CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN 🦎 🔊 🖫 💵 🚍

#### **MULTI-MODAL TRANSPORTATION PLAN APPENDIX**

November 25, 2013



for consideration by:



submitted by:





# CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN $\uparrow \sim 10^{-10}$ APPENDIX CONTENTS

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#### **ADDITIONAL SUPPLEMENTAL DOCUMENTS:**

The following documents are not specific to Birmingham but are provided as a reference guide for continued development of bicycle and pedestrian improvements.

**PUBLIC POLICY BEST PRACTICES** 

PHYSICAL ENVIRONMENT BEST PRACTICES

**COMMUNITY PROGRAM BEST PRACTICES** 

**QUALITY OF LIFE BEST PRACTICES** 

**TGC DESIGN GUIDELINES** 

CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN 🤾 🔗 💂 👊工 🚍









#### PRELIMINARY WEB SURVEY RESULTS

November 14, 2012



for consideration by:



submitted by:





## CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN TO SEE THE PRELIMINARY WEB SURVEY RESULTS

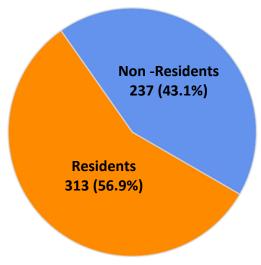
#### **OVERVIEW**

A web survey was available for two weeks, from October 18 to November 4, 2012, to provide input on the City of Birmingham Multi-Modal Transportation Plan. 550 people began the survey and 429 (78%) completed the entire survey.

The survey began by collecting general information about the survey respondents and then asked questions regarding non-motorized travel, travel to school and public transit. The last part of the survey asked opinions on specific multi-modal transportation improvements, as well as what they hoped the project would accomplish.

#### **KEY FINDING:**

- 12.9 % of the respondents who are residents of Birmingham live less than 1 mile from their work and another 17.5% live within 5 miles of their work.
- 28.7% of respondents walk and 20.1% bike to work and/or the store on a weekly basis
- 57.2% of respondents would be comfortable riding a bike in a Bike Lane on a Minor Road and 29.4 % of respondents would be comfortable riding a bike in a Bike Lane on a Major Road.



- Around 55% of respondents with school age children would be likely to let their children walk or bike most or some of the time if a network of sidewalk, pathways and crosswalks were available.
- Lack of sidewalks or pathways long the main roads, busy signalized intersections and personal security concerns were identified as the top three major concerns for school age children walking and bicycling to school.
- 88.6% of respondents have never used the SMART bus in Birmingham.
- 34 respondents currently walk and 21 bike to the existing Amtrak Station.
- Around 70% of respondents feel that respect and understanding between bicyclists and motorists is very important to making more bicycle and pedestrian trips actually happen in the future.

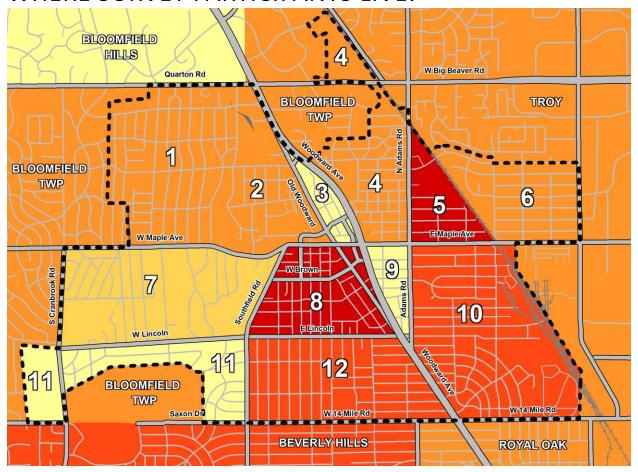
# CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN 🛪 🙈 🖫 🕮 PRELIMINARY WEB SURVEY RESULTS

**RESULTS** 

# 1. Are you a Resident of the City of Birmingham? Response Percent Count Yes 56.8% 312 No 43.2% 237 answered question 549 skipped question 0

2. Using the map for reference, please indicate the number of the area or the nearby community where you live and work. If you DO NOT live and/or work in any of these areas please select "Other".

#### WHERE SURVEY PARTICIPANTS LIVE:





(# of survey participants)

40 and Over

30 to 40

20 to 30

10 to 20 Less than 10 62.5 % Live in City of Birmingham

7.4 % Live in Beverly Hills

1.6 % Live in Bloomfield Hills

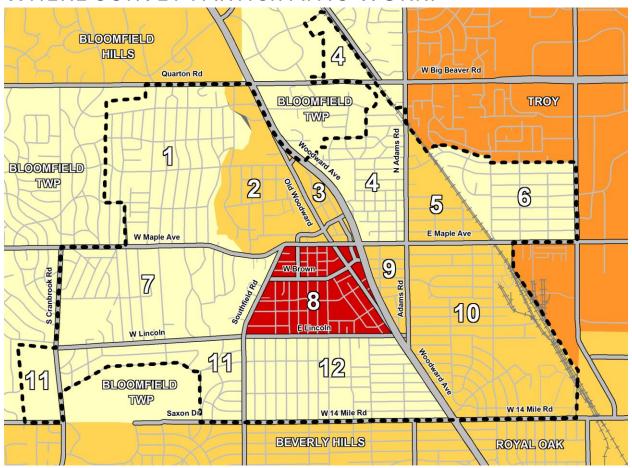
4.5 % Live in Bloomfield Township

4.1 % Live in Royal Oak

4.5 % Live in Troy

15.6 % Live in Other Locations

#### WHERE SURVEY PARTICIPANTS WORK:



#### Where Survey Participants Work

(# of survey participants)

40 and Over

30 to 40

20 to 30

10 to 20 Less than 10 33.2 % Work in City of Birmingham

3 % Work in Beverly Hills

2.4 % Work in Bloomfield Hills

2 % Work in Bloomfield Township

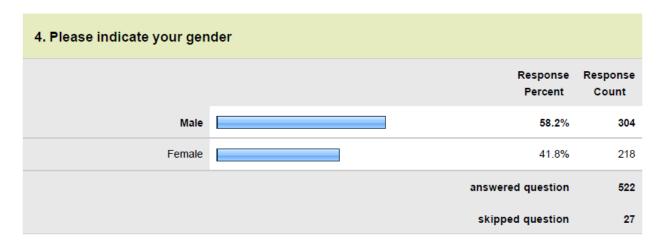
3.7 % Work in Royal Oak

6.3 % Work in Troy

49.6 % Work in Other Locations

3. Please indicate which of the following best describes your circumstance. For the purposes of this question, a household is considered any type of residence with one or more occupants.

	Response Percent	Response Count
I am less than 18 years old	0.2%	1
I am a full time college or university student	1.3%	7
I am part of a household without school age children	37.3%	196
I am part of a household with school age children	45.1%	237
I am a senior citizen (over 65)	16.2%	85
	answered question	526
	skipped question	23



#### 5. What is your primary mode of transportation for the following types of trips? Please select walking, bicycling, bus, train, motorcycle, drive yourself, passenger or other. If you don't typically make a particular trip type select "Not Applicable".

	Not Applicable	Walking	Bicycling	Bus	Train	Motorcycle	Drive Yourself	Carpool	Passenger	Other	Response Count
To Work	17.6% (92)	3.1% (16)	4.8% (25)	1.1% (6)	0.0%	0.2% (1)	71.7% (375)	0.8% (4)	0.6% (3)	0.2%	523
Education/School	64.8% (319)	3.7% (18)	3.3% (16)	3.7% (18)	0.0%	0.0% (0)	21.7% (107)	1.6% (8)	0.6% (3)	0.6%	492
Shopping & Personal Business	0.4% (2)	8.5% (45)	6.8% (36)	0.0%	0.0%	0.0% (0)	82.4% (435)	0.4% (2)	1.5% (8)	0.0%	528
Leisure & Recreation	1.2% (6)	22.1% (115)	26.0% (135)	0.0%	0.2% (1)	0.8% (4)	46.5% (242)	1.2% (6)	1.9% (10)	0.2%	520
Other	30.1% (74)	17.5% (43)	22.4% (55)	0.4% (1)	0.8%	0.8% (2)	24.8% (61)	0.8% (2)	1.2% (3)	1.2% (3)	246

Other (please specify) 75

answered question 529
skipped question 21

Other (	comments):	
1	exercise	Nov 4, 2012 5:14 PM
2	I run every morning (and sometimes afternoons) with my dogs around Beverly Hills and Birmingham.	Nov 4, 2012 1:27 PM
3	walk to parks and school with grandchildren	Nov 4, 2012 11:06 AM
4	leisure	Nov 4, 2012 2:30 AM
5	Doctor's appointments	Nov 3, 2012 7:03 PM
6	Exercise/Training	Nov 3, 2012 4:54 PM
7	Exercise/sport	Nov 3, 2012 4:41 PM
8	exercise	Nov 3, 2012 10:04 AM
9	Exercise	Nov 3, 2012 8:46 AM
10	Excersize	Nov 3, 2012 7:50 AM
11	exercise	Nov 2, 2012 5:19 PM
12	walk when winter comes and can't bike	Nov 2, 2012 4:29 PM
13	postal drop box,winter errands close to home when I can't bike.	Nov 2, 2012 4:25 PM
14	Occasionally ride in someone elses car - social visit	Nov 2, 2012 2:44 PM
15	Local retail and exercise	Nov 2, 2012 2:15 PM
16	walk to any downtown events (art fairs, bike race, etc)	Nov 2, 2012 10:34 AM

17	Classes at TCH and BASC	Nov 2, 2012 10:13 AM
18	Walking for Health Reasons	Nov 2, 2012 10:08 AM
19	Will sometimes walk or ride bike to store or to movies and for eating out	Nov 1, 2012 8:17 PM
20	Site seeing	Nov 1, 2012 5:32 PM
21	I walk 4 to 6 miles a day in the area.	Nov 1, 2012 4:35 PM
22	Running for exercise	Nov 1, 2012 4:12 PM
23	We walk or ride bikes downtown for everything except work.	Nov 1, 2012 2:04 PM
24	I frequently take the Amtrak train from Birmingham to Chicago. The free parking is excellent.	Nov 1, 2012 1:46 PM
25	Walk and cycle for leisure.	Nov 1, 2012 10:19 AM
26	Walking for leisure	Nov 1, 2012 10:12 AM
27	leisure	Nov 1, 2012 8:19 AM
28	I like to walk or bike downtown for lunch, dinner, and to shop.	Nov 1, 2012 8:11 AM
29	Exercise	Nov 1, 2012 6:45 AM
30	visit chicago	Oct 31, 2012 10:11 PM
31	Dog walking	Oct 31, 2012 1:09 PM
32	Walking the dog, walking to downtown for shopping and leisure	Oct 31, 2012 10:07 AM
33	shopping and personal business is 1/2 drive yourself, 1/2 walking	Oct 30, 2012 10:06 PM
34	I enjoy walking to the library, YMCA, drugstore, hair salon, movies, bank, restaurants, etc.	Oct 30, 2012 8:39 PM
35	daughter's school, local grocery shop, excercise	Oct 30, 2012 3:33 PM
36	errands in town	Oct 30, 2012 2:25 PM
37	Walking, running, biking for recreation and leasure	Oct 30, 2012 1:30 PM
38	I drive or walk to most activities, ocassionally bike	Oct 30, 2012 11:41 AM
39	I typically walk if I can otherwise I drive to shopping and personal business	Oct 30, 2012 10:29 AM
40	I regularly bike between my neighborhood (5) and the principal shopping district.	Oct 30, 2012 10:27 AM
41	Exercise	Oct 30, 2012 8:07 AM
42	Sports - distance running through city streets	Oct 29, 2012 5:38 PM
43	We bike and walk for leisure/recreation.	Oct 29, 2012 4:51 PM
44	Dr. Appointments	Oct 29, 2012 4:09 PM
45	local cycling club rides	Oct 29, 2012 11:02 AM
46	i commute by bike to work on occasions.	Oct 29, 2012 8:15 AM

48	Trips to Chicago	Oct 27, 2012 4:56 PM
49	hobby/leisure activity	Oct 27, 2012 1:23 PM
50	jogging and biking within radius of residence	Oct 26, 2012 7:08 PM
51	motorcycle	Oct 26, 2012 4:38 PM
52	Recreational rider	Oct 26, 2012 3:42 PM
53	workout	Oct 26, 2012 10:14 AM
54	Drive to town, then walk from structure.	Oct 26, 2012 8:11 AM
55	Like to bicycle a lot. My daughter urges us to the parks a lot.	Oct 25, 2012 8:09 PM
56	Workout	Oct 25, 2012 7:14 PM
57	Go out and get exercise with my family - we ride from our house into downtown Birmingham or BH parks	Oct 25, 2012 5:42 PM
58	Bicycle to shop and walk in Birmingham	Oct 25, 2012 4:02 PM
59	additional leisure & recreation	Oct 25, 2012 2:49 PM
60	Use bicycle to exercise, usually Saturday and Sunday.	Oct 25, 2012 1:35 PM
61	part time commuting	Oct 25, 2012 1:26 PM
62	ride my bike for all other than work	Oct 25, 2012 12:46 PM
63	I would take the train if i could get on it from the b ham side	Oct 25, 2012 10:45 AM
64	Dinner, movies, dog walking	Oct 25, 2012 10:11 AM
65	Sometimes walk to work	Oct 25, 2012 9:54 AM
66	Recreational biking	Oct 25, 2012 9:51 AM
67	Work out at gym.	Oct 23, 2012 9:29 PM
68	Church	Oct 23, 2012 8:09 PM
69	getting lunch or shopping while at work	Oct 23, 2012 1:29 PM
70	running	Oct 23, 2012 11:14 AM
71	Avid cyclist.	Oct 23, 2012 11:06 AM
72	Bike to YMCA/Soccer	Oct 23, 2012 9:25 AM
73	I would bike more if I felt safe doing so. Our county needs more bike paths.	Oct 22, 2012 7:45 PM
74	I would walk more if the cars were slowed down, if there were more crosswalks, and if the sidewalks were wider.	Oct 22, 2012 10:38 AM
75	Drive to airport for work travel several times per month	Oct 22, 2012 9:26 AM

6. How far is your commute to work?							
	Response Percent	Response Count					
Less Than 1 Mile	9.2%	48					
1 to 5 Miles	18.9%	99					
5 to 10 Miles	18.3%	96					
10 to 20 Miles	22.7%	119					
Over 20 Miles	9.9%	52					
I work at home	5.2%	27					
Not applicable	15.8%	83					
	answered question	524					
	skipped question	25					

#### 7. Please describe how frequently you walk and bicycle for the following types of trips:

	Daily	Weekly	Monthly	Rarely	Never	Response Count
Walk for fun and/or exercise	38.5% (194)	40.5% (204)	8.9% (45)	8.7% (44)	3.4% (17)	504
Walk to work and/or the store	9.3% (46)	28.7% (142)	19.0% (94)	23.0% (114)	20.0% (99)	495
Bicycle for fun and/or exercise	15.7% (80)	32.3% (164)	16.7% (85)	16.1% (82)	19.1% (97)	508
Bicycle to work and/or the store	5.7% (28)	19.4% (95)	13.7% (67)	24.7% (121)	36.5% (179)	490

Other (please specify)

17

answered question	514
skipped question	36

Other	(comments):	
1	I would love to bike to the store and to work daily!	Nov 4, 2012 1:29 PM
2	Y.M.C.A. walk	Nov 3, 2012 7:05 PM
3	These answers are for the summer and other good weather times only. Not when it sleets or snows.	Nov 3, 2012 11:27 AM
4	I walk daily to the bus stop for work	Nov 2, 2012 12:52 PM
5	Bike during the summer/fall mpnths	Nov 1, 2012 5:32 PM
6	Library at least once a week	Nov 1, 2012 12:12 PM
7	Run frequently	Nov 1, 2012 10:21 AM
8	I use a wheelchair.	Nov 1, 2012 9:40 AM
9	I regularly bike to the Principal Shopping District.	Oct 30, 2012 10:28 AM
10	I byke only in the summer	Oct 30, 2012 9:25 AM
11	Recreational running on streets and sidewalks: 3.5 times/week.	Oct 28, 2012 8:11 PM
12	I walk at home on a treadmill	Oct 28, 2012 12:58 PM
13	Would bicycle more if roads were designed to carry bicycles more safely.	Oct 25, 2012 8:11 PM
14	runjog for exercise	Oct 25, 2012 3:18 PM
15	I cycle for exercise *more* than once a week (3/4 times per week)	Oct 25, 2012 1:19 PM
16	I run a lot - not sure if that's what you are asking about	Oct 25, 2012 9:53 AM
17	Michigan is cold and snowy, so biking is not an option for much of the year.	Oct 22, 2012 10:40 AM

### 8. If a system of sidewalks, pathways, crosswalks, bike lanes, etc. is constructed that you would be comfortable using, Do you think you would walk and bike for the following trips?

	Yes	No	Response Count
Walk for fun and/or exercise	88.6% (451)	11.4% (58)	509
Walk to work and/or do errands (store, post office, etc.)	72.3% (363)	27.7% (139)	502
Bicycle for fun and/or exercise	78.4% (399)	21.6% (110)	509
Bicycle to work and/or do errands (store, post office, etc.)	69.0% (345)	31.0% (155)	500
		Other (please specify)	33
		answered question	514
		skipped question	35

Other (c	comments):	
1	Also need place to lock bike when I get there.	Nov 3, 2012 7:48 PM
2	I'd ride one of my bikes rather than walk	Nov 3, 2012 4:55 PM
3	existing sidewalks are adequate for walking for fun and to do errands	Nov 3, 2012 12:35 PM
4	The answer for summer might be yes, but in the bad weather, I will not walk or bike.	Nov 3, 2012 11:27 AM
5	Birmingham is not currently biker friendly and while the new racks are appreciated, they are not very user friendly, also not weather protected.	Nov 3, 2012 9:45 AM
6	would walk / bike more for errands and fun/exercise	Nov 2, 2012 12:52 PM
7	This is a biased question. I would do the above regardless of any changes in the road. The question assumes that the activities would be done less regularly if a system as described was not built.	Nov 1, 2012 8:19 PM
8	But to be really useful - they need to be dedicated paths (more than just sidewalks)	Nov 1, 2012 8:12 PM
9	Comment: I would not be inclined to do so more than I already do. The lanes would not increase my likelihood of doing the errands I already do on foot or bike.	Nov 1, 2012 3:16 PM
10	Yes!!!!! Bike lanes are sorely lacking.	Nov 1, 2012 2:05 PM
11	When PO was across from library I used to walk it regularlysome years ago	Nov 1, 2012 12:12 PM
12	Strongly in support of safe bike lanes	Nov 1, 2012 10:21 AM

13	A system of sidewalks, pathways, crosswalks and bikes lanes already exists!! Silly question!	Nov 1, 2012 10:13 AM
14	I would walk and ride a bike, but I use a wheelchair.	Nov 1, 2012 9:40 AM
15	I just use the existing sidewalks, works fine for me. I would like to have shuttles from the neighborhoods to downtown for the winter, that would be nice.	Nov 1, 2012 8:13 AM
16	Use sidewalks - don't need pathways, bike lanes - won't use on Lincoln because of traffic.	Oct 31, 2012 8:59 AM
17	I would feel much more comfortable allowing my children to walk and bike to school and activities	Oct 31, 2012 8:18 AM
18	I would walk across Woodward more often if it was more walker friendly.	Oct 30, 2012 8:41 PM
19	I would not walk or bike to work regardless.	Oct 30, 2012 1:31 PM
20	Yes and more with my kids	Oct 30, 2012 1:04 PM
21	Byke paths are usually cloged with slow pokes and B'ham has the wrong cusrbs for bykes, need sloping curbs.	Oct 30, 2012 9:25 AM
22	I wouldn't walk or bicycle any more or less than I do currently, the "system" is not necessary and a waste of money. There are sufficient paths, sidewalks, etc. already.	Oct 29, 2012 10:59 PM
23	Recreational running on streets and sidewalks: Yes.	Oct 28, 2012 8:11 PM
24	I ride on sidewalks now because I would rather have bike lanes not near auto traffic.	Oct 27, 2012 1:25 PM
25	There is a GREAT need to provide SAFE bike and walk paths along Woodward Avenue	Oct 26, 2012 9:15 AM
26	We like to bicycle a lot.	Oct 25, 2012 8:11 PM
27	conerned that bicycles are technically not allowed on sidewalks, would these pathways be "general use" to legally permit bicycles?	Oct 25, 2012 1:34 PM
28	The key thing to enhance my comfort is the education that would be given to drivers. It's amazing how drivers now behave. Many have no clue how or what it means to share the road.	Oct 25, 2012 1:19 PM
29	this shouldn't be a yes or no question- "how often would you" "never", "somewhat often", etc.	Oct 24, 2012 11:49 AM
30	Many bicycle users in Birmingham ignore stopping at stop signs and traffic lights. They ride in the middle of the road and show a disregard for motorists. I strongly oppose further expansion of bicycle lanes when bikers show no courtesy to drivers and no courtesy to move over on the road. A dedicated bike lane would be no different if they disobey the rules.	Oct 23, 2012 9:35 PM
31	Every place I walk right now has sidewalks.	Oct 22, 2012 6:13 PM
32	Not going to commute from Waterford to Birmingham in anything but a car. Too dangerous in the other communities.	Oct 22, 2012 12:08 PM
33	I'd walk, but I could only bike part of the year. Walking is more important to me than biking.	Oct 22, 2012 10:40 AM

9. For the following recreational areas, please indicate if you currently walk or bicycle to those destinations and if you would be interested in doing so in the future if there was a network of sidewalks, pathways, crosswalks, bike lanes and bus routes that you would be comfortable using Only answer the parks that you are interested in going to.

	Currently WALK to	Currently BIKE to	Like to WALK to	Like to BIKE to	Response Count
Barnum Park	47.0% (125)	36.1% (96)	21.1% (56)	32.3% (86)	266
Booth Park	48.8% (140)	33.4% (96)	23.3% (67)	35.9% (103)	287
Dog Park	7.6% (7)	16.3% (15)	47.8% (44)	51.1% (47)	92
Kenning Park	20.7% (29)	22.1% (31)	30.0% (42)	55.7% (78)	140
Poppleton Park	36.3% (85)	30.8% (72)	25.2% (59)	38.5% (90)	234
Rouge Park Trail System	35.9% (116)	23.8% (77)	27.9% (90)	44.0% (142)	323
Shain Park	59.2% (212)	32.4% (116)	21.2% (76)	31.8% (114)	358

Other (please specify)

answered question 432

41

skipped question 117

Other (	comments):	
1	where is the St. James Park? I used to live near there on Cedar	Nov 4, 2012 5:16 PM
2	We also walk regularly to Pembroke Park	Nov 2, 2012 7:07 PM
3	I currently and would like to continue (more safely) running to the Rouge Park Trail system	Nov 2, 2012 12:56 PM
4	Pembroke Park	Nov 2, 2012 10:18 AM
5	Not interested in walking or bycycling to any of the areas showm!	Nov 2, 2012 10:14 AM
6	John West Hunter Park at the Museum	Nov 2, 2012 9:28 AM
7	Pembroke Park	Nov 2, 2012 6:49 AM
8	Again, biased question, implies the future riding and walking is dependent on this new network.	Nov 1, 2012 8:23 PM
9	would like a safe bike trail system to use, that I can gt to by bike	Nov 1, 2012 5:33 PM
10	Use many city parks. Would like to see routes too/ from be safer.	Nov 1, 2012 10:23 AM
11	sidwalks already exist additional paths aren't necessary	Oct 31, 2012 3:04 PM

12	Would like easier access across Lincoln to St James Park and the YMCA, both bike and walk	Oct 31, 2012 8:22 AM
13	Quarton Lake	Oct 30, 2012 6:48 PM
14	Cant get to the dog park safely without a car - need a sidewalk and bike path	Oct 30, 2012 11:44 AM
15	Pembroke Park - currently walk/bike there, also would like to walk & bike there	Oct 30, 2012 10:23 AM
16	I am already comfortable and no new "network" is needed. I would not walk or bike any more or any less than I currently do.	Oct 29, 2012 11:01 PM
17	eighborhood	Oct 29, 2012 4:05 PM
18	I currently drive to downtown to got to Shain Park. I am not interested in walking to Shain Park. Why weren't there boxes to specify No Interest to Walk to a Specifc destination?	Oct 29, 2012 3:58 PM
19	Pembroke - Currently Drive but would like to walk	Oct 29, 2012 3:50 PM
20	ride bike to library	Oct 29, 2012 10:32 AM
21	Downtown, Adams Rd stores	Oct 29, 2012 10:26 AM
22	laps through the city, no destination	Oct 29, 2012 9:49 AM

23	i visit Birmingham often . I lead bike rides there. I used to live in Birmingham and visit often.	Oct 29, 2012 8:19 AM
24	It would be great to link up with the Clinton Valley Bike Trail	Oct 27, 2012 1:27 PM
25	Cranbrook grounds	Oct 26, 2012 7:11 PM
26	rail district, Eton businesses, Adams businesses	Oct 26, 2012 3:10 PM
27	Derby middle school	Oct 26, 2012 10:16 AM
28	Cranbrook School Gardens, Science Center, Art Institute Currently Walk	Oct 26, 2012 9:21 AM
29	Crossing Woodward and Hunter is always a threatening task on bicycle.	Oct 25, 2012 8:15 PM
30	downtown	Oct 25, 2012 5:00 PM
31	I ski a fair amount in Poppleton Park	Oct 25, 2012 4:51 PM
32	I walk as well as ride.	Oct 25, 2012 4:04 PM
33	Pembroke Park	Oct 25, 2012 3:19 PM
34	it would be great to be able to have kids bike or walk safety to Groves Highschool - but there are no safe sidewalks or bike lanes north, west or south of the school	Oct 25, 2012 1:37 PM
35	Drive vehicle	Oct 24, 2012 9:40 AM
36	The East side of Eton has a sidewalk but it is extremely close to the road due to how the buildings are being constructed right up to the lot line on Eton. Maybe push back future development so you could install wider sidewalks on that side of the road. It is a downright scary feeling if you walk by the Reserve at certain times of the day.	Oct 23, 2012 9:41 PM
37	do not know this area	Oct 23, 2012 9:12 PM
38	don't walk or bike to any of these parks	Oct 23, 2012 9:02 AM
39	Quarton Lake	Oct 22, 2012 5:06 PM
40	Given the cold climate, and the need to slow cars, priority needs to be pedestrian-friendly over bike-friendly. Streets need to be narrower to slow cars. Sidewalks need to be wider to allow for pedestrians.	Oct 22, 2012 10:43 AM
41	I would love to be able to safely ride my bike from maple and orchard lake to downtown Birmingham	Oct 21, 2012 12:11 PM

10. For the following commercial areas, please indicate if you currently walk or bicycle to those destinations and if you would be interested in doing so in the future if there was a network of sidewalks, pathways, crosswalks, bike lanes and bus routes that you would be comfortable using Only answer the commercial areas that you are interested in going to.

	Currently WALK to	Currently BIKE to	Like to WALK to	Like to BIKE to	Response Count
Adams Square Shopping Center	38.2% (91)	26.1% (62)	24.4% (58)	45.4% (108)	238
Downtown Birmingham	62.4% (259)	34.0% (141)	22.7% (94)	34.0% (141)	415
Commercial Strip along Woodward South of Lincoln	36.2% (89)	23.2% (57)	22.0% (54)	50.0% (123)	246
Commercial Strip at Eton and Yorkshire	28.0% (52)	28.5% (53)	22.0% (41)	54.8% (102)	186
Commercial Strip at W Maple Ave and Chesterfield Ave	28.8% (49)	24.1% (41)	22.9% (39)	53.5% (91)	170
Commercial Strip at 14 Mile Road and Pierce Street	29.0% (49)	30.8% (52)	20.7% (35)	48.5% (82)	169
Market Square Shopping Center	21.6% (40)	24.9% (46)	24.9% (46)	58.4% (108)	185
North Old Woodward District	44.4% (135)	29.3% (89)	22.0% (67)	44.1% (134)	304
Rail District	23.6% (62)	25.1% (66)	28.5% (75)	55.5% (146)	263
Triangle District	34.8% (88)	25.7% (65)	29.6% (75)	50.2% (127)	253
			Othe	r (please specify)	22

answered question 436
skipped question 113

#### Other (comments):

1 Would really like to see a pathway along Evergreen near Douglas Evans Preserve; also for students walking/riding from Groves/Seaholm to Berkshire. Nov 4, 2012 1:33 PM

•		
2	while i am interested in going to these various locations, i am not interested in biking or walking to any!	Nov 4, 2012 2:51 AM
3	Except when it's raining, snowing or sleeting	Nov 3, 2012 11:28 AM
4	Stores along Coolidge between 14 & 15 Mile Roads - access via Birmingham. Ironically, this is where the Train depot rail underpass would have been great!	Nov 3, 2012 9:52 AM
5	We walk to a lot of areas, but they are not as easy to access as they should be	Nov 2, 2012 7:07 PM
6	Not interested in walking to any of the areas shown with the exception of downtown! Bicycling not at all!	Nov 2, 2012 10:22 AM
7	Question has same bias as described earlier.	Nov 1, 2012 8:25 PM
8	Beaumont Hospital- huge numbers of employees live nearby	Nov 1, 2012 7:10 PM
9	absolutely want more bike lanes to get around	Nov 1, 2012 8:35 AM
10	sidewalks already exist- safety paths not necessary	Oct 31, 2012 3:04 PM
11	Nothing needed. I would not walk or bike any more or any less if there was a "network".	Oct 29, 2012 11:04 PM
12	When I go to one of this locations I drive. I am not interested in walking to any of these locations. Why weren't there boxes to specify No Interest to Walk to a Specifc destination?	Oct 29, 2012 4:02 PM
13	Would like to ride up to coolidge from any mile road	Oct 26, 2012 7:32 PM
14	Walk/Run/Bike to lahser and Maple	Oct 25, 2012 9:20 PM
15	previously used Caribou Coffee as frequent destination in downtown BH	Oct 25, 2012 5:09 PM
15 16	previously used Caribou Coffee as frequent destination in downtown BH  Non-resident so not applicable	Oct 25, 2012 5:09 PM Oct 25, 2012 4:52 PM
		· · · · · · · · · · · · · · · · · · ·
16	Non-resident so not applicable	Oct 25, 2012 4:52 PM
16 17	Non-resident so not applicable  I also drive to these areas if it is bad weather.	Oct 25, 2012 4:52 PM Oct 25, 2012 4:05 PM
16 17 18	Non-resident so not applicable  I also drive to these areas if it is bad weather.  Shopping center on Coolidge south of Maple	Oct 25, 2012 4:52 PM Oct 25, 2012 4:05 PM Oct 25, 2012 9:33 AM
16 17 18 19	Non-resident so not applicable I also drive to these areas if it is bad weather. Shopping center on Coolidge south of Maple Drive vehicle I currently drive to the other commercial areas, but would bike there, if there	Oct 25, 2012 4:52 PM Oct 25, 2012 4:05 PM Oct 25, 2012 9:33 AM Oct 24, 2012 9:40 AM
16 17 18 19 20	Non-resident so not applicable  I also drive to these areas if it is bad weather.  Shopping center on Coolidge south of Maple  Drive vehicle  I currently drive to the other commercial areas, but would bike there, if there were bike paths.  A lot of cyclists (myself included) ride through Birmingham, entering/exiting the	Oct 25, 2012 4:52 PM Oct 25, 2012 4:05 PM Oct 25, 2012 9:33 AM Oct 24, 2012 9:40 AM Oct 22, 2012 7:51 PM
16 17 18 19 20	Non-resident so not applicable  I also drive to these areas if it is bad weather.  Shopping center on Coolidge south of Maple  Drive vehicle  I currently drive to the other commercial areas, but would bike there, if there were bike paths.  A lot of cyclists (myself included) ride through Birmingham, entering/exiting the city on Pierce Street in the south and Wrenwood/Brooklawn in the north. (In the north, the true destination is either Kensington or Beach Roads in Troy.) With so many eateries and options, a stop is always in order. Sometimes, it is a powerbar and water at a gas station, a fresh innertube or bike adjustment at KLM, or an after-ride beer or sandwich. So far most of your questions do not	Oct 25, 2012 4:52 PM Oct 25, 2012 4:05 PM Oct 25, 2012 9:33 AM Oct 24, 2012 9:40 AM Oct 22, 2012 7:51 PM

11. For the following educational and institutional destinations, please indicate if you currently walk or bicycle to those destinations and if you would be interested in doing so in the future if there was a network of sidewalks, pathways, crosswalks, bike lanes and bus routes that you would be comfortable using. Only answer the destinations that you are interested in going to.

	Currently WALK to	Currently BIKE to	Like to WALK to	Like to BIKE to	Response Count
Baldwin Public Library	59.5% (197)	30.5% (101)	23.6% (78)	37.2% (123)	331
Birmingham Covington Districtwide 3-8 School	17.6% (15)	27.1% (23)	27.1% (23)	67.1% (57)	85
City Hall	68.1% (160)	24.3% (57)	21.3% (50)	28.1% (66)	235
Community House	63.7% (160)	28.3% (71)	21.1% (53)	31.9% (80)	251
Derby Middle School	33.5% (52)	40.6% (63)	20.6% (32)	47.7% (74)	155
Eaton Academy	21.3% (10)	25.5% (12)	29.8% (14)	57.4% (27)	47
Ernest W. Seaholm High School	22.2% (34)	36.6% (56)	20.3% (31)	58.8% (90)	153
Holy Name School	43.8% (35)	23.8% (19)	26.3% (21)	42.5% (34)	80
Midvale Center/ BASCC	26.3% (21)	30.0% (24)	20.0% (16)	53.8% (43)	80
Our Shepherd Lutheran	31.5% (17)	27.8% (15)	20.4% (11)	50.0% (27)	54
Pembroke School	31.9% (23)	29.2% (21)	25.0% (18)	48.6% (35)	72
Pierce Elementary	47.5% (47)	37.4% (37)	23.2% (23)	41.4% (41)	99
Quarton Elementary	36.5% (27)	28.4% (21)	25.7% (19)	54.1% (40)	74
Roeper School	37.0% (27)	21.9% (16)	28.8% (21)	49.3% (36)	73
			Othe	r (please specify)	27

skipped question 169

Other (comments):

380

answered question

1	we vote at Holy Name and have friends who live across from Pierce	Nov 4, 2012 5:20 PM
2	I would walk to only locations that are nearby my house, would not be interested in walking or biking to most.	Nov 4, 2012 2:52 AM
3	Birmingham Bloomfield Art Association; BASCC (Birmingham Senior Center)	Nov 3, 2012 10:21 AM
4	Again, we do walk into downtown Bham from our area, but would very much look forward to an easier way across Woodward - particularly at Bowers Street	Nov 2, 2012 7:08 PM
5	groves	Nov 2, 2012 11:41 AM
6	Post Office	Nov 2, 2012 10:29 AM
7	Museum	Nov 2, 2012 9:29 AM
8	Same bias. We live close to Roeper so no need to ride a bike there.	Nov 1, 2012 8:26 PM
9	Several of these places need a better ways to get to them without children having to compete with cars!	Nov 1, 2012 8:19 PM
10	Harlan School	Nov 1, 2012 4:40 PM
11	Cranbrook	Nov 1, 2012 4:17 PM
12	Really? This is a bad survey. There are a lot of places I have no need to go, nor would I go if there were special lanes. Sidewalks are very useful. And, can you spell Eton correctly?	Nov 1, 2012 3:20 PM
13	Queen of Martyrs	Nov 1, 2012 11:32 AM
14	Would like a cross walk at the ymca on Lincoln for students going to pierce	Oct 30, 2012 1:07 PM
15	Harlan School - would like to bike there	Oct 30, 2012 10:27 AM
16	No I wouldn't be interested in walking or biking to any of those.	Oct 29, 2012 11:05 PM
17	When I go to one of this locations I drive. I am not interested in walking to any of these locations. Why weren't there boxes to specify No Interest to Walk to a Specifc destination?	Oct 29, 2012 4:03 PM
18	Groves-would like to bike	Oct 29, 2012 6:52 AM
19	Greenfield and Groves	Oct 28, 2012 3:52 PM
20	Groves high school along Cranbrook to 14 mile(very un safe for bike riders)	Oct 27, 2012 2:01 PM
21	Groves High School (I realize it is outside the Birmingham boundary, but it would be a terrific inter-community effort to enable safe bike/pedestrial pathway to that school)	Oct 25, 2012 1:43 PM
22	N/A	Oct 25, 2012 1:31 PM
23	groves h s	Oct 25, 2012 11:50 AM
24	Harlan Elementary	Oct 25, 2012 10:07 AM
25	Drive vehicle	Oct 24, 2012 9:40 AM
26	na	Oct 23, 2012 9:45 PM
27	I drive 10 miles to Birmingham to work	Oct 23, 2012 9:03 AM

12. For the following SMART Bus Stops and Amtrak Station, please indicate if you currently walk or bicycle to those destinations and if you would be interested in doing so in the future if there was a network of sidewalks, pathways, crosswalks, bike lanes and bus routes that you would be comfortable using. Only answer the destinations that you are interested in going to.

	Currently WALK to	Currently BIKE to	Like to WALK to	Like to BIKE to	Response Count
Existing Amtrak Station	22.1% (34)	15.6% (24)	41.6% (64)	58.4% (90)	154
Future Transit Station	7.4% (13)	6.9% (12)	51.4% (90)	69.1% (121)	175
SMART Bus Stops along W Maple Ave & E Maple Ave	22.2% (22)	10.1% (10)	50.5% (50)	46.5% (46)	99
SMART Bus Stops along W 14 Mile Road	12.9% (9)	11.4% (8)	54.3% (38)	57.1% (40)	70
SMART Bus Stops along Woodward Ave & Old Woodward Ave	29.4% (32)	11.0% (12)	45.9% (50)	51.4% (56)	109
SMART Bus Stops along N Adams Road	16.2% (12)	12.2% (9)	56.8% (42)	52.7% (39)	74
SMART Bus Stops along Coolidge Road	14.5% (8)	9.1% (5)	47.3% (26)	65.5% (36)	55
			Othe	r (please specify)	19
			ans	swered question	208
			s	kipped question	341

Other (comments):

1	do not bus	Nov 4, 2012 3:19 PM
2	I don't take bus much anymore, since 14-mile bus does not stop in 14 at Woodward anymore	Nov 3, 2012 7:54 PM
3	Currently, don't use the bus. If I did, I'd like to ride to those destinations.	Nov 3, 2012 5:01 PM
4	do not use busses or train	Nov 3, 2012 11:28 AM
5	Never Take Bus, go to transit station in car	Nov 2, 2012 2:45 PM
6	I catch the Woodward bus, at 14 mile	Nov 2, 2012 1:04 PM
7	I usually drive to the existing Amtrak station! Would not be interested in walking or cycling to any other location,	Nov 2, 2012 10:28 AM
8	It would be wonderful to have a lite rail system to get to other places without having to drive. If you are looking for a way to increase bus usage what about students using them instead of school buses?	Nov 1, 2012 8:22 PM
9	You leave no option for "not interested in biking or walking to those destinations."	Nov 1, 2012 3:37 PM
10	i already get to these areas by car if needed	Nov 1, 2012 6:23 AM
11	I do not currently use the Amtrak or SMART bus transit options	Oct 30, 2012 3:40 PM
12	When I go to one of this locations I drive. I am not interested in walking to any of these locations. Why weren't there boxes to specify No Interest to Walk to a Specifc destination?	Oct 29, 2012 4:04 PM
13	Does not apply. No interest in taking the bus.	Oct 29, 2012 3:52 PM
14	You have incorrectly located the future Troy Transit Center on the map, but I would like to Bike there	Oct 27, 2012 5:03 PM
15	although I use Amtrak train station [as recently as 3 weeks ago], w luggage cannot bike there	Oct 25, 2012 5:10 PM
16	N/A	Oct 25, 2012 1:31 PM
17	I would walk or ride to the existing Amtrak station. Probably not the future one though especially if it is built on the Troy side of the tracks.	Oct 23, 2012 9:47 PM
18	do not currently walk or bike to any of these locations	Oct 23, 2012 9:05 AM
19	put bike lane along maple rd connecting Eton Street with Woodward	Oct 20, 2012 2:06 PM

13. Please describe any regional destinations outside of the city that you CURRENTLY bike to:

Orchard Lake, auburn Hills	Nov 4, 2012 6:53 PM
nowhere that I feel safe on the streets (I'm 62) outside of neighborhood	Nov 4, 2012 5:26 PM
NOne.	Nov 4, 2012 5:12 PM
Stoney Creek Metro Park	Nov 4, 2012 7:44 AM
Henry Ford Hospital	Nov 4, 2012 7:33 AM
Occasionally to Somerset Mall - BUT IT'S VERY DIFFICULT AND DANGEROUS	Nov 4, 2012 6:14 AM
Clinton River Trail	Nov 3, 2012 7:57 PM
Barnes & Noble in Royal Oak (now that Borders is no longer in Birmingham)	Nov 3, 2012 6:49 PM
I'm handicapped	Nov 3, 2012 5:15 PM
Downtown Birmingham	Nov 3, 2012 5:03 PM
cranbrook educational community beverly park	Nov 3, 2012 4:46 PM
NA	Nov 3, 2012 4:36 PM
Bike eaton to beach to Chrysler. Also bike eaton to Normandy to pierce road. Also bike eaton to Lincoln to pierce road	Nov 3, 2012 1:45 PM
	Nov 3, 2012 1:45 PM Nov 3, 2012 1:29 PM
Also bike eaton to Lincoln to pierce road	•
Also bike eaton to Lincoln to pierce road  Bloomfield Twp and west Bloomfield	Nov 3, 2012 1:29 PM
Also bike eaton to Lincoln to pierce road  Bloomfield Twp and west Bloomfield  Do not bike.  I ride with the Wolverine Sports Club and O2 cycle club. We currently ride all	Nov 3, 2012 1:29 PM Nov 3, 2012 12:33 PM
Also bike eaton to Lincoln to pierce road  Bloomfield Twp and west Bloomfield  Do not bike.  I ride with the Wolverine Sports Club and O2 cycle club. We currently ride all over the entire area.  Via Birmingham, the stores along Coolidge between 14 & 15 mile roads	Nov 3, 2012 1:29 PM Nov 3, 2012 12:33 PM Nov 3, 2012 10:49 AM
Also bike eaton to Lincoln to pierce road  Bloomfield Twp and west Bloomfield  Do not bike.  I ride with the Wolverine Sports Club and O2 cycle club. We currently ride all over the entire area.  Via Birmingham, the stores along Coolidge between 14 & 15 mile roads Cranbrook campus	Nov 3, 2012 1:29 PM Nov 3, 2012 12:33 PM Nov 3, 2012 10:49 AM Nov 3, 2012 10:00 AM
Also bike eaton to Lincoln to pierce road  Bloomfield Twp and west Bloomfield  Do not bike.  I ride with the Wolverine Sports Club and O2 cycle club. We currently ride all over the entire area.  Via Birmingham, the stores along Coolidge between 14 & 15 mile roads Cranbrook campus  Detroit and west to Kensington	Nov 3, 2012 1:29 PM Nov 3, 2012 12:33 PM Nov 3, 2012 10:49 AM Nov 3, 2012 10:00 AM Nov 3, 2012 8:51 AM
Also bike eaton to Lincoln to pierce road  Bloomfield Twp and west Bloomfield  Do not bike.  I ride with the Wolverine Sports Club and O2 cycle club. We currently ride all over the entire area.  Via Birmingham, the stores along Coolidge between 14 & 15 mile roads Cranbrook campus  Detroit and west to Kensington  Troy area stores	Nov 3, 2012 1:29 PM Nov 3, 2012 12:33 PM Nov 3, 2012 10:49 AM Nov 3, 2012 10:00 AM Nov 3, 2012 8:51 AM Nov 3, 2012 8:23 AM
Also bike eaton to Lincoln to pierce road  Bloomfield Twp and west Bloomfield  Do not bike.  I ride with the Wolverine Sports Club and O2 cycle club. We currently ride all over the entire area.  Via Birmingham, the stores along Coolidge between 14 & 15 mile roads Cranbrook campus  Detroit and west to Kensington  Troy area stores  Royal Oak & Ferndale	Nov 3, 2012 1:29 PM Nov 3, 2012 12:33 PM Nov 3, 2012 10:49 AM Nov 3, 2012 10:00 AM Nov 3, 2012 8:51 AM Nov 3, 2012 8:23 AM Nov 3, 2012 7:58 AM
Also bike eaton to Lincoln to pierce road  Bloomfield Twp and west Bloomfield  Do not bike.  I ride with the Wolverine Sports Club and O2 cycle club. We currently ride all over the entire area.  Via Birmingham, the stores along Coolidge between 14 & 15 mile roads Cranbrook campus  Detroit and west to Kensington  Troy area stores  Royal Oak & Ferndale  Downtown Detroit	Nov 3, 2012 1:29 PM Nov 3, 2012 12:33 PM Nov 3, 2012 10:49 AM Nov 3, 2012 10:00 AM Nov 3, 2012 8:51 AM Nov 3, 2012 8:23 AM Nov 3, 2012 7:58 AM Nov 3, 2012 7:53 AM
Also bike eaton to Lincoln to pierce road  Bloomfield Twp and west Bloomfield  Do not bike.  I ride with the Wolverine Sports Club and O2 cycle club. We currently ride all over the entire area.  Via Birmingham, the stores along Coolidge between 14 & 15 mile roads Cranbrook campus  Detroit and west to Kensington  Troy area stores  Royal Oak & Ferndale  Downtown Detroit  clarkston, ferndale, royal oak, franklin, etc.	Nov 3, 2012 1:29 PM Nov 3, 2012 12:33 PM Nov 3, 2012 10:49 AM Nov 3, 2012 10:00 AM Nov 3, 2012 8:51 AM Nov 3, 2012 8:23 AM Nov 3, 2012 7:58 AM Nov 3, 2012 7:53 AM Nov 3, 2012 7:46 AM
	NOne.  Stoney Creek Metro Park  Henry Ford Hospital  Occasionally to Somerset Mall - BUT IT'S VERY DIFFICULT AND DANGEROUS  Clinton River Trail  Barnes & Noble in Royal Oak (now that Borders is no longer in Birmingham)  I'm handicapped  Downtown Birmingham  cranbrook educational community beverly park

26	parks in royal oak	Nov 2, 2012 1:09 PM
27	Don't bike much at this time due to young kids.	Nov 2, 2012 10:43 AM
28	None	Nov 2, 2012 10:30 AM
29	None	Nov 2, 2012 10:15 AM
30	none	Nov 2, 2012 9:49 AM
31	nj	Nov 2, 2012 2:51 AM
32	NONE	Nov 1, 2012 11:50 PM
33	None	Nov 1, 2012 8:29 PM
34	Rochester / Auburn Hills	Nov 1, 2012 8:26 PM
35	Beaumont hopsital	Nov 1, 2012 7:14 PM
36	computer store 14 and i-75, hfhs livernois and maple	Nov 1, 2012 6:20 PM
37	target/kolhs on coolidge	Nov 1, 2012 5:49 PM
38	Work in pontiac. Bars in Royal Oak. bars in Ferndale. Bars and restaurants in Berkley	Nov 1, 2012 5:39 PM
39	Royal Oak	Nov 1, 2012 5:39 PM
40	Harlan School Somerset Mall Dean Sellers Ford	Nov 1, 2012 4:43 PM
41	N/A	Nov 1, 2012 2:56 PM
42	N/A	Nov 1, 2012 2:48 PM
43	Bloomfield Township Public Library, Plum Market (at Maple and Lahser)	Nov 1, 2012 2:24 PM
44	Royal Oak	Nov 1, 2012 1:08 PM
45	none	Nov 1, 2012 11:54 AM
46	Dairy Deluxe, which straddles the Birmingham/Royal Oak border.	Nov 1, 2012 11:37 AM
47	Cranbrook, Royal Oak, Work in Beverly Hills (Southfield between 13 and Beverly), Somerset, Rochester (on the path) I ride a decent amount adn know the ways around the problems, but it would be better if there were better options.	Nov 1, 2012 10:49 AM
48	Cranbrook, Academy of Sacred Heart	Nov 1, 2012 10:18 AM
49	None	Nov 1, 2012 7:48 AM
50	Shopping around Maple and Coolige area.	Oct 31, 2012 2:17 PM
51	None	Oct 31, 2012 1:47 PM

52	Royal Oak, Somerset	Oct 31, 2012 1:02 PM
53	None	Oct 31, 2012 11:53 AM
54	To bike path at Adams & Hamlin	Oct 30, 2012 9:30 PM
55	None	Oct 30, 2012 8:48 PM
56	Bower's Farm (Squirrel & Square Lake),	Oct 30, 2012 8:09 PM
57	I bike to work in Troy, at 15 mile and Crooks.	Oct 30, 2012 4:09 PM
58	none	Oct 30, 2012 3:53 PM
59	rochester; lake orion	Oct 30, 2012 3:14 PM
60	None. Too dangerous	Oct 30, 2012 1:09 PM
61	Franklin cider mill	Oct 30, 2012 12:39 PM
62	Downtown Royal Oak Downtown Berkley Downtown Clawson Downtwon Ferndale Downtown Franklin Strip Mall at Coolidge and Maple Somerset Mall Cranbrook	Oct 30, 2012 11:51 AM
63	None	Oct 30, 2012 10:51 AM
64	Beachwood Swim Club, Troy (northeast of Big Beaver and Adams)	Oct 30, 2012 10:39 AM
65	The shopping plaza at Midtown Crossing and Whole Foods. (Both at Maple and Coolidge.)	Oct 30, 2012 10:35 AM
66	I have a 18 and 26 mile circuit I ride in the summer, staying out of B'ham to many people are not looking for a biker.	Oct 30, 2012 9:33 AM
67	None	Oct 30, 2012 8:19 AM
68	Cranbrook	Oct 30, 2012 7:05 AM
69	Varies, mostly biking with no specific destination.	Oct 29, 2012 11:08 PM
70	Bower's Farm	Oct 29, 2012 9:43 PM
71	I bike occasionally when the weather is nice and the sun is out. So not often. What matters here is better pedestrian access and safety.	Oct 29, 2012 9:34 PM
72	None	Oct 29, 2012 7:46 PM
73	Cranbrook/Kingswood School	Oct 29, 2012 5:44 PM
74	There are none.	Oct 29, 2012 4:15 PM
75	do not bike	Oct 29, 2012 11:06 AM
76	None	Oct 29, 2012 10:29 AM

77	I cycle throughout the county, into Auburn Hills, Troy, Bloomfields, West Bloomfield, Commerce, Rochester and Rochester Hills	Oct 29, 2012 9:20 AM
78	Cranbrook. Royal Oak. Somerset. Skiers Peak in Bloomfield Hills.	Oct 29, 2012 8:29 AM
79	Meijers Home depot South Woodward businesses	Oct 28, 2012 7:15 PM
80	None	Oct 28, 2012 1:01 PM
81	Downtown Royal Oak.	Oct 27, 2012 6:43 PM
82	Cranbrook	Oct 27, 2012 5:05 PM
83	Bloomfield library(all sidewalksvery safe and fun)	Oct 27, 2012 2:06 PM
84	Bloomfield Township Library-glad they put the sidewalks in!	Oct 27, 2012 1:37 PM
85	I have biked to work (14 mile and Stephenson) but the streets in Troy are also not safe for cycling.	Oct 26, 2012 9:16 PM
86	cranbrook, Belle Isle, Metropolitan beach, Ferndale, Pontiac, W. Bloomfield.	Oct 26, 2012 7:22 PM
87	downtown royal oak and ferndale, sometimes berkely	Oct 26, 2012 4:51 PM
88	None	Oct 26, 2012 3:49 PM
89	Detroit, Rochester Hills, Southfield, Royal Oak, Ferndale, West Bloomfield	Oct 26, 2012 3:03 PM
90	Detroit, Troy, Royal Oak	Oct 26, 2012 1:59 PM
91	Cranbrook	Oct 26, 2012 1:56 PM
92	Beach rd in Troy is interrupted by the i-59. Beach rd is a major bike route, used by 100s of cyclists every week. Going North, riding on Square Lake rd and then turning left (North) back onto Beach rd is very dangerous. There should be a pedestrian/bike bridge over I-59 to provide Beach rd continuation.	Oct 26, 2012 10:25 AM
93	royal oak	Oct 26, 2012 10:23 AM
94	I currently do not own a bike only because I live off Woodward Avene and there are NO safe bike paths to the destinations I would to bike to or walk to A transportation plan is so greatly needed in both Birmingham and Bloomfield	Oct 26, 2012 9:39 AM
95	Ride the West Bloomfield and Clinton river rail trails all the time You should try to connect to them somehow.	Oct 26, 2012 8:17 AM
96	Detroit, Ann Arbor, Brighton, Fenton, Rochester	Oct 26, 2012 7:00 AM
97	Orchard Lake & Sylvan Lake	Oct 26, 2012 1:37 AM
98	Lake Orion, Belle Isle, Orchard Lake	Oct 25, 2012 10:29 PM
99	Detroit coffee shops, belle isle, Rochester coffee shops	Oct 25, 2012 10:23 PM

100	Somerset Mall Midtown Square	Oct 25, 2012 9:45 PM
101	Bike to Lahser/Maple, Orchard Lake Road, Royal Oak, Ferndale, Downtown Detroit	Oct 25, 2012 9:22 PM
102	Bloomfield Twp & Hills, Franklin, Royal Oak, Ferndale, Oak Park, Southfield, Beverly Hills, Berkley, Huntington Woods, West Bloomfield, Troy, Rochester, Rochester Hills, Auburn Hills, Commerce, Keego Harbor, Sylvan Lk, Waterford, Pontiac, Detroit, Highland Park, Hamtramck, Grosse Pointe areas, St. Clair Shores, Warren, Madison Heights.	Oct 25, 2012 8:25 PM
103	Downtown Detroit ,milford	Oct 25, 2012 8:21 PM
104	None, as there are no sidewalks on 13 Mile between Lahser and Evergreen. It is way too dangerous. :-( (Please ask Beverly Hills to do a similar study!)	Oct 25, 2012 7:48 PM
105	royal oak	Oct 25, 2012 7:30 PM
106	Detroit, Oakland University, Plymouth, Dearborn, Milford, Fenton, Brighton, ferndale, royal oak, Rochester	Oct 25, 2012 7:20 PM
107	Cranbrook, Oakland University, Chrysler Tech Center	Oct 25, 2012 7:15 PM
108	Rochester, Royal Oak, Bloomfield	Oct 25, 2012 7:13 PM
109	Cranbroke Academy, Royal Oak,Berkley,West Bloomfield, Southfield	Oct 25, 2012 5:45 PM
110	14 mile and Dequindre Rd (my office), I ride about 5000 mile a year to many locations	Oct 25, 2012 5:06 PM
111	Pontiac, Royal Oak, Milford, Rochester	Oct 25, 2012 4:31 PM
112	Detroit	Oct 25, 2012 4:09 PM
113	Plum Market and Kroger at Maple and Lahser	Oct 25, 2012 4:00 PM
114	cranbrook	Oct 25, 2012 3:38 PM
115	Oakland university, Rochester, West Bloomfeld, Lake Orion, Romeo, Bald Mountain, Detroit	Oct 25, 2012 3:25 PM
116	Detroit Zoo (although sidewalks on Woodward are difficult to navigate with pedestrians and back roads are inconvenient). Beverly Park. The park on Samoset east of Greenfield in Royal Oak.	Oct 25, 2012 2:57 PM
117	Clinton River Trail, West Bloomfield Trail, Cranbrook	Oct 25, 2012 2:04 PM
118	Franklin Cider Mill	Oct 25, 2012 1:48 PM
119	Ride out Lone Pine to Lasher. Also ride on Adams out to Troy.	Oct 25, 2012 1:44 PM
120	West Bloomfield, Clinton River, Paint Creek trails	Oct 25, 2012 1:39 PM
121	Belle Isle, Wayne State University, State Park on Detroit River, Oakland	Oct 25, 2012 1:36 PM

	University	
122	I bike all over the place, too many to list	Oct 25, 2012 1:13 PM
123	Royal oak, Ferndale	Oct 25, 2012 1:03 PM
124	Clinton River Trail	Oct 25, 2012 12:56 PM
125	Beverly hills	Oct 25, 2012 12:55 PM
126	Oakland university, Sylvan Lake, Franklin Cider Mill. Cranbrook school, Kirk in the Hills, belle isle, eastern Market. Royal oak.	Oct 25, 2012 12:52 PM
127	Oakland County Macomb County Livingston County	Oct 25, 2012 12:49 PM
128	Detroit	Oct 25, 2012 12:48 PM
129	Rochester Hills	Oct 25, 2012 12:47 PM
130	I bike all over	Oct 25, 2012 12:43 PM
131	Cranbrook School Campus	Oct 25, 2012 12:26 PM
132	Pontiac, Rail-to-trails, Clinton river trail	Oct 25, 2012 12:02 PM
133	maple and telegraph shopping; 13 mile and southfield shopping/eating	Oct 25, 2012 11:53 AM
134	Bloomfield Township - Telegraph and Maple area; Beverly Park	Oct 25, 2012 10:31 AM
135	Occasionally bike to Somerset Collection.	Oct 25, 2012 10:20 AM
136	Lathrup village City Hall	Oct 25, 2012 10:16 AM
137	Kroger, Plum Market, Papa Joe's grocery stores, downtown Royal Oak	Oct 25, 2012 10:00 AM
138	Clinton river trail at Squirrel and Auburn. Links to Paint creek and macomb orchard trail.	Oct 25, 2012 9:58 AM
139	none	Oct 25, 2012 9:55 AM
140	Cranbrook area	Oct 25, 2012 9:54 AM
141	Somerset Collection/along Big Beaver. Coolidge/Maple shopping mall (Target, Home Depot, Kroger, Kohl's).	Oct 25, 2012 9:50 AM
142	trails up in Romeo	Oct 25, 2012 9:40 AM
143	Groves High School, West Bloomfield Woods, Bloomfield Township Public Library, Henry Ford West Bloomfield Hospital, Clinton River Bike Trail, West Bloomfield Hike Bike Trail,	Oct 25, 2012 9:40 AM
144	I occassionally bike to work at 16 and Crooks	Oct 25, 2012 9:37 AM
145	Oakland U	Oct 25, 2012 9:01 AM

146	Parks	Oct 24, 2012 3:44 PM
147	No place	Oct 24, 2012 9:43 AM
148	Downtown Royal Oak	Oct 23, 2012 10:36 PM
149	Royal Oak, Sterling Heights, Romeo, Rochester	Oct 23, 2012 6:07 PM
150	Clinton River Trail, Macomb Orchard Trail, Paint Creek Trail	Oct 23, 2012 1:15 PM
151	I currently bike to Franklin, Bloomfield, Commerce, Clawson, Royal Oak, etc. However, the current safe routes are few and limited to certain times of the day for safety from cars.	Oct 23, 2012 11:14 AM
152	Detroit Zoo, downtown Royal Oak, downtown Ferndale, Royal Oak farmers market	Oct 23, 2012 9:28 AM
153	Troy locations	Oct 23, 2012 9:12 AM

146	Parks	Oct 24, 2012 3:44 PM
147	No place	Oct 24, 2012 9:43 AM
148	Downtown Royal Oak	Oct 23, 2012 10:36 PM
149	Royal Oak, Sterling Heights, Romeo, Rochester	Oct 23, 2012 6:07 PM
150	Clinton River Trail, Macomb Orchard Trail, Paint Creek Trail	Oct 23, 2012 1:15 PM
151	I currently bike to Franklin, Bloomfield, Commerce, Clawson, Royal Oak, etc. However, the current safe routes are few and limited to certain times of the day for safety from cars.	Oct 23, 2012 11:14 AM
152	Detroit Zoo, downtown Royal Oak, downtown Ferndale, Royal Oak farmers market	Oct 23, 2012 9:28 AM
153	Troy locations	Oct 23, 2012 9:12 AM
154	Rochester, West Bloomfield	Oct 22, 2012 7:55 PM
155	Belle Isle, Detroit Riverwalk, Eastern Market, Slow's BBQ	Oct 22, 2012 7:41 PM
156	none	Oct 22, 2012 5:29 PM
157	Royal Oak parks	Oct 22, 2012 4:22 PM
158	Royal Oak	Oct 22, 2012 9:47 AM
159	I bike to restaurants in Berkley, Royal Oak, and Ferndale. I bike to shopping in Royal Oak and Ferndale	Oct 22, 2012 9:34 AM
160	Ferndale, Royal Oak, Berkley	Oct 22, 2012 9:18 AM
161	I live in Ferndale and will often bike from home south to the Detroit Institute of Arts for work, or all the way down to the riverwalk or a Tigers game. Riding northbound is generally more for fun, but I will ride much further, going as far north as Oakland University in Rochester. Birmingham is a key component to anyone looking to bicycle north of the metro area. Troy is, at best very unpleasant, if not downright dangerous to bicycle in due to a severe lack of low traffic streets that connect with any destinations. I always take Beach or Kensington Roads in Troy north until Auburn Hills, where I can pick up the Clinton River Trail and head west or east. When I head north to/through Birmingham, I almost always enter the city from the south on Pierce or Cooper/Eton. Birmingham is so crucial to any northbound trips, for leisure or errands, because Troy's only bike-friendly streets (Beech and Kensington) are so far removed from any commercial activity, that there is no opportunity to stop for anything. In Birmingham, I can get some air in my tires or a quick adjustment at KLM bikes, a powerbar and some water at numerous gas stations and convenience markets, a mid-ride coffee and pastry, an after-ride sandwich and beer, or a birthday gift for my son at Adventures in Toys. It is not rare for me to bike to Royal Oak or Berkley either. Sunday mornings I love to bike to Elaine's Bagels for breakfast. Royal Oak tends to be more nighttime activities: a movie, dinner out, a concert, etc. In Ferndale, we have a bit of bike parking throughout	Oct 21, 2012 10:09 PM
	the city and I run most errands by bike: groceries, gift shopping at the Rust Belt Market, the Library, banking, festivals, eating out, etc, are all done by bike. I will also bike into Hazel Park to go to the library, and Continental Bike Shop.	
162	West Bloomfield trail	Oct 21, 2012 12:16 PM

# 14. Please describe any regional destinations outside of the city that you WOULD LIKE TO bike to:

DINC U		
1	Franklin, MI.	Nov 4, 2012 6:53 PM
2	Main Art Theatre in Royal Oak; new Maple Theatre in Bloomfield Township; Plum Market in Bloomfield Township; and Whole Foods Market in Troy	Nov 4, 2012 5:26 PM
3	places along woodward in royal oak	Nov 4, 2012 5:12 PM
4	I would like to be able to bike the neighborhoods from Beverly Hills through Cranbrook and back.	Nov 4, 2012 1:36 PM
5	Ann Arbor	Nov 4, 2012 7:33 AM
6	Maple and Telegraph area, Somerset Mall, Forest Hills Pool	Nov 4, 2012 6:14 AM
7	somerset mall	Nov 4, 2012 2:11 AM
8	Macomb Community College	Nov 3, 2012 7:57 PM
9	I would like to bike to Somerset Mall and Whole Foods and Target shopping centers without being run over.	Nov 3, 2012 6:49 PM
10	I'm handicapped	Nov 3, 2012 5:15 PM
11	I'd like to ride Woodward north to shopping at Square Lake and Woodward	Nov 3, 2012 5:03 PM
12	NA	Nov 3, 2012 4:36 PM
13	Cranbrook/St Dunstan Theatre Detroit Zoo (Royal oak)	Nov 3, 2012 3:10 PM
14	Bike to Detroit. Bike to Chrysler. Bike to Waterford	Nov 3, 2012 1:45 PM
15	None	Nov 3, 2012 12:33 PM
16	We ride to Royal Oak, Ferndale, Meadowbrook, Pontiacall over.	Nov 3, 2012 10:49 AM
17	bloomfield/west bloomfield bike path along maple road	Nov 3, 2012 10:12 AM
18	Ditto #13	Nov 3, 2012 10:00 AM
19	North	Nov 3, 2012 8:51 AM
20	Rochester	Nov 3, 2012 8:23 AM
21	Ann Arbor	Nov 3, 2012 7:53 AM
22	ann arbor	Nov 3, 2012 7:46 AM
23	Cranbrook	Nov 3, 2012 7:17 AM
24	Detroit Country Day Upper School	Nov 2, 2012 8:40 PM
25	Troy Gymnastics	Nov 2, 2012 7:49 PM
26	Would like to see a bike route from Beverly Hills up to Rochester Hills. Currently	Nov 2, 2012 4:35 PM
	the bike route along Adams is broken and requires some maneuvering to be safe.	

27	Ferndale	Nov 2, 2012 2:18 PM
28	parks in royal oak, downtown Berkley, downtown Clawson, downtown Royal Oak	Nov 2, 2012 1:09 PM
29	Would like to be able to easily bike to Target, Kroger, Whole Foods in Troy.	Nov 2, 2012 10:43 AM
30	None	Nov 2, 2012 10:30 AM
31	None	Nov 2, 2012 10:15 AM
32	none	Nov 2, 2012 9:49 AM
33	nic	Nov 2, 2012 2:51 AM
34	NONE	Nov 1, 2012 11:50 PM
35	None	Nov 1, 2012 8:29 PM
36	Make complete path access to clinton river tail!	Nov 1, 2012 8:26 PM
37	Somerset Mall	Nov 1, 2012 5:39 PM
38	Would like to have a safe bike trail to Royal Oak, Troy	Nov 1, 2012 5:39 PM
39	Stores along Coolidge 14 to 15	Nov 1, 2012 4:43 PM
40	Franklin cider mill	Nov 1, 2012 4:19 PM
41	N/A	Nov 1, 2012 2:56 PM
42	Orchard Lake areas	Nov 1, 2012 1:08 PM
43	none	Nov 1, 2012 11:54 AM
44	I would like to bike on a path that is a considerable distance and made for biking (no cracks or lines in sidewalk.)	Nov 1, 2012 11:53 AM
45	Same as above, but with easier access (which would lead to a safer less confrontational ride)	Nov 1, 2012 10:49 AM
46	Berkley, Royal Oak, Ferndale, Rochester, Orchard Lake St. Mary's	Nov 1, 2012 10:18 AM
47	To some of the regional bike trails like up in Rochester - somehow linking all of the trails together would be fantastic.	Nov 1, 2012 8:45 AM
48	Royal Oak Downtown	Nov 1, 2012 8:08 AM
49	None	Nov 1, 2012 7:48 AM
50	The system to Rail to Trail multiuser paths N of Birmingham would be GREAT to be connected to!	Nov 1, 2012 7:41 AM
51	Would like to bike OR walk to Somerset (area) WITHOUT having to go south- into downtown B-Ham to be on a sidewalk and THEN go north.	Nov 1, 2012 7:15 AM
52	Would love a better transit network connecting birmingham, royal oak, Ferndale, etc and eventually running downtown	Nov 1, 2012 6:24 AM
53	bike trails that connect to county and state wide systems	Oct 31, 2012 4:30 PM
54	Same as above.	Oct 31, 2012 2:17 PM
55	None	Oct 31, 2012 1:47 PM

57         Paint Creek Trail         Oct 31, 2012 8:25 AM           58         Canbrook Royal Oak         Oct 30, 2012 10:36 PM           59         Would like a bike path along Kensington rd - railroad tracks         Oct 30, 2012 9:30 PM           60         None         Oct 30, 2012 8:48 PM           61         Clinton River Trail @ Adams         Oct 30, 2012 8:09 PM           62         Downtown Royal Oak         Oct 30, 2012 4:09 PM           63         i am not sure         Oct 30, 2012 1:09 PM           64         Bike paths. Royal oak         Oct 30, 2012 1:09 PM           65         Would like a bike path on 14 mile between Cranbrook and Lasher that connects the existing bike path that runs to Franklin cider mill.         Oct 30, 2012 11:51 AM           66         Downtown Detroit Downtown Pontiac         Oct 30, 2012 10:51 AM           67         None         Oct 30, 2012 10:51 AM           68         Downtown Royal Oak, Beverly Park         Oct 30, 2012 10:39 AM           69         The shopping plaza at Midtown Crossing and Whole Foods (Maple & Coolidge for both).         Oct 30, 2012 10:35 AM           70         franklin Cider mill.         Oct 30, 2012 29:33 AM           71         Royal Oak and Femdale         Oct 30, 2012 29:33 AM           72         Royal Oak         Oct 29, 2012 10:35 AM	56	None	Oct 31, 2012 11:53 AM
59         Would like a bike path along Kensington rd - railroad tracks         Oct 30, 2012 8:48 PM           60         None         Oct 30, 2012 8:48 PM           61         Clinton River Trail @ Adams         Oct 30, 2012 8:09 PM           62         Downtown Royal Oak         Oct 30, 2012 4:09 PM           63         i am not sure         Oct 30, 2012 1:09 PM           64         Bike paths. Royal oak         Oct 30, 2012 1:09 PM           65         Would like a bike path on 14 mile between Cranbrook and Lasher that connects the existing bike path that runs to Franklin cider mill.         Oct 30, 2012 12:39 PM           66         Downtown Detroit Downtown Pontiac         Oct 30, 2012 10:51 AM           67         None         Oct 30, 2012 10:51 AM           68         Downtown Royal Oak, Beverly Park         Oct 30, 2012 10:39 AM           69         The shopping plaza at Midtown Crossing and Whole Foods (Maple & Coolidge for both).         Oct 30, 2012 9:33 AM           70         franklin Cider mill.         Oct 30, 2012 9:33 AM           71         Royal Oak and Ferndale         Oct 30, 2012 9:33 AM           72         Royal Oak and Ferndale         Oct 30, 2012 7:05 AM           73         None that I don't already bike to.         Oct 29, 2012 11:08 PM           74         Nine         Oct 29, 2012 12:39 PM <td>57</td> <td>Paint Creek Trail</td> <td>Oct 31, 2012 8:25 AM</td>	57	Paint Creek Trail	Oct 31, 2012 8:25 AM
60 None Oct 30, 2012 8:48 PM 61 Clinton River Trail  Adams Oct 30, 2012 8:09 PM 62 Downtown Royal Oak Oct 30, 2012 4:09 PM 63 i am not sure Oct 30, 2012 1:09 PM 64 Bike paths. Royal oak Oct 30, 2012 1:09 PM 65 Would like a bike path on 14 mile between Cranbrook and Lasher that connects the existing bike path that runs to Franklin cider mill. Oct 30, 2012 11:39 PM 66 Downtown Detroit Downtown Pontiac Oct 30, 2012 10:51 AM 67 None Oct 30, 2012 10:51 AM 68 Downtown Royal Oak, Beverly Park Oct 30, 2012 10:39 AM 69 The shopping plaza at Mildtown Crossing and Whole Foods (Maple & Coolidge for both). 70 franklin Cider mill. Oct 30, 2012 8:19 AM 71 Royal Oak and Ferndale Oct 30, 2012 7:05 AM 72 Royal Oak Oct 30, 2012 7:05 AM 73 None that I don't already bike to. Oct 29, 2012 11:08 PM 74 Nine Oct 29, 2012 11:08 PM 75 Harlan elementary Oct 29, 2012 14:30 PM 76 There are none. Oct 29, 2012 4:30 PM 77 Royal Oak and Ferndale. Currently I would not feel safe riding my bike to these locations. 78 Somerset Mall. Downtown Royal Oak. Oct 29, 2012 4:08 PM 80 SEe above Oct 29, 2012 10:29 AM 81 Already do ride but it could be made safer. Ferndale. Royal OAK. Oct 29, 2012 8:29 AM 81 Already do ride but it could be made safer. Ferndale. Royal OAK. Oct 29, 2012 6:53 AM 82 Royal Oak Various businesses along Woodward south of Maple Shopping center at Maple and Coolidge (Whole Foods) 83 Cranbrook Oct 28, 2012 6:53 AM	58	Canbrook Royal Oak	Oct 30, 2012 10:36 PM
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84 Cranbrook Oct 28, 2012 7:15 PM	82		Oct 29, 2012 6:53 AM
	83	Cranbrook Museum and campus, Bloomfield Hills	Oct 28, 2012 8:29 PM
85 Somerset Mall, Birmingham Unitarian Church, Peabodys, Oct 28, 2012 3:19 PM	84	Cranbrook	Oct 28, 2012 7:15 PM
	85	Somerset Mall, Birmingham Unitarian Church, Peabodys,	Oct 28, 2012 3:19 PM

86	None	Oct 28, 2012 1:01 PM
87	Troy Transit Center, Somerset Collection	Oct 27, 2012 5:05 PM
88	It would be great to go along lone pine to orchard lake road to the trail there(name forgotten)	Oct 27, 2012 2:06 PM
89	Clinton Valley Trail System.	Oct 27, 2012 1:37 PM
90	Coolidge and 15 mile	Oct 27, 2012 10:34 AM
91	Cranbrook	Oct 26, 2012 9:16 PM
92	Troy - example Coolidge and Long Lake Road	Oct 26, 2012 7:40 PM
93	Stoney Creek	Oct 26, 2012 7:22 PM
94	downtown royal oak and ferndale, sometimes berkely, CRANBROOK	Oct 26, 2012 4:51 PM
95	None	Oct 26, 2012 3:49 PM
96	All of the above SAFELY.	Oct 26, 2012 3:03 PM
97	Detroit, Troy, Royal Oak	Oct 26, 2012 1:59 PM
98	Royal Oak, Troy Community Center, Troy Public Library, Ferndale	Oct 26, 2012 1:56 PM
99	Love to see a link between all the cities via the "Woodward Bike/Walk Trail".	Oct 26, 2012 9:39 AM
100	would like to be able to safely bike everywhere	Oct 26, 2012 8:17 AM
101	Woodward Corridor/Downtown Detroit; Oakland County Trail/Bike Path System	Oct 26, 2012 8:13 AM

	(Paint Creek Trail, W. Bloomfield Trail, etc.)	
102	Oakland County Trail/Bike Path system; Woodward Corridor & Downtown Detroit	Oct 26, 2012 7:58 AM
103	would like to be able to get to any existing walking/biking paths w/ ease	Oct 26, 2012 7:43 AM
104	GM Tech Center (Warren)	Oct 26, 2012 1:37 AM
105	Stoney Creek	Oct 25, 2012 10:29 PM
106	Art district	Oct 25, 2012 10:23 PM
107	Bike to Lahser/Maple, Orchard Lake Road, Royal Oak, Ferndale, Downtown Detroit	Oct 25, 2012 9:22 PM
108	All of the above, but more safely, if possible.	Oct 25, 2012 8:25 PM
109	Groves HS, Bingham Farms ES, Woodside Athletic Club, Kroger.	Oct 25, 2012 7:48 PM
110	Cranbrook School grounds (science center, lake, house & gardens etc)	Oct 25, 2012 7:29 PM
111	All of the above with safer routes and implemented bike lanes and share the road signage.	Oct 25, 2012 7:20 PM
112	Detroit, Grosse Pointe	Oct 25, 2012 7:13 PM
113	Royal Oak	Oct 25, 2012 5:28 PM
114	Lake St, Clare, Metro Park, Grosse Pointe, Kensington Park	Oct 25, 2012 4:31 PM
115	west side	Oct 25, 2012 4:09 PM
116	To Maple and Telegraph, to the library at Lone Pine and Telegraph, to Long Lake and Telegraph, to Cranbrook.	Oct 25, 2012 4:00 PM
117	Berkshire Middle School. Tried it once with my daughter on the back (trailer) and was afraid for our lives until we switched to riding on people's lawns. I would love to see trails like the Clinton River Trail, Macomb Orchard Trail, Paint Creek Trail, Polly Ann Trail, etc. Downtown Royal Oak would also be nice to bike to.	Oct 25, 2012 2:57 PM
118	Royal Oak, Detroit, Metroparks/state parks, Lake St. Clair	Oct 25, 2012 2:04 PM
119	Cranbrook Schools and Grounds	Oct 25, 2012 1:48 PM
120	I would like to be able to ride into Troy to the parks and into Rochester. Also being able to get to the Zoo and into Detroit.	Oct 25, 2012 1:44 PM
121	Stoney Creek Metro Park	Oct 25, 2012 1:36 PM
122	I bike any where I want to now, paths would just make it safer	Oct 25, 2012 1:13 PM
123	Same as above	Oct 25, 2012 1:03 PM

124	Same	Oct 25, 2012 12:52 PM
125	Multiple	Oct 25, 2012 12:48 PM
126	Royal Oak	Oct 25, 2012 12:47 PM
127	An easier bike rout to wards Ann Arbor	Oct 25, 2012 12:43 PM
128	Somerset Mall Downtown Royal Oak Downtown Ferndale Detroit Zoo	Oct 25, 2012 12:26 PM
129	Ferndale, West Bloomfield, Bloomfield & Troy	Oct 25, 2012 12:02 PM
130	maple and telegraph shopping; 13 mile and southfield shopping/eating	Oct 25, 2012 11:53 AM
131	Royal Oak, Ferndale	Oct 25, 2012 10:55 AM
132	Bloomfield Hills area	Oct 25, 2012 10:50 AM
133	Bloomfield Township - Telegraph and Maple area; Beverly Park	Oct 25, 2012 10:31 AM
134	Somerset in Troy and businesses on Woodward S of Birmingham.	Oct 25, 2012 10:20 AM
135	Detroit GreenWay	Oct 25, 2012 10:16 AM
136	Down Woodward all the way to Royal Oak, Berkely, and Ferndale.	Oct 25, 2012 10:09 AM
137	Berkshire middle school Shopping center corner of Maple and Colidge	Oct 25, 2012 10:08 AM
138	Kroger, Plum Market, Papa Joe's grocery stores, downtown Royal Oak	Oct 25, 2012 10:00 AM
139	none	Oct 25, 2012 9:55 AM
140	Maple to Telegraph to Franklin	Oct 25, 2012 9:54 AM
141	All Birmingham Public Schools that are in the Village of Beverly Hills	Oct 25, 2012 9:40 AM
142	Royal Oak, Berkley, Troy, Clawson, Beverly Hills	Oct 25, 2012 9:24 AM
143	Comerica Park, Ford Field, Palace,	Oct 25, 2012 9:01 AM
144	none at this time	Oct 24, 2012 9:43 AM
145	All along the Woodward corridor a bicycle-friendly route to and from Detroit passing through Royal Oak, Berkeley, Ferndale, etc. would be incredible.	Oct 23, 2012 10:51 PM
146	Detroit Zoo	Oct 23, 2012 10:36 PM
147	Cranbrook and Somerset Mall	Oct 23, 2012 9:39 PM
148	Detroit	Oct 23, 2012 6:07 PM
149	Southfield - office building for work	Oct 23, 2012 1:15 PM

151	Somerset Mall.	Oct 23, 2012 10:18 AM
152	Troy locations and some Birmingham locations	Oct 23, 2012 9:12 AM
153	Royal Oak	Oct 22, 2012 7:55 PM
154	Any of the trail systems! I wish they all of the trail systems in SE Michigan and beyond were connected. I would ride every weekend if I could get into nature without a car.	Oct 22, 2012 7:41 PM
155	Franklin Cider Mill	Oct 22, 2012 6:17 PM
156	none	Oct 22, 2012 5:29 PM
157	Cranbrook Royal Oak	Oct 22, 2012 2:08 PM
158	Cranbrook Schools	Oct 22, 2012 10:50 AM
159	I would like to find a good route to bike to Somerset Mall in Troy	Oct 22, 2012 9:34 AM
160	Cranbrook campus	Oct 22, 2012 9:18 AM
161	I'd like to be able to bike to the shopping centers at Coolidge and Maple (Target, Whole Foods, et al), Somerset Collection, the new transit center in Troy. I'd like a branch route that would take me to the Clinton River Trail heading west without having to go as far north as Auburn Hills.	Oct 21, 2012 10:09 PM
162	Troy - Sommerset; Woodward corridor - Royal Oak, Ferndale, Bloomfield Hills	Oct 21, 2012 8:39 AM
163	Shopping area at Coolidge and Maple; Somersetl Cranbrook	Oct 20, 2012 12:54 AM

15. For those destinations on this and the previous page that you indicated that you would like to WALK or BICYCLE to in the future, please indicate the importance of the following items in making that trip actually happen in the future.

