the Road" signs send a clear message to motorists: this is your road and you ought to share. Better to replace them with MUTCD R4-11 "Bicycles May Use Full Lane" both here and throughout the village and township (and county and state!). Many (most?) motorists seem not to know that bicyclists are legal road users who do not have to yield the right of way to motorized traffic. Reminding them of that fact (or letting them know) would be helpful. The comment below from 9/5 indicates a motorist who thinks that the safety of cyclists and pedestrians depends upon getting them off the road so they don't have to "share" it. I'd love to see us build great cycling infrastructure everywhere, but until we do I think most cyclists will ride in the road and motorists need to learn the law and follow it. Better enforcement wouldn't hurt either.
217	Proposed Trail	West Broadway Extension FID 11 Name West Broadway Extension	More: Cyclists who break the law endanger mostly themselves. Motorists who break the law injure or kill pedestrians by the thousands in this country every year (900 cyclists killed; 6,000 pedestrians killed; tens of thousands injured in 2020).
218	Proposed Trail	West Broadway Extension FID 11 Name West Broadway Extension	I Agree
219	Proposed Trail	Moots Run Connector FID 12 Name Moots Run Connector	
220	Proposed Trail	Glenshire Connector	I Agree
221	Proposed Trail	Glenshire Connector	I Agree! Yes! Please! Terrific!
222	Proposed Trail	37 Bridge Connector FID 14 Name 37 Bridge Connector	
223	Proposed Trail	37-River Rd South Connector FID 15 Name 37-River Rd South Connector	I Disagree with this portion. Seems unneeded when you have the path on River Rd north of 16. It would not serve any houses and with the current conservation easement there won't be any houses.
224	Proposed Trail	Columbus Rd-37 Connector	I Agree
225	Proposed Trail	Columbus Rd-37 Connector	I Disagree with this portion. There are already hiking trails in this area but there is no outlet to 37. With the traffic on 37 unless sidewalks are installed it would not be safe for people to walk there. No real need with the path on the north side of 16
226	Proposed Trail	Columbus Rd-37 Connector	I Agree, assuming the connecting routes to Granville and/or River Rd are also completed.
227	Proposed Trail	Columbus Rd-37 Connector	I Agree! Yes! Please! Terrific!

ID	1. Category	2. Initial Comment	3. Comment
228	Proposed Trail	Bryn Du-Fanchion Lewis Connector	I Agree
229	Proposed Trail	Jones Rd Extension	I Agree - a safe walking alternative for residents in this area is long overdue
230	Proposed Trail	Jones Rd Extension	I agree. Access to FLP would be an outstanding improvement and would likely increase the number of people who enjoy this hidden gem of a park.
231	Proposed Trail	Jones Rd Extension	I Agree. Jones Road is too dangerous to walk or bike down without a path. The Highlands at Erinwood HOA has NO safe access to the bike paths without driving.
232	Proposed Trail	Jones Rd Extension	Adding a crosswalk across from Jones from Longford Dr. to this new path would be great for improved safety.
233	Proposed Trail	Jones Rd Extension	I Agree. I would love to be able to bike to the park safely.
234	Proposed Trail	Jones Rd Extension	I Agree
235	Proposed Trail	Jones Rd Extension	I Agree
236	Proposed Trail	Jones Rd Extension	I Agree - I always see bikers on Jones road and it is so dangerous because there is no shoulder or bike lane and the cars drive so fast. It would improve access from Newark-Granville road to Bryn Du Mansion and FLP. I would love to see a bike lane or trail on Jones road.
237	Proposed Trail	Jones Rd Extension	I Agree
238	Route Recommendation	Bike path connection spur for these neighborhoods and GCA school	
239	Route Recommendation	Some way to safely bike an East-West route in Granville would make all the difference in the world.	
240	Route Recommendation	I would like to be able to walk or bike to the Spring Valley Nature Preserve on a reasonably wide sidewalk.	I Agree
241	Route Recommendation	I would like to be able to walk or bike to the Spring Valley Nature Preserve on a reasonably wide sidewalk.	access to spring valley on foot or by bike just makes sense
242	Route Recommendation	A walk to Kendal and the few streets off of OH 16	

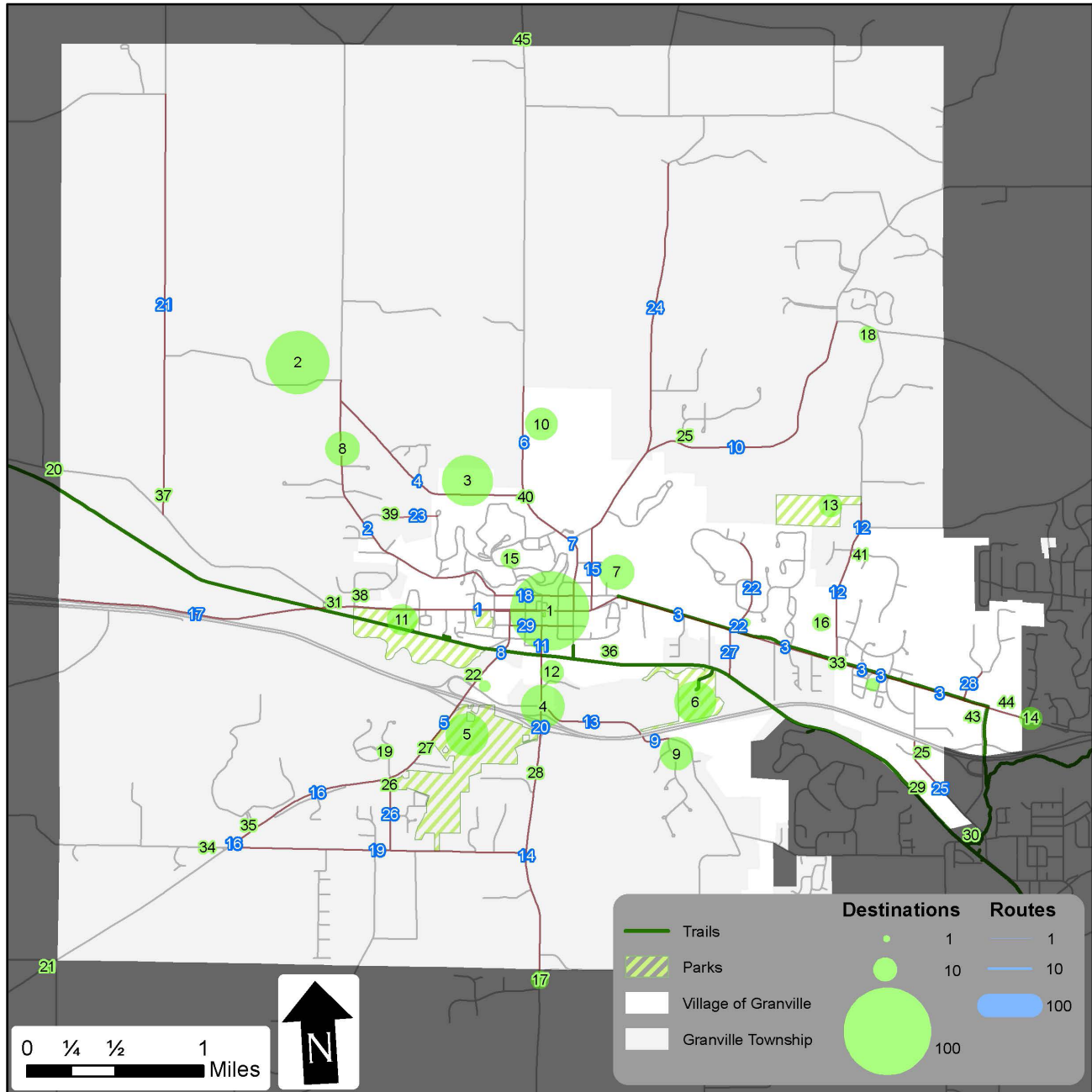
ID	1. Category	2. Initial Comment	3. Comment
243	Route Recommendation	Welsh Hills Road share the road markings. As traffic increases add shoulder for bicycles.	I disagree. "Share the Road" is a nightmare. It sends the signal to motorists that it is their road and they should share it. Cyclists have been legal road users in this country since almost before there were cars. Better signage is MUTCD R4-11 "Bicycles May Use Full Lane". Expanding shoulder for bicycles is a terrible idea. First, the shoulder is not part of the roadway (which begins to the left of the white line) and all vehicles, including bicycles, are to be operated on the roadway. Second, shoulders are more poorly maintained than roadways and are often riddled with potholes, gravel, broken glass, and roadkill. Third, putting bicycles on the shoulder encourages motorists to pass too close, which is both dangerous and illegal. Adding a physically separated bike lane? That's a great idea.
244	Route Recommendation	Welsh Hills Road share the road markings. As traffic increases add shoulder for bicycles.	This route as drawn routes cyclists onto Granger street. Quieter and calmer? Sure. Stop signs at every corner? Yup, that too. Why do so many cyclists seemingly risk their lives on North Pearl St? Because Granger is too annoying to ride on.
245	Route Recommendation	Welsh Hills Road share the road markings. As traffic increases add shoulder for bicycles.	While I agree with share the road markings, might the shoulder be an established sidewalk that ends at the Village limit sign or slightly beyond that and can lead up to and be connected with the side walk that currently ends at Pinehurst Dr? Doing this will allow the families living within this stretch of road inside the Village limits to safely access going into downtown Granville to participate in daily activities but also have a safe place to walk/bike instead of walking in the grass until reaching the sidewalk at Pinehurst Dr. Thanks for your time!
246	Route Recommendation	Link Newark-Granville Rd to the OSUN-COTC Campus. There is a lot of room alongside SR16 shoulder. I sneak by on SR16 shoulder once in a while. Excavation required along Newark-Granville Rd. The alternatives are Welsh Hills Rd or trail bridge over SR16 near 21st Street	I Agree! This would be wonderful! Been wanting this for years
247	Route Recommendation	Mountain bike trail and rough walking trail along Raccoon Creek. In 1975 a friend and I mowed a path along this route from the water plant to Wildwood Park. Some direction posts are still visible. Park at the water treatment plant. Loop can include the Evans Trail.	
248	Route Recommendation	Connect Infirmary Mound Park to path system	

