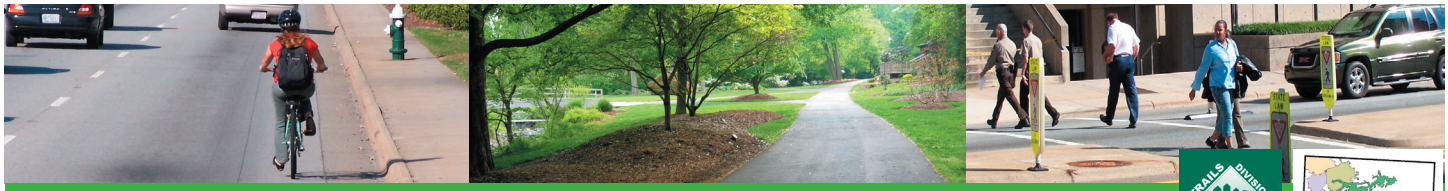


Appendix B: Summary of Public Input

B.1 Overview

Public input was gathered through several different means with the chief efforts being public meetings and opinion surveys. Two sets of public meetings (for a total of nine meetings) were held during the planning process. October 2005 public meetings were held to inform the public about the planning process and to gather early input and recommendations. April 2006 public workshops were held to present preliminary recommendations to the public in order to receive feedback. Public input was taken in the form of map markups and comments and through discussion between the citizens, consultants from Greenways, Incorporated and Toole Design, Greensboro Department of Transportation (GDOT) staff, and City of Greensboro staff.

Figure B(a). October map work session in Summerfield.

The October public meetings were held in four strategic, geographic locations. A Southwest Workshop was held at Trotter Recreation Center. A Southeast Workshop was held at Barber Park. A Northwest Workshop was held at Summerfield Elementary in Summerfield. Finally, a North Central Workshop was held at Lawndale Baptist Church. The total attendance of these workshops was 157. April workshops were held in five locations: Barber Park (Southeast), Lawndale Baptist Church (Northwest), Melvin Municipal Office Building (Central), Peeler Recreation Center (Northeast), and Glenwood Recreation Center (East). The total attendance at the second round of public workshops was 134.

Four different surveys were conducted throughout the process. The UNC-G survey, described in Appendix A, was a statistically valid survey targeting trail users and non-users. An online survey was also used in this process, receiving over 700 responses. Two different comment forms were also developed, one for each set of public meetings.

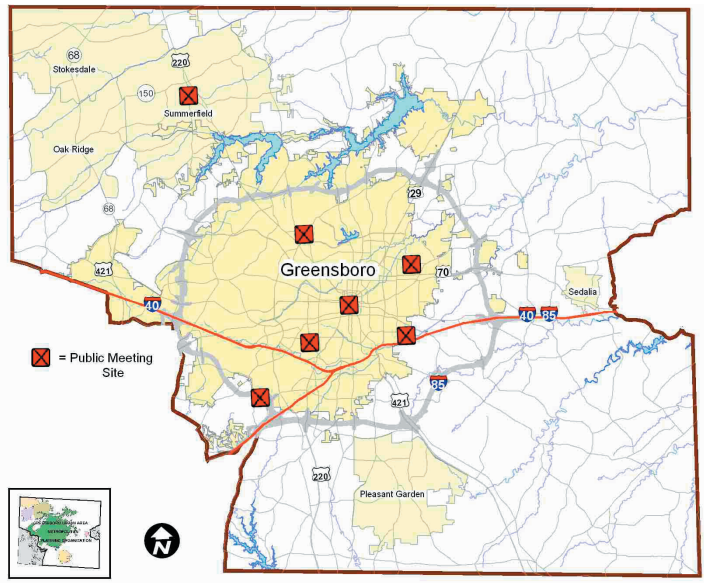
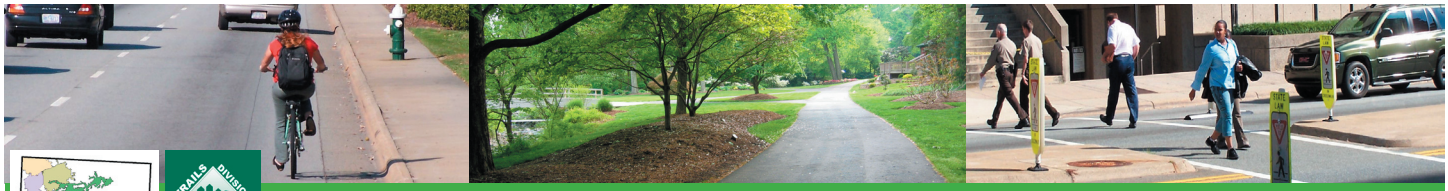


Figure B(b). Mapped locations of public meetings.