	Very Important	Somewhat Important	Not Important	Response Count
Bicycle parking	53.0% (194)	33.1% (121)	13.9% (51)	366
Complete sidewalk system	69.2% (258)	21.4% (80)	9.4% (35)	373
Complete network for bicycle facilities such as bike lanes, signed routes and trails	63.1% (234)	21.0% (78)	15.9% (59)	371
Hands-on training on safe and effective bicycling	18.6% (63)	32.7% (111)	48.7% (165)	339
Lighting along sidewalks and pathways	48.8% (183)	37.3% (140)	13.9% (52)	375
Mid-block crosswalks	30.9% (112)	39.0% (141)	30.1% (109)	362
Map of available pedestrian and bicycle facilities	41.5% (148)	38.9% (139)	19.6% (70)	357
On-line customized walking and bicycling routes	38.7% (138)	34.7% (124)	26.6% (95)	357
Snow and ice removal from sidewalks and pathways	65.8% (252)	25.6% (98)	8.6% (33)	383
Wayfinding signs for suggested bicycle and pedestrian routes to key destinations	39.5% (141)	42.6% (152)	17.9% (64)	357
Respect and understanding between bicyclists and motorists	80.9% (309)	12.6% (48)	6.5% (25)	382
			Other (please specify)	35
			answered question	413
			skipped question	136

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O+L !	(comments)	٠.
Other	COMMENTS	

1	safety first - walking & riding	Nov 4, 2012 2:36 AM
2	people on bikes have almost run me over multiple times	Nov 3, 2012 5:15 PM

3	We have lived in Birmingham for 27 years and we find that bicyclists do NOT follow rules and are all over the road cutting cars off.	Nov 3, 2012 1:41 PM
4	Education of Birmingham Employees since i was almost run over in crosswalks twice in two years	Nov 3, 2012 10:25 AM
5	While I personally don't need markers along the routes, the biggest benefit for me is the signal they send to motorists! That this a bike/walk friendly community and therefore motorists must act accordingly.	Nov 3, 2012 10:00 AM
6	safer sidewalks without low hanging branches that you have to duck under or lose an eye or sidewalks that are trip hazards due to uneven concrete or snow snd ice buildup or debris on them such as gravel from adjacent gardens	Nov 3, 2012 9:33 AM
7	Bicyclists appear disdainful of traffic laws, especially stop signs and traffic signals.	Nov 2, 2012 8:16 PM
8	Texting while driving is a major reason that I don't have my kids bike. It's just too dangerous to share roads with non-drivers behind the steering wheel.	Nov 2, 2012 7:49 PM
9	I'd like to see "respect & understanding between pedestrians and motorists". I think that the city could promote this by proclaiming that pedestrians always have the right-of-way at crosswalks and during the pedestrian crossing lights within B'ham City Limits. Moreover if cars were actually fined tickets for not letting pedestrians have the right-of-way, it would go a long way in enhancing the walking/safety environment for all.	Nov 2, 2012 7:13 PM
10	safe crosswalks with signs, lanes, lights, etc. is very important to me - for biking and walking (don't feel we have that right now)	Nov 2, 2012 1:09 PM
11	More emphasis and awareness that pedestrians have the RIGHT OF WAY.	Nov 2, 2012 10:35 AM
11	More emphasis and awareness that pedestrians have the RIGHT OF WAY.  Not applicable!	Nov 2, 2012 10:35 AM Nov 2, 2012 10:30 AM
		· · · · · · · · · · · · · · · · · · ·
12	Not applicable!	Nov 2, 2012 10:30 AM
12	Not applicable!  The last item is a given, now and in the future.	Nov 2, 2012 10:30 AM Nov 1, 2012 8:29 PM
12 13 14	Not applicable!  The last item is a given, now and in the future.  There needs to be dedicated paths not just lines on the side of the roads!!!  fix timing of lights @ Woodward & lincoln, 13mile & Woodward-scary to cross	Nov 2, 2012 10:30 AM Nov 1, 2012 8:29 PM Nov 1, 2012 8:26 PM
12 13 14 15	Not applicable!  The last item is a given, now and in the future.  There needs to be dedicated paths not just lines on the side of the roads!!!  fix timing of lights @ Woodward & lincoln, 13mile & Woodward- scary to cross	Nov 2, 2012 10:30 AM Nov 1, 2012 8:29 PM Nov 1, 2012 8:26 PM Nov 1, 2012 7:14 PM
12 13 14 15	Not applicable!  The last item is a given, now and in the future.  There needs to be dedicated paths not just lines on the side of the roads!!!  fix timing of lights @ Woodward & lincoln, 13mile & Woodward- scary to cross now  Bicyclists should not obstruct motorists (some do, deliberately)  I resided in Ann Arbor for a number of years where bicyclists abound. They are	Nov 2, 2012 10:30 AM  Nov 1, 2012 8:29 PM  Nov 1, 2012 8:26 PM  Nov 1, 2012 7:14 PM  Nov 1, 2012 5:04 PM
12 13 14 15 16 17	Not applicable!  The last item is a given, now and in the future.  There needs to be dedicated paths not just lines on the side of the roads!!!  fix timing of lights @ Woodward & lincoln, 13mile & Woodward- scary to cross now  Bicyclists should not obstruct motorists (some do, deliberately)  I resided in Ann Arbor for a number of years where bicyclists abound. They are ticketed for not obeying traffic signs and signals. Such is not the case in Bham.	Nov 2, 2012 10:30 AM  Nov 1, 2012 8:29 PM  Nov 1, 2012 8:26 PM  Nov 1, 2012 7:14 PM  Nov 1, 2012 5:04 PM  Nov 1, 2012 3:39 PM
12 13 14 15 16 17	Not applicable!  The last item is a given, now and in the future.  There needs to be dedicated paths not just lines on the side of the roads!!!  fix timing of lights @ Woodward & lincoln, 13mile & Woodward- scary to cross now  Bicyclists should not obstruct motorists (some do, deliberately)  I resided in Ann Arbor for a number of years where bicyclists abound. They are ticketed for not obeying traffic signs and signals. Such is not the case in Bham.  At age 88 I do not plan on biking anywherebut I applaud those who do.  I bike around town as much as possible and would like to see more do it. The	Nov 2, 2012 10:30 AM  Nov 1, 2012 8:29 PM  Nov 1, 2012 8:26 PM  Nov 1, 2012 7:14 PM  Nov 1, 2012 5:04 PM  Nov 1, 2012 3:39 PM  Nov 1, 2012 12:18 PM
12 13 14 15 16 17 18 19	Not applicable!  The last item is a given, now and in the future.  There needs to be dedicated paths not just lines on the side of the roads!!!  fix timing of lights @ Woodward & lincoln, 13mile & Woodward-scary to cross now  Bicyclists should not obstruct motorists (some do, deliberately)  I resided in Ann Arbor for a number of years where bicyclists abound. They are ticketed for not obeying traffic signs and signals. Such is not the case in Bham.  At age 88 I do not plan on biking anywherebut I applaud those who do.  I bike around town as much as possible and would like to see more do it. The more user freindly the better.	Nov 2, 2012 10:30 AM  Nov 1, 2012 8:29 PM  Nov 1, 2012 8:26 PM  Nov 1, 2012 7:14 PM  Nov 1, 2012 5:04 PM  Nov 1, 2012 3:39 PM  Nov 1, 2012 12:18 PM  Nov 1, 2012 8:45 AM
12 13 14 15 16 17 18 19	The last item is a given, now and in the future.  There needs to be dedicated paths not just lines on the side of the roads!!!  fix timing of lights @ Woodward & lincoln, 13mile & Woodward-scary to cross now  Bicyclists should not obstruct motorists (some do, deliberately)  I resided in Ann Arbor for a number of years where bicyclists abound. They are ticketed for not obeying traffic signs and signals. Such is not the case in Bham.  At age 88 I do not plan on biking anywherebut I applaud those who do.  I bike around town as much as possible and would like to see more do it. The more user freindly the better.  Ability to cross Maple Road on Rouge River trails  If there are bike paths bikes should use them and stay off of streets. Bikers	Nov 2, 2012 10:30 AM  Nov 1, 2012 8:29 PM  Nov 1, 2012 8:26 PM  Nov 1, 2012 7:14 PM  Nov 1, 2012 5:04 PM  Nov 1, 2012 3:39 PM  Nov 1, 2012 12:18 PM  Nov 1, 2012 8:45 AM  Nov 1, 2012 8:05 AM
12 13 14 15 16 17 18 19 20 21	The last item is a given, now and in the future.  There needs to be dedicated paths not just lines on the side of the roads!!!  fix timing of lights @ Woodward & lincoln, 13mile & Woodward- scary to cross now  Bicyclists should not obstruct motorists (some do, deliberately)  I resided in Ann Arbor for a number of years where bicyclists abound. They are ticketed for not obeying traffic signs and signals. Such is not the case in Bham.  At age 88 I do not plan on biking anywherebut I applaud those who do.  I bike around town as much as possible and would like to see more do it. The more user freindly the better.  Ability to cross Maple Road on Rouge River trails  If there are bike paths bikes should use them and stay off of streets. Bikers should follow road rules. Stop at lights ect  current crosswalks aren't respected by drivers. cyclists don't respect sidewalks	Nov 2, 2012 10:30 AM  Nov 1, 2012 8:29 PM  Nov 1, 2012 8:26 PM  Nov 1, 2012 7:14 PM  Nov 1, 2012 5:04 PM  Nov 1, 2012 3:39 PM  Nov 1, 2012 12:18 PM  Nov 1, 2012 8:45 AM  Nov 1, 2012 8:05 AM  Nov 1, 2012 7:33 AM

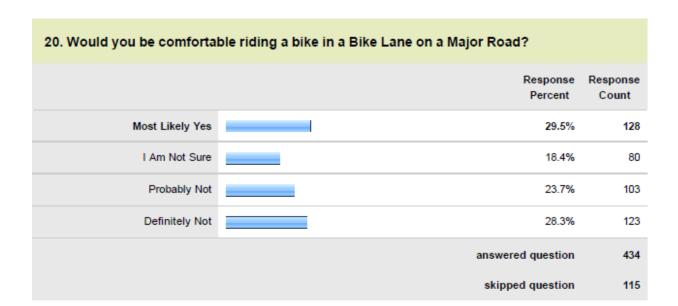
24	I am fed up with bikes as they do not obey rules of the road but they expect motorists and PEDESTRIANS to always move for them they run stop signs and red lights (serious bikers) and ride on sidewalks (casual bikers) bike lanes would be nice for casual bikers and those who use as transportaion, but not the large groups of club riders or training riders	Oct 30, 2012 10:51 AM
25	When I leave my home I drive every where I go. I am not interested in walking to any locations. No Interest to Walk or Bike to a Specific destination therefore these items listed are of no decision making value.	Oct 29, 2012 4:15 PM
26	Many more ideas. Most not costly. This survey alone codts more than suggestions I've made to Birmingham officials to no avail.	Oct 29, 2012 8:29 AM
27	So very important it's all about creating more sustainable cities.	Oct 26, 2012 9:39 AM
28	Bike parking must be secure, or won't be used. Hands-on training needed for MOTORISTS & POLICE re. bikes & laws.	Oct 25, 2012 8:25 PM
29	Like most cyclist I ride in the street where it is safe and sidewalks where it is not safe	Oct 25, 2012 5:06 PM
30	Separate walkers from higher speed bicycle riders to help avoid accidental run intos	Oct 25, 2012 12:55 PM
31	training for motorists and bicyclists is very important; this is already an issue with the huge groups of 15 - 25 bikes $$	Oct 25, 2012 11:53 AM
32	Need bicyclists to use common sense when riding on narrow roads without bike lanes (or stay off of them)	Oct 25, 2012 10:01 AM
33	Should be bicyclist booklet explaining the rules for bikes and cars.	Oct 24, 2012 9:43 AM
34	There is not enough room on the road for bicyclists who seem to think it is okay to ride in the middle of the road when there is plenty of room on the shoulder.	Oct 23, 2012 9:50 PM
35	Prefer Google Maps for directions	Oct 20, 2012 12:54 AM



#### 17. Would you be comfortable riding a bike on a Cycle Track? Response Response Percent Count Most Likely Yes 74.1% 317 I Am Not Sure 10.5% 45 Probably Not 7.2% 31 Definitely Not 8.2% 35 answered question 428 skipped question 121

18. Would you be comfortable riding a bike on a Local Bike Route on a Residential Road?				
	Response Percent	Response Count		
Most Likely Yes	74.4%	322		
I Am Not Sure	10.9%	47		
Probably Not	4.6%	20		
Definitely Not	10.2%	44		
	answered question	433		
	skipped question	116		

19. Would you be comfortable riding a bike in a Bike Lane on a Minor Road?				
	Response Percent	Response Count		
Most Likely Yes	57.5%	248		
I Am Not Sure	16.2%	70		
Probably Not	12.8%	55		
Definitely Not	13.5%	58		
	answered question	431		
	skipped question	118		



21. Are you the parent of a school age child or a student yourself? An answer to this question is required as it determines if you are presented with some additional questions specific to school age children.

	Response Percent	Response Count
Yes	46.4%	207
No	53.6%	239
	answered question	446
	skipped question	103

## 22. Which schools do you or your children attend and how do you typically get to school? Only answer the schools that apply to you.

	Walk	Bike	Bus	Automobile	Response Count
Seaholm High School	2.2% (1)	4.3% (2)	23.9% (11)	69.6% (32)	46
Berkshire Middle School	0.0% (0)	11.1% (1)	44.4% (4)	44.4% (4)	9
Beverly Elementary School	0.0% (0)	66.7% (2)	33.3% (1)	0.0% (0)	3
Bingham Farms Elementary	0.0% (0)	33.3% (1)	33.3% (1)	33.3% (1)	3
Birmingham Covington Districtwide 3-8 School	0.0% (0)	5.6% (1)	44.4% (8)	50.0% (9)	18
Derby Middle School	23.8% (10)	11.9% (5)	35.7% (15)	28.6% (12)	42
Eaton Academy	0.0% (0)	0.0% (0)	33.3% (1)	66.7% (2)	3
Ernest W. Seaholm High School	7.7% (1)	0.0% (0)	38.5% (5)	53.8% (7)	13
Greenfield Elementary	0.0% (0)	0.0% (0)	33.3% (2)	66.7% (4)	6
Groves High School	5.6% (1)	5.6% (1)	22.2% (4)	66.7% (12)	18
Harlan Elementary	0.0% (0)	6.7% (1)	40.0% (6)	53.3% (8)	15
Holy Name School	16.7% (1)	0.0% (0)	0.0% (0)	83.3% (5)	6
Midvale Elementary	20.0% (1)	0.0% (0)	0.0% (0)	80.0% (4)	5
Our Shepherd Lutheran	0.0% (0)	0.0% (0)	0.0% (0)	100.0% (2)	2
Pembroke School	5.3% (1)	5.3% (1)	31.6% (6)	57.9% (11)	19
Pierce Elementary	37.9% (11)	10.3% (3)	13.8% (4)	37.9% (11)	29
Quarton Elementary	40.0% (4)	0.0% (0)	20.0% (2)	40.0% (4)	10
Roeper School	50.0% (1)	0.0% (0)	50.0% (1)	0.0% (0)	2
West Maple Elementary	0.0% (0)	0.0% (0)	33.3% (1)	66.7% (2)	3

Other (please specify)

answered question 162 skipped question 387

50

Other (	comments):	
1	Walk and bicycle with good weather	Nov 4, 2012 1:03 PM
2	Hill Elementary	Nov 4, 2012 7:47 AM
3	Oxur lady queen of martyers	Nov 3, 2012 1:49 PM
4	West Bloomfield high school	Nov 3, 2012 1:37 PM
5	Cranbrook	Nov 3, 2012 12:56 PM
6	Andover	Nov 3, 2012 8:53 AM
7	Detroit Country Cay Middle School by car	Nov 2, 2012 8:44 PM
8	You have Seaholm and Earnest Seaholm listed. This will mess up your answers.	Nov 2, 2012 7:51 PM
9	My kids are in private pre-school. When my oldest of 3 starts at Pembroke next year, we will use the bus system. I'd like to say that I will pick them up from school by walking - as it is only about 20 minutes from our house and great exercise. However, crossing the street at Maple & Eton is REALLY stressful with little kids and a stroller. The pedestrian light is short, cars making a left onto Maple from Eton / or a right from Maple onto South Eton do not give pedestrians the right away (even with the flashing white walk sign), and the new sidewalk on the southwest corner of Maple & Eton (where you wait for the walk sign) is VERY narrow unless you stand on the very sloped apt. building lawn. For this reason, our walks to Pembroke Park are much more limited than I'd like: ( and we often drive.	Nov 2, 2012 7:23 PM
10	Cranbrook	Nov 2, 2012 7:14 PM
11	Academy of the Sacred Heart	Nov 2, 2012 7:49 AM
12	Detroit Country Day	Nov 1, 2012 9:43 PM
13	when at Quarton they walked and when at Derby they took the bus	Nov 1, 2012 10:52 AM
14	Walk or drive depending on weather.	Nov 1, 2012 10:30 AM
15	Sacred Heart-Drive	Nov 1, 2012 10:21 AM
16	college	Nov 1, 2012 10:09 AM
17	we use auto, bus and sometimes bike	Nov 1, 2012 8:50 AM
	Outside of Directorhous Dublic Cohool Director	
18	Outside of Birmingham Public School Disrtict	Nov 1, 2012 7:52 AM
18 19	Far away	Oct 31, 2012 7:52 AM
		· · · · · · · · · · · · · · · · · · ·

22	lahser	Oct 30, 2012 3:16 PM
23	Brother Rice	Oct 30, 2012 1:14 PM
24	North Hills Child Care Center - automoblie, soon will attend Harlan by automobile or bus	Oct 30, 2012 10:40 AM
25	Gateway Montessori	Oct 30, 2012 10:39 AM
26	Shrine Grade School (Royal Oak)	Oct 30, 2012 7:37 AM
27	North Hills - Automobile	Oct 30, 2012 7:18 AM
28	homeschool	Oct 30, 2012 7:05 AM
29	Detroit Country Day	Oct 29, 2012 10:13 PM
30	Bloomfield Hills School District	Oct 29, 2012 9:24 AM
31	Not in this district.	Oct 29, 2012 8:34 AM
32	Carpools to and from school	Oct 26, 2012 9:29 PM
33	sometimes walk home from school too	Oct 26, 2012 7:46 AM
34	Our student travels by Bus OR Automobile to Greenfield Elementary School, different days. Bike there for fun sometimes.	Oct 25, 2012 8:32 PM
35	MSU	Oct 25, 2012 8:25 PM
36	Brother rice	Oct 25, 2012 6:32 PM
37	Andover	Oct 25, 2012 5:14 PM
38	Michigan State University	Oct 25, 2012 3:05 PM
39	my daughter attends BCS; transportation currently includes car and bus	Oct 25, 2012 11:56 AM
40	Midvale ECC - Early Childhood Center	Oct 25, 2012 10:54 AM
41	Brother Rice High School	Oct 25, 2012 10:13 AM
42	sometimes bike	Oct 25, 2012 10:12 AM
43	We sometimes bike or walk	Oct 25, 2012 10:04 AM
44	Hillel	Oct 24, 2012 3:48 PM
45	Simonds Elementary	Oct 23, 2012 3:27 PM
46	Norup International	Oct 23, 2012 9:29 AM
47	Oak Ridge Elementary (Royal Oak), Royal Oak Middle School	Oct 22, 2012 4:25 PM
48	Early Education Center at Birmingham Community House	Oct 22, 2012 12:41 PM
49	Huntington Woods Christian Preschool—via car (will attend Ferndale schools when of age)	Oct 21, 2012 10:10 PM
50	Seaholm - Bus	Oct 19, 2012 9:08 AM

# 23. How likely are you or your child to walk or bike to school in the future if there is a network of sidewalks, pathways, crosswalks, bike lanes, etc.?

	Response Percent	Response Count
Already walk or bike	17.8%	35
Likely to walk or bike most of the time	20.3%	40
Likely to walk or bike some of the time	35.0%	69
Not likely to start walking or biking	26.9%	53
	answered question	197
	skipped question	352

24. What concerns do you have about walking or bicycling to school?						
		Major Concern	Minor Concern	Not a Concern	Not Applicable or Not Sure	Response Count
	Lack of sidewalks in the neighborhood	32.1% (50)	18.6% (29)	35.9% (56)	13.5% (21)	156
Lack o	of sidewalks or pathways along the main roads	47.5% (75)	15.8% (25)	24.7% (39)	12.0% (19)	158
Existing	crosswalks too far out of way	21.7% (33)	22.4% (34)	43.4% (66)	12.5% (19)	152
Signalize	ed intersections too busy	45.2% (70)	22.6% (35)	21.9% (34)	10.3% (16)	155
	Too far to walk or bike	25.8% (42)	19.0% (31)	46.6% (76)	8.6% (14)	163
	No bike racks at school	4.9% (7)	18.1% (26)	55.6% (80)	21.5% (31)	144
	Weather	31.1% (50)	39.1% (63)	24.8% (40)	5.0% (8)	161
	Poor lighting along route	28.2% (44)	32.7% (51)	31.4% (49)	7.7% (12)	156
Takes	too much time to walk or bike to school	23.0% (37)	28.0% (45)	41.0% (66)	8.1% (13)	161
Pe	rsonal security concerns	34.2% (55)	33.5% (54)	28.6% (46)	3.7% (6)	161
				Othe	r (please specify)	23
				an	swered question	192
				s	kipped question	357
Other (co	omments):					
1	Paved bike lane one the road shoulder, safest place to ride Nov 3, 2012 1:37 PM					
ì	No stop signs along walking path that crosses Haynes, Bowers, Hazel, et cetera when walking toward Pembroke. Traffic moves too fast along these and does not look out for pedestrians. Stop signs need to slow traffic and encourage pedestrians and bikers.					
3	Personal security conce	ms = safety concer	ms re: vehicles		Nov 2, 20	12 7:23 PM
	4 There are no sidewalks down Northlawn and drivers go too fast over the river. Nov 1, 2012 8:32 PM Several bikers have been run off the road!					

bad drainage in neighborhood when it rains. Not sure about snow yet.

Nov 1, 2012 4:34 PM

6	Crossing at Woodward is too dangerous! There is not enough time on the cross walk signal to make it both ways and I don't want my kids stopping in the middle of the streets.	Nov 1, 2012 12:00 PM
7	I have no concerns	Nov 1, 2012 10:52 AM
8	safty	Nov 1, 2012 7:35 AM
9	we have to cross Lincoln; there is only the signal at Lincoln and Pierce which is out of the way	Oct 31, 2012 8:30 AM
10	crosswalk crossing lincoln near ymca	Oct 30, 2012 6:36 PM
11	We need a crosswalk from Floyd to the YMCA. It is needed for both YMCA members as well as students crossing Lincoln to get to Pierce School. There has been an increase in families with children living near Floyd/Purdy/George streets and we all cross at Floyd and Lincoln to walk down Edgewood to get to Pierce elementary. We need a formal crosswalk. It is out of our way to go all the way to Pierce, especially since the school entrance is on the East side of the school building. Please also do not let Y members park along Lincoln. It blocks the view of cars coming. I am a Y member and I find it dangerous crossing Lincoln there with cars blocking my view.	Oct 30, 2012 4:21 PM
12	NEED a crosswalk at Floyd Street and the YMCA. This is our main crossing point to Y and Pierce School.	Oct 30, 2012 4:03 PM
13	For my son to bike to Derby he would have to cross Woodward and that is very, very scary.	Oct 30, 2012 2:33 PM
14	Danger of being hit by a car too great of a risk to take	Oct 29, 2012 9:47 PM
15	The city needs to focus on slowing traffic down and widening sidewalks.	Oct 29, 2012 9:37 PM
16	Don't have any concerns about walking or bicycling to school because we are not interested in walking or biking.	Oct 29, 2012 4:24 PM
17	Four way stop signs at more corners.	Oct 29, 2012 8:34 AM
18	I've witnessed a biker get hit on Cranbrook during morning rush.	Oct 27, 2012 1:41 PM
19	Motorists and cars disrespect pedestrian and Bicyclist rights	Oct 25, 2012 9:50 PM
20	unsafe to bike w heavy backpack	Oct 25, 2012 5:14 PM
21	Speed of traffic on Cranbrook and Covington between Maple and Quarton.	Oct 25, 2012 4:06 PM
22	Too dark in the morning and cars racing to get to school are not aware of bickers.	Oct 25, 2012 10:06 AM
23	There are few good crossings of Woodward, specifically between Maple and Quarton/Big Beaver. There is also no walkway/bikepath on Quarton/Big Beaver.	Oct 25, 2012 9:58 AM

# 25. Do you think any of the following programs would increase the likelihood of you or your children walking or bicycling to school?

	Most Likely Yes	I Am Not Sure	Definitely Not	Response Count
Complete a safety education class on walking to school	18.8% (33)	41.5% (73)	39.8% (70)	176
Complete a safety education class on bicycling to school	31.8% (57)	35.8% (64)	32.4% (58)	179
Walk to school with a group of kids and adults (walking school bus)	45.8% (82)	24.0% (43)	30.2% (54)	179
Bike to school with a group of kids and adults (bicycle train)	54.5% (102)	24.1% (45)	21.4% (40)	187
			Other (please specify)	15
			answered question	189
			skipped question	360

Other (comments):

1	It is too far for us to walk or bike in a timely manner.	Nov 3, 2012 12:56 PM
2	Requiring businesses and residents along route: 1) do not park across sidewalks & 2) they keep landscape vegetation well cleared far away from the route.	Nov 3, 2012 10:07 AM
3	Install stop signs along crosswalks that connect walking path across Haynes, Bowers, Hazel, et cetera.	Nov 2, 2012 8:40 PM
4	Better crosswalks, better vehicle expectations at crosswalks, longer pedestrian cross-lights, wider sidewalks, assuring that pedestrians have the right-of-way	Nov 2, 2012 7:23 PM
5	education only in combination with signage and educating the drivers on the road too	Nov 2, 2012 1:18 PM
6	The school should definitely encourage from a heath/environmental standpoint, kids walking/riding to school.	Nov 1, 2012 4:34 PM
7	mine is a senior, it will not change	Nov 1, 2012 10:52 AM
8	We already walk to Pierce and I would like to bike/walk to Midvale - and do when it is warm. Lincoln too busy and fast (people speed) and many park in the bike lane on Lincoln.	Oct 30, 2012 4:03 PM
9	None of the following programs would increase the likelihood of my children walking or bicycling to school.	Oct 29, 2012 4:24 PM
10	all good ideas.	Oct 29, 2012 8:34 AM
11	better traffic control, controlling driver distractions (cell phones & texting)	Oct 26, 2012 1:41 AM
12	We live a bit too far to walk comfortably to Greenfield Elementary regularly.	Oct 25, 2012 8:32 PM
13	we live very close to schools already but my son will begin attending Seaholm next year and wants to ride his bike, safely	Oct 25, 2012 3:26 PM
14	the bike-friendly pathway needs to exist first	Oct 25, 2012 1:53 PM
15	Currently live too far away to walk.	Oct 21, 2012 10:10 PM

# 26. Do you currently use the SMART Bus in Birmingham? An answer to this question is required as it determines if you are presented with some additional questions regarding transit.

	Response Percent	Response Count
Daily	0.9%	4
Weekly	0.7%	3
Monthly	1.6%	7
Occasionally	8.3%	37
Never	88.5%	394
	answered question	445
	skipped question	104

## 27. Please select the bus routes you take:

	Response Percent	Response Count
450/460: Woodward Local	78.3%	36
445/475: Woodward Limited	43.5%	20
415/420: Greenfield - Southfield	6.5%	3
465: Auburn Hills Limited	8.7%	4
780: 15 Mile Crosstown	19.6%	9

answered question 46
skipped question 503

Other (please specify)

4

#### Other (comments):

1	13-14 Mile Rd cross-town	Nov 3, 2012 8:02 PM
2	Havent taken the bus	Nov 3, 2012 5:22 PM
3	I do not use bus routes! I drive!	Nov 2, 2012 10:40 AM
4	To the Tigers games	Oct 25, 2012 4:12 PM

# 28. What is your primary mode of transportation for traveling from your point of origin to the bus stop?

	Response Percent	Response Count
Walk	84.4%	38
Bike	11.1%	5
Dropped off by Car	4.4%	2
	Other (please specify)	2
	answered question	45
	skipped question	504

Other (comments):		
1	See above answer!	Nov 2, 2012 10:40 AM
2	To the Tigers games	Oct 25, 2012 4:12 PM

#### 29. What is your primary mode of transportation for traveling from the bus stop to your destination? Response Response Count Percent Walk 78.3% 36 Bike 17.4% 8 Dropped off by Car 4.3% 2 Other (please specify) 2 answered question 46 skipped question 503 Other (comments): See above answers! Nov 2, 2012 10:40 AM 2 I drive to the bus stop Oct 25, 2012 4:12 PM

## 30. Do any of the following present significant issues with your transit experience now?

	Yes	No	Response Count
Bus too full, nowhere to sit	12.8% (5)	87.2% (34)	39
Too much time between buses	72.1% (31)	27.9% (12)	43
Limited hours of bus service	71.4% (30)	28.6% (12)	42
Unpredicable, not on time	56.1% (23)	43.9% (18)	41
Transfers take too long	50.0% (17)	50.0% (17)	34
Bus stop too far from destination	47.2% (17)	52.8% (19)	36
Bus stop too far from origin	36.1% (13)	63.9% (23)	36
Bus interiors not clean	19.4% (7)	80.6% (29)	36
Personal safety	33.3% (13)	66.7% (26)	39
		Other (please specify)	6

answered question 47
skipped question 502

Other	Other (comments):			
1	limited hours of service to Downtown Detroit; not an issue but more frequent buses would be ok with me	Nov 2, 2012 1:29 PM		
2	See above answers!	Nov 2, 2012 10:40 AM		
3	need more busses and need to go from Bham to Downtown Detroit - without transfer. Will not transfer!!	Oct 30, 2012 12:00 PM		
4	I don't ride them that much to have an opinion.	Oct 25, 2012 4:12 PM		
5	Must transfer between DDOT and SMART now, which requires a very long wait	Oct 23, 2012 10:55 PM		
6	Bus to downtown Detroit requires a transfer outside of peak hours	Oct 20, 2012 12:57 AM		

# 31. How important are the following transit amenities to the comfort and convenience of your trip?

	Very Important	Somewhat Important	Not Important	Response Count
Sidewalk Connection to Bus Stop	62.5% (30)	35.4% (17)	2.1% (1)	48
Paved Bus Stop Pad	40.4% (19)	55.3% (26)	4.3% (2)	47
Shelter	59.6% (28)	40.4% (19)	0.0% (0)	47
Benches	51.1% (23)	31.1% (14)	17.8% (8)	45
Trash Receptacle	51.1% (24)	36.2% (17)	12.8% (6)	47
Bus Schedule Posted at Bus Stop	78.7% (37)	19.1% (9)	2.1% (1)	47
Map of Bus Routes Posted at Bus Stop	72.9% (35)	22.9% (11)	4.2% (2)	48
Bike Parking at Bus Stop	33.3% (15)	42.2% (19)	24.4% (11)	45
Bike Rack on Buses	57.4% (27)	27.7% (13)	14.9% (7)	47
Smart Phone Application that Tracks the Bus	71.1% (32)	17.8% (8)	11.1% (5)	45
Lighted Bus Stop	73.9% (34)	21.7% (10)	4.3% (2)	46

Other (please specify)

answered question	48
skipped question	501

#### Other (comments):

1	Cross walks at 14 and Woodward are not safe at early morning commute times. Shelter where I pick up is in so-so shape; local schedule is posted but not the limited schedule	Nov 2, 3

Nov 2, 2012 1:29 PM

2 See above answers! No

Nov 2, 2012 10:40 AM

3 would like east west lines north west lines schedules need to be more cleasr

Oct 26, 2012 3:20 PM

## 32. What concerns do you have about taking transit?

	Major Concern	Minor Concern	Not a Concern	Response Count
Personal safety	24.2% (74)	32.0% (98)	43.8% (134)	306
Weather	20.0% (60)	30.7% (92)	49.3% (148)	300
Missing the bus	24.2% (71)	29.4% (86)	46.4% (136)	293
Don't know the bus routes	46.1% (146)	26.5% (84)	27.4% (87)	317
Don't know what it costs	28.5% (86)	23.5% (71)	48.0% (145)	302
Don't know how to pay	25.2% (75)	23.8% (71)	51.0% (152)	298
Inconvenient	59.5% (191)	23.1% (74)	17.4% (56)	321
Hours of Operation	36.8% (111)	35.4% (107)	27.8% (84)	302
Bus stop too far away	33.7% (98)	29.9% (87)	36.4% (106)	291

Other (please specify)

54

answered question 349
skipped question 200

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1	More convenient to drive	Nov 4, 2012 1:04 PM
2	No concern, simply not needed	Nov 3, 2012 9:11 PM
3	The bus routes don't go from Woodward, where I live,, to 18 and Utica in Sterling Heights where I work.	Nov 3, 2012 7:00 PM
4	Do not use public transit	Nov 3, 2012 1:45 PM
5	Don't have a need for it.	Nov 3, 2012 12:58 PM
6	no policeman on bus	Nov 3, 2012 10:31 AM
7	Have almost been run over many times by Smart Bus drivers! Including while we had the right of way in downtown cross walks. Smart bus drivers drive FAR too aggressively. We considered voting against the smart Millage for this reason. (can't get run over if they don't exist!)	Nov 3, 2012 10:11 AM
8	No Concern, prefer convenience of having my car to travel	Nov 2, 2012 2:48 PM
9	We have no need to personally use transit as we live in town.	Nov 2, 2012 9:33 AM
10	no need to	Nov 2, 2012 8:26 AM

11	Home to work not on the bus path.	Nov 1, 2012 8:35 PM
12	I don't take the bus.	Nov 1, 2012 8:32 PM
13	I would likely not give up my car.	Nov 1, 2012 6:05 PM
14	Love to try, but not sure how to use, since never have.	Nov 1, 2012 5:42 PM
15	Please note that this is a very bad survey. The questions do not allow for the option that I am not likely to need/use bike lanes etc in city because there are sidewalks.	Nov 1, 2012 3:42 PM
16	I have used the bus system in Chicago and London UK - Both are organized, easy to use, reliable, clean, safe and are Professionally operated - The Smart system doesn't seem to have any of these components.	Nov 1, 2012 1:17 PM
17	I have a car, not needed	Nov 1, 2012 12:01 PM
18	when I worked downtown I looked into the bus, but my job doesn't always have a set schedule.	Nov 1, 2012 10:53 AM
19	would NEVER use a bus	Nov 1, 2012 7:36 AM
20	lucky to have a car but this is necessary for others	Nov 1, 2012 6:32 AM
21	Mostly just prefer the flexibility of personal (i.e., car) transportation.	Oct 31, 2012 3:48 PM
22	No need - drive to wherever I need to go.	Oct 31, 2012 9:06 AM
23	our main auto trips are for grocery shopping; it's easier to carry groceries for the	Oct 31, 2012 8:32 AM

	whole family in a car	
24	when i've checked routes, they do not make the trip i need in a reasonable time.	Oct 30, 2012 10:20 PM
25	freedom to change plans of the day to destinations that don't include bus routes	Oct 30, 2012 6:57 PM
26	I don't need to take the bus (if I need to go somewhere outside my neighborhood I drive)	Oct 30, 2012 4:04 PM
27	Does not go where I need to go	Oct 29, 2012 11:14 PM
28	I have a car. Would NEVER take a bus	Oct 29, 2012 9:48 PM
29	buses are necessary for workers that live and communite to birmingham	Oct 29, 2012 5:49 PM
30	Not needed	Oct 29, 2012 5:49 PM
31	Not necessary	Oct 29, 2012 5:43 PM
32	I prefer to drive every where I go.	Oct 29, 2012 4:28 PM
33	Bus stops need to be regular like in major citiesSeattle, San Fransisco, Chicago	Oct 29, 2012 4:11 PM
34	No need for it!	Oct 29, 2012 10:34 AM
35	not on my work path and I could ride.	Oct 29, 2012 8:36 AM
36	difficulty walking to transit	Oct 28, 2012 7:40 PM
37	Buses seem to never go exactly where you want them to and they take a much greater amount of time.	Oct 27, 2012 6:49 PM
38	Driving is easier.	Oct 27, 2012 1:43 PM
39	Not needed	Oct 27, 2012 11:54 AM
40	I don't ride the bus.	Oct 26, 2012 3:05 PM
41	Have a car and bike	Oct 25, 2012 8:26 PM
42	I either ride my bike or drive my car	Oct 25, 2012 5:11 PM
43	My work location is about 4 miles from the closest bus stop.	Oct 25, 2012 3:03 PM
44	There's a definite negative stigma in SE Michigan for any one using public transit. Dispite high gas prices, this is still the land of over 80% of workers commuting alone, much less using public transit.	Oct 25, 2012 1:43 PM
45	have personal car	Oct 25, 2012 11:57 AM
46	Commute takes too long	Oct 25, 2012 10:00 AM
47	habit to not think of transit	Oct 25, 2012 9:46 AM

48	That is what I have car or bike for	Oct 25, 2012 9:08 AM
49	I don't and won't use public transit	Oct 24, 2012 8:07 AM
50	I don't have a need for it currently.	Oct 23, 2012 9:53 PM
51	I own a car	Oct 23, 2012 3:28 PM
52	not needed	Oct 23, 2012 11:29 AM
53	Buses are of poor quality/dirty	Oct 22, 2012 9:36 AM
54	I work near the NE comer of maple and telegraph. This comer does not have good cross walks on all 4 comers and drivers are not trained to watch for pedestrians. Bus stops are not all covered and paved.	Oct 21, 2012 12:23 PM

## 33. Would any of the following improvements encourage you to reconsider taking transit?

	Most Likely Yes	I Am Not Sure	Definitely Not	Response Count
Bus schedule posted at bus stop	33.7% (109)	34.7% (112)	31.6% (102)	323
Map of bus routes posted at bus stop	39.9% (129)	29.7% (96)	30.3% (98)	323
Bus fair and transfer information posted at bus stop	34.4% (109)	32.2% (102)	33.4% (106)	317
Shelter at bus stop	43.7% (139)	25.5% (81)	30.8% (98)	318
Bench at bus stop	34.9% (109)	31.4% (98)	33.7% (105)	312
Better lighting at bus stop	39.3% (125)	29.6% (94)	31.1% (99)	318
Bike parking at bus stop	26.0% (80)	31.5% (97)	42.5% (131)	308
Bus information packet sent to your home	31.1% (99)	29.2% (93)	39.6% (126)	318
Smart phone application that tracks the bus	45.1% (147)	25.5% (83)	29.4% (96)	326

Other (please specify)

answered question 337

33

skipped question 212

#### Other (comments):

1	Again, public transportation not needed	Nov 3, 2012 9:11 PM
2	No	Nov 3, 2012 1:45 PM
3	Not taking the bus	Nov 3, 2012 1:39 PM
4	I am more comfortable walking or taking a bike. If a destination is too far, I will drive my own car for convenience.	Nov 3, 2012 12:58 PM
5	put policeman on bus	Nov 3, 2012 10:31 AM
6	More respectful smart bus drivers.	Nov 3, 2012 10:11 AM
7	If I worked somewhere else this things would be important and I believe they should be done	Nov 1, 2012 8:35 PM
8	Not an issue for me.	Nov 1, 2012 8:32 PM
9	you could send info- or alt least a link in packet you send with the City calendar	Nov 1, 2012 7:17 PM
10	no	Nov 1, 2012 12:01 PM
11	Not "fair" - bus FARE!! Can't you spell???	Nov 1, 2012 11:37 AM
12	not conveinent for my current situation	Nov 1, 2012 10:53 AM
13	Wheelchair accessibility	Nov 1, 2012 9:43 AM
14	A smart phone app would be great if had real time information because no one wants to wait 30 min. for a late bus when you could have driven there in 15 min. Also, I would love to take the bus to downtown or royal oak etc. but would love to have real time information. Also, we need to get rid of the bad stigma of being a bus rider and embrace it. Advertise that its a great mode of safe transportation for a night outbut needs to be reliable or no one will use it.	Nov 1, 2012 8:23 AM
15	would NEVER use bus	Nov 1, 2012 7:36 AM
16	lucky to have a car but necessary for others	Nov 1, 2012 6:32 AM
17	None of the above.	Oct 31, 2012 9:06 AM
18	Basic reason for not using buses in not really sure of schedules and limited service	Oct 30, 2012 11:07 AM
19	Bus "fair"???? Looks like the writer is a bit illiterate.	Oct 29, 2012 11:14 PM
20	Never used - have car and bike	Oct 29, 2012 5:49 PM
21	Bus fair should be spelled bus fare	Oct 29, 2012 5:00 PM
22	Again, I prefer to drive every where I go.	Oct 29, 2012 4:28 PM
23	Again, other cities provide these things at bus stops	Oct 29, 2012 4:11 PM

24	It is bus "fare"!	Oct 29, 2012 10:34 AM
25	bus useful but i would rarely use it as is.	Oct 29, 2012 8:36 AM
26	A bus circulator system, from neighborhoods to the Troy transit Center, Downtown Birmingham and Somerset	Oct 27, 2012 5:11 PM
27	reliability	Oct 27, 2012 4:38 PM
28	I currently have no need for public transit Maybe in the future if I am not able to drive	Oct 26, 2012 9:48 AM
29	I live so close to things it is easier to just drive right to my destination.	Oct 25, 2012 3:28 PM
30	Bus stop closer to work (4858 W 26 Mile Rd, Washington, MI 48025)	Oct 25, 2012 3:03 PM
31	Last item is a *great* idea.	Oct 25, 2012 1:43 PM
32	strong life style advertising campaign highlighting improved transit system and how it fits the lives of bham residents. Most bham residents aren't they type of people that ride the bus any bus.	Oct 24, 2012 12:19 PM
33	I believe that all of the above are fantastic ideas and very much needed, as several of my employees take public transit. I, however, still would not take it.	Oct 22, 2012 8:00 PM

34. Desired Project Outcomes Visualize the impact of this plan. Think ten or so years into the future and visualize the City of Birmingham as you would like it to be. How have walking, bicycling, transit and other transportation trips changed in the area? What are you, your neighbors, visitors, or government doing differently? Tell us your priorities. Please concisely list your top three desired outcomes of the Multi-Modal Transportation Plan based on your vision of the future. Try to focus on general ideas.

	First Priority	
1	I do not want this to take away parking spots on the streets [Do Not Remove Parking]	Nov 4, 2012 10:56 PM
2	make safe biking lanes throughout the city [Bike Lanes] [Safe]	Nov 4, 2012 10:05 PM
3	Ability to bicycle without issue and room in the road [Ability to Bike in Road]	Nov 4, 2012 7:00 PM
4	We see many more bikes on the roads and walkers on the sidewalks, and fewer cars [Increase in Alt Transport]	Nov 4, 2012 6:06 PM
5	skywalk over woodward connecting poppleton park and downtown [Crossing Woodward]	Nov 4, 2012 5:16 PM
6	local needs are no longer met by driving to them - food / grocery shopping by walking across Woodward and Lincoln [Increase in Alt Transport]	Nov 4, 2012 3:01 PM
7	We are walking, riding to work on safe roadways through the summer and winter. We are getting to know our neighbors and lovely neighborhoods this way. [Increase in Alt Transport]	Nov 4, 2012 1:42 PM
8	Safer to ride bicycles across Maple and Woodward, especially middle schoolers [Crossing Woodward] [Safe Road Crossings] [School Children]	Nov 4, 2012 1:06 PM
9	Bike lane Must be Separate from cars [Bike Lanes]	Nov 4, 2012 11:11 AM
10	We'd walk to Birmingham frequently to eat, shop and enjoy parks [Increase in Alt Transport] [Increase walking]	Nov 4, 2012 11:08 AM
11	Multimodal transit (e.g., easy access to Amtrak, DTW) [Increase in Alt Transport] [Increase in Transit Use]	Nov 4, 2012 7:38 AM
12	More pedestrian/bicycle friendly [Bike Ped Friendly]	Nov 4, 2012 6:25 AM
13	Bicycle lanes [Bike Lanes]	Nov 4, 2012 3:41 AM
14	Keeping the area of Birmingham safe! Especially from people out of town who target this area. [Safe]	Nov 4, 2012 3:01 AM
15	safety [Safe]	Nov 4, 2012 2:41 AM
16	I would not change current system	Nov 3, 2012 11:10 PM
17	Maintain street parking for residents on streets such as Lincoln [Do Not Remove Parking]	Nov 3, 2012 9:21 PM
18	fewer cars move daily in city, more bikes, buses and pedestrian travel [Increase in Alt Transport]	Nov 3, 2012 8:30 PM
19	Build on "Walkable Community" ethos [Bike Ped Friendly]	Nov 3, 2012 8:14 PM
20	Cyclist Safety [Safe]	Nov 3, 2012 8:11 PM

Have Woodward Ave buses stop in Bloomfield Hills [Increase in Transit Use]			
on the larger roads. [Bike Lanes]  23 Safe/Clean train runing along woonward [Increase in Transit Use]  24 Bike lanes are common [Bike Lanes]  25 Dedicated bike lanes at least 5 feet wide [Bike Lanes]  26 Make crossing Woodward safer and more friendly to pedestrians [Crossing Woodward] [Safe Road Crossings]  27 DO not put bike lane on Lincoln.  28 small smart buses for seniors from local birmingham neighborhoods to mall/downtown [Seniors]  29 Recreational bike trails [Trails Pathways]  30 Leave It the way it is. We like it this way.  31 Bike lanes on all major roads [Bike Lanes]  32 It seems that the bike paths equate to loss of parking. This is mistake and a insult to the tax payers of this city. Plus a devalueing of their property. If you want bike trails go to Rochester. [Do Not Remove Parking]  33 adequate public transportation for senior citizens, allowing them to remain in their current homes [Seniors]  34 Walking trails for recreation and leisure. [Increase walking]  35 Do not make auto traffic worse! You will not eliminate driving, so let us drive. [Iraffic concerns]  36 Portland OR has intersection buttons to stop traffic for walkers - FABULOUS [Safe Road Crossings]  37 Everyone visiting Bham via whatever means clearly sees Bham is a walk able and bikable community. [Bike Ped Friendly]  38 wide, smooth shoulders on major arteries [Bike Lanes] [Safe] [Safe] Nov 3, 2012 10:23 AM [Safe sike lanes separated from traffic as much as possible. [Bike Lanes] [Safe] Nov 3, 2012 8:08 AM [Increase in Alt Transport] [Increase in Transit Use]  40 Bus ridership increased resulting in less vehicles in Downtown Birmingham [Increase in Alt Transport] [Increase in Alt Transport] [Increase in Transit Use]  41 bike and walk to shope easily [BikeWalk to ShopsDowntown]  42 Bike lanes [Bike Lanes]  43 Nov 2, 2012 8:46 PM [Increase in Alt Transport] [Increase in	21	Have Woodward Ave buses stop in Bloomfield Hills [Increase in Transit Use]	Nov 3, 2012 8:07 PM
Bike lanes are common [Bike Lanes]  Dedicated bike lanes at least 5 feet wide [Bike Lanes]  Nov 3, 2012 5:05 PM  Make crossing Woodward safer and more friendly to pedestrians [Crossing Woodward] [Safe Road Crossings]  Do not put bike lane on Lincoln.  Nov 3, 2012 3:20 PM  small smart buses for seniors from local birmingham neighborhoods to mall/downtown [Seniors]  Recreational bike trails [Trails Pathways]  Leave it the way it is. We like it this way.  Nov 3, 2012 1:52 PM  Nov 3, 2012 1:45 PM  Recreational bike trails [Trails Pathways]  Rov 3, 2012 1:45 PM  Nov 3, 2012 1:44 PM  Nov 3, 2012 1:44 PM  Rov 3, 2012 1:01 PM  Recreational bike trails go to Rochester. [Do Not Remove Parking]  Rov 3, 2012 1:01 PM  Recreational bike trails go to Rochester. [Do Not Remove Parking]  Rov 3, 2012 1:01 PM  Recreational bike trails go to Rochester. [Do Not Remove Parking]  Rov 3, 2012 1:01 PM  Rov 3, 2	22		Nov 3, 2012 7:13 PM
Dedicated bike lanes at least 5 feet wide [Bike Lanes]  Make crossing Woodward safer and more friendly to pedestrians [Crossing Woodward] [Safe Road Crossings]  Do not put bike lane on Lincoln.  Nov 3, 2012 3:20 PM  small smart buses for seniors from local birmingham neighborhoods to mall/downtown [Seniors]  Recreational bike trails [Trails Pathways]  Nov 3, 2012 1:52 PM  Nov 3, 2012 1:52 PM  Leave it the way it is. We like it this way.  Nov 3, 2012 1:45 PM  Bike lanes on all major roads [Bike Lanes]  Nov 3, 2012 1:44 PM  It seems that the bike paths equate to loss of parking. This is mistake and a insult to the tax payers of this city. Plus a devalueing of their property. If you want bike trails go to Rochester. [Do Not Remove Parking]  Walking trails for recreation and leisure. [Increase walking]  Nov 3, 2012 1:25 PM  Walking trails for recreation and leisure. [Increase walking]  Nov 3, 2012 1:259 PM  Nov 3, 2012 1:259 PM  Portland OR has intersection buttons to stop traffic for walkers - FABULOUS [Safe Road Crossings]  Everyone visiting Bham via whatever means clearly sees Bham is a walk able and bikable community. [Bike Ped Friendly]  wide, smooth shoulders on major arteries [Bike Lanes]  Nov 3, 2012 10:23 AM  Safe bike lanes separated from traffic as much as possible. [Bike Lanes] [Safe]  Nov 3, 2012 8:03 AM  Bus ridership increased resulting in less vehicles in Downtown Birmingham [Increase in Alt Transport] [Increase in Transit Use]  Bus ridership increased resulting liness vehicles in Downtown Birmingham [Increase in Alt Transport] [Increase in Transit Use]  Bus idership increased resulting in less vehicles in Downtown Birmingham [Increase in Alt Transport] [Increase in Transit Use]  Bus ridership increased resulting in less vehicles in Downtown Birmingham [Increase in Alt Transport] [Increase in Transit Use]  Bus ridership increased resulting in less vehicles in Downtown Birmingham [Increase in Alt Transport] [Increase in Transit Use]  Bike lanes [Bike Lanes]  Nov 3, 2012 8:46 PM  Nov 2, 2012 8:46 PM	23	Safe/Clean train runing along woorward [Increase in Transit Use]	Nov 3, 2012 5:33 PM
Make crossing Woodward safer and more friendly to pedestrians [Crossing Woodward] [Safe Road Crossings]  27 DO not put bike lane on Lincoln. Nov 3, 2012 3:20 PM  28 small smart buses for seniors from local birmingham neighborhoods to mall/downtown [Seniors]  29 Recreational bike trails [Trails Pathways] Nov 3, 2012 1:52 PM  30 Leave it the way it is. We like it this way. Nov 3, 2012 1:45 PM  31 Bike lanes on all major roads [Bike Lanes] Nov 3, 2012 1:44 PM  32 It seems that the bike paths equate to loss of parking. This is mistake and a insult to the tax payers of this city. Plus a devalueing of their property. If you want bike trails go to Rochester. [Do Not Remove Parking]  33 adequate public transportation for senior citizens, allowing them to remain in their current homes [Seniors]  34 Walking trails for recreation and leisure. [Increase walking] Nov 3, 2012 1:259 PM  35 Do not make auto traffic worse! You will not eliminate driving, so let us drive. [Nov 3, 2012 11:34 AM [Traffic concerns]  36 Portland OR has intersection buttons to stop traffic for walkers - FABULOUS [Safe Road Crossings]  37 Everyone visiting Bham via whatever means clearly sees Bham is a walk able and bikable community. [Bike Ped Friendly]  38 wide, smooth shoulders on major arteries [Bike Lanes] Nov 3, 2012 10:23 AM nobikable community. [Bike Ped Friendly]  39 Safe bike lanes separated from traffic as much as possible. [Bike Lanes] [Safe] Nov 3, 2012 8:08 AM [Increase in Alt Transport] [Increase in Transit Use]  40 Bike lanes (Bike Lanes) Nov 3, 2012 7:34 AM Nov 3, 2012 8:68 PM Increase in Alt Transport] [Increase in Transit Use]  41 bike and walk to shops easily [BikeWalk to ShopsDowntown] Nov 3, 2012 8:08 AM Nov 2, 2012 8:46 PM improved walkways. still areas without sidewalks existing. (quarton road, for example) [Sidewalks]	24	Bike lanes are common [Bike Lanes]	Nov 3, 2012 5:10 PM
Woodward] [Safe Road Crossings]  27 DO not put bike lane on Lincoln. Nov 3, 2012 3:20 PM  28 small smart buses for seniors from local birmingham neighborhoods to mall/downtown [Seniors]  29 Recreational bike trails [Trails Pathways] Nov 3, 2012 1:52 PM  30 Leave it the way it is. We like it this way. Nov 3, 2012 1:45 PM  31 Bike lanes on all major roads [Bike Lanes] Nov 3, 2012 1:45 PM  32 It seems that the bike paths equate to loss of parking. This is mistake and a insult to the tax payers of this city. Plus a devalueing of their property. If you want bike trails go to Rochester. [Do Not Remove Parking]  33 adequate public transportation for senior citizens, allowing them to remain in their current homes [Seniors]  34 Walking trails for recreation and leisure. [Increase walking] Nov 3, 2012 1:01 PM  35 Do not make auto traffic worse! You will not eliminate driving, so let us drive. [Iraffic concerns]  36 Portland OR has intersection buttons to stop traffic for walkers - FABULOUS [Safe Road Crossings]  37 Everyone visiting Bham via whatever means clearly sees Bham is a walk able and bikable community. [Bike Ped Friendly]  38 wide, smooth shoulders on major arteries [Bike Lanes] Nov 3, 2012 10:23 AM  39 Safe bike lanes separated from traffic as much as possible. [Bike Lanes] [Safe] Nov 3, 2012 8:57 AM  [Seperate from vehicles]  40 Bus ridership increased resulting in less vehicles in Downtown Birmingham [Increase in Alt Transport] [Increase in Transit Use]  41 bike and walk to shops easily [BikeWalk to ShopsDowntown] Nov 3, 2012 7:30 AM  42 Bike lanes [Bike Lanes] Nov 3, 2012 7:30 AM  Nov 2, 2012 8:46 PM  Nov 2, 2012 8:46 PM  Nov 2, 2012 8:46 PM  Nov 2, 2012 8:27 PM  Improved walkways. still areas without sidewalks existing. (quarton road, for example) [Sidewalks]	25	Dedicated bike lanes at least 5 feet wide [Bike Lanes]	Nov 3, 2012 5:05 PM
mall/downtown [Seniors]  Recreational bike trails [Trails Pathways]  Nov 3, 2012 1:52 PM  Nov 3, 2012 1:52 PM  Nov 3, 2012 1:52 PM  Nov 3, 2012 1:45 PM  Recreational bike trails [Trails Pathways]  Nov 3, 2012 1:45 PM  Recreational bike trails [Trails Pathways]  Nov 3, 2012 1:45 PM  Nov 3, 2012 1:32 PM  Insult to the tax payers of this city. Plus a devalueing of their property. If you want bike trails go to Rochester. [Do Not Remove Parking]  Walking trails for recreation for senior citizens, allowing them to remain in their current homes [Seniors]  Walking trails for recreation and leisure. [Increase walking]  Nov 3, 2012 12:59 PM  Do not make auto traffic worse! You will not eliminate driving, so let us drive. [Nov 3, 2012 11:34 AM [Iraffic concerns]]  Portland OR has intersection buttons to stop traffic for walkers - FABULOUS [Safe Road Crossings]  Everyone visiting Bham via whatever means clearly sees Bham is a walk able and bikable community. [Bike Ped Friendly]  wide, smooth shoulders on major arteries [Bike Lanes]  Nov 3, 2012 10:23 AM [Seperate from vehicles]  Bus ridership increased resulting in less vehicles in Downtown Birmingham [Increase in Alt Transport] [Increase in Transit Use]  Nov 3, 2012 7:34 AM Nov 3, 2012 7:34 AM Bike lanes [Bike Lanes]  Nov 3, 2012 7:34 AM Nov 3, 2012 7:30 AM  Bike lanes [Bike Lanes]  Nov 3, 2012 8:46 PM bike paths, especially east of Woodward in Triangle and Rail Districts. [Increase in Alt Transport]	26		Nov 3, 2012 4:51 PM
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Bike lanes on all major roads [Bike Lanes]  Nov 3, 2012 1:45 PM  Bike lanes on all major roads [Bike Lanes]  Nov 3, 2012 1:45 PM  It seems that the bike paths equate to loss of parking. This is mistake and a insult to the tax payers of this city. Plus a devalueing of their property. If you want bike trails go to Rochester. [Do Not Remove Parking]  Adequate public transportation for senior citizens, allowing them to remain in their current homes [Seniors]  Walking trails for recreation and leisure. [Increase walking]  Nov 3, 2012 1:259 PM  Bo not make auto traffic worse! You will not eliminate driving, so let us drive. [Nov 3, 2012 11:34 AM [traffic concerns]  Portland OR has intersection buttons to stop traffic for walkers - FABULOUS [Safe Road Crossings]  Everyone visiting Bham via whatever means clearly sees Bham is a walk able and bikable community. [Bike Ped Friendly]  wide, smooth shoulders on major arteries [Bike Lanes]  Nov 3, 2012 10:23 AM [Seperate from vehicles]  Bus ridership increased resulting in less vehicles in Downtown Birmingham [Increase in Alt Transport] [Increase in Transit Use]  Bike lanes [Bike Lanes]  Nov 3, 2012 7:34 AM Nov 3, 2012 7:34 AM Encourage pedestrians and bikers by installing more stop signs, crosswalks, and bike paths, especially east of Woodward in Triangle and Rail Districts. [Increase in Alt Transport]  Improved walkways. still areas without sidewalks existing. (quarton road, for example) [Sidewalks]	28		Nov 3, 2012 3:17 PM
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[traffic concerns]  36    Portland OR has intersection buttons to stop traffic for walkers - FABULOUS [Safe Road Crossings]  37    Everyone visiting Bham via whatever means clearly sees Bham is a walk able and bikable community. [Bike Ped Friendly]  38    wide, smooth shoulders on major arteries [Bike Lanes] Nov 3, 2012 9:00 AM  39    Safe bike lanes separated from traffic as much as possible. [Bike Lanes] [Safe] Nov 3, 2012 8:57 AM [Seperate from vehicles]  40    Bus ridership increased resulting in less vehicles in Downtown Birmingham [Increase in Alt Transport] [Increase in Transit Use]  41    bike and walk to shops easily [BikeWalk to ShopsDowntown] Nov 3, 2012 7:34 AM Bike lanes [Bike Lanes] Nov 3, 2012 7:30 AM  42    Bike lanes [Bike Lanes] Nov 3, 2012 7:30 AM Dike paths, especially east of Woodward in Triangle and Rail Districts. [Increase in Alt Transport] improved walkways. still areas without sidewalks existing. (quarton road, for example) [Sidewalks]	34	Walking trails for recreation and leisure. [Increase walking]	Nov 3, 2012 12:59 PM
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example) [Sidewalks]	43	bike paths, especially east of Woodward in Triangle and Rail Districts. [Increase	Nov 2, 2012 8:46 PM
45 Better bike routes [Bike routes] Nov 2, 2012 7:42 PM	44		Nov 2, 2012 8:27 PM
	45	Better bike routes [Bike routes]	Nov 2, 2012 7:42 PM

46	pedestrians have the right-of-way throughout B'ham [Respect]	Nov 2, 2012 7:30 PM
47	Dedicated bike lanes with curbs on major roads such as Woodward, Maple, mile roads, to separate bikers from cars. Use Montreal as a model! [Bike Lanes]	Nov 2, 2012 4:46 PM
48	convenient	Nov 2, 2012 4:36 PM
49	Safety [Safe]	Nov 2, 2012 4:18 PM
50	Safety for the biker, walker and runner [Safe]	Nov 2, 2012 4:00 PM
51	Continue as it, I walk extensively, not problems or concerns [keep as is]	Nov 2, 2012 2:52 PM
52	Safety [Safe]	Nov 2, 2012 2:31 PM
53	Safer Crosswalks at busy intersections [Safe Road Crossings]	Nov 2, 2012 2:29 PM
54	walk or bike safely from my neighborhood to downtown Birmingham and our schools- improved crossings for sidewalks & designated lanes / routes (with physical barrier from car lane) that's safe for kids riding [School Children] [Safe] [Seperate from vehicles]	Nov 2, 2012 1:42 PM
55	Not to disrupt motor vehicle traffic [traffic concerns]	Nov 2, 2012 12:59 PM
56	Less single auto driving in downtown B'ham. Bicycle friendlyparking, safety. [Increase in Alt Transport]	Nov 2, 2012 10:59 AM
57	Pedestrian bridges or tunnels to cross Woodward [Crossing Woodward]	Nov 2, 2012 10:53 AM
58	All the current changes have inpeded traffic flow throughout the town. This survey does not include any issues to improve the auto traffic flow. Not even any questions relating to it. [traffic concerns]	Nov 2, 2012 10:27 AM

59	Reduced auto traffic for minor trips [Increase in Alt Transport]	Nov 2, 2012 9:39 AM
60	Bicycle riders need to respect cars more [Respect]	Nov 2, 2012 9:35 AM
61	don't raise taxes to do this	Nov 2, 2012 8:27 AM
62	intra Birmingham trasportation from neighborhoods to downtown [Increase in Transit Use]	Nov 2, 2012 7:52 AM
63	No bicycles on roadways! Bikes don't pay road taxes!	Nov 2, 2012 6:59 AM
64	Bicycles should NOT be ridden in DOWNTOWN Birmingham, it is dangerous!!!	Nov 1, 2012 11:54 PM
65	Create safe paths that encourage us all to walk/bike versus drive - to school and work! [Safe]	Nov 1, 2012 8:43 PM
66	This plan does not consider the fact that bike lanes will cause traffic congestion. [traffic concerns]	Nov 1, 2012 8:35 PM
67	bike lanes [Bike Lanes]	Nov 1, 2012 7:24 PM
68	safety of pedestrians [Safe]	Nov 1, 2012 6:45 PM
69	Make sidewalks safe from fast moving bicycles also using them. [Safe]	Nov 1, 2012 6:37 PM
70	It is safe and practical to ride a bike to any destination within Birmingham. [Safe]	Nov 1, 2012 6:36 PM
71	Efficient, frequent and comfortable mass transit [Increase in Transit Use]	Nov 1, 2012 6:10 PM
72	safe walking opportunities, especially crossing Woodward Ave. [Crossing Woodward] [Safe Road Crossings] [Safe]	Nov 1, 2012 5:54 PM
73	Better flow of car traffic through and around downtown [traffic concerns]	Nov 1, 2012 5:48 PM
74	More bike paths, bike parking [Trails Pathways]	Nov 1, 2012 5:45 PM
75	Make the city roads car-friendly as well as pedestrian/bike friendly [Bike Ped Friendly]	Nov 1, 2012 5:20 PM
76	Safe routes [Safe]	Nov 1, 2012 4:49 PM
77	Less focus on automotive transportation. [Bike Ped Friendly]	Nov 1, 2012 4:36 PM
78	Fiscal responsibility	Nov 1, 2012 3:47 PM
79	Cross walk OVER woodward [Crossing Woodward] [Safe Road Crossings]	Nov 1, 2012 3:35 PM
80	Good sidewalks for walking/biking [Sidewalks]	Nov 1, 2012 3:02 PM
81	Improve bike access through downtown	Nov 1, 2012 2:54 PM

82	Good sidewalks for walking/biking	Nov 1, 2012 2:52 PM
83	Bike Lanes [Bike Lanes]	Nov 1, 2012 2:36 PM
84	Safe place to walk. [Safe]	Nov 1, 2012 2:19 PM
85	Bike paths and lanes [Bike Lanes]	Nov 1, 2012 1:55 PM
86	Ability to get to Troy Multi-Modal Center [Increase in Transit Use]	Nov 1, 2012 1:48 PM
87	Light Rail linking Birmingham to Downtown Detroit [Increase in Transit Use]	Nov 1, 2012 1:24 PM
88	To not use my car, to be able to go from place to place on foot or bike, weather permitting. [Increase in Alt Transport]	Nov 1, 2012 12:04 PM
89	a bus that only goes up and down OLD Woodward and makes frequent trips [Increase in Transit Use]	Nov 1, 2012 12:01 PM
90	Improving/expanding on Birmingham as a "walkable" community. [Increase walking] [Bike Ped Friendly]	Nov 1, 2012 11:48 AM
91	Bike lanes and marked routes would be important. In my view bikes are not for sidewalk, sidewalks are for pedestrians [Bike Lanes]	Nov 1, 2012 10:59 AM
92	Safer bike routes into town and main areas from surrounding neighborhoods [Safe] [Bike routes]	Nov 1, 2012 10:35 AM
93	Distracted driving has been eliminated	Nov 1, 2012 10:31 AM
94	More convenient mass transit [Increase in Transit Use]	Nov 1, 2012 9:46 AM
95	No one drives a personal vehicle from one destination to another within Birmingham [Increase in Alt Transport]	Nov 1, 2012 9:01 AM
96	Much more focus on bicycling and walking around the area [Increase in Alt Transport] [Bike Ped Friendly]	Nov 1, 2012 8:59 AM
97	Create complete network of trails and pathways. [Bike routes] [Trails Pathways]	Nov 1, 2012 8:20 AM
98	decrease automobile traffic [traffic concerns]	Nov 1, 2012 8:11 AM
99	Better vehicle flow [traffic concerns]	Nov 1, 2012 8:03 AM
100	Alleviate gridlock that exists in central B'ham during a.m./p.m. rush hours without increasing traffic in residential neighborhoods [traffic concerns]	Nov 1, 2012 7:49 AM
101	Safety [Safe]	Nov 1, 2012 7:49 AM
102	complete sidewalks [Sidewalks]	Nov 1, 2012 7:38 AM

103	Add sidewalk/paths along north AND south Woodward Ave [Sidewalks] [Trails Pathways]	Nov 1, 2012 7:24 AM
104	necessary for our future to have bicycling walking and transit we are so far behind europe countries [Increase in Alt Transport]	Nov 1, 2012 6:34 AM
105	Connectivity	Nov 1, 2012 6:28 AM
106	Good walking biking [Bike Ped Friendly]	Oct 31, 2012 4:23 PM
107	Enhance the walkability of the city (which is already pretty good). [Bike Ped Friendly]	Oct 31, 2012 3:52 PM
108	safety in cross walks; respect of motorists and cyclists for pedestrians [Safe Road Crossings]	Oct 31, 2012 3:22 PM
109	Improved Sidewalks [Sidewalks]	Oct 31, 2012 2:24 PM
110	I WANT PARKING ON CITY STREETS LIKE LINCOLN [Do Not Remove Parking]	Oct 31, 2012 2:15 PM
111	Promote health walking i.e. encourage formation of walking clubs with different planned routes [health]	Oct 31, 2012 1:51 PM
112	more frequent and convenient buses [Increase in Transit Use]	Oct 31, 2012 1:09 PM
113	safer bike riding [Safe]	Oct 31, 2012 12:39 PM
114	Keep Lincoln the way it is. [Do Not Remove Parking]	Oct 31, 2012 11:59 AM
115	Reducing through traffic through the city [traffic concerns]	Oct 31, 2012 11:33 AM
116	Walking oath	Oct 31, 2012 10:17 AM
117	Paved walking, bicycle trails along Rouge River [Trails Pathways]	Oct 31, 2012 9:14 AM
118	a complete (connected) network of bike trails that are family friendly to encourage exercise and socialization around the city [Trails Pathways]	Oct 31, 2012 8:42 AM
119	safe paths for biking and walking within birmingham [Safe] [Trails Pathways]	Oct 31, 2012 8:36 AM
120	Safer crosswalks on South Old Woodward (need bumpouts on sidewalk to narrow crossing distance, and overhead STOP FOR PEDESTRIANS signage) [Crossing Woodward] [Safe Road Crossings]	Oct 30, 2012 10:51 PM
121	motorists AND cyclists who run over pedestrians crossing a street are ticketed by police [Safe Road Crossings]	Oct 30, 2012 10:36 PM
122	Less automobiles more walking biking [Increase in Alt Transport]	Oct 30, 2012 9:36 PM

123	Safe easily accessed walking paths. Area is already very walkable. I love that. [Increase walking]	Oct 30, 2012 8:59 PM
124	Cars and bikes separated; [Seperate from vehicles]	Oct 30, 2012 8:15 PM
125	Sidewalks without any breaks [Sidewalks]	Oct 30, 2012 7:17 PM
126	Safe walking on all roads - no breaks in sidewalks and mid-street crosswalks [Safe] [Sidewalks]	Oct 30, 2012 7:04 PM
127	Bike Accessible City [Bike Ped Friendly]	Oct 30, 2012 4:32 PM
128	a crosswalk at Lincoln and Floyd [Safe Road Crossings]	Oct 30, 2012 4:24 PM
129	Bike Lanes [Bike Lanes]	Oct 30, 2012 4:23 PM
130	Increase bike lanes throughout Birmingham - especially on Old Woodward [Bike Lanes]	Oct 30, 2012 4:10 PM
131	Safety [Safe]	Oct 30, 2012 3:19 PM
132	designated bike lanes on major and minor roadways [Bike Lanes]	Oct 30, 2012 2:44 PM
133	I would have to have dogs allowed on public transportation in order to use	Oct 30, 2012 1:46 PM
134	Less automobile traffic [Increase in Alt Transport]	Oct 30, 2012 1:19 PM
135	Bike lanes in downtown [Bike Lanes]	Oct 30, 2012 1:16 PM
136	Better Bus service [Increase in Transit Use]	Oct 30, 2012 12:59 PM
137	Bike lanes, especially through downtown. [Bike Lanes]	Oct 30, 2012 12:56 PM
138	Transit available every 10-15 minutes /all day, every day, from Bham to Berkley, royal oak, ferndale, Detroit [Increase in Transit Use]	Oct 30, 2012 12:07 PM
139	Better Public Transportation [Increase in Transit Use]	Oct 30, 2012 11:27 AM
140	Bike Lanes and Walking Paths for neighborhoods near Downtown Birmingham [Bike Lanes] [Increase walking] [Trails Pathways]	Oct 30, 2012 10:49 AM
141	Reduced traffic speed on major roads [traffic concerns]	Oct 30, 2012 10:47 AM
142	priortize a walkable community with shopping and ammenities dispersed rather than centralized	Oct 30, 2012 9:41 AM
143	Holistic approach within city, not piecemeal	Oct 30, 2012 8:30 AM
144	Do not create traffic back ups or congestion. Do this intelligently to make a better community not make things inconvenient to force an outcome [traffic	Oct 30, 2012 7:42 AM

145	Traffic enforcement of existing speed limits along Maple Rd. [traffic concerns]	Oct 30, 2012 7:25 AM
146	Slow down the traffic in the neighborhood roads (Lincoln & Pierce) [traffic concerns]	Oct 30, 2012 7:12 AM
147	Bike/walking routes from Birmingham to other cities( Troy, Royal Oak, Berkely) [Bike routes]	Oct 30, 2012 7:10 AM
148	I would like people to walk and bike more. And it has nothing to do with this 'plan", there is no plan needed, people just need to walk and bike more. [Increase in Alt Transport] [Increase walking] [Bike Ped Friendly]	Oct 29, 2012 11:20 PM
149	Get rid of buses; making the area seem too much like a city; too large of vehicles for the roads	Oct 29, 2012 9:51 PM
150	Calm the traffic down. Narrow roads. Add bulb-outs and choke-downs. Add cross walks. [traffic concerns]	Oct 29, 2012 9:43 PM
151	Better safety when crossing Woodward on foot [Crossing Woodward] [Safe Road Crossings]	Oct 29, 2012 7:51 PM
152	Keep bikes off roads. [traffic concerns]	Oct 29, 2012 7:27 PM
153	city must understand the bicylests are three types, the racers that do not obay any laws or curtesy. the people on ballon tires on a cusual trip, last mom dad and the three childern sone leraning	Oct 29, 2012 6:15 PM
154	safe paths away from major roads, for example East Maple [Safe] [Seperate from vehicles] [Trails Pathways]	Oct 29, 2012 6:09 PM
155	Less traffic [traffic concerns]	Oct 29, 2012 5:52 PM
156	Transportation for senior citizens [Seniors]	Oct 29, 2012 5:45 PM
157	A safe route into Birmingham from surrounding neighborhoods (B'ham Estates, Poppleton, etc.) [Safe]	Oct 29, 2012 5:03 PM
158	Not widen Maple Rd. between Adams and Eton-no bike routes	Oct 29, 2012 4:44 PM
159	NO COMPLETE STREETS	Oct 29, 2012 4:26 PM
160	Safe walking and biking lanes. Make mass transit a priority, not cars. [Increase in Alt Transport] [Increase in Transit Use] [Safe]	Oct 29, 2012 4:15 PM
161	People can safely cross Woodward and not feel as they are tempting fate every time [Crossing Woodward] [Safe Road Crossings]	Oct 29, 2012 4:02 PM
162	Better parking for cars. [traffic concerns]	Oct 29, 2012 11:11 AM

163	Safe walking environment [Bike Ped Friendly] [Safe]	Oct 29, 2012 10:40 AM
164	bike lanes [Bike Lanes]	Oct 29, 2012 10:37 AM
165	Bike lanes [Bike Lanes]	Oct 29, 2012 9:26 AM
166	Safe commuter routes which are well marked [Safe] [Bike routes]	Oct 29, 2012 8:42 AM
167	Increased business/visitors/ activity to B'ham	Oct 29, 2012 7:04 AM
168	Mass transit system that is an effective alternative to car travel. [Increase in Alt Transport] [Increase in Transit Use]	Oct 28, 2012 8:55 PM
169	regional rta in place [Increase in Transit Use]	Oct 28, 2012 7:22 PM
170	Better bus and rail transit [Increase in Transit Use]	Oct 28, 2012 4:56 PM
171	Regular trips weekly could be made by transit, connecting links to metro transit [Increase in Transit Use]	Oct 28, 2012 3:27 PM
172	Safe, efficient movement of motor vehicle traffic to and through Birmingham [traffic concerns]	Oct 28, 2012 1:06 PM
173	Viable safe convenient public transportation [Increase in Transit Use]	Oct 28, 2012 10:13 AM
174	Riding a bicycle on Old Woodward and on Maple through downtown Birmingham should be much safer. [Safe]	Oct 27, 2012 7:08 PM
175	walking bridge over woodward close to 15 min & woodward [Crossing Woodward] [Safe Road Crossings]	Oct 27, 2012 6:02 PM
176	Walk Bike Troy Transit Center to ride to Chicago [Increase in Transit Use]	Oct 27, 2012 5:18 PM
177	mass transit from pontiac - birmingham - detroit [Increase in Transit Use]	Oct 27, 2012 4:41 PM
178	Encourage biking and walking with bike parking areas, extra sidewalk area, bike lanes. [Increase walking] [Bike Ped Friendly]	Oct 27, 2012 1:51 PM
179	Better public transportation [Increase in Transit Use]	Oct 27, 2012 1:42 PM
180	connected bike lanes [Bike Lanes]	Oct 27, 2012 12:30 PM
181	Better signage (on signs and painted on roads) indicating pedestrian paths	Oct 27, 2012 11:57 AM
182	more walkability [Increase walking] [Bike Ped Friendly]	Oct 27, 2012 10:48 AM
183	public transportation/less automobile traffic [Increase in Alt Transport] [Increase in Transit Use]	Oct 27, 2012 8:22 AM
184	Safety [Safe]	Oct 27, 2012 6:11 AM

186 Intra city train system [Increase in Transit Use] Oct 26, 2012 5:09 PM 187 Balanced approach that considers appropriate usage levels of all modes Oct 26, 2012 4:01 PM 188 Better bus system between cities [Increase in Transit Use] Oct 26, 2012 3:24 PM 189 Bike lane system through out the city. [Bike Lanes] Oct 26, 2012 3:08 PM 190 More people using non motorized transportation [Increase in Alt Transport] Oct 26, 2012 3:08 PM 191 Safe, well marked and maintained bicycle routes though the city. [Safe] [Bike Oct 26, 2012 2:03 PM 192 Frequent train and bus travel [Increase in Transit Use] Oct 26, 2012 2:03 PM 193 Safety as residents are increasingly using and desiring areas for walking, running and biking. [Safe] 194 Better acceptance of bikes as a viable mode of transporation by general population/motorist. [Respect] 195 a greater acceptance of bicycling in the region [Respect] Oct 26, 2012 9:04 AM population/motorist. [Respect] Oct 26, 2012 8:25 AM 196 Connections to regional mass transit systems. [Increase in Transit Use] Oct 26, 2012 8:23 AM 197 Speed of cars in and around neighborhoods—no one monitors it now, it will only get worse w/more footbike/hransit traffic [traffic concerns] 198 Bike Lanes [Bike Lanes] Oct 26, 2012 7:06 AM 199 More cyclists both recreational, sport and those using bikes to commute and run errands. [Increase in Alt Transport] 200 safe bike routes [Safe] [Bike routes] Oct 26, 2012 1:43 AM 201 Mutual respect between motorists & riders/pedestrian [Respect] Oct 25, 2012 1:43 AM 202 decreased vehicle use and car congestion [Increase in Alt Transport] Oct 25, 2012 9:55 PM 203 Build Bike/Running lanes [Bike Lanes] Oct 25, 2012 9:18 PM 204 biking being safer on roads and trails [Safe] Oct 25, 2012 9:18 PM 205 Safe, city-wide access to active travel. [Safe] Oct 25, 2012 7:34 PM 206 Trails connecting to Downtown Detroit [Trails Pathways] Oct 25, 2012 7:35 PM 207 Sidewalks on at least one side of major roads (like Bloomfield Township.) 208 Sidewalks on at least one side of major roads (like Bloo	185	Safer intersections - inhibiting cars from stopping in the middle of pedestrian crossings (this could be done with strategic traffic light placement and no turn on red) [Safe Road Crossings] [Safe]	Oct 26, 2012 9:41 PM
Better bus system between cities [Increase in Transit Use] Oct 26, 2012 3:24 PM Bike lane system through out the city. [Bike Lanes] Oct 26, 2012 3:08 PM Over people using non motorized transportation [Increase in Alt Transport] Oct 26, 2012 3:08 PM Safe, well marked and maintained bicycle routes though the city. [Safe] [Bike routes] Oct 26, 2012 2:04 PM Transport [Safe] Frequent train and bus travel [Increase in Transit Use] Oct 26, 2012 2:03 PM Safety as residents are increasingly using and desiring areas for walking, running and biking. [Safe] Better acceptance of bikes as a viable mode of transporation by general population/motorist. [Respect] Oct 26, 2012 9:04 AM population/motorist. [Respect] Oct 26, 2012 8:25 AM Connections to regional mass transit systems. [Increase in Transit Use] Oct 26, 2012 8:23 AM Oct 26, 2012 8:23 AM Speed of cars in and around neighborhoods — no one monitors it now, it will only get worse w/ more foot/bike/transit traffic [traffic concems]  Bike Lanes [Bike Lanes] Oct 26, 2012 7:06 AM More cyclists both recreational, sport and those using bikes to commute and run oct 26, 2012 7:06 AM Oct 26, 2012 7:06 AM AM Mutual respect between motorists & riders/pedestrian [Respect] Oct 26, 2012 1:43 AM Oct 26, 2012 1:43 AM Oct 26, 2012 1:43 AM Dutual respect between motorists & riders/pedestrian [Respect] Oct 25, 2012 9:54 PM Diking being safer on roads and trails [Safe] Oct 25, 2012 9:59 PM Diking being safer on roads and trails [Safe] Oct 25, 2012 9:89 PM Diking being safer on roads and trails [Safe] Oct 25, 2012 8:29 PM Diking being safer on roads and trails [Safe] Oct 25, 2012 8:29 PM Diking being safer on roads and trails [Safe] Oct 25, 2012 7:34 PM Diking being safer on roads and trails [Safe] Oct 25, 2012 8:29 PM Diking being safer on roads and trails [Safe] Oct 25, 2012 8:29 PM Diking being safer on roads and trails [Safe] Oct 25, 2012 8:29 PM Diking being safer on roads and trails [Safe] Oct 25, 2012 7:34 PM Diking being safer on roads and trails [Safe] Oct 25, 2012 7:35 PM Diking saf	186	Intra city train system [Increase in Transit Use]	Oct 26, 2012 5:09 PM
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only get worse w/ more foot/bike/transit traffic [traffic concerns]  198 Bike Lanes [Bike Lanes]  Oct 26, 2012 7:06 AM  199 More cyclists both recreational, sport and those using bikes to commute and run errands. [Increase in Alt Transport]  200 safe bike routes [Safe] [Bike routes]  Oct 26, 2012 1:43 AM  201 Mutual respect between motorists & riders/pedestrian [Respect]  Oct 25, 2012 10:30 PM  202 decreased vehicle use and car congestion [Increase in Alt Transport]  Oct 25, 2012 9:54 PM  203 Build Bike/Running lanes [Bike Lanes]  Oct 25, 2012 9:25 PM  204 biking being safer on roads and trails [Safe]  Oct 25, 2012 9:18 PM  205 Safe, city-wide access to active travel. [Safe]  Oct 25, 2012 8:39 PM  206 Trails connecting to Downtown Detroit [Trails Pathways]  Oct 25, 2012 8:29 PM  207 Sidewalks on at least one side of major roads (like Bloomfield Township.)  [Sidewalks]  Oct 25, 2012 7:56 PM  208 pavement is often very rough - better roads  Oct 25, 2012 7:34 PM  209 Bike Lanes [Bike Lanes]  Oct 25, 2012 7:34 PM  210 Safe streets for all users [Safe]  Oct 25, 2012 5:54 PM	196	Connections to regional mass transit systems. [Increase in Transit Use]	Oct 26, 2012 8:23 AM
More cyclists both recreational, sport and those using bikes to commute and run errands. [Increase in Alt Transport]  Oct 26, 2012 5:37 AM  oct 26, 2012 5:37 AM  Dot 26, 2012 1:43 AM  Oct 26, 2012 1:43 AM  Mutual respect between motorists & riders/pedestrian [Respect]  decreased vehicle use and car congestion [Increase in Alt Transport]  Build Bike/Running lanes [Bike Lanes]  Oct 25, 2012 9:54 PM  biking being safer on roads and trails [Safe]  Oct 25, 2012 9:18 PM  Safe, city-wide access to active travel. [Safe]  Oct 25, 2012 8:39 PM  Trails connecting to Downtown Detroit [Trails Pathways]  Oct 25, 2012 8:29 PM  Sidewalks on at least one side of major roads (like Bloomfield Township.)  Sidewalks on at least one side of major roads (like Bloomfield Township.)  Pavement is often very rough - better roads  Oct 25, 2012 7:34 PM  Safe streets for all users [Safe]  Oct 25, 2012 7:24 PM  Properly maintained bike lanes  Oct 25, 2012 5:54 PM	197		Oct 26, 2012 7:58 AM
errands. [Increase in Alt Transport]  200 safe bike routes [Safe] [Bike routes]  201 Mutual respect between motorists & riders/pedestrian [Respect]  202 decreased vehicle use and car congestion [Increase in Alt Transport]  203 Build Bike/Running lanes [Bike Lanes]  204 biking being safer on roads and trails [Safe]  205 Safe, city-wide access to active travel. [Safe]  206 Trails connecting to Downtown Detroit [Trails Pathways]  207 Sidewalks on at least one side of major roads (like Bloomfield Township.)  208 pavement is often very rough - better roads  209 Bike Lanes [Bike Lanes]  200 Oct 25, 2012 7:34 PM  200 Safe streets for all users [Safe]  201 Oct 25, 2012 7:17 PM  202 Properly maintained bike lanes  203 Oct 25, 2012 5:54 PM  204 Oct 25, 2012 5:54 PM			
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210 Safe streets for all users [Safe] Oct 25, 2012 7:17 PM 211 Properly maintained bike lanes Oct 25, 2012 5:54 PM	199 200 201 202 203 204 205 206	More cyclists both recreational, sport and those using bikes to commute and run errands. [Increase in Alt Transport] safe bike routes [Safe] [Bike routes]  Mutual respect between motorists & riders/pedestrian [Respect] decreased vehicle use and car congestion [Increase in Alt Transport] Build Bike/Running lanes [Bike Lanes] biking being safer on roads and trails [Safe] Safe, city-wide access to active travel. [Safe] Trails connecting to Downtown Detroit [Trails Pathways] Sidewalks on at least one side of major roads (like Bloomfield Township.)	Oct 26, 2012 5:37 AM  Oct 26, 2012 1:43 AM  Oct 25, 2012 10:30 PM  Oct 25, 2012 9:54 PM  Oct 25, 2012 9:25 PM  Oct 25, 2012 9:18 PM  Oct 25, 2012 8:39 PM  Oct 25, 2012 8:29 PM
211 Properly maintained bike lanes Oct 25, 2012 5:54 PM	199 200 201 202 203 204 205 206 207	More cyclists both recreational, sport and those using bikes to commute and run errands. [Increase in Alt Transport] safe bike routes [Safe] [Bike routes]  Mutual respect between motorists & riders/pedestrian [Respect] decreased vehicle use and car congestion [Increase in Alt Transport] Build Bike/Running lanes [Bike Lanes] biking being safer on roads and trails [Safe] Safe, city-wide access to active travel. [Safe] Trails connecting to Downtown Detroit [Trails Pathways] Sidewalks on at least one side of major roads (like Bloomfield Township.) [Sidewalks]	Oct 26, 2012 5:37 AM  Oct 26, 2012 1:43 AM  Oct 25, 2012 10:30 PM  Oct 25, 2012 9:54 PM  Oct 25, 2012 9:25 PM  Oct 25, 2012 9:18 PM  Oct 25, 2012 8:39 PM  Oct 25, 2012 8:29 PM  Oct 25, 2012 7:56 PM
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212 To walk or hike more often and drive less [Increase in Alt Transport] Oct 25, 2012 5-50 DM	199 200 201 202 203 204 205 206 207 208 209	More cyclists both recreational, sport and those using bikes to commute and run errands. [Increase in Alt Transport] safe bike routes [Safe] [Bike routes]  Mutual respect between motorists & riders/pedestrian [Respect] decreased vehicle use and car congestion [Increase in Alt Transport]  Build Bike/Running lanes [Bike Lanes] biking being safer on roads and trails [Safe]  Safe, city-wide access to active travel. [Safe]  Trails connecting to Downtown Detroit [Trails Pathways]  Sidewalks on at least one side of major roads (like Bloomfield Township.) [Sidewalks]  pavement is often very rough - better roads  Bike Lanes [Bike Lanes]	Oct 26, 2012 5:37 AM  Oct 26, 2012 1:43 AM  Oct 25, 2012 10:30 PM  Oct 25, 2012 9:54 PM  Oct 25, 2012 9:25 PM  Oct 25, 2012 9:18 PM  Oct 25, 2012 8:39 PM  Oct 25, 2012 8:29 PM  Oct 25, 2012 7:56 PM  Oct 25, 2012 7:34 PM  Oct 25, 2012 7:24 PM
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213	bicycle lanes [Bike Lanes]	Oct 25, 2012 5:41 PM
214	More exercise, better health [health]	Oct 25, 2012 5:39 PM
215	Extensive network of biking lanes for both point to point and recreational purposes [Bike Lanes]	Oct 25, 2012 5:35 PM
216	Encourage Birmingham as a destination for bicyclists - restaurant, movie, coffee	Oct 25, 2012 5:19 PM
217	bike lanes on roads like, adams, or eton, [Bike Lanes]	Oct 25, 2012 5:17 PM
218	DEPENDABLE bus service [Increase in Transit Use]	Oct 25, 2012 4:54 PM
219	Safety from auto traffic [Safe] [traffic concerns]	Oct 25, 2012 4:48 PM
220	Bike Lanes in existing streets [Bike Lanes]	Oct 25, 2012 4:41 PM
221	Safe public and personal non-motorized transit. [Increase in Alt Transport]	Oct 25, 2012 4:16 PM
222	congratulations, you developed a very leading survey	Oct 25, 2012 3:48 PM
223	bike lanes going up in certain communities gives a safe zone to cyclist [Bike Lanes]	Oct 25, 2012 3:48 PM
224	There are still no sidewalks on so many streets that it discourages biking. [Sidewalks]	Oct 25, 2012 3:31 PM
225	Recreational bicycle / jogging trails away from traffic (connecting parks or along railway corridor?) [Trails Pathways]	Oct 25, 2012 3:09 PM
226	walkable neighborhoods / foster interaction between people [Increase walking]	Oct 25, 2012 3:03 PM
227	HIGH awareness of others using the roads - That they're there, what they're capable of doing, how they should behave [Respect]	Oct 25, 2012 2:22 PM
228	Make cycling as a means of transportation safe. Designated bike lanes are a necessity. [Bike Lanes]	Oct 25, 2012 2:13 PM
229	kids can walk or bike safely to any Birmingham school [School Children]	Oct 25, 2012 2:02 PM
230	reliable transport to the transportation hub [Increase in Transit Use]	Oct 25, 2012 1:57 PM
231	Dedicated bike paths [Trails Pathways]	Oct 25, 2012 1:54 PM
232	Bicycle lanes around Birmingham that link to nearby cities [Bike Lanes]	Oct 25, 2012 1:49 PM
233	Bicycles allowed on buses and trains [Increase in Transit Use]	Oct 25, 2012 1:43 PM
234	more people are riding bikes as a their main mode of transpertation [Increase in Alt Transport]	Oct 25, 2012 1:23 PM
235	wide sidewalks in commercial areas [Sidewalks]	Oct 25, 2012 1:22 PM
236		Oct 25, 2012 1:09 PM
237	bring the community together	Oct 25, 2012 1:04 PM
238	safe bicycle routes [Safe] [Bike routes]	Oct 25, 2012 1:02 PM
239	improved safety for walkers/bikers [Safe]	Oct 25, 2012 1:01 PM
240	Bike lanes [Bike Lanes]	Oct 25, 2012 12:58 PM

