

COMMUNITY VISIONING WORKSHOP RESULTS

January 31, 2013



for consideration by:



submitted by:



THE GREENWAY
COLLABORATIVE, INC.



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.

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CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN

COMMUNITY VISIONING WORKSHOP RESULTS

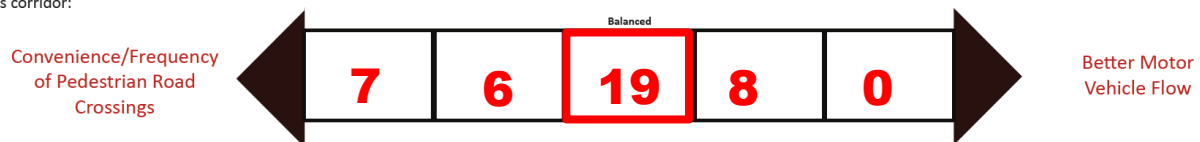
MAJOR CORRIDOR EVALUATIONS

GROUP EXERCISE

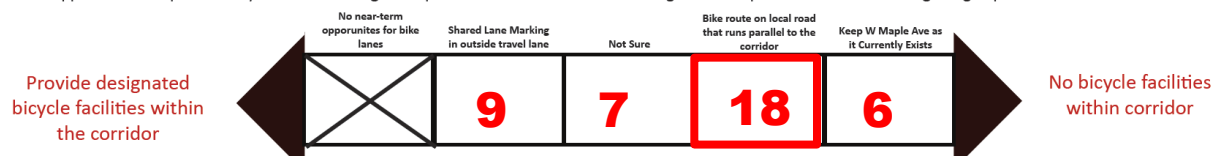
Groups were asked to discuss each corridor and then each participant was asked to vote on what they thought would be the appropriate balance of road crossing improvements, bicycle facilities and motor vehicle flow for each corridor. The following show the number of votes along with additional comments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

W MAPLE AVENUE (WEST OF SOUTHFIELD ROAD)

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 W Maple Avenue. Which of the following is most important when considering design options for this corridor:

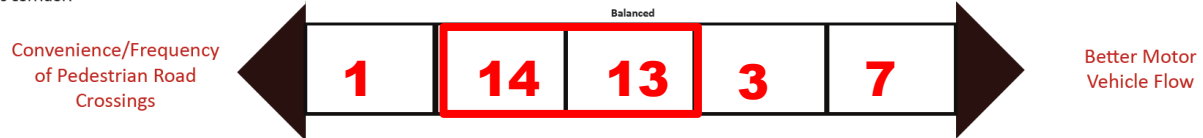


COMMENTS:

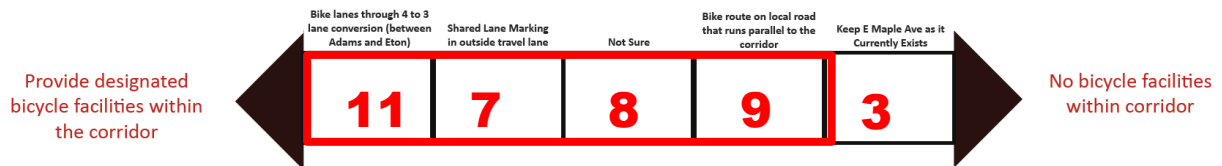
- Problem crossing Maple at Rouge Trail, otherwise the existing crossings are okay
- There is a residential route to the north

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:

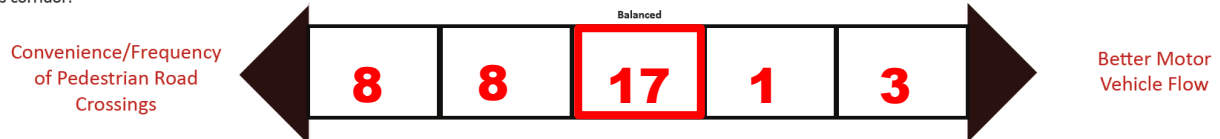


COMMENTS:

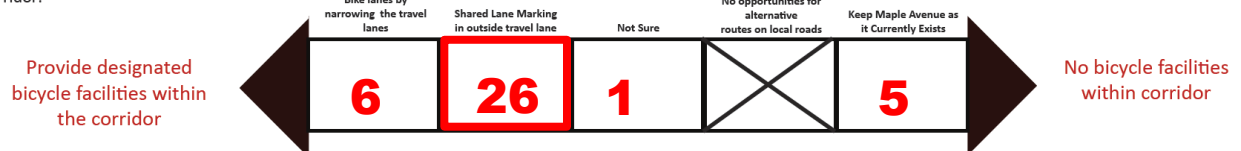
1. Busses and UPS deliveries are a problem if we create a bike lane

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:

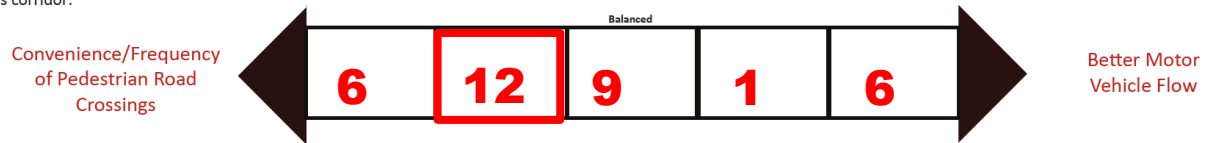


COMMENTS:

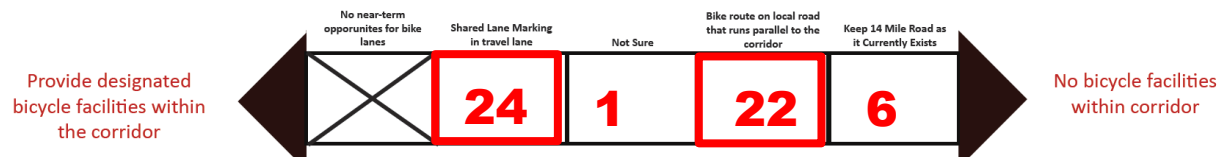
- Remove parking on one side

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:

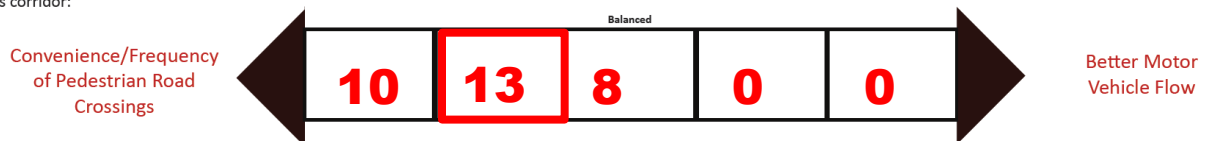


COMMENTS:

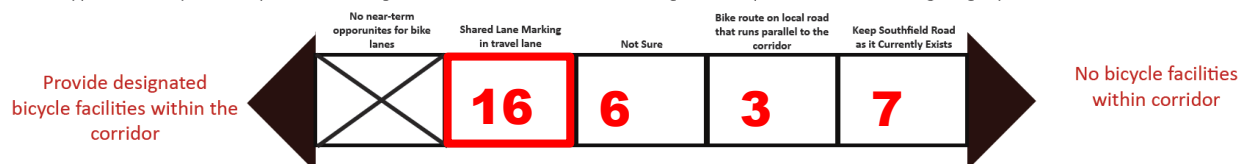
1. 14 Mile is a wide enough to have one travel lane and a bike lane

SOUTHFIELD 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 Southfield Road. Which of the following is most important when considering design options for this corridor:

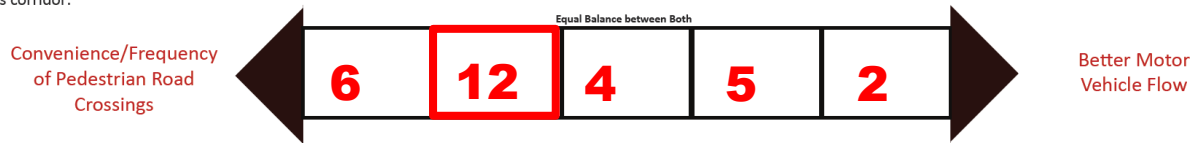


COMMENTS:

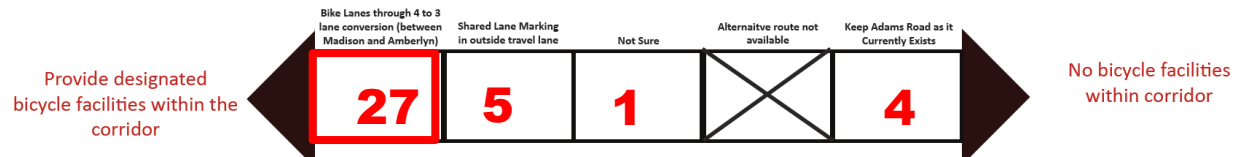
- No comments

ADAMS ROAD (NORTH OF MADISON ST)

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 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.*

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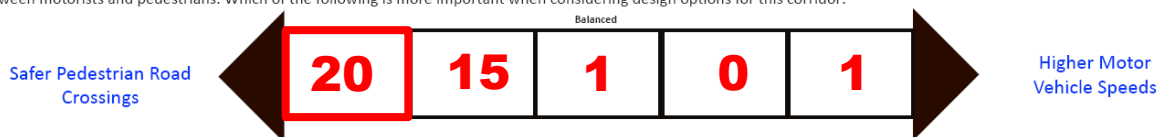
MINOR CORRIDOR EVALUATIONS

GROUP EXERCISE

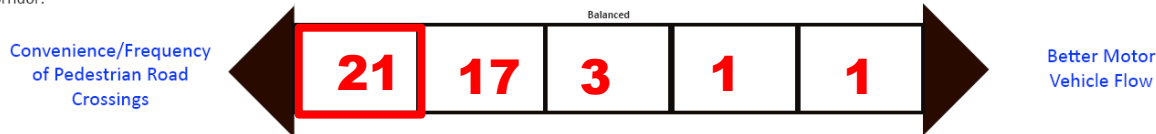
Groups were asked to discuss each corridor and then each participant was asked to vote on what they thought would be the appropriate balance of road crossing, bicycle facilities and motor vehicle speeds and flow for each corridor. The following show the number of votes along with additional comments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

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

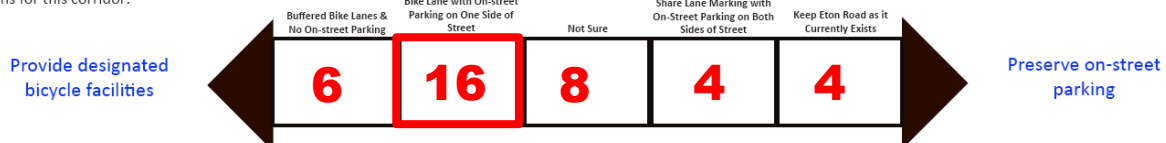
When improving the safety of road crossings for pedestrians, elements such as bump-outs, medians and other traffic calming measures are used to slow traffic and increase visibility between motorists and pedestrians. Which of the following is more important when considering design options for this corridor:



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:



In order to add designated bicycle facilities to Eton, on-street parking would need to be reduced or removed. Which of the following is most important when considering design options for this corridor:

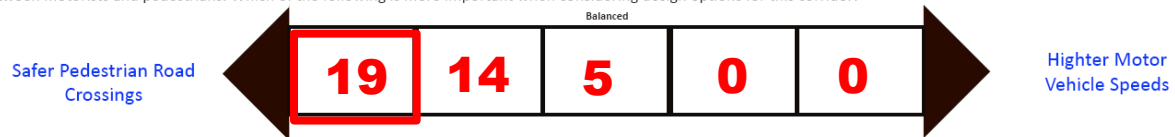


COMMENTS:

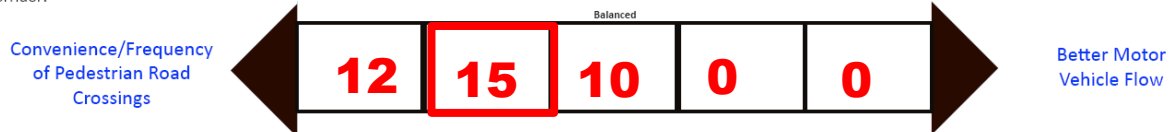
- *Speed too fast*
- *Problem with site lines crossing at Yosemite and Eton, vehicles too fast for pedestrians*
- *Very difficult to cross at any time*
- *That road is wide enough for nicely signed bike lanes - saw a family biking on Eton*

OAK AVENUE (CHESTERFIELD AVENUE TO QUARTON LAKE PARK)

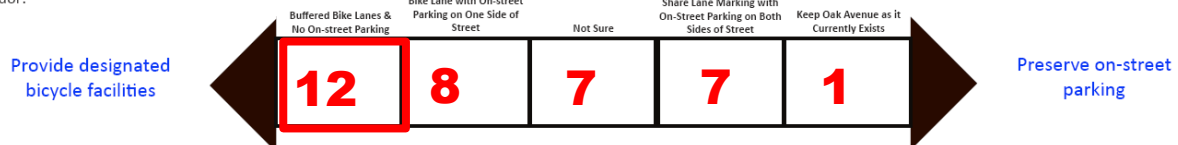
When improving the safety of road crossings for pedestrians, elements such as bump-outs, medians and other traffic calming measures are used to slow traffic and increase visibility between motorists and pedestrians. Which of the following is more important when considering design options for this corridor:



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:



In order to add bike lanes to Lincoln, on-street parking would need to be reduced or removed. Which of the following is most important when considering design options for this corridor:

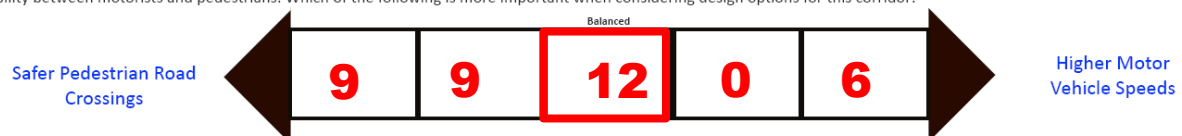


COMMENTS:

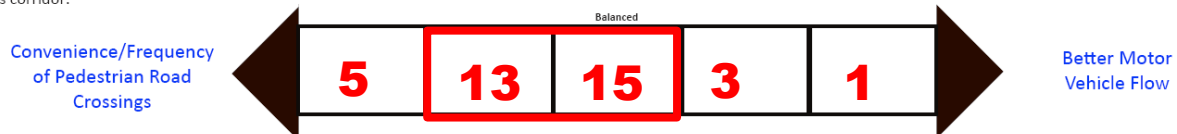
- *Highly used asphalt path on south side of Oak from Lakeside to Lakeview needs improvement*

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

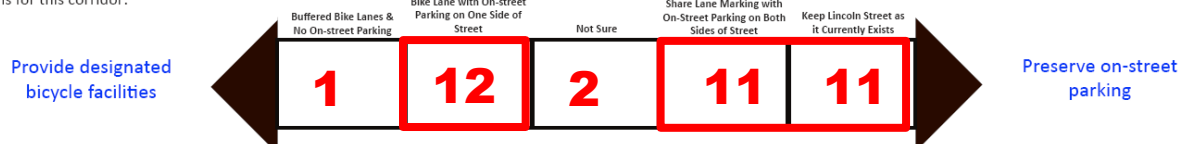
When improving the safety of road crossings for pedestrians, elements such as bump-outs, medians and other traffic calming measures are used to slow traffic and increase visibility between motorists and pedestrians. Which of the following is more important when considering design options for this corridor:



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:



In order to add designated bicycle facilities to Lincoln, on-street parking would need to be reduced or removed. Which of the following is most important when considering design options for this corridor:

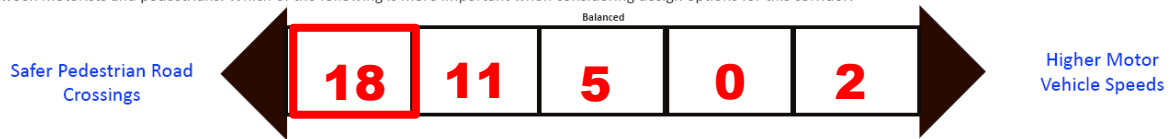


COMMENTS:

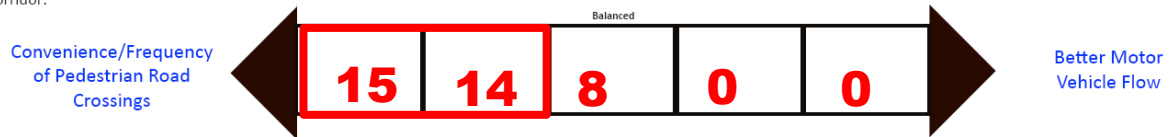
- *Lincoln wide enough*

LINCOLN STREET (SOUTHFIELD ROAD TO WOODWARD AVENUE)

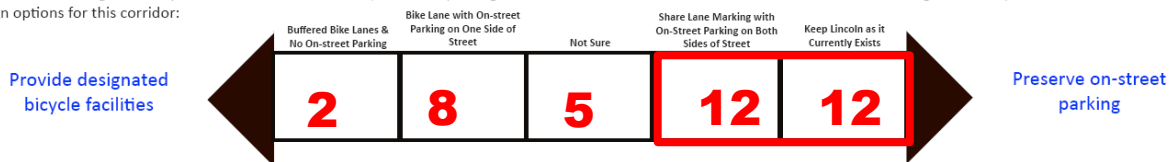
When improving the safety of road crossings for pedestrians, elements such as bump-outs, medians and other traffic calming measures are used to slow traffic and increase visibility between motorists and pedestrians. Which of the following is more important when considering design options for this corridor:



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:



In order to add designated bicycle facilities to Lincoln Street, on-street parking would need to be reduced or removed. Which of the following is most important when considering design options for this corridor:



COMMENTS:

- Lincoln is a time dependent major corridor to juxtapose a bike lane on high traffic volumes is too risky
- Maybe lane(s) not 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