The summary of public input is described below in 3 sections. First is a summary of the geographic public representation and involvement along with the efforts by the Planning team to involve all Greensboro MPO areas. Second is a summary of public meeting map



comments. Third is a summary of the three opinion surveys. For a more complete report on public input, including a detailed inventory of specific comments, go to www.guampo.org.

B.2 Geographic Representation

An strong effort was made to encourage participation throughout all of the Greensboro Metropolitan area at public meetings and available opinion surveys. Public meeting sites were distributed across the region.

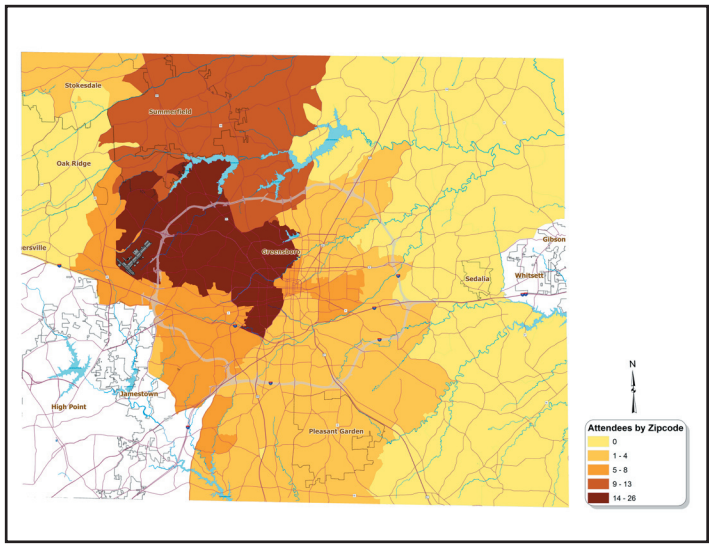


Figure B(c). Geographic representation of October workshop participants.

The first set of October public meetings saw more citizens coming from the north and west portions of the study area as evidenced in the map below.

Because of this discrepancy, additional effort was made to promote the April public meetings to the underserved and under-represented portions of east Greensboro. The map below shows a more even distribution of attendees for the April public workshops.

The online survey was completed by over 700 citizens from across the study area. Again, responses were heavier from the north and west portions of Greensboro but response was solid throughout the study area.

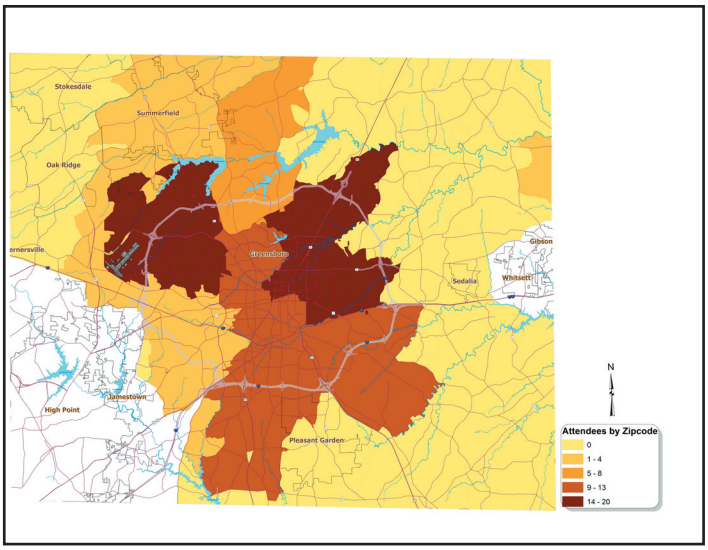


Figure B(d). Geographic representation of April workshop participants.