## Preliminary Web Survey Results

241	Fewer cars [Increase in Alt Transport]	Oct 25, 2012 12:54 PM
242	bike paths throughout city [Trails Pathways]	Oct 25, 2012 12:53 PM
243	Safer streets to bicycle on [Safe]	Oct 25, 2012 12:53 PM
244	A complete biking network that ties all cities together [Bike routes]	Oct 25, 2012 12:49 PM
245	More ways to get around Birmingham without risk of being hit by a car.  Example: trails on rouge river are great way to get from South to North  Birmingham. [Bike Ped Friendly] [Bike routes] [Trails Pathways]	Oct 25, 2012 12:41 PM
246	Bike lanes in Birmingham [Bike Lanes]	Oct 25, 2012 12:33 PM
247	With the price of gas, would like to do more biking for school and grocery shopping. [Increase in Alt Transport]	Oct 25, 2012 12:23 PM
248	understanding of traffic rules for bikes, cars, pedestrians [Respect]	Oct 25, 2012 11:59 AM
249	improved local mass transit in and around the Birmingham area [Increase in Transit Use]	Oct 25, 2012 11:02 AM
250	easy to get around town safely on foot or bike [Increase in Alt Transport] [Bike Ped Friendly]	Oct 25, 2012 11:00 AM

251	bike lanes separate from the busy road would be a great incentive for the entire family to bike to downtown Birmingham [Bike Lanes] [Seperate from vehicles]	Oct 25, 2012 10:59 AM
252	I would like to see Birmingham Access to the New Train Station [Increase in Transit Use]	Oct 25, 2012 10:51 AM
253	Safe places to walk or ride bikes along busy roads [Bike Ped Friendly] [Safe]	Oct 25, 2012 10:37 AM
254	Better biking paths, lanes, and places to lock the bike. [Bike Lanes] [Trails Pathways]	Oct 25, 2012 10:35 AM
255	Compatibility with bikes, walkers, and autos [Respect]	Oct 25, 2012 10:29 AM
256	walk [Increase walking]	Oct 25, 2012 10:22 AM
257	bike routes everywhere within and between regional city centers	Oct 25, 2012 10:22 AM
258	Lighted Bike Path	Oct 25, 2012 10:19 AM
259	Walking [Increase walking]	Oct 25, 2012 10:17 AM
260	The added bicycle routes into Downtown birmingham and the parks including racks, has increased park usage and helped revitalise birmingham as a recreation destination. [downtown]	Oct 25, 2012 10:16 AM
261	quick convenient public transportation between Birmingham and Detroit [Increase in Transit Use]	Oct 25, 2012 10:12 AM
262	More dedicated bike paths. [Trails Pathways]	Oct 25, 2012 10:11 AM
263	All non-residential roads have a bike lane [Bike Lanes]	Oct 25, 2012 10:11 AM
264	easy and reliable access to regional public transportation [Increase in Transit Use]	Oct 25, 2012 10:10 AM
265	more user friendly for multiple users [Bike Ped Friendly]	Oct 25, 2012 10:09 AM
266	Motorists are aware of bikes, respect bike riders sharing the road, and everyone knows this is normal [Respect]	Oct 25, 2012 10:06 AM
267	More designated walking and biking areas [Bike Ped Friendly] [Trails Pathways]	Oct 25, 2012 10:06 AM
268	Easier bike routes from Adams/Big Beaver intersection to downtown Birmingham and North Old Woodward [Bike routes]	Oct 25, 2012 10:05 AM
269	Better facilities for cyclicts - bike lanes; better streetlighting [Bike Lanes]	Oct 25, 2012 10:03 AM
270	Safety from drivers [Safe]	Oct 25, 2012 10:01 AM
271	Making the downtown area more accessible to the east side of Birmingham.	Oct 25, 2012 10:00 AM

	[downtown]	
272	Bike only travel lanes [Bike Lanes]	Oct 25, 2012 9:59 AM
273	bike lanes , trails or residential streets that allow travel on or along all major roads, especially Woodward [Bike Lanes] [Trails Pathways]	Oct 25, 2012 9:53 AM
274	bike paths and walking paths [Trails Pathways]	Oct 25, 2012 9:46 AM
275	Easy, safe, affordable transportation into and out of city and surrounding areas at all hours [Increase in Alt Transport]	Oct 25, 2012 9:34 AM
276	Auto traffic flow [traffic concerns]	Oct 25, 2012 9:31 AM
277	Bike paths to major points of interest [Trails Pathways]	Oct 25, 2012 9:30 AM
278	more bicycle lanes [Bike Lanes]	Oct 25, 2012 9:11 AM
279	more pedestrian travel [Increase walking]	Oct 24, 2012 6:41 PM
280	more readily available bike racks with more designated and safer, designated bike "lanes" on major/high trafficked roads [Bike Lanes]	Oct 24, 2012 12:35 PM
281	Paths should go some place [destinations]	Oct 24, 2012 9:49 AM
282	Better, more impactful public transportation [Increase in Transit Use]	Oct 24, 2012 9:17 AM
283	roads easy to navigate while driving [traffic concerns]	Oct 24, 2012 8:16 AM
284	rail transit [Increase in Transit Use]	Oct 24, 2012 5:37 AM
285	Safe bus, bicycle, and light rail transit options throughout the Metro area [Increase in Alt Transport]	Oct 23, 2012 11:05 PM
286	Safer streets for bikes and pedestrians [Bike Ped Friendly] [Safe]	Oct 23, 2012 10:39 PM
287	Push back future development an extra 5 to 8 feet from main roads so pedestrians can feel safe walking on the sidewalk. Cars speeding by only inches from a sidewalk is un-nerving. [Safe]	Oct 23, 2012 10:13 PM
288	A region that I can travel around without a car [Increase in Alt Transport]	Oct 23, 2012 9:56 PM
289	Automobiles [traffic concerns]	Oct 23, 2012 7:02 PM
290	Need to keep bike paths and side walks clear of trafficc [Sidewalks] [Trails Pathways]	Oct 23, 2012 6:30 PM
291	Improve Rouge River trail [Trails Pathways]	Oct 23, 2012 2:09 PM
292	Safety [Safe]	Oct 23, 2012 2:05 PM
293	More bicycle infrastructure (protected bike lanes with signs) [Bike Lanes] [Seperate from vehicles]	Oct 23, 2012 1:21 PM

294	Ability to bicycle out of the way of pedestrians and cars in the downtown area [Seperate from vehicles]	Oct 23, 2012 11:41 AM
295	Bicycle transportation infrastructure on par with that of automobiles. [Bike Lanes]	Oct 23, 2012 11:22 AM
296	Regular public transportation from downtown to neighborhoods extending after midnight [Increase in Transit Use]	Oct 23, 2012 10:40 AM
297	hi speed rail [Increase in Transit Use]	Oct 23, 2012 9:45 AM
298	more bike friendly transportation options throughout birmingham [Bike Ped Friendly]	Oct 23, 2012 9:33 AM
299	Harmonious network of bike / walk and veh traffic [Bike Ped Friendly] [Respect]	Oct 23, 2012 9:21 AM
300	Everything I need on a daily basis would be accessible by bike, walking, or tranist. *Everything.* I want to be able to live car free! Like a real city! [Increase in Alt Transport]	Oct 22, 2012 7:47 PM
301	bicylcles and vehicles together in the same street within downtown; cyclists of various abailities are comfortable and all drivers know how that they share the road because of good signage. [Respect]	Oct 22, 2012 5:34 PM
302	safety [Safe]	Oct 22, 2012 5:19 PM
303	Regional Mass Transit System [Increase in Transit Use]	Oct 22, 2012 4:29 PM
304	Coherant bicycle paths and signage [Trails Pathways]	Oct 22, 2012 2:03 PM
305	Transit to Downtown Detroit [Increase in Transit Use]	Oct 22, 2012 12:49 PM
306	Ease of walking / wider sidewalks [Increase walking]	Oct 22, 2012 12:43 PM
307	Accessibility	Oct 22, 2012 11:13 AM
308	Slower cars [traffic concerns]	Oct 22, 2012 10:59 AM
309	More roads have been closed to vehicle traffic instead focused on non-motorized transportation (walking/biking) [Bike Ped Friendly]	Oct 22, 2012 9:39 AM
310	Adoption and implementation of Complete Streets ordinance	Oct 22, 2012 9:26 AM
311	Dedicated bike lanes along Woodward: Travelling along the north Woodward suburbs requires a TON of unnecessary zig-zagging through neighborhoods in order to stay on low-traffic roads. If Woodward were safer, zig-zagging would be unnecesary. [Bike Lanes]	Oct 21, 2012 10:29 PM

312	Be able to safely navigate the downtown areas of the city on my bike [downtown]	Oct 21, 2012 12:25 PM
313	An improved Woodward for biking along and walking across [Bike Ped Friendly]	Oct 20, 2012 1:02 AM
	Second Priority	
1	This will increase traffic	Nov 4, 2012 10:56 PM
2	educate drivers on pedestrain/bike rules [Respect]	Nov 4, 2012 10:05 PM
4	We are a model for courtesy and respect for each other as we travel in our different ways to our destinations, [Respect]	Nov 4, 2012 6:06 PM
5	more pedestrian crossings at woodward [Crossing Woodward]	Nov 4, 2012 5:16 PM
6	visiting my neighbors on other side of town - bicycling [Bike Ped Friendly]	Nov 4, 2012 3:01 PM
8	Public transit links to high speed rail to Chicago [Increase in Transit Use]	Nov 4, 2012 1:06 PM
10	Kids can bicycle into town themselves [School Children]	Nov 4, 2012 11:08 AM
11	Woodward corridor bicycling to downtown Detroit	Nov 4, 2012 7:38 AM
12	LOWER SPEED LIMITS TO MAKE PEDESTRIAN/BICYCLE TRAVEL SAFER [traffic concerns]	Nov 4, 2012 6:25 AM
13	Improved Transit [Increase in Transit Use]	Nov 4, 2012 3:41 AM
14	Keeping smooth and easy traffic flow. I feel as though bike lanes will cause more traffic problems and pose more dangers to the cyclists. Do not feel this is a good idea. [traffic concerns]	Nov 4, 2012 3:01 AM
15	ease of use	Nov 4, 2012 2:41 AM
16	Maintain parking options for downtown residents [Do Not Remove Parking]	Nov 3, 2012 11:10 PM
17	Maintain efficient flow of traffic [traffic concerns]	Nov 3, 2012 9:21 PM
18	broader share of city residents using parks and pathways, especially Rouge trail system [Increase in Alt Transport]	Nov 3, 2012 8:30 PM
20	Respect for Cyclists from Motorists [Respect]	Nov 3, 2012 8:11 PM
21	No additional roundabouts treacherous to cross on bike or by foot	Nov 3, 2012 8:07 PM
22	Sidewalks on the main roads would be free of snow and ice in winter so that I can safely walk them. [Sidewalks]	Nov 3, 2012 7:13 PM
23	Train Station walkable from Holland street [Increase in Transit Use]	Nov 3, 2012 5:33 PM

24	More residential Sidewalks [Sidewalks]	Nov 3, 2012 5:10 PM
26	Improve walkability of downtown and triangle district [Increase walking]	Nov 3, 2012 4:51 PM
27	DO not stop me from parking in front of my own home. [Do Not Remove Parking]	Nov 3, 2012 3:20 PM
28	good lighting at night or walking	Nov 3, 2012 3:17 PM
29	Bike lanes on street at 35mph and below [Bike Lanes]	Nov 3, 2012 1:52 PM
31	Education signs, "share the road" with bikes	Nov 3, 2012 1:44 PM
32	Its odd that all your pictures show the bike rider in the CENTER of the bike lane. Where in reality they are always on the left most line causing you to go over the center line to avoid them. And of course the are never in the wrong.	Nov 3, 2012 1:32 PM
33	door-to-door transportation for seniors limited by inability to walk to bus stops [Seniors]	Nov 3, 2012 1:01 PM
34	Walking trails for peace - to get away from the noise of the downtown traffic. [Trails Pathways]	Nov 3, 2012 12:59 PM
35	bicycle parking	Nov 3, 2012 11:34 AM
36	If biking would become safe, I'd buy a bike again and not return it after the first ride when I almost gotting hit. [Safe]	Nov 3, 2012 10:49 AM
37	Walking and biking support (wide side walks, cross walks, bike lanes, shelters at intermediate spots and downtown) is such a that even the two hour free structure parking is less desirable [Bike Ped Friendly]	Nov 3, 2012 10:23 AM
39	Link destinations [destinations]	Nov 3, 2012 8:57 AM
40	Bike friendly leading to increased shopping & leasure activities in Downtown Birmingham [Bike Ped Friendly]	Nov 3, 2012 8:08 AM
41	safe for recreational riding [Safe]	Nov 3, 2012 7:34 AM
42	Better mass transit [Increase in Transit Use]	Nov 3, 2012 7:30 AM
43	Creating a safer environment for pedestrians will encourage walkers, for both health and commercial purposes, thereby helping businesses and reducing traffic. [Increase walking] [Safe] [health]	Nov 2, 2012 8:46 PM
44	better lighting for runners. Very dangerous to ave runners in streets in darkness	Nov 2, 2012 8:27 PM
45	Safer biking [Safe]	Nov 2, 2012 7:42 PM
46	safe pedestrian crosswalks at Eton Street, across Maple & across Woodward [Safe Road Crossings]	Nov 2, 2012 7:30 PM

47	Easy connection of Amtrak to airport. Currently there is no convenient way to get to airport from Bham. Forced to drive or use expensive shuttle service. [Increase in Transit Use]	Nov 2, 2012 4:46 PM
48	inexpensive	Nov 2, 2012 4:36 PM
49	Convenience	Nov 2, 2012 4:18 PM
50	Motorist education [Respect]	Nov 2, 2012 4:00 PM
51	As a retiree, I do not have use for bicycle paths or public transit, when my children were young we biked around the neighborhood streets, no problems or concerns	Nov 2, 2012 2:52 PM
52	remote monitoring of multi modal network	Nov 2, 2012 2:31 PM
53	Designated bike lanes on major and minor streets [Bike Lanes]	Nov 2, 2012 2:29 PM
54	more off the sidewalk (paved or non-paved), but efficient bike/walking routes through town and our neighborhoods [Increase walking]	Nov 2, 2012 1:42 PM
55	Not involve major expense to the community	Nov 2, 2012 12:59 PM
56	Close off dntn. Maple Road, develop "mall-type" plaza w/trees, benches, more outdoor restaurants.	Nov 2, 2012 10:59 AM
58	The entire town needs a better lighting system.	Nov 2, 2012 10:27 AM
59	Increased health and wellness through walking [health]	Nov 2, 2012 9:39 AM
63	Too many people on bikes think they are entitled to more road than a vehicle! [Respect]	Nov 2, 2012 6:59 AM
64	Skateboards have become too frequent in downtown area, and dangerous also.	Nov 1, 2012 11:54 PM
65	You need to create paths that connect to other cities and metro parks [Trails Pathways]	Nov 1, 2012 8:43 PM
66	I am a skilled bicycle rider. I don't have any issues with the current roads. You act responsibly and if you pander to these plans traffic congestion will worsen	Nov 1, 2012 8:35 PM
67	pedestrian pathways [Increase walking] [Trails Pathways]	Nov 1, 2012 7:24 PM
70	There are 8 year round rest rooms (at least porta johns) available in the city.	Nov 1, 2012 6:36 PM
71	Improved walking paths [Increase walking] [Trails Pathways]	Nov 1, 2012 6:10 PM
72	varied transportation options (even though I'm not myself a biker) [Increase in Alt Transport]	Nov 1, 2012 5:54 PM

73	Morw bike racks downtown	Nov 1, 2012 5:48 PM
75	Encourage bike and pedestrian use of sidewalks rather than roads. (Maple and Adams have sidewalks on both sides!) [Seperate from vehicles]	Nov 1, 2012 5:20 PM
76	more information	Nov 1, 2012 4:49 PM
77	More kids walking/riding/rolling to school. [School Children]	Nov 1, 2012 4:36 PM
78	Historic neighborhood appeal of city	Nov 1, 2012 3:47 PM
79	Bike lanes [Bike Lanes]	Nov 1, 2012 3:35 PM
80	Safer crosswalks on busy streets [Safe Road Crossings]	Nov 1, 2012 3:02 PM
81	bike racks downtown	Nov 1, 2012 2:54 PM
82	Bike lanes	Nov 1, 2012 2:52 PM
83	Lighting along sidewalks and bike lanes	Nov 1, 2012 2:36 PM
84	Safe for kids to play. [School Children] [Safe]	Nov 1, 2012 2:19 PM
85	More sidewalks in on streets that lack it [Sidewalks]	Nov 1, 2012 1:55 PM
86	Connected Pathways [Trails Pathways]	Nov 1, 2012 1:48 PM
87	Speed reduction on Woodward	Nov 1, 2012 1:24 PM
88	For my kids to safely make it to school on foot or by bike. [School Children]	Nov 1, 2012 12:04 PM
89	a transit system that would tie in with rail lines or go to the airport [Increase in Transit Use]	Nov 1, 2012 12:01 PM
90	Increased feeling of community by city residents.	Nov 1, 2012 11:48 AM
91	Mark Lincoln with Bike lanes? Maybe share the road signage, as I understand the loss of parking might make this unlikely to implement	Nov 1, 2012 10:59 AM
92	Clear routes and sidewalks from snow and ice	Nov 1, 2012 10:35 AM
93	It has become trendy for adults to take the bus and for kids to walk or bike to school [Increase in Alt Transport]	Nov 1, 2012 10:31 AM
94	Better eelchair accessibility on walkways, especially in downtown area	Nov 1, 2012 9:46 AM
95	Small food markets are interspersed with retail downtown, European like, and people purchase little bundles to take home for meals	Nov 1, 2012 9:01 AM
96	increase transit [Increase in Transit Use]	Nov 1, 2012 8:59 AM

97	Bikers and Pedestrians to feel safer and of equal status with automotive traffic. [Respect]	Nov 1, 2012 8:20 AM
98	provide more workable non-car transportation solutions to regional areas of interest (shopping, food, entertainment) [Increase in Alt Transport]	Nov 1, 2012 8:11 AM
99	More vehicle parking	Nov 1, 2012 8:03 AM
100	Enhance walkability, especially for residents who live east of Woodward Ave. [Increase walking]	Nov 1, 2012 7:49 AM
101	Creating a multi use system that works for everyone	Nov 1, 2012 7:49 AM
102	safer crossings at main roads [Safe Road Crossings]	Nov 1, 2012 7:38 AM
103	More bike parking	Nov 1, 2012 7:24 AM
105	Sense of place	Nov 1, 2012 6:28 AM
106	SAFETY [Safe]	Oct 31, 2012 4:23 PM
107	Establish a bus service to Metro Airport. [Increase in Transit Use]	Oct 31, 2012 3:52 PM
108	four lanes on Maple between Adams and Eton	Oct 31, 2012 3:22 PM
109	Lane to bike in [Bike Lanes]	Oct 31, 2012 2:24 PM
111	Separate walkers from cyclists and scooters, where practical.	Oct 31, 2012 1:51 PM
112	give pedestrians and cyclists more equal consideration with cars [Respect]	Oct 31, 2012 1:09 PM
113	availability for all [Respect]	Oct 31, 2012 12:39 PM
114	Keep Lincoln the way it is.	Oct 31, 2012 11:59 AM
115	plenty of free parking to encourage those outside of walking distance to eat and shop in town	Oct 31, 2012 11:33 AM
116	Bike Path [Trails Pathways]	Oct 31, 2012 10:17 AM
117	Bicycle trails on sidewalks [Seperate from vehicles] [Trails Pathways]	Oct 31, 2012 9:14 AM
118	I'd hope to see all neighbors walking or biking for trips <2miles [Increase in Alt Transport]	Oct 31, 2012 8:42 AM
119	dependable high speed public trampsotation downtown from birmingham [Increase in Alt Transport]	Oct 31, 2012 8:36 AM
120	Dedicated bike paths to schools, parks, and downtown (riding in street is not safe) [Seperate from vehicles]	Oct 30, 2012 10:51 PM

121	sidewalks are better lit for safety after dark [Sidewalks]	Oct 30, 2012 10:36 PM
122	Friendly city accepting biking as major transportation respect for cycling [Respect]	Oct 30, 2012 9:36 PM
124	motorists looking for cyclists [Safe] [Respect]	Oct 30, 2012 8:15 PM
125	Easy even for elderly folks to walk to town [Increase walking] [Seniors]	Oct 30, 2012 7:17 PM
126	Crossing Woodward easier because traffic pauses longer - no waiting on median for second light to cross [Crossing Woodward]	Oct 30, 2012 7:04 PM
127	Bike Commutable Routes [Bike routes]	Oct 30, 2012 4:32 PM
129	Adding Sidewalks [Sidewalks]	Oct 30, 2012 4:23 PM
130	Increase knowledge and ability to get downtown (Detroit) via public transit [Increase in Transit Use]	Oct 30, 2012 4:10 PM
131	convenience	Oct 30, 2012 3:19 PM
132	calm down speeding traffic on Woodward so when walking across there is a sense of safety [Crossing Woodward]	Oct 30, 2012 2:44 PM
133	Buses coming and going all the time so I know there would be one available [Increase in Transit Use]	Oct 30, 2012 1:46 PM
135	Bike path to bike trails [Trails Pathways]	Oct 30, 2012 1:16 PM
136	Bike Lanes [Bike Lanes]	Oct 30, 2012 12:59 PM
137	A small underground to facilitate walking through downtown during inclimate weather	Oct 30, 2012 12:56 PM
138	Sidewalks everywhere and designated crosswalks at ALL intersections and at long midblocks [Sidewalks]	Oct 30, 2012 12:07 PM
139	Clear (year round) walkable sidewalks [Sidewalks]	Oct 30, 2012 11:27 AM
140	Safe crosswalk at Woodward and Maple (near the Kroger) [Crossing Woodward]	Oct 30, 2012 10:49 AM
141	Reduced car lanes on major roads to make room for bicyclists and pedestrians [Bike Lanes] [Increase walking] [Sidewalks]	Oct 30, 2012 10:47 AM
142	minimal disruption of traffic patterns through improvement times [traffic concerns]	Oct 30, 2012 9:41 AM
143	Connectivity with surrounding cities	Oct 30, 2012 8:30 AM
145	Bike paths off of main roads and routed thru neighborhoods. [Trails Pathways]	Oct 30, 2012 7:25 AM

146	Reduce the density of the traffic	Oct 30, 2012 7:12 AM
150	Add trees, grass, and place where concrete can be removed.	Oct 29, 2012 9:43 PM
151	Not having a bike lane on and already extremely congested maple rd	Oct 29, 2012 7:51 PM
152	Pedestrian safety [Safe]	Oct 29, 2012 7:27 PM
153	do not talk abput bike lanes, you need at least two, one for the idiot racers with out stops and no involvement with cars or other bikers	Oct 29, 2012 6:15 PM
154	Low Cost- costructions cost, signage cost and up keep (Free Federal dollars are still my tax dollars	Oct 29, 2012 6:09 PM
155	Slower traffic	Oct 29, 2012 5:52 PM
157	An off-road path for biking/walking, similar to the Paint Creek Trail. [Trails Pathways]	Oct 29, 2012 5:03 PM
159	NO RESTAURANT PLATFORMS IN THE PARKING AREA OF STREETS	Oct 29, 2012 4:26 PM
160	Mass transit stops that are easily identified, safe and sheltered [Increase in Transit Use]	Oct 29, 2012 4:15 PM
161	It's common and expected that people bike to downtown Birmingham [Bike Ped Friendly]	Oct 29, 2012 4:02 PM
162	More small business stores	Oct 29, 2012 11:11 AM
163	Adequate on- street parking in certain neighborhoods (eg along Lincoln) [Do Not	Oct 29, 2012 10:40 AM
	Remove Parking]	00.20,2012 10.107111
165	Working with trains to get people to work and accommodate bikes	Oct 29, 2012 9:26 AM
165 166		
	Working with trains to get people to work and accommodate bikes  Marked recreational routes that are safe. fill potholes for example [Safe] [Bike	Oct 29, 2012 9:26 AM
166	Working with trains to get people to work and accommodate bikes  Marked recreational routes that are safe. fill potholes for example [Safe] [Bike routes]  Convenience to take a train/bus for a weekend trip. (e.g., Chicago; kids to and	Oct 29, 2012 9:26 AM Oct 29, 2012 8:42 AM
166	Working with trains to get people to work and accommodate bikes  Marked recreational routes that are safe. fill potholes for example [Safe] [Bike routes]  Convenience to take a train/bus for a weekend trip. (e.g., Chicago; kids to and from nearby college) [Increase in Alt Transport]  Residents walk and bike more for errands, recreation, and entertainment.	Oct 29, 2012 9:26 AM Oct 29, 2012 8:42 AM Oct 29, 2012 7:04 AM
166 167 168	Working with trains to get people to work and accommodate bikes  Marked recreational routes that are safe. fill potholes for example [Safe] [Bike routes]  Convenience to take a train/bus for a weekend trip. (e.g., Chicago; kids to and from nearby college) [Increase in Alt Transport]  Residents walk and bike more for errands, recreation, and entertainment. [Increase in Alt Transport] [Bike Ped Friendly]	Oct 29, 2012 9:26 AM Oct 29, 2012 8:42 AM Oct 29, 2012 7:04 AM Oct 28, 2012 8:55 PM
166 167 168	Working with trains to get people to work and accommodate bikes  Marked recreational routes that are safe. fill potholes for example [Safe] [Bike routes]  Convenience to take a train/bus for a weekend trip. (e.g., Chicago; kids to and from nearby college) [Increase in Alt Transport]  Residents walk and bike more for errands, recreation, and entertainment. [Increase in Alt Transport] [Bike Ped Friendly]  woodward rapid trans [Increase in Alt Transport]	Oct 29, 2012 9:26 AM Oct 29, 2012 8:42 AM Oct 29, 2012 7:04 AM Oct 28, 2012 8:55 PM Oct 28, 2012 7:22 PM

174	There should be bike racks all over. There isn't even a bike rack at the Farmer's Market.	Oct 27, 2012 7:08 PM
175	walking bridge over woodward close to 15 min & woodward	Oct 27, 2012 6:02 PM
176	Use the Birmingham Circulator Burs to ride to Troy Transit Center, downtown Birmingham and Somerset [Increase in Transit Use]	Oct 27, 2012 5:18 PM
177	Improvement of roadways to incorporate bicycles and walkers [Bike Ped Friendly]	Oct 27, 2012 4:41 PM
178	make incentives for people to not drive in crowded downtown area.	Oct 27, 2012 1:51 PM
179	Better sidewalks and bike paths [Sidewalks] [Trails Pathways]	Oct 27, 2012 1:42 PM
180	bike paths [Trails Pathways]	Oct 27, 2012 12:30 PM
181	Improved lighting along ALL paths	Oct 27, 2012 11:57 AM
182	more bikeability [Bike Ped Friendly]	Oct 27, 2012 10:48 AM
183	bike/wak paths [Trails Pathways]	Oct 27, 2012 8:22 AM
184	Convenience	Oct 27, 2012 6:11 AM
185	How about making a street, or even just a section of a street, which is a "pedestrian only" to promote more foot traffic?	Oct 26, 2012 9:41 PM
186	Cable Cars	Oct 26, 2012 5:09 PM
187	Senior friendly walking paths and sidewalks [Seniors]	Oct 26, 2012 4:01 PM
188	safety between bikers and motorists [Safe]	Oct 26, 2012 3:24 PM
189	Map of the system	Oct 26, 2012 3:08 PM
190	Healthier population [health]	Oct 26, 2012 3:08 PM
191	Easy bike access to fairs and special events downtown.	Oct 26, 2012 2:04 PM
192	Train travel outbound more than once per day [Increase in Transit Use]	Oct 26, 2012 2:03 PM
193	Creating a more sustainable city attracting residents to Birmingham	Oct 26, 2012 10:00 AM
194	Connectivity between trails, pathways and bike lanes to actual destination. [destinations]	Oct 26, 2012 9:04 AM
195	a system of safe bike lanes and trails so that you can actually get to destinations efficiently [Bike Lanes] [Safe]	Oct 26, 2012 8:25 AM
196	Online tools for navigating bike routes (should be regional).	Oct 26, 2012 8:23 AM
197	issues w/ in neighbor stop or yield signscars don't stop and bikes don't eitherit's going to get worse	Oct 26, 2012 7:58 AM

198	Bike Parking corrals and rakes	Oct 26, 2012 7:06 AM
199	More public transport. [Increase in Transit Use]	Oct 26, 2012 5:37 AM
201	Ease of access	Oct 25, 2012 10:30 PM
203	Increase public transportation opportunities [Increase in Alt Transport]	Oct 25, 2012 9:25 PM
204	more connecting trails [Trails Pathways]	Oct 25, 2012 9:18 PM
205	Proper drainage and maintainence.	Oct 25, 2012 8:39 PM
207	Drivers better aware of pedestrians/bicyclists. [Respect]	Oct 25, 2012 7:56 PM
208	traffic is to close	Oct 25, 2012 7:34 PM
209	Share the Road signage	Oct 25, 2012 7:24 PM
210	Police enforcement & protection	Oct 25, 2012 7:17 PM
212	To have convenient paths that lead to frequent destinations [Trails Pathways] [destinations]	Oct 25, 2012 5:50 PM
213	mass tansit system [Increase in Transit Use]	Oct 25, 2012 5:41 PM
214	Greater sense of community We see and speak with one another	Oct 25, 2012 5:39 PM
217	sidewalks that are wide or not too close to opening doors of businesses (dangerous to cyclist and shoppers [Sidewalks]	Oct 25, 2012 5:17 PM
218	Bike lanes [Bike Lanes]	Oct 25, 2012 4:54 PM
219	Bike/Pedestrian dedicated routes, either residential, city or trail [Bike routes]	Oct 25, 2012 4:48 PM
220	Separete trails [Trails Pathways]	Oct 25, 2012 4:41 PM
221	Less traffic congestion through Maple and Woodward (old and new)	Oct 25, 2012 4:16 PM
222	do not spend my tax money on this	Oct 25, 2012 3:48 PM
224	There is a lack of density, a train down Woodward seems like the only system that makes sense at the present time [Increase in Alt Transport]	Oct 25, 2012 3:31 PM
225	Biking lanes along traffic with clear rules about bikes running red lights, etc. [Bike Lanes]	Oct 25, 2012 3:09 PM

226	better health [health]	Oct 25, 2012 3:03 PM
228	Connect cycling routes with those in other communities - Royal Oak & Detroit	Oct 25, 2012 2:13 PM
229	common errands (library, post-office, movie theatre) completed with bicycles [Increase in Alt Transport]	Oct 25, 2012 2:02 PM
230	availability of short cab rides	Oct 25, 2012 1:57 PM
232	Listed in the top 10 as a bicycle friendly city (Bicycling Magazine) [Bike Ped Friendly]	Oct 25, 2012 1:49 PM
233	Integrated trails and roads	Oct 25, 2012 1:43 PM
234	less traffic on the roads for those times when you have to use a car	Oct 25, 2012 1:23 PM
236	cities and Park parks cities and parks and schools in the area.	Oct 25, 2012 1:09 PM
237	better on the environement	Oct 25, 2012 1:04 PM

238	bicycle routs that are connected together [Bike routes]	Oct 25, 2012 1:02 PM
239	improved access to destinations for walkers/bikers [Bike Ped Friendly]	Oct 25, 2012 1:01 PM
240	Off road paths [Trails Pathways]	Oct 25, 2012 12:58 PM
241	Healthier lifestyle [health]	Oct 25, 2012 12:54 PM
242	sidewalks throughout city. [Sidewalks]	Oct 25, 2012 12:53 PM
243	Better interaction between cyclists and motorists (education) [Respect]	Oct 25, 2012 12:53 PM
245	Like to see traffic funneled away from our local streets on to main streets. Cars are frequently speeding through our neighborhoods where kids are playing. Cameras that automatically write tickets, or speed bumps on 25 mph streets would be great.	Oct 25, 2012 12:41 PM
246	Driver awareness of existing laws regarding cyclists [Respect]	Oct 25, 2012 12:33 PM
247	Kids could use additional instructions on how to ride safely around town, [School Children]	Oct 25, 2012 12:23 PM
249	more dedicated bike paths [Trails Pathways]	Oct 25, 2012 11:02 AM
250	integrated into the landscape in a pleasant manner	Oct 25, 2012 11:00 AM
253	Consuming less gas	Oct 25, 2012 10:37 AM
254	Better lighting in residential areas.	Oct 25, 2012 10:35 AM
255	Rulls for biking groups that block traffic [Respect]	Oct 25, 2012 10:29 AM
256	bike	Oct 25, 2012 10:22 AM
257	close off the downtown district to vehicle traffic and allow only foot and bike traffic.	Oct 25, 2012 10:22 AM
258	Designated walking paths [Increase walking]	Oct 25, 2012 10:19 AM
259	Bicycling [Bike Ped Friendly]	Oct 25, 2012 10:17 AM
260	Bicycle Routes to the existing trail infastructure , Clinton River/other have increased recreational exercise and the health of residents. [Bike routes]	Oct 25, 2012 10:16 AM
261	improve public street lighting in neighborhoods	Oct 25, 2012 10:12 AM
263	all plausible school walking/riding routes have bike lanes [Bike Lanes] [School Children]	Oct 25, 2012 10:11 AM
264	bike lanes along major and minor corridors [Bike Lanes]	Oct 25, 2012 10:10 AM
266	I can safely ride my bike to community assets, like the library [Safe] [destinations]	Oct 25, 2012 10:06 AM
267	Making these areas safe and well lit for evening use [Safe]	Oct 25, 2012 10:06 AM
268	Cycle Tracks and/or (wide) continuous sidewalks for biking to downtown and within downtown streets. [Bike Lanes] [Seperate from vehicles]	Oct 25, 2012 10:05 AM
270	Lighting	Oct 25, 2012 10:01 AM
271	I would like to see walking and bicycling encourage more businesses to open east of Woodward near Maple.	Oct 25, 2012 10:00 AM

273	pedestrian malls	Oct 25, 2012 9:53 AM
274	bus services [Increase in Transit Use]	Oct 25, 2012 9:46 AM
275	Biking/walking/jogging/rollerblading safely in city and surrounding areas [Bike Ped Friendly]	Oct 25, 2012 9:34 AM
276	Auto parking	Oct 25, 2012 9:31 AM
277	Lighted paths	Oct 25, 2012 9:30 AM
278	more bicycle lanes [Bike Lanes]	Oct 25, 2012 9:11 AM
279	more public transportation [Increase in Transit Use]	Oct 24, 2012 6:41 PM
280	Better targeted life style campaigns and initiatives to highlight railroad district and	Oct 24, 2012 12:35 PM
	downtown activities	
282	Safe bike paths [Safe] [Trails Pathways]	Oct 24, 2012 9:17 AM
283	roads easy to navigate for a senior who can't walk far or bike very often [Seniors]	Oct 24, 2012 8:16 AM
284	bike lanes [Bike Lanes]	Oct 24, 2012 5:37 AM
285	Ability to visit my family in Birmingham and patronize businesses along Woodward without relying on a car [Bike Ped Friendly]	Oct 23, 2012 11:05 PM
286	Healthier community [health]	Oct 23, 2012 10:39 PM
287	Put less emphasis on bikes. Many months of the year are not conducive to biking, while you can walk and run in almost any weather.	Oct 23, 2012 10:13 PM
288	Development that prioritizes density over parking lots	Oct 23, 2012 9:56 PM
289	Automobiles	Oct 23, 2012 7:02 PM
291	Toilet facilities	Oct 23, 2012 2:09 PM
292	Interesting routes	Oct 23, 2012 2:05 PM
293	Better connection from downtown to new transit center for bikes and pedestrians [Increase in Transit Use]	Oct 23, 2012 1:21 PM
295	Downtown area discourages automobile traffic - parking is located in a ring around the city and pedestrian traffic is considered preferable - like that of a European town.	Oct 23, 2012 11:22 AM
296	More railroad crossings for biking	Oct 23, 2012 10:40 AM
297	dedicated bike trails connecting Troy/Birmingham [Trails Pathways]	Oct 23, 2012 9:45 AM
299	Access to the network	Oct 23, 2012 9:21 AM
	downtown activities	
282	Safe bike paths [Safe] [Trails Pathways]	Oct 24, 2012 9:17 AM
283	roads easy to navigate for a senior who can't walk far or bike very often [Seniors]	Oct 24, 2012 8:16 AM
284	bike lanes [Bike Lanes]	Oct 24, 2012 5:37 AM
285	Ability to visit my family in Birmingham and patronize businesses along Woodward without relying on a car [Bike Ped Friendly]	Oct 23, 2012 11:05 PM

Healthier community [health]  287 Put less emphasis on bikes. Many months of the year are not conducive to biking, while you can walk and run in almost any weather.  288 Development that prioritizes density over parking lots  299 Automobiles  200 Ct 23, 2012 9:56 PM  290 Automobiles  201 Toilet facilities  201 Ct 23, 2012 2:09 PM  291 Toilet facilities  201 Ct 23, 2012 2:09 PM  292 Interesting routes  293 Better connection from downtown to new transit center for bikes and pedestrians [increase in Transit Use]  295 Downtown area discourages automobile traffic - parking is located in a ring around the city and pedestrian traffic is considered preferable - like that of a European town.  296 More railroad crossings for biking  297 dedicated bike trails connecting Troy/Birmingham [Trails Pathways]  298 Access to the network  299 Access to the network  300 There is a culture of walking/biking. People should look at me like I'm insane when I commute by bike. [Bike Ped Friendly]  301 Do not create congestion for automobile traffic in the name being green.  302 Oct 22, 2012 7:47 PM  303 Multi-modal review of all City and State projects  304 accessible bus stops [Increase in Transit Use]  305 Slowing down traffic on Lincoln  306 Slowing down traffic on Lincoln  307 Safey [Safe]  308 Oct 22, 2012 10:59 AM  309 Well marked bicycle routes provide bicycle "highways" between cities [Bike  300 Oct 22, 2012 10:59 AM  301 Pid like to see the Troy Transit Center realized and part of a Regional Transit  308 Jesses Rapid Transit ine. [Increase in Transit Use]  309 Oct 21, 2012 10:59 PM  300 Authority's Bus Rapid Transit ine. [Increase in Transit Use]  300 Oct 22, 2012 10:59 AM  301 Pewer cars [Increase in Alt Transport]  302 Post Rapid Transit Ine. [Increase in Transit Use]  303 Oct 21, 2012 10:59 PM  304 Pewer cars [Increase in Alt Transport]  305 Pewer cars [Increase in Alt Transport]  306 Oct 21, 2012 10:59 PM  307 Pewer cars [Increase in Alt Transport]  308 Pewer cars [Increase in Alt Transport]  309 Put Sapad Particle of the p			
Development that prioritizes density over parking lots  Development that prioritizes density over parking lots  Oct 23, 2012 9:56 PM  Automobiles  Oct 23, 2012 2:09 PM  Toilet facilities  Oct 23, 2012 2:09 PM  Development proutes  Oct 23, 2012 2:09 PM  Development proutes  Oct 23, 2012 2:05 PM  Development proutes  Development proutes  Oct 23, 2012 2:05 PM  Development proutes  Oct 23, 2012 1:21 PM  Interesting routes  Oct 23, 2012 1:21 PM  Interesting routes  Oct 23, 2012 1:21 PM  Downtown area discourages automobile traffic - parking is located in a ring around the city and pedestrian traffic is considered preferable - like that of a European town.  Downtown area discourages automobile traffic - parking is located in a ring around the city and pedestrian traffic is considered preferable - like that of a European town.  Downtown area discourages automobile traffic - parking is located in a ring around the city and pedestrian traffic is considered preferable - like that of a European town.  Downtown area discourages automobile traffic - parking is located in a ring around the city and pedestrian traffic is considered preferable - like that of a European town.  Downtown area discourages automobile traffic - parking is located in a ring around the city and pedestrian traffic in the name leave in the parking is located in a ring around the city and State projects  Oct 22, 2012 5:19 PM  Downtown area discourages automobile traffic in the name being green.  Oct 22, 2012 5:19 PM  Multi-modal review of all City and State projects  Oct 22, 2012 12:42 PM  Multi-modal review of all City and State projects  Oct 22, 2012 12:43 PM  Oct 22, 2012 12:43 PM  Slowing down traffic on Lincoln  Oct 22, 2012 12:43 PM  Oct 22, 2012 12:43 PM  Oct 22, 2012 11:13 AM  Well marked bicycle routes provide bicycle "highways" between cities [Bike routes]  Provides  Third Priority  Signage that gives walkers/riders connecting routes  Nov 4, 2012 1:02 PM  Well marked bicycle access to other downtowns, e.g. Royal Oak, Berkley [downtown]  Cot 20,	286	Healthier community [health]	Oct 23, 2012 10:39 PM
Automobiles Oct 23, 2012 7:02 PM Toilet facilities Oct 23, 2012 2:09 PM Determine from the commendation of	287		Oct 23, 2012 10:13 PM
Toilet facilities Oct 23, 2012 2:09 PM  Description of the community of th	288	Development that prioritizes density over parking lots	Oct 23, 2012 9:56 PM
Interesting routes	289	Automobiles	Oct 23, 2012 7:02 PM
Better connection from downtown to new transit center for bikes and pedestrians  Oct 23, 2012 1:21 PM  Downtown area discourages automobile traffic - parking is located in a ring around the city and pedestrian traffic is considered preferable - like that of a European town.  More railroad crossings for biking  Oct 23, 2012 10:40 AM  Degree dedicated bike trails connecting Troy/Birmingham [Trails Pathways]  Oct 23, 2012 9:45 AM  Cot 23, 2012 9:45 AM  Degree dedicated bike trails connecting Troy/Birmingham [Trails Pathways]  Oct 23, 2012 9:21 AM  Degree dedicated bike trails connecting Troy/Birmingham [Trails Pathways]  Oct 23, 2012 9:21 AM  Degree dedicated bike trails connecting Troy/Birmingham [Trails Pathways]  Oct 23, 2012 9:21 AM  Degree dedicated bike trails connecting Troy/Birmingham [Trails Pathways]  Oct 23, 2012 9:21 AM  Degree dedicated bike trails connecting Troy/Birmingham [Trails Pathways]  Oct 23, 2012 9:21 AM  Oct 22, 2012 7:47 PM  Degree dedicated bike trails connecting Troy/Birmingham [Trails Pathways]  Oct 22, 2012 7:47 PM  Determine the trails connecting Troy/Birmingham [Trails Pathways]  Oct 22, 2012 7:47 PM  Determine the trails connecting Troy/Birmingham [Trails Pathways]  Oct 22, 2012 7:47 PM  Determine the trails connecting Troy/Birmingham [Trails Pathways]  Oct 22, 2012 7:47 PM  Determine the trails and trails are trailed and path of a Regional Transit Degree trails and European Intrails Inc. [Increase in Transit Use]  Oct 22, 2012 10:59 AM  Determine the trails and lock my bike connecting Transit Use]  Determine the trails and Increase in Transit Use]  Determine the trails and Increase in Transit Use]  Determine the trails and Increase in Transit Use]  Oct 21, 2012 10:29 PM  Authority's Bus Rapid Transit fine. [Increase in Transit Use]  Determine the trails and Increase in Transit Use]  Oct 21, 2012 10:29 PM  Determine the trails of the trails and part of a Regional Transit Oct 21, 2012 10:29 PM  Authority's Bus Rapid Transit Inc. [Increase in Transit Use]  Oct 22, 2012 1:02 AM  Determ	291	Toilet facilities	Oct 23, 2012 2:09 PM
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around the city and pedestrian traffic is considered preferable - like that of a European town.  296 More railroad crossings for biking 297 dedicated bike trails connecting Troy/Birmingham [Trails Pathways] 298 Access to the network 299 Access to the network 299 Access to the network 290 Access to the network 300 There is a culture of walking/biking. People should look at me like I'm insane when I commute by bike. [Bike Ped Friendly] 302 Do not create congestion for automobile traffic in the name being green. 303 Multi-modal review of all City and State projects 304 Accessible bus stops [Increase in Transit Use] 305 Transit to Royal Oak, Berkley, Ferndale [Increase in Transit Use] 306 Slowing down traffic on Lincoln 307 Safey [Safe] 308 Fewer cars [Increase in Alt Transport] 309 Well marked bicycle routes provide bicycle "highways" between cities [Bike Oct 22, 2012 10:59 AM Oct 22, 2012 10:59 AM Oct 22, 2012 10:59 AM Oct 23, 2012 10:59 PM Authority's Bus Rapid Transit Center realized and part of a Regional Transit Authority's Bus Rapid Transit Line. [Increase in Transit Use] 310 Migroved bike access to other downtowns, e.g. Royal Oak, Berkley [downtown] Oct 20, 2012 1:02 PM Improved bike access to other downtowns, e.g. Royal Oak, Berkley [downtown] Oct 20, 2012 1:02 AM [destinations] 310 Migroved bike access to other downtowns, e.g. Royal Oak, Berkley [downtown] Oct 20, 2012 1:02 AM [destinations] 311 Well was that gives walkers/riders connecting routes 312 Nov 4, 2012 6:06 PM Well was attracted many new creative residents with our easy-to-use integrated Nov 4, 2012 6:06 PM buses through poppleton 313 Nov 4, 2012 5:16 PM	293		Oct 23, 2012 1:21 PM
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10 more people would be seen walking , It would make us all safer. Nov 4, 2012 11:08 AM	5	buses through poppleton	Nov 4, 2012 5:16 PM
	10	more people would be seen walking , It would make us all safer.	Nov 4, 2012 11:08 AM

Bicycle friendly downtown (e.g., parking)  Better local bus/trolley service (i.e. continuous trolley loops)  Nov 4, 2012 6:25 AM  Keeping noise and unnecessary construction non-existent. If these proposed ideas will create more of this, I will not be happy.  It is location  Nov 4, 2012 2:41 AM  Maintain focus on Birmingham residents & business owners (taxpayers)  Nov 3, 2012 2:21 PM  Maintain focus on Birmingham residents & business owners (taxpayers)  Nov 3, 2012 8:30 PM  On-Road Cycling Accommodation  Nov 3, 2012 8:31 PM  Countdown pedestrian traffic lights are great!  Nov 3, 2012 8:37 PM  Countdown pedestrian traffic lights are great!  Nov 3, 2012 8:37 PM  Slow down traffic and encourage walkability  Nov 3, 2012 8:37 PM  Lincoln has high car and truck traffic and should not get a bike path.  Nov 3, 2012 3:37 PM  Bodd bus system for those how need it  Nov 3, 2012 1:52 PM  Pedestrian traffic, it keeps our city alive.  Nov 3, 2012 1:52 PM  Thave no problem with families riding on the side streets. It's the pseudo- problems that are the problem who never have to look behind themselves before the turn into your lane to go around a parked car.  Walking trails for a connection with nature.  Nov 3, 2012 1:32 PM  Walking trails for a connection with nature.  Nov 3, 2012 1:33 PM  To love to take public transport to Somerset, the mail at Coolidge/Maple + even to downtown Detroit  Nov T making this about environmental concerns, but rather about convenience & health. (an please, no NYC style food control!)  Nov 2, 2012 8:27 PM  Better access to Amtrak station with improved facility with better safety & parking  Nov 2, 2012 8:28 PM  Setter predestrian thoroughfares - via lights, trees and plantings, sidewalk widths  Nov 2, 2012 8:39 PM  Nov 2, 2012 2:39 PM  So Discourage of cars downtown  Nov 2, 2012 4:18 PM  Nov 2, 2012 2:39 PM  Nov 2, 2012 2:39 PM  Discourage of cars downtown  Nov 2, 2012 2:39 PM			
Keeping noise and unnecessary construction non-existent. If these proposed ideas will create more of this, I will not be happy.	11	Bicycle friendly downtown (e.g., parking)	Nov 4, 2012 7:38 AM
lideas will create more of this, I will not be happy.  Nov 4, 2012 2:41 AM  Maintain focus on Birmingham residents & business owners (taxpayers)  Nov 3, 2012 9:21 PM  mutual respect for the safety of all travellers within the city  Nov 3, 2012 8:30 PM  On-Road Cycling Accommodation  Nov 3, 2012 8:01 PM  Countdown pedestrian traffic lights are great!  Nov 3, 2012 8:07 PM  Mor Local Bus Stops  Nov 3, 2012 8:33 PM  Slow down traffic and encourage walkability  Nov 3, 2012 5:33 PM  Lincoln has high car and truck traffic and should not get a bike path.  Nov 3, 2012 3:20 PM  slower traffic patterns  Good bus system for those how need it  Nov 3, 2012 1:52 PM  Pedestrian traffic, it keeps our city alive.  Nov 3, 2012 1:52 PM  Thave no problem with families riding on the side streets. It's the pseudo-problems that are the problem who never have to look behind themselves before the turn into your lane to go around a parked car.  Walking trails for a connection with nature.  Nov 3, 2012 1:32 PM  Walking trails for a connection with nature.  Nov 3, 2012 1:259 PM  Nov 3, 2012 2:252 PM  Nov 2, 2012 2:29 PM	12	Better local bus/trolley service (i.e. continuous trolley loops)	Nov 4, 2012 6:25 AM
Maintain focus on Birmingham residents & business owners (taxpayers)  Nov 3, 2012 9:21 PM  mutual respect for the safety of all travellers within the city  Nov 3, 2012 8:30 PM  On-Road Cycling Accommodation  Nov 3, 2012 8:11 PM  Countdown pedestrian traffic lights are great!  Nov 3, 2012 8:07 PM  Mor Local Bus Stops  Nov 3, 2012 5:33 PM  Nov 3, 2012 4:51 PM  Nov 3, 2012 4:51 PM  Lincoln has high car and truck traffic and should not get a bike path.  Nov 3, 2012 3:20 PM  Slow down traffic patterns  Good bus system for those how need it  Nov 3, 2012 1:52 PM  Nov 3, 2012 1:52 PM  I have no problem with familes riding on the side streets. It's the pseudo-problems that are the problem who never have to look behind themselves before the turn into your lane to go around a parked car.  Walking trails for a connection with nature.  Nov 3, 2012 1:32 PM  Walking trails for a connection with nature.  Nov 3, 2012 1:32 PM  T'd love to take public transport to Somerset, the mail at Coolidge/Maple + even to downtown Detroit  Nov 3, 2012 10:49 AM  Nov 3, 2012 10:23 AM  Better access to Amtrak station with improved facility with better safety & parking  Nov 3, 2012 10:23 AM  Horrowed amtrak train service.  Nov 2, 2012 8:27 PM  Nov 2, 2012 8:28 PM  Nov 2, 2012 8:27 PM  Nov 2, 2012 8:29 PM  Nov 2, 2012 8:28 PM  Nov 2, 2012 8:27 PM  Nov 2, 2012 8:29 PM	14		Nov 4, 2012 3:01 AM
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Countdown pedestrian traffic lights are great!  Nov 3, 2012 8:07 PM  Nov 3, 2012 5:33 PM  Nov 3, 2012 5:33 PM  Slow down traffic and encourage walkability  Nov 3, 2012 4:51 PM  Lincoln has high car and truck traffic and should not get a bike path.  Nov 3, 2012 3:20 PM  slower traffic patterns  Rood bus system for those how need it  Nov 3, 2012 1:52 PM  Pedestrian traffic, it keeps our city alive.  Nov 3, 2012 1:52 PM  Lincoln has high car and truck traffic and should not get a bike path.  Nov 3, 2012 3:17 PM  Nov 3, 2012 1:52 PM  Nov 3, 2012 1:52 PM  I have no problem with families riding on the side streets. It's the pseudo- pro bikers that are the problem who never have to look behind themselves before the turn into your lane to go around a parked car.  Walking trails for a connection with nature.  Nov 3, 2012 1:32 PM  Walking trails for a connection with nature.  Nov 3, 2012 12:59 PM  Nov 3, 2012 11:34 AM  nov 3, 2012 11:34 AM  Nov 3, 2012 10:49 AM  To love to take public transport to Somerset, the mall at Coolidge/Maple + even to downtown Detroit  Nov 3, 2012 10:49 AM  Nov 3, 2012 10:23 AM  Better access to Amtrak station with improved facility with better safety & parking  Nov 3, 2012 10:23 AM  Higher access to Amtrak station with improved facility with better safety & parking  Nov 2, 2012 8:08 AM  Nov 2, 2012 8:07 PM  Lincoln has high car and traffic and should be out biking through should be out biking thro	18	mutual respect for the safety of all travellers within the city	Nov 3, 2012 8:30 PM
Mor Local Bus Stops  Nov 3, 2012 5:33 PM  Lincoln has high car and truck traffic and should not get a bike path.  Nov 3, 2012 3:20 PM  slower traffic patterns  Nov 3, 2012 3:17 PM  Nov 3, 2012 3:17 PM  Pedestrian traffic, it keeps our city alive.  Nov 3, 2012 1:52 PM  Lincoln has high car and truck traffic and should not get a bike path.  Nov 3, 2012 3:17 PM  Nov 3, 2012 1:52 PM  Lincoln has high car and truck traffic and should not get a bike path.  Nov 3, 2012 3:17 PM  Nov 3, 2012 1:52 PM  Lincoln has high car and truck traffic and should not get a bike path.  Nov 3, 2012 1:52 PM  Nov 3, 2012 1:52 PM  Lincoln has high car and truck traffic and should not get a bike path.  Nov 3, 2012 1:52 PM  Nov 3, 2012 1:44 PM  Nov 3, 2012 1:32 PM  Malking trails for a connection with nature.  Nov 3, 2012 1:32 PM  Nov 3, 2012 1:32 PM  Remeber that we have winter, and we will not all be out biking through snowstorms  Remeber that we have winter, and we will not all be out biking through nov 3, 2012 11:34 AM  Nov 3, 2012 11:34 AM  Nov 3, 2012 10:49 AM  Better access to Amtrak station with inproved facility with better safety & parking  Nov 3, 2012 10:23 AM  Better access to Amtrak station with improved facility with better safety & parking  Nov 2, 2012 8:08 AM  Higher and safe  Nov 2, 2012 8:08 AM  Lincoln has high car and truck train service.  Nov 2, 2012 8:08 AM  Nov 2, 2012 8:08 PM  Nov 2, 2012 8:08 PM  Nov 2, 2012 8:09 PM  Continue doing a ride serve for older residents who no longer drive  Nov 2, 2012 2:32 PM  Nov 2, 2012 2:32 PM  Nov 2, 2012 2:32 PM  Nov 2, 2012 2:31 PM  Nov 2, 2012 2:32 PM	20	On-Road Cycling Accommodation	Nov 3, 2012 8:11 PM
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27 Lincoln has high car and truck traffic and should not get a bike path.  Nov 3, 2012 3:20 PM  28 slower traffic patterns  Rood bus system for those how need it  Nov 3, 2012 1:52 PM  31 Pedestrian traffic, it keeps our city alive.  Nov 3, 2012 1:52 PM  32 I have no problem with familes riding on the side streets. It's the pseudo- probikers that are the problem who never have to look behind themselves before the turn into your lane to go around a parked car.  34 Walking trails for a connection with nature.  Nov 3, 2012 1:32 PM  35 Remeber that we have winter, and we will not all be out biking through snowstorms  Rood bus traffic, it keeps our city alive.  Nov 3, 2012 1:32 PM  Nov 3, 2012 12:59 PM  Nov 3, 2012 10:259 PM  Nov 3, 2012 10:259 PM  Nov 3, 2012 10:49 AM  Nov 3, 2012 10:23 AM  Nov 3, 2012 10:23 AM  Nov 3, 2012 10:23 AM  Nov 4, 2012 8:08 AM  44 improved amtrak station with improved facility with better safety & parking  Nov 2, 2012 8:08 AM  46 better pedestrian thoroughfares - via lights, trees and plantings, sidewalk widths  Nov 2, 2012 7:30 PM  46 clean and safe  Nov 2, 2012 4:36 PM  50 Discourage of cars downtown  Nov 2, 2012 4:00 PM  51 Continue doing a ride serve for older residents who no longer drive  Nov 2, 2012 2:31 PM  Nov 2, 2012 2:31 PM  Nov 2, 2012 2:32 PM	23	Mor Local Bus Stops	Nov 3, 2012 5:33 PM
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54 faster transport from Birmingham to downtown detroit (rapid buses or rail, etc.) Nov 2, 2012 1:42 PM	53	Designated transit lane for buses on Woodward	Nov 2, 2012 2:29 PM
	54	faster transport from Birmingham to downtown detroit (rapid buses or rail, etc.)	Nov 2, 2012 1:42 PM

55	Good environment for the community to enjoy their free time and improve the desirability of the community.	Nov 2, 2012 12:59 PM
56	Heighten awareness of walking & bicycle friendly. High fine for violators.	Nov 2, 2012 10:59 AM
58	Train bicycle riders to have more respect for pedestrians. I have almost been run over by bicycle groups while walking	Nov 2, 2012 10:27 AM
59	Increased spontaneous interaction with downtown commercial and cultural institutions	Nov 2, 2012 9:39 AM
63	Irresponsible bike riders who cut in front of and alongside vehicles!	Nov 2, 2012 6:59 AM
64	Shain Park needs to be patrolled, too many people IN THE FOUNTAIN, etc.	Nov 1, 2012 11:54 PM
67	better mas transit	Nov 1, 2012 7:24 PM
71	Safe biking lanes	Nov 1, 2012 6:10 PM
72	community habit of using public transit	Nov 1, 2012 5:54 PM
73	Better enforcement of pedestrians right of way in and around downtown	Nov 1, 2012 5:48 PM
75	Develop off-road bike and walking paths. Put in sidewalks along major roads.	Nov 1, 2012 5:20 PM
76	expediency	Nov 1, 2012 4:49 PM
77	More bike lanes/trails.	Nov 1, 2012 4:36 PM
78	Safety	Nov 1, 2012 3:47 PM
79	Running and bike lanes NOT on roads.	Nov 1, 2012 3:35 PM
80	Bike lanes	Nov 1, 2012 3:02 PM
81	I think all else is already sufficient and their is no need to spend more tax dollars.	Nov 1, 2012 2:54 PM
83	Bike parking	Nov 1, 2012 2:36 PM
85	Reliable bus system	Nov 1, 2012 1:55 PM
86	Railroad bike/hike path along current railway - but fenced from current rails	Nov 1, 2012 1:48 PM
87	Dedicated bike lanes	Nov 1, 2012 1:24 PM
88	To safely exercise on foot.	Nov 1, 2012 12:04 PM
89	to think about the weather before planning with snow piled up and no place to put bikes	Nov 1, 2012 12:01 PM
90	Continued outlook of Birmingham as a desirable place to live.	Nov 1, 2012 11:48 AM
91	Bike lanes or signage through downtown	Nov 1, 2012 10:59 AM
92	Increased taxi cab presence in downtown to catch a ride home if you've walked to town	Nov 1, 2012 10:35 AM
93	The plan has focused not on infrastructure, which already exists, but on attitudes toward it.	Nov 1, 2012 10:31 AM
94	Safer bike lanes	Nov 1, 2012 9:46 AM

95	People routinely use public transportation to reach destinations outside of Birmingham - to work, to recreate	Nov 1, 2012 9:01 AM
96	better control of auto (Yield signs in neighborhoods are dangerous)	Nov 1, 2012 8:59 AM
97	Maintain automotive downtown by-pass (ring road).	Nov 1, 2012 8:20 AM
98	prevent urban sprall	Nov 1, 2012 8:11 AM
99	Get bicyclists off the street and onto sidewalks and bike paths	Nov 1, 2012 8:03 AM
100	Continue to upgrade ALL green spaces/parks	Nov 1, 2012 7:49 AM
101	Expanding transportation and connecting to other locations -	Nov 1, 2012 7:49 AM
103	More bus routes	Nov 1, 2012 7:24 AM
105	Convenience	Nov 1, 2012 6:28 AM
106	Police presence quick response in emergency	Oct 31, 2012 4:23 PM
107	Maintain a broad array of free on-street parking for those of us who drive into the city to take walks.	Oct 31, 2012 3:52 PM
108	remove stop/go lights on Oakland at Ferndale	Oct 31, 2012 3:22 PM
109	Bike trail in Birmingham	Oct 31, 2012 2:24 PM
111	Current crosswalks are a "death trap" - many drivers are not aware of them or do not respect them	Oct 31, 2012 1:51 PM
112	stop planning everything around cars	Oct 31, 2012 1:09 PM
113	eliminate the angle parking on Old Woodward North of Maple	Oct 31, 2012 12:39 PM
114	Keep Lincoln the way it is.	Oct 31, 2012 11:59 AM
115	plenty of sidewalks and cross walks to encourage foot traffic	Oct 31, 2012 11:33 AM
116	Bus path	Oct 31, 2012 10:17 AM
117	Transit system around Birmingham like the monorail in Detroit	Oct 31, 2012 9:14 AM
118	Drivers are not aware of peds or bikes; not stopping at stop signs, or pulling into the intersection and impeding bikes and peds. It would be wonderful to see this change, but I dont have high hopes.	Oct 31, 2012 8:42 AM
119	availability and buses and cabs from downtown birmingham to residential areas	Oct 31, 2012 8:36 AM
120	Train station development (prefer original plan that City rejected)	Oct 30, 2012 10:51 PM
121	shuttle for old and/or handicapped from neighborhoods to shopping and medical offices	Oct 30, 2012 10:36 PM
122	Safe for all	Oct 30, 2012 9:36 PM
124	everyone taking public transportation so that there is not a social stigma to taking the bus	Oct 30, 2012 8:15 PM
126	Hills/slopes are moderated to accomodate elderly who cannot handle inclines; elderly easily can ambulate city	Oct 30, 2012 7:04 PM

127	Walkable Downtown	Oct 30, 2012 4:32 PM
129	Pedestrian/Bike only trails	Oct 30, 2012 4:23 PM
132	lighting and signage for bike lanes and paths	Oct 30, 2012 2:44 PM
133	I could only use public transportation for pleasure and leisure as I need a car for work.	Oct 30, 2012 1:46 PM
136	Education about transit	Oct 30, 2012 12:59 PM
138	signed and designated Bike paths from main nodes in the region	Oct 30, 2012 12:07 PM
139	Bike routes and paths for folks who use bikes for transportaion and casual riding	Oct 30, 2012 11:27 AM
140	Take Maple Rd. just east of Adams down to 2 lanes with a bike lane/walking path	Oct 30, 2012 10:49 AM
141	Expanded "central city" walking district to include Triangle District	Oct 30, 2012 10:47 AM
143	Maintenance	Oct 30, 2012 8:30 AM
145	Improved crossing over Woodward from Maple Rd. Pedestrian bridge?	Oct 30, 2012 7:25 AM
150	Do not remove the parking lane on Lincoln.	Oct 29, 2012 9:43 PM
152	Minimize number of busses passing through town.	Oct 29, 2012 7:27 PM
153	do not rase taxes to complet your plan taxes are too high now, do you really need to do the plan or is it just for the few to fell good	Oct 29, 2012 6:15 PM
154	How many residents are REALLY going to use these paths	Oct 29, 2012 6:09 PM
155	More policing of speed and consideration of pedestrians	Oct 29, 2012 5:52 PM
159	NO SIDEWALK RESTAURANT SEATING	Oct 29, 2012 4:26 PM
161	The Rail, Triangle and Downtown areas are tied together	Oct 29, 2012 4:02 PM

162	less restaurants, financial groups, shopping area	Oct 29, 2012 11:11 AM
163	Traffic calmingit has worked along Lincoln. Don't s screw up what we have today. Bike lanes and parking on both sides just won't fit!!	Oct 29, 2012 10:40 AM
165	Wroking with Bus system to move people with their bikes	Oct 29, 2012 9:26 AM
166	Bike pathways	Oct 29, 2012 8:42 AM
167	Increase property values	Oct 29, 2012 7:04 AM
168	Good mass transit to and from Metro International Airport	Oct 28, 2012 8:55 PM
169	connection tometro airport	Oct 28, 2012 7:22 PM
170	Better path connections to parks	Oct 28, 2012 4:56 PM
172	Pedestrian safety	Oct 28, 2012 1:06 PM
175	walking bridge over woodward close to 15 min & woodward	Oct 27, 2012 6:02 PM
176	Have improved bike/walking trails along the Rough River	Oct 27, 2012 5:18 PM
177	reduction in speed of passenger vehicles to promote other forms of transportation	Oct 27, 2012 4:41 PM
178	Make mass transit easier between suburban cities and these cities and Detroit.	Oct 27, 2012 1:51 PM
179	No traffic in downtown Birmingham (Pedestrians only)	Oct 27, 2012 1:42 PM
180	visible bike lanes	Oct 27, 2012 12:30 PM
181	Driver awareness (good luck!)	Oct 27, 2012 11:57 AM
182	more public transit	Oct 27, 2012 10:48 AM
184	Beautification	Oct 27, 2012 6:11 AM
185	More options for getting between downtown and triangle district	Oct 26, 2012 9:41 PM
186	Easier ways to get around the city like local busses.	Oct 26, 2012 5:09 PM
187	Reliable local public transportation access	Oct 26, 2012 4:01 PM
188	mix of transportation	Oct 26, 2012 3:24 PM
189	Comprehensive coordination between motorists, bikes and cars	Oct 26, 2012 3:08 PM

192	Bus stops that are shoveled and have a shelter	Oct 26, 2012 2:03 PM
193	Healthier people, family recreational opporutnities.	Oct 26, 2012 10:00 AM
194	Covered bike racks and bike valet at public events around town.	Oct 26, 2012 9:04 AM
195	facalities for bikes at destinations ie covered or enclosed racks, bike valet at events	Oct 26, 2012 8:25 AM
198	Training Automobile drivers to be bike friendly	Oct 26, 2012 7:06 AM
199	Birmingham bike festival!	Oct 26, 2012 5:37 AM
201	Bike parking	Oct 25, 2012 10:30 PM
203	More Parks	Oct 25, 2012 9:25 PM
204	more signage for cars to share the road	Oct 25, 2012 9:18 PM
205	Markings and information	Oct 25, 2012 8:39 PM
207	Bus routes that actually take you somewhere you need to go.	Oct 25, 2012 7:56 PM
209	Bike route network such as in Milford.	Oct 25, 2012 7:24 PM
214	More street traffic for shops and restaurants	Oct 25, 2012 5:39 PM
217	trimming of overhanging branches especially on sidewalks, this is very dangerous to cyclist	Oct 25, 2012 5:17 PM
218	Snow removed from walking paths	Oct 25, 2012 4:54 PM
220	Public trans with bicycle carring cability	Oct 25, 2012 4:41 PM
221	Well maintained routes and facilities to encourage continued use.	Oct 25, 2012 4:16 PM
222	your "multi-modal" plan for east maple is very poor	Oct 25, 2012 3:48 PM
224	bike routes and sidewalks and street lights, my kids can't ride at night because there are no lights!	Oct 25, 2012 3:31 PM
225	Updating route planning such as Google Maps Bicycle/Walk Beta or Map My Ride for planning routes	Oct 25, 2012 3:09 PM
226	less pollution	Oct 25, 2012 3:03 PM
228	Make regional rail travel more convenient.	Oct 25, 2012 2:13 PM
229	more recreational walking / bicycling (individual and group)	Oct 25, 2012 2:02 PM

192	Bus stops that are shoveled and have a shelter	Oct 26, 2012 2:03 PM
193	Healthier people, family recreational opporutnities.	Oct 26, 2012 10:00 AM
194	Covered bike racks and bike valet at public events around town.	Oct 26, 2012 9:04 AM
195	facalities for bikes at destinations ie covered or enclosed racks, bike valet at events	Oct 26, 2012 8:25 AM
198	Training Automobile drivers to be bike friendly	Oct 26, 2012 7:06 AM
199	Birmingham bike festival!	Oct 26, 2012 5:37 AM
201	Bike parking	Oct 25, 2012 10:30 PM
203	More Parks	Oct 25, 2012 9:25 PM
204	more signage for cars to share the road	Oct 25, 2012 9:18 PM
205	Markings and information	Oct 25, 2012 8:39 PM
207	Bus routes that actually take you somewhere you need to go.	Oct 25, 2012 7:56 PM
209	Bike route network such as in Milford.	Oct 25, 2012 7:24 PM
214	More street traffic for shops and restaurants	Oct 25, 2012 5:39 PM
217	trimming of overhanging branches especially on sidewalks, this is very dangerous to cyclist	Oct 25, 2012 5:17 PM
218	Snow removed from walking paths	Oct 25, 2012 4:54 PM
220	Public trans with bicycle carring cability	Oct 25, 2012 4:41 PM
221	Well maintained routes and facilities to encourage continued use.	Oct 25, 2012 4:16 PM
222	your "multi-modal" plan for east maple is very poor	Oct 25, 2012 3:48 PM
224	bike routes and sidewalks and street lights, my kids can't ride at night because there are no lights!	Oct 25, 2012 3:31 PM
225	Updating route planning such as Google Maps Bicycle/Walk Beta or Map My Ride for planning routes	Oct 25, 2012 3:09 PM
226	less pollution	Oct 25, 2012 3:03 PM
228	Make regional rail travel more convenient.	Oct 25, 2012 2:13 PM
229	more recreational walking / bicycling (individual and group)	Oct 25, 2012 2:02 PM
230	transport hub connection to the region and country	Oct 25, 2012 1:57 PM
232	Complete sidewalk system	Oct 25, 2012 1:49 PM
234	healthier population	Oct 25, 2012 1:23 PM

239	improved support for bikers - bike racks, etc	Oct 25, 2012 1:01 PM
240	Sidewalks	Oct 25, 2012 12:58 PM
241	More attractive for people to live here	Oct 25, 2012 12:54 PM
243	Better condition of roads	Oct 25, 2012 12:53 PM
245	Improved crosswalks. White lines painted on the street are not enough to prevent an accident. Like to see more lights, bridges/tunnels or alternative routes.	Oct 25, 2012 12:41 PM
246	Mutual respect between drivers and cyclists	Oct 25, 2012 12:33 PM
247	Drivers need to slow down and be more respectful of walkers and riders.	Oct 25, 2012 12:23 PM
249	improved vehicle-pedstrian intersections in high traffic areas	Oct 25, 2012 11:02 AM
250	looked at as a leader around the country	Oct 25, 2012 11:00 AM
253	Helping the envronment and personal fitness	Oct 25, 2012 10:37 AM
254	Better timing of traffic lights so motorists aren't frustrated and driving angry and in a hurry.	Oct 25, 2012 10:35 AM
256	bike parking	Oct 25, 2012 10:22 AM
257	make sure all new buildings are pedestrian and bike accessable	Oct 25, 2012 10:22 AM
258	Off-Road Bike/Walking paths	Oct 25, 2012 10:19 AM
259	Transit	Oct 25, 2012 10:17 AM
261	maintain existing pedestrian friendly walking environment	Oct 25, 2012 10:12 AM
263	highly used intersections are well lit	Oct 25, 2012 10:11 AM
264	increased education, understanding, and encouragement for walking, biking, and public transportation options $$	Oct 25, 2012 10:10 AM
270	Congestion	Oct 25, 2012 10:01 AM
271	In general, just more people walking to grocery shop, walking to eat out, walking to shop	Oct 25, 2012 10:00 AM
274	connectivity with the paths and the roads	Oct 25, 2012 9:46 AM
278	more bicycle lanes	Oct 25, 2012 9:11 AM
279	less cars	Oct 24, 2012 6:41 PM
280	Continue to grow community events in and around downtown Birmingham area encouraging young professionals and families to engage	Oct 24, 2012 12:35 PM
283	roads easy to navigate for a senior who can't walk far or bike very often	Oct 24, 2012 8:16 AM
284	walking lanes	Oct 24, 2012 5:37 AM
285	Ability to travel via public transit to Ann Arbor, the airport, and Amtrak stations	Oct 23, 2012 11:05 PM
286	More community activity	Oct 23, 2012 10:39 PM
288	Pedestrian safety is prioritized over road traffic flows	Oct 23, 2012 9:56 PM

289	Automobiles	Oct 23, 2012 7:02 PM
293	Rapid Transit along Woodward	Oct 23, 2012 1:21 PM
295	Increased understanding the automobiles are not the only form of traffic that has a right to roadways.	Oct 23, 2012 11:22 AM
296	Possible train from Birmingham to Royal Oak	Oct 23, 2012 10:40 AM
297	sidewalks all around	Oct 23, 2012 9:45 AM
299	Safety	Oct 23, 2012 9:21 AM
300	Super safe streets for bicyclists and walkers. I don't want to feel like I'm taking my life in my hands when I try to do the right thing.	Oct 22, 2012 7:47 PM
302	Create more parking for automobiles to bring more business into Birminghsm	Oct 22, 2012 5:19 PM
303	Multi-jurisdictional facilities	Oct 22, 2012 4:29 PM
304	bicycle parking	Oct 22, 2012 2:03 PM
306	Safety of pedestrians	Oct 22, 2012 12:43 PM
307	Location	Oct 22, 2012 11:13 AM
308	Wider sidewalks	Oct 22, 2012 10:59 AM
309	Government is more supportive of bicycling by actively promoting road sharing	Oct 22, 2012 9:39 AM
313	Downtown isn't the best for bicycling	Oct 20, 2012 1:02 AM

35. Needed improvements Recall the streets and trails that you frequent. Now think of those places at different times of the day, weather conditions and seasons. In these places that you are familiar with, please tell us about three specific areas that this project should address. These issue areas may be an off-road trail opportunity, a challenging intersection, a difficult road to cross, or a hard stretch of road to walk or bicycle along. Please note the location and concisely describe the issue.

