

Bob Roehm
2964 Northwest Blvd.
Columbus, OH 43221
614-648-2260
bobroehm@gmail.com

7-6-2015

Education

Upper Arlington High School: Class of 1971
The Ohio State University: 1971 to 1974

Employment and volunteer work

Worked at Long's Commercial Art Supply: 1979 to 2000
Served as the editor of the *Columbus Free Press* calendar: 1979 to 1992
and 2013 to present
Worked at Grade A Notes Copy Center: 2000 to 2013
Retired: 2013
Have been a writer and editor for most of my adult life
Have been active for many years with a large number of nonprofit and
“advocacy” organizations that are working towards a world that includes
everyone

Disability

Survived a Traumatic Brain Injury [TBI] while bicycling in rural
Marion County, Ohio: 1978
Served as a board member of Mid-Ohio Board for an Independent
Living Environment [MOBILE]: for several years, during the 1980s
Developed epilepsy because of my TBI and stopped driving: 2007
Have met occasionally with COTA's Accessible Transportation
Advisory Committee [ATAC] and communicate regularly with one of ATAC's
active members: 2012 to present
Moved from a house near Riverside Dr. to an apartment near the
Kingsdale Shopping Center in order to be closer to three COTA bus routes:
2014

Mission Statement

During my life, I have gotten around Columbus and central Ohio in
many different ways: driving, bicycling, walking, public transit, and finding
rides with people who drive cars.

I am a non-driver [since 2007 because of epilepsy]. I have been unable
to bicycle safely [since 1978 because of multiple vision impairments that are
the result of my Traumatic Brain Injury]. My “transportation options” are
more limited than they used to be so I am often required to figure out “other”

ways to get around in a culture that depends too much on automobiles and often assumes that everyone drives.

My three areas of greatest interest in terms of my potentially being a member of MORPC's Transportation Community Advisory Committee are (1.) advocating for public transit, (2.) advocating for people with disabilities, and (3.) advocating for pedestrians with or without disabilities.

I often engage with COTA staff members — as well as with other COTA customers [and COTA bus drivers] while I am riding on COTA buses — on the topic of COTA's many proposed service changes.

I am the person responsible for COTA having recently corrected the spoken announcement of a bus stop on the #3 and #84 COTA bus routes that could potentially have confused a blind person. King's Ct. and King Ave. are $\frac{1}{4}$ mile apart on Northwest Blvd. yet the announcements for both of these stops had been — until about one week ago — “Northwest and King”. Now, the spoken announcement for the intersection of Northwest Blvd. and King's Ct. has been changed to “Northwest Boulevard and King's Ct.”

I have not yet learned how best to advocate for pedestrians, which is one of the several reasons why I am so interested in serving on MORPC's Transportation Community Advisory Committee.

I regularly report burned-out traffic lights and burned-out street lights in Columbus and its suburbs. Typically, the municipalities repair these lights within a few hours [traffic lights] or within a few days [street lights].

I have learned that reporting damaged or unsafe sidewalks is a far more complicated process than reporting burned out traffic lights and street lights because, typically, the municipalities must notify a property owner that they must repair the sidewalk themselves at their own cost [unless the damage has been caused by a city-planted tree].

I do not know the best way to advocate for adding new sidewalks in the areas of greatest need though I am certainly willing to talk with anyone and everyone about the areas of great need of which I am currently aware.

One of my particular concerns regarding sidewalks is those sidewalks that exist only within a particular municipality that abruptly stop as soon as a pedestrian has crossed into the next municipality.

Several years ago, I attended a public meeting on constructing new sidewalks in Columbus and learned that there is enough money to pay for only about 1% or 2% of the needed sidewalks.