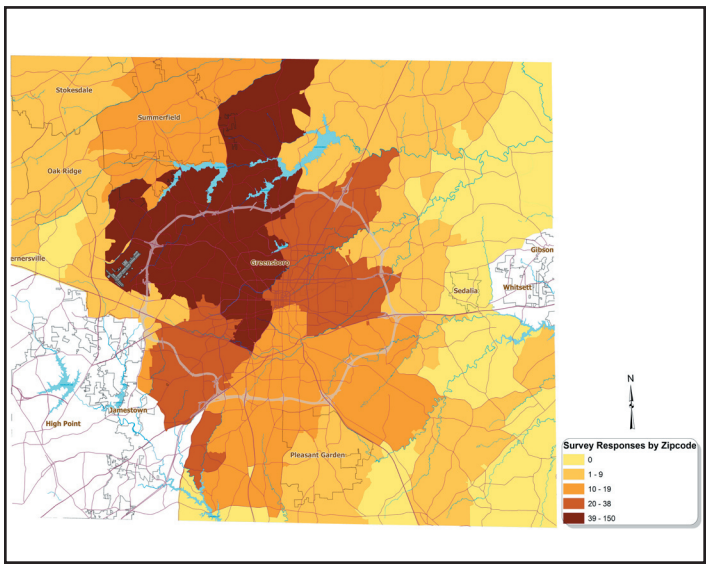
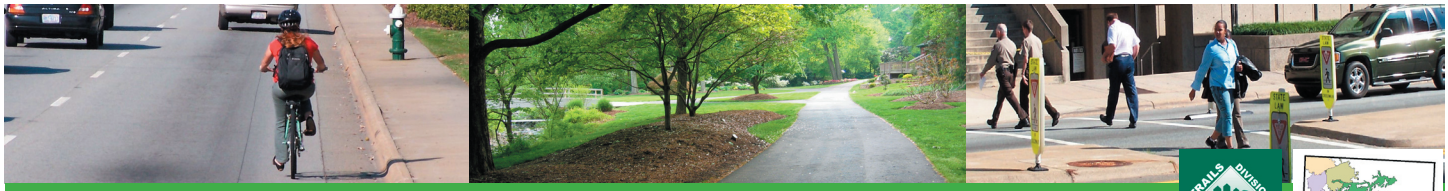


Figure B(e). Geographic representation of online survey respondents.

B.3 Map Comment Summary

Common overall recommendations included providing more bicycle and pedestrian facilities, connecting college campuses, providing trails in underserved areas, closing gaps in the existing trail and sidewalk network, improving crosswalks, providing better



pedestrian access to bus stops, and improving access to major destinations and trip attractors. A large majority of comments were specific in nature, requesting a sidewalk, safer crosswalk, on-road bicycle facility, or greenway facility at specific locations or roadways. These comments were taken into account when developing the comprehensive recommended network.

The following list summarizes the map responses from both sets of public meetings.

A. Various destination points were emphasized by public workshop participants and connectivity between these locations were high on citizens' priority lists. Some top destination points included parks, greenways, shopping centers, and places of work. Specific popular destinations were Downtown, colleges, Friendly Center, Lake Daniel Greenway, Latham Park Greenway, and Barber Park.

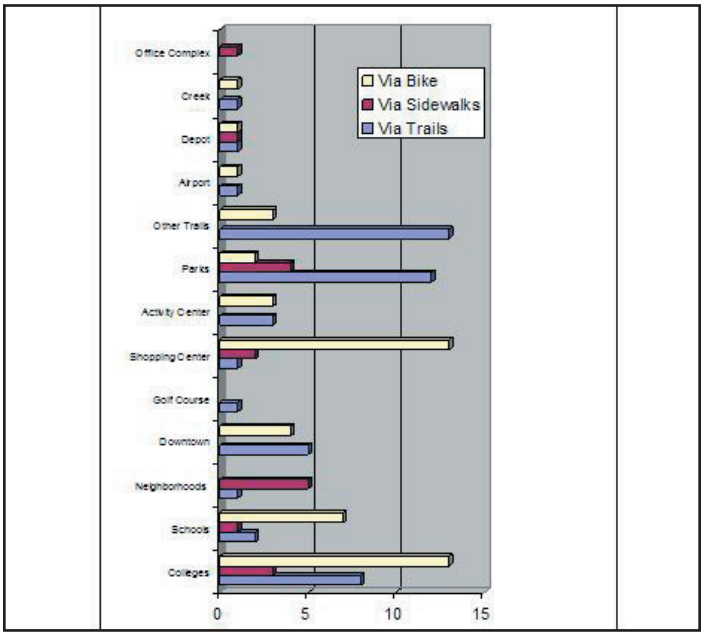


Figure B(f). Destinaion points users most wanted to visit.