	Location One	
1	crossing Woodward at Oak is difficult, there is no crosswalk [Woodward at Oak] [Woodward]	Nov 5, 2012 9:42 AM
2	down town Birmingham at Maple and Old Woodward. Drivers never look before making left turns when pedestrians have the right of way. [Maple & Did Woodward] [Woodward]	Nov 4, 2012 10:05 PM
3	can't walk safely across Woodward Ave. at Oak because no traffic light for northbound cars [Woodward at Oak] [Woodward]	Nov 4, 2012 6:06 PM
4	crossing at Woodward and Maple [Maple & Doodward]	Nov 4, 2012 5:16 PM
5	Woodward and Lincoln [Woodward & Dincoln]	Nov 4, 2012 3:01 PM
6	Sidewalk needed on Evergreen/Cranbrook Roads connecting Berkshire (14 Mile) and neighborhoods to Groves. (I teach at Berkshire and see many students walking along the roads to either school or home; this is not safe) [Evergreen/Cranbrook Rd]	Nov 4, 2012 1:42 PM
7	Access by car to Lakeside Drive Birmingham is unsafe when coming down on Woodward north of Big Beaver	Nov 4, 2012 11:08 Al
8	Woodward, 15 mile to 8 mile [Woodward]	Nov 4, 2012 7:38 AN
9	MAPLE and ADAMS - Traffic TOO FAST!!!! Dangerous to cross [Maple & Dangerous to cross	Nov 4, 2012 6:25 AN
10	Bicycle lanes	Nov 4, 2012 3:41 AN
11	crossing safely at any city cross walks w/o traffic lights	Nov 4, 2012 2:41 AN
12	in town bicyclists often ride on sidewalks	Nov 4, 2012 2:16 AN
13	I am not aware of any particularly problematic locations	Nov 3, 2012 11:10 PM
14	Do NOT complicate traffic flow with bike lanes	Nov 3, 2012 9:21 PN
15	Oak at Woodward, no crosswalk or light to cross northbound Woodward - unsafe for my commute [Woodward at Oak] [Woodward]	Nov 3, 2012 8:30 PN
16	Maple under railroad overpass [Maple at Railroad]	Nov 3, 2012 8:11 PM
17	Crossing Woodward (anywhere) on foot requires running in order to get to the other side on 1 light. [Woodward]	Nov 3, 2012 7:13 PN
18	Holland St -People Speed frequently	Nov 3, 2012 5:33 PM
19	Old Woodward thru town [Old Woodward]	Nov 3, 2012 5:10 PM

20	Maple and Woodward Avenue difficult to cross with traffic turning [Maple & Description of the content of the co	Nov 3, 2012 5:05 PM
21	Woodward between 14 Mlle and Quarton make pedestrian friendly and slow speeds down significantly [Woodward]	Nov 3, 2012 4:51 PM
22	Oakland/Woodward ~ longer light for crossing. Maybe have a button to push to stop traffic longer when a pedistrian is there so at other times the times the traffic can move at normal speeds. [Woodward and Oakland]	Nov 3, 2012 3:17 PM
23	Maple [Maple]	Nov 3, 2012 1:44 PM
24	The idea that all sidewalks and bike paths are going to be free of ice & snow is a dream. [Sidewalk Snow]	Nov 3, 2012 1:32 PM
25	sidewalks around Barnum Park should be free of ice and snow [Sidewalk Snow]	Nov 3, 2012 1:01 PM
26	Throughout Birmingham residential area especially the sidewalks south side of maple after the park area Snow Birds rarely arrange snow shoveling during the winter. [Sidewalk Snow]	Nov 3, 2012 10:49 AM
27	old woodward, crossing near 555 on foot, bicycle or car is difficult, people go 35-40 mph [Old Woodward]	Nov 3, 2012 10:39 AM
28	Clearly Pierce Rd is a major walking/biking conduit - should have wider sidewalks, better visibility at all intersections, weather shelters/benches, bike lanes, road marked cross walks, longer crossing time @ 14 mile rd, etc [Peirce]	Nov 3, 2012 10:23 AM
29	Maple rd from cranbrook to Southfield. [Maple]	Nov 3, 2012 8:57 AM
30	Crossing Woodward (both North & South of Birmingham) with a bike - not enough time, too many cars [Woodward]	Nov 3, 2012 8:08 AM
31	too many potholes and cracks on roads-all over	Nov 3, 2012 7:34 AM
32	Install stop signs to encourage foot and bike traffic and to improve safety on walking path that connects Haynes, Hazel, Bowers, et cetera.	Nov 2, 2012 8:46 PM
33	icy roads and sidewalks downtown [Sidewalk Snow]	Nov 2, 2012 8:46 PM
34	Sidewalks on all of woodward and on Quarton road [Woodward] [Quarton]	Nov 2, 2012 8:27 PM
35	safety where cars and bikes meet. distracted driving.	Nov 2, 2012 7:52 PM
36	Maple and old Woodward [Maple & Doodward]	Nov 2, 2012 7:42 PM
37	Getting across Woodward at Bowers Street - light isn't long enough to get all the way across Woodward and it never feels very safe waiting in the median with two stroller-aged kids [Woodward & Dowers]	Nov 2, 2012 7:30 PM

38	Rouge River Trail crossing on Maple road. There's no cross area unless you go west to light. [Maple at Rouge Trail]	Nov 2, 2012 4:46 PM
39	Crossing Lincoln just west of Southfield walking to the Linden Park trail [Lincoln]	Nov 2, 2012 4:18 PM
40	Intersection of Southlawn and Pierce drivers not obeying the law while children are crossing [Peirce]	Nov 2, 2012 4:00 PM
41	Rouge Trail needs improvement, signage needed on both sides of Maple, somethimes muddy. I can find my way from Lincoln to Maple, but cant continue to Booth [Rouge Trail]	Nov 2, 2012 2:52 PM
42	Woodward and Maple crossing [Maple & Doodward]	Nov 2, 2012 2:31 PM
43	Woodward and 14 Mile are both difficult and unsafe to cross [Woodward] [14 mile]	Nov 2, 2012 2:29 PM
44	safer pedestrian crossing at 14 Mile and Woodward, especially in the morning when it's dark [14 & woodward]	Nov 2, 2012 1:42 PM
45	It would be nice to clean up the area o. Woodward north of 14 mile which looks pretty run down. [Woodward]	Nov 2, 2012 12:59 PM
46	Dangerous Pedestrian crossing on Woodward @ Maple Rd. Autos are too agressive. [Maple & Woodward]	Nov 2, 2012 10:59 AM
47	Ability to easily cross Woodward at Lincoln, fast cars and large intersection. I am comfortable crossing, but would like to feel comfortable having my kids cross on their own to get to the nice parks on the other side (pedestrian bridge or tunnel, perhaps). [Woodward & amp; Lincoln]	Nov 2, 2012 10:53 AM
48	Barnim Part: Shold have better lighting for evening walkers	Nov 2, 2012 10:27 AM
49	Worst possible crossing with traffic at intersection of Southfield & Maple that interferes with pedestrians and bicyclists and bisects Baldwin Park, Rouge Trail, and Museum Park [Maple] [Southfield]	Nov 2, 2012 9:39 AM
50	Increased safety (police patrols) along the Rouge park Trail system [Rouge Trail]	Nov 2, 2012 9:35 AM
50 51	Increased safety (police patrols) along the Rouge park Trail system [Rouge Trail] none	Nov 2, 2012 9:35 AM Nov 2, 2012 8:27 AM
51	none	Nov 2, 2012 8:27 AM
51 52	none  Maple Road should not have bicycles on road! [Maple]  Cranbrook / 14 mile - create a bike path from the golf course to Seaholm and	Nov 2, 2012 8:27 AM Nov 2, 2012 6:59 AM

	around parked cars & trafffic is fast! [Eton]	
56	pierce street needs more lamp posts [Peirce]	Nov 1, 2012 6:45 PM
57	There does not seem to be any safe bike route near and parallel to Maple through downtown. [Maple] [Downtown]	Nov 1, 2012 6:36 PM
58	Sidewalks where there are none south of Maple Rd., west of Southfield Rd [Southfield]	Nov 1, 2012 6:10 PM
59	southbound elm street at bowers turning East onto Bowers is difficult because parked cars on north side/west-bound block driver's ability to see if any cars are coming [Elm & Bowers]	Nov 1, 2012 6:02 PM
60	Chester St. and Brown intersection needs pedestrian lights	Nov 1, 2012 5:54 PM
61	Easier crossing of Maple from Rouge River trail to the Quarton Lake path [Maple at Rouge Trail]	Nov 1, 2012 5:48 PM
62	To go down Woodward, there is sidewalks, but dangerous near the parking infront of businesses [Woodward]	Nov 1, 2012 5:45 PM
63	Adams road traffic is horrendous during rush hour. Go back to a four-lane road. Widen if needed. [Adams]	Nov 1, 2012 5:20 PM
64	I am currently satisfied with my ability to walk/bike wherever I'd like to in the city.	Nov 1, 2012 3:47 PM
65	Maple and Hazel Street intersection is dangerous and congested. [Maple]	Nov 1, 2012 3:35 PM
66	North Eton is very difficult to walk across at Graefield due to high volume of speeding traffic [Eton]	Nov 1, 2012 3:10 PM
67	There are several crosswalks with stop signs in downtown Birmingham that are hard to cross at because people in cars just don't pay attention to the pedestrians crossing. Better signage or brighter lines on the crosswalk may help. [Downtown]	Nov 1, 2012 3:02 PM
68	Improve bike access through downtown [Downtown]	Nov 1, 2012 2:54 PM
69	It is sometimes difficult to cross the street at stop signs in downtown Birmingham. Cars don't seem to pay much attention to pedestrians. Better signage or brighter lines on the crosswalks might help	Nov 1, 2012 2:52 PM
70	bridge connecting Lynn Smith Park and Linden Park	Nov 1, 2012 2:36 PM
71	Connecting the walkways in Rouge River Trail from one side of Maple to the Other [Maple at Rouge Trail]	Nov 1, 2012 1:48 PM
72	Intersection at Chester and Maple needs to be re engineered as it now designed to allow cars to continue at a high rate of speed while turning South onto Chester	Nov 1, 2012 1:24 PM
	[Maple]	
73	The corner of Adams and Hazel Street-there is no signal for crossing, very dangerous for pedestrians and cars. [Adams]	Nov 1, 2012 12:04 PM
74	Cranbrook/Evergreen near Seaholm. Students litter in bushes and concealing foliage. [Evergreen/Cranbrook Rd]	Nov 1, 2012 11:48 AM
75	East Maple. The city lost an opportunity (I understand the ruling after the neighborhood objections, I am baffled as to why they objected) [Maple]	Nov 1, 2012 10:59 AM

76	Maple road heading into town needs bike lane [Maple]	Nov 1, 2012 10:35 AM
77	Woodward crossings are improved, especially at Oak. [Woodward at Oak] [Woodward]	Nov 1, 2012 10:31 AM
78	Maple between Sfld & Lakepark [Maple]	Nov 1, 2012 10:14 AM
79	Coolidge/Maple intersection [Maple]	Nov 1, 2012 9:46 AM
80	River Rouge trail should run from Booth Park to Lincoln/Linden Park. Improvements were made to the stretch of trail between Willits and Maple, but it's a dead end at Maple. [Rouge Trail]	Nov 1, 2012 9:01 AM
81	Rouge River trail should be better connected and expanded [Rouge Trail]	Nov 1, 2012 8:59 AM
82	Convenient crossing at Woodward [Woodward]	Nov 1, 2012 8:20 AM
83	central business district lack of multi modal transport [Downtown]	Nov 1, 2012 8:11 AM
84	A way to connect the Rouge River trail over Maple Road. [Maple at Rouge Trail]	Nov 1, 2012 8:03 AM
85	Improve crosswalk at E. Maple and Woodward Ave. Difficult/unpleasant to cross on foot [Maple & Difficult   Woodward]	Nov 1, 2012 7:49 AM
86	Woodward and Oak - need a safe pedestrian intersection WITH marked crosswalk and signs [Woodward at Oak] [Woodward]	Nov 1, 2012 7:49 AM
87	complete sidewalks in all areas	Nov 1, 2012 7:38 AM
88	Add sidewalk/paths along north AND south Woodward Ave [Woodward]	Nov 1, 2012 7:24 AM
89	Chip path lighting	Nov 1, 2012 7:02 AM
90	maple & woodwards [Maple & Woodward]	Nov 1, 2012 6:34 AM
91	Oakland/Poppleton. School bus stops on Poppleton stops. Through traffic does not.	Oct 31, 2012 3:22 PM
92	Down town side walks angle down and are difficult to run on [Downtown]	Oct 31, 2012 2:24 PM
93	Woodward Avenue - bike lanes needed [Woodward]	Oct 31, 2012 1:09 PM
94	Maple and Baldwin needs a stop light and/or no left turn from Baldwin to Maple [Maple]	Oct 31, 2012 12:39 PM
95	Crossing Rouge River trail on Maple Rd. [Maple at Rouge Trail]	Oct 31, 2012 12:34 PM
96	Keep Lincoln the way it is. [Lincoln]	Oct 31, 2012 11:59 AM
97	West Lincoln between Pierce and Southfield- too much high speed traffic. Consider making this a one way street to discourage through traffic. Keep much needed parking along North side of street and possibly upgrade sidewalk on south side of street. Keeping speed limits in check would encourage cyclists and pedestrians to use this way. [Lincoln]	Oct 31, 2012 11:33 AM
98	Licoln, make it a residential street not a major road for people to cut through Birmingham and avoid 15 mile going through the city. Use medians spaced along Licoln with grass, trees, flowers. Use step outs at corners, stop signs etc to eliminate traffic and adherence to speed limit. [Lincoln]	Oct 31, 2012 9:14 AM
99	Lincoln acts as a barrier for north/south ped and bike movements. Need more crossing points and better speed enforcement [Lincoln]	Oct 31, 2012 8:42 AM

crosswalks at woodward and maple bridges for bikes and pedestrians would be safer [Maple & amp; Woodward]  South Old Woodward at (fast traffic that rarely yields to pedestrians, high pedestrian usage due to CVS, Frank St. Bakery, 555 Building, Yoga studios, overhead STOP FOR PEDESTRIANS signage needed similar to on North Old Woodward by Booth Park), also need bumpouts on sidewalk to narrow crossing distance) [Old Woodward]  Rensington safe sidewalks  Oct 30, 2012 10:36 PM More rosswalks and slower traffic on Old Woodward - especially the south end. Oct 30, 2012 9:36 PM [Old Woodward]  Cords are too narrow to allow for multiple lanes and a bike lane (especially Adams and Maple Roads) [Maple] [Adams]  Oak Avenue west of Old Woodward to Lake Park: sidewalk stop and start, no sidewalk on hill, blind hill [oak ave]  Oak Avenue west of Old Woodward to Lake Park: sidewalk breaks north side of Oak, blind hill, missing sidewalk on hill [oak ave]  rorosswalk at YMCA on lincoln [Lincoln]  Oak Odward Ave area lacks decent biking options (Sidewalks don't count) [Voodward]  Licoln and Floyd crosswalk [Lincoln]  Oct 30, 2012 4:24 PM Woodward to Lake Park: sidewalk breaks north side of Oak, blind hill, missing sidewalk on hill [oak ave]  There need to be more places(brides tunnels) for pedestrians/bike to cross the train tracks  Ped crossing Lincoln at Floyd and the YMCA - very hard to cross. Lots of traffic. Oct 30, 2012 4:29 PM [Voodward Samp; Lincoln]  Segregated lanes for bikes/ walking  Oct 30, 2012 2:44 PM Woodward Samp; Lincoln]  Crossing Lincoln and Woodward is dangerous and needs to be addressed [Vivodward Samp; Lincoln]  Woodward Awa per hard to travel on bike. [Maple & mp; Woodward]  Oct 30, 2012 1:46 PM Woodward in the YMCA and kids from school. No crosswalk here or nearby. Please put one in [Lincoln]  Woodward better cross walk at the you Lincoln [Lincoln] Oct 30, 2012 1:256 PM PM Woodward in the YMCA and kids from school. No crosswalk here or nearby. Please put one in [Lincoln]  Woodward better cross walks and mo			
pedestrian usage due to CVS, Frank St. Bakery, 555 Building, Yoga stuidios, overhead STOP FOR PEDESTRIANS signage needed similar to on North Old Woodward by Booth Park), also need bumpouts on sidewalk to narrow crossing distance)) [Old Woodward]  102 chip trail is creepyl it's either deserted or populated with large groups of teens, there are no safety measures.  103 Kensington safe sidewalks  Oct 30, 2012 9:36 PM  104 More crosswalks and slower traffic on Old Woodward - especially the south end. (Old Woodward)  105 roads are too narrow to allow for multiple lanes and a bike lane (especially Adams and Maple Roads) [Maple] [Adams]  106 Oak Avenue west of Old Woodward to Lake Park: sidewalks stop and start, no sidewalk on hill, blind hill [oak ave]  107 Oak Avenue west of Old Woodward to Lake Park: sidewalk breaks north side of Oak, blind hill, missing sidewalk on hill [oak ave]  108 crosswalk at YMCA on lincoln [Lincoln]  109 Woodward Ave area lacks decent biking options (Sidewalks don't count)  110 Licoln and Floyd crosswalk [Lincoln]  111 There need to be more places(brides tunnels) for pedestrians/bike to cross the train tracks  112 Ped crossing Lincoln at Floyd and the YMCA - very hard to cross. Lots of traffic. Oct 30, 2012 4:20 PM  113 Segregated lanes for bikes/ walking  114 Crossing Lincoln and Woodward is dangerous and needs to be addressed  115 Woodward and Maple are hard to travel on bike. [Maple & Woodward]  116 Woodward and Maple are hard to travel on bike. [Maple & Woodward]  117 No cross walk at the y on Lincoln [Lincoln]  118 Woodward and Maple. How about a pedestrian bridge? [Maple &  119 Woodward and Maple. How about a pedestrian bridge? [Maple &  110 Cot 30, 2012 1:16 PM  111 Woodward and Maple. How about a pedestrian bridge? [Maple &  112 Woodward and Maple. How about a pedestrian bridge? [Maple &  115 Woodward and Maple. How about a pedestrian bridge? [Maple &  116 Woodward and Maple. How about a pedestrian bridge? [Maple &  117 Oct 30, 2012 1:16 PM  118 Woodw	100		Oct 31, 2012 8:36 AM
there are no safety measures.  Oct 30, 2012 9:36 PM  More crosswalks and slower traffic on Old Woodward - especially the south end. [Old Woodward]  Todaward Maple Roads) [Maple] [Adams]  Oct 30, 2012 8:59 PM  Oct 30, 2012 8:59 PM  Oct 30, 2012 8:59 PM  Oct 30, 2012 8:15 PM  Adams and Maple Roads) [Maple] [Adams]  Oct 30, 2012 7:17 PM  Oak Avenue west of Old Woodward to Lake Park: sidewalks stop and start, no sidewalk on hill, blind hill [oak ave]  Oct 30, 2012 7:17 PM  Oak Avenue west of Old Woodward to Lake Park: sidewalk breaks north side of Oct 30, 2012 7:04 PM  Oak, blind hill, missing sidewalk on hill [oak ave]  Oct 30, 2012 6:37 PM  Oct 30, 2012 6:37 PM  Woodward Ave area lacks decent biking options (Sidewalks don't count)  Woodward Ave area lacks decent biking options (Sidewalks don't count)  There need to be more places(brides tunnels) for pedestrians/bike to cross the Urain tracks  There need to be more places(brides tunnels) for pedestrians/bike to cross the Oct 30, 2012 4:24 PM  Very fast traffic, [Lincoln]  112 Ped crossing Lincoln at Floyd and the YMCA - very hard to cross. Lots of traffic. Oct 30, 2012 4:20 PM  Very fast traffic, [Lincoln]  113 Segregated lanes for bikes/ walking  Oct 30, 2012 3:19 PM  114 Crossing Lincoln and Woodward is dangerous and needs to be addressed [Woodward]  115 Woodward Awapic are hard to travel on bike, [Maple & Deck amp; Woodward]  Oct 30, 2012 1:46 PM  Woodward and Maple are hard to travel on bike, [Maple & Deck amp; Woodward]  Oct 30, 2012 1:16 PM  Woodward and Maple are hard to travel on bike, [Maple & Deck amp; Woodward]  Oct 30, 2012 1:16 PM  Woodward and Maple are hard to travel on bike, [Maple & Deck amp; Woodward]  No cross walk at the yon Lincoln [Lincoln]  Oct 30, 2012 1:26 PM  Woodward and Maple are hard to travel on bike, [Woodward]  Oct 30, 2012 1:26 PM  Woodward better cross walks and more pedestrians - walking along it or crossing it - Oct 30, 2012 1:207 PM  Car is king! People and bikes, unwelcome [Woodward]	101	pedestrian usage due to CVS, Frank St. Bakery, 555 Building, Yoga studios, overhead STOP FOR PEDESTRIANS signage needed similar to on North Old Woodward by Booth Park), also need bumpouts on sidewalk to narrow crossing	Oct 30, 2012 10:51 PM
More crosswalks and slower traffic on Old Woodward - especially the south end. [Old Woodward]  Toads are too narrow to allow for multiple lanes and a bike lane (especially Adams and Maple Roads) [Maple] [Adams]  Oct 30, 2012 8:15 PM Adams and Maple Roads) [Maple] [Adams]  Oct 30, 2012 8:15 PM Adams and Maple Roads) [Maple] [Adams]  Oak Avenue west of Old Woodward to Lake Park: sidewalks stop and start, no sidewalk on hill, blind hill [oak ave]  Oak Avenue west of Old Woodward to Lake Park: sidewalk breaks north side of Oak, blind hill, missing sidewalk on hill [oak ave]  Oak Avenue west of Old Woodward to Lake Park: sidewalk breaks north side of Oak, blind hill, missing sidewalk on hill [oak ave]  crosswalk at YMCA on lincoln [Lincoln]  Oct 30, 2012 6:37 PM  Woodward Ave area lacks decent biking options (Sidewalks don't count)  (Woodward]  There need to be more places(brides tunnels) for pedestrians/bike to cross the train tracks  Ped crossing Lincoln at Floyd and the YMCA - very hard to cross. Lots of traffic.  Oct 30, 2012 4:23 PM  Ped crossing Lincoln at Floyd and the YMCA - very hard to cross. Lots of traffic.  Oct 30, 2012 4:10 PM  Segregated lanes for bikes/ walking  Oct 30, 2012 2:44 PM  Woodward and Maple are hard to travel on bike. [Maple & amp; Woodward]  Woodward and Maple are hard to travel on bike. [Maple & amp; Woodward]  No cross walk at the y on Lincoln [Lincoln]  No cross walk at the y on Lincoln [Lincoln]  Oct 30, 2012 1:16 PM  No cross walk at the yon Lincoln. This is a heavily crossed road for people walking to the YMCA and kids from school. No crosswalk here or nearby. Please put one in! [Lincoln]  Woodward and blice, universection at hill people and bikes, universection (Woodward)  Woodward better cross walks and more pedestrians - walking along it or crossing it - Oct 30, 2012 1:2:56 PM  Woodward better cross walks and more pedestrians or the sidewalks and more pedestrian protection at intersections	102		Oct 30, 2012 10:36 PM
[Old Woodward]  105 roads are too narrow to allow for multiple lanes and a bike lane (especially Adams and Maple Roads) [Maple] [Adams]  106 Oak Avenue west of Old Woodward to Lake Park: sidewalks stop and start, no sidewalk on hill, blind hill [oak ave]  107 Oak Avenue west of Old Woodward to Lake Park: sidewalk breaks north side of Oak, blind hill, missing sidewalk on hill [oak ave]  108 crosswalk at YMCA on lincoln [Lincoln]  109 Woodward Ave area lacks decent biking options (Sidewalks don't count) [Woodward]  110 Licoln and Floyd crosswalk [Lincoln]  111 There need to be more places(brides tunnels) for pedestrians/bike to cross the train tracks  112 Ped crossing Lincoln at Floyd and the YMCA - very hard to cross. Lots of traffic. Oct 30, 2012 4:32 PM Very fast traffic. [Lincoln]  113 Segregated lanes for bikes/ walking  114 Crossing Lincoln and Woodward is dangerous and needs to be addressed [Woodward] Ample. How about a pedestrian bridge? [Maple & Det 30, 2012 2:44 PM Woodward]  115 Woodward and Maple are hard to travel on bike. [Maple & Det 30, 2012 2:44 PM Woodward]  116 Woodward and Maple. How about a pedestrian bridge? [Maple & Det 30, 2012 1:16 PM Woodward]  117 No cross walk at the y on Lincoln [Lincoln] Oct 30, 2012 1:16 PM PM Please put one in [Lincoln]  118 Intersection at Floyd and Lincoln. This is a heavily crossed road for people walking to the YMCA and kids from school. No crosswalk here or nearby. Please put one in [Lincoln]  119 Woodward better cross walks and more pedestrian protection at intersections Oct 30, 2012 11:27 PM Woodward better cross walks and more pedestrian protection at intersections Oct 30, 2012 11:27 PM Woodward better cross walks and more pedestrian protection at intersections Oct 30, 2012 11:27 PM	103	Kensington safe sidewalks	Oct 30, 2012 9:36 PM
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	119		Oct 30, 2012 12:07 PM
	120		Oct 30, 2012 11:27 AM

121	Bowers & Elm street needs extra regulation. For cars: no stop sign/yield sign where people expect there to be one (on bowers west bound at elm) [Elm & Bowers]	Oct 30, 2012 10:49 AM
122	bicyclist and pedestrian crossing and Maple and Woodward [Maple & Description of the Control of	Oct 30, 2012 10:47 AM
123	Develop park area north of popelton park	Oct 30, 2012 9:41 AM
124	Walking bridge "over" Woodward to connect east and west neighborhoods [Woodward]	Oct 30, 2012 8:30 AM
125	Make the parks better before focusing on bike paths. For example, the part by Roper Elementary School needs significant work	Oct 30, 2012 7:42 AM
126	Crossing at Maple and Woodward [Maple & Doodward]	Oct 30, 2012 7:25 AM

127	Speeding on Pierce and Lincoln [Peirce] [Lincoln]	Oct 30, 2012 7:12 AM
128	Off road trails- Down Rouge	Oct 30, 2012 7:10 AM
129	Nothing. No improvements needed. There is absolutely nothing keeping me from walking or biking. Stop finding ways to waste taxpayer money.	Oct 29, 2012 11:20 PM
130	Adams Road is too busy with traffic to even get out on the road in a car let alone a bike; too much traffic. You need a way to route the through traffic around the town rather than through it. [Adams]	Oct 29, 2012 9:51 PM
131	You need to narrow Lincoln. [Lincoln]	Oct 29, 2012 9:43 PM
132	representation by areas of the city	Oct 29, 2012 6:15 PM
133	Maple and Adams [Maple & Damp; Adams]	Oct 29, 2012 5:52 PM
134	Not enough street lights	Oct 29, 2012 5:45 PM
135	Crossing at Woodward (new Woodward) and Maple [Maple & Doodward]	Oct 29, 2012 5:03 PM
136	NO TALL PLANTS IN THE WOODWARD MEDIAN	Oct 29, 2012 4:26 PM
137	Woodward - way too busy, and currently unsafe for cyclists and/or pedestrians [Woodward]	Oct 29, 2012 4:15 PM
138	Extra Cross Walks at Woodward (Hamilton, etc) [Woodward]	Oct 29, 2012 4:13 PM
139	Everywhere along Woodward, especially during the "Dream Cruise" (really the entire summer!) [Woodward]	Oct 29, 2012 4:02 PM
140	segregate bike lanes	Oct 29, 2012 10:37 AM
141	west of Derby school four way stops.	Oct 29, 2012 8:42 AM
142	Rouge Corridor Trail crossing of Maple Rd between Southfield and Lakepark. High vehicle speed in 4 lanes, and visibility create pedestrian angst. [Maple at Rouge Trail]	Oct 28, 2012 8:55 PM
143	woodward north especially no walk at all beyond 16mile [Woodward]	Oct 28, 2012 7:22 PM
144	Crossing at Woodward and Lincoln [Woodward & Direction]	Oct 28, 2012 4:56 PM
145	I cross Woodward from Manor to Redding quite alot. It's very difficult. [Woodward]	Oct 27, 2012 7:08 PM
146	adams - north of maple - bike lane ends before you get to Derby [Adams]	Oct 27, 2012 6:02 PM
147	Access Troy Transit Center Train Platform and Bridge from Birmingham Side (Cole Street extension)	Oct 27, 2012 5:18 PM

148	barnum park needs formalized cross walks and stop signs and all points of entry	Oct 27, 2012 4:41 PM
149	Dangerous crossing at Oak/Woodward. Need crosswalk and extra time for bikes/pedestrians. [Woodward at Oak] [Woodward]	Oct 27, 2012 1:51 PM
150	Downtown Birmingham [Downtown]	Oct 27, 2012 1:42 PM
151	Woodward & Maple - very difficult to cross completely [Maple & Double of the Complete of the C	Oct 27, 2012 11:57 AM
152	adams road - mid block walk paths [Adams]	Oct 27, 2012 10:48 AM
153	Cranbrook between Lincoln and 14 Mile has no sidewalk [Evergreen/Cranbrook Rd]	Oct 27, 2012 8:22 AM
154	Maple and Southfield Rd. [Maple] [Southfield]	Oct 27, 2012 6:11 AM
155	Maple road between Elm and Woodward (in front of Kroger) - no good biking possibilities to get between those streets [Maple]	Oct 26, 2012 9:41 PM
156	Area around Groves High School should have sidewalks (that borders the street)	Oct 26, 2012 9:32 PM
157	Maintenance to the trail by Booth Park	Oct 26, 2012 5:09 PM
158	Crosswalk at Maple and Pierce [Maple] [Peirce]	Oct 26, 2012 4:01 PM
159	Downtown birmingham Woodward Maple backups [Downtown]	Oct 26, 2012 3:24 PM
160	Oakland and Woodward Crossing [Woodward and Oakland]	Oct 26, 2012 3:08 PM
161	N Adams north of Buckingham Shoulder lane dissapears needs to continue to Big Beaver [Adams]	Oct 26, 2012 3:08 PM
162	Bicycling along (or parallel) to woodward avenue. [Woodward]	Oct 26, 2012 2:04 PM
163	Pierce [Peirce]	Oct 26, 2012 10:27 AM
164	Woodward Avenue needs designated bike/walk paths [Woodward]	Oct 26, 2012 10:00 AM
165	Adams Rd is not condusive to riding a bike on unless done illegaly on the sidewalk. [Adams]	Oct 26, 2012 9:04 AM
166	riding a bike on Adams is tough unless you illegally use the sidewalk [Adams]	Oct 26, 2012 8:25 AM
167	Pedestrian access/crossings along Woodward Ave. [Woodward]	Oct 26, 2012 8:23 AM
168	Taunton/Torry	Oct 26, 2012 7:58 AM
169	Crossing Greenfield at Beverly	Oct 26, 2012 7:06 AM
170	safe bike routes	Oct 26, 2012 1:43 AM
171	Maple/Eton intersection [Maple] [Eton]	Oct 25, 2012 9:54 PM
172	Woodward is hard to cross and creates a barrier between West Birmingham and East [Woodward]	Oct 25, 2012 9:25 PM
173	Woodward and Normandy [Woodward]	Oct 25, 2012 9:18 PM
174	Crossing Woodward / Hunter and virtually any location is hairy. [Woodward]	Oct 25, 2012 8:39 PM
175	Heading south on Adams just south of big beaver the sidewalk dead ends [Adams]	Oct 25, 2012 8:29 PM

176	Thirteen Mile between Evergreen and Lahser. There is no way for a pedestrian or bicyclist to navigate this road safely. As a driver, I worry when I see bikes or people as there's no safe place for pedestrians/bikes. This is my only problem because it prohibits me from entering on 13 Mile at all. I'd love to ride my bike somewhere anywhere! And I can't get out on 13 Mile to do so.	Oct 25, 2012 7:56 PM
177	marked bike routes	Oct 25, 2012 7:34 PM
178	Woodward [Woodward]	Oct 25, 2012 7:24 PM
179	Side street bike Routes Matainence	Oct 25, 2012 5:54 PM
180	bike safety near Woodward [Woodward]	Oct 25, 2012 5:50 PM
181	Woodward /Old Woodward difficult to bike except on sidewalk. [Woodward] [Old Woodward]	Oct 25, 2012 5:39 PM
182	Downtown BH is a congested place for cars, much less bikes. But BH planners created a "bypass" north and south of Maple to divert some traffic away from the busiest section of Maple. Need to construct similar safe/well-marked route for bikes. Thanks. [Downtown]	Oct 25, 2012 5:19 PM
183	adams rd north of woodward, add bike lane [Adams]	Oct 25, 2012 5:17 PM
184	Old Wooward [Old Woodward]	Oct 25, 2012 4:48 PM
185	Down town conjection [Downtown]	Oct 25, 2012 4:41 PM
186	Very difficult to bike or walk along any part of Woodward. [Woodward]	Oct 25, 2012 4:16 PM
187	do not put a bridge over maple road, we have lights and crosswalks already [Maple]	Oct 25, 2012 3:48 PM
188	paint creek trail gets to sloppy once the snow flies	Oct 25, 2012 3:48 PM
189	safe ways to bike into downtown Birmingham [Downtown]	Oct 25, 2012 3:31 PM
190	Crossing 14 mile west of Pierce - no light until Southfield [14 mile]	Oct 25, 2012 3:09 PM

191	14 mile East of Southfield is difficult to walk/ bicycle. Too close to traffic. [14 mile]	Oct 25, 2012 3:03 PM
192	Adams Road - More bicycle friendly [Adams]	Oct 25, 2012 2:22 PM
193	We missed an opportunity to reduce size of east maple between adams and eton - could have installed bike lanes on each sidewould have been a good start [Maple]	Oct 25, 2012 2:13 PM
194	Evergreen road North of Groves (narrow, winding and hilly (low visibility))	Oct 25, 2012 2:02 PM
195	13 mile road between Telegraph and Lasher	Oct 25, 2012 1:57 PM
196	Bike paths along Lone Pine, Big Beaver (Quarton)	Oct 25, 2012 1:49 PM
197	narrow sidewalks, too close to the road, no trees	Oct 25, 2012 1:22 PM
198	challenging intersection	Oct 25, 2012 1:04 PM
199	pierce street between 14 and 15 mile - congested on street and sidewalks [Peirce]	Oct 25, 2012 1:01 PM
200	Downtown Birmingham [Downtown]	Oct 25, 2012 12:58 PM
201	Would like a bike path running next to the train tracks, seperated by a fence.	Oct 25, 2012 12:54 PM
202	Near Derby school - busy roads/poor road conditions	Oct 25, 2012 12:53 PM
203	A safely routed way through downtown Birmingham [Downtown]	Oct 25, 2012 12:49 PM
204	Ped Crossing at Henrietta and Lincoln should have a signal. Cars often do not stop, especially drivers that are texting. [Lincoln]	Oct 25, 2012 12:41 PM
205	Intersection of Woodward & Oakland Ave - Staggered cross light sequence will be the cause of a fatality/fatalities soon. Children on bikes crossing the northbound lanes are unaware that they do not have the light to cross the southbound lanes (this is on your hands when it happens). [Woodward and Oakland]	Oct 25, 2012 12:33 PM
206	There should be a path from 13 mile road to Seaholm along Evergreen for the students. A path from Groves to Seaholm.	Oct 25, 2012 12:23 PM
207	lincoln rd from rail district to seaholm; consistent route and expectations [Lincoln]	Oct 25, 2012 11:59 AM
208	woodward and lincoln [Woodward & Lincoln]	Oct 25, 2012 11:02 AM
209	Maple (west of Woodward) the paved road is in bad shape - too dangerous for biking [Maple]	Oct 25, 2012 10:59 AM
210	No Sidewalks along Cranbrook, despite Seaholm being there	Oct 25, 2012 10:37 AM

	[Evergreen/Cranbrook Rd]	
211	Birmingham commercial center needs safer bike access with designated lanes or more sidewalk space. Places to lock the bike would be nice. [Downtown]	Oct 25, 2012 10:35 AM
212	Locations and convenience of public transportation	Oct 25, 2012 10:29 AM
213	Maple at Southfield - dangerous crossing [Maple] [Southfield]	Oct 25, 2012 10:22 AM
214	crossing Lincoln west of Southfield Rd. can be challenging [Lincoln]	Oct 25, 2012 10:22 AM
215	Lighting for night walking	Oct 25, 2012 10:19 AM
216	Need a bicycle path along woodward from Lone Pine/Charing Cross to sidewalks of birmingham [Woodward]	Oct 25, 2012 10:16 AM
217	excessive neighborhood vehicle traffic in Poppleton Park area due to closing of main street [Wimbledon] at rush hours	Oct 25, 2012 10:12 AM
218	residential intersections have snow plowed onto side/cross walks and not removed by the city [Sidewalk Snow]	Oct 25, 2012 10:11 AM
219	We would love to bike on the Rouge River Trail, but the wood chips aren't good for biking. a gravel trail for bikes would be nice. [Rouge Trail]	Oct 25, 2012 10:10 AM
220	I'm too nervous to try biking on busy roads, so I'm not aware of specific problems	Oct 25, 2012 10:06 AM
221	Adams and Big Beaver: busy/difficult intersection to cross [Adams]	Oct 25, 2012 10:05 AM
222	Cranbrook at Lincoln/Middlebury - add traffic lights or stop sign to facilitate pedestrian crossing [Evergreen/Cranbrook Rd]	Oct 25, 2012 10:03 AM
223	Safer pedestrian crossings of Woodward Aveneue between Maple and Quarton. [Woodward]	Oct 25, 2012 10:02 AM
224	Southfield and Lincoln [Lincoln] [Southfield]	Oct 25, 2012 10:01 AM
225	Crossing Woodward at Maple requires nearly running to make the lights. Not very good for older residents or parents with small children. A longer light would be great. Even better would be a bridge like the one over Big Beaver at Somerset! [Maple & December 2]	Oct 25, 2012 10:00 AM
226	Off road bike trails in/near B'ham	Oct 25, 2012 9:59 AM
227	Difficult to cross at 14/Southfield heading north or south (staggered traffic lights for all directions including turns) [14 mile] [Southfield]	Oct 25, 2012 9:34 AM
228	16 Mile/Big Beaver heading west just past woodward - should be no left turn during rush hours	Oct 25, 2012 9:31 AM

229	Evergreen/Cranbrook Corridor - need safe bike paths/lanes [Evergreen/Cranbrook Rd]	Oct 25, 2012 9:30 AM
230	woodward/16 crossing [Woodward]	Oct 25, 2012 9:11 AM
231	designated and maintained bike paths not directly in traffic. (keeping in mind Woodward, Southfield, 14 Mile and 15 Mile)	Oct 24, 2012 12:35 PM
232	No opinion	Oct 24, 2012 9:49 AM
233	Maple between Southfield and Woodward too busy hard to travel on or through any intersection [Maple]	Oct 24, 2012 9:17 AM
234	Southfield Rd is very narrow and requires extreme attention for driving [Southfield]	Oct 24, 2012 8:16 AM
235	I attended Groves High School and found traffic to be too dangerous to risk bicycling to school on 13 mile Rd or Evergreen [Evergreen/Cranbrook Rd]	Oct 23, 2012 11:05 PM
236	Eton in the Rail District. It is an absolute mess and getting worse. It is unpleasant from an aesthetic standpoint. A couple of suggestions: It needs to be better striped as to lanes, and on street parking needs to be restricted, or at least limited to the East-Side of the road. Traffic should also not be allowed to cut through the neighborhood streets when exiting a business. Cars currently park on both sides of Eton and it is hard to see around when you are turning onto Eton in either direction. [Eton]	Oct 23, 2012 10:13 PM
237	Woodward Avenue seems particularly wide and I'd feel uncomfortable crossing it with the fear of holding up car traffic or waiting too long for the pedestrian light. [Woodward]	Oct 23, 2012 9:56 PM
238	Woodward and Maple - the light could be time longer for those driving on Maple [Maple & Doodward]	Oct 23, 2012 3:27 PM
239	Rouge River trail south of Maple [Maple at Rouge Trail]	Oct 23, 2012 2:09 PM
240	Crossing Big Woodward (anywhere) [Woodward]	Oct 23, 2012 2:05 PM
241	Lincoln Street - bike lanes or sharrows with signs [Lincoln]	Oct 23, 2012 1:21 PM
242	parked cars are a problem for bicyclists-opening their doors or pulling out on Old Woodward around Maple and Hamilton [Old Woodward] [Maple]	Oct 23, 2012 11:41 AM
243	Woodward could easily have one lane removed to include a bike lane and a buffer area. The amount of lanes Woodward currently has encourages speeding and does not reduce traffic in the same way that additional roads would. [Woodward]	Oct 23, 2012 11:22 AM
244	none	Oct 23, 2012 9:45 AM

245	Consider Mandaged BM and word?	O-4-22, 2042, 4:20 PM
245	Crossing Woodward [Woodward]	Oct 22, 2012 4:29 PM
246	Woodward and Maple [Maple & Doodward]	Oct 22, 2012 2:03 PM
247	Difficult to cross Woodward at Lincoln [Woodward & Difficult to cross Woodward at Lincoln]	Oct 22, 2012 12:43 PM
248	Crossing Woodward is difficult [Woodward]	Oct 22, 2012 11:13 AM
249	Lincoln between Woodward and Soutfield. Street needs to be narrowed. Too many cars that are too fast. Do not put bike lanes here. Cars cheat when they see bike lanes. They can't cheat when the streets are narrowed or choked down or when there are parked cars in the way. Promises of increased police enforcement will never solve this problem [Lincoln]	Oct 22, 2012 10:59 AM
250	Woodward between Lincoln and 14 mile Some better method for crossing is needed. [Woodward]	Oct 22, 2012 9:50 AM
251	Woodward Ave bicycling infrastructure [Woodward]	Oct 22, 2012 9:26 AM
252	Adams Road, especially north of Maple, is particularly unpleasant to bike along. It is fairly narrow and traffic routinely travels much faster than the posted limit due to the widened lanes on the northern end of the road. [Adams]	Oct 21, 2012 10:29 PM
253	Need improved bike connection across Grand Trunk line between 14 Mile and Maple.	Oct 20, 2012 1:02 AM
	Location Two	
1	crossing Woodward at Maple is awkward, always have to wait in the middle of Woodward [Maple & Woodward]	Nov 5, 2012 9:42 AM
2	Trying to ride a bike thru the down town area. With cars pulling out of parking spots, narrowed roads due to parked cars and outdoor cafe's, there is no room to bike. [Downtown]	Nov 4, 2012 10:05 PM
3	N Old Woodward condos and apartment complexes near Oak don't clear snow and ice adequately from sidewalks for walkers [Old Woodward]	Nov 4, 2012 6:06 PM
4	Woodward and Oakland [Woodward and Oakland]	Nov 4, 2012 5:16 PM
5	Woodward and Maple [Maple & Doodward]	Nov 4, 2012 3:01 PM
6	Sidewalk needed on Cranbrook and 14 Mile connecting Berkshire to Seaholm (sidewalks started on B'ham side of street; they are great! Crosswalks needed for students) [Evergreen/Cranbrook Rd]	Nov 4, 2012 1:42 PM
7	Lakeside Drive small residential street is used as a shortcut by commuters at dangerous speed for our children!	Nov 4, 2012 11:08 AM
8	Maple (anywhere along that miserable road) [Maple]	Nov 4, 2012 7:38 AM
9	WOODWARD and OAK - NEEDS TO BE MADE A CROSS WALK - people cross there anyway [Woodward at Oak]	Nov 4, 2012 6:25 AM
10	Effective cross walk markings	Nov 4, 2012 3:41 AM
12	motorists don't respect pedestrians in crosswalks or crossing at intersections	Nov 4, 2012 2:16 AM
14	Do NOT encourage vehicle speeding by removing street parking for any reason	Nov 3, 2012 9:21 PM
15	poor lighting along sidewalk on Woodward on west side of Pembroke Park [Woodward]	Nov 3, 2012 8:30 PM
		Daga A112

16	Any crossing of Woodward [Woodward]	Nov 3, 2012 8:11 PM
18	Bus stop south of Maple on Adams	Nov 3, 2012 5:33 PM
19	Woodward, north and south of town [Woodward]	Nov 3, 2012 5:10 PM
21	Make River Rouge trails system friendly and much more useable [Rouge Trail]	Nov 3, 2012 4:51 PM
22	more streetlights in Poppleton, Birmingham Estates for walking	Nov 3, 2012 3:17 PM
23	Old Woodward [Old Woodward]	Nov 3, 2012 1:44 PM
25	consider placing a "resting" bench in middle of block on Pierce outside of Barnum Park fencing	Nov 3, 2012 1:01 PM
26	all parks - dropping the no dog rule has resulted in a lot of loose, scary dogs suddenly running up to a walker. This happens on sidewalks too. Giving the dogs a park of their own and allowing them on leashes in the parks have allowed the owners to feel they can do anything they want since Birmingham is so dog friendly	Nov 3, 2012 10:49 AM
27	woodward, crossing on foot [Woodward]	Nov 3, 2012 10:39 AM
28	Getting around downtown on a bike is a mess - not sure what the solution is. But there should be temporary shelter from weather for walkers - sometimes walkers after store hours.	Nov 3, 2012 10:23 AM
29	Oak st [oak ave]	Nov 3, 2012 8:57 AM
30	14 Mile Rd (both East & West of Woodward) is not bike friendly - no good bike paths - sidewalks are in poor condition [14 mile]	Nov 3, 2012 8:08 AM
31	separate traffic signals for walkers and riders-woodward [Woodward]	Nov 3, 2012 7:34 AM
32	Install crosswalks, signage, stop signs and side walks around rail district, especially Eton and Cole Street, to connect neighborhood with current and incoming businesses	Nov 2, 2012 8:46 PM

36	New Woodward and maple [Maple & Doodward]	Nov 2, 2012 7:42 PM
37	Getting across Eton Street - anywhere [Eton]	Nov 2, 2012 7:30 PM
38	All mile roads and Woodward are dangerous. 14 mile needs a "no right turn on red". Crossing on my bike or walking, I've almost been hit several times because drivers are not looking at pedestrians when they are watching for their break in traffic to turn right. [Woodward]	Nov 2, 2012 4:46 PM
39	Crossing Southfield at Maple (from/to the Linden Park trail [Maple] [Southfield]	Nov 2, 2012 4:18 PM
40	Sidewalks on Maple between Southfield and Cranbrook are always slippery and full of snow in the winter [Maple]	Nov 2, 2012 4:00 PM
41	Difficult to cross Woodward in one light, but if you wait in median there is no problem. Since Woodward is a major throughfare in SE Michigan, I think it should stay as is [Woodward]	Nov 2, 2012 2:52 PM
42	crossing S. Eaton anywhere between Maple and Lincoln [Eton]	Nov 2, 2012 2:31 PM
43	It is currently difficult to bike from SE Bham to downtown. Dedicated lanes on Woodward needed [Woodward]	Nov 2, 2012 2:29 PM
44	safer walking and biking routes along Woodward from 14 Mile to downtown Birmingham [Woodward]	Nov 2, 2012 1:42 PM
46	Crossing Maple @ Etonsame as above. Should be a pedestrian-crossing button. [Maple] [Eton]	Nov 2, 2012 10:59 AM
47	Ability to cross the train tracks without having to go up Eaton to Maple to go under the bridge. Pedestrian bridge to nex transit center would be excellent! [Maple at Railroad]	Nov 2, 2012 10:53 AM
49	Better wayfinding for the Rouge Trail and pedestrian connections to Booth Park,e tc. [Rouge Trail]	Nov 2, 2012 9:39 AM
52	N. Eton should not have bicycles on road! [Eton]	Nov 2, 2012 6:59 AM
53	Northlawn west of Southfield over the river	Nov 1, 2012 8:43 PM
54	Adams and Lincoln [Lincoln] [Adams]	Nov 1, 2012 8:35 PM
55	Need to be able to cycle safely from Rail district to Troy shopping strip on Coolidge- turning under the viadock is scary on bike [Maple at Railroad]	Nov 1, 2012 7:24 PM
58	Bushes, trees and shrubs overhang sidewalks. There should be an ordinance regulating this problem that impedes foot travel.	Nov 1, 2012 6:10 PM
59	webster crossing worth mark on worth that cross-traffic does not stop. Otherwise Worth drivers assume it's a four-way stop and tend to roll thru the	Nov 1, 2012 6:02 PM

	stop, assuming Webster traffic WILL stop	
60	Woodward at Maple hard intersection on foot [Maple & Woodward]	Nov 1, 2012 5:54 PM
61	Better connectivity of all the Rouge River Trails [Rouge Trail]	Nov 1, 2012 5:48 PM
63	Allow passing of cars making left turns at intersections on Lincoln road. [Lincoln]	Nov 1, 2012 5:20 PM
64	Bicyclists that don't obey traffic signals and signs	Nov 1, 2012 3:47 PM
67	Better/brighter streetlights on some of the smaller, but busier roads would be helpful. I frequently run in the morning before it gets light out on Lincoln, Chesterfield, Oak, and other streets and they are very dark. The lighting along Maple and in town is perfect.	Nov 1, 2012 3:02 PM
68	bike racks downtown	Nov 1, 2012 2:54 PM
70	map of trails	Nov 1, 2012 2:36 PM
71	Rouge River Trail after Lincoln is non-existent [Rouge Trail]	Nov 1, 2012 1:48 PM
72	Slow Woodward down - The speed is way too fast for pedestrian crossings - Its 35mph in Ferndale - Why not Birmingham [Woodward]	Nov 1, 2012 1:24 PM
73	The triangle district is a congested mess with parking on the sides of the streets it's dangerous for pedestrians.	Nov 1, 2012 12:04 PM
74	All intersections at Old Woodward. Cars try to pile across during light and stick out when it changes. [Old Woodward]	Nov 1, 2012 11:48 AM
75	Would the light at Maple and Lakepark be better used at the bottom of the hill so one leaving hte South Rouge path could more easily cross to the North side?	Nov 1, 2012 10:59 AM
76	Crossing Woodward is challenging. Lights are short. [Woodward]	Nov 1, 2012 10:35 AM
77	Rouge trail plan is completed. Golf courses have single-track bike trails. Kenning Park is master planned. [Rouge Trail]	Nov 1, 2012 10:31 AM
78	Oak at Woodward [Woodward at Oak]	Nov 1, 2012 10:14 AM
79	Rough street crossings for wheelchairs downtown [Downtown]	Nov 1, 2012 9:46 AM
80	The corner of Maple and Chester is dangerous to cross in the morning. Cars moving too fast cutting through Birmingham from the Northern suburbs to reach Southfield Rd do not always yield to pedestrians. [Maple]	Nov 1, 2012 9:01 AM
81	make downtown safer and user friendly for biking and walking [Downtown]	Nov 1, 2012 8:59 AM
82	Better trails through Rouge pathway, and other nature areas, connecting locations.	Nov 1, 2012 8:20 AM

83	better lighting on the rouge trail's north end	Nov 1, 2012 8:11 AM
84	A way to connect the Triangle District to the Downtown - Maybe a traffic light at NB Woodward and Brown.	Nov 1, 2012 8:03 AM
87	safer crossings at main roads woodward [Woodward]	Nov 1, 2012 7:38 AM
88	Clearly define sidewalk along southbound Woodward Ave beginning south of Lincoln [Woodward]	Nov 1, 2012 7:24 AM
89	Intersection of maple and Baldwin [Maple]	Nov 1, 2012 7:02 AM
90	lincoln & woodward [Woodward & Lincoln]	Nov 1, 2012 6:34 AM
91	Confusing pedestrian traffic at Oakland/Ferndale light	Oct 31, 2012 3:22 PM
92	Down town roads are rough and hard to bike on [Downtown]	Oct 31, 2012 2:24 PM
93	Woodward Avenue - safer and more frequent pedestrian crossings - it is not an expressway [Woodward]	Oct 31, 2012 1:09 PM
94	corner of Lakeview and Oak creates a blind spot for traffic regardless of direction [oak ave]	Oct 31, 2012 12:39 PM
95	In general, streets of Birmingham are too crowded with parked cars	Oct 31, 2012 12:34 PM
96	Keep Lincoln the way it is. [Lincoln]	Oct 31, 2012 11:59 AM
97	city of Birmingham. Create a system of one way streets to improve traffic flow, parking and be more walker friendly. Let's think of Birmingham as a destination to come and park, not as a way to cut through on a commute. Traffic should flow around Birmingham, not through. Once a person has arrived, let them find plenty of free parking and places to walk to. Let's face the facts- bicycles are a fantastic mode of transportation but really only practical for a few of the summer months for most individuals. Birmingham still needs to be as car friendly as possible to support our downtown businesses	Oct 31, 2012 11:33 AM
99	Papa Joes is our nearest grocery store, but is hard to bike to. Woodward is stressful to cross on foot (too short crossing time) and sidewalks are often too narrow for peds and bikes to co-exist [Woodward]	Oct 31, 2012 8:42 AM
100	crosswalks at eaton and maple bridges for bikes and pedestrians would be safer [Maple] [Eton]	Oct 31, 2012 8:36 AM
101	Woodward and Bowers (takes two lights to cross Woodward and this is the narrowest path across Woodward, doesn't feel safe in the median waiting for next light) [Woodward & Dowers]	Oct 30, 2012 10:51 PM
102	pedestrians are at risk at every intersection! remove motorist right on red in downtown area. [Downtown]	Oct 30, 2012 10:36 PM

103	Adams north good sidewalks [Adams]	Oct 30, 2012 9:36 PM
104	Well marked and more crosswalks across Woodward. [Woodward]	Oct 30, 2012 8:59 PM
105	no sidewalks/bike paths along Woodward [Woodward]	Oct 30, 2012 8:15 PM
106	Woodward and Oak: can only cross to grassy median before light changes, no sidewalk on median, too short of a light - takes you to Poppleton Park [Woodward at Oak]	Oct 30, 2012 7:17 PM
107	Woodward and Oak Avenue: No sidewalk on median, light is too quick so you must wait in median on grass [Woodward at Oak]	Oct 30, 2012 7:04 PM
111	The crossing at Maple and Eaton can be dangerous to cross, the light is short and it is very busy. Maybe a pedestrian bridge integrated into the rail bridge [Maple] [Eton]	Oct 30, 2012 4:23 PM
112	Ped crossing Maple at Linden Park (south side) to waterfall/Quartan Lake (north side). Maple is CROWDED and FAST! [Maple]	Oct 30, 2012 4:10 PM
113	road conditions	Oct 30, 2012 3:19 PM
114	Biking on Lincoln is dangerous even as a minor road, it needs a designated lane [Lincoln]	Oct 30, 2012 2:44 PM
118	Would like to see the rouge river trail extended south of Lincoln. Beautiful trail, but too short! [Rouge Trail]	Oct 30, 2012 12:56 PM
119	Maple Road , west of downtown bham is too car oriented - cant cross - no bike access [Maple]	Oct 30, 2012 12:07 PM
120	Lincoln between Adams and Southfield additional curb extensions at intersections to keep cars from passing on right and more pedestrian protection at intersections make crossing distance shorter [Lincoln]	Oct 30, 2012 11:27 AM
121	Heading into downtown bham at woodward & maple is a challenging intersection for bikes/pedestrians (near the Kroger) [Maple & Doodward]	Oct 30, 2012 10:49 AM
122	biking along E Maple [Maple]	Oct 30, 2012 10:47 AM
124	Maple east of Adams is a racetrack and not secure feeling, speeds are high and road is to close to walkways [Maple]	Oct 30, 2012 8:30 AM
125	Allow a way to have pedestrians cross the railroad tracks other than under the viaduct at Eaton or by Derby Middle School [Maple at Railroad]	Oct 30, 2012 7:42 AM
128	Route across Big Beaver at Adams	Oct 30, 2012 7:10 AM
131	You need to choke down the entrance to Lincoln at Woodward. [Woodward & Description of the Control of the Contr	Oct 29, 2012 9:43 PM
132	traffic on adams, difficult to turn on to adams 4 to six hours a day [Adams]	Oct 29, 2012 6:15 PM
133	Maple and Hunter [Maple]	Oct 29, 2012 5:52 PM
134	Plows pushing snow onto sidewalks	Oct 29, 2012 5:45 PM
136	REMOVE THE MEDIAN IN OLD WOODWARD FROM OAK TO WILLITS [Old Woodward]	Oct 29, 2012 4:26 PM
137	Maple road - congested. Okay for walking but not biking [Maple]	Oct 29, 2012 4:15 PM

138	Crap Sidewalk on Maple Between Qdoba and Adams (Lousy surface and too close to Maple) [Maple]	Oct 29, 2012 4:13 PM
141	crossing Quarton at Covington School	Oct 29, 2012 8:42 AM
142	Better marking of Rouge Trail between Willits Rd and Booth Park. [Rouge Trail]	Oct 28, 2012 8:55 PM
143	develop rail/walk/bike path along the rail tracks	Oct 28, 2012 7:22 PM
144	Crossing at Woodward and Maple [Maple & Doodward]	Oct 28, 2012 4:56 PM
145	It would be nice to have a safer place to cross Woodward at Oak Ave. [Woodward at Oak]	Oct 27, 2012 7:08 PM
146	the city spent a ton of money on Lincoln and did not add bike lanes - tons of land in the center of the roada bike lane to the high school sounded reasonable [Lincoln]	Oct 27, 2012 6:02 PM
147	Improved Bike Lanes from downtown Birmingham to Troy Transit Center	Oct 27, 2012 5:18 PM
148	old woodward is disfunctional (maple to lincoln) needs an overhaul [Old Woodward]	Oct 27, 2012 4:41 PM
149	From Cranbrook/Lincoln to Groves High School - no pedestrian walk/bike path. We need it! [Evergreen/Cranbrook Rd] [Lincoln]	Oct 27, 2012 1:51 PM
150	West Maple Road [Maple]	Oct 27, 2012 1:42 PM
151	Woodward & Bowers - very difficult to cross completely [Woodward & Dowers]	Oct 27, 2012 11:57 AM
152	eton road - area bike paths [Eton]	Oct 27, 2012 10:48 AM
154	Cranbrook Rd. to 13 mile [Evergreen/Cranbrook Rd]	Oct 27, 2012 6:11 AM
155	Maple and Old Woodward intersection. Allowing right on red turns puts pedestrians at risk. I have nearly been hit a couple times crossing Maple from drivers turning from Old Woodward on a red light and only paying attention to the vehicles [Maple & Old Woodward]	Oct 26, 2012 9:41 PM

157	Better safety in Booth Park, more parking	Oct 26, 2012 5:09 PM
158	Crossing Woodward at Lincoln [Woodward & Direction]	Oct 26, 2012 4:01 PM
160	NO safe way to get from Birmingham to Clinton River Trail	Oct 26, 2012 3:08 PM
161	Big Beaver west of Adams Needs 4' eastbound and westbound paved shoulder for cyclists to Woodward	Oct 26, 2012 3:08 PM
162	Bicycle crossing under railroad at Eaton Avenue. [Maple at Railroad]	Oct 26, 2012 2:04 PM
163	crossing woodward at park [Woodward]	Oct 26, 2012 10:27 AM
164	Pods of "bikers" currently use side streets because of safety concerns.	Oct 26, 2012 10:00 AM
165	Maple Rd between Coolage & Woodward is dangerous. [Maple]	Oct 26, 2012 9:04 AM
166	using Woodward is extremely dangerous [Woodward]	Oct 26, 2012 8:25 AM
167	Upgrades to existing Rouge Trail system. [Rouge Trail]	Oct 26, 2012 8:23 AM
168	Lincoln/Woodward and Maple/Woodward [Maple & Doodward] [Woodward & Doodward & Doodward] [Woodward & Doodward] [Woodward] [Woodward & Doodward] [Woodward]	Oct 26, 2012 7:58 AM
169	Crossing Woodward anywhere [Woodward]	Oct 26, 2012 7:06 AM
171	Woodward/maple [Maple & Woodward]	Oct 25, 2012 9:54 PM
172	Drivers in Downtown Birmingham do not watch for runners/bikers	Oct 25, 2012 9:25 PM
173	Long lake and Telegraph	Oct 25, 2012 9:18 PM
174	Traveling through or circumventing downtown is inconsistent, confusing, and not always safe.	Oct 25, 2012 8:39 PM
177	opportunity to mark Lincoln was lost with recent repayment [Lincoln]	Oct 25, 2012 7:34 PM
178	Old Woodward [Old Woodward]	Oct 25, 2012 7:24 PM
181	All areas Cars do not observe speed limits (major roads and especially residential streets)	Oct 25, 2012 5:39 PM
183	eton between 14 and 15 mile add bike lane [Eton]	Oct 25, 2012 5:17 PM
184	Lincoln [Lincoln]	Oct 25, 2012 4:48 PM
185	Crossing Maple and other Mile Roads when on residential streets [Maple]	Oct 25, 2012 4:41 PM
186	Crossing over Woodward is a challenge. The cars are not looking for cyclists. And the intersections are too long for a child to cross within light time limits.	Oct 25, 2012 4:16 PM

	Particularly at Quarton Rd., Maple and Lincoln. [Maple & Dodward] [Woodward & Dodward] [Woodward]	
187	you stopped snow plowing sidewalks leading to town years ago	Oct 25, 2012 3:48 PM
190	Traveling along Woodward - a terrible mix of pedestrians, bikes, and traffic [Woodward]	Oct 25, 2012 3:09 PM
191	Woodward (between 16-12 mi) is difficult to walk / bike. Too close to traffic, sidewalks not continuous. [Woodward]	Oct 25, 2012 3:03 PM
192	Pierce Street - More bicycle friendly [Peirce]	Oct 25, 2012 2:22 PM
193	Off road trails would be great but I can only thinnk of Rouge corridor, which tends to stay wet often. but its worth a thought. would be nice to connect it as a walking/running route into other communities.	Oct 25, 2012 2:13 PM
194	13 mile road west of Groves (narrow shoulder, 40mph vehicle speeds)	Oct 25, 2012 2:02 PM
196	Bike paths down Lincoln (East and West) [Lincoln]	Oct 25, 2012 1:49 PM
198	Woodward is to busy [Woodward]	Oct 25, 2012 1:04 PM
199	woodward from downtown birmingham to 13 mile - congested in front of stores when riding bikes [Woodward]	Oct 25, 2012 1:01 PM
200	SOUTHFIELD road [Southfield]	Oct 25, 2012 12:58 PM
201	Would like bike lanes on all major streets	Oct 25, 2012 12:54 PM
204	Rouge river trails are great! Would love to have more options that go East-West, or further north/south. It is really special to be able to walk through the woods on the way to a destination downtown. [Rouge Trail]	Oct 25, 2012 12:41 PM
205	S. Elm St at Bowers St Rediculous 2 way stop sign with limited sight distance because of buildings. Why is this not a 4-way stop? [Elm & Bowers]	Oct 25, 2012 12:33 PM
208	woodward and 14 1/2 mile road [Woodward]	Oct 25, 2012 11:02 AM
210	Very hard/scary crossing Woodward on foot [Woodward]	Oct 25, 2012 10:37 AM
211	Kroger on the residential North side needs bike access and a place to park and lock.	Oct 25, 2012 10:35 AM
212	Congestion because of lanes ending and light timing at Adams and Big Beaver [Adams]	Oct 25, 2012 10:29 AM
214	Crossing woodward ave. on foot and bike is scary [Woodward]	Oct 25, 2012 10:22 AM
215	Snow & Ice Removal in winter months	Oct 25, 2012 10:19 AM

216	master plan with Bloomfield/Township to complete safety paths from birmingham to Clinton river trail.	Oct 25, 2012 10:16 AM
217	No crosswalk on Woodward/Hunter between Maple and Oakland [Woodward]	Oct 25, 2012 10:12 AM
219	It's difficult for pedestrians and bikers to share the sidewalks in downtown Birmingham and dangerous to bike on the roads. bike lanes and bike parking would be a great improvement. [Downtown]	Oct 25, 2012 10:10 AM
221	Maple and Woodward: busy/difficult intersection to cross [Maple & Description of the Control of	Oct 25, 2012 10:05 AM
222	East side of Cranbrook just north of Seaholm Parking lot - improve street lighting [Evergreen/Cranbrook Rd]	Oct 25, 2012 10:03 AM
223	Pathway along Big Beaver/Quarton	Oct 25, 2012 10:02 AM
224	Maple and Southfield [Maple] [Southfield]	Oct 25, 2012 10:01 AM
227	Rarely attempt to cross Woodward due to high volume of traffic [Woodward]	Oct 25, 2012 9:34 AM
229	Maple Road - bike paths/lanes [Maple]	Oct 25, 2012 9:30 AM
230	woodward/charing cross east to chesterfield [Woodward]	Oct 25, 2012 9:11 AM
231	Easy and safe access to cross Woodward, Southfield, 14 mile and 15 mile Roads [Woodward] [14 mile] [Southfield]	Oct 24, 2012 12:35 PM
234	Oak Street Near Greenwood cemetary becomes narrow requires extreme attention for driving [oak ave]	Oct 24, 2012 8:16 AM
236	The intersection in the Triangle District behind the Fiat Dealership and Bowers. Extremely dangerous as traffic is coming in on Elm from two directions and Elm is way to narrow. Once again on-street parking makes the road quite dangerous.	Oct 23, 2012 10:13 PM
237	Maple road doesn't seem connected to the River Rouge park system. [Maple] [Maple at Rouge Trail]	Oct 23, 2012 9:56 PM
238	Maple and Pierce - could have a better signal system for turning onto Maple [Maple] [Peirce]	Oct 23, 2012 3:27 PM
239	Crossing Maple at Quarton Lake [Maple]	Oct 23, 2012 2:09 PM
240	Crowwing Maple between Coolidge and Woodward [Maple]	Oct 23, 2012 2:05 PM
241	Maple Road - bike lanes with signs [Maple]	Oct 23, 2012 1:21 PM
242	the pedestrian crossing on Maple and Pierce [Maple] [Peirce]	Oct 23, 2012 11:41 AM

243	Having a rail trail along the Grand Trunk line that runs through Royal Oak, Birmingham, etc. would be an amazing opportunity for cyclists and walkers alike.	Oct 23, 2012 11:22 AM
244	none	Oct 23, 2012 9:45 AM
245	Walking or Biking on Woodward [Woodward]	Oct 22, 2012 4:29 PM
246	Brown and Woodward [Woodward]	Oct 22, 2012 2:03 PM
247	Difficult to cross Lincoln at the YMCA [Lincoln]	Oct 22, 2012 12:43 PM
248	Traffic on Maple is too tight and jammed all the time [Maple]	Oct 22, 2012 11:13 AM
249	Lincoln between Woodward and Adams. This is a disaster . It encourages cut- throughs from the towns of Troy and Soutfield. Needs to be fixed ASAP [Lincoln]	Oct 22, 2012 10:59 AM
252	Crossing Maple while travelling north on Eton is unpleesant and possibly dangerous to do on a bicycle: imagine a cyclist waiting for a light under a dark bridge, partially obscured at the bottom of a small hill *what could go wrong?* [Maple] [Eton]	Oct 21, 2012 10:29 PM
253	Crossing Woodward is generally poor for biking and walking, but especially at Oakland [Woodward at Oak] [Woodward]	Oct 20, 2012 1:02 AM
	Location Three	
2	Crossing Old Woodward by Booth Park. Even though there is a yield for pedestrian sign, very few drivers abide by the rule.	Nov 4, 2012 10:05 PM
3	Booth trail doesn't connect with other pieces of Rouge Trail system - tough problem but needs to be addressed	Nov 4, 2012 6:06 PM
5	Maple and Coolidge	Nov 4, 2012 3:01 PM
7	Need a stop sign on Lakeside Drive at Raynale Street please	Nov 4, 2012 11:08 AM
8	How to get from Birmingham to Home Depot/Kohls/Target (e.g., under train-track tunnel) $$	Nov 4, 2012 7:38 AM
9	MAPLE and WOODWARD - Traffic TOO FAST. SLOW DOWN THE WOODWARD TRAFFIC!!!	Nov 4, 2012 6:25 AM
10	Transit shelter	Nov 4, 2012 3:41 AM
11	access to trails	Nov 4, 2012 2:41 AM
14	Current streets, sidewalks, & trails work GREAT!	Nov 3, 2012 9:21 PM
15	brick on sidewalks is very slippery when wet or icy - around trees, throughout downtown	Nov 3, 2012 8:30 PM

16	Angle parking on Woodward	Nov 3, 2012 8:11 PM
19	Maple thru town	Nov 3, 2012 5:10 PM
21	Create one stop parking in Triange District and encourage walking	Nov 3, 2012 4:51 PM
23	Adams	Nov 3, 2012 1:44 PM
26	Downtown Birmingham even with crosswalks and traffic lights is a take your life into your hands crossing any of the street with inattentive motorists in big cars with cellphones and busy schedules.	Nov 3, 2012 10:49 AM
27	southfield rd. so of lincoln, crossing on foot or bicycle, 25 mph limit not observed	Nov 3, 2012 10:39 AM
28	Getting back and forth across Woodward for walkers or bikers is a crap shoot for your safety. Forms an undesirable barrier between West & East.	Nov 3, 2012 10:23 AM
29	Eton st	Nov 3, 2012 8:57 AM
30	Southfield Rd (between 13 & 14 Mile Rds) - no good bike paths - sidewalks are in poor condition	Nov 3, 2012 8:08 AM
32	Reduce speed limit on Woodward through Brimingham between Lincoln and Maple, to encourage foot traffic along and across Woodward Avenue. Very difficult to cross Woodward by foot at Lincoln, Bowers and Maple due to poorly timed crosswalks and high traffic speed. Look at Ferndale as a model.	Nov 2, 2012 8:46 PM
37	Getting from the rail district across Adams (or back) - pedestrian walkways have you trying to cross at the Adams Shopping Mall - literally in the car entrance/exit sites, there is no place to wait safely with children	Nov 2, 2012 7:30 PM
38	Lincoln and Woodward is similar to the mile road crossing.	Nov 2, 2012 4:46 PM
39	Crossing Southfield at Southlawn going to/from Market Square	Nov 2, 2012 4:18 PM
40	The road needs repair on Henrietta between Northlawn and Southlawn - very bumpy and uneven	Nov 2, 2012 4:00 PM
41	Intersection of Maple and Peabocy, difficult to cross on foot	Nov 2, 2012 2:52 PM
42	speeding	Nov 2, 2012 2:31 PM
43	Expand/improve the Rouge River trail network to be bike friendly	Nov 2, 2012 2:29 PM
44	safer crossing at Eaton and Maple	Nov 2, 2012 1:42 PM
46	Difficult bicycling on Eton St. & Adams Rd. and crossing over from Maple.	Nov 2, 2012 10:59 AM
49	Valet parking in front of some restaurants discourages pedestrian traffic on sidewalk at that point	Nov 2, 2012 9:39 AM

52	City of B'ham should not have bicycles on roadsroads are for motorized vehicles!	Nov 2, 2012 6:59 AM
53	Crossing Woodward to get to the Rail district / Ice Areana	Nov 1, 2012 8:43 PM
55	fix light timing @ 14mile & Eton to allow bikes/pedestrians time to cross	Nov 1, 2012 7:24 PM
60	Woodward near Papa Joe's hard intersection on foot	Nov 1, 2012 5:54 PM
63	Put in sidewalks on Adams north of Derby.	Nov 1, 2012 5:20 PM
64	There used to be a tunnel under Woodward that was filled in. Think it was a good idea?	Nov 1, 2012 3:47 PM
68	All else is already sufficient and there is no need to spend more tax dollars.	Nov 1, 2012 2:54 PM
71	Trail from Manor Park to go up Kensington	Nov 1, 2012 1:48 PM
72	Eton Street between Lincoln and Maple - Its too fast because its too wide.	Nov 1, 2012 1:24 PM
73	The cross walks on Woodward need to give pedestrians more time to cross	Nov 1, 2012 12:04 PM
74	More trails like the one along the river connecting Maple and Lincoln.	Nov 1, 2012 11:48 AM
75	Willets/Chester West of Maple. There need to be a way to improve this.	Nov 1, 2012 10:59 AM
76	Cyclist should NOT be on the sidewalk in downtown. Need a bike lane and driver awareness.	Nov 1, 2012 10:35 AM
77	Railroad tracks have a legitimate bike trail. Golf courses offer club storage so kids can bike to play.	Nov 1, 2012 10:31 AM
78	Oak from Lakeside to approx. Woodward, (inconsistent with sidewalk and very narrow path for a short stretch on south side of Oak)	Nov 1, 2012 10:14 AM
80	Generally too much speed from morning commuters cutting through Birmingham.	Nov 1, 2012 9:01 AM
81	better and more bike lanes on secondary roads such as Lincoln and Woodwards	Nov 1, 2012 8:59 AM
82	Encourage more biking downtown, make convenient.	Nov 1, 2012 8:20 AM
83	narrow lanes on Maple west of Southfield Road forcing cyclist onto sidewalk	Nov 1, 2012 8:11 AM
84	A running track around the downtown business district - just two lanes.	Nov 1, 2012 8:03 AM
88	Signs reminding drivers to look for bikes before turning on red	Nov 1, 2012 7:24 AM
89	Intersection of Shirley and Lincoln	Nov 1, 2012 7:02 AM

90	between maple & lincoln on woodward	Nov 1, 2012 6:34 AM
91	stop sign on Oakland at Lawndale. Should be stop sign on Lawndale at Oakland.	Oct 31, 2012 3:22 PM
92	Down town roads are not safe for kids to bike on	Oct 31, 2012 2:24 PM
96	Keep Lincoln the way it is.	Oct 31, 2012 11:59 AM
97	Like the idea of a rail trail a lot. This will encourage bikers to come in to town by bike in the summer months. It would be much safer than trying to integrate bike lanes in to our already jammed streets.	Oct 31, 2012 11:33 AM
99	The river trail is great!! However, there is no convenient way to safely cross Maple	Oct 31, 2012 8:42 AM
100	crosswalks at quarton and woodward bridges for bikes and pedestrians would be safer	Oct 31, 2012 8:36 AM
101	Lincoln between Woodward and Cranbrook needs dedicated bike path (dangerous route to Seaholm without a bike lane)	Oct 30, 2012 10:51 PM
102	Brown and Old Woodward. motorists never give pedestrians right of way while turning.	Oct 30, 2012 10:36 PM
104	I would like to feel safe walking on the Rouge trail by myself.	Oct 30, 2012 8:59 PM
106	Hill on Old Woodward between Oak and Willits is too steep for elderly to get to town easily	Oct 30, 2012 7:17 PM
107	Generally, hill on Old Woodward north/south of Harmon is too steep as you enter/leave town	Oct 30, 2012 7:04 PM
111	Along Cranbrook road near Lincoln (close to Seaholm) there is lack of sidewalks, you have to walk through the Seaholm parking lot on west side and sidewalk on east side of Cranbrook stops at S. Cranbrook Cross Rd	Oct 30, 2012 4:23 PM
112	Ped crossing Pierce at Frank Street. Cars go way to fast.	Oct 30, 2012 4:10 PM
114	biking all through downtown can be scary with all the parked cars and lack of bike lanes.	Oct 30, 2012 2:44 PM
118	A pedestrian bridge or underground tunnel to connect old woodward and downtown to Papa Joes, Kroger, and Poppleton area	Oct 30, 2012 12:56 PM
119	Lincoln - needs pedestian bump outs and crosswalks at more locations	Oct 30, 2012 12:07 PM
120	Brown curb extenders to keep traffic in lanes	Oct 30, 2012 11:27 AM

122	long-distance interconnected Rouge River trails	Oct 30, 2012 10:47 AM
124	Maple west of Adams and east of Woodward needs to have traffic calmed	Oct 30, 2012 8:30 AM
131	You need to add bulb-outs and choke-downs on Lincoln.	Oct 29, 2012 9:43 PM
132	the perposal to reduce maple to three lanes, indicated the council had a limited knowledge of the area east of woodard and a unrealist desire to implement "the" plan	Oct 29, 2012 6:15 PM
133	Maple and Woodward	Oct 29, 2012 5:52 PM
136	MAKE THE SIDEWALK ALONG ADAMS SAFE FROM SPEEDING BICYCLISTS	Oct 29, 2012 4:26 PM
137	Old Woodward - no way to get around easily on a bike with walkers.	Oct 29, 2012 4:15 PM
138	Maple Cross walk @ Peabody is never green, and nothing mid block (near Cafe Via)	Oct 29, 2012 4:13 PM
141	ctossing Maple at Eton.	Oct 29, 2012 8:42 AM
143	cooperate with othersuburbs and city!	Oct 28, 2012 7:22 PM
144	Crossing at Balwin and W. Maple	Oct 28, 2012 4:56 PM
145	Cycling down Adams is very challenging with traffic in the road and walkers on the sidewalks.	Oct 27, 2012 7:08 PM
146	getting across woodward just south of maple	Oct 27, 2012 6:02 PM
147	Improved Rouge Trails	Oct 27, 2012 5:18 PM
148	maple at woodward is terrible/needs to be rebuilt to made pedestrian friendly	Oct 27, 2012 4:41 PM
150	East Quarton Raod	Oct 27, 2012 1:42 PM
152	bus to 15/coolidge frequency	Oct 27, 2012 10:48 AM
157	More parking for the schools. Quarton is so dangerous in the morning and when school gets out. Terrible.	Oct 26, 2012 5:09 PM
158	Crossing Woodward and Maple	Oct 26, 2012 4:01 PM
164	More "bike" racks Maybe "meteres" bike racks Make some \$\$\$ to help finance "Transportation Plan"	Oct 26, 2012 10:00 AM
165	Woodward is dangerous and has room for separated bike lanes.	Oct 26, 2012 9:04 AM
166	using Maple is extremely dangerous	Oct 26, 2012 8:25 AM

168	Rail District	Oct 26, 2012 7:58 AM
171	coolidge between maple and big Beaver	Oct 25, 2012 9:54 PM
172	Need more trails up through Cranbrook area	Oct 25, 2012 9:25 PM
174	3: Access to Willits when traveling Northbound on Southfield or Chester. 4: Sfld & Maple intersection.	Oct 25, 2012 8:39 PM
178	Maple Road	Oct 25, 2012 7:24 PM
181	Winter - snow /ice removal on sidewalks needs to be better. Ice impedes walking	Oct 25, 2012 5:39 PM
183	14 mile between woodward and southfield add bike lane	Oct 25, 2012 5:17 PM
184	Pierce/Adams/Eaton	Oct 25, 2012 4:48 PM
185	Riding east and west on the Mile Roads	Oct 25, 2012 4:41 PM
186	Maple and Southfield is too traffic congested and fast for children.	Oct 25, 2012 4:16 PM
187	haven't you already paved enough of shain "concrete and granite" park and downtown?	Oct 25, 2012 3:48 PM
190	The trail south of booth park through the woods ends in someone's yard along the river. It would be nice to connect this to a road.	Oct 25, 2012 3:09 PM
191	My neighborhood does not have continuous sidewalks to Greenfield Elementary (Beverly Hills).	Oct 25, 2012 3:03 PM
193	what about using the existing amtrak train corridor as a place to run an adjacent off-road path? i know the rail companies have expressed reservations in the pastare there other similar success stories around the country that can be modeled for Birmingham??	Oct 25, 2012 2:13 PM
194	is it possible to make a trail through the nature preserve that connects neighborhood right near Groves to neighborhood closer to north and west of Groves?	Oct 25, 2012 2:02 PM
196	Bike paths on Woodward	Oct 25, 2012 1:49 PM
200	Woodward boulevard	Oct 25, 2012 12:58 PM
204	Crossing Woodward is very scary. A pedestrian bridge near Brown Street would be great.	Oct 25, 2012 12:41 PM
205	Intersection under the RR bridge at N. Eton and Maple is a danger to cyclists attempting to use the (on road) bike route heading northbound on Eton.	Oct 25, 2012 12:33 PM
208	old woodward and maple	Oct 25, 2012 11:02 AM
211	Triangle district is also tricky for biking.	Oct 25, 2012 10:35 AM
212	Quarton road and Big Beaver at Woodward right lane(s) should be right turn only. Not having this causes merge problems.	Oct 25, 2012 10:29 AM
244	crossing !4 Mile and Southfield Rd intersection is a challenge in all directions	Oct 25, 2012 10:22 AM
214	crossing :4 wille and Soddilled No intersection is a challenge in all directions	Out 20, 2012 10.22 All

216	Bike lane along old woodward	Oct 25, 2012 10:16 AM
217	No sidewalk on Woodward/Hunter N. of Wimbledon st.	Oct 25, 2012 10:12 AM
219	snow in the winter is a big deterrent to biking and walking because not everyone can clear their sidewalks quickly and effectively. Is there a way the city can help keep residential sidewalks clear?	Oct 25, 2012 10:10 AM
221	Adams and Maple: busy/difficult intersection to cross	Oct 25, 2012 10:05 AM
223	Better lighting (LED) throughout City.	Oct 25, 2012 10:02 AM
224	Maple and Old Woodward	Oct 25, 2012 10:01 AM
230	15 mile anywhere is dangerous to bike on	Oct 25, 2012 9:11 AM
231	More Bike Racks in convenient locations in down town and the rail road district.  Oh and deal with the theft that has begun to increase in and around the railroad districts. Who wants to put \$ into buying a bike if it's just going to get stolen.	Oct 24, 2012 12:35 PM
234	Maple Eastbound crossing Southfield toward stores is not lane marked - cars in the left lane crowd those in the right turn only lane - very dangerous	Oct 24, 2012 8:16 AM
241	Old Woodward - bike lanes with signs	Oct 23, 2012 1:21 PM
243	The areas that currently have a wide road that cyclists use, such as Old Woodward, could easily have "Sharrows" painted on them to facilitate more bicycle traffic.	Oct 23, 2012 11:22 AM
244	none	Oct 23, 2012 9:45 AM
245	Oak Street pavement condition	Oct 22, 2012 4:29 PM
246	Old Woodward and Maple	Oct 22, 2012 2:03 PM
247	Cars traveling too fast on Lincoln Ave	Oct 22, 2012 12:43 PM
249	Intersection of Lincoln and Woodward. Lincoln is far too wide, and invites speeding. Woodwared needs to be narrowed so people can walk across the street.	Oct 22, 2012 10:59 AM
253	Need crosswalk at Oak and Woodward	Oct 20, 2012 1:02 AM

36. On Thursday, January 17 from 7:00 PM to 9:00 PM there will be a Public Workshop at the Baldwin Public Library. The purpose of the workshop will be to identify key issues and review preliminary concepts. Do you plan on attending that workshop?

	Response Percent	
Yes	20.39	6 85
No	29.19	6 122
Not sure	50.6%	6 212
	answered question	1 419
	skipped question	130

37. On Thursday February 28 there will be two Public Open House sessions, one from 3:00 PM to 5:00 PM and one from 7:00 PM to 9:00 PM at the Baldwin Public Library. The purpose of the open house will be to review the draft plan. Do you plan on attending the Open House?

	Response Percent	Response Count
Yes	25.4%	107
No	26.3%	111
Not sure	48.3%	204
	answered question	422
	skipped question	127

## 38. Would you like to receive e-mail notices of future public workshops and when draft documents are available for review? If yes, please enter the contact information below.

	Response Percent	Response Count
Yes	52.6%	214
No	47.4%	193
	answered question	407
	skipped question	142

## 39. Optional Contact Information Your name and e-mail will only be used for notices related to this project.



## 40. If there are any additional thoughts or ideas regarding the City of Birmingham's Comprehensive Multi-Modal Transportation Plan that you would like to share with the design team, please describe below:

As a resident on Lincoln Road, I have heard that the city is considering removing the designated parking area lanes and replacing them with a bicycle lane. As a mid mile road, although there is a great deal of residential, speeding is a problem. I believe removing the parking lane and replacing with a hardly used bike lane will exacerbate the problem. Very few people ride there the bicycles in the area and the sidewalks are more than sufficient. Also, it seems unfair that the residents would lose access to street parking that is really necessary to them. Virtually every residential area is permitted street parking. Without it, having guests is very difficult in the area. I urge you to reconsider use of a bike lane if it would cause loss of any street parking on Lincoln.