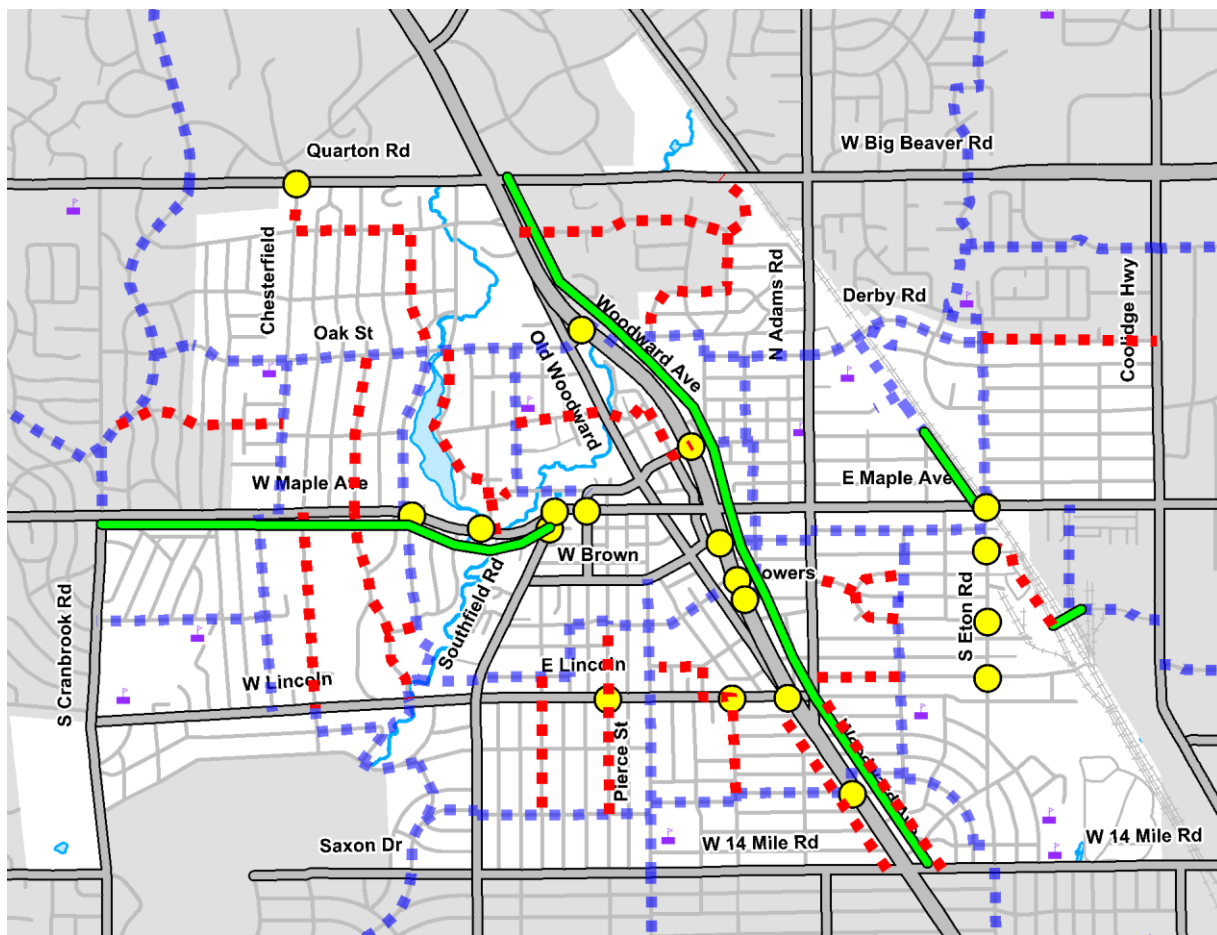
CITY OF BIRMINGHAM MULTIMODAL TRANSPORTATION PLAN

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.



- ■ ■ ■ Provided Neighborhood Connector Routes
- ■ ■ ■ Proposed Neighborhood Connector Routes
- Proposed Trails and Pathways
- Proposed Road Crossing Improvements

COMMENTS:

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 Wimbledon 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*

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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.



COMMENTS:

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*

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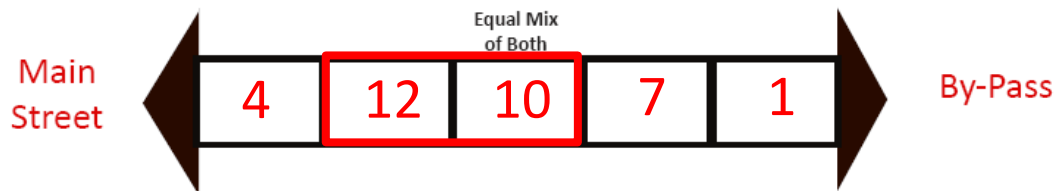


WOODWARD CORRIDOR

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-pass around the downtown. The following show the number of votes for each box with additional comments listed below.

How do you envision the Woodward corridor developing? Would you like it to have more of a “Main Street” feel or would you like it to continue as a by-pass around the downtown? Please put a check in box below.