ID	1. Category	2. Initial Comment	3. Comment
249	Route Recommendation	Might we add an established sidewalk that ends at the Village limit sign or slightly beyond that and can lead up to and be connected with the side walk that currently ends at Pinehurst Dr? Doing this will allow the families living within this stretch of road inside the Village limits to safely access going into downtown Granville to not just participate in daily activities but have a safe place to walk/bike instead of walking in the grass until reaching the sidewalk at Pinehurst Dr. Thanks for your time!	
250	Route Recommendation	This proposed path would run almost entirely across Denison owned land. It would link the neighborhoods along this section of Burg to the highschool and middle school. There are LOTS of school age kids on Brecon, Burg, and Joy Lane - all could safely walk to and from school this way.	I Agree



APPENDIX E - SURVEY BASED MAPS

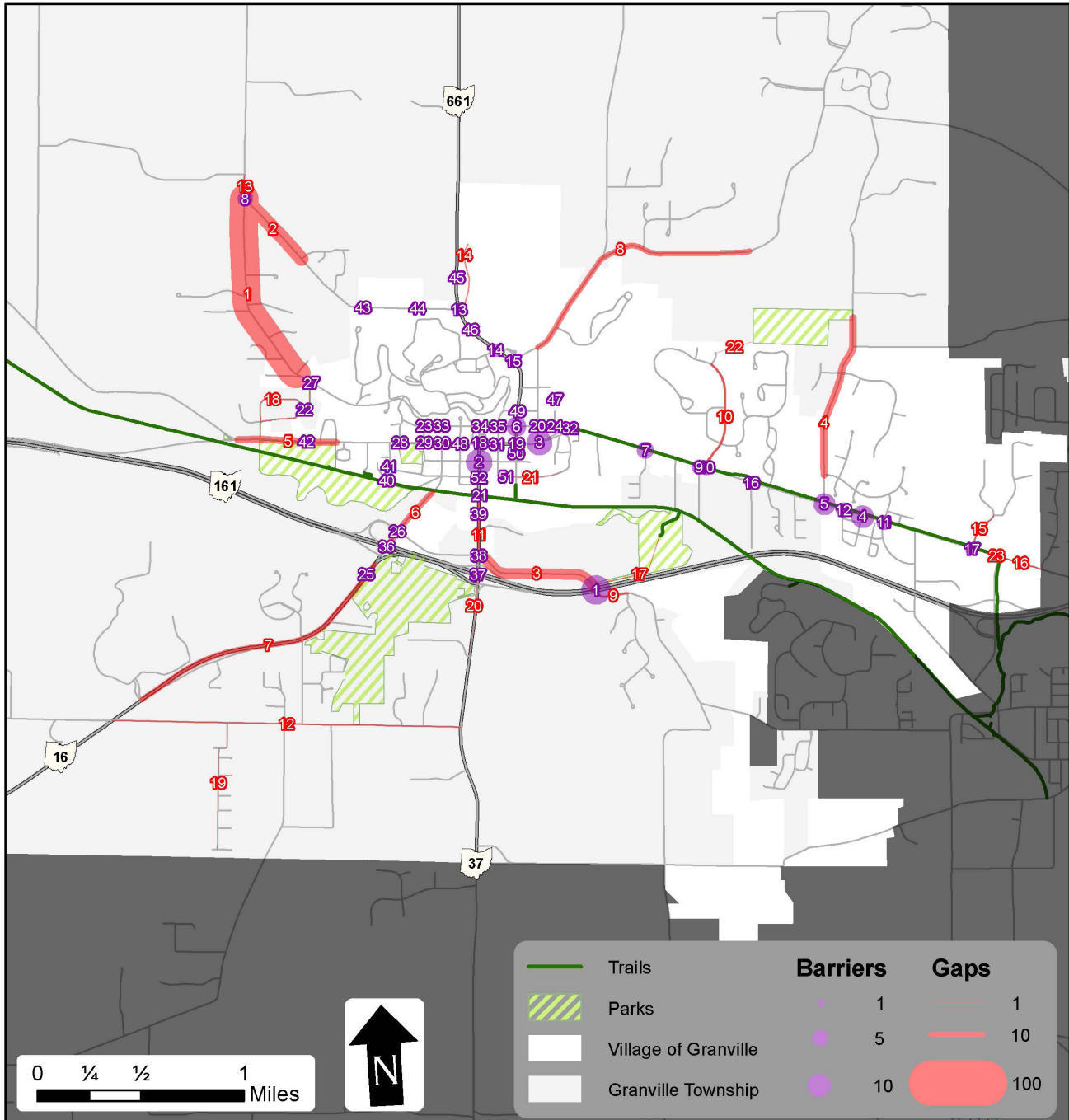
GRANVILLE ACTIVE TRANSPORTATION PLAN ROUTES & DESTINATIONS



ID	Route	Count
1	West Broadway	24
2	Burg Street	22
3	Newark-Granville Road	19
4	New Burg Street	17
5	SR16 btwn Cherry & Granview	13
6	SR661	10
7	Pearl Street	9
8	Cherry Street	7
9	River Road South	7
10	Welsh Hills Road	7
11	Main Street	6
12	Jones Road	6
13	River Road	5
14	SR37 S of Village	4
15	Granger Street	4
16	SR16 SW of Kendal	3
17	Moots Run	3
18	College Street	3
19	Silver Street	2
20	SR37/SR661 Interchange Bridge	2
21	Loudon Street	2
22	Bryn Du Drive	2
23	Chapin-Brecon Connector	1
24	Hankinson Road	1
25	Cherry Valley Road	1
26	Granview Road	1
27	Fairview Drive	1
28	Fern Hill Drive	1
29	Elm Street	1

ID	Destination	Count
1	Downtown	84
2	Granville Intermediate School	58
3	Granville High/Middle School	39
4	River Road	30
5	Spring Valley Nature Preserve	29
6	Raccoon Valley Park	28
7	Granville Elementary School	21
8	Burg Street	20
9	Mill Race	19
10	Denison Biological Reserve	18
11	Wildwood Park	16
12	Ross's Market	11
13	Fanchion Lewis Park	10
14	Newark	10
15	Denison University	8
16	Bryn Du Mansion	7
17	S on SR37 (out of Jurisditcion)	7
18	Sharon Valley Road	6
19	Kendal	5
20	Johnstown/New Albany	5
21	SW on SR16 (out of Jurisdiction)	4
22	Ray Ray's BBQ	4
23	Erinwood Drive	4
24	Middleton	3
25	Stublyn Road	3
26	Granview Road	2
27	SR16 SW of Village	2
28	SR37 S of Village	2
29	Heath	2
30	Cherry Valley Lodge	2
31	Moots Run Trail Intersection/Pocket Park	2
32	Bryn Du Drive	2
33	Spring Hills Baptist Church/Granville Christian Academy	2
34	Goose Lane	1
35	Owens Corning	1
36	Maple Grove Cemetary	1
37	Loudon Street	1
38	Thornewood Drive	1
39	Chapin Place	1
40	New Burg & Pearl	1
41	Wexford Drive	1
42	Fern Hill Drive	1
43	Welsh Hills School	1
44	DeFelice Bros Pizza	1
45	N on SR661 (out of Jurisdiction)	1