Nov 4, 2012 8:14 PM

I just wish the city and Troy had been able to overcome their differences about the new transit center. Now Birmingham needs to make the Amtrak train stop more accessible by bus and safer to use with improved walkways between parking and shelter and boarding. Nov 4, 2012 6:08 PM

3	getting across woodward - pedestrians need walkways, timed lights - a bridge?	Nov 4, 2012 3:02 PM
4	Thank you for exploring this concept and opening it up to the bikers, runners, and walkers in this fabulous community!	Nov 4, 2012 1:43 PM
5	Stop sign on Lakeside Dr.at Raynale str. is most important to all of us our neighbors. We have handicapped children on the street and commuters speed through at high speeds daily. Also a crosswalk needed on Oak at Lakeside Drive where we all walk daily to Quarton Lake and must drag baby carriages across grass to make it across a totally unmarked crossing. Would be nice if Quarton Lake had a continuous sidewalk encompassing it all around. Many thanks for doing this!	Nov 4, 2012 11:09 AM
6	Do not be like those idiots in Troy. Amtrak to Chicago should be one heck of a lot more reasonable experience than it is now.	Nov 4, 2012 7:39 AM
7	Trolley Loops: 1 - Maple from Coolidge to Telegraph 2 - From downtown Birmingham to Somerset Mall - Great for business travelers - Joint venture w/Troy. I know lots of people stay in Troy on business would like to have transportation to downtown Birmingham 3 - Woodward, 14 Mile to Big Beaver Trolley Loops would cut down on traffic. The young people and seniors who do not drive would have more independence. I would certainly leave my car at home for many short trips if I knew I could hop on a trolley with my packages. Children in NY and Boston learn very early how to maneuver the subway/bus systems. OUR children think it's normal to be shuttled around!!! They would be safer on a trolley than attempting to cross on a bike (teenagers REFUSE to wear helmuts.) People who want to go to dinner and have a few drinks would utilize the trolley. People here on business or just visiting who don't have a car or know where to park would LOVE a trolley system. We ALWAYS utilize bus/trolley loops when traveling to other cities that have them.	Nov 4, 2012 6:41 AM
8	It seems as though this survey only targeted the walking/bicycling aspect of transportation. From a drivers perspective I have concerns over the addition of bike lanes on the roads of Birmingham. I find this addition to the city unnecessary, especially in high traffic areas. We already have enough vehicles on the road, and adding bikes would add more danger and possibly impede	Nov 4, 2012 3:10 AM

	traffic flow (especially if speed and lane changes are involved). I know this would make driving more frustrating than it already is, and not to mention the added construction that could be involved. Also not a fan of the bus system, how many Birmingham residents actually use it? That could be limited in the area.	
9	My main concern is that pedestrians are often in danger when crossing streets in the business district	Nov 4, 2012 2:17 AM
10	My husband and I moved to Birmingham from Rochester. We choose our home on W. Lincoln for its vibrate location, ease of walking into downtown, & the benefit of street parking among many other positives. We moved to Birmingham specifically because it is a true city - not a "wanna-be" city. Does the design team realize how great the flow of traffic really & truly works for Birmingham? If not, go hang out in Rochester for a few days. Is Birmingham busy? Of course & it is suppose to be - it is a happening urban city with a fabulous & diverse atmosphere! It would be a HUGE mistake to try to "suburbanize" this incredible city in any way. Current roads, trails & sidewalks are more than adequate for now & the future. The idea that ANY street parking would be removed for bike lanes is beyond ludicrous. It would cause unbelievable issues by complicating traffic flow for emergency vehicles, deliveries, & construction & maintenance trucks - not to mention making things unpleasant in a multitude of ways (to say the least) for residents on a daily basis. Don't mess with a traffic system that works to keep speed limits in check & traffic moving while allowing residents to live in a very special & unique city environment. If there is additional development in downtown Birmingham that is great, but it does NOT need to include an overhaul of a transportation system that is working very well for the city and for those of us who made a conscience decision to live here.	Nov 3, 2012 10:11 PM
11	please do whatever is needed to get the new transit center built! we need Diala-Ride restored and better connectors with Troy, Beverly Hills, West Bloomfield doctor's offices. thanks for asking for my opinion; hope this turns into something real.	Nov 3, 2012 8:34 PM
12	If people are going to use the Amtrak they need to be directed along Maple Rd into town, not walk through the residential areas.	Nov 3, 2012 8:18 PM
13	Make the Train Station more user friendly, have an office/people to talk to at certain hours. Have the train go to different location withing the city/ more stops	Nov 3, 2012 5:38 PM
14	Great idea! keep it moving	Nov 3, 2012 5:11 PM
15	Consistent regulations and enforcement of mid-block crosswalks. The entire downtown needs to have clearly posted rules regarding pedestrian right-of-way in marked crosswalks. I would like to see a system like Toronto's, where all marked crosswalks require cars to stop and let pedestrians cross.	Nov 3, 2012 4:51 PM
16	I do not want a bike lane on Lincoln. I want to be able to park in front of my home. I want people that visit me be able to park in front of my home. Lincoln has a lot of car, truck, business traffic and a bike lane should not be added.	Nov 3, 2012 3:30 PM
17	Local inter-community transportation into downtown, Kroger, Somerset, etc. The public busses do not look "safe" for passengers. I would never take one at this	Nov 3, 2012 3:21 PM

	point. Too many "characters" that I would not be comfortable with. Maybe this transportation already exsists in this city? We just moved here 6 months ago and are still trying to figure out the best way to get around. My husband to the bus 3-4 times from our home Chrysler (Auburn Hills). Not a great experience. Convenient, yes. Feeling safe, no.	
18	I would like things left as they are on Lincoln near Southfield, this is where I live. There is too much traffic to have bikers riding up and down Lincoln. Many times we have had near accidents with bikers swerving in and out. It is a very dangerous situation, many close calls of bikers being hit.	Nov 3, 2012 1:49 PM
19	I wish Bloomfield and west Bloomfield were as progressive as you are being. Thanks	Nov 3, 2012 1:47 PM
20	It seems to me this whole survey is about bike trails. Although it is not stated, it certainly is implied that bike paths result in loss of parking. I Live in section 8 near a very busy intersection on Lincoln between Southfield and Woodward. This is an extremely busy area of traffic, including cars, trucks and school buses. An area where bikers definitely do not belong. Any city that wants to be everything to everyone usually ends up satisfying no one. To tell residents of any street that they are going to lose their on-street parking so a select few can go bike riding is a move the city should reject outright. The property owners and tax payers are the first concern here. I feel most of the bike riders come here from other cities and after their bike rides they pack up and return home. Are they the tax payers?	Nov 3, 2012 1:34 PM
21	Be realistic! Making a significant change that affects many for the purpose of accommodating a few should be examined carefully. Example: proposed and withdrawn narrowing of Maple between Adams and Eton	Nov 3, 2012 1:05 PM
22	Sounds like a great initiative!	Nov 3, 2012 1:00 PM
23	Please remember that we are not in Southern California, and that it sleets and snows here. We will not be walking and biking downtown in February, no matter how much fancy inter-modal stuff you do. We will drive. We will need to get around on the roads in cars and to park. Our buses run very infrequently and are not consistent. Don't talk to us about using buses until there is a good bus system to use. Don't take away lanes for cars. Remember that Birmingham residents have to get in and out of the city by car. PLEASE don't spend large amounts of scarce tax dollars for utopian projects that can't be used 5 months of the year. Bicycle parking would be great. If you want to reduce car traffic downtown, the only way to do it is to provide a real bypass, so people going through Birmingham can get around it. If you don't, anything that reduces lanes will just increase congestion and pain for everyone.	Nov 3, 2012 11:41 AM
24	Please consider foremost the Birmingham taxpayer. There are a lot of things I would like to have improved. However, if I am only one of a very small minority who walk and would like to bike Birmingham then this cost and the major disruption to the community of this project should be the biggest consideration to not go forth with this multi-modal Transportation plan. We brag locally and in the national press how Birmingham is a walkable community. I don't want all this taxpayer expense just so we can continue to do that when nobody will use in the	Nov 3, 2012 11:19 AM

	future all these new features. For example, I sent this survey to be filled out to 21 Birmingham friends and neighbors. Only one may regularly ride a bike from Beverly Hills to work in Birmingham. All the rest drive vehicles and rarely if never walk anywhere. Also, you can make all these changes for safety and flow improvement but your biggest problem still will remain. And that problem is to get the PEOPLE who drive, walk and bike to respect each other, obey the laws and rules.	
25	Excellent survey content! Easy to understand and pretty comprehensive. We live just south of 14 Mile Rd in Beverly Hills. We love spending time in Birmingham. Thank you for entertaining non-resident input. Encouraging our partication in the survey helps assure that Birmingham makes it easy for Beverly Hills residents to spend time in Birmingham - at its businesses. In fact, along with sharing Baldwin, since we now also share emergancy dispatch services I hope there is more cross community collaboration. While being a 'village' we don't have the same resources as a full service city does, some of these transportation issues cross 14 mile road. Hopefully open communication will enable Beverly Hills to cooperate on 14 Mile Rd issues. Thanks again.	Nov 3, 2012 10:33 AM
26	Support and promote a better mass transit system along Woodward, including improved bus services and light rail.	Nov 3, 2012 8:10 AM
27	The success of the Rail District depends on a coordinated effort to link these businesses with the surrounding neighborhood by installing sidewalks, crosswalks, stop signs, et cetera along Eton (esp. between Lincoln and Maple), Cole, Bowers, et cetera. Doing so will also enhance the appeal of and home values in these neighborhoods.	Nov 2, 2012 8:50 PM
28	I believe these questions are skewed with a perception that favors non-motor vehicle uses. For instance, questions regarding bus service presumes there is a way to make it more likely I would use a bus. In reality, even when I lived in areas of the country with much better service than found here, travel by walking or personal vehicle was so vastly superior, there is no real way to get me to use a bus. There really are no major impediments to most uses of bicycles in Birmingham. The suggested use of Maple as a test case for bicycle lanes was ludicrous and virtually insulting to anyone who has been stuck in traffic trying to use Maple with two lanes each way. It would be much better to enhance multimodal experiences in far less intrusive manners. My wife and I often walk throughout Birmingham, we love it. in my 16 years+ in the city I have had far more trouble avoid getting hit by bicyclists who ignore traffic signals and signs than by anything else and I live on a mile road, Quarton.	Nov 2, 2012 8:48 PM
29	Thank you for this opportunity for feedback! I wish you the best of luck and look forward to any and all improvements.	Nov 2, 2012 7:31 PM
30	Prevent bicyclists from travelling on sidewalks in downtown and other areas. I have come close to being struck when walking. Adult bicyclists often ride fast and little kids are not capable of avoiding pedestrians. The walker has to get out of the way and when they are coming from behind, it is unsafe.	Nov 2, 2012 4:23 PM
31	The city has successfully slowed down traffic and maintains our neighborhood street very well. I like it as is. Please do not reduce parking in town.	Nov 2, 2012 2:54 PM

32	Be sensible considering winter weather conditions, maintenance costs, and practicality, including a cost/benefit analysis of users v. taxpayers. Is this for > 1% of the population?	Nov 2, 2012 2:38 PM
33	Working with Woodward corridor cities to our south and MDOT to designate bike lanes and dedicated bus lanes would be a tremendous improvement to the walk/bike ability of the corridor.	Nov 2, 2012 2:32 PM
34	Request that any future public workshops and draft documents become available that it is posted on the City's website (front page so it's easy to find) and in the Birm-Bloom Eagle weekly paper. We live on the east side of Woodward. The distance isn't the issue, but we wish it was safer to travel up & down Woodward with the kids to get to downtown and other city locations (parks, library, etc). We really like the Rouge trail system and would love to see that extended as possible.	Nov 2, 2012 1:48 PM
35	Educate the public of safety for pedestrians and bicyclists. (My husband almost got hit while we crossed Maple Rd. after dinner at Dick O-Dows by a Lincoln Continental who was making a R. turn on to Maple.)	Nov 2, 2012 11:06 AM
36	In my opinion, the public safety will be better served , at all ages, if bicycles and automobiles do no share the same common thoroughfares no matter how well marked or identified they are.!	Nov 2, 2012 10:59 AM
37	Do not forget auto traffic flow.	Nov 2, 2012 10:28 AM
38	As we walk in downtown Birmingham we are stunned by the number of liquor establishments. Too many. The city's commissioners need to reduce not expand the number of liquor licenses to create a more pleasant city, and to promote a healthier walking/bicycling environment.	Nov 2, 2012 9:40 AM
39	Parking is an issue in Bham. In the winter I dont want to walk. Possibly consider a neighborhood trolly system that loops constantly through the neighborhoods to downtown and a stop at each parking structure and then to the Amtrak station. There could be a fee to ride. I think this may increase winter traffic in the PSD	Nov 2, 2012 7:55 AM
40	I do not like bicycles in the roadwaysperiod! That just puts more added stress on vehicle drivers especially when it's dark and/or raining! Add that to other drivers who don't obey traffic signs and laws, they don't belong on roadways! Bikes are street cloggers!	Nov 2, 2012 7:02 AM
41	I am concerned that these plans are pushed an funded by those with agendas who have little or no ties to this community.	Nov 1, 2012 8:37 PM
42	If bicycles can be brought under control, Bitmingham already has a fine multi- modal infrastructure of roads and sidewalks.	Nov 1, 2012 6:38 PM
43	Might be that Bloomfield could see reasons to get back with public transportation	Nov 1, 2012 6:25 PM
44	Please do not position a transit center at the corner of Maple and Old Woodward.	Nov 1, 2012 6:12 PM
45	Thank you for undertaking this study. My husband and I walk extensively in our	Nov 1, 2012 5:56 PM

	area of Birmingham and welcome all developments that make walking safe and convenient. I am also concerned about public transit, especially for our aging population. We need alternatives to cars even though they will surely remain the dominant mode of transportation in our suburban environment.	
46	Don't ever again consider the Complete Street idea (or whatever it was called) that was proposed for Maple between Eaton and Adams, that would of been a disaster. We don't necessarily need more roads, just keep up the ones we have better.	Nov 1, 2012 5:50 PM
47	I was glad that the Maple road upgrade (Adams to Eton) did not include a change to a 3-lane with bike paths. The road has very usable sidewalks on both sides. I would like Adams Road to be returned to a 4-lane road, widened if necessary (it also has very usable sidewalks on both sides), and would like Lincoln to be modified to allow passing around cars turning left at intersections. At present, it is very frustrating to drive on these roads. As a frequent pedestrian, and occasional bike rider, I feel that the city is very accessible without making the roads more crowded and obstructive to cars. I would like, however, that stop signs at pedestrian crosswalks were better enforced within the shopping district.	Nov 1, 2012 5:33 PM
48	THIS IS GREAT!!!! PLEASE ACCELERATE ALL ACTIVITY!	Nov 1, 2012 4:50 PM
49	As stated many times, this is not a very good survey. It seems designed to elicit the information that would substantiate the existence of this effort and not really capable of assessing how important these issues are to people of the city. Not in any of the options was there a choice that indicated "not important to me" or " not likely to influence my decision to walk or bike."	Nov 1, 2012 3:50 PM
50	Dedicated trails off of main roads. A crosswalk over Woodward2 of them! :-) - I put my car in the garage for days at a time - Birmingham is not quite a real walking community yet.	Nov 1, 2012 3:36 PM
51	North Eton has the potential of being a great bike route, but is dangerous due to the high volume of speeding cars.	Nov 1, 2012 3:12 PM
52	I would caution against large-scale plans and spending on multi-modal transportation that most residents will not utilize at all. I think it is good to make sure our sidewalks are maintained and lighting is provided, for those who are biking and walking, but nature of Birmingham residents is going to lead them to drive 99% of the time. I do not think that the proposal for East Maple going to three lanes was rolled out improperly, I believe it was a very bad idea. I see future idealistic ideologies to be in the same vein.	Nov 1, 2012 3:00 PM
53	Need some kind of stop sign at Pierce and Frank its a very dangerous corner and many people just drive right through the stop sign. I'm afraid one day there will be a serious accident. I live on Pierce and witness this happening all the time.	Nov 1, 2012 2:23 PM
54	Join the Troy piece, get light rail so we can get to Somerset!	Nov 1, 2012 1:49 PM
55	The success of this region will be due in no small part to a logical mass transit	Nov 1, 2012 1:32 PM
	plan where there are multiple options to our current reliance on auto's.	
56	Some of the sidewalks are already tight with the outdoor dining and drinks, it seems difficult enought walking and try keeping all of the bikes in the streets and not on the sidewalks. There is also the problem of parking the bikes at destinations, that can turn into a lot of obstructed walking or parking spaces. Winter times will be pretty difficult with snow and ice. I drive around Birmingham all of the day and night and see very few people on bikes other than leisure and even less in the colder months. It seems some bycyclist do not follow the rules of the road in regards to stopping or turning or going the wrong way on the wrong side of the street.	Nov 1, 2012 12:09 PM
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57	I think the design team has had good thoughts from the little I have read. As stated above, I was disappointed that the East Maple decision was rescinded. I was in Chicago for 8 months in 2004 and had an apartment downtown as some bike lane improvements were implemented. When I was back there in February people were using the lanes (In February) in areas that had been given a road diet. It can be difficult for people to see how it will work out when a plan is presented. The sky is falling, we can't change mentality won on the East Maple plan (which we all know is broken in the current state). The thing the group needs to find a way to sell to citizens is that there is no value to you to try and allow people to drive fast through your town. It reduces your quality of life and makes it less likely they will stop.	Nov 1, 2012 11:05 AM
58	I shouldn't have to provide contact information. Just make it part of your existing email system. We need very few infrastructure improvements. From the standpoint of a resident and city worker, we already have most of what we need. Any infrastructure improvements should be focused on Woodward. Otherwise, focus on attitudes, not infrastructure. Develop ways to stop distracted driving and encourage walking and biking.	Nov 1, 2012 10:36 AM
59	I think that it is very dangerous coming out of the parking structure (behind Flemings and UBS) onto S. Old Woodward. There is a stop sign there, however there should be a flashing pedestrian sign, you can't see around the bldg until you get onto the sidewalk and that is high foot traffic	Nov 1, 2012 10:20 AM
60	I have special concerns because I use a wheelchair. Birmingham is pretty accessible, but some of the angled sidewalks and and rough street crossings downtown are difficult to navigate. I also would like better information about using the bus system. Generally, I would like to see a good balance of auto, rail, bus, bike and pedestrian transportation modes in Birmingham. In particular, I think it would be great to be able take the train from Birmingham to entertainment spots in Royal Oak, Ferndale and Detroit, or to events in Ann Arbor and East Lansing. Conversely, Birmingham could benefit from those in other communities using rail transportation to visit our city.	Nov 1, 2012 9:53 AM
61	We've been making an effort to ride our bikes as much as possible when weather permits and I'm a big believer that there needs to be more focus in this area on biking. Coming from Denver where I believe there are over 150 miles of linked trails and bike paths to get almost anywhere I have found that we are very lacking in this auto centric area. There doesn't seem to be a lot of continuity to the current system of trails (ex the Rouge trail at Maple doesn't directly connect).	Nov 1, 2012 9:23 AM
	Anyhow this is exciting that you are taking a close look at this and making an effort going forward. Thank you	
62	When implementing ideas, Birmingham deserves and should demand top notch design that is reflective of who we are and aspire to be as a community in the future. There is too much uninspired, "lowest bidder" and/or "neo-classical" type design and construction happening currently. We should look to design to be our voice to all that we stand out as a community that has vision and does things better; not have the same, bland and boring strip mall type thinking and implementation that is going on everywhere around us. More creative class thinking, less typical, "order from municipal supply catalog" design please.	Nov 1, 2012 8:34 AM
63	Would there be a market for a "downtown trolley" or minibus that circles the 7 different shopping districts identified in the survey? This would allow businesses East of Woodward and outside the central business district more people traffic (especially non-driving teenagers).	Nov 1, 2012 8:16 AM

65	The design team and city officials approving the design should ALL be required to walk, ride public transit and ride a bike throughout the life of the design project, beginning now and continuing through final design.	Nov 1, 2012 7:29 AM
66	http://www.bicyclinginitaly.com/ have someone google bicycling in europe and how their cities have http://www.cycling-europe.com/ http://vimeo.com/4208874 Copenhagen City of Cyclists lets get into the 21st century finally http://www.youtube.com/watch?v=jdrrxlpQpt4 start educating the public about biking much safer way to get around	Nov 1, 2012 6:42 AM
67	It is much needed! I run everyday and the runners and bikers out every morning at 6 a.m. even in the winter because we all know that you can't run or bike in Birmingham during the day. The sidewalks are angled down to the street so you have to run in the road and you always take a chance with your life running in the road. I sold my road bike because the roads are so rough that it is not enjoyable to bike in the streets of Birmingham. This new system is much needed and I hope my children and I will be able to use this new system very soon.	Oct 31, 2012 2:29 PM
68	PARKING SHOULD REMAIN LEGAL ON PUBLIC STREETS IN BIRMINGHAM. NO BIKE PATHS AOR WALKING PATHS THAT WOULD REPLACE PARKING IN FRONT OF HOMES.	Oct 31, 2012 2:17 PM
69	Have each of you spent at least one full week without using your car to actually understand the needs and challenges of transitioning people to walking, biking, and riding the bus? If not, get out of your car. Your plan will be immeasurably	Oct 31, 2012 1:13 PM
	improved by first-hand experience of what it is like.	
70	I'm a resident on East Lincoln and I would like to say that my major concern is the addition of a bike lane on my street. We fought very hard with the city of Birmingham to gain a PARKING LANE. I will do everything in my power to make sure that stays. Period! If you take that away our children will be at risk of motorized vehicles passing on the right into a bike lane for example. I like your idea but not for my street. KEEP LINCOLN ST. THE SAME, BOOTH EAST AND WEST LINCOLN FOR THE RECORD!	Oct 31, 2012 12:05 PM
71	Please maintain the parking along West Lincoln. It is becoming more and more used and needed as density increases in Birmingham and more important for users of Barnum Park.	Oct 31, 2012 11:35 AM
72	We love living in Birmingham because it has such a walkable 'destination' downtown (we live near Barnum park). Land use planning is obviously key to this; would love to see a grocery store in the downtown area, a brew pub/restaurant, and perhaps a technology incubator center to encourage a diversified employment landscape.	Oct 31, 2012 8:45 AM
73	Building a bridge for bikers and pedestrians at the intersection of Woodward and Maple would greatly improve safety and I would be far more likely to walk/bike to work and allow my children to bike/walk downtown. A bike path along Maple would also really help. I currently do not feel safe biking on Maple, nor do I allow my children to.	Oct 31, 2012 8:39 AM
74	To design a truly walkable community, safe crossing of South Old Woodward must be a priority. Residents adjacent to this area are the most likely walkers to downtown and face the most dangerous crossing of Old Woodward due to fast traffic that defies pedestrian crossing laws. Failure to participate in the train station project is a short-sighted mistake that needs to be corrected. Bus service is an unsatisfactory alternative to a fixed light rail system. Development around light rail infrastructure will occur organically. Light rail will tie Birmingham to downtown Detroit. Valet parking needs to be reevaluated in the downtown area, as it may detract from walkability. Don't we want visitors to walk the streets?	Oct 30, 2012 10:57 PM

75	I live on Lincoln. We need our on street parking!	Oct 30, 2012 10:36 PM
76	Bicycle lanes/routes clearly marked & generously sized to create a safe biking community for all ages. Classes or Utube videos for all residents on safety for automobiles & cyclists to coincide. Bicycle routes that are local to Birmingham residents along Adams or Kensington to connect with Clinton River trail or other trails that allow safe stress free cycling for all ages. Thank you for providing this survey.	Oct 30, 2012 9:42 PM
77	We live on Lincoln and don't want to lose the parking in front of our house. Bike lanes are very nice and we live here largely because we like the walkability but we need the parking spot in the street for visitors and for ourselves because of our narrow driveway!	Oct 30, 2012 9:07 PM
78	I really like the idea of bike lanes. However, I was not in favor of the proposed bike lane for a 1/2 mile along Maple because it was only a half mile and then	Oct 30, 2012 8:18 PM

	what? I think that a long term plan that the city could show the public would allow the public to see how bike lanes would connect to each other in the long term will make future bike lane plans easier to pass.	
79	Bike trails are a 'nice to have' not a 'have to have'. Too costly in this economy. Why not put these dollars into improving all the pavements in Birmingham area? Visitors have commented on poor roads in our lovely community. Oak Ave. especially is in bad condition.	Oct 30, 2012 7:19 PM
80	Not looking forward to Birmingham bike trails. Not a biker, bikers can use streets, and the cost is not warranted in this economy. The condition of our roads is a priority - potholes, poor pavement etc. is more important than bike trails. The streets throughout town, especially Oak Ave. have been neglected.	Oct 30, 2012 7:07 PM
81	Birimingham prides itself on being a walkable community, and it is accept for two major barriers that we have, Woodward and the Train tracks. The biggest improvements to making Birmingham more walkable would be to make crossing these barriers easier. You can't walk across Woodward at a crossing you have to "scamper" across. There are only four places to cross the train tracks between 14mile and Big Beaver (including these two street) so you have to walk upto a mile to find a crossing. We should also work toward making Birmingham not just a walkable community but also a bikeable community. We need to add more trails and bike lanes.	Oct 30, 2012 4:28 PM
82	Thanks for doing this! I already love to walk and bike in Birmingham - but now I feel like it is just going to get better.	Oct 30, 2012 4:11 PM
83	a bike system (you can walk on sidewalks) would be great feature to add to Birmingham. It would encourage more participation in the city. Also because B'ham residents are largely heath conscience the bike system would be welcome by most taxpayers. The big issue is safety. The safety problems cannot be overcome with any "system", The system can help but its the drivers that cause the safety problems.	Oct 30, 2012 3:27 PM
84	Any improvements in bike lanes, signage, crosswalks will enhance our city and encourage walking and biking even more. Thank you for taking on this important challenge.	Oct 30, 2012 2:45 PM
85	Lincoln Street from Southfield to ETON NEEDS TO BE MORE PEDESTRIAN ORIENTED. temporary traffic calming needs to be permanent - add bump outs and narrown the street. Keept parking on the street. add many crosswalks - and stop signs	Oct 30, 2012 12:09 PM
86	This survey seemed very bike centered and biased for bikes. My concern and interest is with better public transportaion. The town of Birmingham is rather small and for all practicle purposes walking is the main mode in the town so safer pedestrian crossings along with good public transit into and out of town should cover both residents and visitors. My concern with bike lanes is they tend to be more of a danger to pedestrians, bikes are quiet and not as visable as cars and experience indicates all different levels of skill, speed and protocal exist with bikes. Clear and enforced rules on bike lanes similiar to motorized traffic would be required. Never eliminate parking lanes for bike lanes, parked cars are a	Oct 30, 2012 11:54 AM

	great buffer for pedestrians and provide a path for bikes (casual riders), if spots are not total utilized. Parking needs to clearly marked and no motorized traffic should be allowed to enter parking lanes. If the spaces are totally utilized then this is to congested of an area for bikes unless there is room for both parking and bike lanes.	
87	Take Maple Rd. just east of Adams down to 2 lanes with a bike lane/walking path.	Oct 30, 2012 10:51 AM
88	I thought that the decision to leave E Maple as a 4-lane road was a mistake. Reconfiguring E Maple would be a great opportunity for improved safety, better access for pedestrians and bicyclists, and increased property values.	Oct 30, 2012 10:50 AM
89	The plan must address ways to minimize cut through traffic thru neighborhoods. This is a major concern of neighborhood residents and a major reason way bike lanes and traffic calming measures were rejected for the new East Maple Road construction. I assume other efforts to improve multi-modal will meet with the same resisitance. The city is not responsive to minimizing cut-through. A comprehensive traffic flow study needs to be completed with simulation data to show residents how "pass thru" car traffic thru the city will be reduced by traffic calming measures.	Oct 30, 2012 8:36 AM
90	This year there was consideration of narrowing Maple Road to two lanes to faciliate biking, etc. I hope that the lessons learned from the long construction process on Maple and its effects in terms of extreme congestion on Lincoln, Eaton and Adams Roads demonstrated that this is not a feasible alternative.	Oct 30, 2012 7:44 AM
91	We need to avoid any plan that would push automobile traffic into the neighborhoods from major roads.	Oct 30, 2012 7:27 AM
92	Make the bulb outs on Lincoln permanent by making them green space at all the intersections, encroachment on traffic and more parking, will slow down the traffic. Put small "islands" for round abouts on Pierce to slow down the traffic. Particularly near Barnum Park. Or narrow Pierce between Brown and Lincoln. Bike path on Pierce to narrow the traffic lanes.	Oct 30, 2012 7:16 AM
93	I am opposed to any such "Plan". Just like the attempt to narrow Maple Road, I feel it is an unnecessary and ill-advised endeavor. It seems that our civil servants keep finding ways to justify their existence by spending tax dollars to concoct answers to non-existing problems. I will do everything I can to vote more responsible people into office.	Oct 29, 2012 11:39 PM
94	Do not remove the parking on Lincoln. We need it. We need it to park, and we need it to keep the cars slow. We need you to add bulb-outs and choke-downs. You should have fixed this 15 years ago. Wherever you remove parking and add bike lanes you will only rarely see bikes and you will see cars using the bike lane for passing and traveling.	Oct 29, 2012 9:46 PM
95	The bike path plan is worthless	Oct 29, 2012 7:52 PM
96	We chose to live in Birmingham for its walkable streets and excellent schools. I'm concerned that the plan is a solution looking for a problem. I don't believe	Oct 29, 2012 7:35 PM

	there is a pent up demand for bike paths, public transportation, etc. Birmingham is not Manhattan or downtown Chicago. People who live here usually work in another town or city, in most cases one that it would not be economical or practical for public transportation or bikes.	
97	there are many higher isuess that need to be placed above this plan. more realistic home appraisals, the appeal process is a joke and residents are treated rude comments and at least one volunteer member with add. taxes have goner up "every year" the appraisal has gone up and down 40% to 50%. so who really cares about your bike path if you can't aford birmingham's overhead without rasing taxes every year. work on making what you have more affordable and less 10 year plans	Oct 29, 2012 6:30 PM
98	I don't object to bicycle paths, however they should accommodate all citizens. Personally, I have had some bad experiences with individuals on bicycles in front of my housethey don't pay attention or follow rules of the road when they interact with cars!. The paths should not be on major streets or roads and should be family friendly. One major item is costall we hear is the funds are free, a grant, from either the state or Federal Governmentnothing is free, taxes pay the bills and we can't always afford every luxery that would be nice to have. I hope common sense will prevail!!!.	Oct 29, 2012 6:13 PM
99	GET RID OF ALL VIP PARKING AREAS. MAKE THE RING ROAD INTO AN EASY BYPASS AROUND MAPLE AS IT WAS DESIGNED TO BE. GET RID OF PARKING ON LINCOLN AVE. AND TURN IT INTO A 4 LANE ROAD AGAIN. REMOVE STOP SIGNS FROM OAKLAND AVENUE. OPEN UP OAKLAND BETWEEN WORTH ST. AND ADAMS AS IT WAS FOR MANY YEARS WHEN THE STREET WAS ORIGINALLY PAVED TO PROVIDE EASY ACCESS TO NE BIRMINGHAM.	Oct 29, 2012 4:31 PM
100	I am indecisive on whether this is a good plan for the community due to the existing lack of space to needed to implement this plan.	Oct 29, 2012 3:58 PM
101	Please note my comments re Lincoln. Any plan that eliminates parking on EITHER side of the street is dead- on-arrival with me. And widening the road curb-to-curb is not an answer either!	Oct 29, 2012 10:47 AM
102	You need to not waste citizen's time. Is this survey sincere? I have attended several meetings going back over ten years and no action has taken place. My email address has been supplied but I got this survey forwarded to me. I am with little doubt the most knowledgeable bike rider regarding the roads and group rides in this community. If this is sincere you should contact me. I understand the mayor is invested so that is a good start but previous mayors too were. Please contact Dante Lanzetti rider and former Mayor. I lead Motive Force Loose Spokes ride from Derby School on Tuesday Women's ride group I created and lead from Barnum Park. Night ride in Autumn from Barnum which goes on dirt road and tails too. I created and lead the Woodward Loop ride four years going now, five rides which starts in Birmingham and goes to Pontiac and back and then to Detroit and back. I am on the board for Birmingham Bike Festival. I've run hundreds of miles in town too. My phone number is: 248 388 3854.	Oct 29, 2012 9:02 AM

103 I would not like to see too much signage on streets, etc. as I feel it would be visually unappealing. While signage is necessary, I would like to see it blend in with surroundings and be aesthetically pleasing.  104 Urban living seems to be the futureno more way out in the country with long drives. Mass transit is a must. Lets get on with it.  105 It is difficult and dangerous to cross the street on Woodward between AAA and Speedway. There is a crossing light only on South Bound Woodward and not North bound making it very difficult and dangerous to cross on Woodward because cars are racing to make the Maple Rd. light. Also, is there a way to make the light on Adams and Bower a blinking light during off peak times? I know it's not directly related but hopefully you can direct my ideas and concems to the right department. Thanks and I look forward to see your design and improvements in the city.  106 I think this is a very important project to bring into fruition. Getting all the details set now are probably not necessary. Things can be adjusted as the completion of the project approaches.  107 I am aware of and well informed about the previously proposed Complete Streets Project, having opposed the narrowing of Maple Rd. from Eton to Adams earlier this year. Based on my experiences, I believe the city must adopt a holistic approach to evaluating our transportation needs, rather than pursuing piecemeal efforts like a "bike path to nowhere". We need to examine our own needs, discuss them with surrounding communities, and work towards an integrated, cost effective set of improvements that make sense for Birmingham and its environs. Our decisions should be grounded in real needs analysis, and not influenced by Federal government actions such as offers of funding, etc. Moreover, until we have a better, clearer idea of what is happening to our regional population, we should avoid making major investments in regional transit programs. I do not believe it is cost effective or responsible for our local governmen			
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109 Please consider working with the City of Troy to create and jointly operate a Oct 27, 2012 5:27 PM	108	the bushes taking up part of the sidewalk also, too many people don't shovel their sidewalks - i can see once in awhile (everyone gets sick), but there are	Oct 27, 2012 6:05 PM
	109	Please consider working with the City of Troy to create and jointly operate a	Oct 27, 2012 5:27 PM

	circulator bus that arrives and departs from the proposed Troy Transit Center, tied to arriving and departing Amtrak trains. This circulator bus would allow visitors easy access from the transit center to downtown Birmingham, Somerset Collection. It would also allow locals to catch the circulation near their homes, and ride to both downtown Birmingham and Somerset, as well as the new Troy Transit Center for train trips to Royal Oak, Detroit, Dearborn, Ann Arbor, Kalamazoo and most importantly CHICAGO. It would also allow folks from Chicago a chance to easily visit our area. Check out the Bethesda Circulator in Maryland for a great example of inexpensive mass transit that can really help our communities and tie to a more robust system.	
110	Great city: Needs substantial improvement in protection of pedestrians, scary to use cross-walks	Oct 27, 2012 4:42 PM
111	Glad you are thinking about this. Birmingham is a walking friendly community but there is more to be done. It is a great place for retirees and having safe biking lanes will be even more attractive.	Oct 27, 2012 1:52 PM
112	Please coordinate bike lanes with neighboring cities. Include bike racks at restaurants and bars. Promote biking to locals. Birmingham is not the friendliness city for biking. People are friendlier in Detroit.	Oct 27, 2012 12:42 PM
113	I walk/jog several times a week through several areas of town. Driver awareness (or lack thereof) is the BIGGEST concern. I am more worried about my kids being able to navigate this than myself. If there is a way to make drivers more aware of pedestrian crosswalks that would be a huge help! And, of course, clear sidewalks in the wintertime is important. Not sure how the city can improve this, but there are many stretches where sidewalks are snow-covered and/or icy for DAYS!	Oct 27, 2012 12:01 PM
114	My husband, Bob and I, have owned a store in Birmingham for the past 46 years Each day as I drive along Woodward to the Claymore Shop I see more and more bikers and walkers trying to navigate along Woodward to get to points unknown. Statistics show that residents across the US are increasingly using and desiring areas for walking, jogging, running and biking. In addition, as the population ages, there is a growing need for easy public transit. I am EXCITED to see the City of Birmingham is taking a forward approach on developing a "Comprehensive Multi-Model Transportation Plan". I look forward to helping in this endeavor. JJ Benkert	Oct 26, 2012 10:15 AM
115	If you have not done so already, look into what the City of Indanapolis has accomplished. It is a great testiment to what can be done with respect to integrating walking and biking and motor vehicle traffic in an estblished city. They also have geat signage. New York City has done some good work in this arean as well. The Hudson River Pathway is great. I know Birmingham does not have the amount of room that New York does, but the actual pathway and signage is great.	Oct 26, 2012 9:16 AM
116	Woodward divides our city and makes it very challenging to go from one side of town to the other, by car (Too congested), Bicycle or walk (Safety concern). Our drivers are frustrated by the commute and frustrations lead to irresponsible erratic driving.	Oct 25, 2012 9:58 PM

117	Mass Transit along woodward to further connect the communities. My wife works at Wayne State and has to change buses between Birmingham and Wayne State. Easier to drive a car then to take the bus even though driving the car takes more dependibility doesn't exist on the bus.	Oct 25, 2012 9:26 PM
118	all marked cycling pathways start with smooth riding surfaces. Also, need driver education to better share roadway.	Oct 25, 2012 7:36 PM
119	Don't inconvenience motorists to accommodate a few potential cyclists. I typically ride between 5000 and 6000 miles/year on the road and experience very few problems with road conditions because I stay on secondary roads. The biggest problem is with inattentive motorists talking on cell phones.	Oct 25, 2012 7:32 PM
120	Give us bike lanes and signage to help educate motorists that we do have a legal right to the road.	Oct 25, 2012 7:27 PM
121	Glad you are giving bicycling a chance to be recognised as having equal rights to the roadways.	Oct 25, 2012 7:19 PM
122	I love the wood chip paths and walk them often. I would bike more, but drivers of cars do not observe bike etiquette and speed even on residential streets which worries me and limits the times of day and street I choose to ride upon.	Oct 25, 2012 5:42 PM
123	Thank you for taking the time/effort to gain insight on our needs/desires/hopes. BH is a jewel, efforts like this just make it even better!	Oct 25, 2012 5:21 PM
124	enforce sidewalk clearing in winter, and overhead low branch trimming to prevent eye/head injuries to walkers and cyclist, especially in winter when it gets dark early and there are no leaves to help see branches	Oct 25, 2012 5:21 PM
125	If you want to encourage use of the smart bus, you need a campaign to educate potential riders on safety and ease of use. Currently most people I know do not feel the system is safe and is for Detroiters, rather than Birmingham residents.	Oct 25, 2012 4:21 PM
126	This survey is very leading and the answers will provide data for you to establish false conclusions. A number of questions should have the option to answer "no need." We used to have the best downtown park in the area, now with all the concrete walks, granite drive(for no auto use) and super wide road surrounds with parking, our downtown is an asphalt and concrete hot spot. Bikes can ride around on the pavement now. Where are you getting all the money to spend on this special interest program?	Oct 25, 2012 3:56 PM
127	Safety is key, I lived in Seattle and they encouraged bicycling and people were killed and hit, too often. The drivers are still learning to accomodate. This is high stakes!	Oct 25, 2012 3:33 PM
128	I currently put by bicycle on my car on the weekends to get to trails outside of the area. Having previously lived in Oxford (near the Polly Ann and Paint Creek Trails), and seeing the number of people biking and jogging on the streets and sidewalks in Birmingham and Beverly Hills, I think this type of trail would be a great benefit to the community and would get a lot of use. I am not sure if this is possible, but it would be great if the existing trails could be extend and/or	Oct 25, 2012 3:14 PM

	connected. Running circles around Beverly Park is ok, but it gets tedious. I look forward to participating in the development of the plan!	
129	Who are the people responsible for creating the City of Birmingham's Comprehensive Multi-Modal Transportation Plan? Are leaders in the local cycling/running communities invloved in this planning effort?	Oct 25, 2012 2:15 PM
130	good to connection to the Airport	Oct 25, 2012 1:59 PM
131	I think this is a step in the right direction. Working with the towns and villages around Birmingham would allow for a comprehensive plan to be drafted and implemented.	Oct 25, 2012 1:50 PM
132	Dream: The median in the Woodward corridor could accommodate an elevated bike path, a weather protective bicycle expressway, a linear park that would allow cyclists to bicycle to downtown Detroit without mixing with other traffic at intersections.	Oct 25, 2012 1:45 PM
133	Consider using experienced bike riders as consultants so whatever happens it will be a design that is practical, goes somewhere with commercial stops and beats riding in the street	Oct 25, 2012 1:05 PM
134	Make sure its designed in such a way that neighboring communities can easily integrate their plans with Birmingham's	Oct 25, 2012 12:51 PM
135	There is a large and organized cycling community in the Birmingham area. Thank you so much for including us in this important discussion. Scott Kroske 1899 Banbury Birmingham, MI 48009 586-202-6300 cell	Oct 25, 2012 12:38 PM
136	High school kids are more likely to ride/walk to school with out parent. Should focus on areas around high schools. Also need to take into account the young drivers at highschools that need to be aware of pedestrians. A bike train along with a safe route to elementary schools together would increase riders. I know I travel with my younger students.	Oct 25, 2012 12:30 PM
137	I truly would try public transportation if I knew more about it, and felt that others, like me, were also giving it a try.	Oct 25, 2012 10:37 AM
138	Great idea	Oct 25, 2012 10:20 AM
139	I run marathons so I am running around the neighborhoods in Birmingham at various hours of the day. I think the pedestrians and vehicles co-exist fairly well now. Some tweeks and improvements can be made but wholesale changes are unneccessary.	Oct 25, 2012 10:04 AM
140	I live in a portion of Southfied that is part of the Birmingham school district (SE of 13 Mile & Evergreen), so I don't know how much emphasis you'd want to put on my responses. With that said, I am very interested in enhancing the cycle-ability (I know, but it works here) of the region. I am primarily intersted in this for exercise. Currently, I don't feel it's safe for bikes to travel along major roads, and the roads through neighborhoods are often difficult to navigate because of the curves/dead ends. If I found the bike path network to be safe, I would probably	Oct 25, 2012 9:37 AM

	start using it for errands as well as exercise.	
141	Whether it is light rail, better busing, or what have you, it would be wonderful to have a system that links Birmingham with the surrounding cities, even into Detroit. When I travel to other areas it is easy to either find an affordable taxi or accessible public transit when I want to go out and have a few drinks and not get behind the wheel. That simply isn't an option in our area unless I want to walk somewhere.	Oct 25, 2012 9:37 AM
142	It is great that you are making this public and I hope other municipalities and transportation related organizations take advantage of this opportunity. Many other communities have similar problems to those in Birmingham and no idea how to get started on solving them. Thank you.	Oct 24, 2012 6:43 PM
143	This survey is flawed in design because it assumes that older people can walk or bike - some cant	Oct 24, 2012 8:17 AM
144	I am very pleased that my hometown is taking multi-modal transportation seriously, as having access to safe walking and biking routes (and connection to buses and other modes of transit) will enrich citizens' lives, particularly for children. Thank you for working to promote healthy and sustainable living in our community. I now live in Detroit, but look forward to someday being able to ride my bicycle or take a reliable bus (or light rail!) to visit friends and family in Birmingham.	Oct 23, 2012 11:10 PM
145	While the city is pretty much built out, I would suggest that future development incorporate a wider minimum street standard and building set-back requirement. Wider streets would allow more uses and also increase safety.	Oct 23, 2012 10:16 PM
146	I am a business owner in the north district - will there be construction hindering my business and/or taking away parking? I had another business in town, and the median construction dropped my business by 30%.	Oct 23, 2012 3:19 PM
147	Forgot to mention, walk weekly to Farmer's Market in good weather	Oct 23, 2012 2:10 PM
148	I would like the City of Birmingham to be easily accessible by both bicycles and motor vehicles.	Oct 23, 2012 8:29 AM
149	Good luck! Thank you for doing this!	Oct 22, 2012 7:47 PM
150	I lived in Minneapolis for a few years and was able to bike almost everywhere because of the bike/walk system. It's great!!!!	Oct 22, 2012 2:25 PM
151	Happy to see that Birmingham is addressing this issue	Oct 22, 2012 2:04 PM
152	Still waiting for permanent bump-outs on Lincoln Ave instead of the temporary plastic poles protecting the parking lanes. Still see cars passing in the parking lane, cars driving too fast, etc. Need a permanent solution like the bump outs on Pierce Street by Barnum Park.	Oct 22, 2012 12:45 PM
153	The question about bike routes on Lincoln or Oak unfairly singles out those steets. Lincoln has been unfairly burdened with excessive cars at excessive speeds driving erratically ever since the street was widened in the 1960s. The	Oct 22, 2012 11:08 AM
	bulb-outs and parking do something to reduce some of that, and we were told 13 years ago that the bulb-outs would be made permanent and that we would also receive some street narrrowing treatment. If the city were to remove or reduce or narrow bulb-outs and remove parking and foreclose street narrowing our street would return to chaos. We know, because we lived there before the bulb-outs and parking. If you remove physical impediments to driving in the right-hand lane people will drive in it. We see people driving where there aren't cars every day. We want that stopped, not increased.	

154	Hoping for more regional coordination between cities in SE Michigan. Would love to see cities work together to develop bicycle thoroughfares between Ferndale, Berkley, Royal Oak, Birmingham and Troy.	Oct 22, 2012 9:41 AM
155	Please keep in mind that Birmingham is an important part of a larger, regional transportation system. Please work with and encourage neighboring cities on their multi-modal transportation plans, ensuring the no development is done in isolation.	Oct 21, 2012 10:32 PM
156	I am excited that Birmingham is working on this issue. I would like to see West Bloomfield and Bloomfield Twp do the same	Oct 21, 2012 12:27 PM

Preliminary Web Survey Results				

CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN 🤾 🔗 💂 👊工 🚍







# **COMMUNITY VISIONING WORKSHOP RESULTS**

January 31, 2013



# for consideration by:



## submitted by:





Community Visioning Workshop Results		

# CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN 🛪 🚿 🛱 🕮 🗕 COMMUNITY VISIONING WORKSHOP RESULTS

### INTRODUCTION

### **OVERVIEW**

A Community Visioning Workshop was held on January 17, 2013 from 7:00 PM to 9:00 PM at the Baldwin Public Library for the City of Birmingham's Multimodal Transportation Plan. Forty-three people were in attendance. During the public workshop participants were given the opportunity to give input through a variety of individual and group exercises.

The workshop began with an overview of best practices and inventory and analysis and then a role playing exercise was conducted to get people to look at non-motorized transportation from the perspective of someone else. Following the role playing exercise there were a number of different exercises that focused on major and minor corridor evaluations, neighborhood connector routes and trail connections, Downtown Birmingham, and Woodward Avenue.

The project draft vision, goals and objectives were also introduced and participants were asked to complete a short web survey that would be available for one week after the workshop and could be accessed from the project web page.

### LIST OF FIGURES

The following pages document the input that was collected during the workshop.

•	Major Corridor Evaluations	.2
•	Minor Corridor Evaluations	.3
•	Neighborhood Connector Routes and Trails	.4
•	Downtown Birmingham	.6
•	Woodward Corridor	.8
•	Comment Cards	.10
•	Draft Vision, Goals & Objectives Web Survey Feedback	.10

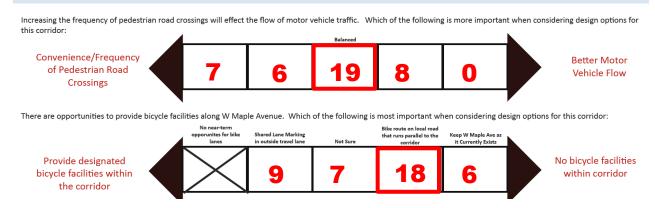
# CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN (\*) 500 F III F

### **MAJOR CORRIDOR EVALUATIONS**

### **GROUP EXERCISE**

Groups were asked to discuss each corridor and then each participant was asked to vote on what they thought would be the appropriate balance of road crossing improvements, bicycle facilities and motor vehicle flow for each corridor. The following show the number of votes along with additional comments for each corridor.

## W MAPLE AVENUE (WEST OF SOUTHFIELD ROAD)



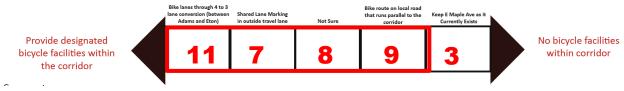
- Problem crossing Maple at Rouge Trail, otherwise the existing crossings are okay
- There is a residential route to the north

# E MAPLE AVENUE (EAST OF WOODWARD AVENUE)

Increasing the frequency of pedestrian road crossings will effect the flow of motor vehicle traffic. Which of the following is more important when considering design options for this corridor:



There are opportunities to provide bicycle facilities along E Maple Avenue. Which of the following is most important when considering design options for this corridor:



### **COMMENTS:**

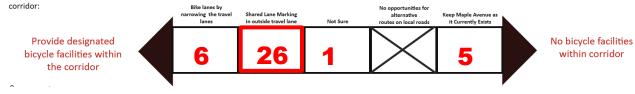
1. Busses and UPS deliveries are a problem if we create a bike lane

# E MAPLE AVENUE (SOUTHFIELD ROAD TO WOODWARD AVENUE)

Increasing the frequency of pedestrian road crossings will effect the flow of motor vehicle traffic. Which of the following is more important when considering design options for this corridor:



There are opportunities to provide bicycle facilities along Maple Avenue in the Downtown. Which of the following is most important when considering design options for this corridor:

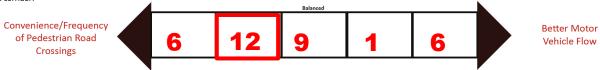


#### **COMMENTS:**

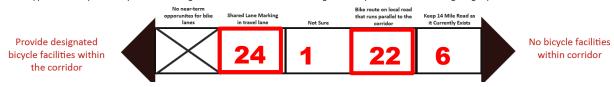
Remove parking on one side

### 14 MILE ROAD

Increasing the frequency of pedestrian road crossings will effect the flow of motor vehicle traffic. Which of the following is more important when considering design options for this corridor:

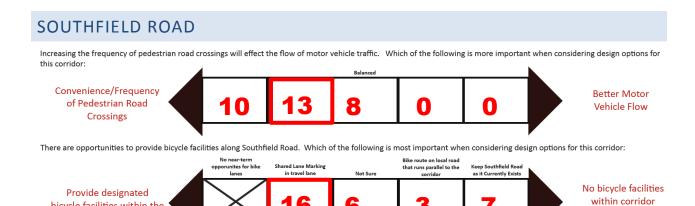


There are opportunities to provide bicycle facilities along 14 Mile Road. Which of the following is most important when considering design options for this corridor:



### **COMMENTS:**

1. 14 Mile is a wide enough to have one travel lane and a bike lane

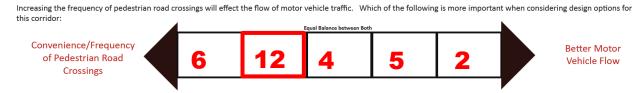


### **COMMENTS:**

No comments

bicycle facilities within the corridor

# ADAMS ROAD (NORTH OF MADISON ST)



There are opportunities to provide bicycle facilities along Adams Road. Which of the following is most important when considering design options for this corridor:



### **COMMENTS:**

• This would be great inter-city route, there is a small bike lane that runs the length of Adams one or two signs with an arrow plus a sign with a bike icon at 15 Mile would do.

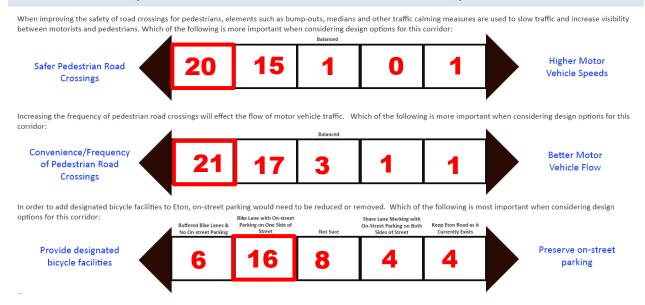
# CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN TO SEE THE COMMUNITY VISIONING WORKSHOP RESULTS

### MINOR CORRIDOR EVALUATIONS

### **GROUP EXERCISE**

Groups were asked to discuss each corridor and then each participant was asked to vote on what they thought would be the appropriate balance of road crossing, bicycle facilities and motor vehicle speeds and flow for each corridor. The following show the number of votes along with additional comments for each corridor.

## S ETON ROAD (E MAPLE ROAD TO E LINCOLN STREET)



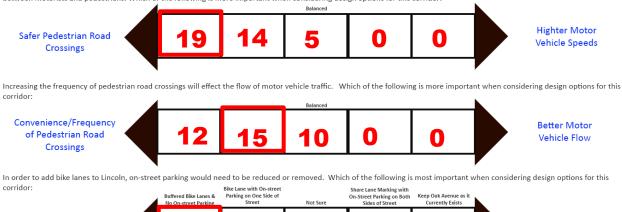
- Speed too fast
- Problem with site lines crossing at Yosemite and Eton, vehicles too fast for pedestrians
- Very difficult to cross at any time
- That road is wide enough for nicely signed bike lanes saw a family biking on Eton

Preserve on-street

parking

### OAK AVENUE (CHESTERFIELD AVENUE TO QUARTON LAKE PARK)

When improving the safety of road crossings for pedestrians, elements such as bump-outs, medians and other traffic calming measures are used to slow traffic and increase visibility between motorists and pedestrians. Which of the following is more important when considering design options for this corridor:



7

COMMENTS:

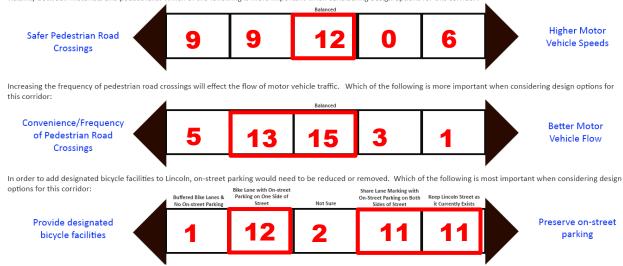
Provide designated

bicycle facilities

 Highly used asphalt path on south side of Oak from Lakeside to Lakeview needs improvement

## W. LINCOLN STREET ( S CRANBROOK ROAD TO SOUTHFIELD ROAD)

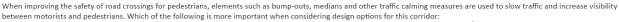
When improving the safety of road crossings for pedestrians, elements such as bump-outs, medians and other traffic calming measures are used to slow traffic and increase visibility between motorists and pedestrians. Which of the following is more important when considering design options for this corridor:

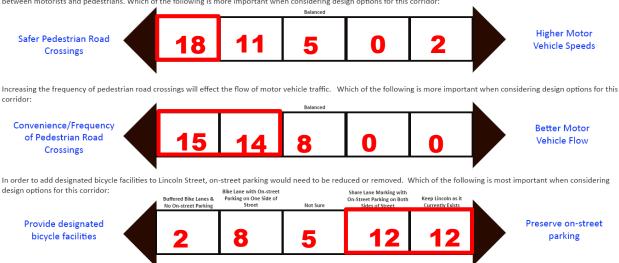


### **COMMENTS:**

Lincoln wide enough

### LINCOLN STREET (SOUTHFIELD ROAD TO WOODWARD AVENUE)





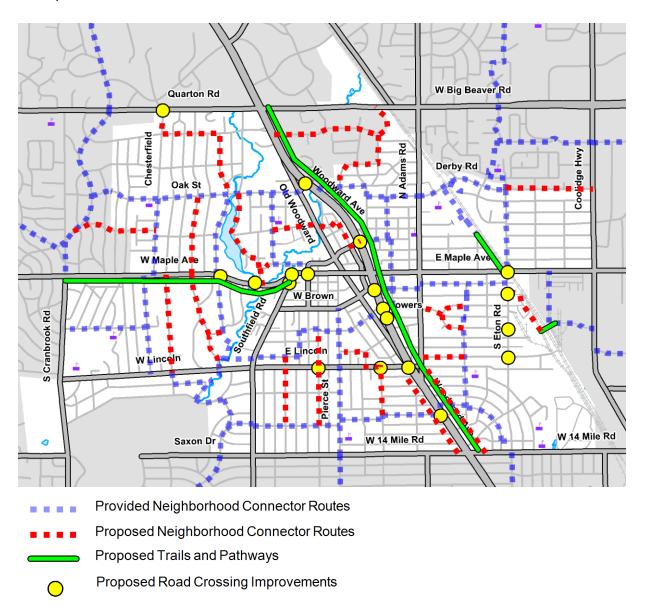
- Lincoln is a <u>time</u> dependent <u>major</u> corridor to juxtapose a bike lane on high traffic volumes is too risky
- Maybe lane(s) net wide enough
- Both parking and buffered bike lanes, with no reduction in parking
- Biking difficult because of parking on both sides
- Great east west road
- People on both sides of Lincoln need their on-street parking!
- This street needs to be narrowed significantly, bulb-outs on corners. Do not remove any parking
- Bulb-outs at more intersections to shorten distance to cross bottom site lines such as downtown
- It is very difficult to cross the street at the YMCA, traffic goes way faster than 25 mph

# CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN 🛪 🚳 🗒 🖫 🕮 COMMUNITY VISIONING WORKSHOP RESULTS

### **NEIGHBORHOOD CONNECTOR ROUTES AND TRAILS**

### **GROUP EXERCISE**

As a group, participants were asked to think about the neighborhood connector routes and pathways that they currently use or would like to use to get to destinations in Birmingham. Participants were asked to evaluate the provided routes and pathways and note directly on the large map any changes or concerns they had with the routes. The following map documents the input and comments are listed below.



- 1. Improve pedestrian crossing at Woodward Avenue and Oak Avenue (x3)
- 2. Crossing needed on W Maple at Rouge Trails (x3)
- 3. Enhance crossing at Woodward Avenue and Chapin/Emmons (x2)
- 4. Add full crossing at Woodward Avenue and Forest (x2)
- 5. Crossing Improvement needed at Maple and Lake Park Dr (x2)
- 6. Need pedestrian bridge in Linn Smith Park over river where potential pathway is proposed (x2)
- 7. Provide connection through railroad district to connect to new transit center and over to Target (x2)
- 8. Like the proposed pathway connection along Woodward Avenue between Wimbleton Dr and Oak Ave (x2)
- 9. Need more parking in the Rail District!
- 10. In Pembroke Park designated route not needed as traffic is not a hindrance to cyclists
- 11. Add route around Linden Park
- 12. Do not pave pathway through Linden Park my dog doesn't want it
- 13. I like the idea of neighborhood connectors instead of bike lanes on Maple. Bike lanes on Maple are too far away from Big Beaver and cause traffic problems. Taking connections around Derby makes it convenient to go to Somerset for everyone.
- 14. Reduce lanes on Woodward Avenue
- 15. Like the pathway through Derby Middle School, except extend down to Maple Road
- 16. We need a dedicated bike lane (separated from auto traffic) all along Woodward, further Woodward should lose at least one lane in each direction city-wide, and we also need longer time to cross at Woodward
- 17. Improve crossing under the Railroad at E Maple Road
- 18. Consider sidepath along W Maple
- 19. Like the potential pathway through Linn Smith Park connecting to Southfield Road
- 20. Pave route on Cranbrook between W 14 Mile road and Northlawn
- 21. Like the suggested bike route along Wallace, Stanley, W Frank and E Frank between Southfield and Woodward

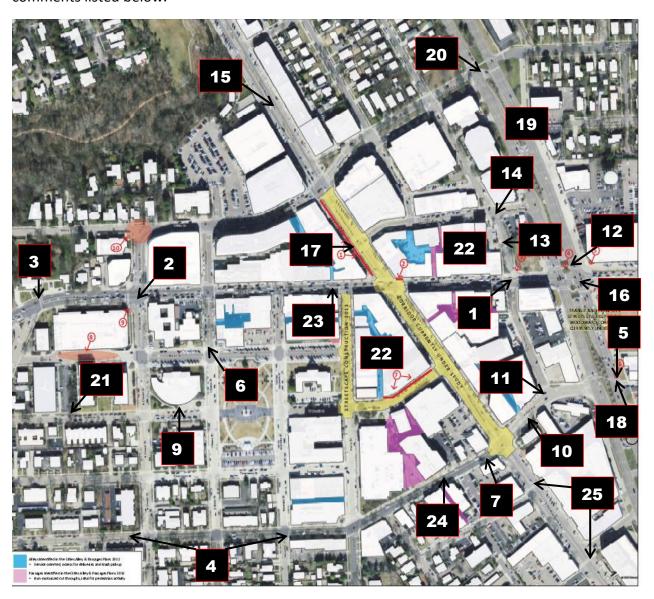
- 22. Difficult to cross at Southfield Road and Martin
- 23. Provide walking paths around Poppleton Park
- 24. We like the Neighborhood Connector Routes
- 25. Some will lose all parking if on-street parking is removed from Pierce and Lincoln
- 26. Alleys provide good bike routes along Woodward Avenue between E Lincoln and W 14 Mile road
- 27. Rouge Trails between W Maple Road and W Lincoln Road are good trails for bikes

# CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN 🏃 🚳 🗒 🕮 🕮 🙃

### **DOWNTOWN BIRMINGHAM**

### **GROUP EXERCISE**

For this exercise each group was provided a map of the downtown that had a list of issue areas identified. Participants were asked to read the provided comments and then add some of their own comments. The following map notes the issues areas with the corresponding numbered comments listed below.



- 1. Kill remnants of by-pass, cars by pass obstructions (x2)
- 2. Kill wide radius
- 3. Access corner to Historical Museum
- 4. Make Brown crosswalk cars ignore cross walkers
- 5. Dangerous, Needs a light (x4)
- 6. Curb extenders in Downtown are great, reduces crossing times
- 7. Potential crossing issues, signal timing adjustment needed
- 8. Need more curb extensions (in general)
- 9. More handicap parking at library
- 10. Crosswalk
- 11. Fix All stops (Forest east bound doesn't stop (x2)
- 12. Fix Crossing, crossing light needs to be longer to allow for pedestrian crossing (x2)
- 13. Make two-way traffic
- 14. Fix Dangerous intersection (2x)
- 15. Tough to get from N. Old Woodward parking deck to office on east side of road
- 16. Pedestrian tunnel or bridge(2x)
- 17. Eliminate double curb
- 18. Remove pedestrian crossing
- 19. More pedestrian crossings needed on Woodward Ave, reduce traffic lanes on Woodward and provide more buffers for Pedestrians with more trees
- 20. Very hard to cross Woodward Avenue and dangerous
- 21. Steps in Sidewalk
- 22. Bad condition of alleys potholes, grease, standing water
- 23. Maple at Pierce crossing not working
- 24. Brown (parking structure) crossing not flashing
- 25. Bus Stops on Old Woodward crossing not flashing

# CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN 🛪 🚿 🛱 🕮 🗕 COMMUNITY VISIONING WORKSHOP RESULTS

### **WOODWARD CORRIDOR**

### INDIVIDUAL EXERCISE: A VISION FOR WOODWARD

With the current transit, complete streets and gateway studies for the Woodward Corridor underway, it is uncertain what the corridor may become. For this exercise, participants were asked to describe their vision for the Woodward Corridor. First they were asked if they if the corridor should have more of a "Main Street" feel or continue as it currently exist, as a by-bass around the downtown. The following show the number of votes for each box with additional comments listed below.



- 1. Reduce lanes by half, Wide sidewalks (shared pedestrian & bicycle), Trees as a buffer to traffic, Add light rail down the center
- 2. Unless speed limit is reduced to 35 mph, Woodward will remain a high speed commuter road. Markings in the curb lane could be used for bicycle traffic.
- 3. By-pass conditions may be more appropriate north of maple (very little commercial activity on either side). A "Main Street" feel may fit better south of Maple.
- 4. Would like to have more "Main Street" feel than exists.
- 5. Same flow, more green, better quality curb, well maintained
- 6. Ferndale is a good example, Need better mass transit, Bikes off sidewalks
- 7. Woodward is an ugly gash through town. Slow it down. Narrow it.
- 8. It would be nice to cross Woodward more safely. Needs more grass and trees and less concrete and asphalt.
- 9. Practically speaking, Woodward has always been a by-pass, and has not developed storefronts etc. which would make a "Main Street" feel.

- 10. More like Ferndale improve connectivity from one side to the other.
- 11. Pedestrian Bridges to keep traffic flowing
- 12. Need to Better Connect Birmingham east of Woodward to Downtown. More shops, restaurants, and retail similar to Ann Arbor Kerrytown on east side of Woodward and provide pedestrian Bridges over Woodward.
- 13. Better as a by-pass, with businesses, as long as there is a feasible way to connect east & west, if not, slow it down and promote more pedestrian safety.
- 14. It is an important by-pass but many major corridors throughout the world manage to function as both and so should Woodward. Obviously, many things could be done to improve the "Main Street" character.

### OPTIONAL EXERCISE: ALLOCATING SPACE ON WOODWARD

An optional, additional exercise was also provided were participants were asked to give more details my showing how they would allocate space for sidewalks, parking, buffer, service drive, bicycle facilities and transit facilities along Woodward Avenue. The following figures show the number of votes for each type of facility along with the combined allocation of space based on those votes. Thirty-one participants completed this exercise.

### Sidewalk

- 1 block = narrow 15 votes
- 2 blocks= wide 9 votes
- 3 blocks= sidewalk plus cafe space or trees 8 votes

### Parking

- 2 blocks = Parallel Parking 14 votes
- 3 blocks= Angled Parking 8 votes

### Buffer

- 1 block = concrete 7 votes
- 2 blocks = landscaped 12 votes
- 3 blocks = landscaped with trees 6 votes

### Service Drive

2 blocks = One Traffic Lane 9 votes

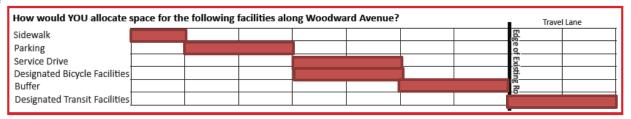
### Designated Bicycle Facilities

- 1 block = Bike Lane 8 votes
- 2 blocks= One-way Cycle Track (with Buffers) 9 votes
- 3 blocks= Two-way Cycle Track (with Buffers) 0 votes

### Designated Transit Facilities

2 blocks= Designated Transit Lane 15 votes

#### **CONCEPTUAL ALLOCATION OF SPACE BASED ON THE VOTES ABOVE:**



<sup>\*12</sup> participants were comfortable replacing an existing travel lane with a facility listed above

# CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN 🔭 💆 🖫 🕮 COMMUNITY VISIONING WORKSHOP RESULTS

### **COMMENT CARDS**

## OPTIONAL:

Participants were given the opportunity to share any additional information regarding the project on comments cards. The comments are posted below.

• Very concerned about loss of street parking. I live at corner of Lincoln and Pierce and if street parking is lost I could loss all street parking which is needed. Make Lincoln (Woodward to Southfield) bump outs permanent.

### 

## DRAFT VISION, GOALS & OBJECTIVES WEB SURVEY FEEDBACK

### **OPTIONAL WEB SURVEY:**

An optional web survey was provided for workshop participants and the public to provide feedback on the draft vision, goals and objectives. The survey was available for one week. Fourteen people started the survey and twelve completed it. The following pages document the results.

1. COMMUNITY VISION: The City of Birmingham seeks to build upon its brand as a walkable community. The purpose of this plan is to provide a document that the Community may reference when contemplating future actions regarding infrastructure, policies and programs. It is envisioned that this plan will guide improvements designed to give people additional transportation choices, thereby enhancing the quality of life in the City of Birmingham.

	ResponseP	ercent	ResponseCount
Strongly Agree		71.4%	10
Agree, but with modifications		21.4%	3
Disagree		7.1%	1
	AnsweredQu	estion	14
	SkippedQu	estion	0

# 2. Please include any additions, modifications or strong objections to the goal and objectives that you feel are needed:

I believe the City has many transportation choices already. I believe it is of utmost importance to keep motor vehicle traffic running smoothly on the main roads so as not to be a problem for the neighborhoods. I also believe I heard some interesting ideas of building upon the existing infrastructure that could enhance the City without causing motor vehicle traffic problems (especially cut throughout and congestion). I am also concerned that with bike lanes on Maple buses and UPS or Fed ex trucks would become a major problem. I have read several articles about bikers complaining about any vehicles entering their lanes for stops and some of the articles discuss the legality of these stops. I am interested in hearing more on a neighborhood connecting system. I live in the area near Maple between Eton and Adams. I look forward to seeing the developed concept at the next workshop. I am checking disagree at this time but I am cautiously optimistic a plan could be developed that the neighborhoods could support.

Jan 24, 2013 1:28 PM

Walking and biking are good things which we participate in. However we also regularily drive. Narrowing and closing of streets in the past have often times dramatically added to our commute times. For example the narrowing of Adams Road results in traffic back ups that block Westboro som that getting out of Westboro involves making a right turn and driving additional miles because I can not make a left turn out of Westboro in a safe manner. Road narrowing such as the proposed Maple Road would be a LARGE burden.

Jan 24, 2013 12:10 PM

Living as I do in the Birmingham Estates subdivision, located northeast of E. Maple and Adams intersection, I am strongly opposed to narrowing of E. Maple from 4 to 3 lanes to make room for bike lanes. I fear that cut through traffic will greatly increase in our area, leading to increased danger for small children and other pedestrians living in our area. Moreover, the increased traffic which will occur on Adams north of Maple will make it even more difficult for those of us living in this area to turn onto Adams during rush hour or when Derby and Roeper schools are dismissed. Rather than routing bike traffic from Eton to Adams along Maple, we should route it north on Eton to Derby, then west to Woodward--this would be much more logical and overall safer.

Jan 23, 2013 9:54 PM

# 3. GOAL 1: Provide an appropriate balance between motorized and non-motorized methods of transportation.

	ResponsePercent	ResponseCount
Strongly Agree	81.8%	9
Agree, but with modifications	18.2%	2
Disagree	0.0%	0

Please list any additions, modifications or strong objections here:

	AnsweredQue	estion 11
	SkippedQue	estion 3
1	Existing streets with moderate to high traffic patterns should not be restircted since traffic can not be easily or efficiently re-routed. Traffic is often the only way in which visitors to Birmingham can come and spend their money in the shops and restaurants.	Jan 24, 2013 12:13 PM
2	More balance is probably desirable, but we must be sensitive to the relationship between the costs of making any changes with associated benefits. We are living in bad economic times, and we do not have unlimited resources. Property owners should not be made to shoulder a tax increase to pay for this project.	Jan 23, 2013 9:59 PM
3	need to reconfigure parking on Old Woodword- angled parking makes it difficult	Jan 21, 2013 10:40 PM
	to see cylcists	

# 4. OBJECTIVE 1: Expand the infrastructure as necessary to create a more pedestrian, bicycle and transit friendly community

	ResponsePercent	ResponseCount
Strongly Agree	72.7%	8
Agree, with modifications	9.1%	1
Disagree	18.2%	2

Please list any additions, modifications or strong objections here:

	AnsweredQue	stion 11
	SkippedQue	stion 3
1	Again I am checking disagree but am cautiously optimistic about a neighborhood connecting system. I am looking forward to the presentation.	Jan 24, 2013 1:32 PM
2	Unless we have already budgeted for such changes, I do not see the need to increase our property taxes in order to fix what seems to be a rather low priority issue.	Jan 23, 2013 9:59 PM

# 5. OBJECTIVE 2: Provide convenient and appropriate road crossing opportunities for pedestrians and bicyclists

	ResponsePercent	ResponseCount
Strongly Agree	81.8%	9
Agree, with modifications	18.2%	2
Disagree	0.0%	0

Please list any additions, modifications or strong objections here:

3

	Answered	Question 11
	SkippedC	uestion 3
1	Subject to cost and tax implications.	Jan 23, 2013 9:59 PM
2	I love the count-down traffic signals for pedestrians. They have really helped!	Jan 21, 2013 6:31 PM
3	Crossing Woodward is one of the biggest issues dividing the city. I feel fairly comfortable crossing Woodward, but do not see myself ever being comfortable letting my children cross Woodward on their own, which is a shame because their are many great parks on the other side. A tunnel(s) or bridge(s) would be idle, something that completely separates the pedestrian from vehicles.	Jan 20, 2013 2:53 PM

### 6. OBJECTIVE 3: Provide additional and enhanced bicycle parking options

	ResponsePercent	ResponseCount
Strongly Agree	63.6%	7
Agree, with modifications	36.4%	4
Disagree	0.0%	0

Please list any additions, modifications or strong objections here:

		AnsweredQuestion	11
		SkippedQuestion	3
1	Subject to cost and tax implications.	Jan 23, 2013 9:	59 PM

# 7. OBJECTIVE 4: Enhance transit amenities (e.g. shelters, benches, information resources, etc.) including appropriate pedestrian and bicycle connections to the transit facilities

	ResponsePercent	ResponseCount
Strongly Agree	81.8%	9
Agree, with modifications	18.2%	2
Disagree	0.0%	0

Please list any additions, modifications or strong objections :

-1

AnsweredQuestion	11
SkippedQuestion	3

Subject to cost, tax and safety implications. Shelters should not become magnets for homeless street people, vagrants.

Jan 23, 2013 9:59 PM

# 8. GOAL 2: Create a greater sense of community by improving and increasing the opportunities for social interactions between those walking, bicycling and taking transit.

ResponsePercent		ResponseCount	
Strongly Agree		60.0%	6
Agree, but with modifications		10.0%	1
Disagree		30.0%	3

Please list any additions, modifications or strong objections here:

	Answeredo	redQuestion 10	
	SkippedG	dQuestion 4	
1	I don't know how a greater sense of community would take place but look forward to the explanation.	Jan 24, 2013 1:44 PM	
2	The likelyhood of increasing social interaction is low and really should be considered at best a minor factor.	Jan 24, 2013 12:19 PM	
3	We already have a strong sense of community. Let people accomplish this on their own. Why is this a concern of the city? Keep government out of this. Besides, how many times do people who are walking or driving stop to talk to a biker speeding by? Get serious.	Jan 23, 2013 10:03 PM	

# 9. OBJECTIVE 1: Increase the number of people walking, bicycling and taking transit, especially for daily transportation trips such as commuting to work and running errands

	ResponsePercent	ResponseCount
Strongly Agree	60.0%	6
Agree, with modifications	20.0%	2
Disagree	20.0%	2

Please list any additions, modifications or strong objections here:

	AnsweredQuestion	
	SkippedQue	estion 4
1	I believe at the presentation you noted a high level of participation already. I am not sure you can increase that number but I look forward to the presentation of improvements to our city for enjoyment.	Jan 24, 2013 1:44 PM
2	Encourage people by making walking and biking better and not by making cars more difficult to use.	Jan 24, 2013 12:19 PM
3	Why is this a priority for our city leaders? Is the EPA pushing us into reducing our carbon footprint? Last time I looked, I did not see much air pollution in Birmingham. Again, is there a hidden agenda within our city council?	Jan 23, 2013 10:03 PM

Jan 21, 2013 9:33 AM

10. 0	10. OBJECTIVE 2: Increase the number of children walking and bicycling to school				
		Response	Percent	ResponseCount	
	Strongly Agree		60.0%	6	
	Agree, with modifications		30.0%	3	
	Disagree		10.0%	1	
	Please list any additions, modifications or strong objections here:				
		AnsweredQ	uestion	10	
		SkippedQu	uestion	4	
1	example, our children di school but could walk to enough to their High Sch	SkippedQu dy at 70% I am not sure that can be increased. For d not live close enough to walk to their elementary Derby their middle school. They also did not live close lool (Seaholm) to walk. They were both swimmers and by 5:15am in the winter.		<b>4</b> 24, 2013 1:44 PM	
2	example, our children dischool but could walk to enough to their High Schneed to be to the school  Although this is a good goncern with children's san extreme open carry of	dy at 70% I am not sure that can be increased. For all not live close enough to walk to their elementary Derby their middle school. They also did not live close tool (Seaholm) to walk. They were both swimmers and	Jan 2	•	

Reduce lanes on Woodward, wider sidewalks, separated bike lanes (each way), buffer with trees, and light rail down center of Woodward

## 11. GOAL 3: Develop a multi-modal system that respects the unique needs of all different users.

	ResponsePercent	ResponseCount
Strongly Agree	66.7%	6
Agree, but with modifications	11.1%	1
Disagree	22.2%	2

Please list any additions, modifications or strong objections here:

	AnsweredQu	uestion 9
SkippedQuestion		uestion 5
1	Again I am checking disagree at this time. I believe Birmingham has a great system already but am cautiously optimistic about the neighborhood connecting system plan.	Jan 24, 2013 1:51 PM
2	All users is key. Changing long standing patterns which have existed for years should not be undertaken lightly.	Jan 24, 2013 12:27 PM
3	I do not believe the city management has made a clear case that such a system is indeed needed or wanted by a majority of tax paying residents. I believe the city has failed to make the case that a majority of residents are being inconvenienced or indisposed because we do not have enough bike paths or cross walks, etc. You should first make it clear to all taxpayers why this is a major concern that needs to be addressed and paid for.	Jan 23, 2013 10:16 PM

## 12. OBJECTIVE 1: Reduce negative and dangerous interactions between motorists, transit users, bicyclists and pedestrians

	ResponsePercent	ResponseCount
Strongly Agree	75.0%	6
Agree, with modifications	25.0%	2
Disagree	0.0%	0

Please list any additions, modifications or strong objections here:

3

	Answeredo	Question 8
	SkippedG	Question 6
1	A good way to do this is to seperate the motoroists form the bicyclist and pedestrians. Use the existing side streets that we have to encourage bicyclists. Do not try and convert Maple Road.	Jan 24, 2013 12:27 PM
2	Restrict bike paths to minor roads and trails.	Jan 23, 2013 10:16 PM
3	Important for children and people with disabilities	Jan 20, 2013 2:55 PM

## 13. OBJECTIVE 2: Enhance the ability for youth, seniors and persons with physical and/or cognitive challenges to travel throughout the community independently

	ResponsePercent	ResponseCount
Strongly Agree	55.6%	5
Agree, with modifications	33.3%	3
Disagree	11.1%	1

Please list any additions, modifications or strong objections here:

	AnsweredQuestion	
	SkippedQu	uestion 5
1	Sounds good but first consider the cost benefit analysis. There are many factos involved with "indepdent" and traffic pattens are only a samll piece.	Jan 24, 2013 12:27 PM
2	Subject to cost and tax implications.	Jan 23, 2013 10:16 PM

15. List any additional comments you may have:

### 14. OBJECTIVE 3: Develop strategies to educate all transportation system users to create an atmosphere of respect among all travelers

	ResponsePercent	ResponseCount
Strongly Agree	66.7%	6
Agree, with modifications	0.0%	0
Disagree	33.3%	3

Please list any additions, modifications or strong objections here:

3

Jan 20, 2013 2:58 PM

	AnsweredQu	uestion S
	SkippedQu	estion (
1	I am not sure how you would do this because many travelers come from outside the city.	Jan 24, 2013 1:51 PM
2	People already know this. Driver's training plus local cycle clubs cover this territory already.	Jan 24, 2013 12:27 PM
3	Just how do you propose to do this? With billboards, PSA's on TV, a new course at our middle and high schools, etc.? Give people more credit for being able to adjust to the presence of other kinds of traffic on roads and sidewalks. We are not stupid. Save the money and effort for something more useful. Besides, where is all the needed money supposed to come from?	Jan 23, 2013 10:16 PM

#### I did check the disagree box often but I do want to express that I think there were Jan 24, 2013 2:00 PM undeveloped ideas I heard at the workshop that I am interested in hearing how you would address and develop particularly the connecting system but also small things like signs, curbing, crossings, handicap, etc. As I commented in the October survey, I believe that survey was flawed: it was Jan 23, 2013 10:16 PM clearly biased toward soliciting answers from walkers, bikers, and bus passengers. Those of us who primarily drive were given little or not liberty to express our ratings, etc. (other than through our written comments). Based on observation, I have little confidence that we can make intelligent decisions based solely on that first survey. As I said earlier, I live in an area adjacent to E. Maple and Adams, and we already have an abundance of traffic on both of those roads; adding bike lanes to either road would exacerbate cut through traffic on our lovely residential streets, and increase problems of entering and exiting off of Adams. As far as my part of town is concerned, I strongly suggest that any new bike routes be confined to safer, more minor streets such as Eton, Derby and Mohegan. 3 Pedestrians first, bikes second Jan 21, 2013 9:34 AM

More safe crossings (markings, flashers) Ways to design the roads to get drivers

to drive the speed limit I see the potential benefit of improving bike routes, but this is something that I don't participate in much at this time since my children

are quite young.

CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN 🦎 🕉 🗒 🖫 💵 🚍









#### PRELIMINARY PLAN OPEN HOUSE RESULTS

March 6, 2013



#### for consideration by:



#### submitted by:







## CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN TO THE PRELIMINARY PLAN OPEN HOUSE RESULTS

#### INTRODUCTION

#### **OVERVIEW**

A Preliminary Plan Open House was held on February 28, 2013 with two identical sessions held from 3:00 PM to 5:00 PM and from 7:00 PM to 9:00 PM at the Baldwin Public Library for the City of Birmingham's Multimodal Transportation Plan. The total attendance for both sessions was thirty-eight people. Each session began with a short presentation of the preliminary plan recommendations. Following the presentation, ten stations were set-up around the room where participants could provide feedback and agree or disagree with other participant's comments to help build a consensus.

For reference, PDF's of the open house presentation and materials are available to download from the project website at: <a href="http://www.greenwaycollab.com/Projects/Birmingham/BMMTP.html">http://www.greenwaycollab.com/Projects/Birmingham/BMMTP.html</a>

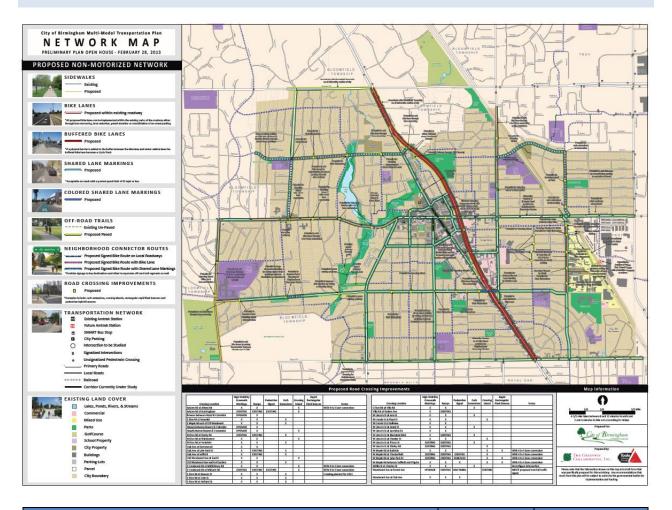
#### LIST OF FIGURES

The following pages document the input that was collected during the workshop.

•	Network Map	.C4
•	Signalized Intersection Recommendations	.C6
•	Downtown Map	.C8
•	ADA Transition Plan	.C9
•	S. Eton Road	.C10
•	Four-Lane to Three-Lane Conversions	.C12
•	Lincoln Street	.C14
•	Woodward Corridor	.C16
•	Policy, Environment, Programs and Outcomes	.C18
•	Phase 1 Implementation Plan	.C19

## CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN TO THE PRELIMINARY PLAN OPEN HOUSE RESULTS

#### **NETWORK MAP**



Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
<ol> <li>High level of fast traffic on N Eton Rd – parking needed on both sides with shared lane markings – like the curb extensions and love the island at Graefield</li> </ol>	1	0
2. No paved path through playground/field at Derby Middle School – disruptive to activities – little bike traffic on Westboro	2	0
3. Make Bates between Maple and 14 Mile a shared lane bike route	2	0
4. Issue with proposed bike lanes on Lincoln between Cranbrook Rd and Golfview due to buses in the AM and PM – please review conditions and school drop off	3	0
5. Please provide signal prioritization equipment for the fire Trucks – this will make it safer to cross at Southfield at Lincoln,	4	0

Pierce and Lincoln and Woodward and Lincoln		
6. There is a proposed path through Kenning Park accessed from neighborhood to the south	4	1
7. Speeding on Eton south of Lincoln – traffic calming needed	5	0
8. Do not reduce lanes on Adams or mark shared lanes unless you address congestion problem at Lincoln and Woodward	0	3
9. Provide path through Poppleton as an alternative to Wimbleton	0	0
10. Provide connections to Manor Park	1	0
11. Provide signage to trail on north side of Maple – hard to find trail	1	0
12. Follow through with proposed mid-block crosswalk improvements at Villa, Hazel, Bowers, and Haynes where existing pathways intersect	1	0
13. Like the proposed pedestrian access on the Birmingham side to the Future Troy Transit Center	4	0
14. Like pedestrian crossing improvements on Eton north of Maple	2	0
15. 14 Mile at Woodward , make easier to cross – crossing is two white lines, timing requires running, northbound turns from westbound 14 Mile is very fast	4	0
16. How to safety cross Woodward at Emmons/Chapin	0	0
17. 14 Mile Road at Woodward is not safe to cross	1	0

## CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN (\*) PRELIMINARY PLAN OPEN HOUSE RESULTS

#### SIGNALIZED INTERSECTION RECOMMENDATIONS

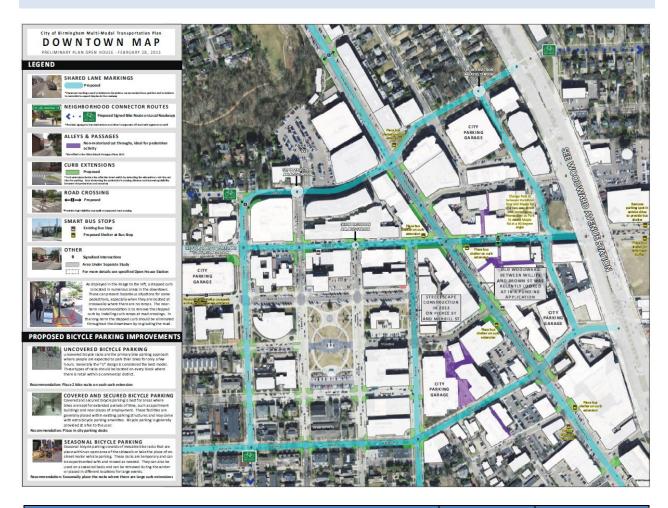


Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
W Lincoln near High School – problems at drop off and pick up times with buses	2	0
2. Brown between Old Woodward and Southfield – Plenty of ped crossings but cars do not stop	4	0
3. E and W Lincoln – Don't mind adding crosswalks but how will you address cars not stopping?	4	0
4. Change left turn on to Buckingham from southbound Adams to flashing red on red light (allowing turns into Buckingham from southbound Adams	2	0
5. Fully agree with signalized intersection # 7 (Pierce and Southlawn)	2	1
6. Keep light #2 (Adams & Buckingham) at Adams – it would be very difficult to get out on Adams – I like the light for walking to town	2	0

7. Keep light #2 (Adams & Buckingham) for kids to cross	1	0
8. No roundabout on Oak and Chesterfield	0	2
9. People always complaining about how unsafe they feel crossing north at Southfield and Maple – Southfield traffic too fast	1	0
10. Like idea of adding street parking to Oakland Ave between Park and Ferndale	1	0
11. No "road diet" anywhere, no curb extensions	0	2
12. No new islands, no weaving of motor traffic!	0	2

## CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN TO THE PRELIMINARY PLAN OPEN HOUSE RESULTS

#### **DOWNTOWN MAP**



Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
Makes Bates a shared lane for bikes between Maple and 14     Mile Road	2	1
2. N. Chester at Willits St – currently awkward for bikes crossing near curve, cars don't pay attention	1	0
3. Like proposals	3	0

#### CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN 👌 💑 🗒 PRELIMINARY PLAN OPEN HOUSE RESULTS









#### **ADA TRANSITION PLAN**

#### ADA Transition Plan City of Birmingham

#### Background

- Background

  The Americans with Disabilities Act (ADA) of 1990 is a civil rights stante that probabits discrimination against people who have disabilities.

  The II of the Act establishes that designing and constructing facilities for public use that are not accessible constitutes discrimination.

  The II of the Act establishes that designing and constructing facilities for public use that are not accessible constitutes discrimination.

  The Act applies to all facilities, including both facilities rolative to the accessibility requirements of the ADA.

  Bitmingham is required to access current facilities rolative to the accessibility requirements of facilities to individuals with disabilities, describe the methods to be used to make the facilities accessibility facilities to individuals with disabilities, describe the methods to be used to make the facilities accessibility fraction of the control of the control of the control of the ADA acquirements; establishing a grisvance procedure, developing internal design standards and specifications, assigning personnel for the development of a Timution Plan, approving a schedule and budget and, monitoring progress on implementation of the Timution Plan.

#### Existing Conditions

















#### Existing Conditions

- There is a relatively comprehensive and connected sidewalk network throughout Birmingham.
   Many of the sidewalks have buffers and there are curb ramps and striped crosswalks throughout
- Many of the existing sidewalks in the city are four feet wide, which is narrow from an accessibility state you we accume the control of the princip points may block the pedestrian travelway, especially at corners. The acctual locations, there is competition for identify space. In section locations, there is competition for identify space. There are called legging slope is some in some locations. Heaving brick isolewalks can present a tripping hazard.

- There are intersections lacking curb ramps and some existing curb ramps may not be ADA compliant.
   Pedestrian crossing times may need to be extended in some locations.
   Angled crosswalls are at times not aligned with existing curb ramps, creating a potential tripping hazard.
   Older curb ramp designs have a "lip" between the ramp and the road, which could be difficult to navigate in a wheelchair or present a tripping hazard.

#### Policy

- A signal timings get changed, it is the City's policy to use the standards for feet per second included in the latest Manual on Uniform Traffic Centrol Devises (MUTCD). The timings are currently only being modified as part of other projects.

  Generally sidewalks are required to be a minimum of five feet wide, although they are required to be wider in the Traingel District and long Weodward Avenane.

  Whenever a curb ramp is replaced, a fully ADA compliant ramp in intalled.

  All finance projects in the Capital Improvement Programs (CIF) will include fully ADA compliant designs and features.

  Private development amountly pay far curb stamps on their property, and the City helps with connecting Private development and instructure.

  Other Physical design features in the right-of-twy are addressed through streeticage agreements as part of the site development and building permit process.

  In order to Ottain a sidewalk permit, developers must demonstrate that they are meeting the City and State's design standards.

#### Existing Programs and Investments to Implement Physical Improvements

- The City's ongoing sidewalk program covers 1/7 of the city and 5: of the domatown area every year. During this time, trup hazards are identified and addressed.
   The police department is adding pedestrian countdown signals on an ongoing basis. They are also responsible for traffic signal numeromes, timing, and general painting project. The police coordinate with the Engineering Department on these improvements.
   Curb ramps are addressed as part of ongoing road projects; however, there is not a standalone curb ramp retrofit program.

#### Staffing, Oversight, Training and Outreach

- There are currently no standing ADA access and/or pedestrian and bike committees at the City.
   At the staff level, no one is specifically tasked with being responsible for ADA design and compli-
- ance.

  A Citizen Request Line is available and histed on the City's website. Most citizen complisation are valid for the city's website. Most citizen complisation are received through calls to this phone number.

  The bulk of complaints reserved have to do with trip hazards. Around ten complaints are received each year and are generally addressed on a rolling basis. The hazard is either fixed permanently, or a temporary fix is intalled and the full repair is included on the project list the following year.

  City staff stread trainings as needed. All of the field inspectors were trained in 2011 and all new inspectors receive training.

#### Data Collection Currently Underway

- Ramp Type (Per MDOT Detail R-28-G) Ramp Direction

- Collect key ADA-related data.

  Develop a proactive implementation and prioritization program to address needs identified through the data colcustions of the control of the control of the colcustration of the control of the control

#### Sample Self-Evaluation Checklist

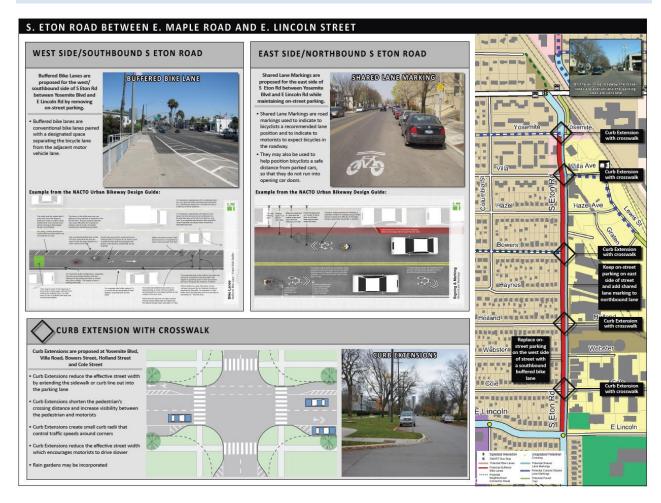
SELF-EVALUATION CHECKLIST		
ESUE	POSSIBLE BARRERS	
Sidewalk and Pathway Clear Width	Narrow, Below Guidelines	
Sidewalk and Pathway Cross Slope	Steepness, Irregularity, Variability, Warping	
Landings Along Sidewalks and Pathways	Less Than 4 feet by 4 feet	
Sidewalk and Palhway Grade	Steepness, Angle Points	
Materials and Pinishes	Deterioration of Burfaces, Deterioration of Markings, Appropriateness of material (ex. Cobblestones)	
Gretings	Greting Type, Grete Opening Orientation	
Discontinuities	Missing Sections, Gaps, Drops, Steps	
Detectable Warning Bystom	Missing, Inappropriate Materials, Inadequate Size, Wrong Location	
Obstructions	Signs, Mail Boxes, Fire Hydrants, Benches, Telephones, Traffic Signal Foles, Traffic Signal Controller Sours, Newspaper Boxes, Oralinage Structures, Tree Grates, Fole Mounted Objects, Standing Water, Snow or Ice	
Treffic Signal Systems	Lack of Provision for the Visually Impaired such as APS, Imadequate Time Allowed, Inoperable Buttons, Imaccessible Buttons	
Curb Remp	Missing, Doesn't Fall within Marked Crosswalk, Doesn't Conform to Guidelines	
Curb Remp Reres	Missing Where Required, Too Steep	

Source: ADA Transition Plans: A Guide to Best Management Prac-tices, NCHRP Project number 20-7 (232), May 2009.

Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
1. This is required by federal law	2	0
2. Would love to see this changed!	2	0

## CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN TO THE PRELIMINARY PLAN OPEN HOUSE RESULTS

#### S. ETON ROAD

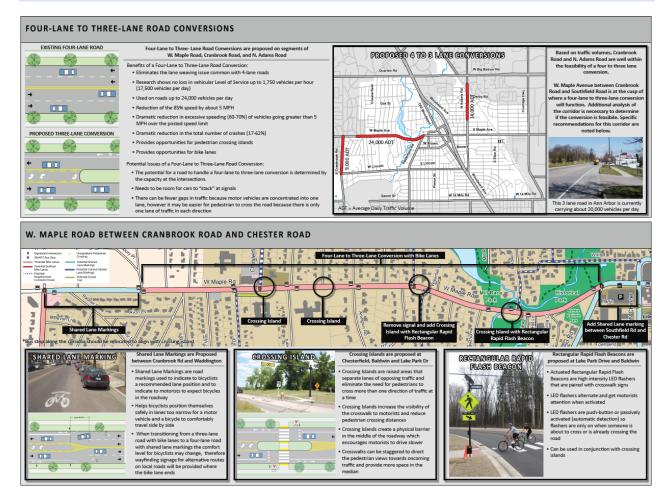


Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
<ol> <li>Make west side 100% parking – install a shared bike lane to match east side</li> </ol>	1	4
2. General lighting (night) for crosswalk (pedestrians) at Shepherd School to parking Lot	5	0
3. Concern with residents whose garages face west side of Eton – how do they back car out over bike lane into car lane	2	4
4. Protect parking for the business district on S Eton not just the rail district	2	1
Concern over connector between north and south Eton regarding flooding under viaduct	2	2
6. Make both sides shared bike and parking – there will not be many bikes five months of the year	4	2

7. Speeding on Eton a problem north and south	9	0
8. Enhance proposed crosswalk measures/pedestrian friendly	5	0
Bump-out curb extensions should help decrease speed and make me feel safer when I cross	3	1
10. Buffered bike lanes will help – I will feel safer	2	1
11. Any proposed enhancements for bikers should not be done at the expense of parking	1	1
12. I am against any curb extensions	1	5
13. Like this plan	2	0
14. Truck turning radius needs to be considered	0	0
15. Residents losing parking spaces	0	0

#### 

#### FOUR-LANE TO THREE-LANE CONVERSIONS

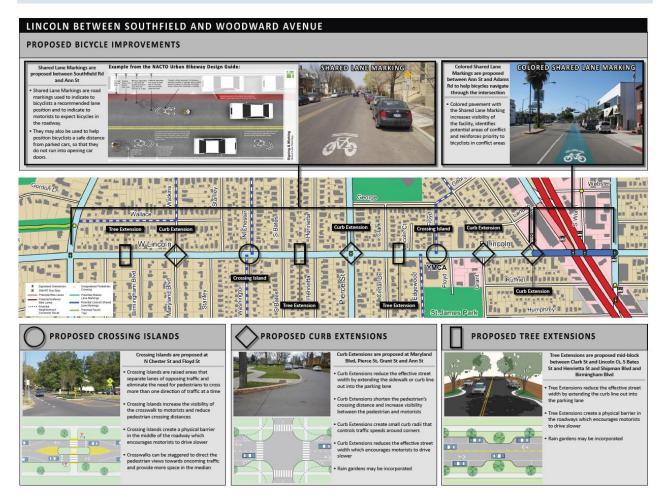


Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
Skeptical about reducing Maple to two travel lanes	3	4
2. Question narrowing traffic flow on Adams as one turns left or right over the railroad overpass – will clog traffic – pedestrians generally going east or west	0	1
3. Do not reduce Maple from 4 to 3 lanes – the traffic backs up daily at rush hour	5	5
4. Note – a bridge over Maple to connect Millrace Park with trail south to Maple shot down in 2005	0	0
5. No shared lane markings on Adams – don't reduce Adams Road – take bike lane up Derby and cross at Wimbleton	2	2

6. Adams	5	1
7. Maple	5	1
8. Like island at Millrace so hiking trail can be accessed all the way	4	1
9. Connections between Baldwin Park, Historical Park and Millrace Park	1	0
10. Like auto detection for flashers – easier for cyclists	0	0
11. Like crosswalk paint stripes – very important to slow motorists	0	0
12. Very concerned about the cost, and traffic problems and inconvenience this will cause for residents and commuters	0	0
13. Do not reduce Adams lanes	0	0

#### 

#### LINCOLN STREET

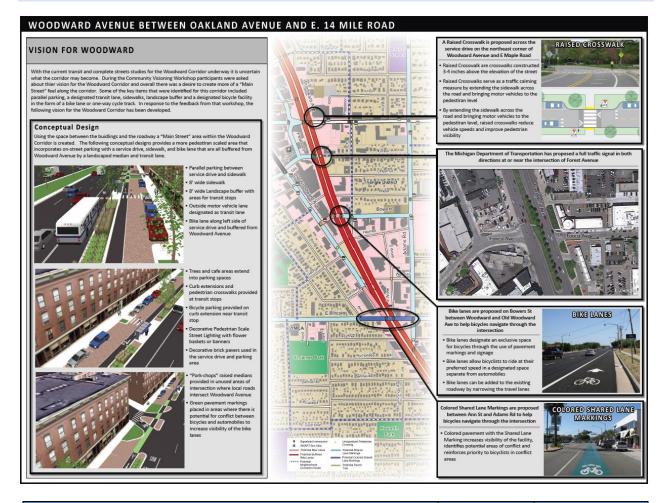


Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
1. Remove current yellow plastic barriers – in the way of bikes	4	2
2. Repave section shown – keep parking on both sides of street, make shared bike lanes	2	0
3. Crossing islands at Chester and Floyd would be very helpful	6	1
4. Bulb-outs to replace bollards would be a big improvement	7	2
5. Trees in bulb-outs and islands	5	3
6. Make Lincoln seem more curvy to slow the traffic	6	1
7. Bike lane all the way down Lincoln including widening road at Woodward	1	4

8. Make it less life threatening to cross Woodward at Lincoln	9	0
9. Parking on both sides is important	6	0
10. Add colored shared lane markings	5	2
11. Add more curb extensions near Southfield and Stanley	3	3
12. Raise taxes 50% on all homes on Lincoln to pay for island and extensions	3	3
13. Like crossing island at YMCA	5	1
14. Like curb extensions and tree extensions and crossing islands	6	1
15. Overall very good proposal	6	1
16. Like bump-outs, not sure about trees - can impair visibility	0	0
17. Love the painted bike lane colors – cars are very aggressive and I would feel safer on a bike	2	0
18. I like this plan!	4	0
19. I like the colored marking option	0	0

## CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN (\*) STORES PRELIMINARY PLAN OPEN HOUSE RESULTS

#### **WOODWARD CORRIDOR**



Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
1. Bollards at islands?	0	2
2. Proposal is not clear – raised where? If raised area is not park of Maple then okay	1	0
3. Like Woodward proposal for service drive	6	0
4. I like the conceptual design for Woodward	9	0
5. Like shared lane markings	2	0
6. Dislike bike only lanes	1	3
7. I love this!	5	0

8. Please implement this concept all the way down to 14 Mile Rd	2	0
9. Focus on safer crossing of Woodward at Lincoln – want children to be able to cross Woodward to get to better parks – Bridge?	1	0
10. Love buffered bike lanes – make safer – love colored shared lanes	1	0
11. I second installing this all the way though Birmingham to 14 Mile	0	0

#### CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN 🦎 🙈 PRELIMINARY PLAN OPEN HOUSE RESULTS









#### POLICY, ENVIRONMENT, PROGRAMS AND OUTCOMES

#### **Public Policies**



#### COMPLETE STREETS ORDINANCE:

- Set up a system for Interdepartmental coordination for all road projects
- Provide citizen oversight on all roadway projects which includes perspectives from a diverse range of travel modes, age groups and mobility issues

#### EDUCATION AND ENFORCEMENT:

- In lieu of an actual citation or as a supplement to a violation police may distribute a traffic violation warning sheet that provides a graphic and written explanation of the most common violations related to bicycle, pedestrian and motorist safety
- Provide an optional bicycle education class in lieu of a fine for first time offenders
- Establish a helmet reward campaign to encourage
- · After a period of education and outreach (see community programs) provide targeted enforcement at new crosswalks

#### BICYCLE PARKING ORDINANCE:

- Require bike parking hoops on every block with retail in a downtown/commercial zone
- Integrate bike parking requirements into zoning ordinance that address automobile parking requirements bike parking requirements may be based on a percentage of automobile parking spots
- · Provide a reference or graphical design guidelines with information on the specifics of bicycle rack design and

#### SNOW REMOVAL:

- Develop educational campaigns to encourage property owners to clear curb ramps and bus stops when shoveling their sidewalks
- · Establish a policy for clearing and maintaining crossing islands, and off-road trails of snow and ice
- Assess the effectiveness of the existing snow removal ordinance and determine if the City should take on responsibility for snow clearing on sidewalk along the

#### Physical Environment



#### PEDESTRIAN & BICYCLE WAYFINDING:

- Place bicycle route guide signs along the proposed neighborhood connector route system to indicate designated routes to specific destinations
- Provide wayfinding signage for the existing Rouge
- Provide wayfinding kiosks at key locations around town that provide information on local and regional bicycle and pedestrian routes, events, local businesses and general tourism information

#### TRANSIT FACILITY AMENITIES:

- At a minimum, all bus stops should provide a concrete pad so wheelchair users can safely access the bus stop
- tent bus stop signs should be used throughout
- In areas with a high number of people boarding or existing buses, provide additional amenities such as shelters, lighting, benches, route maps and schedules

#### **BICYCLE PARKING GUIDELINES:**

- Bicycle racks should be placed on a hard surface with ample lighting and high visibility to discourage theft and vandalism
- Bicycle racks should be placed to avoid conflicts with pedestrian and when installed in public spaces there needs to be at least 5 feet of clear sidewalk space for
- · Bicvcle racks should be covered whenever there is opportunity to do so
- · Temporary seasonal bike racks should be provided where and when there is high demand for bicycle parking, such as in high density commercial areas and the downtown
- Provide temporary staffed bike corrals during special events to encourage bicycling and provide a secure environment for bikes
- Enclosed and secured parking should be placed in areas where bikes are kept for extended periods of time, such as near areas of employment
- Provide enclosed and secured parking in downtown parking decks
- Provide amenities such as compressed air and basic public bike fix stations at key locations around town

#### **Community Programs**



#### WALKING & BICYCLING MAPS:

- A walking map should be developed that includes community destinations, suggested walking routes, local walking events and safety information
- A bike map should be developed that includes the entire street network, community destinations, existing bicycle facilities, recommended bicycling routes and information on bicycle laws and safety

#### COMMUTER CHALLENGE PROGRAM:

mployees to try an alternative commute (walking, biking, transit, carpooling, etc.)

#### WALKING SCHOOL BUS AND BIKE TRAIN:

- Create a walking school bus program where a group children walk to school accompanied by one or more adults that functions similar to a regular bus with a time table and regularly rotated schedule of trained supervisors or volunteers
- Create a bike train program where a group of children ride bikes to school accompanied by one or more adults that functions similar to a regular bus with a time table and regularly rotated schedule of trained

#### STUDENT BICYCLE ACADEMY:

- Develop a Bicycle Academy that can be integrated into third grade physical education that teaches children basic cycling skills and safety
- Children who complete the academy are presented with a certificate permitting them to bicycle to school unaccompanied by an adult in fourth grade

#### NEW FACILITY EDUCATION & OUTREACH:

- With the adoption of this plan, provide information on bicycle and pedestrian safety through the City's media outlets
- Place decorative street banners that provide simple information about bicycle and motor vehicle etiquette along the street to introduce and educate users about

#### Quality of Life Objectives



#### PEDESTRIAN & BICYCLE COUNTS:

Pedestrian and bicycle counts should be condevery year as part of the National Bicycle and

• Crash rates should be analyzed on a yearly basis by comparing the number of crashes with pedestrian and bicycle counts that were conducted in the same year

#### MEASUREMENTS OF INFRASTRUCTURE PROGRESS:

- The miles of built facilities, in comparison to all the road miles, should be documented on a yearly basis to track the development of the multi-modal network and apply for awards
- These statistics should be provided on the City's web

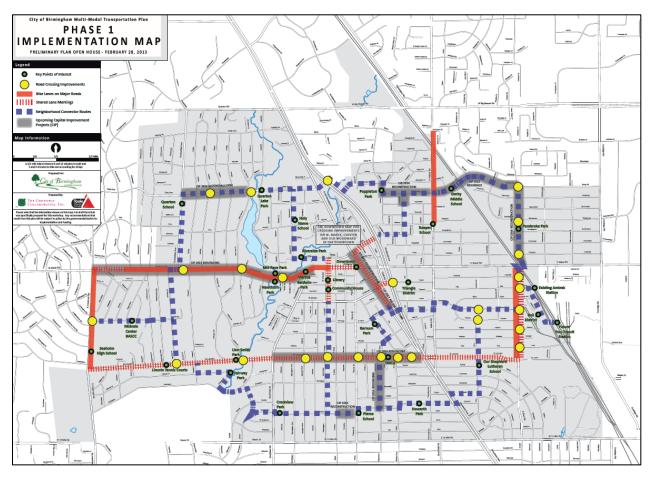
#### COMMUNITY RECOGNITION:

- The city should apply for the Bike Friendly Community Award and the Promoting Activities Communities
- Local Businesses should be encouraged to apply for the Bicycle Friendly Business Award
- Brag about the rewards and accomplishment that the community received because it helps to promo current programs and provide leverage for future

Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
More education/peer pressure to encourage responsible driving	5	0
2. School reward programs for kids biking	4	1
3. Amenities to pump-up tires and keep bikes from being looted would be great!	3	1
4. Enforce adult bikers to stay off sidewalks	3	0

## CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN TO THE PRELIMINARY PLAN OPEN HOUSE RESULTS

#### **PHASE 1 IMPLEMENTATION PLAN**



Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
1. When repairing N. Eton , narrow the street	4	2
S. Eton should be shared parking and bike northbound and southbound	3	5
3. Trouble between N. Eton and S. Eton by the viaduct – narrow lanes and cramped quarters – widen viaduct	0	0
4. I like road crossing improvements on Eton north of Maple	1	0
5. Cars avoid Birmingham by turning onto Sheffield over to Eton and up to Maple – can there be a way for people to slow down?	0	0
6. The more crosswalks on S. Eton between Maple and Lincoln the better	0	0



#### **NETWORK INVENTORY & ANALYSIS**

August 20, 2013



for consideration by:



#### submitted by:





Network Inventory and Analysis		

## CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN $\uparrow$ $\varnothing$ $\Leftrightarrow$ $\Leftrightarrow$ $\Leftrightarrow$ LIST OF FIGURES

The following maps provide a general summary of the existing conditions in the City of Birmingham.

#### **GENERAL CONDITIONS:**

- City of Birmingham Project Overview
- Existing Non-motorized Facilities
- City Zoning
- Population Density
- Employment Centers
- Block Size Analysis
- Functional Classification of Roadway
- Roadway Jurisdiction
- Existing Road Cross Section
- Posted Speed Limit
- Average Daily Traffic Volumes

#### PEDESTRIAN CONDITIONS:

- Pedestrian Crash Locations
- Existing Sidewalk Level of Service
- Neighborhood Sidewalk Coverage
- Sidewalk Connectivity
- Crosswalk Spacing
- Road Crossing Difficulty
- Existing Pedestrian Activity
- Potential Pedestrian Activity

#### **BICYCLE CONDITIONS:**

- Bicycle Crash Locations
- Existing Off-Road Trails and Pathways
- In-Road Bicycle Quality
- Existing Bicycle Activity

- Potential Bicycle Activity
- Existing Regional Bicycle Activity
- Potential Regional Bicycle Activity
- Potential Bike Lanes through Lane Narrowing
- Potential Bike Lanes through 4 to 3 Lane Conversion
- Potential Bike Lanes through Rearrangement of On-Street Parking
- Potential Bike Lanes By Paving the Shoulder
- Potential for Shared Lane Markings

#### TRANSIT CONDITIONS:

- Existing and Future Amtrak Service
- SMART Bus Loading and Unloading- Weekdays
- SMART Bus Loading and Unloading- Saturdays
- SMART Bus Loading and Unloading- Sundays
- Existing Bicycle Activity at Transit Locations
- Potential Bicycle Activity at Transit Locations
- Existing Pedestrian Activity at Transit Locations
- Potential Pedestrian Activity at Transit Locations

#### **RELATIVE DEMAND:**

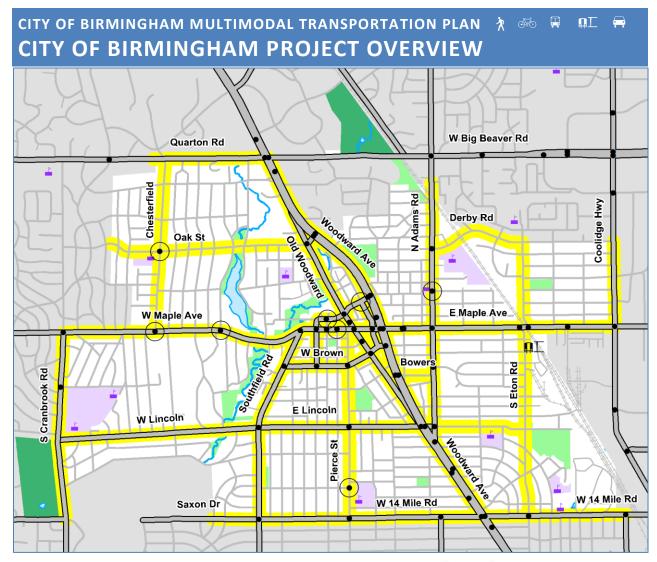
- Population Density
- Land Use Diversity
- Activity Generators
- Transit Activity
- Connectivity
- Employment Centers
- Composite Demand Analysis
- Relative Demand Analysis

#### **GENERAL CONDITIONS:**

The City of Birmingham, Michigan is located in Oakland County Michigan along Woodward Avenue, between the Cities of Detroit and Pontiac and is approximately 4.8 square miles. The city is centrally located within the region with a vibrant downtown, wide range of house opportunities, strong commercial corridors and high density development well served by public amenities and a dense urban grid.

In general, bicycle and pedestrian travel in the city generally follows the primary road system with a nearly compete sidewalk system. Beyond the Rouge River Trails, which are mainly used for recreational use, there are limited transportation options for bicycles in the City. The artificial barriers of multi-lane arterial roads tend to fragment the community from a non-motorized standpoint, with Woodward Avenue presenting the most challenges for non-motorized travel. Along many of these corridors, opportunities to cross busy roads are limited with poor bicycle and pedestrian connectivity between neighborhoods and destinations that are located on opposite sides of the roadway.

Both SMART and Amtrak provide local and regional transit for the City of Birmingham. The city is very fortunate to have transit options however there is potential to expand their use within the community.

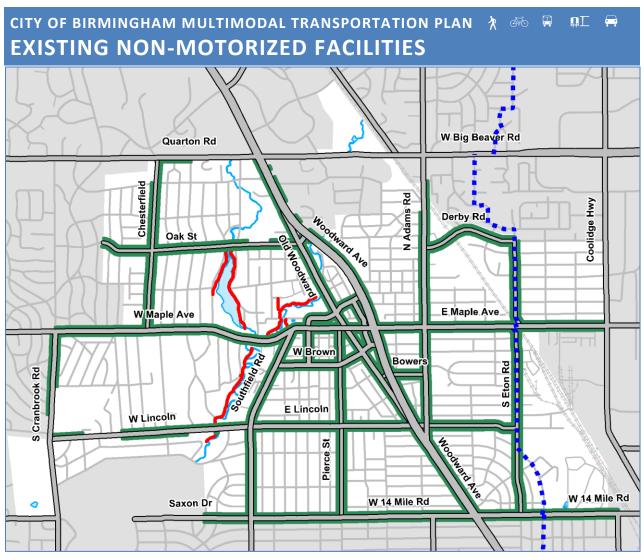


Centrally located between Pontiac and Detroit along Woodward Avenue, the City of Birmingham is recognized as a walkable community with a vibrant downtown.

As part of this study specific signals and roads were selected to be prioritized and studied in detail. It should be noted that this is not intended to eliminate the study of other streets and signals, rather to help prioritize those areas that will require greater amount of study.

#### Legend

- School Building
- Signalized Intersections
- Signal to be Studied
- School Property
- Golf Course
- Parks
- Water
- Major Roads
- Local Roads
- Road to be Studied



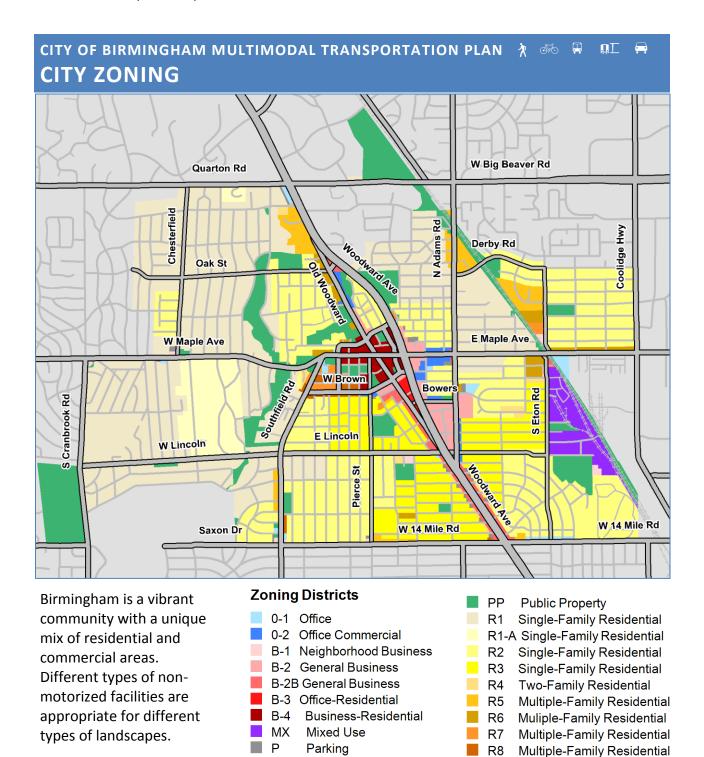
There are approximately 1.5 miles of signed bike routes, 40 miles of sidewalks along primary roads, and 2 miles of existing unpaved trails in the City.

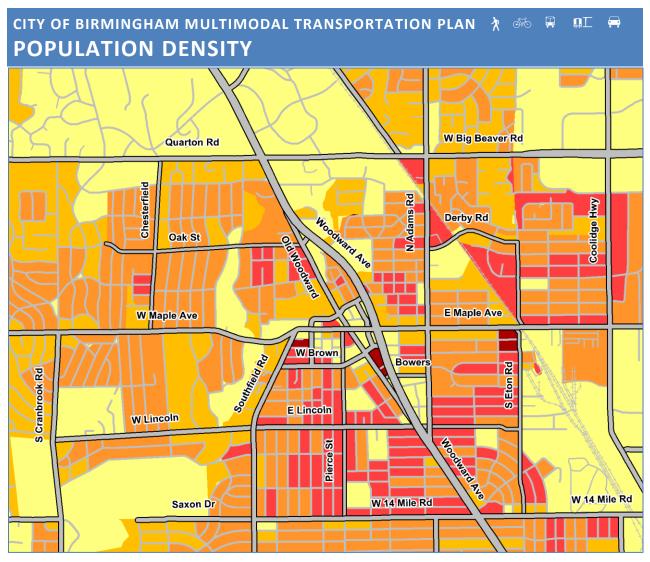
Although there are some existing bicycle and pedestrian facilities, they are not all connected and do not provide a complete network.

#### **Existing Non-motorized Facilities**

Sidewalks along Primary Roads
Unpaved Trails

• • • • Signed Bike Route



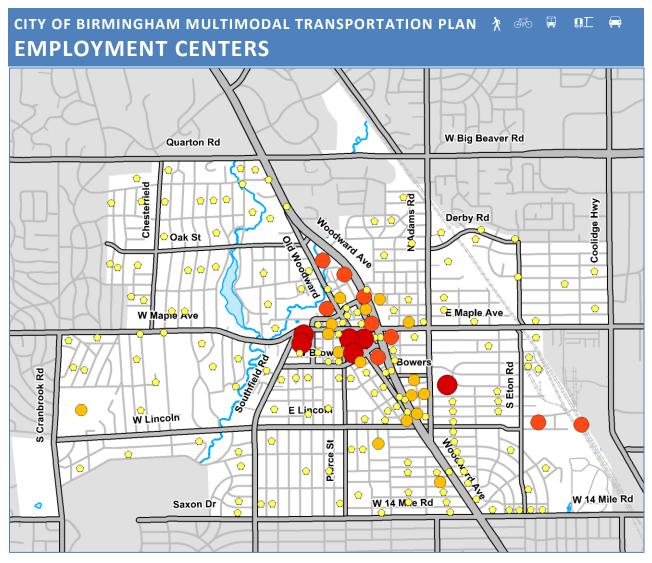


As of the 2010 census, the City of Birmingham population was 20,103. Around 30% of the households have children under the age of 18 and about 27% of households have someone between the age of 25 and 44.

U.S. Census Bureau. 2012. American Fact Finder. http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml

## Population Density (persons per acre) 20 and over 15 to 20 10 to 15 5 to 10

0 to 5



Most of the large employment centers are located in the downtown, with a few in the railroad district.

This data was reported using 2010 Census Blocks from OnTheMap.

U.S. Census Bureau. 2012. OnTheMap Application. Longitudinal-Employer Household Dynamics Program. http://onthemap.ces.census.gov/

#### Jobs

400 and over

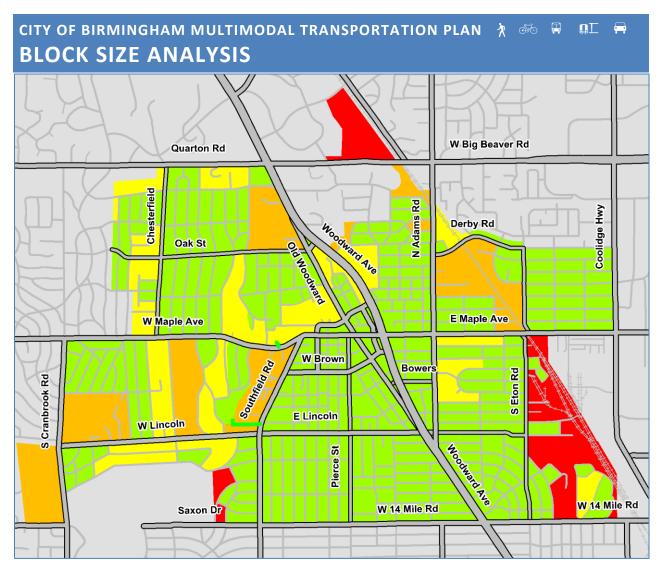
200 to 400

O

100 to 200

0

0 to 100



Block size is an excellent measurement of directness of travel and a key indicator in the level of pedestrian activity. A block is defined as an area that a person cannot pass through. These areas usually do not have any sidewalks, roadways or bike paths allowing access between two points. One example is an expressway where you may have to go a mile or more out of your way just to get to the other side.

The majority of the City of Birmingham has blocks under 2 acres in size. This means that the city already has the necessary framework that contributes to a bicycle and pedestrian friendly community. Areas with blocks over 2 acres in size presents a challenging landscape for non-motorized transportation. Connections within isolated areas will be important to improving the directness of travel throughout the community.

**Block Size** 

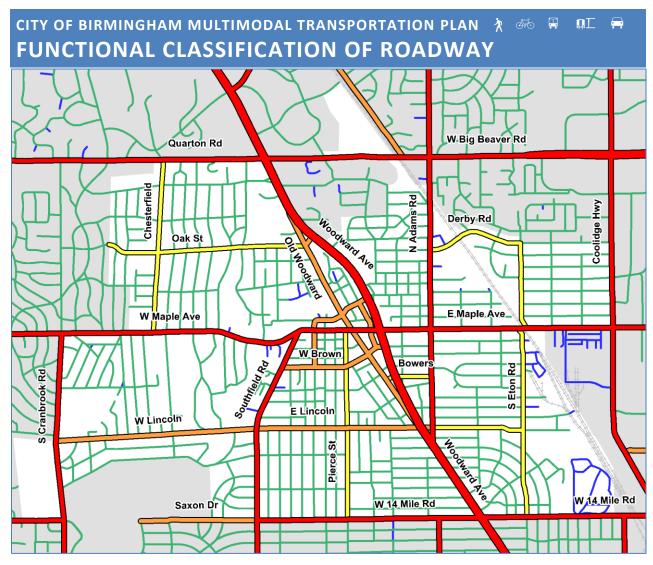
Over 10

5 to 10

2 to 5

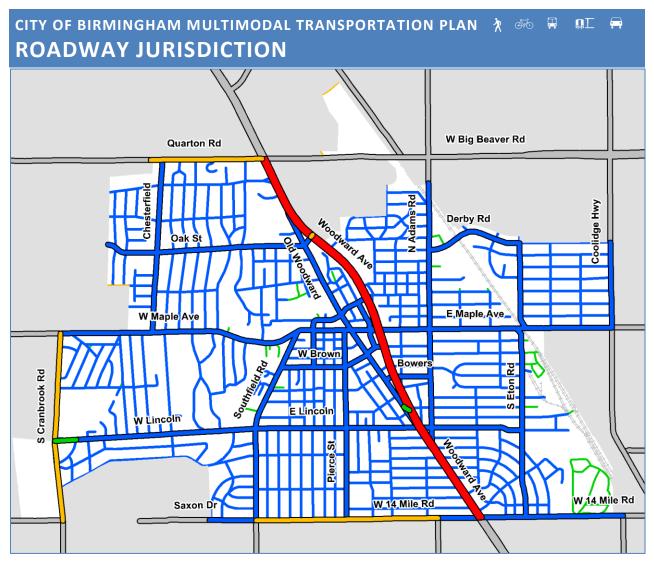
0 to 2

(in acres)



The National Functional Classifications are referenced in AASHTO guidelines and the guidelines in this document. While the National Functional Classification is intended to define a road hierarchy, substantial variation in road characteristics may be found within these classifications. The actual and projected road characteristics should be the determining factor when selecting appropriate sidewalk, buffer and bike lane widths.

# Functional Classification of Roadway Arterials Collectors Other Siginificant Roads Local Roads Private Roads



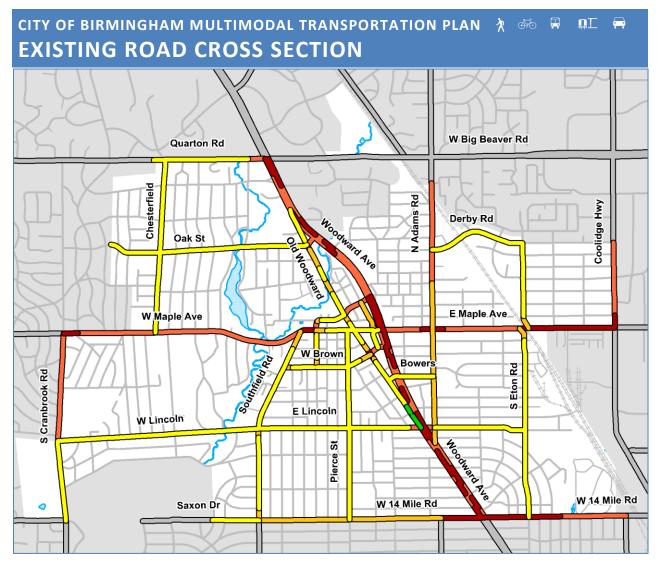
A local municipality may not always have jurisdiction over all of the roads within its borders. Roads can be owned by the State, County and City and through Private Ownership.

It is important to identify the ownership of all roads especially if bike lanes or routes are going to be proposed along a roadway. Any

# Road Jurisdiction MDOT Oakland County Road Commission City of Birmingham

Private

modifications to the roadway must be coordinated with the approved agency that has jurisdiction over the road.



The majority of the roads in the area are two lane roads. The widest roads for the most part are major arterials that cut across the city.

Generally, roadways with numerous lanes present challenges when trying to get bicyclists and pedestrians across the roadway, especially where demand between commercial centers and neighborhoods exists on both sides of the road.

Please note that due to the divided nature of Woodward Avenue, the

5 lanes in each direction, totaling 10 lanes of traffic.

number of lanes in each direction is displayed on this map. This means that in some areas if a pedestrian wanted to cross Woodward Avenue they would have to cross

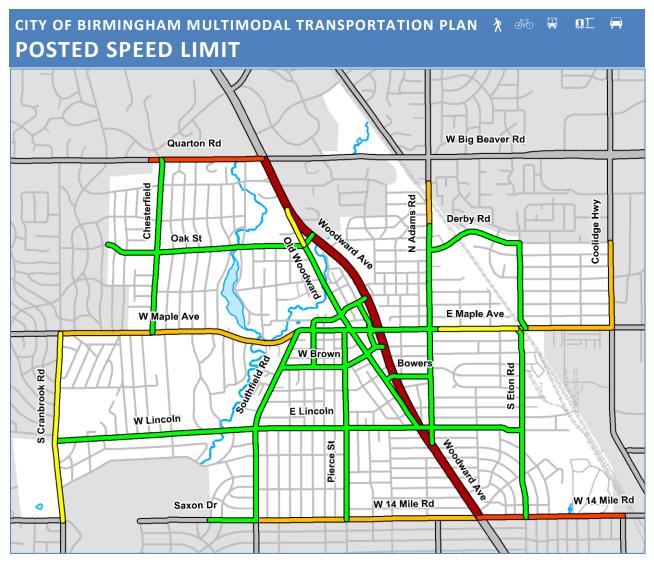
4 Lanes 5 Lanes

**Number of Lanes:** 

1 Lane

2 Lanes

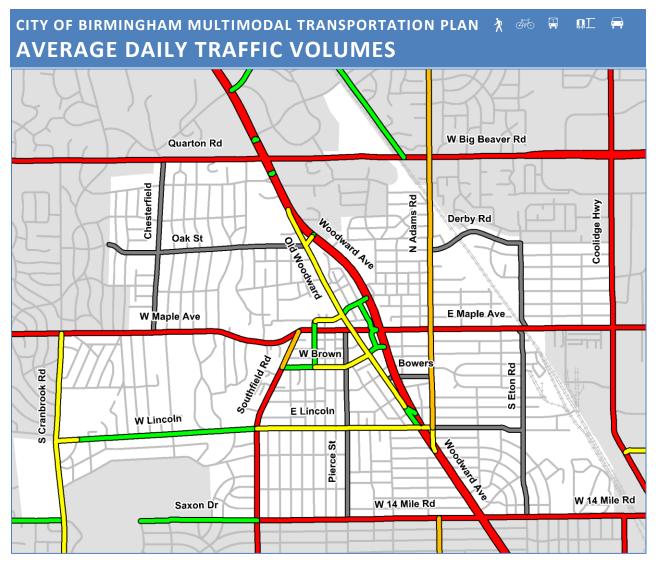
3 Lanes



Roadways with high speeds can reduce the comfort level for bicycles and pedestrians traveling along a road corridor, and may even discourage bicycle and pedestrian use all together. Please note that on some roads actual running speeds may be higher.

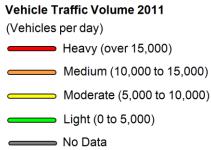
# Posted Speed Limit: 25 mph 30 mph 35 mph 40 mph

50 mph



Annual Average Daily Traffic (AADT) is an estimate of traffic volumes. The volumes are based on total two-way traffic over a 24-hour period and may vary by season or day of the week. The volumes are determined from a combination of actual traffic counts and modeling.

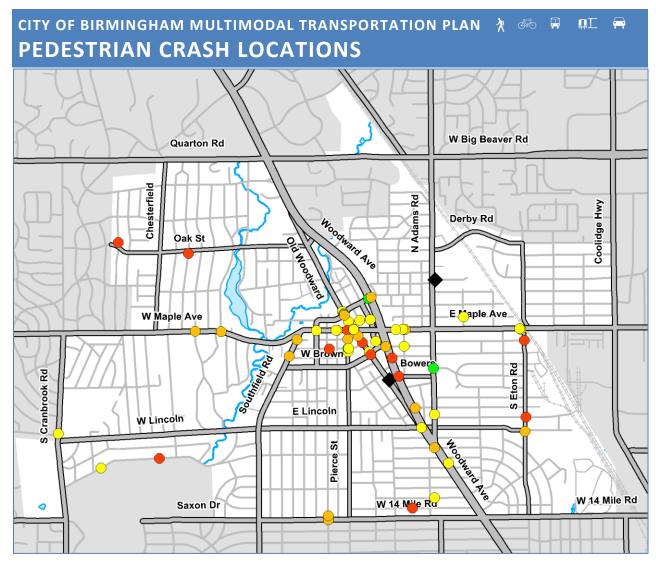
The gradations used generally reflect noticeable changes in the comfort level of bicyclists sharing a roadway with motorists, all other factors being equal.



# PEDESTRIAN CONDITIONS:

The City of Birmingham has a nearly complete sidewalk system along the major roadways. There are however, still significant gaps along roadways in some of the neighborhoods. The quality of the pedestrian experience on these sidewalks varies greatly throughout the City. Some sidewalks have little if any buffer such as a row of trees or parked cars, between the sidewalk and the roadway. This lack of a barrier has been shown to have a significant adverse impact on the quality of the walking experience.

Another major issue lies with cross-roadway accommodations. There are significant stretches of the major thoroughfares that provide no means to cross the roadway safely. There are also places where logical crossings are not accommodated. Even where there are marked crosswalks, they are often inadequate. Many times the existing crossings are missing key safety features, making them difficult to cross, especially on high speed multi-lane roadways.



There were 67 pedestrian crashes during the 8 year period (2004 – 2011) for the City of Birmingham.

During this period there were 2 fatalities and 13 crashes that resulted in serious injuries. Both fatalities took place under very unusual circumstances for which there are no countermeasures available.

The Michigan Traffic Crash Facts website was the source of the data and charts.

Michigan Traffic Crash Facts. 2012. MTCF Data Query Tool. http://www.michigantrafficcrashfacts.org/datatool/build

## **Pedestrian Crashes**

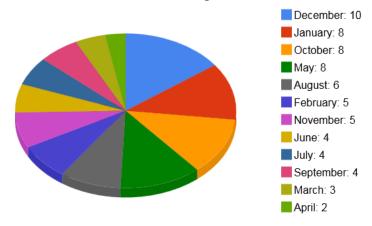
(worst injury in accident)

- Fatal
- A Incapacitating Injury
- B Nonincapacitating Injury
- O Possible Injury
- No Injurty

# PEDESTRIAN CRASH DATA

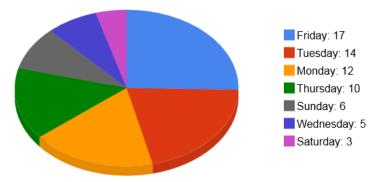
### MONTH OF CRASH

The winter months had the highest number of crashes.



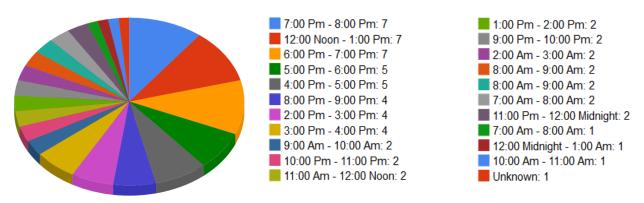
## DAY OF WEEK

Crashes took place on every day of the week with the most occurring on a Friday.



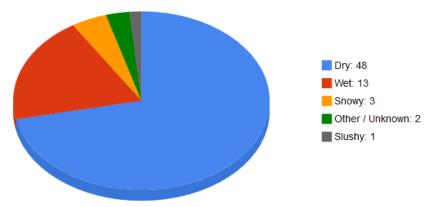
# TIME OF DAY

Crashes took place all hours of the day. 66% of the crashes took place during daylight, 4% took place during dusk, and 29% took place in the dark (1% were not coded).



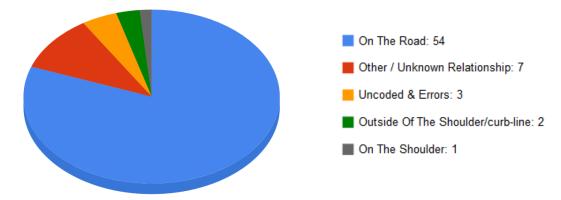
# **ROAD CONDITIONS**

Wet, snowy or icy roads were a factor in 10% of the crashes.



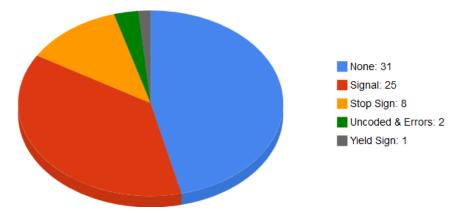
# **RELATION TO ROADWAY**

80% of the crashes took place on the roadway.

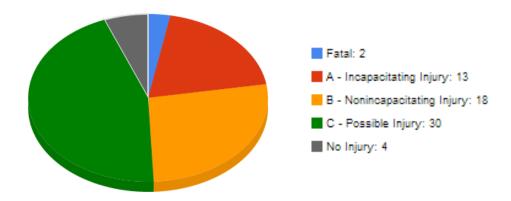


# TRAFFIC CONTROL

37% of the crashes occurred where a signal was present, 11% occurred where a stop sign was present and 1% occurred where a yield sign was present



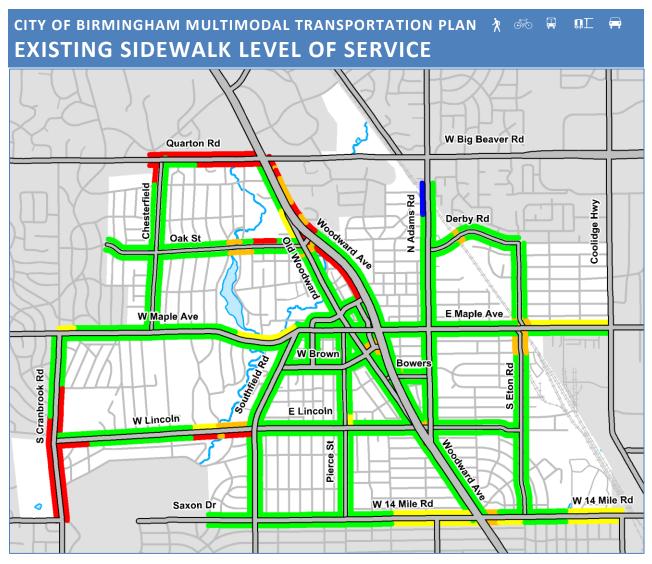
# PEDESTRIAN CRASH INJURIES 2004 - 2011



# COST COMPREHENSIVE COST OF PEDESTRIAN CRASHES 2004 - 2011

The National Safety Council (NSC) makes estimates of the average economic costs of fatal and nonfatal injuries. The NSC considers the calculable costs of crashes are wage and productivity losses, medical expenses, administrative expenses, vehicle damage and employer's uninsured costs. When doing a cost benefit analysis, the NSA states that one must look beyond those costs and take into account a measure of the value of lost quality of life. See Estimating the Costs of Unintentional Injuries for additional information.

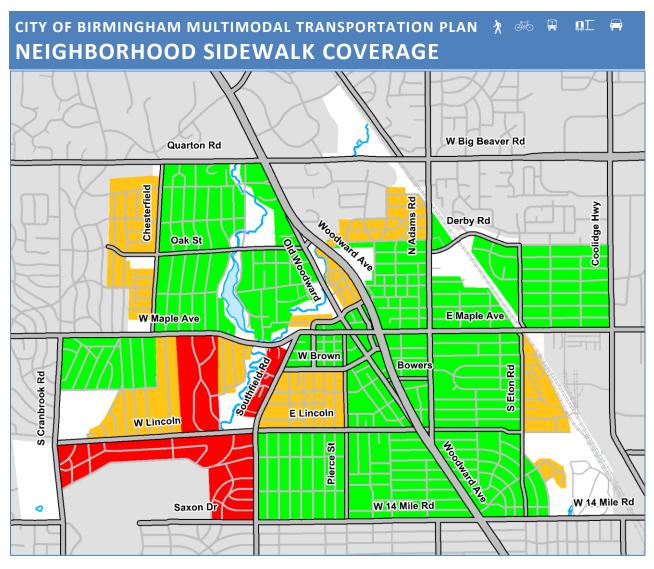
Injury Level	Average Comprehensive Cost per Crash in 2011 dollars	Number of Crashes	Total Comprehensive Cost of Crashes in 2011 dollars
Fatal	\$4,459,000	2	\$8,918,000
Incapacitating Injury	\$225,100	13	\$2,926,300
Nonincapacitating Injury	\$57,400	18	\$1,033,200
Possible Injury	\$27,200	30	\$816,000
No Injury	\$2,400	4	\$9,600
Totals		67	\$13,703,100



There are approximately 40 miles of existing sidewalks in the City of Birmingham. The degree of separation from the roadway is a key factor in a pedestrian's comfort on a sidewalk. Buffer (lawn extensions) and vertical elements such as trees and parked cars increase the pedestrians comfort level.

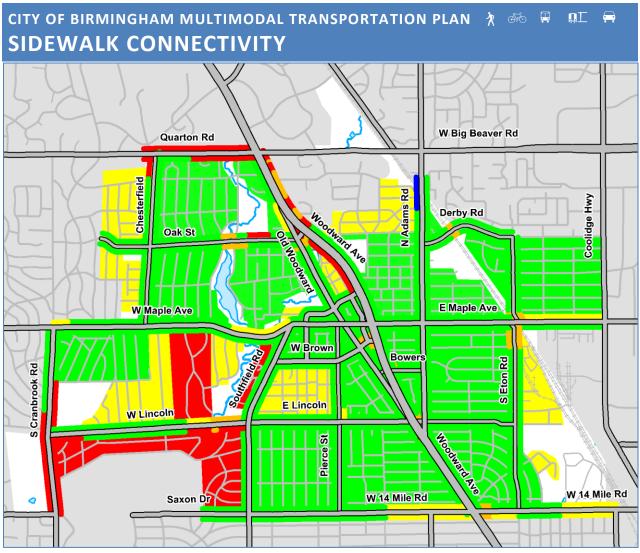
# Sidewalk Rating

- A Facility with Vertical Buffer
- B Facility with Buffer
- C Facility along Curb
- , ,
- D No Facility/Passable
- E No Facility/Not Passable



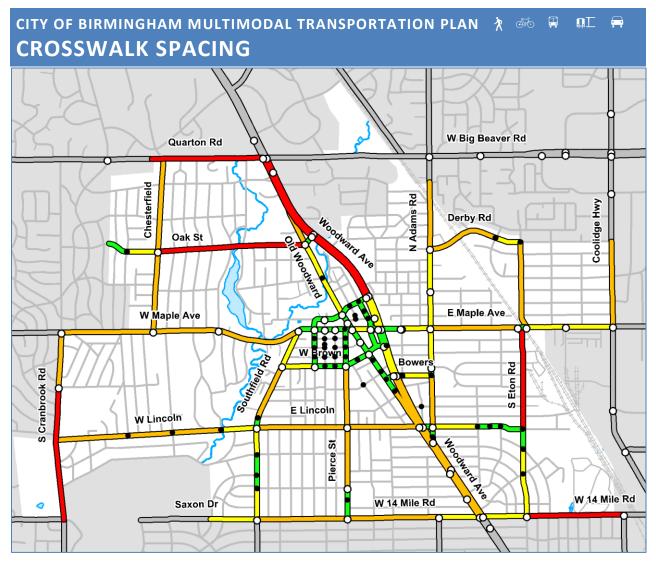
Most of the neighborhoods in the City of Birmingham have a complete sidewalk system. A few neighborhoods to the southwest have no sidewalks.

# Neighborhood Sidewalks Complete Partially Complete Incomplete



This map gives an overview of the pedestrian mobility around town. In some cases, there may be sidewalks within a neighborhood but there are gaps in the primary road system inhibiting a pedestrian ability to travel to destinations outside of their neighborhood.



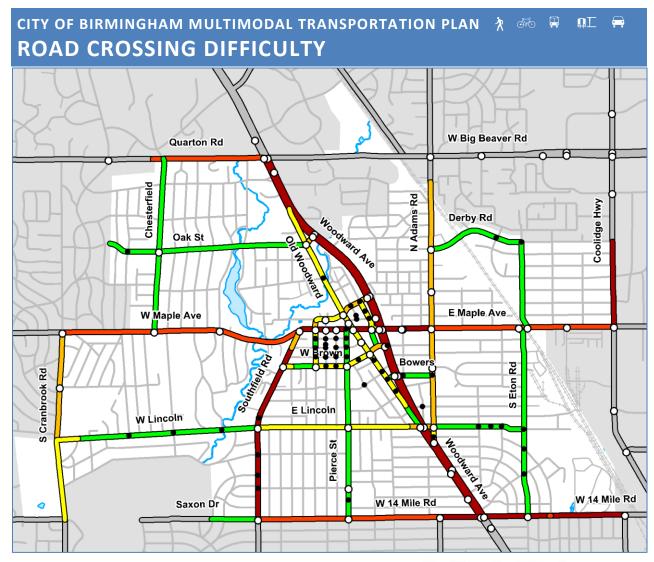


Crosswalk spacing is a key factor in directness of travel. Most pedestrian trips for personal business (like walking to the store) are about ½ mile long. Where there is demand to cross the road and crosswalk spacing is over 1/8 of a mile apart, midblock crossings are likely to occur.

It is important to note that although there may be an existing pedestrian crossing or signalized intersection, they do not always provide an easy and safe way to get across the street. Many times additional improvements are need at those locations to make them accessible to everyone.

# Crosswalk Spacing (distance between marked crosswalks) Over 1/2 Mile 1/4 to 1/2 Mile 1/8 to 1/4 Mile 0 to 1/8 Mile

- O Signalized Intersection
- Unsignalized Road Crossing



Road crossing difficulty is a measurement of how difficult a person would typically find it to cross a road at an unmarked crosswalk. It is based on the number lanes, speed and average daily traffic. Overall, it is generally difficult to cross many of the primary roads in the city with ADT being the most restrictive factor.

Please refer to the chart below to see how ratings were established.

Rating	Lanes	Posted Speed	ADT
Α	2	25	0 - 5,000
В	3	30	5,000 - 10,000
С	4	35	10,000 – 15,000
D	5	40	15,000 – 20,000
E	6+	45+	20,000+

# Road Crossing Difficulty

(Speed, No. Lanes & ADT)

A - Excellent

B - Good

\_\_\_\_\_ C - Fair

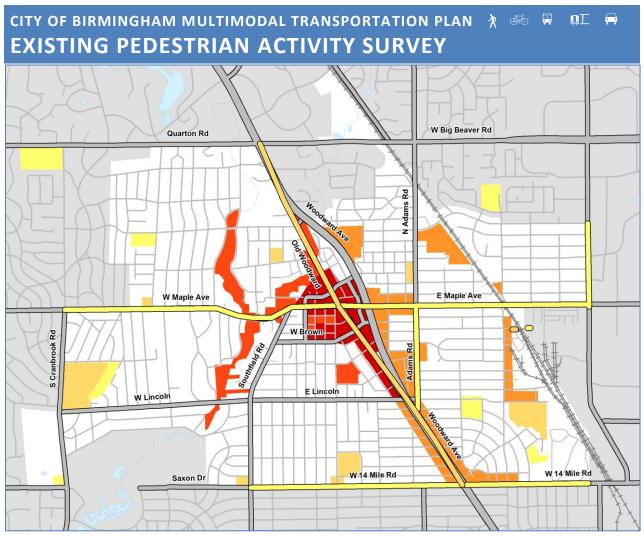
D - Poor

E - Very Poor

Signalized Intersection

Unsignalized Road Crossing

Due to availability of data, the posted speed limit was used. Please note that actual running speeds may be higher.



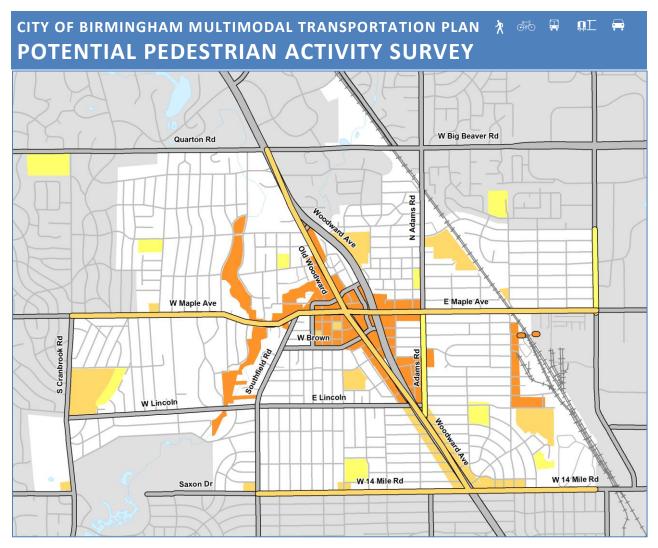
According the web survey, the Downtown generates most of the current pedestrian activity. The Rouge Trails, Barnum Park, Booth Park, Shain Park, Baldwin Public Library, City Hall, the Community House and North Old Woodward District also generate a large amount of pedestrian activity.

# **Survey Results**

(# of survey participants who currently walk)

- Over 200
- 100 to 200
- 50 to 100
- 25 to 50
- Less than 25

<sup>\*</sup>colored roadways indicate bus routes and colored dots indicate transit stations



According the web survey, if a complete and safe non-motorized network was established Downtown Birmingham, Future Amtrak Station, Rouge Park Trails, Baldwin Public Library, Rail District, Triangle District, North Old Woodward Commercial Areas and Booth Park would see growth by non-motorized users based on feedback from the online survey.

Areas of high pedestrian activity are listed above. The relative low demand shown on the map may reflect the high number of people already walking.

# **Survey Results**

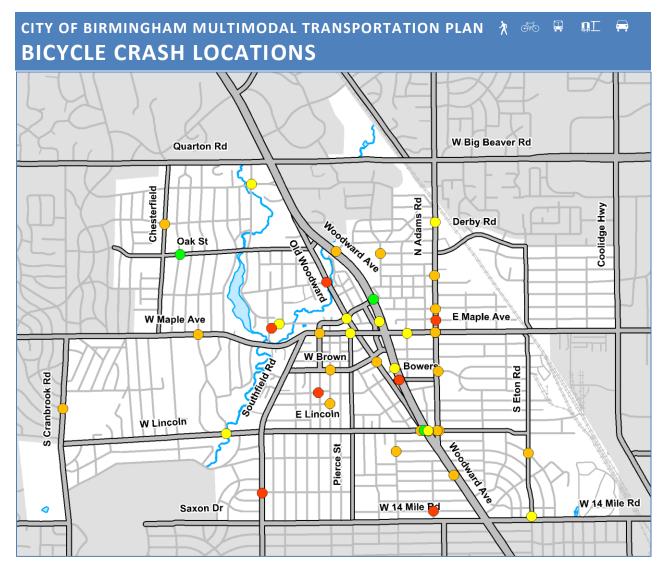
(# of survey participants who would like to walk

- Over 200
- 100 to 200
- 50 to 100
- 25 to 50
- Less than 25

<sup>\*</sup>colored roadways indicate bus routes and colored dots indicate transit stations

# **BICYCLE CONDITIONS:**

The approach to handling bicycles in the City of Birmingham is inconsistent and incomplete. With the exception of the Rouge Park Trails, there are very few opportunities for bicycle travel in the City.



There were 44 bicycle crashes during the 8 year period (2004 – 2011) for the City of Birmingham. No fatalities were reported and 7 crashes resulted in serious injury.

The Michigan Traffic Crash Facts website was the source of the data and charts.

Michigan Traffic Crash Facts. 2012. MTCF Data Query Tool. http://www.michigantrafficcrashfacts.org/datatool/build

# **Bicycle Crashes**

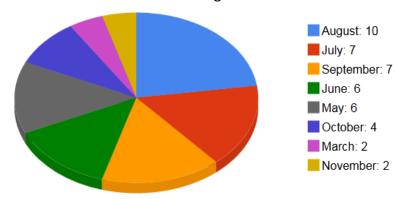
(worst injury in accident)

- Fatal
- A Incapacitating Injury
- B Nonincapacitating Injury
- C Possible Injury
- No Injurty

# **BICYCLE CRASH DATA**

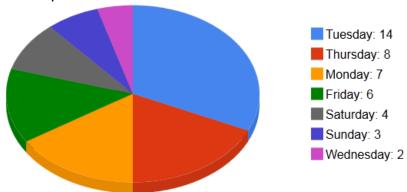
## MONTH OF CRASH

The summer months had the highest number of crashes.



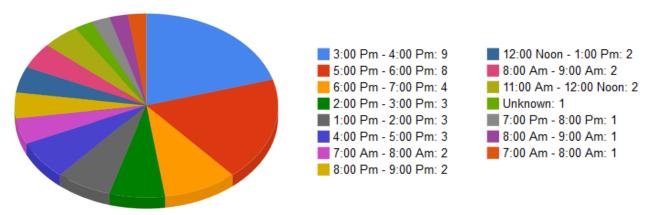
# DAY OF WEEK

Crashes occurred every day of the week with the highest number of crashes occurring on Tuesday.



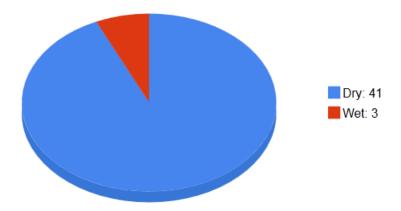
# TIME OF DAY

Crashes took place between 7 a.m. and 9 p.m. 93% of the crashes took place in daylight, 2% at dusk and 4% when it was dark.



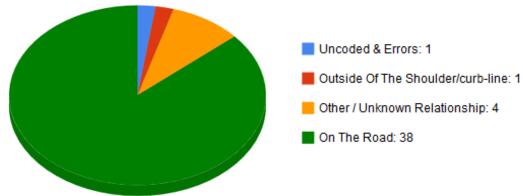
# **ROAD CONDITIONS**

The road was dry for 93% of the crashes.



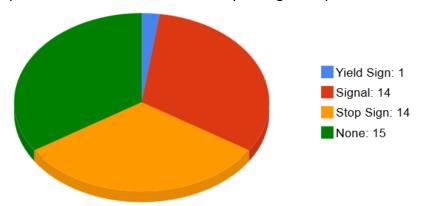
# **RELATION TO ROADWAY**

86% of the crashes took place in the roadway.

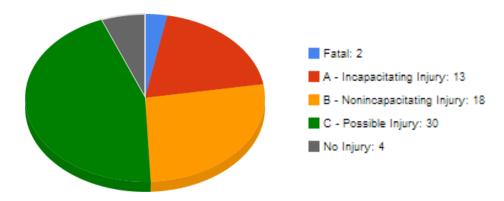


# TRAFFIC CONTROL

31% of the crashes occurred where a signal was present, 31% occurred where a stop sign was present and 2% occurred where a yield sign was present.



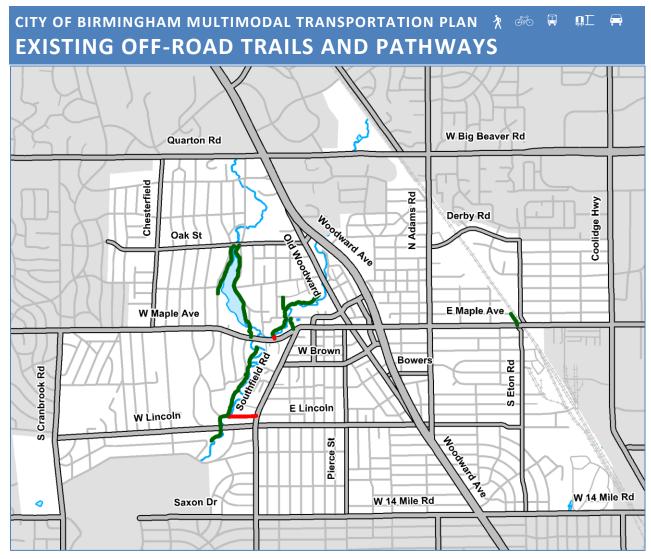
# BICYCLE CRASH INJURIES 2004 - 2011



# COMPREHENSIVE COST OF BICYCLE CRASHES 2004 - 2011

The National Safety Council (NSC) makes estimates of the average economic costs of fatal and nonfatal injuries. The NSC considers the calculable costs of crashes are wage and productivity losses, medical expenses, administrative expenses, vehicle damage and employer's uninsured costs. When doing a cost benefit analysis, the NSA states that one must look beyond those costs and take into account a measure of the value of lost quality of life. See Estimating the Costs of Unintentional Injuries for additional information.

Injury Level	Average Comprehensive Cost per Crash in 2011 dollars	Number of Crashes	Total Comprehensive Cost of Crashes in 2011 dollars
Fatal	\$4,459,000	0	\$0
Incapacitating Injury	\$225,100	7	\$1,575,700
Nonincapacitating Injury	\$57,400	21	\$1,205,400
Possible Injury	\$27,200	13	\$353,600
No Injury	\$2,400	3	\$7,200
Totals		44	\$3,141,900



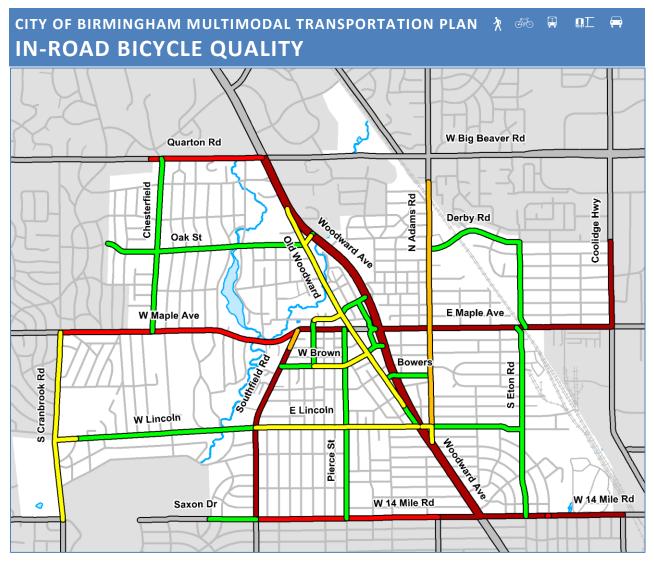
There are approximately 2 miles of existing unpaved trails in the City of Birmingham and 0.2 miles of proposed trails.

Existing Off-Road Trails and Pathways

Existing Unpaved Trails

Proposed Trails

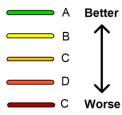
The existing Rouge Park Trails are important because they provide pathways between neighborhoods are help to improve the connectivity of the non-motorized network.



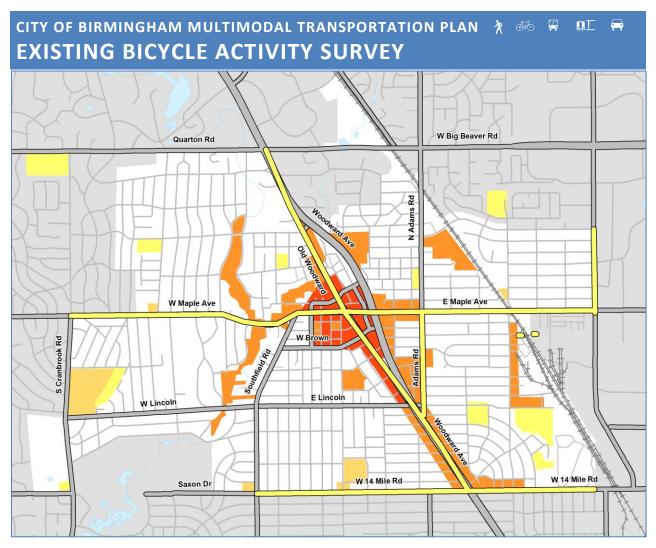
In-road bicycle facilities improve the quality of the bicycling experience on busy roads. Quality of the in-road bike facilities is based on speed limit and daily traffic volumes. A road with an existing bike lane has a higher quality; however, there currently are no bicycle lanes in the city.

Rating (Without Bike Lane)	Rating (With Bike Lane)	Speed	ADT
Α	Α	25	0 - 5,000
В	Α	30	5,000 – 10,000
С	В	35	10,000 – 15,000
D	С	40	15,000 – 20,000
E	С	45	20,000 – 25,000
	D	50+	25,000 +

Road Crossing Difficulty (Posted Speed, No. Lanes & ADT)



Due to availability of data, the posted speed limit was use. Please note that actual running speeds may be higher.



According the web survey, Downtown Birmingham and Shain Park generate most of the current bicycle activity.

# **Survey Results**

(# of survey participants who currently bike)

Over 200

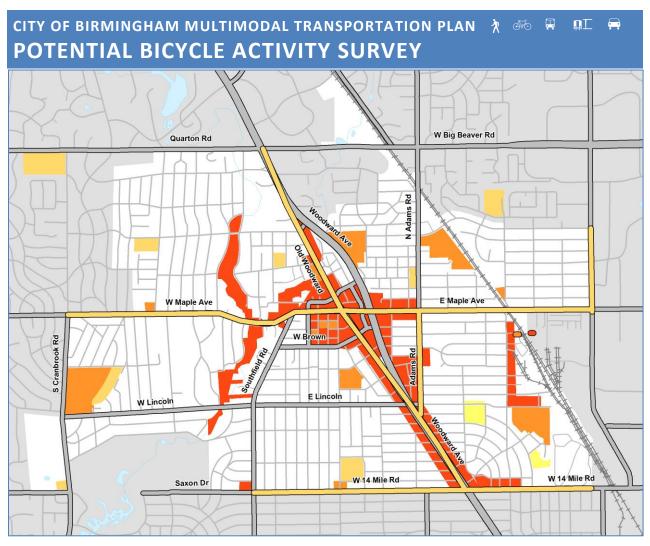
100 to 200

50 to 100

25 to 50

Less than 25

\*colored roadways indicate bus routes and colored dots indicate transit stations



According the web survey, if a complete and safe non-motorized network was established the Rail District, North Old Woodward Commercial Areas, Rouge Park Trails, Triangle District, Baldwin Public Library, Woodward Commercial South of Lincoln and the Future Amtrak Station would see the most growth by non-motorized users based on feedback from the online survey. The current area of high pedestrian activity, including the Downtown and Shain Park would still be major generators as well.

### **Survey Results**

(# of survey participants who would like to bike

Over 200

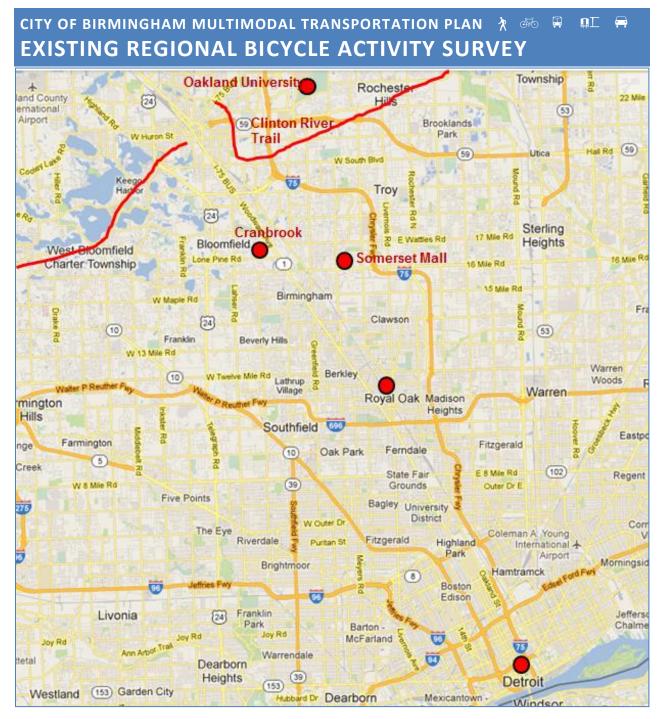
100 to 200

50 to 100

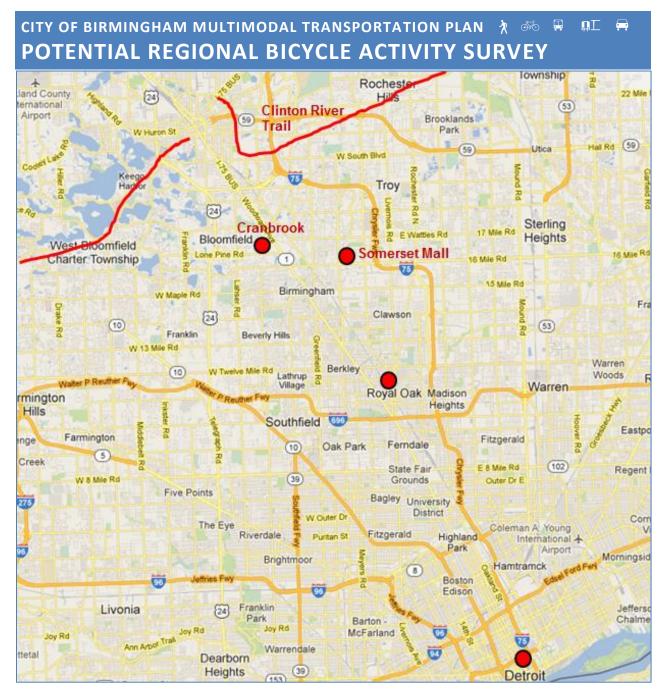
25 to 50

Less than 25

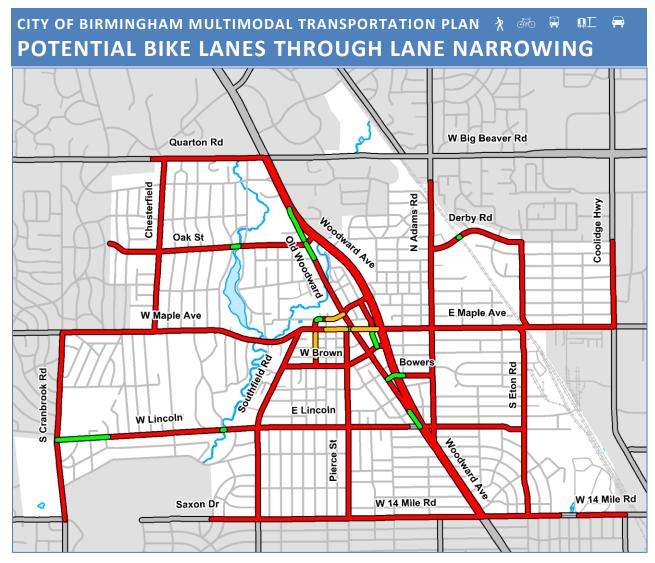
\*colored roadways indicate bus routes and colored dots indicate transit stations



According the web survey Royal Oak, Bloomfield/West Bloomfield, Cranbrook, Clinton River Trail, Oakland University, Auburn Hills, Detroit and Somerset Mall generate most of the current regional bicycle activity.



According the web survey, if a complete and safe non-motorized network was established there Royal Oak, Detroit, Cranbrook, Somerset Mall, Bloomfield/West Bloomfield and the Clinton River Trail would see the most growth by non-motorized users based on feedback from the online survey.



There are very limited opportunities to add bike lanes via narrowing existing motor vehicle lanes. Other methods, such as removing a travel lane or parking may be necessary in order to add bike lanes to the primary roads in the City of Birmingham.

Bike Lane Potential through Lane Narrowing

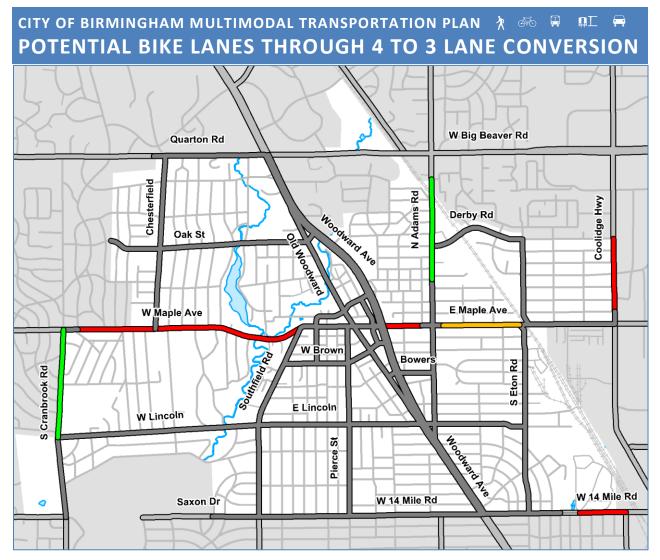
High Potential (11' travel lanes)

Moderate Potential (10.5' travel lanes)

Marginal Potential (10' travel lanes)

Low Potential (less then 10' travel lanes)

Please note that traffic lanes are generally acceptable with an 11' width. An engineering judgment is needed when determining if lanes can be narrowed.



There is potential to add bike lanes to a few of the primary roads in the near term through 4 to 3 lane conversions.

When minimal traffic volumes are present, four lane roads may be converted into three lanes roads with bike lanes. The suitability of the conversion depends on the traffic volume and delay at signalized intersections.

# Bike Lane Potential through 4 to 3 Lane Conversion High Potential (Less than 15,000 ADT) Moderate Potential (15,000 to 17,500 ADT) Marginal Potential (17,500 to 20,000 ADT)

Low Potential (Greater than 20,000 ADT)

Not Applicable

# CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN 🦎 🕉 🗏 POTENTIAL BIKE LANES THROUGH REARRANGEMENT OF **ON-STREET PARKING** W Big Beaver Rd Quarton Rd Chesterfield 옶 Woodhard Ave Derby Rd Oak St E Maple Ave W Maple Ave W Brown Bowers & Rd S Cranbrook E Lincoln w Lincoln ಪ Pierce W 14 Mile Rd W 14 Mile Rd Saxon Dr

There are opportunities on many of the roadways to provide bike lanes by rearranging and/or removing on-street parking.

Removing on-street parking may diminish the pedestrian level service as on-street

Bike Lane Potential thorugh Rearrangment of On-Street Parking

■ High Potential (No loss of parking spaces)

Moderate Potential (Loss of 50% of Parking Spaces)

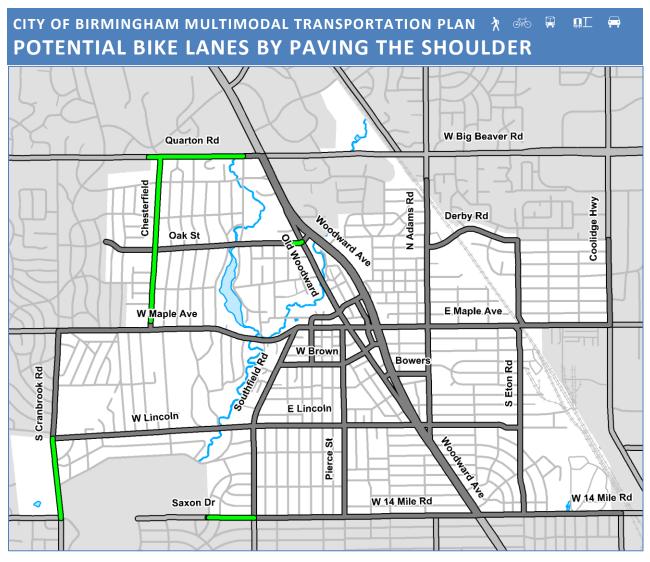
Marginal Potential (Loss of 100% of Parking Spaces)

Low Potential (Too Narrow)

Not Applicable

parking provides a barrier between the sidewalk and the roadway.

Please note that in order to add bike lanes with no loss of parking along Old Woodward Avenue head-in angled parking would need to be converted to back-in angled parking.

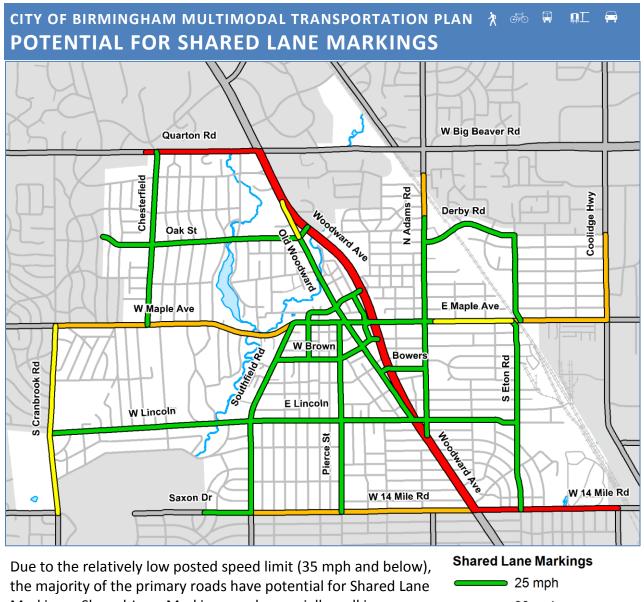


There is potential to add bike lanes to a few of the roadways by paving the shoulder.

Bike Lane Potential by Paving the Shoulder

Potential

Not Applicable



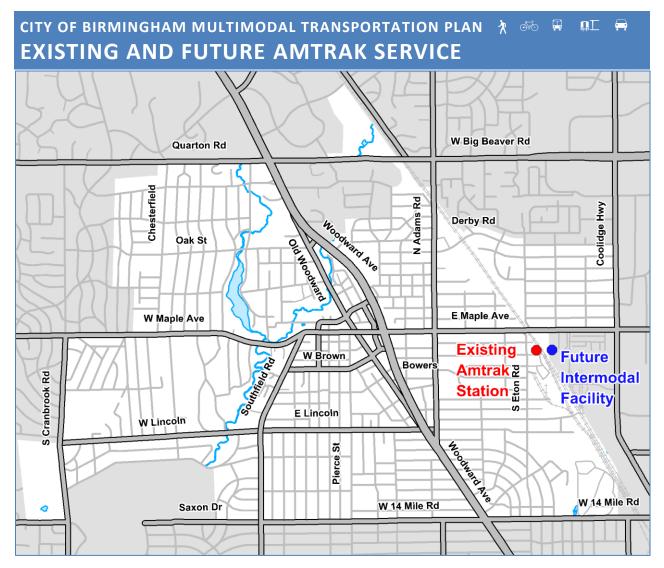
Due to the relatively low posted speed limit (35 mph and below), the majority of the primary roads have potential for Shared Lane Markings. Shared-Lane Markings work especially well in downtown areas where there is not enough room for a bike lane and there is on-street parking.



# TRANSIT CONDITIONS:

The Suburban Mobility Authority for Regional Transportation (SMART) and Amtrak provide service to the City of Birmingham.

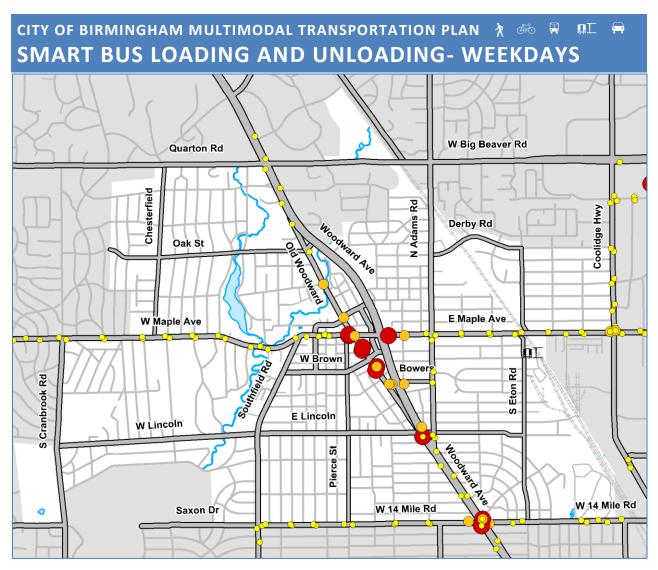
Only a small percentage of Birmingham residents currently use the transit in the City of Birmingham. The existing Amtrak station is located in the Rail District and the train passes through town six times a day, three northbound and three southbound. There are plans for the existing Amtrak service to be replaced by a new Intermodal Facility in Troy. SMART currently provides bus service along the primary arterials in the City with limited service on the weekends.



The existing Amtrak service to Birmingham consists of six trains daily, three southbound and three northbound, between Detroit and Pontiac. In 2012, the annual ridership for the existing Birmingham station was 22,193 passengers.

There are plans for the existing Amtrak service to be replaced by a new intermodal facility in Troy. Based on a Traffic Impact Study completed in 2008 for the new intermodal facility, it was projected that in 2027 the ridership average daily boarding's and alightings would increase to 257 passengers daily (annual ridership of 51,485 passengers).

MDOT. 2012. Rail & Public Transit, Monthly Corridor Station Activity Summary. http://mdotcf.state.mi.us/public/railstats/



Overall, the weekdays see the most bus use. SMART Bus Stops that receive the most use are located in the Downtown (especially along Old Woodward), at Woodward Avenue and 14 Miles Road, at Woodward Avenue and Bowers, at Woodward Avenue and Lincoln and at Maple Avenue and Coolidge Highway.

**SMART 2011.** 

SMART Bus Stops - Weekday (total on and off at each stop)

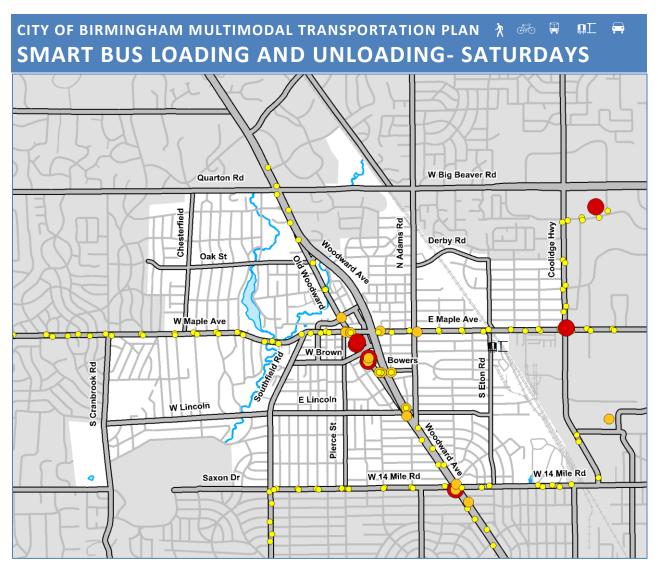
Over 20



10 to 20

0

0 to 10



On Saturdays, SMART Bus Stops that receive the most use are located in the Downtown (especially along Old Woodward and Maple), at Woodward Avenue and 14 Miles Road, at Woodward Avenue and Bowers, at Woodward Avenue and Lincoln, at Maple Avenue and Adams Rd and at Maple Avenue and Coolidge Highway

**SMART 2011.** 

SMART Bus Stops - Saturday (total on and off at each stop)

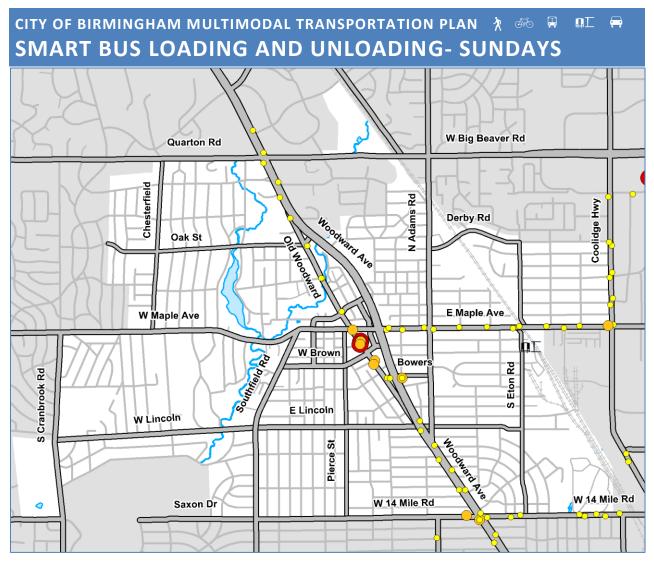
Over 20



10 to 20



0 to 10



Sunday has the lowest number of SMART bus riders with less routes available. SMART Bus Stops that receive the most use are located in the Downtown, at Woodward Avenue and 14 Miles Road, at Woodward Avenue and Bowers and at Maple Avenue and Coolidge Highway.

**SMART 2011.** 

**SMART Bus Stops - Sunday** (total on and off at each stop)



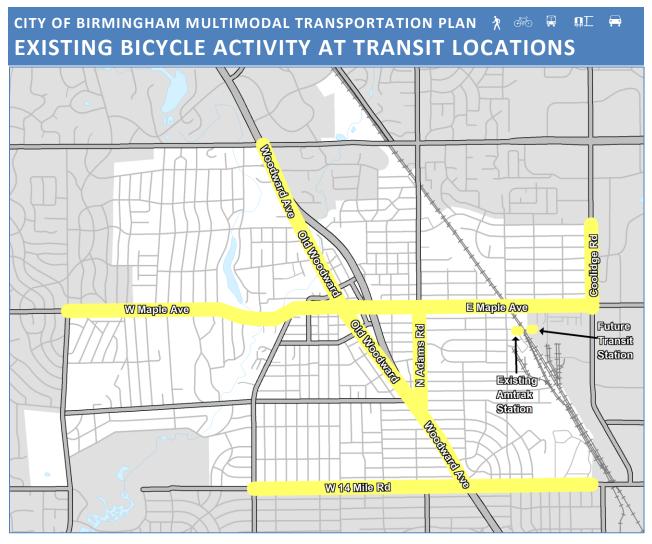
Over 20



10 to 20



0 to 10



According to the web survey, only 11.4% of the respondents have ridden the bus. Of the people who do ride the bus only a few use their bicycle as their primary mode of transportation to get to and from the bus stop.

#### **Transit Destinations**

(# of survey participants who currently bike)

Over 200

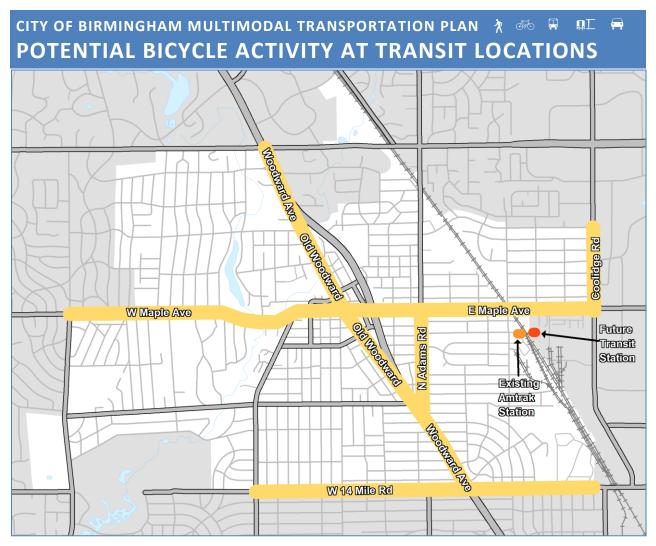
100 to 200

50 to 100

25 to 50

Less than 25

\*colored roadways indicate bus routes and colored dots indicate transit stations



According to the web survey, if a complete and safe non-motorized network was established all of the routes would have potential for growth and the Future Transit Station would see the most growth by non-motorized users based on feedback from the online survey.