B. Besides walking, biking, and hiking, other usages for Greensboro's pedestrian, bicycle, and trails plan were proposed by participants at the public meetings. Those uses include:

a. Walking for transportation
b. Walking for recreation
c. Biking for transportation
d. Biking for recreation
e. Mountain Biking
f. Fitness Trail for walking, jogging
g. Inline skating and rollerblading
h. Paddling, water trails
i. Equestrian trail

C. The following graph describes the types of connections or linkages citizens would like to see utilized for trails in Greensboro.

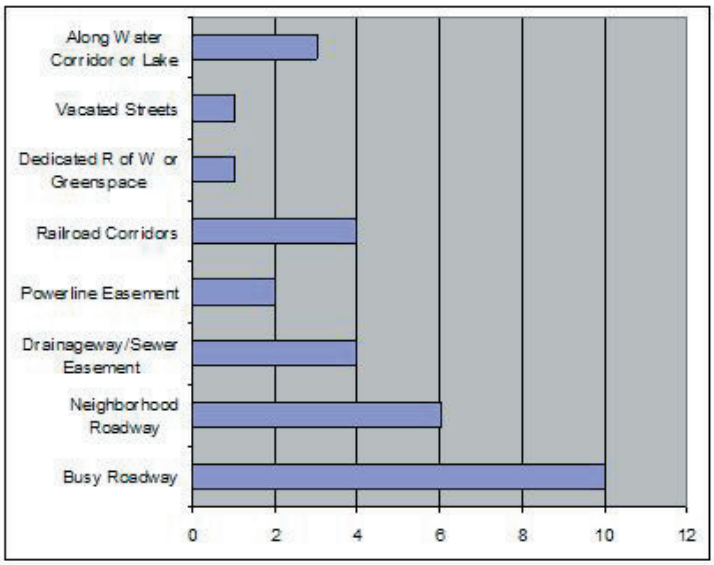
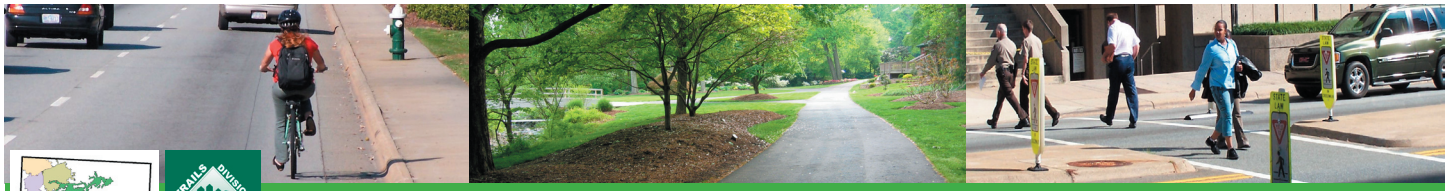


Figure B(g). Linkages citizens would like to make via trails.

D. A few very common streets highlighted for bicycle route improvements or facilities were:

Friendly
Battleground
Lawndale
Market
Spring Garden



Church
High Point
Florida
Lee
Wendover
Cone
Huffine Mill
NC 150
Bryan Blvd
Guilford College
Randleman/Elm/Eugene
Muirs Chapel
Holden
Pisgah Church/Lee's Chapel
Lake Brandt
MLK Blvd

E. Very commonly selected streets that need sidewalks or pedestrian improvements were:

Friendly
Battleground
Market
Wendover
Holden
Lawndale
High Point
Spring Garden
Elm-Eugene
Church
Lee
Guilford College
Elam
Walker
NC 150
Lake Brandt
Florida
Pisgah Church

F. Top Recommendations by Facility

Top Greenway Recommendations
Trails in underserved areas
Connect college campuses
More trails in SE Greensboro
Close gaps between existing trail systems
More trail parking
Equestrian trail options
Water trail options
Need trail maps
Off-road options to shopping, parks, etc.
Rails to Trails options