GRANVILLE ACTIVE TRANSPORTATION PLAN GAPS & BARRIERS



ID	Gap	Count
1	Burg Street	63
2	New Burg Street	31
3	River Road	24
4	Jones Road	16
5	West Broadway	15
6	Cherry Street	13
7	SR16 S of Village	12
8	Welsh Hills Road	12
9	River Road South	6
10	Bryn Du Drive	6
11	Main Street	5
12	Silver Street	3
13	Burg/New Burg Streets-Granville Intermediate School Connector	3
14	SR661	3
15	Fern Hill Road	3
16	Newark-Granville Road-Newark Connector	3
17	River Road-Raccon Valley Connector	2
18	Beechwood Drive	2
19	Knoll Drive	1
20	SR37 S of Village	1
21	East Maple Street	1
22	Bryn Du Neighborhood-Fanchion Lewis Park Connector	1
23	Fern Hill Road-Thornwood Crossing Connector	1

ID	Barrier	Count
1	River Road & SR16	15
2	Main Street & Elm Street	13
3	Broadway & Granger Street/Mt Parnassus Drive	12
4	Newark-Granville Road & Kildare Street	10
5	Newark-Granville Road & Jones Road	9
6	College Street & Pearl Street	8
7	Newark-Granville Road & Denison Drive	6
8	Burg Street & New Burg Street	5
9	Newark-Granville Road & Fairview Drive	5
10	Newark-Granville Road & Bryn Du Drive	5
11	Newark-Granville Road & Galway Drive	5
12	Newark-Granville Road & Wicklow Drive	5
13	New Burg Street & Pearl Street	4
14	Pearl Street and Washington Drive	4
15	Pearl Street and Welsh Hills Drive	4
16	Newark-Granville Road & Clouse Lane	4
17	Newark-Granville Road & Fern Hill Drive	4
18	Broadway & Main Street	4
19	Broadway & Pearl Street	4
20	College Street & Granger Street	4
21	TJ Evans Trail & Main Street	3
22	Beechwood Drive & Thornewood Drive	3
23	College Street & Plum Street	3
24	College Street & Sunrise Street	3
25	Spring Valley Nature Preserve	2
26	Weaver Road & Cherry Street	2
27	Thornewood Drive & Burg Street	2
28	Broadway & Thresher Street	2
29	Broadway & Plum Street	2
30	Broadway & Cherry Street	2
31	Broadway & Prospect Street	2
32	Broadway & College Street	2
33	College Street & Eisner Center	2
34	College Street & Main Street	2
35	College Street & Prospect Street	2
36	Cherry Street & SR16 Interchange	1
37	SR37/SR661 Interchange	1
38	River Road & Main Street	1
39	Main Street	1
40	TJ Evans Trail & Maple Street	1
41	Shepherdson Court	1
42	West Broadway & Wildwood Park	1
43	New Burg Street & Chapin Place Trail	1
44	New Burg Street & Ebaugh Drive Trail	1
45	Denison Biological Reserve	1
46	Big Red Ball Fields	1
47	Granville Elementary School	1
48	Broadway & Mulberry Street	1
49	Pearl Street & Summit Street	1
50	South Pearl Street	1
51	East Maple Street	1
52	Main Street & Maple Street	1

Licking County Area Transportation Study
12/06/2021

Portable Multi 3

September 8th, 2021 → September 14th, 2021

Daily Average

Daily Average

273

Daily Avg - Ped

Daily Average

273

Daily Avg - Cycle

Daily Average

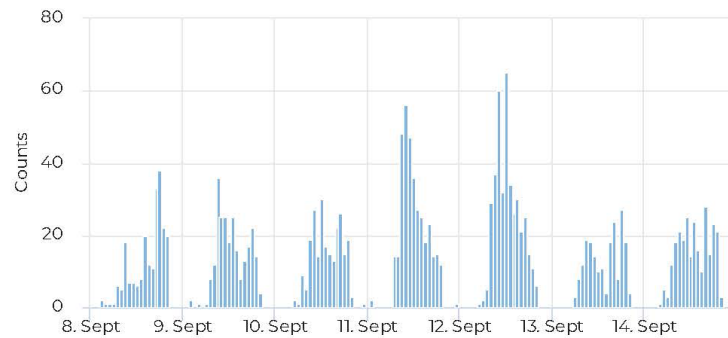
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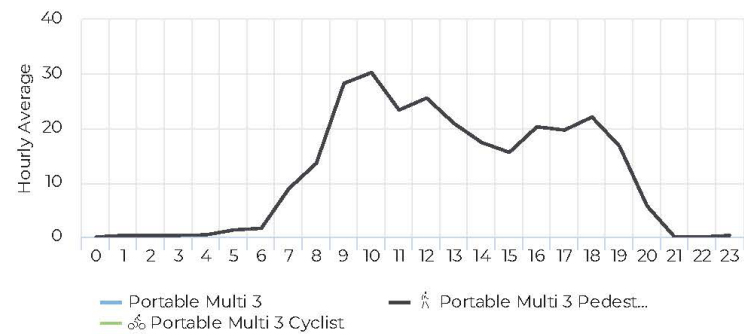
Total

1,910

Hourly Counts



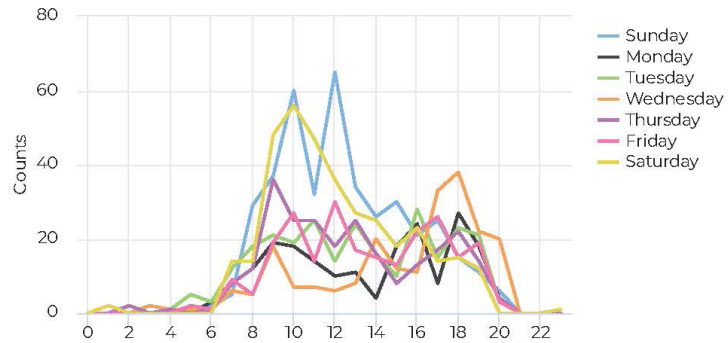
Hourly Average



Portable Multi 3

September 8th, 2021 → September 14th, 2021

Hourly comparison by day



Directional Summary

Direction	Total	Average
Westbound	1,057	151
Eastbound	853	122



TJ Evans: North of Moots Run Road

Licking County Area Transportation Study
12/06/2021



Portable Multi 2

September 8th, 2021 → September 14th, 2021

Daily Average

Daily Average

244

Daily Avg - Ped

Daily Average

244

Daily Avg - Cycle

Daily Average

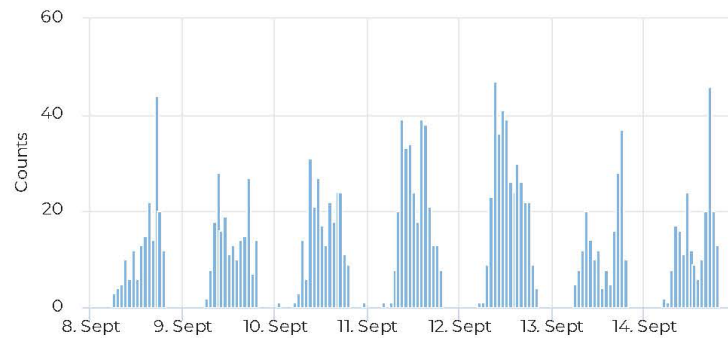
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Total Count

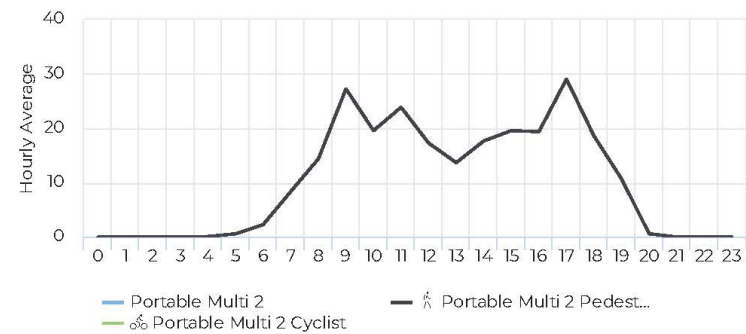
Total

1,705

Hourly Counts



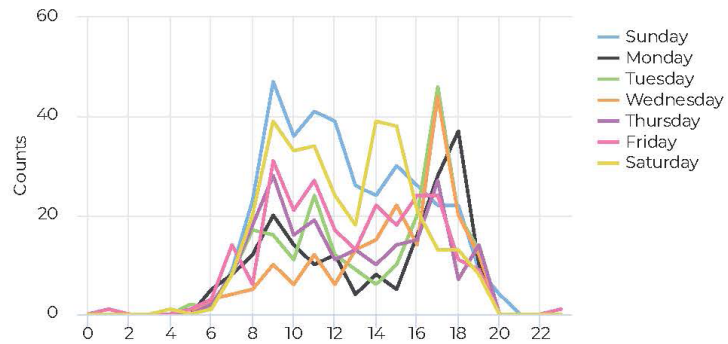
Hourly Average



Portable Multi 2

September 8th, 2021 → September 14th, 2021

Hourly comparison by day



Directional Summary

Direction	Total	Average
Eastbound	918	131
Westbound	787	112



TJ Evans: South of Moots Run Road



Licking County Area Transportation Study
12/06/2021

Portable Multi 1

September 8th, 2021 → September 14th, 2021

Daily Average

Daily Average

297

Daily Avg - Ped

Daily Average

297

Daily Avg - Cycle

Daily Average

—

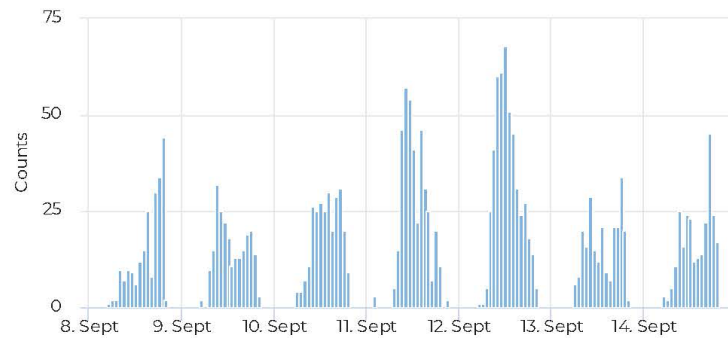
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Total Count