#### **Transit Destinations**

(# of survey participants who would like to bike

Over 200

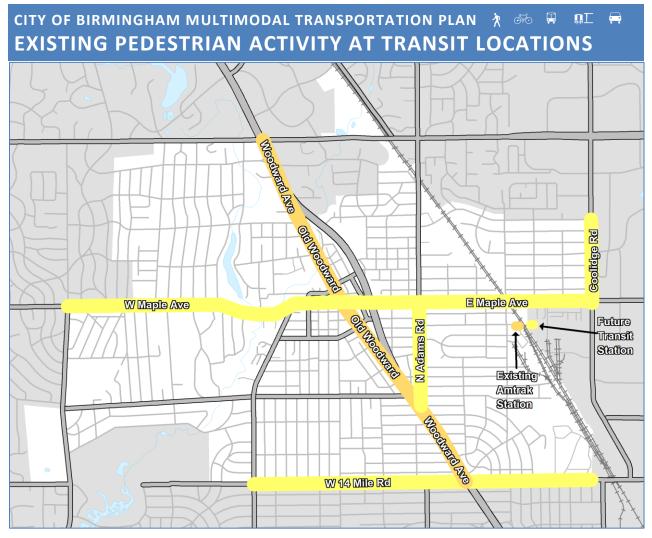
100 to 200

50 to 100

25 to 50

Less than 25

\*colored roadways indicate bus routes and colored dots indicate transit stations



According to the web survey Old Woodward Ave and the Existing Amtrak Station generate the most pedestrian activity compared to other transit locations in the city.

Of the 11.4% of survey respondents that ride the bus a large majority (over 80%) walk as their primary mode of transportation to get to and from the bus stop.

#### **Transit Destinations**

(# of survey participants who currently walk)

Over 200

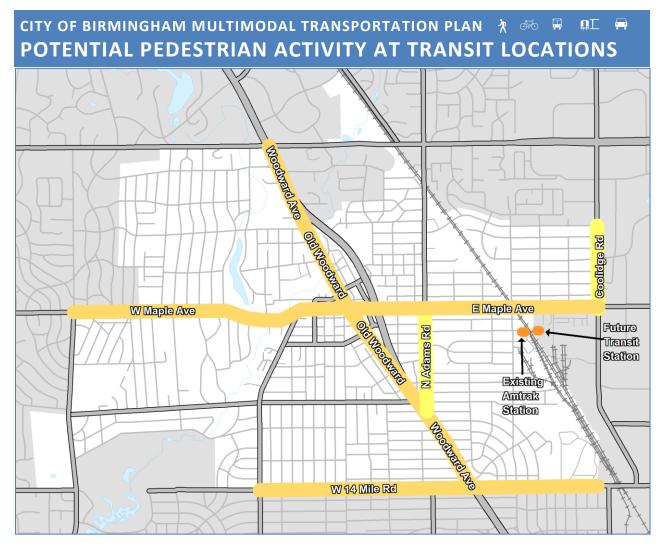
100 to 200

50 to 100

25 to 50

Less than 25

\*colored roadways indicate bus routes and colored dots indicate transit stations



According to the web survey, if a complete and safe non-motorized network was established most of the routes would have potential for growth and the Existing and Future Transit Stations would see the most growth by non-motorized users based on feedback from the online survey.

#### **Transit Destinations**

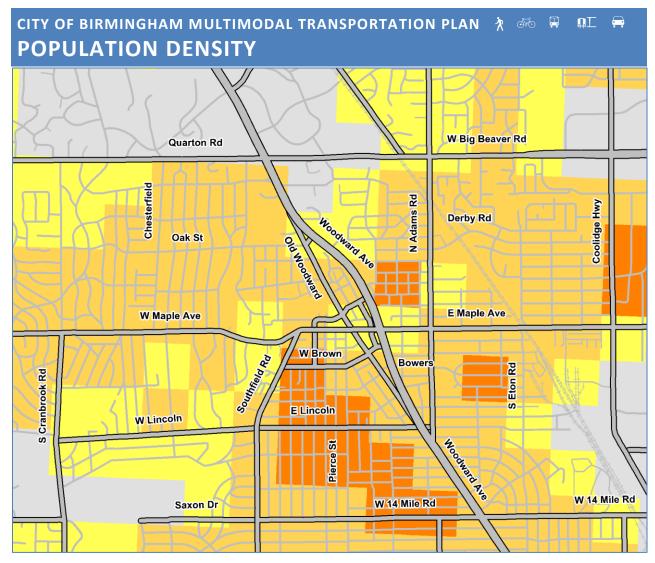
(# of survey participants who would like to walk

- Over 200
- 100 to 200
- 50 to 100
- 25 to 50
- Less than 25

<sup>\*</sup>colored roadways indicate bus routes and colored dots indicate transit stations

## **RELATIVE DEMAND ANALYSIS:**

The Relative Demand Analysis is a parcel based grid analysis that evaluates population density, diversity of land uses, adjacency to activity generators and the design of the physical environment. This analysis is used to help prioritize improvements.



In general, the population density in the City of Birmingham is relatively high.

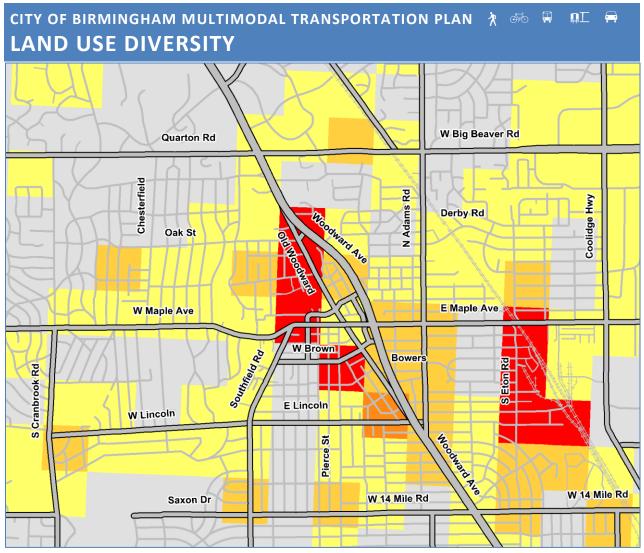
Population density is an important factor from two standpoints. First, even if the percentage of people who walk does not change, more people will be walking in areas with higher population density. Second, increased population density generally brings with it more destinations for people to walk to such as stores, schools, bus stops, etc.

#### **Population Density**

(proportional average of people per acre)



For this analysis a ¼ mile grid was superimposed over the project area. The population density score was based on the number of people per acre. Where a cell spanned multiple census blocks, a proportional average of the intersection census block was used to determine the cells average population density.

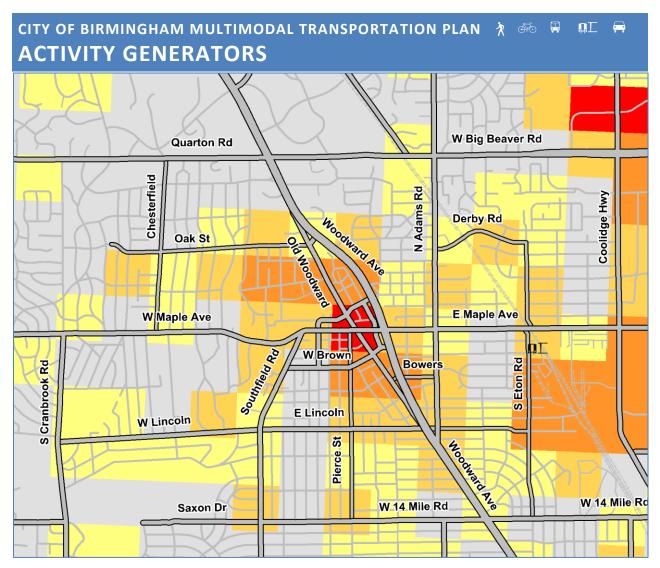


Generally an area with many different land uses within close proximity of each other is beneficial to non-motorized users because they do not have to travel great distances to get from one place to another. Land use diversity is important because the greater number of nearby land uses means there is a greater number of potential walking or bicycling trips.

Land use diversity was measured by the number of the land uses within a cell. The following land uses were considered, commercial/retail, office, residential, school, park, or mixed-use. This data is a measurement of trip potential.

# Land Use Diversity (unique types per cell) 5 or greater 4 3 2

1 or fewer



Some land uses are even more likely to generate travel than others. For this analysis activity generators included primary destinations for bicyclists, pedestrian and transit user groups such as schools, parks, trails, recreation centers and regional shopping centers.

Each cell was given a score from 0 to 4 based on the number of concentration of special activity generators. One point was given for containing a school or park. An activity zone with a park received an additional two points. Colleges, downtowns and regional shopping centers received 1 to 4 points based on the percentage of coverage within the cell.

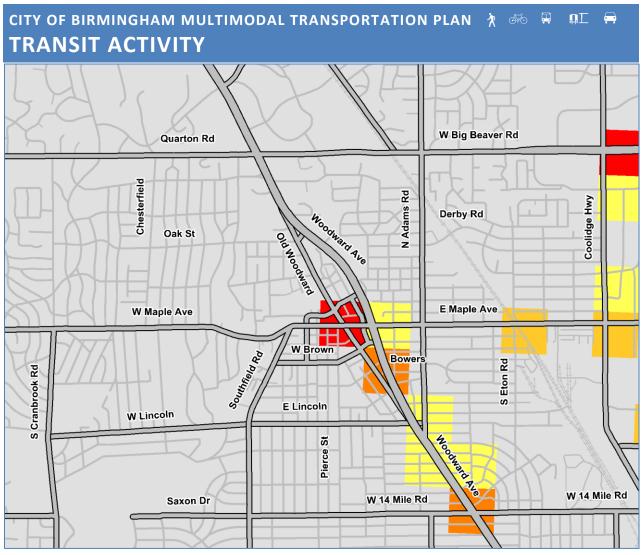
### **Activity Generators** (unique types per cell)









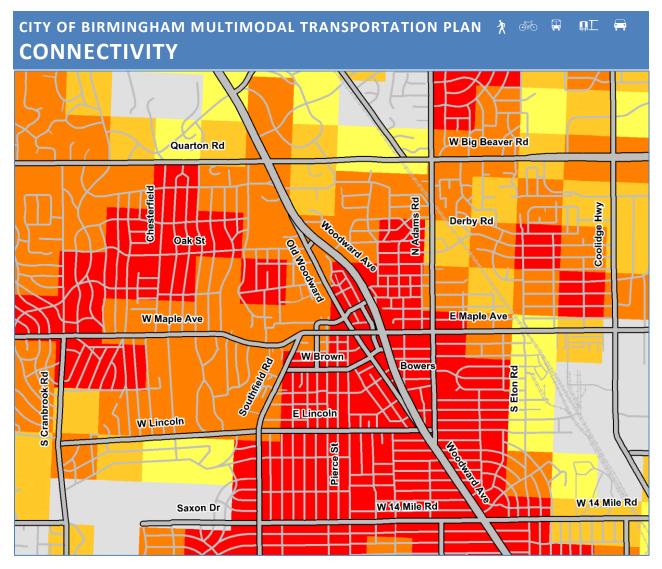


Transit generates pedestrian and bicycle travel. People who use public transit generally walk or ride a bicycle to get to the transit stop or station. It is important to provide safe and convenient facilities, especially road crossings where there is a lot of transit oriented activity.

For this analysis each cell was assigned a value of 0 to 4 based on the number of a weekday's total boardings and alightings at all locations within the cell. Due to limited data, the existing Amtrak

Station was calculated based on an average of yearly boardings and alightings.

# Transit Activity (total daily on and off per cell) 200 and over 100 to 200 50 to 100 20 to 50 0 to 20



The connectivity in the City of Birmingham is relatively high.

This analysis determines how much bicycle and pedestrian connectivity is within a designated area. Areas with high connectivity (0 to 15 acre blocks) are generally easy for a bicyclist or pedestrian to travel through, allowing for a relatively direct route. Areas with low connectivity (over 150 acre blocks) are generally difficult for a bicyclist or pedestrian to travel through, causing them to travel out of their way.

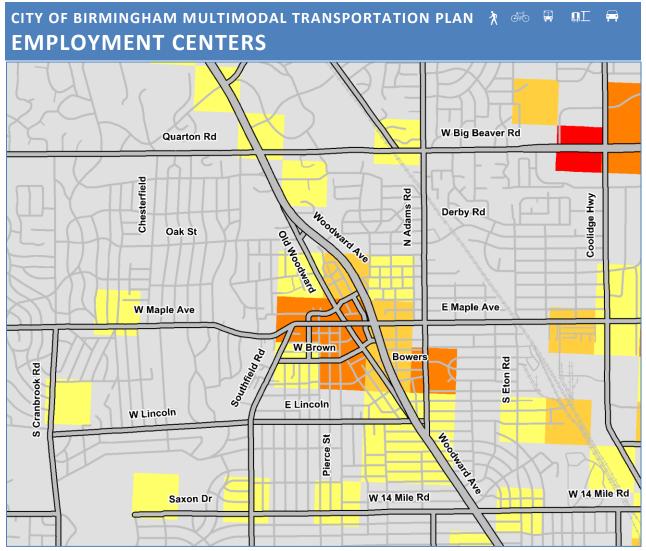
#### Connectivity

(proportional average block size)



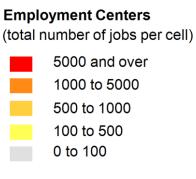
150 and 0ver

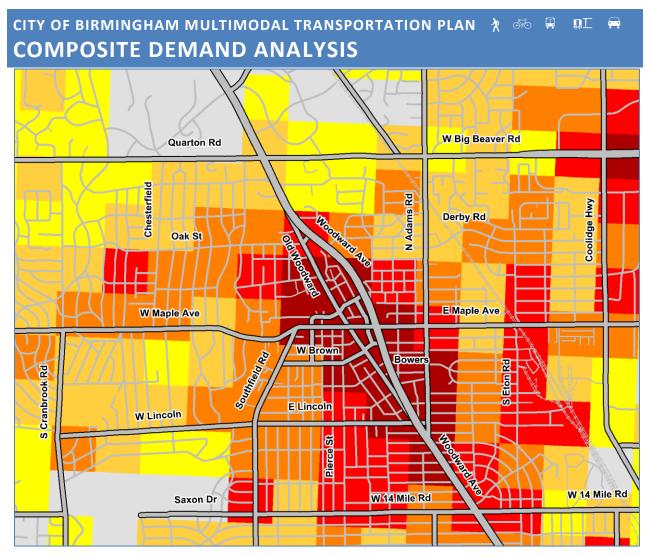
This analysis is based on the Block Size Analysis. Block size has been shown to have a close correlation with the amount of pedestrian travel in an area. For this analysis each cell was assigned a value of 0 to 4 based on the proportional average of the block sizes within the cell.



Some trips are more likely to be undertaken via walking, bicycling and transit than others. Many work commute trips do not require carrying substantial amounts of materials or supplies making them ideal for alternative transportation.

For this analysis, the concentration of employment centers was measured by the number of the jobs within a cell.

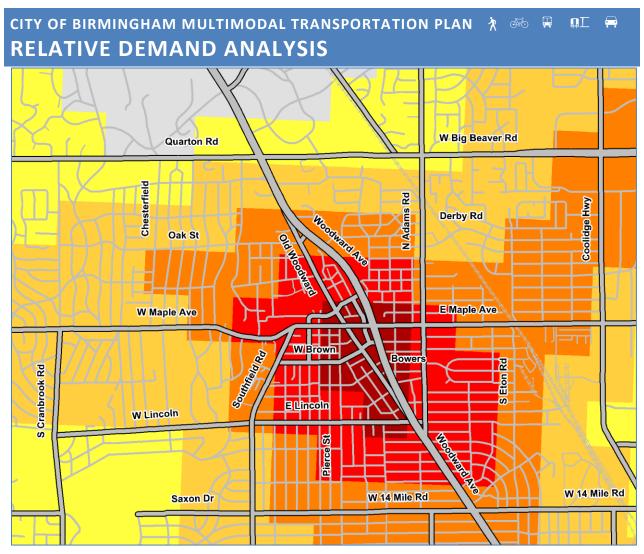




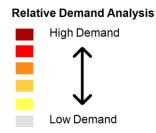
This assessment combines population density, land use diversity, activity generators, transit activity, connectivity, and employment centers creating a composite score for each cell in the grid. Areas with the highest composite score tend to have the highest potential for bicycle and pedestrian activity.

For this analysis, a  $\frac{1}{2}$  mile grid was superimposed over the project area. For each cell in the grid, various factors associated with bicycle

an pedestrian travel were rated and scored from 0 (no positive association) to 4 (very positive association). The demand is determined by adding up the score of the six demand analysis components. Each cell may range from 0 to 24.



This assessment is a parcel based grid analysis that evaluates population density, land use diversity, activity generators, transit activity, connectivity, and employment centers. This analysis has been adjusted to highlight the areas where there is potential for the most bicycle and pedestrian activity. For Birmingham, these are generally areas where there are combinations of high population density, , commercial activity, employment opportunities, a mix of land uses and high connectivity.



The composite rating reflects an approximation of the latent demand for non-motorized travel in an area. Other factors may promote or inhibit actual non-motorized travel levels. The composite analysis is a useful tool to contrast with facility deficiencies, potential facilities and to prioritize improvements. This analysis is used to help prioritize improvements.

The demand is determined by adding up the six demand analysis components, then an inverse distance weighting calculation is performed where the value of all cells within 1.5 miles is used.

#### CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN

## **RECOMMENDATIONS REPORT FOR EIGHT** INTERSECTIONS

August 15, 2013



for consideration by:



#### submitted by:



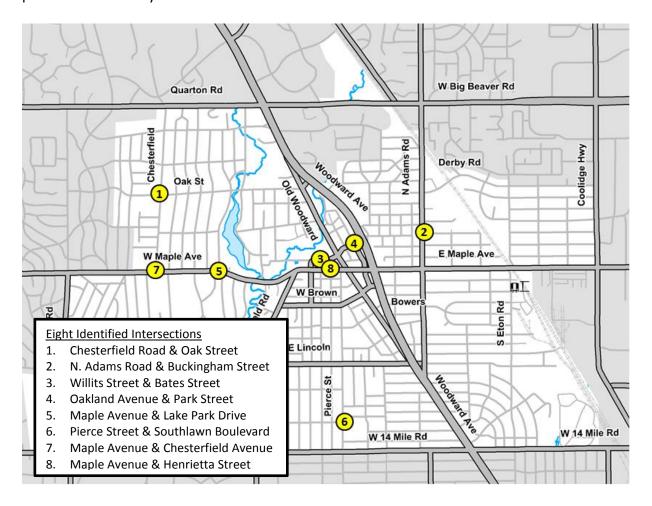


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#### 1.1 INTRODUCTION

This report summarizes the existing conditions at eight signalized intersections identified on the map below. The City of Birmingham selected these intersections as part of an effort to identify operational improvements to better balance the needs of transit vehicles, motorists, pedestrians and bicyclists.



The intersections noted above share some common characteristics, as described below. Supplemental analysis, or a description and evaluation of these characteristics, follows several characteristics listed.

1. All of the intersections are signalized and pre-timed, or fixed, meaning that the signal continually runs on the same pattern of timings and the vehicle and pedestrian indications (i.e. a green light or white walking person) are provided during each signal cycle regardless of whether vehicles or pedestrians are present.

- Pre-timed signals are beneficial to pedestrians because they are not required to push a button to receive the WALK indication (i.e. white walking person).
- Pre-timed signals can be inefficient for motor vehicles, especially during off-peak times. For instance, the minor street could receive the green indication when there are no cars present. These off-peak inefficiencies are addressed by putting the signal in flashing operation during off-peak hours, typically overnight, as seen at many of these signals. Flashing operation usually means the major street receives a flashing yellow indication, while the minor street receives a flashing red indication, operating like a two-way stop. In some cases all approaches may receive a flashing red indication and the signal will operate like an all-way stop.
- 2. Most intersections have crosswalks on all legs, or all but one leg, of the intersection.
- 3. All intersections have pedestrian WALK (white walking man), flashing DON'T WALK (flashing yellow hand) or DON'T WALK (solid yellow hand) indications and most have countdown timers, which indicate to the pedestrians how much time they have remaining to cross the street. Countdown timers typically decrease the number of pedestrians remaining in the crosswalk at the onset of the DON'T WALK indication, but increase the number of pedestrians violating the flashing DON'T WALK indication.
- 4. No bicycle facilities (e.g. striped bike lane, shared lane marking, etc.), indications (bicycle signal), or Accessible Pedestrian Signal accommodations (as described in the Americans with Disabilities Act) are provided at the study intersections.

The following terms will be used later in this report. For clarification, they are defined below for reference:

- An **indication** is the display that tells the user(s) how to behave. For instance a red indication tells the vehicle(s) to stop.
- A **signal cycle** is the series of all phases of the signal, from the onset of the green indication for one movement until the next onset of the green indication for that movement. The **cycle length** is the time to complete one cycle. Cycle length is a strong indicator of delay for all users at the intersection.
- A phase is the part of the cycle assigned to one or more traffic movement(s), containing
  a green, yellow, and red indication for vehicles and a WALK, flashing DON'T WALK, and
  DON'T WALK indication for concurrent pedestrian movement, where applicable.
- The **all-red time** is the time provided at the end of each phase for vehicles to clear the intersection before the next stream of vehicles is released.
- Similarly, **buffer time** is the time provided between the pedestrian flashing DON'T WALK indication and the release of the conflicting stream of traffic when the DON'T WALK indication is displayed. While the MUTCD requires a buffer time of 3 seconds, none of the intersections studied currently have buffer time.

 The pedestrian clearance time is the time required for the pedestrian to cross the road, given a certain walking speed and the distance the pedestrian must walk. The pedestrian clearance time includes the time of the flashing DON'T WALK indication and the buffer time.

The following pages provide documentation of existing conditions at each of the eight intersections, including:

- Photos illustrating current conditions at the intersection as observed in November 2012.
- Location and Surroundings information, including:
  - The functional classification describes the purpose of the street, from arterials, which increase mobility and have many users, to local and private roads, which provide access for fewer users. Roadway classification is based on the roadway classifications provided on the "Functional Classification of Roadway" map and includes arterials, collectors, other significant roads, local roads, and private roads.
  - Average Daily Traffic (ADT), when available, of the intersecting streets, which helps illustrate the expected traffic volumes on the intersecting streets.
  - Surrounding land uses, which indicate potential users at the intersection and whether the location is urban, suburban, or rural.
- Intersection Characteristics and Signal Operations information, including:
  - Number of phases
  - Cycle length
  - Adequacy of pedestrian clearance time (or time of the flashing DON'T WALK indication when there is no buffer time)
    - Existing and required pedestrian clearance time is compared to determine whether pedestrians have enough time to cross the road.
    - The required pedestrian clearance time is based on a 3.5 feet per second walking speed, except in areas with adjacent schools, where the assumed walking speed is 3.0 feet per second to account for the slower walking speed of school children.
- Additional Observations, including any other notable observations that are relative to the operations or characteristics of the intersections

#### 1.2 OAK AND CHESTERFIELD

#### **LOCATION & SURROUNDINGS**

The intersection of Oak Avenue and Chesterfield Avenue is northwest of downtown Birmingham. Oak Avenue is a significant local road connecting Covington Road to the west and Woodward Avenue to the east. Chesterfield Avenue is a significant local road connecting Quarton Road to the north and Maple Road to the south. The area surrounding this intersection is primarily residential with the Quarton School, an elementary school, at the southwest corner of the intersection. There is no ADT data available at this location.

#### INTERSECTION CHARACTERTICS & SIGNAL OPERATIONS

The following describes the intersection characteristics and signal operations:

- 50-second cycle length with fixed timings in two phases:
  - Chesterfield Avenue (north/south) vehicles and pedestrians
  - Oak Avenue (east/west) vehicles and pedestrians
- Crosswalks at all legs of the intersection
- Pedestrian indications with countdown timers at all crossings
- No buffer time for pedestrians
- Flashing DON'T WALK times (based on 3.0 feet/second walking speed to accommodate school children):
  - o 10 seconds for the north and south crosswalks (parallel to Oak Avenue)
    - Clearance time met for north crosswalk
    - Clearance time <u>not met</u> for south crosswalk
  - o 10 seconds for the east and west crosswalks (parallel to Chesterfield Avenue)
    - Clearance time <u>not met</u> for east or west crosswalk
- Operates in flashing mode from 10 PM to 6 AM daily

#### ADDITIONAL OBSERVATIONS

- Posted signs indicate that turns are restricted on all approaches between 8:30AM-9:00AM and 3:30PM-4:00PM.
- A crossing guard helps students cross the street during arrival and dismissal periods.

Traffic volumes noticeably increase during arrival and dismissal periods. Additionally, student pick-up and drop-off significantly increases activity at and surrounding the intersection, especially on Oak Avenue west of the intersection. Parents were observed parking to walk children into the school, students crossed Oak Avenue by themselves and vehicles backed up on Oak Avenue from the signal along the school frontage through the pick-up/drop-off area.



#### 1.3 ADAMS AND BUCKINGHAM

#### **LOCATION & SURROUNDINGS**

The intersection of Adams Road and Buckingham Avenue is northeast of downtown Birmingham. Adams Road is a north/south arterial road with an ADT of 14,122 vehicles per day. Buckingham Avenue is a local residential street two blocks in length to the east. The area surrounding this intersection is primarily residential with The Roeper School, a pre-K to grade 12 school, at the northwest corner of the intersection. Fewer than 100 feet south of the intersection, there is a driveway to access the school parking lot.

#### INTERSECTION CHARACTERTICS & SIGNAL OPERATIONS

The following describes the intersection characteristics and signal operations:

- 90-second cycle length with fixed timings in two phases:
  - Adams Road (north/south) vehicles and pedestrians
  - Buckingham Avenue (east) vehicles and pedestrians
- Crosswalks to cross the east and south legs of the intersection, no crosswalk to cross the north leg
- Pedestrian indications with countdown timers at all crossings
- No buffer time for pedestrians
- Flashing DON'T WALK times (based on 3.0 feet/second walking speed to accommodate school children):
  - o 12 seconds for the south crosswalk (parallel to Buckingham Avenue)
    - Clearance time <u>met</u> for south crosswalk
  - o 9 seconds for the east crosswalk (parallel to Adams Road)
    - Clearance time not met for east crosswalk
- Operates in flashing mode from 10 PM to 7 AM daily







#### 1.4 WILLITS AND BATES

#### **LOCATION & SURROUNDINGS**

The intersection of Willits Street and Bates Street is located in downtown Birmingham, one block west of Old Woodward Avenue and one block north of Maple Road. To the north of the intersection, Bates Street is an access road for parking lots. To the south, Bates Street is a local road, traveling through downtown Birmingham to Brown Street and points further south. Willits Street is a collector road, primarily residential to the west and traveling through downtown Birmingham to Old Woodward Avenue in the east. The ADT on Willits Street is 7,628 vehicles per day. The area surrounding this intersection is primarily commercial with a church on the northwest corner, surface parking lot on the northeast corner, commercial building on the southeast corner, and parking garage on the southwest corner.

#### INTERSECTION CHARACTERISTICS & SIGNAL OPERATIONS

The following describes the intersection characteristics and signal operations:

- 85-second cycle length with fixed timings in three phases:
  - Willits Street (east/west) vehicles and pedestrians
  - o Bates Street left-turning vehicles (north/south approaches) with no pedestrians
  - Bates Street through and right-turning vehicles (north/south approaches) and pedestrians
- Crosswalks at all legs of the intersection
- Pedestrian indications with countdown timers at all crossings
- No buffer time for pedestrians
- Flashing DON'T WALK times (based on 3.5 feet per second walking speed for pedestrians):
  - 18 seconds for the north/south crosswalks (parallel to Willits Street)
    - Clearance time <u>met</u> (exceeded by 5 seconds) for north and south crosswalks

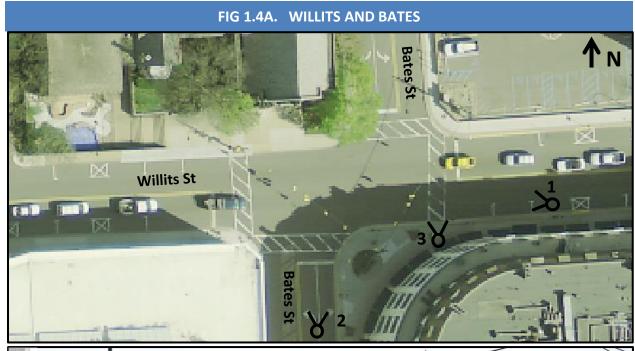
15 seconds for the east/west crosswalks (parallel to Bates Street)

- Clearance time met for east crosswalk
- Clearance time met (exceeded by 3 seconds) for west crosswalk

#### ADDITIONAL OBSERVATIONS

• Intersection users have limited visibility of Willits Street to the east due to the road curvature. Additionally, vehicles were observed turning at a fast pace, creating a potential safety hazard.

The offset nature of this intersection requires that motorists turning right from Bates Street have to yield to pedestrians after making the right-turn, which may be confusing.









#### 1.5 OAKLAND AND PARK

#### **LOCATION & SURROUNDINGS**

The intersection of Oakland Avenue and Park Street is located in downtown Birmingham, between Old Woodward Avenue and Woodward Avenue, two blocks north of Maple Road. Park Street is a local residential road to the north and is a collector road connecting to Maple Road in downtown Birmingham in the south. Oakland Avenue is a divided two-lane collector road connecting Old Woodward Avenue in the west and Woodward Avenue in the east. The ADT on Oakland Avenue is 4,945 vehicles per day. The area surrounding this intersection is residential to the north and commercial to the south, with a commercial building on the southeast corner and a parking garage on the southwest corner.

#### INTERSECTION CHARACTERISTICS & SIGNAL OPERATIONS

The following describes the intersection characteristics and signal operations:

- 80-second cycle length with fixed timings in two phases:
  - Oakland Avenue (east/west) vehicles and pedestrians
  - Park Street (north/south) vehicles and pedestrians
- Crosswalks at all legs of the intersection
- Pedestrian indications with countdown timers at all crossings
- No buffer time for pedestrians
- Flashing DON'T WALK times (based on 3.5 feet per second walking speed for pedestrians):
  - 7 seconds for the north crosswalk (parallel to Oakland Avenue)
    - Clearance time not met for north crosswalk
  - o 7 seconds for the south crosswalk (parallel to Oakland Avenue)
    - Clearance time not met for south crosswalk
  - 10seconds for the east crosswalk (parallel to Park Street)
    - Clearance time met (exceeded by 2 seconds) for east crosswalk
  - 10 seconds for the west crosswalk (parallel to Park Street)
    - Clearance time met (exceeded by 2 seconds) for west crosswalk
- Operates in flashing mode from 10 PM to 7 AM daily

#### ADDITIONAL OBSERVATIONS

- Left-turns from southbound Park Street are restricted.
- There is limited visibility for motorists driving north on Park Avenue. For example, it is difficult for northbound motorists to see pedestrians on the southeast corner.



#### 1.6 MAPLE AND LAKE PARK

#### **LOCATION & SURROUNDINGS**

The intersection of Maple Road and Lake Park Drive is located west of downtown Birmingham. Lake Park Drive is a local residential street connecting to Redding Road in the north and terminating at Maple Road in the south. Maple Road is an arterial road connecting downtown Birmingham to points east and west in the greater Detroit metropolitan area. The ADT on Maple Road at this location is 24,838 vehicles per day. The surrounding area is residential.

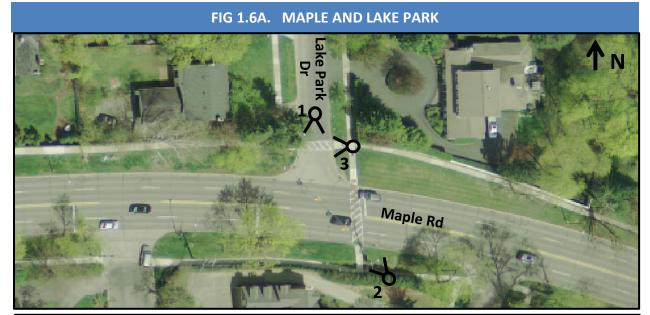
#### INTERSECTION CHARACTERISTICS & SIGNAL OPERATIONS

The following describes the intersection characteristics and signal operations:

- 80-second cycle length with fixed timings in two phases:
  - Maple Road (east/west) vehicles and pedestrians
  - o Lake Park Drive (north) vehicles and pedestrians
- Crosswalks to cross the east and south legs of the intersection, no crosswalk to cross the north leg
- Pedestrian indications without countdown timers at all crossings
- No buffer time for pedestrians
- Flashing DON'T WALK times (based on 3.5 feet per second walking speed for pedestrians):
  - 9 seconds for the north crosswalk (parallel to Maple Road)
    - Clearance time met (exceeded by 2 seconds) for north crosswalk
  - 13 seconds for the east crosswalk (parallel to Lake Park Drive)
    - Clearance time not met (by 4 seconds) for east crosswalk

#### ADDITIONAL OBSERVATIONS

 Vehicles from the east on Maple Road approach quickly over a hill and around a corner with limited sight distance.









#### 1.7 PIERCE AND SOUTHLAWN

#### **LOCATION & SURROUNDINGS**

The intersection of Pierce Street and Southlawn Boulevard is located south of downtown Birmingham. Southlawn Boulevard is a local road which connects to Southfield Road in the west and terminates at Pierce Street. Pierce Street is a significant local road which connects Maple Road in the north to 13 Mile Road in the south. The surrounding area is residential and Pierce Elementary School is located just west of the intersection. There is no ADT data available at this location.

#### INTERSECTION CHARACTERISTICS & SIGNAL OPERATIONS

The following describes the intersection characteristics and signal operations:

- Operates in flashing mode at most times:
  - o Monday through Friday from 10 AM to 7 AM; Saturday and Sunday for 24 hours
  - NOTE: The signal timing sheets (2007) indicate these hours of flash operation.
     However, during field visits to the intersection, the signal was in normal stop-and-go operation mid-day on a weekday.
- 60-second cycle length with fixed timings on Monday through Friday from 7 AM to 10 AM in two phases:
  - Parklawn Boulevard (west) vehicles and pedestrians
  - Pierce Street (north/south) vehicles and pedestrians
- Crosswalks to cross the west and south legs of the intersection, no crosswalk to cross the north leg
- Pedestrian indications with countdown timers at all crossings
- No buffer time for pedestrians
- Flashing DON'T WALK times (based on 3.0 feet per second walking speed to accommodate school children):
  - 10 seconds for the south crosswalk (parallel to Southlawn Boulevard)
    - Clearance time <u>met</u> for south crosswalk
  - 9 seconds for the west crosswalk (parallel to Pierce Street)
    - Clearance time <u>met</u> for west crosswalk

#### ADDITIONAL OBSERVATIONS

• Signs do not permit left turns from 8 AM – 10 AM and 3 PM – 5 PM daily.









#### 1.8 MAPLE AND CHESTERFIELD

#### **LOCATION & SURROUNDINGS**

The intersection of Maple Road and Chesterfield Avenue is located west of downtown Birmingham. Chesterfield Avenue is a significant local road connecting to Quarton Road in the north and terminating at Maple Road to the south. Maple Road is an arterial road connecting downtown Birmingham to points east and west in the greater Detroit metropolitan area. The ADT on Maple Road at this location is 24,838 vehicles per day. The surrounding area is residential with three churches to the south, northwest, and southwest. There is also a small commercial shopping center on the northwest corner of the intersection.

#### INTERSECTION CHARACTERISTICS & SIGNAL OPERATIONS

The following describes the intersection characteristics and signal operations:

- 80-second cycle length with fixed timings in two phases:
  - Maple Road (east/west) vehicles and pedestrians
  - o Chesterfield Avenue (north) vehicles and pedestrians
- Crosswalks to cross all legs of the intersection
- Pedestrian indications without countdown timers at all crossings
- No buffer time for pedestrians
- Flashing DON'T WALK times (based on 3.5 feet per second walking speed for pedestrians):
  - o 13 seconds for the north crosswalk (parallel to Maple Road)
    - Clearance time <u>met</u> for north crosswalk
  - 12 seconds for the east and west crosswalks (parallel to Chesterfield Road)
    - Clearance time not met for east and west crosswalks

#### ADDITIONAL OBSERVATIONS

- During peak times, vehicles at the southbound approach on Chesterfield Avenue split into two lanes for right- and left-turning vehicles, though no separate turning lanes are marked.
- Some eastbound vehicles on Maple Road turn left at the church driveway across from Larchlea Drive to avoid the signal at the intersection of Maple Road and Chesterfield Avenue.



### 

#### 1.9 MAPLE AND HENRIETTA

#### **LOCATION & SURROUNDINGS**

The intersection of Maple Road and Henrietta Street is located in downtown Birmingham. Henrietta Street is a local road which connects to 14 Mile Road in the south and terminates at Maple Road in the north. Maple Road is an arterial road connecting downtown Birmingham to points east and west in the greater Detroit metropolitan area. The ADT on Maple Road at this location is 22,634 vehicles per day. The surrounding area is commercial with storefronts and office buildings surrounding the intersection.

#### INTERSECTION CHARACTERTICS & SIGNAL OPERATIONS

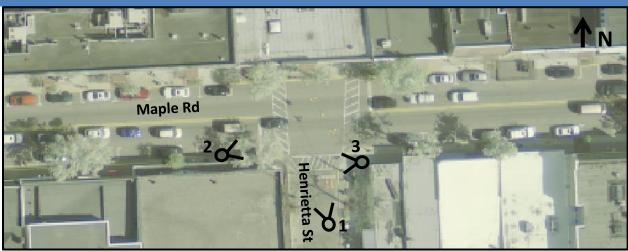
The following describes the intersection characteristics and signal operations:

- 80-second cycle length with fixed timings in two phases:
  - Maple Road (east/west) vehicles and pedestrians
  - Henrietta Street (south) vehicles and pedestrians
- Crosswalks to cross all legs of the intersection
- Pedestrian indications with countdown timers at all crossings
- No buffer time for pedestrians
- Flashing DON'T WALK times (based on 3.5 feet per second walking speed for pedestrians):
  - o 11 seconds for the south crosswalk (parallel to Maple Road)
    - Clearance time met (exceeded by 4 seconds) for south crosswalk
  - 10 seconds for the east and west crosswalks (parallel to Henrietta Street)
    - Clearance time not met for east crosswalk
- Operates in flashing mode from 1 AM to 8 AM daily

#### ADDITIONAL OBSERVATIONS

- Westbound left turns from Maple Road to Henrietta Street are prohibited from 7 AM to 7 PM; however, some motorists still attempt to make a left turn.
- Turns on red from Henrietta Street are not permitted.

#### FIG 1.9A. MAPLE AND HENRIETTA





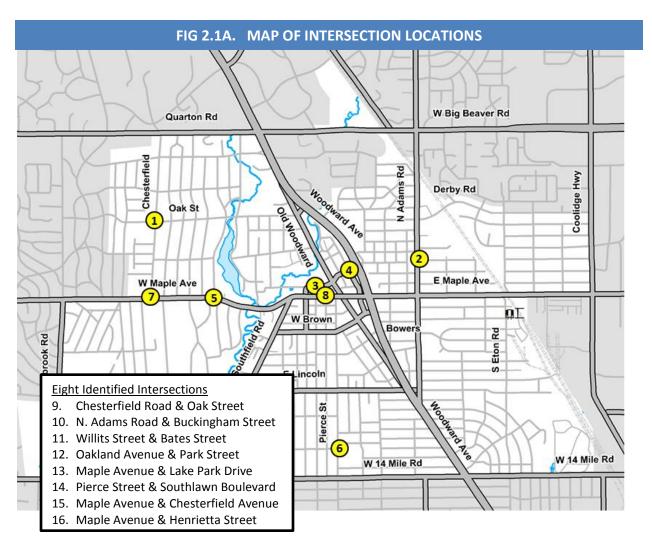




## CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLANN EIGHT INTERSECTION RECOMMENDATIONS

#### 2.1 INTRODUCTION

The City of Birmingham identified eight signalized intersections that may benefit from operational improvements to better balance the needs of transit vehicles, motorists, pedestrians and bicyclists. The previous "Existing Conditions at Eight Intersections" report summarized the existing conditions at these intersections, which are shown on the map below and selected by the City of Birmingham. This recommendations report introduces potential intersection improvements and outlines next steps to implementing these improvements.



# **RECOMMENDATION INTERSECTON ALTERNATIVES**

The following table outlines one or more alternatives each intersection. For each alternative the potential improvements are noted in the table. Prior to any physical changes to the intersections, a comprehensive engineering study will be conducted for each intersection to identify the preferred alternative and refine the proposed improvements.

FIG 2.1B. SUMMARY OF RECOMMENDED IMPROVEMENTS

	Add Curb Extensions	Add Median Island	Add Crosswalk	Implement Road Diet	Convert to Roundabout	Remove Signal	Add Countdown Timers	Update Pedestrian Times	Add Leading Pedestrian Interval	Shorten Signal Cycle Length	Add/Extend Flashing Operation	Add Detection	Other Improvements
1. Oak & Chesterfield													
Roundabout Alternative					Х	X							X
Signalized Alternative	X							X			X	X	X
Stop-Controlled Alternative	Х					X							X
2. Adams & Buckingham													
Signalized Alternative			X					X		X	X	X	
Stop-Controlled Alternative		X				X							
3. Willits & Bates													
Signalized Alternative	Х							Х	Х	Х			X
Stop-Controlled Alternative	Х					Х							
4. Oakland & Park													
Signalized Alternative	Х			Х				Х	Х		Х	Х	Х
5. Maple & Lake Park													
Non-Road-Diet Alternative			X				X	X		X		X	
Signalized Road-Diet Alt.		Х	Х	Х			Х	Х		Х	Х	Х	
Stop-Controlled Road-Diet Alt.		Х		Х		Х							
6. Pierce & Southlawn	•				•								
Signalized Alternative	Х							Х			Х	Х	
Stop-Controlled Alternative		Х	Х			Х							
7. Maple & Chesterfield													
Non-Road Diet Alternative							Х	Х		Х		Х	
Road-Diet Alternative		X		Х			Х	Х		X	Х	Х	
8. Maple & Henrietta													
Signalized Alternative	Х							Х	Х	Х			
Stop-Controlled Alternative	X					X							Χ

#### OVERVIEW OF RECOMMENDED INTERSECTION IMPROVEMENT TREATMENTS

A brief description of each improvement identified in Figure 2.1B, Recommended Intersection Improvements, is provided on the following pages. Additional details including benefits, limitations and next steps are outlined in Appendix E.

#### **GEOMETRIC IMPROVEMENTS:**

- Adding curb extensions shortens the crossing distance for pedestrians, improves
  visibility between pedestrians and motorists, adds more pedestrian queuing space and
  may reduce vehicle turning speed.
- Adding a median island provides refuge for pedestrians crossing the road. A median island allows the pedestrian to cross in two stages, which increases crossing opportunities.
- Adding a crosswalk improves pedestrian connectivity and decreases pedestrian delay. In many cases, adding a crosswalk does not affect signal timing and is a very cost-effective way to improve pedestrian conditions at an intersection.

#### **OPERATIONAL IMPROVEMENTS:**

- Implementing a road diet may slow traffic and reduces pedestrian crossing distance and can create space for a bike lane or parking lane, which provides an additional buffer from traffic for pedestrians.
- **Converting an intersection to a roundabout** may reduce delay and potential conflicts for motorists at the intersection.
- Removing a signal and converting the intersection to a two- or all-way stop-controlled intersection may reduce delay to all users. At locations where signals are to be removed, geometric improvements may be required to provide pedestrian and bicyclists safer opportunities to cross roadways. Before removing the traffic signal, the intersection should be adjusted to operate in flash operation 24-hours per day as a pilot of removing the signal.

#### SIGNAL IMPROVEMENTS:

- Adding countdown timers informs pedestrians of the remaining time they have to cross the street and may reduce conflicts between motorist and pedestrians
- Updating pedestrian times includes adding a pedestrian buffer time and changing the
  pedestrian change interval (flashing DON'T WALK time) to allow more time for
  pedestrians to cross the street.

- Adding leading pedestrian intervals allows pedestrians to get a head start in crossing the intersection before conflicting turning vehicles are released.
- **Shortening the signal cycle length** reduces pedestrian and motorist delay where appropriate.
- Adding/Extending flashing operation reduces delay for all users at times of day when
  demand is low and can be added or implemented at more hours of the day at locations
  where traffic is high during peak hours and low during the remaining hours of the day.
  At locations where signals operate in flash, geometric improvements may be required to
  provide pedestrian and bicyclists safer opportunities to cross roadways.
- A semi-actuated signal responds to traffic on the minor street and pedestrians crossing
  the major street to reduce delay when traffic volumes on the minor street are relatively
  low. During peak hours, the minor streets will actuate each cycle (i.e. at least every 80
  seconds), creating gaps for motorists exiting adjacent side streets.
- Other improvements include widening a median island to provide additional queuing space for pedestrians, changing the signal phasing to better accommodate all users, and implementing safe routes to school strategies to improve operations during student arrival and dismissal periods.

# 2.2 DESCRIPTION OF RECOMMENDATIONS

The following provides further detail for improvements that are common to several intersections. For each recommended improvement, a general description, benefits, limitations and next steps are provided.

#### ADD CURB EXTENSIONS.

Curb extensions, or bulb-outs, extend the sidewalk and curb into a parking lane.



### **Benefits**

- Shortens the crossing distance for pedestrians, reducing exposure to traffic.
- Improves visibility between motorists and pedestrians waiting to cross.
- Adds more pedestrian queuing space.
- Narrows the roadway and may discourage speeding.
- May reduces vehicle turning speed.
- Provides opportunities for green infrastructure.

#### Next steps:

- Larger vehicle turning paths should be checked to ensure that trucks and buses can navigate around the curb extension.
- Consider additional treatments to increase motorists yielding to crossing pedestrians (e.g. "Stop for Pedestrians in Crosswalk" Sign, Rectangular Rapid Flash Beacon).

#### ADD A MEDIAN ISLAND.

A median island, or crossing island or pedestrian refuge island, is a constructed island within a street.



#### **Benefits**

- Reduces pedestrian delay by allowing pedestrians to cross the street in two stages.
- May increases pedestrian comfort by providing a refuge.
- Adds buffer between opposing travel lanes at intersection and calms traffic.

#### Next steps

Confirm roadway width to determine feasibility. Refuge islands designed for
pedestrian use should be at least 4 feet wide and 20 to 25 feet long according to
the American Association of State Highway and Transportation Officials'
(AASHTO) 2011 A Policy on Geometric Design of Highways and Streets ("Green
Book"). A six foot wide island is desirable to accommodate bicycles.

#### ADD A CROSSWALK.

A crosswalk communicates to both pedestrians and motorists that pedestrians are expected to cross at that location.

#### **Benefits**

• Improves pedestrian quality of service by decreasing delay and increasing crossing opportunities.

#### Limitations

 Motorists may experience small increase to delay when if yielding to a pedestrian in new crosswalk.

#### Next steps

- Perform a sight-distance assessment to evaluate the appropriateness of a pedestrian crossing for intersections where signals go into flashing mode or are removed.
- Consider roadway characteristics to determine if additional crossing treayments are needed.

# IMPLEMENT A ROAD DIET ON THE MAJOR STREET.

Depending on the existing roadway cross-section, a road diet removes travel lanes on the existing roadway to add on-street parking, add bike lanes, add or widen a median island, or add left-turn lanes.

# Benefits:

- May reduce speeds and crashes.
- Shortens pedestrian crossing distance.
- Allows for a bike lane or parking lane to provide an additional buffer between pedestrians and moving vehicles.

#### Limitations:

 May reduce capacity of the street, potentially leading to increased congestion.

#### Next steps:

Perform a traffic analysis to determine feasibility of removing a travel lane

#### REMOVE A SIGNAL.

The removal of a traffic signal involves removing all signal equipment from the intersection. If a signal is removed, an alternate means of controlling the traffic (roundabout, all-way stop or two-way stop) must be installed.

#### Benefits:

 Significantly reduces delay to the major street and may reduce delay to the minor street.

#### **Limitations**:

 May increase delay to motorists on the side street and pedestrians crossing the major street if these users have difficulty finding a gap in traffic.

#### Next steps:

- Perform a signal warrant study in accordance with the 2009 MUTCD. If the signal is not warranted, consider removal.
- Perform a multi-way stop warrant study to determine if a two-way or all-way stop is appropriate. This study will include an evaluation of multimodal traffic, crash history, distance and conflicts between users.
- Before removing the traffic signal, the intersection should be adjusted to operate
  in flash operation 24-hours per day as a pilot of removing the signal. The City
  should conduct observations during both the peak and off-peak hours to
  evaluate the effectiveness of removing the signal.

#### UPDATE PEDESTRIAN TIMES.

The pedestrian signal timings should be updated to be in accordance with 2009 Manual on Uniform Traffic Control Devices (MUTCD). This includes adjustments to the buffer time and the pedestrian change interval.

The 2009 MUTCD states that pedestrians should have a minimum of 3 seconds *buffer time* between the end of the flashing DON'T WALK indication and the release of the conflicting traffic movement.

The *pedestrian change interval* (i.e. flashing DON'T WALK time) should be updated using 3.0 feet per second walking speed at intersections adjacent to schools to accommodate school children and a 3.5 feet per second walking speed at all other locations.

#### Benefits

• Ensures that pedestrians have adequate time to clear the intersection before conflicting traffic is released.

#### <u>Limitations</u>

May increase delay slightly for all users at the intersection

# ADD LEADING PEDESTRIAN INTERVAL (LPI).

Leading pedestrian intervals release pedestrians before concurrent traffic is released. The 2009 MUTCD specifies that LPIs are a minimum of 3 seconds long and are long enough for pedestrians to cross at least one lane of traffic. The Federal Highway Administration's Signal Timing Manual specifies that leading pedestrian intervals are suitable in downtown environments.

#### Benefits

Improves pedestrian service by giving the pedestrian the WALK indication before
the concurrent vehicular traffic gets the green indication, allowing the
pedestrians to establish themselves in the crosswalk before turning motorists
may turn.

#### **Limitations**

• Potentially decreases vehicle service slightly by reducing effective vehicular green time during each cycle.

#### Next steps

• Collect traffic counts during peak periods and model the intersection with a leading pedestrian interval to determine whether it will significantly decrease service at the intersection, especially if considering this improvement in combination with shortening the cycle length.

# SHORTEN THE SIGNAL CYCLE LENGTH.

A shortened cycle length is achieved by reducing the total time for all intersection approach to receive a green indication.

### Benefits

- May decrease motorist delay.
- Decreases pedestrian delay, which increases likelihood of pedestrian compliance to the signal per the 2010 Highway Capacity Manual.

#### Limitations

Potentially decreases signal efficiency during peak periods.

#### Next steps

Perform a traffic study to analyze traffic flow with varying cycle lengths to
determine the shortest cycle length that still accommodates motor vehicles and
pedestrians efficiently. Consider shorter cycle lengths during off-peak period
when traffic demands are lower. Determine if the signal is coordinated with
other signals. If it is coordinated, the other signals in the network should be
considered in the traffic analysis.

#### ADD/EXTEND FLASHING MODE.

In flashing mode, the signal flashes yellow on the major road and flashes red on the minor road or red on both roads. Several intersections currently operate in flash at some times of the day and it is recommended that the hours of flash operation be extended. For some intersections that do not operate in flash, the addition of flash operation is recommended.

# **Benefits**

Reduces delay for delay to motorists on the minor street.

#### Limitations

 May reduce a pedestrian's ability to cross. It is recommended that the intersection be studied to determine if pedestrians will have sufficient safe opportunities to cross.

#### Next steps

- Perform a signal warrant study to determine feasibility and ideal hours of flashing operation. The 2009 Manual on Uniform Traffic Control Devices (MUTCD) states in Section 4D.28 "based on engineering study or engineering judgment, traffic control signals may be operated in the flashing mode on a scheduled basis during one or more periods of the day rather than operated continuously in the steady (stop-and-go) mode." The Federal Highway Signal Timing Manual says to consider flashing operation at low-volume locations during off-peak travel periods. If signal warrants are not met during several hours of the day, the following should be completed to determine how the signal should operate in flash:
  - Evaluate sight distance to ensure that motorists on the minor street have adequate sight distance to decide when to enter the intersection and to ensure that all motorists can see pedestrians crossing at the intersection.

- Determine if signal should operate in yellow-red flash or red-red flash.
   Perform a multi-way stop evaluation based on the MUTCD Multi-Way
   Stop Applications. If a multi-way stop warrants are met, all signals should flash red. If not, the minor street should flash red and the major street should flash yellow to operate like a two-way stop.
- At intersections adjacent to schools, confirm that signal is not converted to flashing mode during school arrival and dismissal periods. Signal should be in normal operation during these periods to provide crossing opportunities for pedestrians.

#### ADD DETECTION.

Add detection for motorists on the minor streets and push buttons for pedestrians to cross the major street to convert the signal to semi-actuated.

#### <u>Benefits</u>

- Improves traffic flow and reduces delay on the major street because the major street receives the green indication until a vehicle arrives on the minor street or a pedestrian pushes the pushbutton to cross the major street.
- May reduce delay for motorists on the minor street and pedestrians crossing the major street, especially during off-peak periods.
- May reduce delay for pedestrians crossing the minor street with signal operating in rest-in-walk.

#### Limitations

 Requires pedestrians crossing the major street to push a pushbutton to receive the WALK indication.

# Next steps

- Perform a multi-modal traffic study and evaluate the signal in pre-timed and semi-actuated modes to determine the impacts of changes from pre-time to semi-actuated operation.
- Perform a signal warrant study. If the peak hour warrant is the only warrant met, consider actuation, per section 4C.04 of the 2009 MUTCD.
- Confirm that detection works for bicyclists. Bicyclists should not be required to leave the roadway to push a push button, thus they should have adequate inlane detection. Loop detectors designed and marked for bicyclists are preferred, but video detection can be used.

# 2.3 OAK AND CHESTERFIELD



#### RECOMMENDATIONS

Consider the following recommendations at the intersection of Oak Avenue and Chesterfield Avenue:

#### **General Recommendation**

Implement education and encouragement Safe Routes to School programs.

# Benefits

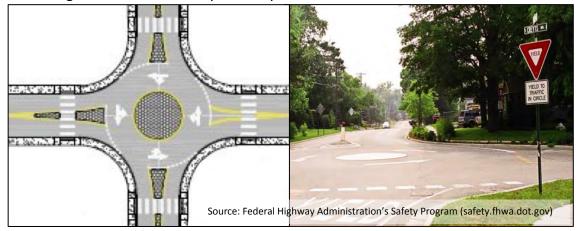
- Encouraging walking and bicycling to school can reduce traffic congestion on streets adjacent to this intersection, improving safety and operations at this intersection.
- Implementing a drop-off and pick-up procedure specific to the school needs and educating students and parents on how to safely cross the street can improve efficiency and safety of operations.
- Schools can make small programmatic changes with a large impact.

#### Next Steps

 Encourage Quarton Elementary School to utilize National Center for Safe Routes to School resources (http://guide.saferoutes.org/) and the Michigan Safe Routes to School program (<a href="http://saferoutesmichigan.org/">http://saferoutesmichigan.org/</a>) to improve safety and health of their students. Michigan provides one-on-one training and technical assistance.

#### **Roundabout Alternative**

 Remove the signal and convert the intersection to a roundabout. A roundabout is a circulation intersection where motorists entering the roundabout yield to motorists circulating within the circulatory roadway.



#### **Benefits**

- Minimizes potential conflicts as all motorists must only yield to pedestrians and motorists already in the roundabout.
- Improves traffic flow at low-volume intersections because there is constant traffic flow through the roundabout and no approach is ever stopped at a red light.

#### • <u>Limitations</u>

- Pedestrians must divert somewhat from their natural path on the crosswalk to cross at a roundabout crosswalk, which is located before the entry flare of the roundabout.
- Pedestrians must wait to cross until motorists yield to them or they have an adequate gap in traffic.

#### Next steps

- Evaluate construction feasibility for a roundabout with an inscribed circle diameter of 45 to 90 feet, based on the 2010 National Cooperative Highway Research Program (NCHRP) Report 672.
- Collect traffic counts and perform a traffic analysis. If total traffic at this
  intersection is fewer than 15,000 vehicles per day, a roundabout is feasible,
  based on the NCHRP Report 672. If total traffic at the intersection is greater than
  15,000 vehicles per day, a detailed capacity analysis based on Chapter 21 in the
  2010 Highway Capacity Manual should be performed.

#### **Signalized Alternative**

- Add detection and convert the intersection to semi-actuated operation.
- Extend hours of flashing operation. This could be implemented as a short-term solution.
- Add curb extensions, especially on Oak Avenue at southwest corner where flexible posts are currently preventing parking on the corner.
- Update pedestrian times (i.e. add pedestrian buffer time and adjust flashing DON'T WALK times).

# **Stop-Controlled Alternative**

- Remove the signal and convert intersection to stop-controlled operation.
- Add curb extensions, especially on Oak Avenue at southwest corner where flexible posts are currently preventing parking on the corner.

# 2.4 ADAMS AND BUCKINGHAM



#### **RECOMMENDATIONS**

Consider the following recommendations at the intersection of Adams Road and Buckingham Avenue:

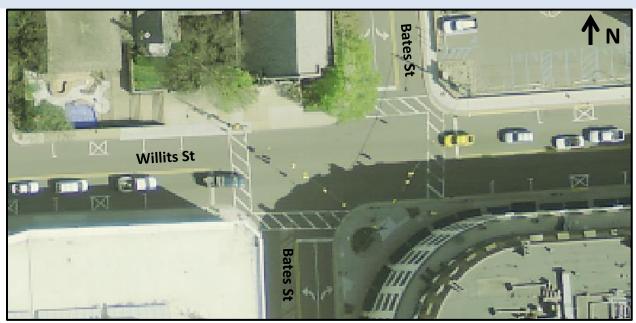
#### **Stop-Controlled Alternative**

- Remove the signal and convert intersection to stop-controlled operation.
- Add median island on the southern leg of the intersection.

# **Signalized Alternative**

- Add detection and convert the intersection to semi-actuated operation.
- Shorten the signal cycle length.
- Add a crosswalk at the north approach.
- Update pedestrian times (i.e. add pedestrian buffer time and adjust flashing DON'T WALK times).
- Extend hours of flashing operation.

# 2.5 WILLITS AND BATES



#### **RECOMMENDATIONS**

Consider the following recommendations at the intersection of Willits Street and Bates Street:

#### **General Recommendation**

• Add curb extensions.

# **Signalized Alternative**

- Change the signal phasing and add a leading pedestrian interval for pedestrians crossing Willits Street.
  - Consider two signal phasing options:
    - Keep the current signal phasing, but add a leading pedestrian interval before the Bates Street left-turn phase. Pedestrians may cross Willits Street from the onset of the LPI, through the Bates Street left-turn phase and the Bates Street right-turn phase. All Bates Street motorists must yield to pedestrians in the crosswalk.
    - 2. Switch the Bates Street left-turn and right-turn phases and add an LPI before the right-turn phase. Allow pedestrians to cross from the onset of the LPI through the Bates Street right-turn phase and Bates Street left-turn phase. All Bates Street motorists must yield to pedestrians in the crosswalk.

#### Benefits:

- Improves safety by following expected behavior, unlike present conditions
  - Pedestrians expect to be able to cross when the conflicting traffic flow stops; however, when Willits Street stops, Bates Street left turners are released without concurrent pedestrians. Pedestrians may step off the curb at this time, risking their safety.
- Increases time in the signal when pedestrians may cross and decrease pedestrian delay, potentially increasing pedestrian compliance to the signal

#### Limitations:

 Decreases service to Bates Street left turners by requiring them to yield to pedestrians

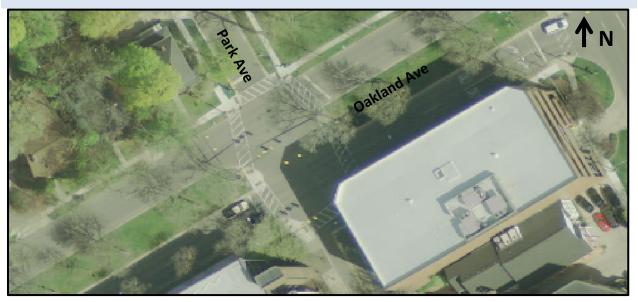
### Next steps:

- Perform a traffic study. If Bates Street left-turning volumes are significantly higher than right-turning volumes, option 2 is preferred. If Bates Street left-turning volumes are significantly lower than rightturning volumes, option1 is preferred, considering that the first turning movement to be released will likely have to yield to more pedestrians.
- Determine whether implementing a leading pedestrian interval will significantly decrease service at the intersection by modeling the intersection with the various phasing options, especially if considering this improvement in combination with shortening the cycle length.
- Evaluate sight distance for right-turning motorists yielding to pedestrians in crosswalk. If there is not sufficient stopping-sight distance, option 1 is preferred with an exclusive right-turn phase so that right-turners do not need to yield to pedestrians.
- Shorten the signal cycle length.
- Add "turning vehicles yield to pedestrians" signs R10-15 from the 2009 Manual on Uniform Traffic Control Devices (MUTCD) where applicable on Bates and Willits Streets approaches. Signs should be clearly visible to motorists.
- Update pedestrian times (i.e. add pedestrian buffer time and adjust flashing DON'T WALK times).

#### **Stop-Controlled Alternative**

Remove the signal and convert intersection to stop-controlled operation.

# 2.6 OAKLAND AND PARK



#### **RECOMMENDATIONS**

Consider the following recommendations at the intersection of Oakland Avenue and Park Street. These can be appropriately combined in several ways.

- Update pedestrian times (i.e. add pedestrian buffer time and adjust flashing DON'T WALK times).
- Widen the west median island on the north side to decrease the crossing distance for pedestrians.
- Implement a road diet on Oakland Avenue by converting the right travel lane to provide a buffered bicycle lane or a bike lane and parking lane in each direction.
- Add curb extensions on Oakland Avenue
- Add a leading pedestrian interval.
- Extend flashing operation.
- Add detection and convert to a semi-actuated signal.
- Coordinate signal with signal at Woodward Avenue to improve traffic flow between these intersections.

# 2.7 MAPLE AND LAKE PARK



#### **RECOMMENDATIONS**

Consider the following recommendations at the intersection of Maple Road and Lake Park Drive:

### **Non-Road-Diet Alternative**

- Add a crosswalk to the west approach.
- Add pedestrian countdown timers.
- Shorten the cycle length.
- Add detection and convert to a semi-actuated signal.
- Add pedestrian buffer time and adjust flashing DON'T WALK intervals.

# **Signalized Road-Diet Alternative**

- Implement a road diet on Maple Road, converting the four travel lanes to two travel lanes, a center two-way left-turn lane and bike lanes.
- Add a crosswalk to the west approach.
- Add pedestrian countdown timers.
- Shorten the signal cycle length.
- Add detection and convert to a semi-actuated signal.
- Add flashing operation.
- Add a median on Maple Road.
- Update pedestrian times (i.e. add pedestrian buffer time and adjust flashing DON'T WALK times).

# **Stop-Controlled Road-Diet Alternative**

- Implement a road diet on Maple Road, converting the four travel lanes to two travel lanes, a center two-way left-turn lane and bike lanes.
- Remove the signal and convert intersection to two-way stop-controlled operation.

Add a median island and rectangular rapid flashing beacons (RRFB) at the Maple Road crossing to increase motorist yielding to pedestrians and reduce pedestrian delay.

# 2.8 PIERCE AND SOUTHLAWN



#### **RECOMMENDATIONS**

Consider the following recommendations at the intersection of Pierce Street and Southlawn Boulevard:

# **Signalized Alternative**

- Add curb extensions.
- Add detection and convert the signal to semi-actuated operation.
- Extend flashing operations.
- Update pedestrian times (i.e. add pedestrian buffer time and adjust flashing DON'T WALK times).

# **Stop-Controlled Alternative**

- Remove the signal and convert intersection to stop-controlled operation.
- Move crossing to north approach. Add a median island and rectangular rapid flashing beacons (RRFB) at the Pierce Street crossing to increase motorist yielding to pedestrians and reduce pedestrian delay.

# 2.9 MAPLE AND CHESTERFIELD



#### **RECOMMENDATIONS**

Consider the following recommendations at the intersection of Maple Road and Chesterfield Avenue:

#### **General Recommendations**

- Update pedestrian times (i.e. add pedestrian buffer time and adjust flashing DON'T WALK times).
- Add pedestrian countdown timers.
- Shorten the signal cycle length.
- Add detection and convert signal to semi-actuated operation.

#### **Non-Road-Diet Alternative**

Maintain two travel lanes in each direction on Maple Road.

#### **Road-Diet Alternative**

- Implement a road diet on Maple Road, converting the four travel lanes to two travel lanes and a center two-way left-turn lane.
- Add flashing operation.
- Add median island.

# 2.10 MAPLE AND HENRIETTA



#### RECOMMENDATIONS

Consider the following recommendations at the intersection of Maple Road and Henrietta Street:

#### **General Recommendations**

Add curb extensions on all corners. This should include a large curb extension that
connects both crosswalks on the northern side of the intersection. An existing parking
space should be converted to a designated loading area to accommodate loading that
current takes place between the two crosswalks on the northern side of the
intersection.

# **Stop-Controlled Alternative**

- Remove the signal and convert the intersection to stop operation.
- Add "State Law Yield to Pedestrians within Crosswalk" sign R1-6 from the 2009 Manual on Uniform Traffic Control Devices (MUTCD) on the street centerline at the crosswalks on Maple Road and Henrietta Street approaches.

#### **Signalized Alternative**

- Update pedestrian times (i.e. add pedestrian buffer time and adjust flashing DON'T WALK times).
- Add a leading pedestrian interval.
- Shorten the signal cycle length.

Recommendations Report for Eight Intersections					

# CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN

# AMERICANS WITH DISABILITIES ACT (ADA) TRANSITION PLAN

May 5, 2013



for consideration by:



# submitted by:





# **PREFACE**

This document serves as the Americans with Disabilities (ADA) Transition Plan element of the City of Birmingham, MI Multimodal Transportation Plan. It focuses on the public right-of-way and does not address accessibility of buildings, in communications, or other areas. While it provides a framework for addressing accessibility moving forward, it is assumed that the document will need to be updated and expanded once an ongoing ADA related data collection effort is complete. In the coming years, ADA related data collection will be an ongoing need and it is assumed that the ADA Transition Plan will be updated regularly as new data become available. As such, this document should be considered the first step in an ongoing process to document the City of Birmingham's commitment to and strategy for identifying and addressing barriers to accessibility.

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# CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN INTRODUCTION & BACKGROUND

# **CHAPTER 1**

The Americans with Disabilities Act (ADA) was established in 1990. It is a civil rights statute that prohibits discrimination against people with disabilities. According to Title II of the ADA, designing and constructing facilities for public use that are not accessible constitutes discrimination. This applies to facilities built both before and after 1990. The City of Birmingham is required to assess current facilities relative to the accessibility requirements of the ADA and to lay out a plan for becoming fully accessible in the future.

Birmingham's ADA Transition Plan element of the Multimodal Transportation Plan is the first step in this process. It is meant to identify barriers that limit accessibility, while also describing

strategies and methods for making facilities more accessible over time. It identifies the public officials responsible for implementation, for example by designating an ADA Coordinator. It also provides information on public notice and opportunities for public engagement.

This document serves as the ADA Transition Plan element of the City of Birmingham's Multimodal Transportation Plan. It focuses on the public right-of-way. It does not address other ADA-related



issues such as buildings and communication. It outlines existing conditions that impact accessibility in Birmingham, MI. It documents the City of Birmingham's ongoing commitment to making its public rights of way accessible, while also presenting the City's strategy for making ADA-related program and physical improvements moving forward. This plan outlines from a policy and strategic perspective, Birmingham's approach for pursuing both proactive and reactive strategies to improving accessibility over time.

#### 1.1 DESIGN STANDARDS AND GUIDELINES

While this ADA Transition Plan element notes existing internal design standards and specifications, design issues are addressed primarily by way of reference to the latest national design standards and guidelines. The primary design reference is the proposed *Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way*, which is described below. A list of additional resources follows.

The proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way apply to pedestrian facilities in the public right-of-way. They provide design criteria for public streets and sidewalks, including pedestrian access routes, street crossings, curb ramps, and other elements. The specifications comprehensively address access to accommodate all types of disabilities, including mobility and vision impairments, while taking into account conditions and constraints that may impact compliance, such as space limitations and terrain. The guidelines ensure that facilities meant for pedestrian circulation, which are located in the public right-of-way, are readily accessible to and usable by pedestrians with disabilities.

It should be noted that these guidelines are currently going through a formal process through which they will eventually become official standards. In the meantime, ADA requires that facilities be accessible. To view the full guidelines and for additional information, please visit <a href="http://access-board.gov/prowac">http://access-board.gov/prowac</a>.

#### 1.2 ADDITIONAL RESOURCES

- United States Access Board: http://www.access-board.gov/
- U.S. Department of Justice ADA Home Page: <a href="http://www.ada.gov">http://www.ada.gov</a>.
- ADA Regulations and Technical Assistance Materials <a href="http://www.ada.gov/publicat.htm#Anchor-14210">http://www.ada.gov/publicat.htm#Anchor-14210</a>
- Americans with Disabilities Act of 1990 (ADA) <a href="http://www.ada.gov/pubs/ada.htm">http://www.ada.gov/pubs/ada.htm</a>
- ADA Title II Technical Assistance Manual (Covering State and Local Government Programs and Services) http://www.ada.gov/taman2.html
- NCHP Report ADA Transition Plans: A Guide to Best Management Practices
   http://www.dot.state.fl.us/projectmanagementoffice/ADA/2011 BestPracticesTransitio
   nPlans.pdf
- Manual on Uniform Traffic Control Devices: <a href="http://mutcd.fhwa.dot.gov">http://mutcd.fhwa.dot.gov</a>.

# CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN SELF EVALUATION: EXISTING CONDITIONS

#### **CHAPTER 2**

#### 2.1 OVERVIEW

The section below highlights existing conditions, as they relate to ADA, in Birmingham.

#### 2.2 SIDEWALKS

There is a relatively comprehensive and connected sidewalk network throughout Birmingham. Many of the existing sidewalks have buffers and there are curb ramps and striped crosswalks throughout town. Many of the existing sidewalks are four feet wide, which is narrow from an accessibility standpoint. It should be noted that four foot sidewalks may meet minimum width requirements; however, there are also requirements for providing five foot wide passing

sections at specified intervals. There are a few existing gaps in the sidewalk network.

In certain locations, there is competition for sidewalk space, for example outdoor dining can impede the pedestrian travel way. There is a need to provide for a Pedestrian Accessible Route (PAR), which is important for addressing access on larger sidewalks with competing uses. Additionally, on some stretches of larger arterial roads, there are so many driveways that the sidewalk can become



indiscernible. There are challenging slope issues, for example the placement of buildings above roads can make the 2% crossing slope requirement difficult to meet. Heaving brick sidewalks can present a tripping hazard; however, the City has an ongoing program to address this issue, as described in the following section. Pavers and other rough surface materials also create uncomfortable undulations for wheelchair users and increase the likelihood that gaps will fall out of tolerance for uneven surfaces.

#### 2.3 ROADS AND INTERSECTIONS

In Birmingham, there are many large arterial roads with heavy traffic volumes and limited crossing opportunities, which can be difficult for those with disabilities to travel along and to cross, in part because of suburban land use forms and numerous driveways. On certain roads there are long stretches without a crossing opportunity. There may be a need to explore signalized mid-block crossings at selected locations. While signal timing is generally addressed

in the Manual on Uniform Traffic Control Devises (MUTCD), pedestrian crossing times may need to be extended in some locations. The City has constructed "bulb outs" to reduce pedestrian crossing distances, for example, in the downtown area near City Hall.

There are intersections lacking curb ramps and some existing curb ramps may not be ADA compliant. A detailed curb ramp inventory is currently underway. Older curb ramp designs have a "lip" between the ramp and the road, which could be difficult to navigate in a wheelchair or present a tripping hazard. Existing crosswalks may need to be restriped and angled crosswalks are at times not aligned with existing curb ramps, creating a potential tripping hazard especially for those with visual impairments.

Additional road and intersection issues to consider include whether Accessible Pedestrian Signal (APS) features are provided, which communicate information about crossing intervals in non-visual formats, the slope of the ramp and roadway, and the cross slope for crosswalks.

#### 2.4 PLANS, STUDIES, AND STANDARDS

Birmingham has many plans and studies that include pedestrian elements and that encourage increased pedestrian access, including the following:

- The Downtown Master Plan
- Triangle District Master Plan
- Rail District Plan
- Woodward Avenue Complete Streets Plan
- South Oakland TOD Plan
- Woodward Avenue Alternatives Analysis
- South Woodward Gateway (underway)

Design standards also impact ADA conditions in the city. For example, the Birmingham Commercial Business District Streetscape Design Standards include standard details and the

Michigan Department of Transportation (MDOT) has sidewalk, curb ramp, and detectable warning design details. An Eton Road Sidewalk Plan was developed, which identified gaps and proposed a phased implementation strategy. Additionally, a complete streets plan is being developed for Woodward Avenue concurrently with the City of Birmingham Multimodal Transportation Plan, which will include recommendations to achieve ADA accessibility compliance with alterations and improvements along and across Woodward Avenue in Birmingham.



#### 2.5 EXISTING PROGRAMS AND INVESTMENTS TO IMPLEMENT PHYSICAL IMPROVEMENTS

Birmingham's existing 5-Year Capital Improvement Program represents a significant portion of the City's future ADA related investments. The program includes both construction and reconstruction projects, as well as bridges. The projects included in the CIP are prioritized based on their ability to contribute to the City's transportation, water, and sewer systems. While there is not a standalone curb ramp retrofit program, curb ramps are addressed as part of these ongoing road projects. The total budget for road repaving projects is around \$1.5-2 million per year. This revenue also covers other pedestrian and bike features. Three types of road repaving projects, and the extent to which they address ADA, are noted below.

- Complete Reconstruction: As part of complete reconstruction projects, all features in the project area are brought up to be fully ADA compliant.
- *Structural Resurfacing*: This type of resurfacing involves a structural change to the road. These projects are built all ADA compliant.
- Capital Maintenance: The City has done ultrathin overlays on many streets over the
  years in order to extend the life of the pavement. Because they are less than an inch of
  resurfacing, these projects generally do not make ADA related improvements; however,
  the overlay treatment is typically done on streets that were reconstructed within the
  past 10 to 15 years so the ramps generally exist and are typically in adequate condition.

In addition to the CIP, Birmingham has demonstrated a commitment to improving ADA conditions through other programs. The City's ongoing sidewalk program covers 1/7 of the city and ½ of the downtown area every year. During this time, trip hazards are identified and addressed. The total budget for sidewalk improvements is around \$150-200k per year, which amounts to around 10% of gas tax revenues.

The Police Department is adding pedestrian countdown signals on an ongoing basis. They are also responsible for traffic signal maintenance, timing, and general street marking projects. The Police Department coordinates with the Engineering Department on these improvements. Through the Police Department, the City periodically reviews and replaces traffic signals and when signals are replaced, they are upgraded. It should be noted that the signals should be brought up to the APS standard as a part of ongoing improvements. Additional information on APS is available at <a href="http://www.apsguide.org">http://www.apsguide.org</a>.

In addition to its sidewalk improvement program and road resurfacing and reconstruction efforts, Birmingham has existing policies and standard operating practices that are improving ADA conditions over time. For example, as signal timings get changed, it is the City's policy to use the standards for feet per second included in the latest Manual on Uniform Traffic Control Devices (MUTCD). However, the timings are currently only being modified as part of other projects. It should be noted that PROWAG states that all intersections that are signalized need to have accessible signals. This means proper placement of the push buttons and sound tones for people who are blind. The expectation is that this work will be done over time as the signal systems are replaced.

Whenever a curb ramp is replaced, a fully ADA compliant ramp is installed. All future projects in the Capital Improvement Program will include fully ADA compliant designs and features. Generally sidewalks are required to be a minimum of five feet wide, although they are required to be wider in the Triangle District and along Woodward Avenue.

#### 2.6 PRIVATE DEVELOPMENT

Private development has an important role to play in Birmingham's ongoing ADA improvements. Private developers generally pay for curb ramps on their property, and the City helps with connecting curb ramps and other off-site infrastructure. Other physical design features on the right-of-way are addressed through streetscape agreements as part of the site development and building permit process. In order to obtain a sidewalk permit, developers must demonstrate that they are meeting the City and State's design standards, including ADA compliance.

New commercial buildings are generally required to add or improve sidewalks and surrounding streetscape including ADA features. Additionally, new residential development is required to add sidewalks where there is a sidewalk network currently in the area. It should be noted that it is important to ensure that these sidewalks, when constructed, comply with ADA. If there are no sidewalks to connect to, residential developers generally would not be asked to provide them. In these cases, consideration should be given to preserving necessary space so that sidewalks can be provided in the future if so desired.

#### 2.7 STAFFING, TRAINING AND OUTREACH

While there are around 150 employees at the City, currently no one is specifically tasked with being responsible for ADA design and compliance issues. The Engineering Department assumes responsibility for sidewalks and ADA issues in the public space, while the Building Department is responsible for sidewalks and ADA issues on the private development side. City staff members attend trainings as needed. All of the field inspectors were trained in 2011 and all new inspectors receive training. The trainings are provided by the Metropolitan Planning Organization (MPO). Moving forward, it is recommended that the city identify the specific trainings and number of staff who have participated as an appendix to its ADA Transition Plan.

There are currently no standing ADA access and/or pedestrian and bike committees at the City; however, the project Steering Committee is a city commission approved board that has bike, pedestrian, elderly, and disability representatives. There is limited information provided on the City of Birmingham's website; however, it is not extensive and may be difficult to locate.

#### 2.8 EXISTING GRIEVANCE PROCEDURE

A Citizen Request Line is available and listed on the City's website. Most citizen complaints are received through calls to this phone number and are generally routed to the Engineering Department. The existing "grievance" process is relatively informal. Most calls are received and tracked by the Engineering Department. The record of complaints and resolution attained is not publicly available. The police department and engineering department coordinate on receiving comments and complaints and addressing them throughout the year. The bulk of complaints received have to do with trip hazards. Around ten complaints are received each year and are generally addressed on a rolling basis. The hazard is either fixed permanently, or a temporary fix is installed and the full repair is included on the project list the following year. Generally, an adequate "set aside" budget is available to address all complaints as they are received.

#### 2.9 EXISTING DATA

Existing ADA data is limited; however the City is currently conducting a data collection process.

Data elements that are being collected include:

- Ramp Type (Per MDOT Detail R-28-G)
- Ramp Direction
- Ramp Slope
- Ramp Length
- Ramp Material
- Detectable Warning (Yes or No)
- Detectable Warning Type (Cast Iron Plates, Ceramic Tiles, Etc.)
- Cross Slope
- Landing Pad Max Slope and Size
- Curb Drop



As part of the Multimodal Transportation Master Plan, sidewalk conditions are being assessed through a Level of Service analysis. Whether a specific curb is ADA compliant or not is not currently tracked in the City's data; however, it will be available upon completion of the City's data collection currently underway. Existing ADA assessments have not been completed for the trails in the City.

# CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN STRATEGY MOVING FORWARD: CORRECTION PROGRAM

### **CHAPTER 3**

#### 3.1 OVERVIEW

The City of Birmingham is committed to improving accessibility and meetings its ADA commitments. Towards this end, the City will implement the following program and physical upgrades in the coming years as a main component of its ADA Transition Plan.

#### 3.2 PROGRAM UPGRADES

- 1. The City Engineer will be designated as the official ADA coordinator for the City of Birmingham. (Timeframe: Within the next 2 years)
- 2. The project Steering Committee, formed as part of the Multimodal Transportation Master Plan process, will become an official standing committee responsible for multimodal issues, including ADA issues and compliance. In his/her capacity as the ADA Coordinator, the City Engineer will serve as a non-voting member of the committee. Insofar as possible, the committee should include disability advocates and members with knowledge of ADA regulations, in addition to members that represent pedestrian, bicycle, and transit rider perspectives. (Timeframe: Within the next 2 years)
- 3. The City will document and make publicly available ADA-related requests received and resolution obtained. The City is currently developing a system to track all public requests, including ADA related issues. (Timeframe: Within the next 2 years)
- 4. The City will continue a regular ADA training regimen to ensure that key staff members remain up to date on the latest ADA planning and design issues. The Engineering Department currently participates and will continue to participate in yearly staff trainings as available. In addition, new and existing staff will continue to be encouraged to attend trainings, especially as national standards change and evolve. The City may want to consider evaluating the proficiency of current staff and training to determine the level of new or updated training that should be undertaken. (Timeframe: Ongoing)
- 5. As noted, the City is currently collecting key ADA-related data. The data elements to be collected focus on curb ramp characteristics. Given current staff time and work load, the ADA database update will take 6 to 12 months to complete. Subsequent data collection efforts should focus on sidewalks, traffic signals and trails. The Self Evaluation Checklist included as Figure 1 on the following page can be referenced to inform future data collection efforts. Additional data items that will need to be collected include missing curb ramps, compliance of the accessible route along sidewalks, signal compliance, protruding objects, and other elements within the right-of-way with impacts to accessibility. (Timeframe: Ongoing)

# FIGURE 3.2A SELF EVALUATION CHECKLIST

Source: NCHRP Project Number 20-7 (232), ADA Transition Plans: A Guide to Best Practices,

SELF-EVALUATION CHECKLIST			
ISSUE	POSSIBLE BARRIERS		
Sidewalk and Pathway Clear Width	Narrow, Below Guidelines		
Sidewalk and Pathway Cross Slope	Steepness, Irregularity, Variability, Warping		
Landings Along Sidewalks and Pathways	Less Than 4 feet by 4 feet		
Sidewalk and Pathway Grade	Steepness, Angle Points		
Materials and Finishes	Deterioration of Surfaces, Deterioration of Markings, Appropriateness of material (ex. Cobblestones)		
Gratings	Grating Type, Grate Opening Orientation		
Discontinuities	Missing Sections, Gaps, Drops, Steps		
Detectable Warning System	Missing, Inappropriate Materials, Inadequate Size, Wrong Location		
Obstructions	Signs, Mail Boxes, Fire Hydrants, Benches, Telephones, Traffic Signal Poles, Traffic Signal Controller Boxes, Newspaper Boxes, Drainage Structures, Tree Grates, Pole Mounted Objects, Standing Water, Snow or Ice		
Traffic Signal Systems	Lack of Provision for the Visually Impaired such as APS, Inadequate Time Allowed, Inoperable Buttons, Inaccessible Buttons		
Curb Ramp	Missing, Doesn't Fall within Marked Crosswalk, Doesn't Conform to Guidelines		
Curb Ramp Flares	Missing Where Required, Too Steep		

May 2009.

- 6. The City will provide more detailed ADA-related information on its website and make it easier to locate and access. A separate ADA page will be created to serve as a "one stop shop" clearinghouse for all ADA-related information. This information will provide an educational function, for example by directing people to the location of national design standards documents and other publicly available ADA resources. (Timeframe: Within the next 2 years)
- 7. The ADA Transition Plan will be expanded and updated once the data collection effort described above is completed. This will allow the city to more specifically document its strategy for addressing physical barriers moving forward. A framework for addressing potential physical barriers is outlined below. (Timeframe: Within the next 2 years)

#### 3.3 POTENTIAL PHYSICAL UPGRADES

- 1. The City will continue all existing ADA-related investments including the sidewalk program, pedestrian countdown timer installation, road repaving, etc. (Timeframe: Ongoing)
- 2. The City will evaluate and retime all traffic signals to make pedestrian crossing times consistent with the latest MUTCD guidance. The first step will be to determine the number of signals that do not meet current standards and the second step will be to develop a strategy to proactively adjust a set number each year. This information should be detailed in the updated ADA Transition Plan once the data become available. (Timeframe: Within the next 5 years)
- 3. The City will continue to install pedestrian countdown signals and other signal upgrades throughout the city. (Timeframe: Ongoing)
- 4. As part of this study, specific recommendations were developed for eight intersections. The City's ability to implement recommendations at these locations will be determined by the extent and nature of the proposed changes. Potential recommendations include actuated signals, roundabouts, geometric improvements, and signal timing adjustments. (Timeframe: Within the next 10 years)
- 5. Upon completion of the curb ramp inventory and data collection process currently underway, the City will update this plan. It will initiate a proactive process to address deficient curb ramps and to build curb ramps where they are currently absent and are necessary. The size and scope of the effort will depend on the results of the data collection process. The goal will be to upgrade all curb ramps in the city to make them fully compliant in a specified amount of time as determined and stated in the updated plan. This will be accomplished through the following strategy:
  - Curb ramps will be added and improved through reconstruction projects completed as a part of the City's five year Capital Improvement Program process.