Top Pedestrian Recommendations
More sidewalks
Maintain/fix existing sidewalks and fill sidewalk gaps
Fix broken ped signals; provide new crosswalks
Make crossing/sidewalk improvements near shopping and schools
Better pedestrian access to bus stops
Safer crossings of arterial roadways
Sidewalks on all arterial roadways and bus routes
Better enforcement: no parking on sidewalks; reduce speeding
Need new sidewalks required in all new developments

Top Bicycle Recommendations
Better bicycling conditions on arterial roadways
More bicycle lanes
Intersection crossing improvements
Better enforcement to improve driver behavior around cyclists
Bicycle improvements for transportation, not just recreation
Connect all parts of town with bicycle routes
Improve bicycle access to major destinations such as shopping centers and colleges
Bicycle improvements in Downtown area
Bicycle access north of Summerfield, Lake Brandt, and Lake Townsend
Include bicycle facilities in roadway construction projects
More bicycle racks: Downtown, shopping centers, colleges

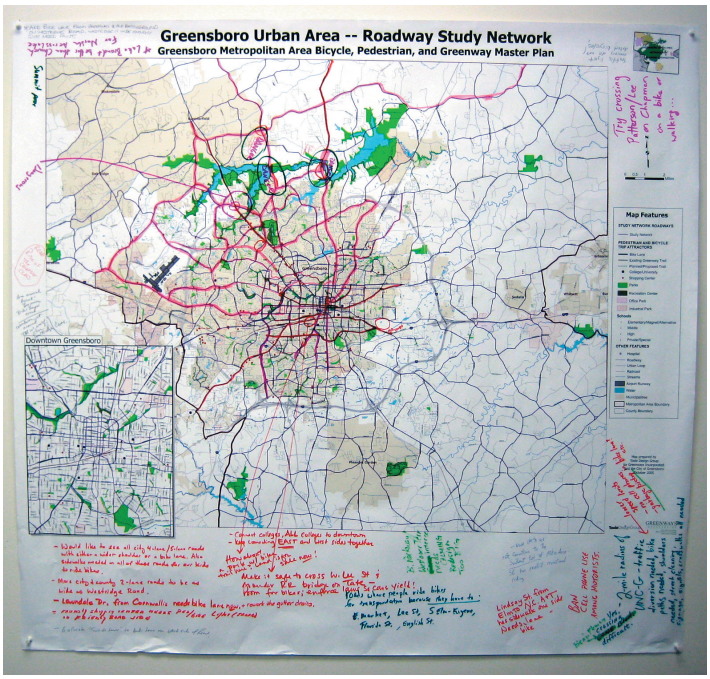


Figure B(h). Marked-up map from October Lawndale Baptist Church meeting.

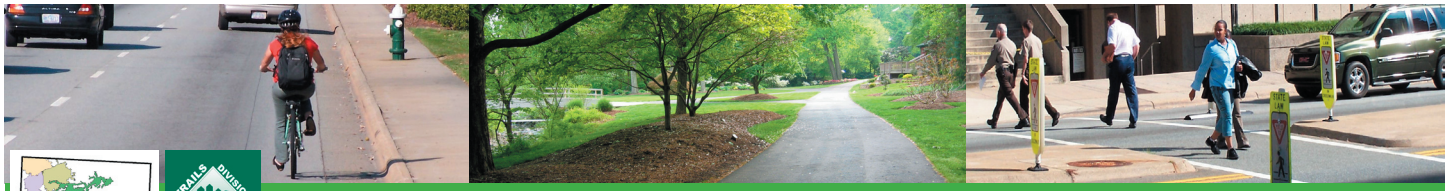
B.4 Opinion Survey Summaries

B.4.1 Online Survey

An online survey was created for the Greensboro Metropolitan Area Bicycle, Pedestrian, and Greenway Plan. The consultant worked with the City of Greensboro to prepare questions and tabulate the results of this survey that received over 700 resident responses. The online survey link was made available on the City of Greensboro website and distributed at the four October public workshops. The survey contained 24 questions related to pedestrian, bicycle, and demographics.