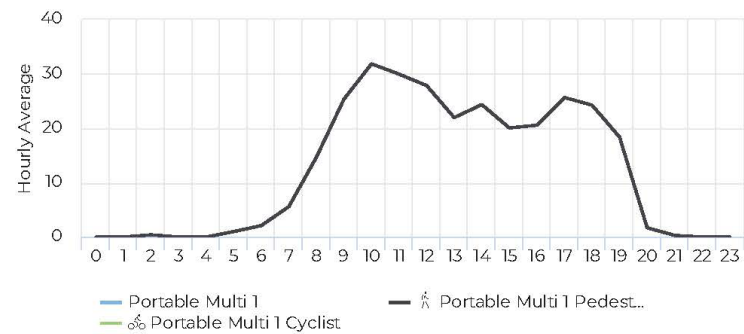
Total

2,076

Hourly Counts



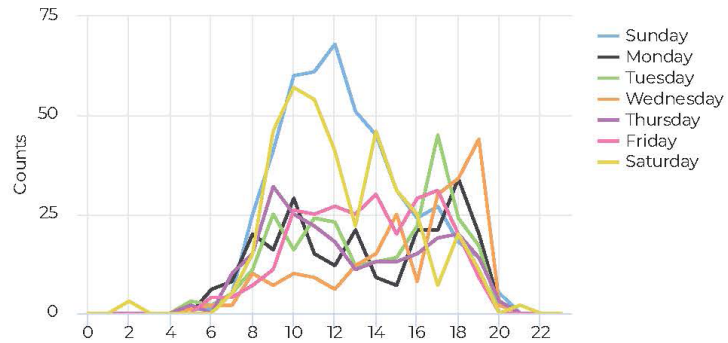
Hourly Average



Portable Multi 1

September 8th, 2021 → September 14th, 2021

Hourly comparison by day



Directional Summary

Direction	Total	Average
Northbound	1,082	155
Southbound	994	142

TJ Evans: Wildwood Park

Licking County Area Transportation Study
12/06/2021



Portable Multi 3

September 8th, 2021 → September 14th, 2021

Daily Average

Daily Average

273

Daily Avg - Ped

Daily Average

273

Daily Avg - Cycle

Daily Average

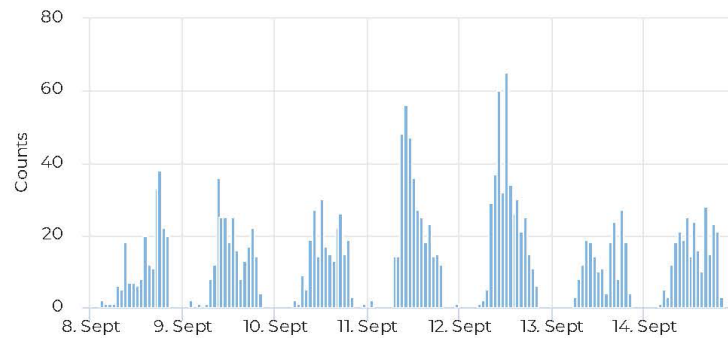
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No Data

Total Count

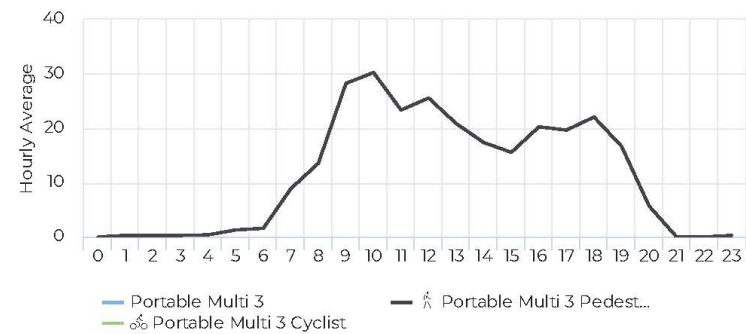
Total

1,910

Hourly Counts



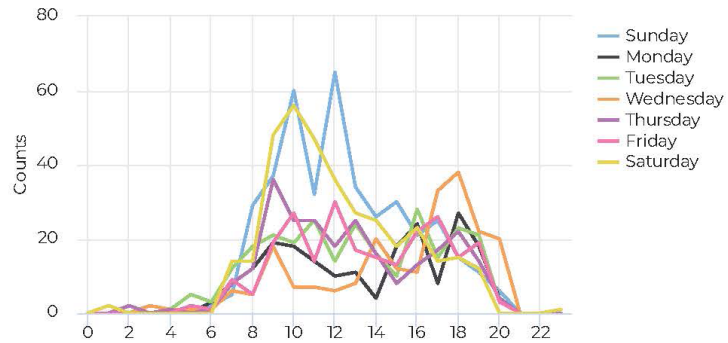
Hourly Average



Portable Multi 3

September 8th, 2021 → September 14th, 2021

Hourly comparison by day



Directional Summary

Direction	Total	Average
Southbound	1,057	151
Northbound	853	122



TJ Evans: Pearl Street

Licking County Area Transportation Study
12/06/2021

Mobile Ped

September 16th, 2021 → September 22nd, 2021

Daily Average

Daily Average

178

Daily Avg - Ped

Daily Average

178

Daily Avg - Cycle

Daily Average

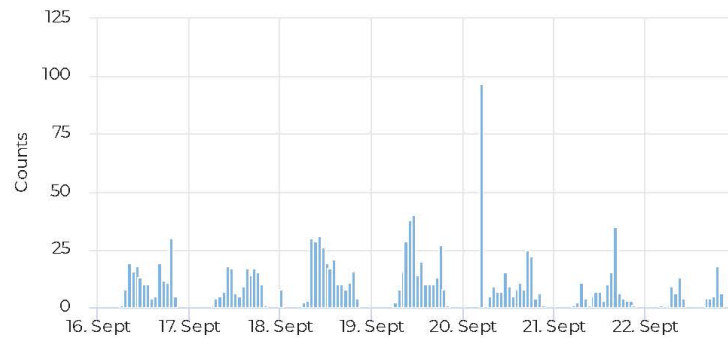
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Total Count