COMMENTS:

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 where participants were asked to give more details by 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

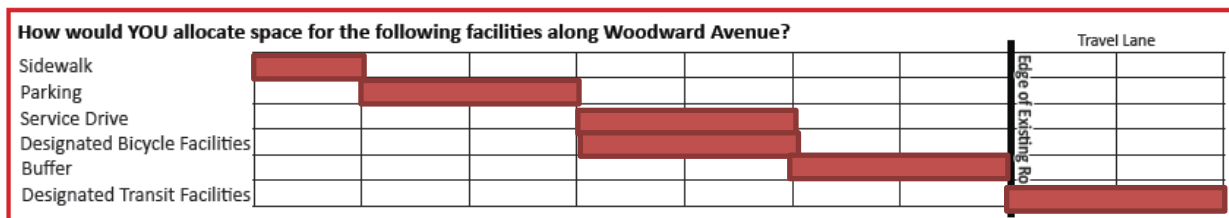
3 blocks = Two-way Cycle Track (with Buffers) 0 votes

Designated Transit Facilities

2 blocks = Designated Transit Lane 15 votes

*12 participants were comfortable replacing an existing travel lane with a facility listed above

CONCEPTUAL ALLOCATION OF SPACE BASED ON THE VOTES ABOVE:



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.*

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COMMUNITY VISIONING WORKSHOP RESULTS

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.

		ResponsePercent	ResponseCount
Strongly Agree		71.4%	10
Agree, but with modifications		21.4%	3
Disagree		7.1%	1
		AnsweredQuestion	14
		SkippedQuestion	0

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

1	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
2	Walking and biking are good things which we participate in. However we also regularly 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
3	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.

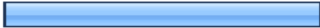


		ResponsePercent	ResponseCount
Strongly Agree		81.8%	9
Agree, but with modifications		18.2%	2
Disagree		0.0%	0

Please list any additions, modifications or strong objections here:

3

AnsweredQuestion		11
SkippedQuestion		3
1	Existing streets with moderate to high traffic patterns should not be restricted 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 Woodward- angled parking makes it difficult to see cyclists	Jan 21, 2013 10:40 PM

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:

2

		AnsweredQuestion	11
		SkippedQuestion	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

AnsweredQuestion		11
SkippedQuestion		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 there are many great parks on the other side. A tunnel(s) or bridge(s) would be ideal, 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:

1

		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
1	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:

3

AnsweredQuestion		10
SkippedQuestion		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 likelihood 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:

3

AnsweredQuestion		10
SkippedQuestion		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

10. OBJECTIVE 2: Increase the number of children walking and bicycling to school



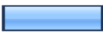
		ResponsePercent	ResponseCount
Strongly Agree		60.0%	6
Agree, with modifications		30.0%	3
Disagree		10.0%	1

Please list any additions, modifications or strong objections here:



4

AnsweredQuestion		10
SkippedQuestion		4
1	Again if the level is already at 70% I am not sure that can be increased. For example, our children did not live close enough to walk to their elementary school but could walk to Derby their middle school. They also did not live close enough to their High School (Seaholm) to walk. They were both swimmers and need to be to the school by 5:15am in the winter.	Jan 24, 2013 1:44 PM
2	Although this is a good goal there are many other factors such as public safety, concern with children's safety, etc that are equally or more important. Taken to an extreme open carry of guns could very likely insure that no children walk or bicycle even if we have the best facilities available.	Jan 24, 2013 12:19 PM
3	Subject to cost and tax implications.	Jan 23, 2013 10:03 PM
4	Reduce lanes on Woodward, wider sidewalks, separated bike lanes (each way), buffer with trees, and light rail down center of Woodward	Jan 21, 2013 9:33 AM

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:			3
		AnsweredQuestion	9
		SkippedQuestion	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

AnsweredQuestion			8
SkippedQuestion			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:

2

AnsweredQuestion			9
SkippedQuestion			5
1	Sounds good but first consider the cost benefit anaysis. There are many factos involved with "indepent" 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	

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

AnsweredQuestion			9
SkippedQuestion			5
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	

15. List any additional comments you may have:

1	I did check the disagree box often but I do want to express that I think there were 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.	Jan 24, 2013 2:00 PM
2	As I commented in the October survey, I believe that survey was flawed: it was 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.	Jan 23, 2013 10:16 PM
3	Pedestrians first, bikes second	Jan 21, 2013 9:34 AM
4	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.	Jan 20, 2013 2:58 PM