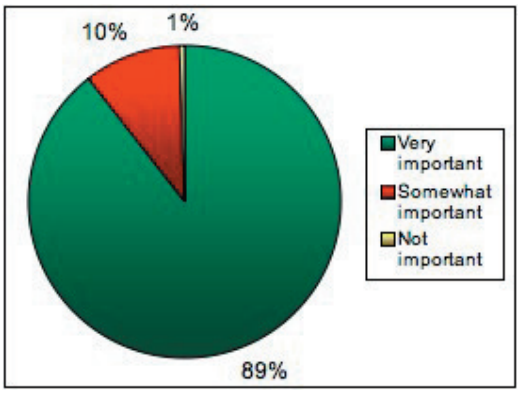
Multiple questions in this survey required respondents to rank options in order to answer a given question. For interpretation purposes, the average ranking of each option was used to make conclusions. In tabulation, a ranking of an option as #1 was assigned the highest value of rankable options; as the ranking order decreased, each subsequent choice was assigned a value 1 less than the previous, so the highest ranked option received the highest possible value and so on. The total values for each option were summed and divided by the total respondents that chose to rank the option. This value was used as the average ranking for each option.

A variety of respondents completed the survey ranging from on-road bicycle commuters, to recreational hikers who preferred off-road greenways, to those who bike or walk for exercise. In general, most respondents supported the concept of a more walkable and bikable community. People wanted to walk and bike to a number of locations with trails, greenways, and parks being the top destinations. Leading factors that discouraged respondents from biking and walking were a lack of facilities and unsafe intersections. Not every respondent answered every question.



PART A: Pedestrian Section

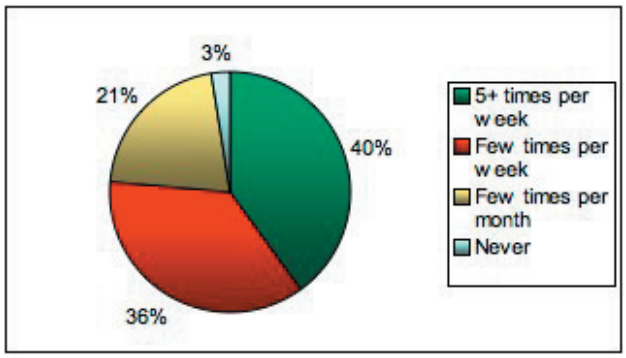
1. How important to you is the goal of creating a walkable community? (select one)



700 out of 708 participants responded to this question, for an overall response rate of 98.9%.

Only 1% of respondents felt that creating a walkable community was not important, while 10% thought it was somewhat important; the other 89% of respondents thought a walkable community was very important.

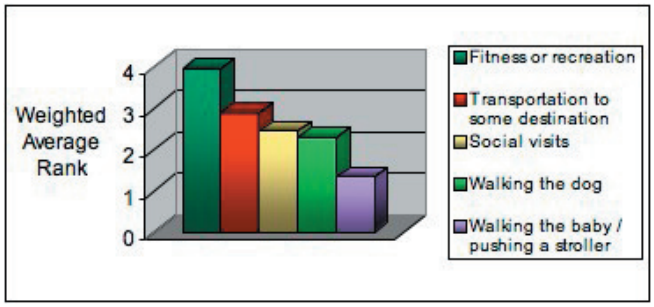
2. How often do you walk now? (select one)



698 out of 708 participants responded to this question, for an overall response rate of 98.6%.

76% of respondents walked at least a few times a week while only 3% never walk.

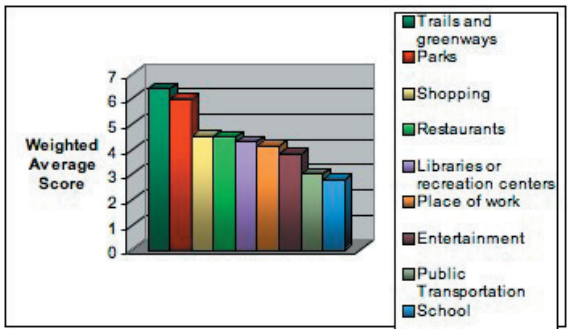
3. For what purpose do you walk now or would want to walk in the future (select one)?



669 out of 708 participants responded to this question, for an overall response rate of 94.5%.