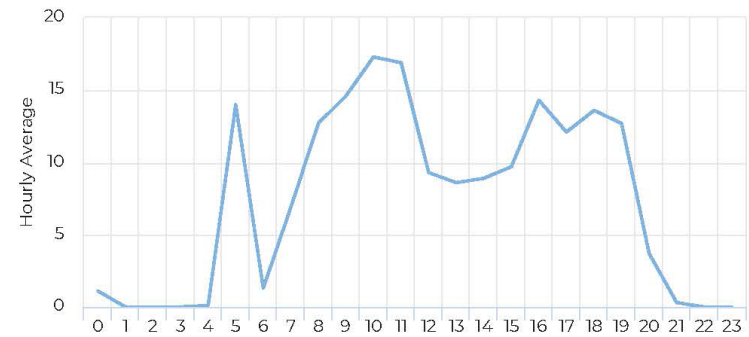
Total

1,246

Hourly Counts



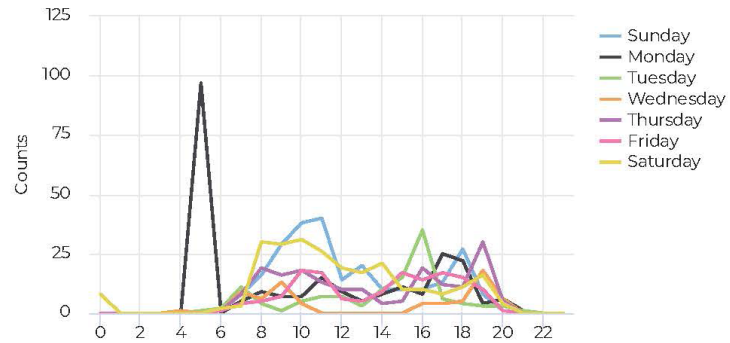
Hourly Average



Mobile Ped

September 16th, 2021 → September 22nd, 2021

Hourly comparison by day



Directional Summary

Direction	Total	Average
Northbound	670	96
Southbound	576	82





Granville - Pearl & Washington Multi Count

LCATS
05/04/2021



Portable Multi

April 27, 2021 → May 3, 2021

Daily Average

Daily Average

157

Daily Avg - Ped

Daily Average

145

Daily Avg - Cycle

Daily Average

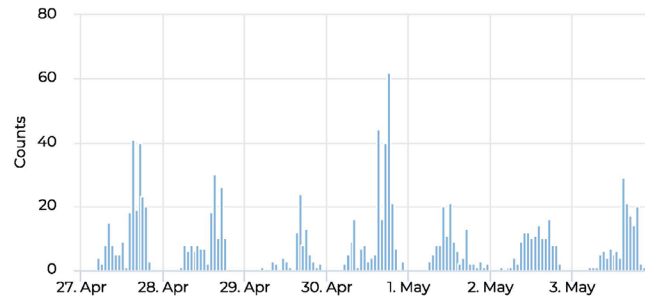
12

Total Count

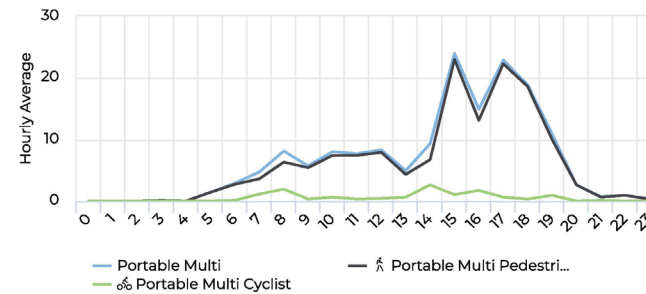
Total

1,099

Hourly Counts



Hourly Average



www.eco-compteur.com

Granville - Pearl %26 Washington Multi Count

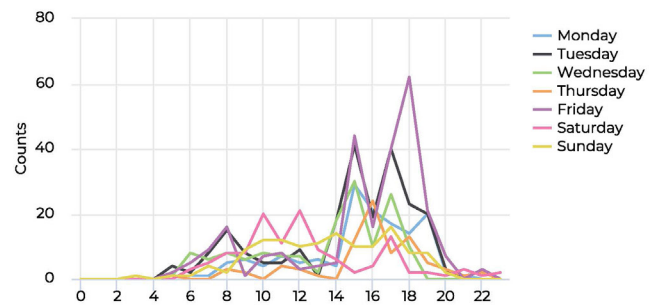
1



Portable Multi

April 27, 2021 → May 3, 2021

Comparison



Directional Summary ↗

flowmode*direction	Total	Average
Pedestrian Northbound	511	73
Pedestrian Southbound	501	72
Cyclist Southbound	48	7
Cyclist Northbound	39	6