• A standalone curb retrofit program will be initiated to improve noncompliant ramps in locations that are not already on the 5-year project list. This program will likely require an ongoing annual budget in order to make progress towards the goal every year. Alternatively, the program can be integrated with the ongoing sidewalk program. This would mean that ramps will be added and improved on a 7 year cycle, per the existing sidewalk program schedule. A prioritization methodology should be developed to inform the phasing of curb ramp improvements and/or to help identify focus areas for curb ramp improvements, as discussed in more detail in the "Additional Considerations" section below.

(Timeframe: Within the next 10 years)

6. The City will implement targeted sidewalk widening projects using an established prioritization methodology to determine phasing. Many of the sidewalks in the City are four feet wide. In many cases these will be maintained as is; however, the goal will be to develop a framework for determining locations where a five foot minimum on residential roads, six foot minimum on collector roads and eight foot minimum on arterial roads should be considered. In many cases, private developers would implement these new sidewalks as part of their development. To inform this effort, criteria should be developed to guide and formalize decisions about whether to continue to improve a four foot sidewalk or upgrade and widen it in its entirely. Conditions that could lead to the decision to widen the sidewalk should be outlined, and could include high existing or projected demand, proximity to generators, poor current conditions, and available right-of-way. (Timeframe: Within the next 10 years)

#### 3.4 ADDITIONAL CONSIDERATIONS

The existing prioritization program for investments is based on a project's ability to improve transportation, water, and sewer systems. This prioritization process could be updated to also incorporate data such as crashes, pedestrian and bicycle generators, transit, schools, and retirement homes. Accessibility should also be added as a criterion so that if the city is comparing two projects and everything else is equal, the project that enhances accessibility for more people will be selected.

A program to identify and implement pedestrian crossing islands may be needed given the difficult crossing conditions that exist on certain roads. A program to proactively fill sidewalk gaps doesn't exist in part because there aren't many gaps in the city. However, one new sidewalk project that could be considered is along Cranbrook Road. For many of the other gaps, there are difficult topography and other issues that will make new sidewalk construction difficult. Additionally, the adjacent property owner would likely have to pay for the sidewalk and they often are not supportive of it.

# CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN PROGRAM RESPONSIBILITY

### **CHAPTER 4**

The City Engineer is designated as the official ADA coordinator for the City. The contact information is provided below.

Engineering Department (Community Development Counter) 151 Martin Street, Second floor Birmingham, MI 48012

Office Hours: 8:00 a.m. to 5:00 p.m. Monday-Friday

Phone: (248) 530-1840 Fax: (248) 530-1290

# CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN PUBLIC INVOLVEMENT RECORD

### **CHAPTER 5**

Birmingham will provide public notice about the ADA, including the rights of the public and the responsibilities of the City under the ADA. This notice will be a continuing effort. The primary method for providing public notice and additional background information on ADA will be through the City's website at <a href="http://www.ci.birmingham.mi.us">http://www.ci.birmingham.mi.us</a>. A separate ADA page will be developed to "house" all ADA related information in one location, including the ADA Transition Plan document, opportunities for public participation, compliance planning for construction and retrofits, links to the multimodal committee, and grievance procedures. In addition to the website, there are several other venues for the public to be engaged in ADA issues in Birmingham, as described below.

- A Citizen Request Line is available by calling (248) 530-1805. This number will continue
  to be available to receive questions, comments, and concerns from the public on all
  issues, including ADA. The number is listed on the City's website. The City will develop
  and implement a system to document ADA related questions and concerns, and the
  resolution provided by City staff.
- Members of the public have the opportunity to contact the ADA Coordinator directly.
   An important benefit of designating an ADA Coordinator is to have a single source of information so questions can be answered quickly and consistently.
- Birmingham will be creating a standing committee responsible for multi-modal transportation issues, including ADA. The ADA Coordinator will attend and serve as a resource to the committee and disability advocates will be included as members of the committee. Committee meetings will be open to the public and will be advertised on the City's website.
- As part of the development of the Multimodal Transportation Plan, the City of Birmingham hosted two public meetings. At these meetings, ADA related information was presented and an opportunity was provided to ask questions and offer feedback on ADA issues. This will be a model moving forward. To the extent possible, every planning process will include an acknowledgement and discussion of ADA as an integral component of the process, whether it is focused on transportation, urban design, land use, or another type of project.

# CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN CONCLUSION

### **CHAPTER 6**

In addition to maintaining the ongoing tasks noted above, in the next two years, the City will complete the following tasks:

- Officially designate the ADA Coordinator through necessary City processes.
- Formally establish and hold regular meetings of the City's new standing Multi-Modal Transportation Committee.
- Document and make publicly available ADA-related requests received and resolution
   obtained.
- Complete the initial data collection effort and develop a strategy and plan for supplementary data collection efforts in the coming years.
- Analyze the results of the 2013 data collection effort and develop a proactive strategy for addressing identified deficiencies. Update and expand the ADA Transition Plan to incorporate the newly available data.
- Identify the number of traffic signals that do not meet current MUTCD crossing time standards and develop a strategy for adjusting non-compliant signals in the coming years.
- Develop and publish a standalone ADA webpage on the City's website.

The City of Birmingham is committed to ensuring that facilities in the public right-of-way are accessible to those with disabilities and to meeting the requirements under the ADA. This will accomplished by pursuing the proactive and reactive strategies outlined in this ADA Transition Plan element of the Birmingham Multimodal Transportation Plan.





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### 1.1 PHASE 1 AND 2 COST ESTIMATE OVERVIEW

### **COST ESTIMATE INTRODUCTION**

COST ESTIMATE FOR PHASE 1 AND 2

In order to illustrate magnitude of costs and begin planning and budgeting for implementation, planning level cost estimates have been completed for the improvements identified in Phase 1 and Phase 2. Due to the length of time it is going to take to complete the first two phases, cost estimates are not provided beyond this point.

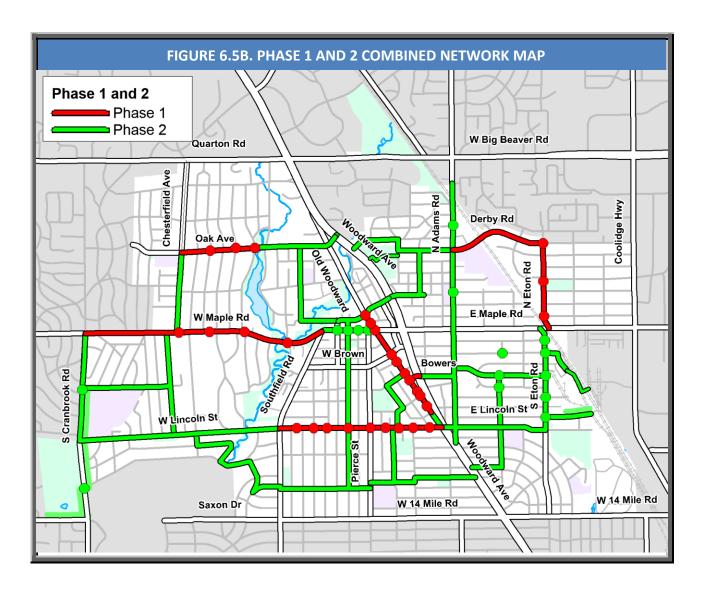
Phase 1 and Phase 2 are estimated to cost around \$2,288,980. The following figure provides an overview of the costs estimate for this network.

PHASE 1		
Proposed Road Crossing Improvements	\$ 1,134,000	88%
Proposed Tree Extensions	\$ 60,000	5%
Proposed Transit Improvements	\$ 50,000	4%
Proposed Sidewalks	\$ 25,200	2%
Proposed Colored Shared Lane Markings	\$ 15,000	1%
Proposed Bicycle Parking	\$ 11,000	1%
Total:	\$ 1,295,200	100%
PHASE 2		
Proposed Road Crossing Improvements	\$ 559,000	56%
Proposed Pathways & Sidewalks	\$ 277,050	28%
Proposed Bike Facilities	\$ 68,090	7%
Proposed Neighborhood Connector Routes	\$ 49,140	5%
Proposed Bicycle Parking	\$ 40,500	4%
r repesed biofore r driving		

A detailed breakdown of the cost estimate for Phase 1 and Phase 2 can be found on the following pages.

Total: \$

2,288,980



### **ACQUIRING RIGHT-OF-WAY**

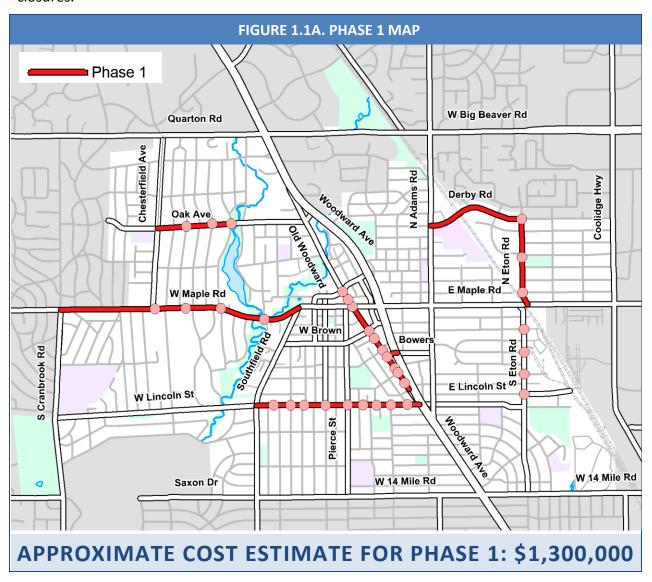
In Phase 2 an easement may be required to implement the proposed pathway connection between Villa Road and the future Troy Intermodal Transit Center. Please keep in mind that acquiring easements and/or right-of-way may add to the financial burden of implementation. In most cases, local business see the value to their own business and the community as a whole and are willing to provide a trail easement at no cost if the community assumes any liability. Easements should secure access in perpetuity or at a minimum the expected life-span of the improvement.

### 

### 1.1 PHASE 1

### **PHASE 1 OVERVIEW**

Many of the routes in Phase 1 may be implemented as part of the City's Capital Improvement Plan (CIP). Incorporating the proposed improvements with the CIP is a cost effective way to implement the facilities as it will reduce mobilization costs and help to consolidate roadway closures.



The following pages give a more detailed breakdown of the cost estimate for Phase 1.

PHASE 1 INCIDENTAL PROJECT	S:							
Road	From	То	Quantity	Unit	Unit P	rice	Total	
Bike Lanes:								
N Eton Rd	Yorkshire Rd	Derby Rd	0.40	MI	Incide	ntal	\$	-
W Maple Rd	Waddington St	Southfield Rd	1.12	MI	Incide	ntal	\$	-
Oak Ave	Chesterfield Ave	Lake Park Dr	0.40	MI	Incide	ntal	\$	-
Shared Lane Markings (placed	every 200' - 250'):							
Derby Rd	N Adams Rd	Railroad Overpass	0.17	MI	Incide	ntal	\$	-
Derby Rd	Railroad Overpass	N Eton Rd	0.36	MI	Incide	ntal	\$	-
Lincoln St	Southfield Rd	Ann St	0.80	MI	Incide	ntal	\$	-
W Maple Rd	Cranbrook Rd	Waddington St	0.20	MI	Incide	ntal	\$	-
N Old Woodward Ave	Willits St	W Maple Rd	0.10	MI	Incide	ntal	\$	-
S Old Woodward Ave	W Maple Rd	E Brown St	0.17	MI	Incide	ntal	\$	-
S Old Woodward Ave	E Brown St	Landon Rd	0.43	MI	Incide	ntal	\$	-
Planned Road Crossings								
S Eton Rd	at Villa Rd		1	EACH	Incide	ntal	\$	-
S Eton Rd	at Bowers St		1	EACH	Incide	ntal	\$	-
S Eton Rd	at Holland St		1	EACH	Incide	ntal	\$	-
S Eton Rd	at Cole St		1	EACH	Incide	ntal	\$	-
Does not include engineering fee	s or contingency				Total:		\$	-
PHASE 1 COLORED SHARED LA	NE MARKING:							
Road	From	То	Quantity	Unit	Unit P	rice	Total	
<b>Colored Shared Lane Marking</b>	s (placed every 200' - 2	50' with solid green paint th	ne entire le	ength):				
W Lincoln St	Ann St	Woodward Ave	0.10	MI	\$ 100	0,000	\$	10,000
Bowers	S Old Woodward Ave	Woodward Ave	0.05	MI	\$ 100	0,000	\$	5,000
			0.00		y 100	,,,,,,,,,	Ÿ	5,000
Does not include engineering fee	s or contingency		0.00		Total:	,,,,,,	\$	15,000
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PHASE 1 BICYCLE PARKING: Road Bicycle Parking Hoops (custon N Old Woodward Ave	From  at Willits St  (2 racks per curb exter at Hamilton Row (2 racks per curb exter at E Maple Rd	nsion)	Quantity 4 6	Unit EACH EACH	Total: Unit P \$ \$	250 250 250	\$ Total	1,000
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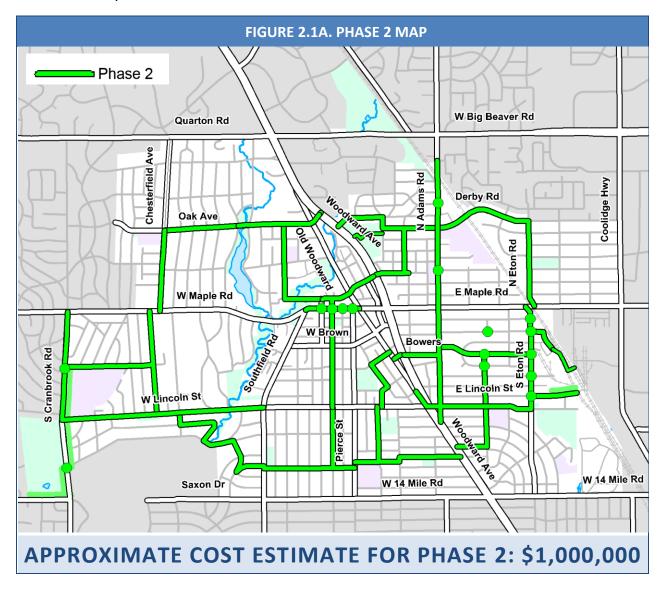
PHASE 1 TREE EXTENSIONS:								
Road	From	То	Quantity	Unit	He	it Price	Tot	al
Tree Extensions (curb extens		10	quantity	Ollit	Oil	refice	101	ual
W Lincoln St	between Clark St and	Lincoln Ct	2	EACH	\$	15,000	\$	30,000
E Lincoln St		d and Birmingham Blvd	2	EACH	\$	15,000	\$	30,000
Does not include engineering fee		a ana birmingnam biva	2	EACH	ې Tot		\$	
	25 or contingency				100	lai:	Þ	60,000
PHASE 1 SIDEWALKS: Road	From	To	Oventitu	11mb	He	it Price	Tel	-1
	From	То	Quantity	Unit	UII	it Price	Tot	ldi
Sidewalks (8' wide):	Have as Ct	Landon Ct	700	LF	ć	26	ė	25 200
S Old Woodward Ave (east)  Does not include engineering fee	Haynes St	Landon St	700	LF	\$	36	\$ <b>\$</b>	25,200
					Tot	aı:	Þ	25,200
PHASE 1 TRANSIT IMPROVEM		T-	Overstite.	11-26	He	ia Duine	T-4	-1
Road	From	То	Quantity	Unit	Un	it Price	Tot	aı
Bus Shelter				EA CH		40.000		40.000
N Old Woodward Ave	at the northeast corne		1	EACH		10,000	\$	10,000
N Old Woodward Ave	at the northwest corn	•	1	EACH	\$	10,000	\$	10,000
N Old Woodward Ave	at the southeast corne		1	EACH	\$	10,000	\$	10,000
S Old Woodward Ave	at the southwest corn	2. 5	1	EACH	\$	10,000	\$	10,000
S Old Woodward Ave	at the southeast Daine	es Street	1	EACH	_	10,000	\$	10,000
Does not include engineering fee					Tot	tal:	\$	50,000
PHASE 1 ROAD CROSSING IMI								
Road	From	То	Quantity	Unit	Un	it Price	Tot	tal
Crossing Islands (Bollards, lan	dscaping, concrete curl	os, striping):						
W Maple Rd	at Chesterfield Ave		1	EACH	\$	18,000	\$	18,000
W Lincoln St	at Stanley Blvd		1	EACH	\$	18,000	\$	18,000
W Lincoln St	at Floyd St		1	EACH	\$	18,000	\$	18,000
Crossing Islands with Double			nce Warnin	ig Signs	in b	oth direc	tion	s:
W Maple Rd	Between Suffield Dr a	nd Pilgram Ave	1	EACH	\$	50,000	\$	50,000
W Maple Rd	Between Lake Park Dr	and Linden Rd	1	EACH	\$	50,000	\$	50,000
W Maple Rd	at Baldwin Rd		1	EACH	\$	50,000	\$	50,000
Curb Extensions (Sidewalks, I	andscaping, concrete co	urbs, sidewalk)						
Oak Ave	at Suffield Ave		2	EACH	\$	15,000	\$	30,000
Oak Ave	at Puritan Ave		2	EACH	\$	15,000	\$	30,000
Oak Ave	at Lake Park Dr		2	EACH	\$	15,000	\$	30,000
N Eton Rd	at Derby Rd		4	EACH	\$	15,000	\$	60,000
N Eton Rd	at Windemere Rd		1	EACH	\$	15,000	\$	15,000
N Eton Rd	at Yorkshire Rd		2	EACH	\$	15,000	\$	30,000
W Lincoln St	at Maryland Blvd		4	EACH	\$	15,000	\$	60,000
W Lincoln St	Pierce St		4	EACH	\$	15,000	\$	60,000
E Lincoln St	at Grant St		3	EACH	\$	15,000	\$	45,000
E Lincoln St	at Bates		4	EACH	\$	15,000	\$	60,000
E Lincoln St	at Ann St		4	EACH	\$	15,000	\$	60,000
N Old Woodward Ave	at Willits St		2	EACH	\$	15,000	\$	30,000
N Old Woodward Ave	at Hamilton Row		4	EACH		15,000	\$	60,000
N Old Woodward Ave	at E Maple Rd		4	EACH		15,000	\$	60,000
S Old Woodward Ave	at W Merrill St		4	EACH		15,000	\$	60,000
S Old Woodward Ave	at E Brown St/Forest A	lve	4	EACH		15,000	\$	60,000
S Old Woodward Ave	at Danes Street		2	EACH		15,000	\$	30,000
	at Hazel St/Frank St		2	EACH		15,000	\$	30,000
S Old Woodward Ave	at nazer ou rrank or		_		*	,	*	/
S Old Woodward Ave S Old Woodward Ave			3	EACH	Ś	15.000	Ś	45.000
S Old Woodward Ave	at Bowers St			EACH EACH	-	15,000 15.000	\$	45,000 45,000
		nd Landon St	3 3 2	EACH EACH	\$	15,000 15,000 15,000	\$ \$ \$	45,000 45,000 30,000

# CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN $\uparrow \sim 10^{-10}$ PHASE 1 AND 2 COST ESTIMATE

### 2.1 PHASE 2

### **PHASE 1 OVERVIEW**

Phase 2 objective is to provide connections across the community and create a backbone for the City's long-range multi-modal system. This phase achieves this by building on the existing multi-modal system.



The following pages give a more detailed breakdown of the cost estimate for Phase 2.

PHASE 2 ROAD CROSSING IM	PROVEMENTS:							
Road	From	То	Quantity	Unit	Uı	nit Price	То	tal
Crossing Islands (Bollards, lar	ndscaping, concrete curl	os, striping):	<b></b>					
S Cranbrook Rd	at Midvale		1	EACH	\$	18,000	\$	18,000
N Adams Rd	at Abbey Rd		1	EACH	\$	18,000	Ś	18,000
N Adams Rd	at Buckingham Ave		1	EACH	\$	18,000	Ś	18,000
Curb Extensions	0						•	
S Eton Rd	at Yosemite Blvd		4	EACH	\$	15,000	\$	60,000
S Eton Rd	at Villa Rd		4	EACH	\$	15,000	\$	60,000
S Eton Rd	at Bowers St		4	EACH	\$	15,000	\$	60,000
S Eton Rd	at Holland St		4	EACH	Ś	15,000	Ś	60,000
S Eton Rd	at Cole St		4	EACH	Ś	15,000	Ś	60,000
W Maple Rd	at Chester St		1	EACH	Ś	15,000	Ś	15,000
W Maple Rd	at S Bates St		4	EACH	Ś	15,000	Ś	60,000
W Maple Rd	at Henrietta St		4	EACH	Ś	15,000	Ś	60,000
W Maple Rd	at Pierce St		4	EACH	\$	15,000	\$	60,000
Minor Upgrades (high visibili		signs)		27.011	Ÿ	20,000	Ÿ	35,000
Haynes St	between Bowers St ar		1	EACH	Ś	2,500	\$	2,500
Bowers St	between Haynes St ar		1	EACH	\$	2,500	\$	2,500
Villa Rd	at Yankee	.a common ot	1	EACH	\$	2,500	\$	2,500
S Cranbrook Rd	at Northlawn Blvd		1	EACH	\$	2,500	\$	2,500
Does not include engineering fee				LACIT	_	tal:	Ś	559,000
PHASE 2 BICYCLE FACILITIES:					-	- Curi	<u> </u>	333,000
Road	From	То	Quantity	Unit	110	nit Price	То	tal
Bike Lanes through 4 to 3 lane					01	III FIICE	10	tai
S Cranbrook Rd	W Maple Rd	W Lincoln Rd	0.57	MI	\$	15,000	\$	8,550
N Adams Rd	·	Madison St	0.55	MI	\$	15,000	\$	8,250
Buffered Bike Lane (pavemer	Evergreen Dr		0.55	IVII	Ş	13,000	Ş	0,230
S Eton Rd	Yosemite Blvd	E Lincoln St	0.5	LF	\$	6,000	Ś	3,000
Bike Lanes through Lane Narr		E LINCOIN SE	0.5	LI	Ş	0,000	Ş	3,000
Oak Ave	Lake Park Dr	Lakeside Dr	0.06	МІ		7.000	\$	420
		Lakeside Di	0.00	IVII	\$	7,000	Ş	420
Shared Lane Markings (place								
W Lincoln St	S Cranbrook Rd	Southfield Rd	1.00	MI	\$	7,000	\$	7,000
E Lincoln St	Adams Rd	S Eton Rd	0.51	MI	\$	7,000	\$	3,570
S Eton Rd	W Maple Rd	Yosemite	0.07	MI	\$	7,000	\$	490
N Eton Rd	Yorkshire Rd	W Maple Rd	0.08	MI	\$	7,000	\$	560
Bowers St	Woodward Ave	Adams Rd	0.2	MI	\$	7,000	\$	1,400
Oakland Ave	N Old Woodward Ave		0.16	MI	\$	7,000	\$	1,120
Willits St	N Chester St	N Old Woodward Ave	0.15	MI	\$	7,000	\$	1,050
W Maple Rd	Southfield Rd	N Old Woodward Ave	0.27	MI	\$	7,000	\$	1,890
S Bates	W Lincoln St	Willits St	0.6	MI	\$	7,000	\$	4,200
Cole St	East of S Eton St		0.25	MI	\$	7,000	\$	1,750
Adams Rd	Madison St	Woodward Ave	0.9	MI	\$	7,000	\$	6,300
Oak Ave	Lake Park Dr	Woodward Ave	0.46	MI	\$	7,000	\$	3,220
Chesterfield Ave	Oak Ave	W Maple Rd	0.45	MI	\$	7,000	\$	3,150
Shared Lane Markings (place								
S Eton Rd	Yosemite Blvd	E Lincoln St	0.5	MI	\$	3,500	\$	1,750
S Old Woodward Ave	Landon Rd	E Lincoln St	0.12	MI	\$	3,500	\$	420
Colored Shared Lane Marking			the entire le	ength):				
W Lincoln St	Woodward Ave	Adams Rd	0.10	MI	\$	100,000	\$	10,000
Does not include engineering fee	es or contingency				To	tal:	\$	68,090

Midvale         S Cranbrook Rd         Larchlea Dr         0.47         MI         \$ 4,500         \$ 2,115           Larchlea Dr         W Maple Rd         W Lincoln St         0.57         MI         \$ 4,500         \$ 2,515           W Lincoln St         Larchlea Dr         Pleasant St         0.13         MI         \$ 4,500         \$ 5,565           Pleasant St         W Lincoln St         Fairway Dr         0.08         MI         \$ 4,500         \$ 360           Fleavant Dr         Pleasant St         Northlawn Blvd         0.30         MI         \$ 4,500         \$ 360           Northlawn Blvd         Fairway Dr         Latham St         0.16         MI         \$ 4,500         \$ 130           Worthlam St         Northlawn Blvd         Until Marm St         0.16         MI         \$ 4,500         \$ 720           W Southlawn Blvd         Southfield Rd         Peirce St         0.36         MI         \$ 4,500         \$ 1,520           Pierce St         W Southlawn Blvd         Woodward Mare         0.03         MI         \$ 4,500         \$ 1,520           Eyouthlawn Blvd         Pierce St         Grant St         Woodward Mare         0.03         MI         \$ 4,500         \$ 1,520           Cha	PHASE 2 NEIGHBORHOOD COI	NNECTOR ROUTES:							
Midwale	Road	From	То	Quantity	Unit	Unit Pri	ce	Tot	al
Larchlea Dr W Maple Rd W Lincoln St 0.57 MI \$ 4,500 \$ 2,565 W Lincoln St Larchlea Dr Pleasant St 0.13 MI \$ 4,500 \$ 360 Pleasant St W Lincoln St Fairway Dr 0.08 MI \$ 4,500 \$ 360 Pleasant St W Lincoln St Fairway Dr 0.08 MI \$ 4,500 \$ 360 Pleasant St W Lincoln St Fairway Dr 0.08 MI \$ 4,500 \$ 360 Pleasant St Northlawn Blvd 0.30 MI \$ 4,500 \$ 1.330 Northlawn Blvd Fairway Dr Latham St 0.18 MI \$ 4,500 \$ 720 Worthington Rd 0.16 MI \$ 4,500 \$ 720 Worthington Rd 1.45 MI \$ 4,500 \$ 1,350 \$ 1,350 Mr \$ 4,500 \$ 1,575 Mr \$ 4,500 \$ 1,500 Mr \$ 4,	Wayfinding Signs:								
Math	Midvale	S Cranbrook Rd	Larchlea Dr	0.47	MI	\$ 4,5	00	\$	2,115
Pleasant St	Larchlea Dr	W Maple Rd	W Lincoln St	0.57	MI	\$ 4,5	00	\$	2,565
Fairway Dr Pleasant St Northlawn Blvd 0.30 MI \$ 4,500 \$ 1,350 Northlawn Blvd Fairway Dr Latham St 0.18 MI \$ 4,500 \$ 720 Worthington Rd 0.16 MI \$ 4,500 \$ 720 Worthington Rd 1.60 MI \$ 4,500 \$ 1,620 Pierce St Woothlawn Blvd Woothlawn Blvd 1.03 MI \$ 4,500 \$ 1,620 Pierce St Woothlawn Blvd Woothlawn Blvd 1.03 MI \$ 4,500 \$ 1,620 Pierce St Woothlawn Blvd Woothlawn Blvd 1.03 MI \$ 4,500 \$ 1,620 Pierce St Esouthlawn Blvd Woothlawn Blvd 1.03 MI \$ 4,500 \$ 1,620 Pierce St Esouthlawn Blvd 1.03 MI \$ 4,500 \$ 1,620 Pierce St Esouthlawn Blvd 1.03 MI \$ 4,500 \$ 1,620 Pierce St Esouthlawn Blvd 1.03 MI \$ 4,500 \$ 1,620 Pierce St Esouthlawn Blvd 1.03 MI \$ 4,500 \$ 1,620 Pierce St 1.03 MI \$ 4	W Lincoln St	Larchlea Dr	Pleasant St	0.13	MI	\$ 4,5	00	\$	585
Northlawn Blvd	Pleasant St	W Lincoln St	Fairway Dr	0.08	MI	\$ 4,5	00	\$	360
Latham St         NorthÍawn Blvd         Worthington Rd         0.16         MI         \$ 4,500         \$ 720           Worthington Rd         Latham St         Southfield Rd         0.16         MI         \$ 4,500         \$ 720           W Southlawn Blvd         Southfield Rd         Pierce St         0.36         MI         \$ 4,500         \$ 1,620           Pierce St         W Southlawn Blvd         0.03         MI         \$ 4,500         \$ 1,620           E Southlawn Blvd         Pierce St         Grand St         0.24         MI         \$ 4,500         \$ 1,35           E Southlawn Blvd         E Southlawn Blvd         E Southlawn Blvd         0.03         MI         \$ 4,500         \$ 135           Emmons Ave         Grant St         Woodward Ave         0.35         MI         \$ 4,500         \$ 1,575           Chapin Ave         Woodward Ave         0.05         MI         \$ 4,500         \$ 2,025           Drivy St         Haynes St         Chapin Ave         0.05         MI         \$ 4,500         \$ 2,025           Adams Rd         Bowers St         Adams Rd         S Eton Rd         0.52         MI         \$ 4,500         \$ 2,340           Adams Rd         Bowers St         Bowers St	Fairway Dr	Pleasant St	Northlawn Blvd	0.30	MI	\$ 4,5	00	\$	1,350
Worthington Rd         Latham St         Southfield Rd         0.16         MI         \$ 4,500         \$ 720           W Southlawn Blvd         Peirce St         0.36         MI         \$ 4,500         \$ 1,620           Peirce St         W Southlawn Blvd         W Southlawn Blvd         0.03         MI         \$ 4,500         \$ 1,235           E Southlawn Blvd         Pierce St         Grand St         0.24         MI         \$ 4,500         \$ 1,355           E Southlawn Blvd         Emons Ave         0.03         MI         \$ 4,500         \$ 1,355           Chapin Ave         Woodward Ave         Troy St         0.17         MI         \$ 4,500         \$ 1,575           Chapin Ave         Woodward Ave         Troy St         0.17         MI         \$ 4,500         \$ 2,025           Pathway (north of Torry St)         Bowers St         Haynes St         Chapin Ave         0.45         MI         \$ 4,500         \$ 360           Bowers St         Adams Rd         S Eton Rd         0.52         MI         \$ 4,500         \$ 2,340           Adams Rd         Bowers St         Bowers St         0.03         MI         \$ 4,500         \$ 360           Bowers St         Old Woodward Ave         O.07	Northlawn Blvd	Fairway Dr	Latham St	0.18	MI	\$ 4,5	00	\$	810
W Southlawn Blvd         Southfield Rd         Peirce St         US outhlawn Blvd         V Southlawn Blvd         U.36         MI         \$ 4,500         \$ 1,620           Pierce St         W Southlawn Blvd         W Southlawn Blvd         U.33         MI         \$ 4,500         \$ 1,35           E Southlawn Blvd         Emmons Ave         0.03         MI         \$ 4,500         \$ 1,35           Emmons Ave         Grant St         Woodward Ave         0.35         MI         \$ 4,500         \$ 1,55           Chapin Ave         Woodward Ave         0.17         MI         \$ 4,500         \$ 1,575           Chapin Ave         Woodward Ave         0.45         MI         \$ 4,500         \$ 765           Torry St         Haynes St         Chapin Ave         0.45         MI         \$ 4,500         \$ 2,025           Pathway (north of Torry St)         Bowers St         Haynes St         0.08         MI         \$ 4,500         \$ 360           Bowers St         Adams Rd         S Eton Rd         0.52         MI         \$ 4,500         \$ 315           Bowers St         Bowers St         0.03         MI         \$ 4,500         \$ 135           Bowers St         S Old Woodward Ave         O.17         MI	Latham St	Northlawn Blvd	Worthington Rd	0.16	MI	\$ 4,5	00	\$	720
Pierce St         W Southlawn Blvd         W Southlawn Blvd         0.03         MI         \$ 4,500         \$ 135           E Southlawn Blvd         Pierce St         Grand St         0.24         MI         \$ 4,500         \$ 1,080           Grant St         Esouthlawn Blvd         Emmons Ave         0.03         MI         \$ 4,500         \$ 1,050           Emmons Ave         Grant St         Woodward Ave         0.35         MI         \$ 4,500         \$ 1,575           Chapin Ave         Woodward Ave         Troy St         0.17         MI         \$ 4,500         \$ 765           Torry St         Haynes St         Chapin Ave         0.45         MI         \$ 4,500         \$ 2,025           Pathway (north of Torry St)         Bowers St         Haynes St         0.08         MI         \$ 4,500         \$ 2,025           Pathway (north of Torry St)         Bowers St         Adams Rd         0.18         MI         \$ 4,500         \$ 2,025           Pathway (north of Torry St)         Bowers St         0.03         MI         \$ 4,500         \$ 2,340           Adams Rd         Bowers St         0.03         MI         \$ 4,500         \$ 135           Bowers St         Old Woodward Ave         Mams Rd	Worthington Rd	Latham St	Southfield Rd	0.16	MI	\$ 4,5	00	\$	720
E Southlawn Blvd         Pierce St         Grand St         0.24         MI         \$ 4,500         \$ 1,080           Grant St         E Southlawn Blvd         Emmons Ave         0.03         MI         \$ 4,500         \$ 135           Emmons Ave         Grant St         Woodward Ave         0.35         MI         \$ 4,500         \$ 1575           Chapin Ave         Woodward Ave         Troy St         0.17         MI         \$ 4,500         \$ 765           Torry St         Haynes St         Chapin Ave         0.45         MI         \$ 4,500         \$ 2,025           Pathway (north of Torry St)         Bowers St         Haynes St         0.08         MI         \$ 4,500         \$ 2,340           Adams Rd         Bowers St         Bowers St         0.03         MI         \$ 4,500         \$ 2,340           Adams Rd         Bowers St         0.03         MI         \$ 4,500         \$ 135           Bowers St         Woodward Ave         0.07         MI         \$ 4,500         \$ 810           Bowers St         Woodward Ave         0.07         MI         \$ 4,500         \$ 135           E Frank St         Bowers St         0.03         MI         \$ 4,500         \$ 135	W Southlawn Blvd	Southfield Rd	Peirce St	0.36	MI	\$ 4,5	00	\$	1,620
Grant St         E Southlawn Blvd         Emmons Ave         0.03         MI         \$ 4,500         \$ 135           Emmons Ave         Grant St         Woodward Ave         0.35         MI         \$ 4,500         \$ 1,575           Chapin Ave         Woodward Ave         Troy St         0.17         MI         \$ 4,500         \$ 1,575           Torry St         Haynes St         Chapin Ave         0.45         MI         \$ 4,500         \$ 2,025           Pathway (north of Torry St)         Bowers St         Haynes St         0.08         MI         \$ 4,500         \$ 2,340           Bowers St         Adams Rd         S Eton Rd         0.52         MI         \$ 4,500         \$ 2,340           Bowers St         Woodward Ave         Adams Rd         0.18         MI         \$ 4,500         \$ 135           Bowers St         Woodward Ave         Adams Rd         0.18         MI         \$ 4,500         \$ 135           Bowers St         Woodward Ave         0.07         MI         \$ 4,500         \$ 315           S Old Woodward Ave         E Frank St         Bowers St         0.03         MI         \$ 4,500         \$ 315           Floyd St         Purdy St         Gold Woodward Ave         0.11 <td>Pierce St</td> <td>W Southlawn Blvd</td> <td>W Southlawn Blvd</td> <td>0.03</td> <td>MI</td> <td>\$ 4,5</td> <td>00</td> <td>\$</td> <td>135</td>	Pierce St	W Southlawn Blvd	W Southlawn Blvd	0.03	MI	\$ 4,5	00	\$	135
Emmons Ave         Grant St         Woodward Ave         0.35         MI         \$ 4,500         \$ 1,575           Chapin Ave         Woodward Ave         Troy St         0.17         MI         \$ 4,500         \$ 765           Torry St         Haynes St         Chapin Ave         0.45         MI         \$ 4,500         \$ 2,025           Pathway (north of Torry St)         Bowers St         Haynes St         0.08         MI         \$ 4,500         \$ 2,340           Bowers St         Adams Rd         S Eton Rd         0.52         MI         \$ 4,500         \$ 2,340           Adams Rd         Bowers St         Bowers St         0.03         MI         \$ 4,500         \$ 135           Bowers St         Woodward Ave         0.07         MI         \$ 4,500         \$ 315           Bowers St         S Old Woodward Ave         0.07         MI         \$ 4,500         \$ 315           S Old Woodward Ave         E Frank St         Bowers St         0.03         MI         \$ 4,500         \$ 675           George St         E Frank St         George St         0.15         MI         \$ 4,500         \$ 675           George St         Floyd St         O.8         MI         \$ 4,500         \$ 135<	E Southlawn Blvd	Pierce St	Grand St	0.24	MI	\$ 4,5	00	\$	1,080
Chapin Ave         Woodward Ave         Troy St         0.17         MI         \$ 4,500         \$ 765           Torry St         Haynes St         Chapin Ave         0.45         MI         \$ 4,500         \$ 2,025           Pathway (north of Torry St)         Bowers St         Haynes St         0.08         MI         \$ 4,500         \$ 2,340           Bowers St         Adams Rd         S Eton Rd         0.52         MI         \$ 4,500         \$ 2,340           Adams Rd         Bowers St         Bowers St         0.03         MI         \$ 4,500         \$ 135           Bowers St         Woodward Ave         Adams Rd         0.18         MI         \$ 4,500         \$ 135           Bowers St         S Old Woodward Ave         0.07         MI         \$ 4,500         \$ 315           S Old Woodward Ave         E Frank St         Bowers St         0.03         MI         \$ 4,500         \$ 135           S Old Woodward Ave         0.11         MI         \$ 4,500         \$ 135           E Frank St         George St         0.15         MI         \$ 4,500         \$ 675           George St         Floyd St         0.15         MI         \$ 4,500         \$ 135           Eloyd St	Grant St	E Southlawn Blvd	Emmons Ave	0.03	MI	\$ 4,5	00	\$	135
Torry St         Haynes St         Chapin Ave         0.45         MI         \$ 4,500         \$ 2,025           Pathway (north of Torry St)         Bowers St         Haynes St         0.08         MI         \$ 4,500         \$ 360           Bowers St         Adams Rd         S Eton Rd         0.52         MI         \$ 4,500         \$ 2,340           Adams Rd         Bowers St         Bowers St         0.03         MI         \$ 4,500         \$ 135           Bowers St         Woodward Ave         Adams Rd         0.18         MI         \$ 4,500         \$ 810           Bowers St         S Old Woodward Ave         O.07         MI         \$ 4,500         \$ 315           S Old Woodward Ave         E Frank St         Bowers St         0.03         MI         \$ 4,500         \$ 135           E Frank St         Bowers St         0.03         MI         \$ 4,500         \$ 495           Purdy St         S Old Woodward Ave         0.11         MI         \$ 4,500         \$ 455           Purdy St         S Old Woodward Ave         0.11         MI         \$ 4,500         \$ 675           George St         E Incoln St         Cleorge St         E Lincoln St         0.03         MI         \$ 4,500	Emmons Ave	Grant St	Woodward Ave	0.35	MI	\$ 4,5	00	\$	1,575
Pathway (north of Torry St)         Bowers St         Haynes St         0.08         MI         \$ 4,500         \$ 360           Bowers St         Adams Rd         S Eton Rd         0.52         MI         \$ 4,500         \$ 2,340           Adams Rd         Bowers St         Bowers St         0.03         MI         \$ 4,500         \$ 135           Bowers St         Woodward Ave         Adams Rd         0.18         MI         \$ 4,500         \$ 135           Bowers St         S Old Woodward Ave         0.07         MI         \$ 4,500         \$ 315           S Old Woodward Ave         E Frank St         Bowers St         0.03         MI         \$ 4,500         \$ 135           E Frank St         Purdy St         S Old Woodward Ave         0.11         MI         \$ 4,500         \$ 495           Purdy St         S Old Woodward Ave         0.11         MI         \$ 4,500         \$ 675           George St         E Frank St         George St         0.15         MI         \$ 4,500         \$ 135           Floyd St         George St         E Lincoln St         0.08         MI         \$ 4,500         \$ 135           Edgewood Rd         Floyd St         0.03         MI         \$ 4,500	Chapin Ave	Woodward Ave	Troy St	0.17	MI	\$ 4,5	00	\$	765
Bowers St         Adams Rd         S Eton Rd         0.52         MI         \$ 4,500         \$ 2,340           Adams Rd         Bowers St         Bowers St         0.03         MI         \$ 4,500         \$ 135           Bowers St         Woodward Ave         Adams Rd         0.18         MI         \$ 4,500         \$ 810           Bowers St         S Old Woodward Ave         0.07         MI         \$ 4,500         \$ 315           S Old Woodward Ave         0.07         MI         \$ 4,500         \$ 315           S Old Woodward Ave         0.07         MI         \$ 4,500         \$ 315           S Old Woodward Ave         0.11         MI         \$ 4,500         \$ 495           Purdy St         B Old Woodward Ave         0.11         MI         \$ 4,500         \$ 495           Purdy St         E Frank St         George St         1.08         MI         \$ 4,500         \$ 675           George St         Floyd St         0.03         MI         \$ 4,500         \$ 135           Elyoyd St         George St         E Lincoln St         0.08         MI         \$ 4,500         \$ 135           Edgewood Rd         Floyd St         0.03         MI         \$ 4,500         \$ 1,35	Torry St	Haynes St	Chapin Ave	0.45	MI	\$ 4,5	00	\$	2,025
Adams Rd         Bowers St         Bowers St         0.03         MI         \$ 4,500         \$ 135           Bowers St         Woodward Ave         Adams Rd         0.18         MII         \$ 4,500         \$ 810           Bowers St         S Old Woodward Ave         Woodward Ave         0.07         MI         \$ 4,500         \$ 315           SOld Woodward Ave         E Frank St         Bowers St         0.03         MI         \$ 4,500         \$ 135           E Frank St         Purdy St         S Old Woodward Ave         0.11         MI         \$ 4,500         \$ 495           Purdy St         E Frank St         George St         0.15         MI         \$ 4,500         \$ 675           George St         Floyd St         Purdy St         0.03         MI         \$ 4,500         \$ 135           Elyd St         George St         E Lincoln St         0.03         MI         \$ 4,500         \$ 360           E Lincoln St         E Southlawn Blvd         0.08         MI         \$ 4,500         \$ 1,350           E Bates St         W Brown St         Southlawn Blvd         0.66         MI         \$ 4,500         \$ 1,350           Washington Blvd         W Lincoln St         W Southlawn Blvd         0	Pathway (north of Torry St)	Bowers St	Haynes St	0.08	MI	\$ 4,5	00	\$	360
Bowers St         Woodward Ave         Adams Rd         0.18         MI         \$ 4,500         \$ 810           Bowers St         \$ Old Woodward Ave         Woodward Ave         0.07         MI         \$ 4,500         \$ 315           \$ Old Woodward Ave         E Frank St         Bowers St         0.03         MI         \$ 4,500         \$ 135           F Frank St         Purdy St         \$ Old Woodward Ave         0.11         MI         \$ 4,500         \$ 495           Purdy St         E Frank St         George St         0.15         MI         \$ 4,500         \$ 675           George St         Floyd St         0.03         MI         \$ 4,500         \$ 135           Floyd St         George St         E Lincoln St         0.08         MI         \$ 4,500         \$ 360           E Lincoln St         E dgewood Rd         Floyd St         0.03         MI         \$ 4,500         \$ 135           Edgewood Rd         E Lincoln St         E Southlawn Blvd         0.3         MI         \$ 4,500         \$ 1,350           S Bates St         W Brown St         Southlawn Blvd         0.3         MI         \$ 4,500         \$ 1,250           Washington Blvd         W Lincoln St         W Southlawn Blvd	Bowers St	Adams Rd	S Eton Rd	0.52	MI	\$ 4,5	00	\$	2,340
Bowers St         S Old Woodward Ave         Woodward Ave         0.07         MI         \$ 4,500         \$ 315           S Old Woodward Ave         E Frank St         Bowers St         0.03         MI         \$ 4,500         \$ 135           E Frank St         Purdy St         S Old Woodward Ave         0.11         MI         \$ 4,500         \$ 495           Purdy St         E Frank St         George St         0.15         MI         \$ 4,500         \$ 675           George St         Floyd St         0.03         MI         \$ 4,500         \$ 135           Floyd St         George St         E Lincoln St         0.08         MI         \$ 4,500         \$ 360           E Lincoln St         Edgewood Rd         Floyd St         0.03         MI         \$ 4,500         \$ 135           Edgewood Rd         E Lincoln St         E Southlawn Blvd         0.3         MI         \$ 4,500         \$ 1,530           S Bates St         W Brown St         Southlawn Blvd         0.66         MI         \$ 4,500         \$ 1,530           Chesterfield Ave         Oak Ave         W Maple Rd         0.44         MI         \$ 4,500         \$ 1,530           Chesterfield Ave         Oak Ave         W Modward Ave	Adams Rd	Bowers St	Bowers St	0.03	MI	\$ 4,5	00	\$	135
S Old Woodward Ave         E Frank St         Bowers St         0.03         MI         \$ 4,500         \$ 135           E Frank St         Purdy St         \$ Old Woodward Ave         0.11         MI         \$ 4,500         \$ 495           Purdy St         E Frank St         George St         0.15         MI         \$ 4,500         \$ 675           George St         Floyd St         Purdy St         0.03         MI         \$ 4,500         \$ 360           E Lincoln St         George St         E Lincoln St         0.03         MI         \$ 4,500         \$ 360           E Lincoln St         Edgewood Rd         Floyd St         0.03         MI         \$ 4,500         \$ 135           E dgewood Rd         E Lincoln St         E Southlawn Blvd         0.3         MI         \$ 4,500         \$ 1,350           S Bates St         W Brown St         Southlawn Blvd         0.66         MI         \$ 4,500         \$ 1,350           Chesterfield Ave         Oak Ave         W Maple Rd         0.44         MI         \$ 4,500         \$ 1,750           Chesterfield Ave         Woodward Ave         0.87         MI         \$ 4,500         \$ 1,800           Oak Ave         Chesterfield Ave         Woodward Ave	Bowers St	Woodward Ave	Adams Rd	0.18	MI	\$ 4,5	00	\$	810
E Frank St         Purdy St         S Old Woodward Ave         0.11         MI         \$ 4,500         \$ 495           Purdy St         E Frank St         George St         0.15         MI         \$ 4,500         \$ 675           George St         Floyd St         0.03         MI         \$ 4,500         \$ 135           Floyd St         George St         E Lincoln St         0.08         MI         \$ 4,500         \$ 360           E Lincoln St         Edgewood Rd         Floyd St         0.03         MI         \$ 4,500         \$ 135           Edgewood Rd         E Lincoln St         E Southlawn Blvd         0.3         MI         \$ 4,500         \$ 1,350           S Bates St         W Brown St         Southlawn Blvd         0.66         MI         \$ 4,500         \$ 2,970           Washington Blvd         W Lincoln St         W Southlawn Blvd         0.34         MI         \$ 4,500         \$ 2,970           Washington Blvd         W Lincoln St         W Southlawn Blvd         0.34         MI         \$ 4,500         \$ 2,970           Washington Blvd         W Lincoln St         W Southlawn Blvd         0.34         MI         \$ 4,500         \$ 1,530           Chesterfield Ave         Woadward Ave	Bowers St	S Old Woodward Ave	Woodward Ave	0.07	MI	\$ 4,5	00	\$	315
Purdy St         E Frank St         George St         0.15         MI         \$ 4,500         \$ 675           George St         Floyd St         Purdy St         0.03         MI         \$ 4,500         \$ 135           Floyd St         George St         E Lincoln St         0.08         MI         \$ 4,500         \$ 360           E Lincoln St         Edgewood Rd         Floyd St         0.03         MI         \$ 4,500         \$ 135           Edgewood Rd         E Lincoln St         E Southlawn Blvd         0.3         MI         \$ 4,500         \$ 1,350           Edgewood Rd         E Lincoln St         E Southlawn Blvd         0.66         MI         \$ 4,500         \$ 2,970           Washington Blvd         W Lincoln St         W Southlawn Blvd         0.66         MI         \$ 4,500         \$ 1,530           Chesterfield Ave         Washington Blvd         W Lincoln St         W Southlawn Blvd         0.34         MI         \$ 4,500         \$ 1,530           Chesterfield Ave         Washington Blvd         0.34         MI         \$ 4,500         \$ 1,530           Chesterfield Ave         Woodward Ave         0.87         MI         \$ 4,500         \$ 1,980           Oak Ave         Willits St	S Old Woodward Ave	E Frank St	Bowers St	0.03	MI	\$ 4,5	00	\$	135
George St         Floyd St         Purdy St         0.03         MI         \$ 4,500         \$ 135           Floyd St         George St         E Lincoln St         0.08         MI         \$ 4,500         \$ 360           E Lincoln St         Edgewood Rd         Floyd St         0.03         MI         \$ 4,500         \$ 135           Edgewood Rd         E Lincoln St         E Southlawn Blvd         0.3         MI         \$ 4,500         \$ 1,350           S Bates St         W Brown St         Southlawn Blvd         0.66         MI         \$ 4,500         \$ 2,970           Washington Blvd         W Lincoln St         W Southlawn Blvd         0.34         MI         \$ 4,500         \$ 1,530           Chesterfield Ave         Oak Ave         W Maple Rd         0.44         MI         \$ 4,500         \$ 1,530           Chesterfield Ave         Woodward Ave         0.87         MI         \$ 4,500         \$ 1,530           Greenwood St         Oak Ave         Willits St         0.4         MI         \$ 4,500         \$ 3,915           Greenwood St         Oak Ave         Willits St         0.4         MI         \$ 4,500         \$ 900           Woodward Ave Sidepath         Oak Ave         Wimbleton Dr	E Frank St	Purdy St	S Old Woodward Ave	0.11	MI	\$ 4,5	00	\$	495
Floyd St   George St   E Lincoln St   0.08   MI   \$ 4,500   \$ 360	Purdy St	E Frank St	George St	0.15	MI	\$ 4,5	00	\$	675
E Lincoln St         Edgewood Rd         Floyd St         0.03         MI         \$ 4,500         \$ 135           Edgewood Rd         E Lincoln St         E Southlawn Blvd         0.3         MI         \$ 4,500         \$ 1,350           S Bates St         W Brown St         Southlawn Blvd         0.66         MI         \$ 4,500         \$ 2,970           Washington Blvd         W Lincoln St         W Southlawn Blvd         0.34         MI         \$ 4,500         \$ 1,530           Chesterfield Ave         Oak Ave         W Maple Rd         0.44         MI         \$ 4,500         \$ 1,980           Oak Ave         Chesterfield Ave         Woodward Ave         0.87         MI         \$ 4,500         \$ 1,980           Greenwood St         Oak Ave         Willits St         0.4         MI         \$ 4,500         \$ 1,800           Willits St         Greenwood St         N Chester St         0.2         MI         \$ 4,500         \$ 1,800           Willits St         Greenwood St         N Chester St         0.2         MI         \$ 4,500         \$ 900           Woodward Ave Sidepath         Oak Ave         Wilmbleton Dr         0.13         MI         \$ 4,500         \$ 585           Wimbleton Dr	George St	Floyd St	Purdy St	0.03	MI	\$ 4,5	00	\$	135
Edgewood Rd         E Lincoln St         E Southlawn Blvd         0.3         MI         \$ 4,500         \$ 1,350           S Bates St         W Brown St         Southlawn Blvd         0.66         MI         \$ 4,500         \$ 2,970           Washington Blvd         W Lincoln St         W Southlawn Blvd         0.34         MI         \$ 4,500         \$ 1,530           Chesterfield Ave         Oak Ave         W Maple Rd         0.44         MI         \$ 4,500         \$ 1,980           Oak Ave         Chesterfield Ave         Woodward Ave         0.87         MI         \$ 4,500         \$ 3,915           Greenwood St         Oak Ave         Willits St         0.4         MI         \$ 4,500         \$ 1,800           Willits St         Greenwood St         N Chester St         0.2         MI         \$ 4,500         \$ 1,800           Willits St         Greenwood St         N Chester St         0.2         MI         \$ 4,500         \$ 900           Woodward Ave Sidepath         Oak Ave         Wimbleton Dr         0.13         MI         \$ 4,500         \$ 585           Wimbleton Dr         Woodward Ave         0.13         MI         \$ 4,500         \$ 1,170           Oxford St         Wimbleton Dr         <	Floyd St	George St	E Lincoln St	0.08	MI	\$ 4,5	00	\$	360
S Bates St         W Brown St         Southlawn Blvd         0.66         MI         \$ 4,500         \$ 2,970           Washington Blvd         W Lincoln St         W Southlawn Blvd         0.34         MI         \$ 4,500         \$ 1,530           Chesterfield Ave         Oak Ave         W Maple Rd         0.44         MI         \$ 4,500         \$ 1,980           Oak Ave         Chesterfield Ave         Woodward Ave         0.87         MI         \$ 4,500         \$ 3,915           Greenwood St         Oak Ave         Willits St         0.4         MI         \$ 4,500         \$ 1,800           Willits St         Greenwood St         N Chester St         0.2         MI         \$ 4,500         \$ 900           Woodward Ave Sidepath         Oak Ave         Wimbleton Dr         0.13         MI         \$ 4,500         \$ 900           Woodward Ave Sidepath         Oak Ave         Wimbleton Dr         0.13         MI         \$ 4,500         \$ 585           Wimbleton Dr         Woodward St         0.26         MI         \$ 4,500         \$ 1,170           Oxford St         Wimbleton Dr         Mohegan St         0.06         MI         \$ 4,500         \$ 1,350           Poppleton St         Mohegan St <td< td=""><td>E Lincoln St</td><td>Edgewood Rd</td><td>Floyd St</td><td>0.03</td><td>MI</td><td>\$ 4,5</td><td>00</td><td>\$</td><td>135</td></td<>	E Lincoln St	Edgewood Rd	Floyd St	0.03	MI	\$ 4,5	00	\$	135
Washington Blvd         W Lincoln St         W Southlawn Blvd         0.34         MI         \$ 4,500         \$ 1,530           Chesterfield Ave         Oak Ave         W Maple Rd         0.44         MI         \$ 4,500         \$ 1,980           Oak Ave         Chesterfield Ave         Woodward Ave         0.87         MI         \$ 4,500         \$ 3,915           Greenwood St         Oak Ave         Willits St         0.4         MI         \$ 4,500         \$ 1,800           Willits St         Greenwood St         N Chester St         0.2         MI         \$ 4,500         \$ 900           Woodward Ave Sidepath         Oak Ave         Wimbleton Dr         0.13         MI         \$ 4,500         \$ 900           Woodward Ave Sidepath         Oak Ave         Wimbleton Dr         0.13         MI         \$ 4,500         \$ 900           Woodward Ave Sidepath         Oak Ave         Wimbleton Dr         0.13         MI         \$ 4,500         \$ 270           Wimbleton Dr         Woodward St         0.26         MI         \$ 4,500         \$ 270           Mohegan St         Oxford St         N Adams Rd         0.3         MI         \$ 4,500         \$ 1,125           Oakland Ave         Poppleton St <td< td=""><td>Edgewood Rd</td><td>E Lincoln St</td><td>E Southlawn Blvd</td><td>0.3</td><td>MI</td><td>\$ 4,5</td><td>00</td><td>\$</td><td>1,350</td></td<>	Edgewood Rd	E Lincoln St	E Southlawn Blvd	0.3	MI	\$ 4,5	00	\$	1,350
Chesterfield Ave         Oak Ave         W Maple Rd         0.44         MI         \$ 4,500         \$ 1,980           Oak Ave         Chesterfield Ave         Woodward Ave         0.87         MI         \$ 4,500         \$ 3,915           Greenwood St         Oak Ave         Willits St         0.4         MI         \$ 4,500         \$ 1,800           Willits St         Greenwood St         N Chester St         0.2         MI         \$ 4,500         \$ 900           Woodward Ave Sidepath         Oak Ave         Wimbleton Dr         0.13         MI         \$ 4,500         \$ 900           Woodward Ave Sidepath         Oak Ave         Wimbleton Dr         0.13         MI         \$ 4,500         \$ 585           Wimbleton Dr         Woodward Ave         0.26         MI         \$ 4,500         \$ 585           Wimbleton Dr         Woodward Sidepath         0.06         MI         \$ 4,500         \$ 270           Oxford St         Winbleton Dr         Mohegan St         0.06         MI         \$ 4,500         \$ 270           Mohegan St         Oxford St         N Adams Rd         0.3         MI         \$ 4,500         \$ 1,125           Oakland Ave         Poppleton St         Woodward Ave         0.15	S Bates St	W Brown St	Southlawn Blvd	0.66	MI	\$ 4,5	00	\$	2,970
Oak Ave         Chesterfield Ave         Woodward Ave         0.87         MI         \$ 4,500         \$ 3,915           Greenwood St         Oak Ave         Willits St         0.4         MI         \$ 4,500         \$ 1,800           Willits St         Greenwood St         N Chester St         0.2         MI         \$ 4,500         \$ 900           Woodward Ave Sidepath         Oak Ave         Wimbleton Dr         0.13         MI         \$ 4,500         \$ 585           Wimbleton Dr         Wooddward Ave         Oxford St         0.26         MI         \$ 4,500         \$ 1,170           Oxford St         Wimbleton Dr         Mohegan St         0.06         MI         \$ 4,500         \$ 270           Mohegan St         Oxford St         N Adams Rd         0.3         MI         \$ 4,500         \$ 1,350           Poppleton St         Mohegan St         Oakland Ave         0.25         MI         \$ 4,500         \$ 1,125           Oakland Ave         Poppleton St         Woodward Ave         0.15         MI         \$ 4,500         \$ 675           Derby Rd         N Adams Rd         N Eton Rd         0.53         MI         \$ 4,500         \$ 2,385           E Eton St         Derby Rd         E Ma	Washington Blvd	W Lincoln St	W Southlawn Blvd	0.34	MI	\$ 4,5	00	\$	1,530
Greenwood St         Oak Ave         Willits St         0.4         MI         \$ 4,500         \$ 1,800           Willits St         Greenwood St         N Chester St         0.2         MI         \$ 4,500         \$ 900           Woodward Ave Sidepath         Oak Ave         Wimbleton Dr         0.13         MI         \$ 4,500         \$ 585           Wimbleton Dr         Wooddward Ave         Oxford St         0.26         MI         \$ 4,500         \$ 1,170           Oxford St         Wimbleton Dr         Mohegan St         0.06         MI         \$ 4,500         \$ 270           Mohegan St         Oxford St         N Adams Rd         0.3         MI         \$ 4,500         \$ 1,350           Poppleton St         Mohegan St         Oakland Ave         0.25         MI         \$ 4,500         \$ 1,125           Oakland Ave         Poppleton St         Woodward Ave         0.15         MI         \$ 4,500         \$ 675           Derby Rd         N Adams Rd         N Eton Rd         0.53         MI         \$ 4,500         \$ 2,385           E Eton St         Derby Rd         E Maple Rd         0.48         MI         \$ 4,500         \$ 2,700           S Eton St Sidepath         S Eton Rd         N	Chesterfield Ave	Oak Ave	W Maple Rd	0.44	MI	\$ 4,5	00	\$	1,980
Willits St         Greenwood St         N Chester St         0.2         MI         \$ 4,500         \$ 900           Woodward Ave Sidepath         Oak Ave         Wimbleton Dr         0.13         MI         \$ 4,500         \$ 585           Wimbleton Dr         Wooddward Ave         Oxford St         0.26         MI         \$ 4,500         \$ 1,170           Oxford St         Wimbleton Dr         Mohegan St         0.06         MI         \$ 4,500         \$ 270           Mohegan St         Oxford St         N Adams Rd         0.3         MI         \$ 4,500         \$ 1,350           Poppleton St         Mohegan St         Oakland Ave         0.25         MI         \$ 4,500         \$ 1,125           Oakland Ave         Poppleton St         Woodward Ave         0.15         MI         \$ 4,500         \$ 675           Derby Rd         N Adams Rd         N Eton Rd         0.53         MI         \$ 4,500         \$ 2,385           E Eton St         Derby Rd         E Maple Rd         0.48         MI         \$ 4,500         \$ 2,385           E Eton St Sidepath         S Eton Rd         N Eton Rd         0.06         MI         \$ 4,500         \$ 270           S Eton St Sidepath         E Maple Rd	Oak Ave	Chesterfield Ave	Woodward Ave	0.87	MI	\$ 4,5	00	\$	3,915
Woodward Ave Sidepath         Oak Ave         Wimbleton Dr         0.13         MI         \$ 4,500         \$ 585           Wimbleton Dr         Wooddward Ave         Oxford St         0.26         MI         \$ 4,500         \$ 1,170           Oxford St         Wimbleton Dr         Mohegan St         0.06         MI         \$ 4,500         \$ 270           Mohegan St         Oxford St         N Adams Rd         0.3         MI         \$ 4,500         \$ 1,350           Poppleton St         Mohegan St         Oakland Ave         0.25         MI         \$ 4,500         \$ 1,125           Oakland Ave         Poppleton St         Woodward Ave         0.15         MI         \$ 4,500         \$ 675           Derby Rd         N Adams Rd         N Eton Rd         0.53         MI         \$ 4,500         \$ 2,385           E Eton St         Derby Rd         E Maple Rd         0.48         MI         \$ 4,500         \$ 2,160           E Maple Rd Sidepath         S Eton Rd         N Eton Rd         0.06         MI         \$ 4,500         \$ 270           S Eton St Sidepath         E Maple Rd         Yosemite Blvd         0.09         MI         \$ 4,500         \$ 405           Villa Ave         S Eton Rd	Greenwood St	Oak Ave	Willits St	0.4	MI	\$ 4,5	00	\$	1,800
Wimbleton Dr         Wooddward Ave         Oxford St         0.26         MI         \$ 4,500         \$ 1,170           Oxford St         Wimbleton Dr         Mohegan St         0.06         MI         \$ 4,500         \$ 270           Mohegan St         Oxford St         N Adams Rd         0.3         MI         \$ 4,500         \$ 1,350           Poppleton St         Mohegan St         Oakland Ave         0.25         MI         \$ 4,500         \$ 1,125           Oakland Ave         Poppleton St         Woodward Ave         0.15         MI         \$ 4,500         \$ 675           Derby Rd         N Adams Rd         N Eton Rd         0.53         MI         \$ 4,500         \$ 2,385           E Eton St         Derby Rd         E Maple Rd         0.48         MI         \$ 4,500         \$ 2,160           E Maple Rd Sidepath         S Eton Rd         N Eton Rd         0.06         MI         \$ 4,500         \$ 270           S Eton St Sidepath         E Maple Rd         Yosemite Blvd         0.09         MI         \$ 4,500         \$ 405           Villa Ave         S Eton Rd         Villa Rd         0.09         MI         \$ 4,500         \$ 540           Proposed Pathway extending from Villa Rd to Troy Transit Station	Willits St	Greenwood St	N Chester St	0.2	MI	\$ 4,5	00	\$	900
Oxford St         Wimbleton Dr         Mohegan St         0.06         MI         \$ 4,500         \$ 270           Mohegan St         Oxford St         N Adams Rd         0.3         MI         \$ 4,500         \$ 1,350           Poppleton St         Mohegan St         Oakland Ave         0.25         MI         \$ 4,500         \$ 1,125           Oakland Ave         Poppleton St         Woodward Ave         0.15         MI         \$ 4,500         \$ 675           Derby Rd         N Adams Rd         N Eton Rd         0.53         MI         \$ 4,500         \$ 2,385           E Eton St         Derby Rd         E Maple Rd         0.48         MI         \$ 4,500         \$ 2,160           E Maple Rd Sidepath         S Eton Rd         N Eton Rd         0.06         MI         \$ 4,500         \$ 270           S Eton St Sidepath         E Maple Rd         Yosemite Blvd         0.09         MI         \$ 4,500         \$ 405           Villa Ave         S Eton Rd         Villa Rd         0.09         MI         \$ 4,500         \$ 540           Proposed Pathway extending from Villa Rd to Troy Transit Station         0.2         MI         \$ 4,500         \$ 900	Woodward Ave Sidepath	Oak Ave	Wimbleton Dr	0.13	MI	\$ 4,5	00	\$	585
Mohegan St         Oxford St         N Adams Rd         0.3         MI         \$ 4,500         \$ 1,350           Poppleton St         Mohegan St         Oakland Ave         0.25         MI         \$ 4,500         \$ 1,125           Oakland Ave         Poppleton St         Woodward Ave         0.15         MI         \$ 4,500         \$ 675           Derby Rd         N Adams Rd         N Eton Rd         0.53         MI         \$ 4,500         \$ 2,385           E Eton St         Derby Rd         E Maple Rd         0.48         MI         \$ 4,500         \$ 2,160           E Maple Rd Sidepath         S Eton Rd         N Eton Rd         0.06         MI         \$ 4,500         \$ 270           S Eton St Sidepath         E Maple Rd         Yosemite Blvd         0.09         MI         \$ 4,500         \$ 405           Villa Ave         S Eton Rd         Villa Rd         0.09         MI         \$ 4,500         \$ 540           Proposed Pathway extending from Villa Rd to Troy Transit Station         0.2         MI         \$ 4,500         \$ 900	Wimbleton Dr	Wooddward Ave	Oxford St	0.26	MI	\$ 4,5	00	\$	1,170
Poppleton St         Mohegan St         Oakland Ave         0.25         MI         \$ 4,500         \$ 1,125           Oakland Ave         Poppleton St         Woodward Ave         0.15         MI         \$ 4,500         \$ 675           Derby Rd         N Adams Rd         N Eton Rd         0.53         MI         \$ 4,500         \$ 2,385           E Eton St         Derby Rd         E Maple Rd         0.48         MI         \$ 4,500         \$ 2,160           E Maple Rd Sidepath         S Eton Rd         N Eton Rd         0.06         MI         \$ 4,500         \$ 270           S Eton St Sidepath         E Maple Rd         Yosemite Blvd         0.09         MI         \$ 4,500         \$ 405           Villa Ave         S Eton Rd         Villa Rd         0.09         MI         \$ 4,500         \$ 405           Villa Rd         Villa Ave         Proposed Pathway         0.12         MI         \$ 4,500         \$ 540           Proposed Pathway extending from Villa Rd to Troy Transit Station         0.2         MI         \$ 4,500         \$ 900	Oxford St	Wimbleton Dr	Mohegan St	0.06	MI	\$ 4,5	00	\$	270
Oakland Ave         Poppleton St         Woodward Ave         0.15         MI         \$ 4,500         \$ 675           Derby Rd         N Adams Rd         N Eton Rd         0.53         MI         \$ 4,500         \$ 2,385           E Eton St         Derby Rd         E Maple Rd         0.48         MI         \$ 4,500         \$ 2,160           E Maple Rd Sidepath         S Eton Rd         N Eton Rd         0.06         MI         \$ 4,500         \$ 270           S Eton St Sidepath         E Maple Rd         Yosemite Blvd         0.09         MI         \$ 4,500         \$ 405           Villa Ave         S Eton Rd         Villa Rd         0.09         MI         \$ 4,500         \$ 405           Villa Rd         Villa Ave         Proposed Pathway         0.12         MI         \$ 4,500         \$ 540           Proposed Pathway extending from Villa Rd to Troy Transit Station         0.2         MI         \$ 4,500         \$ 900	Mohegan St	Oxford St	N Adams Rd	0.3	MI	\$ 4,5	00	\$	1,350
Derby Rd         N Adams Rd         N Eton Rd         0.53         MI         \$ 4,500         \$ 2,385           E Eton St         Derby Rd         E Maple Rd         0.48         MI         \$ 4,500         \$ 2,160           E Maple Rd Sidepath         S Eton Rd         N Eton Rd         0.06         MI         \$ 4,500         \$ 270           S Eton St Sidepath         E Maple Rd         Yosemite Blvd         0.09         MI         \$ 4,500         \$ 405           Villa Ave         S Eton Rd         Villa Rd         0.09         MI         \$ 4,500         \$ 405           Villa Rd         Villa Ave         Proposed Pathway         0.12         MI         \$ 4,500         \$ 540           Proposed Pathway extending from Villa Rd to Troy Transit Station         0.2         MI         \$ 4,500         \$ 900	Poppleton St	Mohegan St	Oakland Ave	0.25	MI	\$ 4,5	00	\$	1,125
E Eton St         Derby Rd         E Maple Rd         0.48         MI         \$ 4,500         \$ 2,160           E Maple Rd Sidepath         S Eton Rd         N Eton Rd         0.06         MI         \$ 4,500         \$ 270           S Eton St Sidepath         E Maple Rd         Yosemite Blvd         0.09         MI         \$ 4,500         \$ 405           Villa Ave         S Eton Rd         Villa Rd         0.09         MI         \$ 4,500         \$ 405           Villa Rd         Villa Ave         Proposed Pathway         0.12         MI         \$ 4,500         \$ 540           Proposed Pathway extending from Villa Rd to Troy Transit Station         0.2         MI         \$ 4,500         \$ 900	Oakland Ave	Poppleton St	Woodward Ave	0.15	MI	\$ 4,5	00	\$	675
E Maple Rd Sidepath         S Eton Rd         N Eton Rd         0.06         MI         \$ 4,500         \$ 270           S Eton St Sidepath         E Maple Rd         Yosemite Blvd         0.09         MI         \$ 4,500         \$ 405           Villa Ave         S Eton Rd         Villa Rd         0.09         MI         \$ 4,500         \$ 405           Villa Rd         Villa Ave         Proposed Pathway         0.12         MI         \$ 4,500         \$ 540           Proposed Pathway extending from Villa Rd to Troy Transit Station         0.2         MI         \$ 4,500         \$ 900	Derby Rd	N Adams Rd	N Eton Rd	0.53	MI	\$ 4,5	00	\$	2,385
S Eton St Sidepath         E Maple Rd         Yosemite Blvd         0.09         MI         \$ 4,500         \$ 405           Villa Ave         S Eton Rd         Villa Rd         0.09         MI         \$ 4,500         \$ 405           Villa Rd         Villa Ave         Proposed Pathway         0.12         MI         \$ 4,500         \$ 540           Proposed Pathway extending from Villa Rd to Troy Transit Station         0.2         MI         \$ 4,500         \$ 900	E Eton St	Derby Rd	E Maple Rd	0.48	MI	\$ 4,5	00	\$	2,160
S Eton St Sidepath         E Maple Rd         Yosemite Blvd         0.09         MI         \$ 4,500         \$ 405           Villa Ave         S Eton Rd         Villa Rd         0.09         MI         \$ 4,500         \$ 405           Villa Rd         Villa Ave         Proposed Pathway         0.12         MI         \$ 4,500         \$ 540           Proposed Pathway extending from Villa Rd to Troy Transit Station         0.2         MI         \$ 4,500         \$ 900	E Maple Rd Sidepath			0.06	MI		00	\$	
Villa Ave         S Eton Rd         Villa Rd         0.09         MI         \$ 4,500         \$ 405           Villa Rd         Villa Ave         Proposed Pathway         0.12         MI         \$ 4,500         \$ 540           Proposed Pathway extending from Villa Rd to Troy Transit Station         0.2         MI         \$ 4,500         \$ 900	S Eton St Sidepath		Yosemite Blvd		MI				405
Villa RdVilla AveProposed Pathway0.12MI\$ 4,500\$ 540Proposed Pathway extending from Villa Rd to Troy Transit Station0.2MI\$ 4,500\$ 900	•		Villa Rd	0.09	MI				405
Proposed Pathway extending from Villa Rd to Troy Transit Station 0.2 MI \$ 4,500 \$ 900	Villa Rd								
								_	

PHASE 2 PATHWAYS 7 SIDEWA	ALKS:								
Road	From	То	Quantity	antity Unit Unit Price				Total	
Sidewalk (6' wide) along Road	Sidewalk (6' wide) along Road Right-of-way								
S Cranbrook Rd (east)	Midvale	Northlawn Blvd	1500	LF	\$	42	\$	63,000	
S Cranbrook Rd (west)	Northlawn Blvd	orthlawn Blvd W 14 Mile Rd		LF	\$	42	\$	37,800	
Cole St (north)	East of S Eton St		800	LF	\$	42	\$	33,600	
W 14 Mile Rd	1200' west of S Cranbr	ook Rd	1200	LF	\$	42	\$	50,400	
Asphalt Pathway (10' wide, do	es not include cost of	aquiring easment)							
Rail District - Connecting Villa	Rd to Troy Transit Stati	ion (easment required)	650	LF	\$	45	\$	29,250	
Poppleton Park - Connecting \	Noodward Ave to Oxfo	ord St	1400	LF	\$	45	\$	63,000	
Does not include engineering fee	s or contingency				Total:		\$	277,050	
PHASE 2 BICYCLE PARKING:									
Road	From	То	Quantity	Unit	Unit Pr	ice	To	tal	
Temporary/Seasonal Racks									
Downtown Area			3	EA	\$ 3,5	500	\$	10,500	
Enclosed & Secure Bike Room									
Pierce St Parking Garage			1	EA	\$ 30,0	000	\$	30,000	
Does not include engineering fee	s or contingency				Total:		\$	40,500	

CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN 🤾 🔊 🖳 💵







### **RECOMMENDED COMMUNITY PARTNER PROGRAMS**

November 25, 2013



for consideration by:



submitted by:







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### INTRODUCTION

# RECOMMENDED COMMUNITY PARTNER PROGRAMS

Getting into a car to take even the shortest trip has become so ingrained in our consciousness to even consider an alternative needs more than just a little outside help. Communities need a multi-faceted approach aimed at creating a fundamental cultural shift where choosing to walk, bike or take transit is not a brave and unusual choice, but an ordinary, everyday thing.

Based on input from the Steering Committee, City Staff and the public engagement efforts the following community programs were found to be of high priority. In many communities these programs are undertaken by agencies other than the City.

It is recommended that these programs are the focus for the near-term. Every few years these community programs should be re-evaluated to determine their progress and if there is a new program that should be addressed. Please refer to the supplemental document, *Community Programs Evaluations*, for assistance.

The following pages provide a detailed overview of the recommended community partner programs and the steps that need to be taken to bring them to fruition.

### TOPICS:

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# CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN N S RECOMMENDED COMMUNITY PARTNER PROGRAMS

### 1. COMMUTER CHALLENGE PROGRAM

### **DESCRIPTION**

A Commuter Challenge Program is a competition between local business and employees to see who can get the most employees to try a green commute (walking, biking, using transit, carpooling, etc.). The program leverages this activity to expand awareness of bicycling and other multimodal connections to the work place and to generate excitement among the corporate community around the health and well-being benefits of cycling or walking to work. These events generally occur in May to coordinate with National Bike to Work Month. Please visit League of American Bicyclists website at,

<u>www.bikeleague.org/programs/bikemonth</u> to learn more about promoting National Bike to Work Month.



Key tasks are event promotion and providing a registration and tracking process, which can be as simple as a basic web-based form. Companies, organizations, and other job centers appoint a Commuter Challenge Team Leader who signs up co-workers to try biking or walking to work at least once during Bike to Work Month. The Team Leader also becomes the liaison to the program's organizers and a distribution point for safety information and encouragement items such as maps and fitness gear. During Bike to Work Month, employees track the days they tried walking or biking to work, and report them to the program organizer. When the week is over, the program organizers tally the counts and award prizes and acknowledgement to winners in each category as well as an overall winner.

### **RECOMMENDATIONS**

Invite Birmingham's companies and organizations to challenge peers (by size, business category and/or organization type) to compete over how many employees try a green commute (walking, biking, using transit, carpooling, etc.) during National Bike to Work Week.

Specific guidelines to planning a Commuter Challenge event can be found at http://www.bikeleague.org/programs/bikemonth/pdf/national bike month guide.pdf

# Within One Year: | Identify appropriate community partner | Create a plan that will serve as a guide and task list through all the stages of your Commuter Challenge Event | Identify potential sponsors and prepare a specific funding proposal for each | Gather support of local organizations and merchants | Recruit Volunteers Within Two Years: | Promote the event | Host the Event | Reward volunteers and recognize sponsors | Evaluate success by tracking number of participants, miles commuted, gasoline saved, pollution prevented etc. | Continue to host the event on a yearly basis

### **COMMUNITY PARNTER OPTIONS: HUMAN RESOURCES DEPARTMENT**

### Web Survey Results:

• 12.9% of the respondents who are residents of Birmingham live less than 1 mile from their work and another 17.5% live within 5 miles of their work

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### 2. WALKING SCHOOL BUS & BIKE TRAIN

### **DESCRIPTION**

In order to reduce transportation costs and promote physical activity schools normally only provide bus service beyond a set distance from each school. Typically, these distances are 1 mile for elementary schools and 1 ½ miles for middle and high schools. Over time these distances often get reduced due to safety concerns or other reasons.

School transportation costs are now getting increased scrutiny given limited resources. Reducing school bus service and promoting walking and bicycling to school is an option that should be considered by all schools. But parents' safety concerns need to be addressed. Two programs have been used by schools around the country that provide many of the safety benefits of a traditional bus yet promote physical activity. A walking school bus is a group of children walking to school with one or more adults. A bicycle train is a group of children riding their bikes to school with one or more adults supervising. Both programs work similar to a regular bus with a timetable and regularly rotated schedule of trained supervisors or volunteers.



When beginning a walking school bus or bike train it is best to start with a small bus to see how it works and then grow. Pick a single neighborhood that has a group of parents and children who are already interested in walking and biking to school.

RECO	MMENDATIONS
	Create a walking school bus program
	Create a bike train program
	Provide information on walking and bicycling to school on school websites
	nation on how to organize a walking school bus and/or bicycle train can be found at, walkingschoolbus.org
EXPEC	TED TIME FRAME FOR IMPLEMENTATION
Within	One Year:
	Provide information on the school website on walking and bicycling to school
	Start with a small neighborhood group of parents and children that are interested in walking and biking to school
	Pick a route where there are sidewalks, crosswalks and an environment that feels safe
	Decide when and how often the group will walk or bike together
Within	Two Years:
	If year one is a success and there is desire to expand, build a more structured program
	Contact potential participants and partners such as parents and children, principal and school officials, law enforcement officers and other community leaders
	Determine walking and biking routes and schedules
	Identify a sufficient number of adults to supervise walkers and bikers
	Develop a back-up plan for days with severe weather events
	Kick-off the program during Walk to School Month in October or Bike to School Month in May

### **COMMUNITY PARTNER:** BIRMINGHAM SCHOOL DISTRICT

### Web Survey Results:

- 45.8% of the respondents felt their children would be more likely to walk to school if they walked with a group of kids and adults (walking school bus)
- 54.5% of the respondents felt their children would be more likely to bike to school if they biked with a group of kids and adults (bicycle train)

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### 3. STUDENT BICYCLE ACADEMY

### **DESCRIPTION**

Elementary schools often struggle with what is an appropriate policy for children to independently bicycle to school. While children of any age should be encouraged to bicycle to school with a parent, the question remains what is an appropriate age for children to bicycle by themselves. One approach is to integrate safe cycling education into the school program. Typically, this is done at the end of the third grade as a prerequisite for the privilege of cycling to school independently in the fourth and fifth grades.



The Bicycle Academy can be integrated into the third grade physical education towards the end of the year or may be an after school program hosted by the school. The Bicycle Academy is essentially a cycling skills clinic that provides bicycle safety information and includes on-bike training and is designed to be fun and educational. During the event, children learn cycling skill basics, basic bicycle safety check, helmet fit and appropriate traffic cycling skills such as how to safely cross roads, driveway dangers and negotiating sidewalks. Children completing the academy may receive a free helmet if needed and be presented a certificate permitting them to bicycle to school in fourth grade.

This program requires that children have a bicycle to use during the program. Not all children wishing to participate will have their own bike to use. A small fleet may quickly be established for the program by repurposing unclaimed bicycles recovered by the police department.

### RECOMMENDATIONS

<ul> <li>Create a student bicycle acade</li> </ul>	my
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☐ Establish a school policy for children to independently bike to school

For a step-by-step guide to planning and initiating a bicycle safety skills event please visit the National Highway Traffic Safety Administration Website at, www.nhtsa.gov/Driving+Safety/Bicycles/CyclingSkillsClinic

# Within One Year: | Establish a planning committee with roles and responsibilities to help organize the event | Create a plan that will serve as a guide and task list for developing the program | Pick one elementary school to try out the program | Establish a policy at the school for children to independently bike to school | Establish partnerships, volunteers, sponsorship and logistics Within Two Years: | Market the event | Conduct the Bicycle Academy | Evaluate event Within Three Years: | If the first year is successful expand the program to other schools | Continue to host the event on a yearly basis

**COMMUINTYPARTNER:** BIRMINGHAM SCHOOL DISTRICT

### Web Survey Results:

• 31.8% of the respondents felt their children would be more likely to bike to school if they completed a safety education class on bicycling to school.

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### 4. NEW FACILITY EDUCATION & OUTREACH

### **DESCRIPTION**

It can be difficult to reach motorists with a message related to bicycles and pedestrians, especially if motorists do not live in the area. Safety and educational information should be provided to motorists so they are more familiar with bicyclists riding along and in the roadway.

### **RECOMMENDATIONS**

□ Decorate the streets with banners that provide simple information about bicycle and motor vehicle etiquette. Street banners are a vibrant and colorful way for a community to celebrate the growth and enthusiasm of the local biking community. Street banners help bring awareness to motor vehicles, encourage cyclists to safely bike and enhance the beautification of the community. Street banners should be implemented concurrently with new bicycle facilities to help educate and bring awareness to the new facilities.



☐ A variety of media outlets should be used to educate the public when new facilities are implemented.

### **EXPECTED TIME FRAME FOR IMPLEMENTATION**

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Advertise new	facilities to	the	public v	vhen they	, are im	plemented	in the C	ity

□ Place educational banners concurrently with new bicycle and pedestrian facilities as needed

# CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN 🔭 🕮 🕮 🚍 RECOMMENDED COMMUNITY PARTNER PROGRAMS

### 5. BIKE SHARING PROGRAMS

### **DESCRIPTION**

Bike Sharing is a transportation program that allows users to pick up a bicycle from a self-serve bike station and return it to any other bike sharing station in the systems service area. These systems differ from a typical bicycle rental as they are set up to encourage short distance trips (0.5-3 miles) and users pay a premium to keep the bicycles out for a longer period of time.

Users generally pay for a daily, weekly, monthly or annual pass. Users may take an unlimited number of trips during their membership period and additional usage fees generally accrue on checkouts longer than 30 minutes.

Continual redistribution of bicycles throughout the system is critical to the bike shares success. Bicycles must be redistributed to ensure each bike share station has an appropriate proportion of available docks and bicycles at all times.

In the United States, bike sharing programs are relatively young. Cities such as Washington DC, Denver, Minneapolis and New York have pioneer programs that are helping to provide an initial set of best practices in bike sharing programing.



A bike sharing station contains an automated customer kiosk and docks that dispense the bicycles. The customer kiosk provides rental instructions, payment equipment and other information for bicycle rentals. Bike sharing stations should be placed in close proximity to high population and job density and should facilitate connectivity between transit and bike share. In urban areas, bike share stations are placed approximately ½ mile from each other.

Initial capital investments and long term costs of operating a bike share program may be demanding. As of March 2012, the capital cost for implementing a jurisdiction-wide bike sharing system ranged from an average \$4,200 to \$5,400 per bicycle. Operating costs ranged from an average of \$150 to \$200 monthly per bicycle.

For more information on bike sharing programs download the report "Bike Sharing in The United States: State of the Practice and Guide to Implementation" at: http://www.bicyclinginfo.org/promote/bikeshareintheus.pdf

<sup>&</sup>lt;sup>1</sup> Bikes meant for sharing: B-cycle and BIXI. <a href="http://www.bikeradar.com/news/article/bikes-meant-for-sharing-b-cycle-and-bixi-29551">http://www.bikeradar.com/news/article/bikes-meant-for-sharing-b-cycle-and-bixi-29551</a>. BikeRadar.com. Retrieved May 9, 2013

### **RECOMMENDATIONS**

It is recommended that the City wait to implement a bike share program until a network of bicycle facilities is established. At that time, due to the size of the City of Birmingham, it is recommended that the City coordinate with surrounding communities to develop a multi-jurisdictional bike share program. Participating communities should evaluate the feasibility of and determine the structure of a bike share program before committing to implementation.

**RESPONSIBLE FOR MAKING IMPROVEMENTS:** CITY OF BIRMINGHAM & SURROUNDING COMMUNITIES