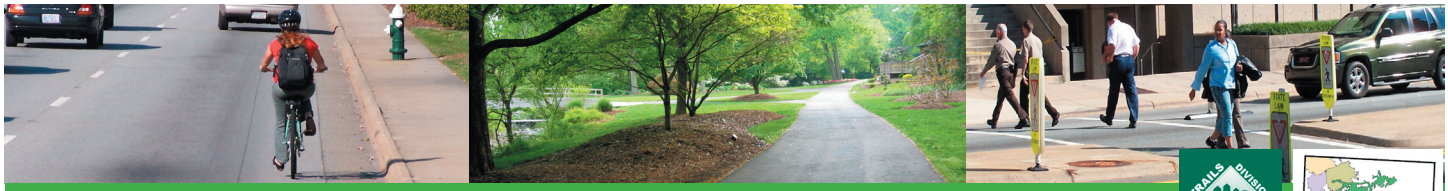
Respondents ranked fitness and education as the most important purpose for walking, closely followed by transportation to a destination. Walking with a baby or stroller received the lowest average ranking.

4. What walking destinations would you most like to get to? (Rank 1-9)



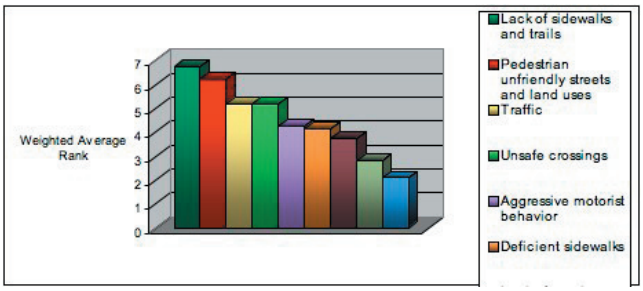
659 out of 708 participants responded to this question, for an overall response rate of 92.7%.

Participants are generally interested in a wide variety of pedestrian destinations. Trails and greenways were the highest ranked walking destinations with a weighted average score of 6.4 out of 9. Parks were the



second highest ranked choice. Public transportation and school were the lowest ranked destinations.

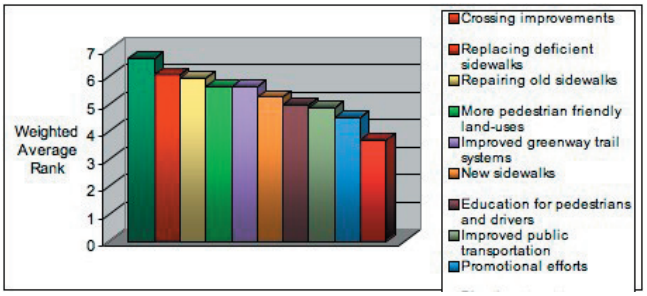
5. What are the biggest factors that discourage walking? (Rank 1-9)



637 of 708 respondents answered this question, for an overall response rate of 90.0%

Both lack of sidewalks and trails, and pedestrian unfriendly streets/land uses were ranked highest for discouraging walking. Lack of interest was the least likely reason not to walk.

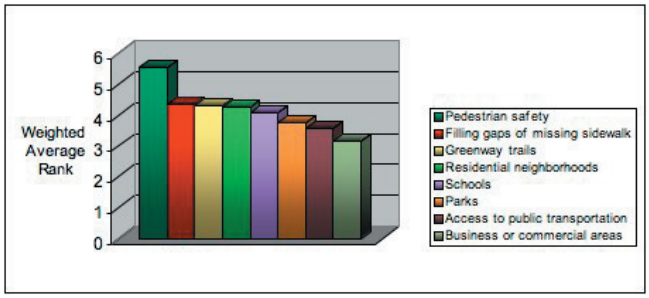
6. What actions do you think are the most needed to increase walking in the community? (Rank 1-10)



630 out of 708 respondents answered this question for an overall response rate of 89%.

New sidewalks, more pedestrian friendly land uses, and improved greenway systems were the top three actions chosen to increase walking. Planting street trees was the lowest ranked.