Granville - New Burg Eastern Crosswalk Ped Count

LCATS
05/04/2021

Mobile Ped

April 27, 2021 → May 3, 2021

Daily Average

Daily Average

140

Daily Avg - Ped

Daily Average

140

Daily Avg - Cycle

Daily Average

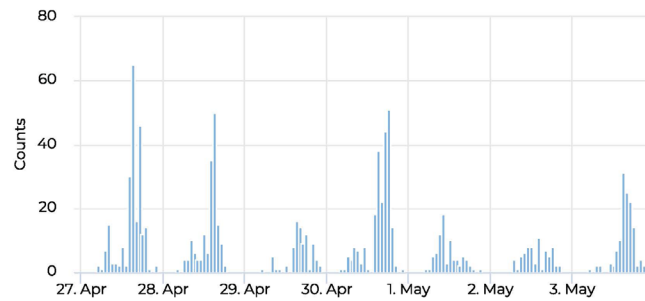
N/A

Total Count

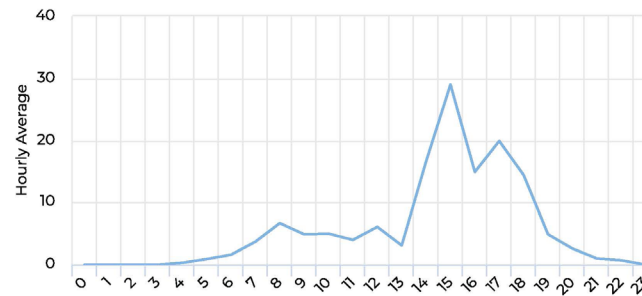
Total

981

Hourly Counts



Hourly Average



www.eco-compteur.com

Granville - New Burg Eastern Crosswalk Ped Count

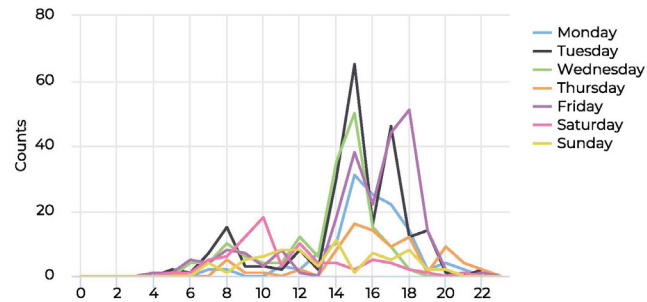
1



Mobile Ped

April 27, 2021 → May 3, 2021

Comparison



Directional Summary

flowmode*direction	Total	Average
Northbound	493	70
Southbound	488	70



Granville - New Burg- Chapin Connector Ped Count

LCATS
05/04/2021



Portable Multi

April 6, 2021 → April 12, 2021

Daily Average

Daily Average

61

Daily Avg - Ped

Daily Average

61

Daily Avg - Cycle

Daily Average

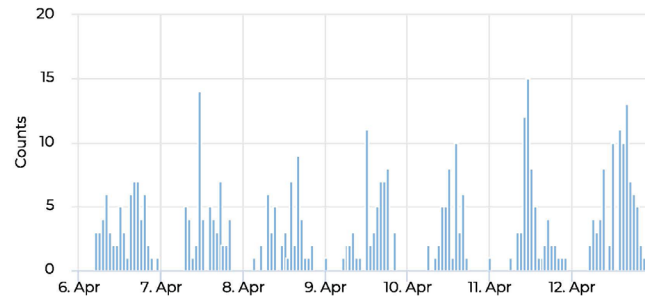
N/A

Total Count

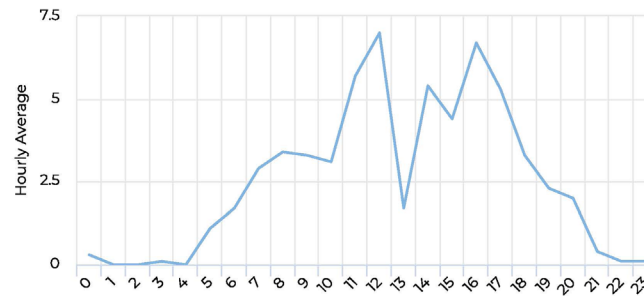
Total

424

Hourly Counts



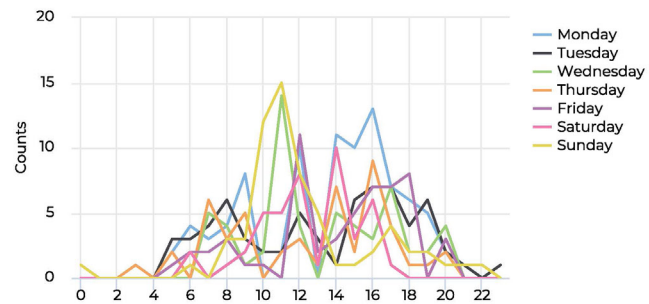
Hourly Average



Portable Multi

April 6, 2021 → April 12, 2021

Comparison



Directional Summary ↗

flowmode*direction	Total	Average
Southbound	243	35
Northbound	181	26





Granville - New Burg- Ebaugh Connector Ped Count

LCATS
05/04/2021



Mobile Ped

April 6, 2021 → April 12, 2021

Daily Average

Daily Average

67

Daily Avg - Ped

Daily Average

67

Daily Avg - Cycle

Daily Average

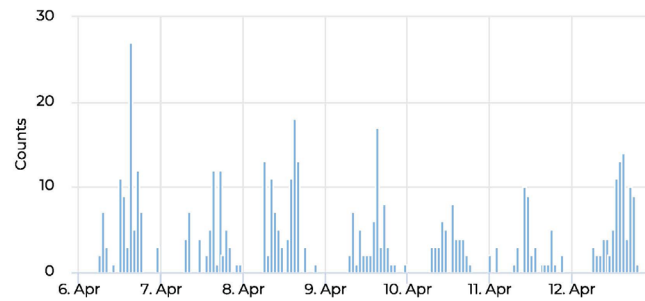
N/A

Total Count

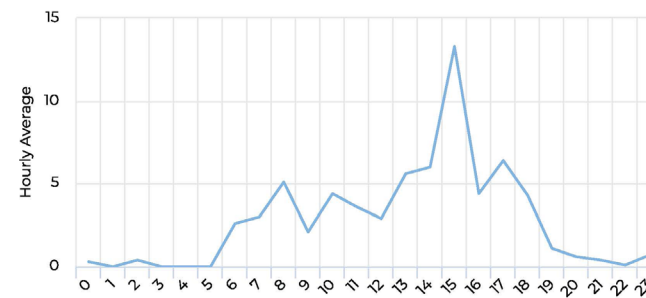
Total

472

Hourly Counts



Hourly Average



www.eco-compteur.com

Granville - New Burg-Ebaugh Connector Ped Count

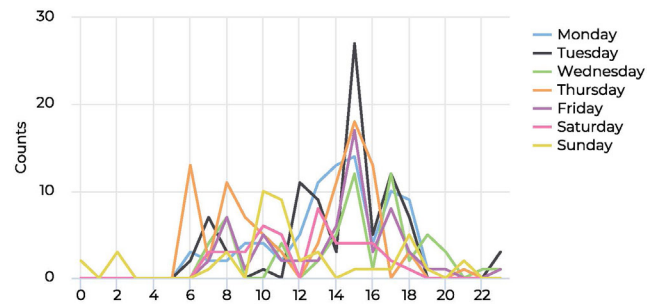
1



Mobile Ped

April 6, 2021 → April 12, 2021

Comparison



Directional Summary

flowmode*direction	Total	Average
Southbound	257	37
Northbound	215	31



Denison: College Street Crosswalk South

Licking County Area Transportation Study
11/22/2021

Portable Multi 1

November 5th, 2021 → November 11th, 2021

Daily Average

Daily Average

747

Daily Avg - Ped

Daily Average

747

Daily Avg - Cycle

Daily Average

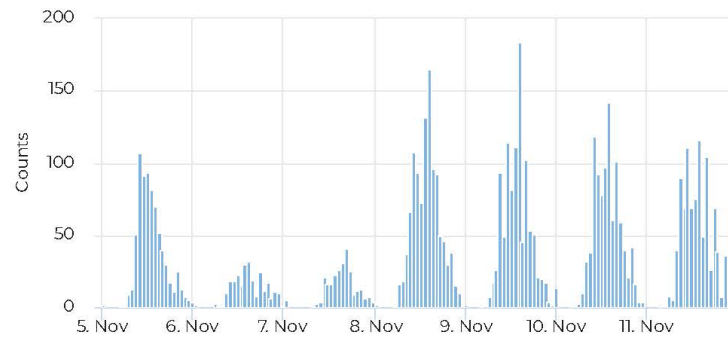
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No Data

Total Count

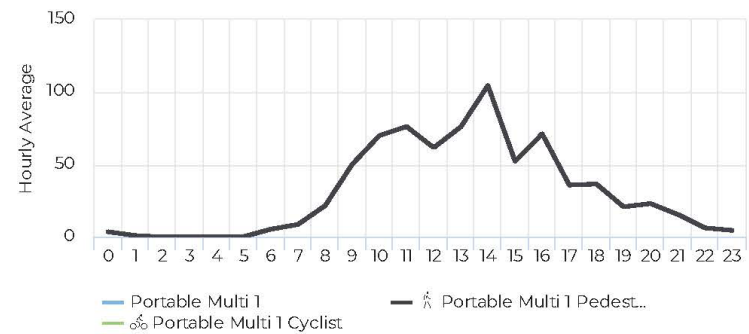
Total

5,228

Hourly Counts



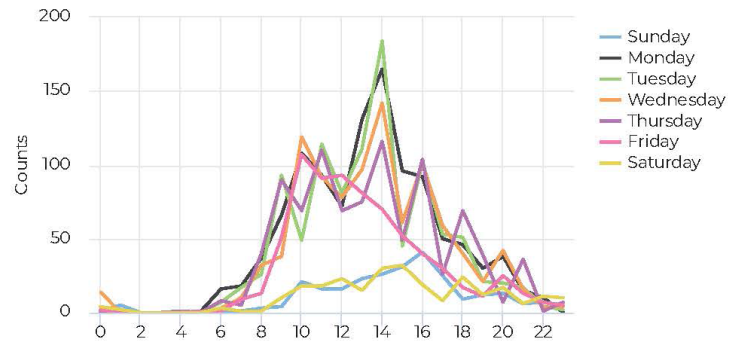
Hourly Average



Portable Multi 1

November 5th, 2021 → November 11th, 2021

Hourly comparison by day ↗



Directional Summary

	Total	Average
Northbound	2,724	389
Southbound	2,504	358

Granville - Broadway South Prospect Street(W)



Licking County Area Transportation Study
12/06/2021



Portable Multi 1

September 16th, 2021 → September 22nd, 2021

Daily Average

Daily Average

432

Daily Avg - Ped

Daily Average

432

Daily Avg - Cycle

Daily Average

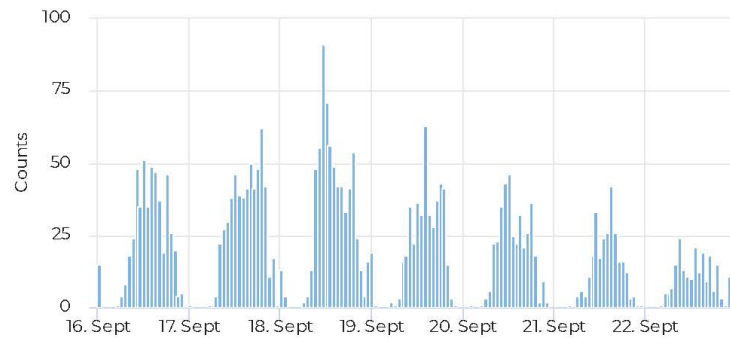
-
No Data

Total Count

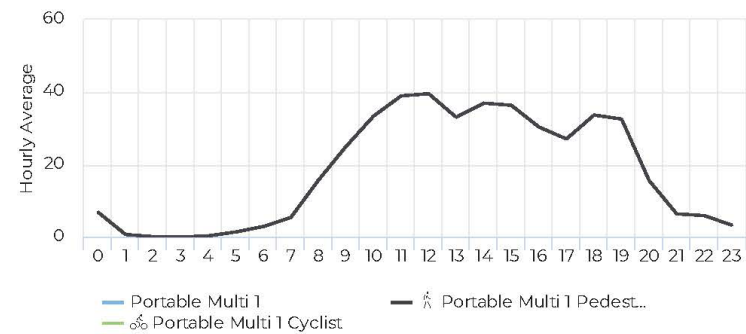
Total

3,024

Hourly Counts



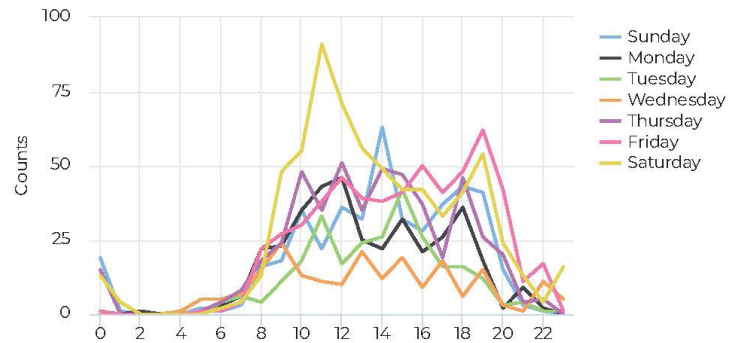
Hourly Average



Portable Multi 1

September 16th, 2021 → September 22nd, 2021

Hourly comparison by day



Directional Summary

Direction	Total	Average
Westbound	1,562	223
Eastbound	1,462	209

Granville - Broadway & South Prospect Street (E)

Licking County Area Transportation Study
12/06/2021



Portable Multi 2

September 16th, 2021 → September 22nd, 2021

Daily Average

Daily Average

563

Daily Avg - Ped

Daily Average

563

Daily Avg - Cycle

Daily Average

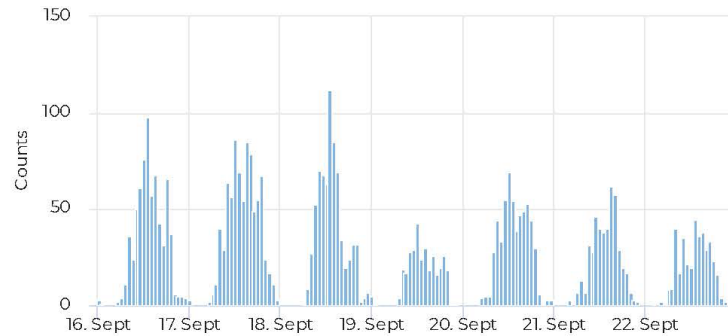
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No Data

Total Count

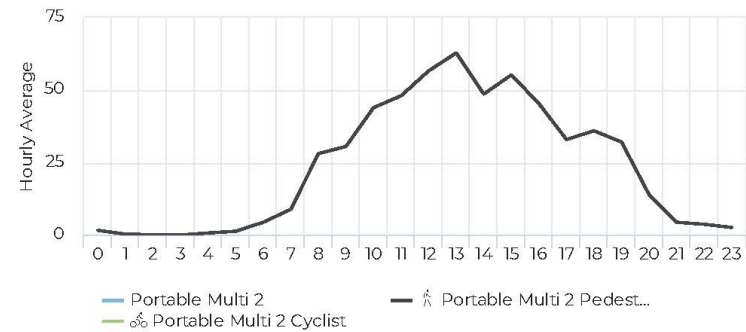
Total

3,940

Hourly Counts



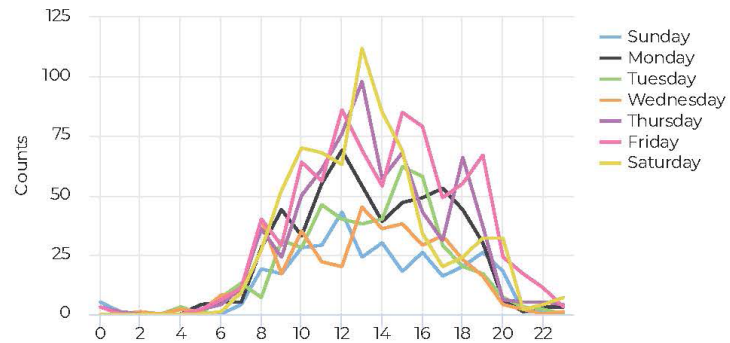
Hourly Average



Portable Multi 2

September 16th, 2021 → September 22nd, 2021

Hourly comparison by day



Directional Summary

Direction	Total	Average
Westbound	1,998	285
Eastbound	1,942	277





Granville - Broadway & South Main Street

Licking County Area Transportation Study
12/06/2021



Portable Multi 3

September 16th, 2021 → September 22nd, 2021

Daily Average

Daily Average

283

Daily Avg - Ped

Daily Average

283

Daily Avg - Cycle

Daily Average

—

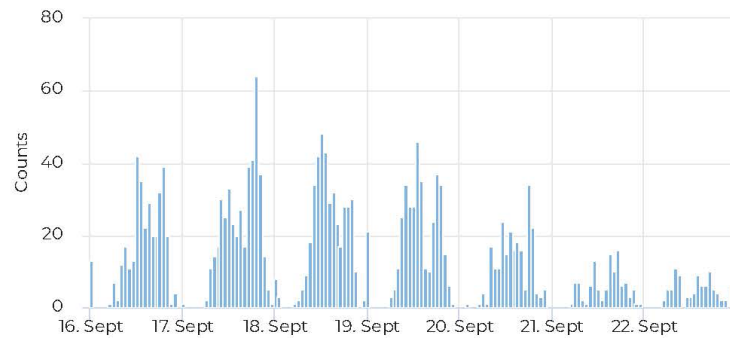
No Data

Total Count

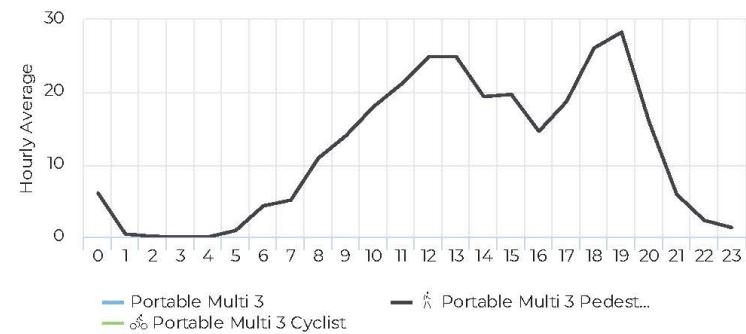
Total

1,980

Hourly Counts



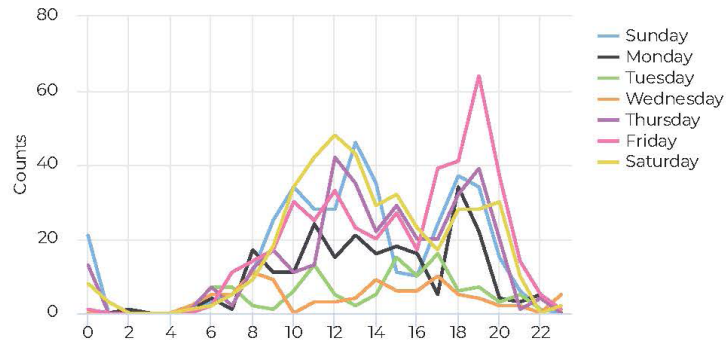
Hourly Average



Portable Multi 3

September 16th, 2021 → September 22nd, 2021

Hourly comparison by day



Directional Summary

Direction	Total	Average
Westbound	1,067	152
Eastbound	913	130





Granville - Broadway & North Main Street

Licking County Area Transportation Study
12/06/2021



Portable Multi 2

September 27th, 2021 → October 3rd, 2021

Daily Average

Daily Average

1,522

Daily Avg - Ped

Daily Average

1,522

Daily Avg - Cycle

Daily Average

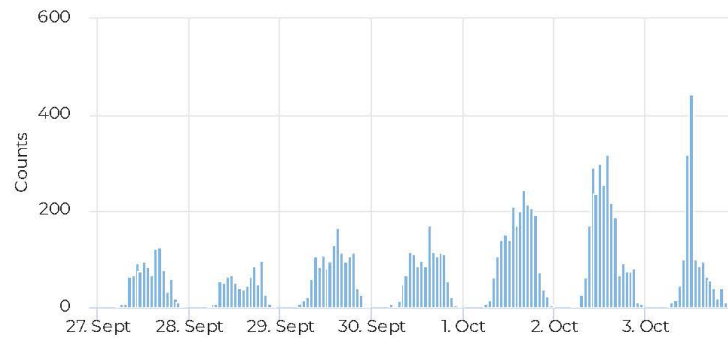
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Total Count

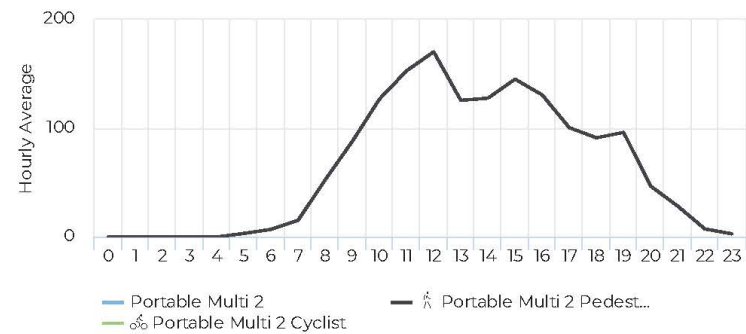
Total

10,651

Hourly Counts



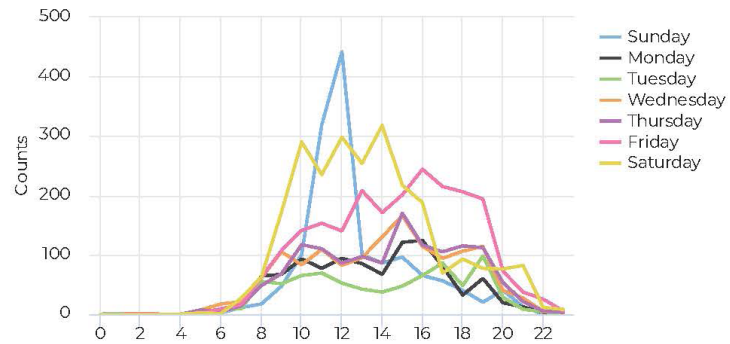
Hourly Average



Portable Multi 2

September 27th, 2021 → October 3rd, 2021

Hourly comparison by day



Directional Summary

Direction	Total	Average
Eastbound	5,394	771
Westbound	5,257	751



Granville - Broadway & North Prospect Street (W)

Licking County Area Transportation Study
12/06/2021

Portable Multi 3

September 27th, 2021 → October 3rd, 2021

Daily Average

Daily Average

1,739

Daily Avg - Ped

Daily Average

1,739

Daily Avg - Cycle

Daily Average

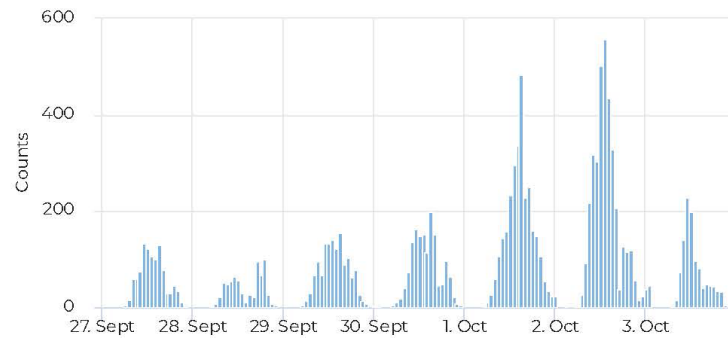
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No Data

Total Count

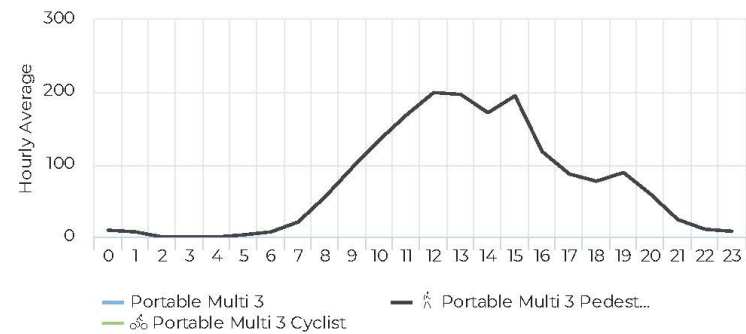
Total

12,172

Hourly Counts



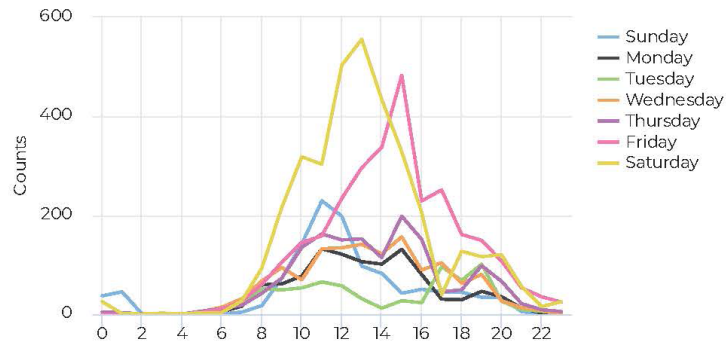
Hourly Average



Portable Multi 3

September 27th, 2021 → October 3rd, 2021

Hourly comparison by day



Directional Summary

Direction	Total	Average
Eastbound	6,953	993
Westbound	5,219	746





Granville - Broadway & North Prospect Street (E)

Licking County Area Transportation Study
12/06/2021



Portable Multi 1

September 27th, 2021 → October 3rd, 2021

Daily Average

Daily Average

1,110

Daily Avg - Ped

Daily Average

1,110

Daily Avg - Cycle

Daily Average

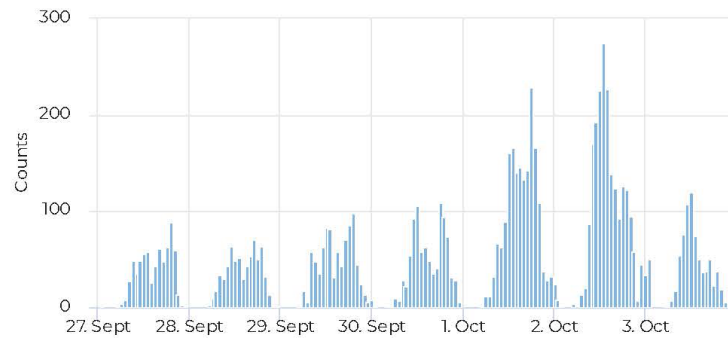
—
No Data

Total Count

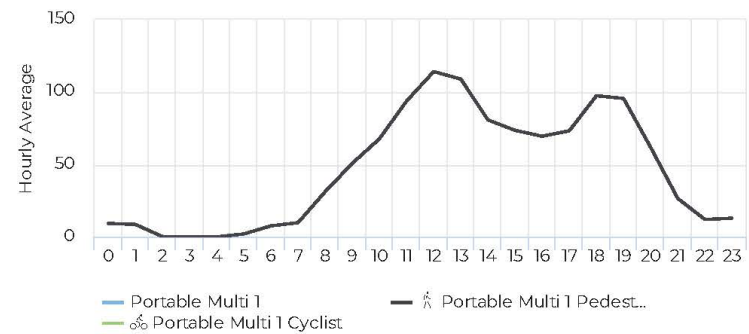
Total

7,770

Hourly Counts



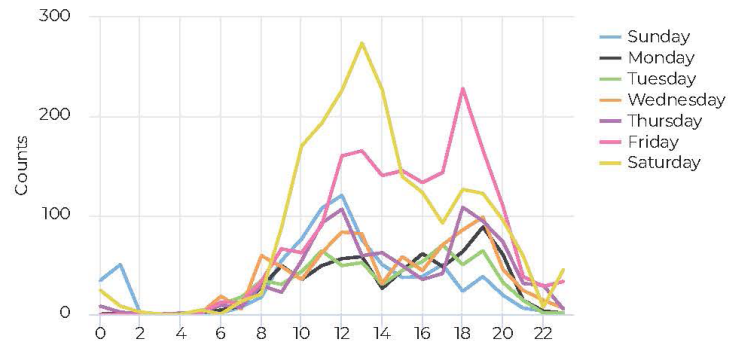
Hourly Average



Portable Multi 1

September 27th, 2021 → October 3rd, 2021

Hourly comparison by day



Directional Summary

Direction	Total	Average
Eastbound	3,960	566
Westbound	3,810	544





Granville - Broadway & Old Sycamore Lane

Licking County Area Transportation Study
12/06/2021



Mobile Ped

September 27th, 2021 → October 3rd, 2021

Daily Average

Daily Average

146

Daily Avg - Ped

Daily Average

146

Daily Avg - Cycle

Daily Average

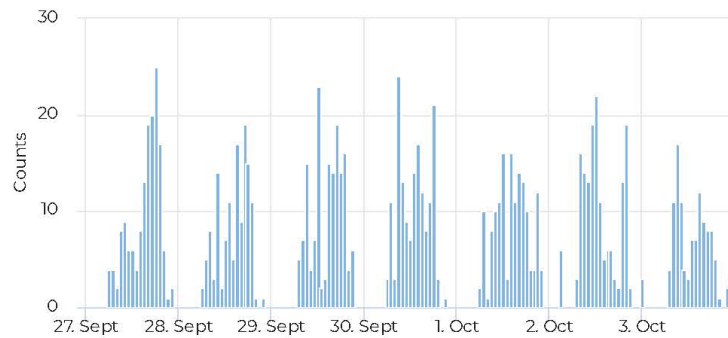
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Total Count

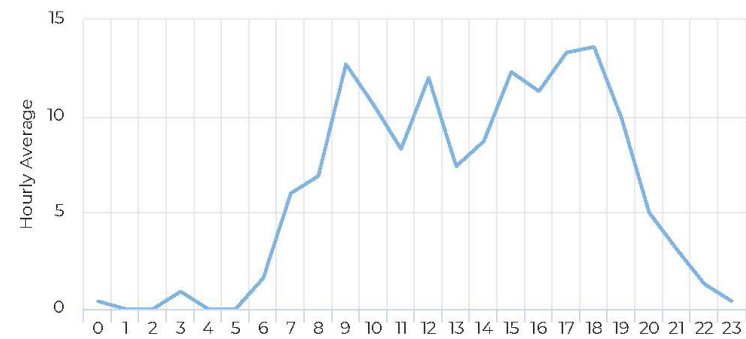
Total

1,019

Hourly Counts



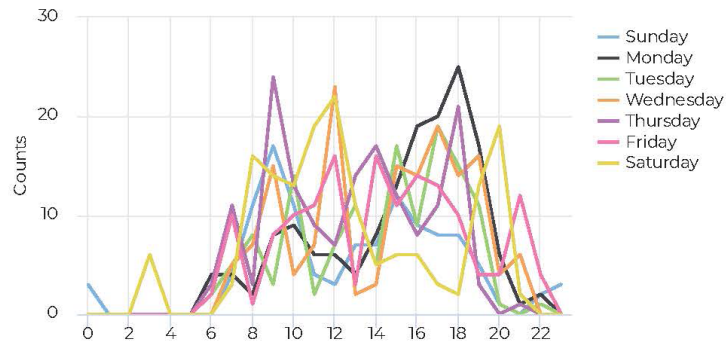
Hourly Average



Mobile Ped

September 27th, 2021 → October 3rd, 2021

Hourly comparison by day



Directional Summary

Direction	Total	Average
Eastbound	548	78
Westbound	471	67