7. What should be the most important considerations in determining areas to develop future sidewalks?



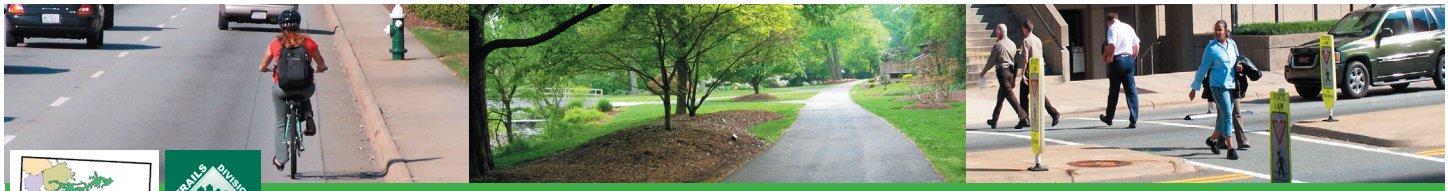
621 out of 708 respondents answered this question, for an overall response rate of 87.7%

Pedestrian safety out ranked all other considerations for determining where new sidewalks should be developed. Other considerations were ranked very closely, with business and commercial areas ranked last.

17. What do you think are the top roadway corridors most needing sidewalk or trail improvements?

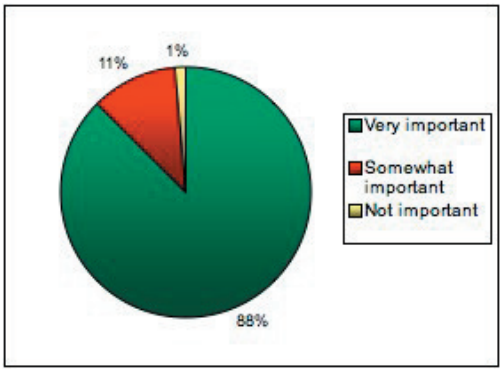
The Top 20 listed roadways in order are shown in the table below with the number of responses in parentheses:

1. Friendly (148)	11. Church (19)
2. Battleground (130)	12. Guilford College (18)
3. Market (107)	13. Lee (17)
4. Wendover (76)	14. Cone (16)
5. Holden (43)	15. Westridge (16)
6. Lawndale (43)	16. Benj. Pkwy (13)
7. Bryan (33)	17. New Garden (13)
8. High Point (30)	18. Pisgah Church (11)
9. Spring Garden (29)	19. Aycock (10)
10. Elm (27)	20. Green Valley (9); NC 150 (9)



PART B: Bicycling Section

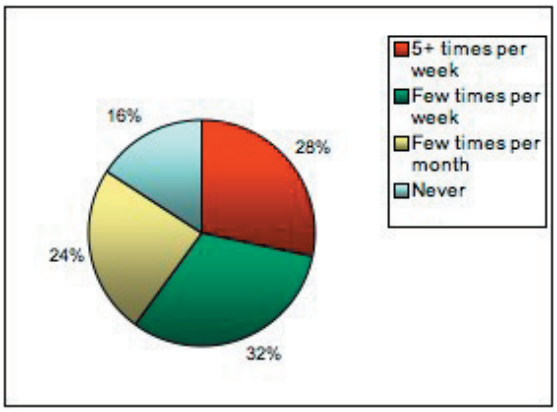
8. How important to you is the goal of improving conditions for bicycling in the community?



650 out of 708 respondents answered this question, giving it a response rate of 92%.

Only 9 of the 650 respondents to this question thought that improving bicycling conditions in their community was not important, while 88% thought it was very important.

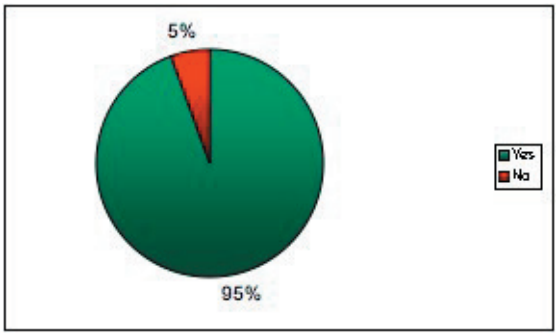
9. How frequently do you bicycle?



648 out of 708 respondents answered this question, for an overall response rate of 91.5%

A relatively even spread of bicycling frequencies was expressed by the responses. Most respondents rode a few times a week and 16% never ride bicycles.

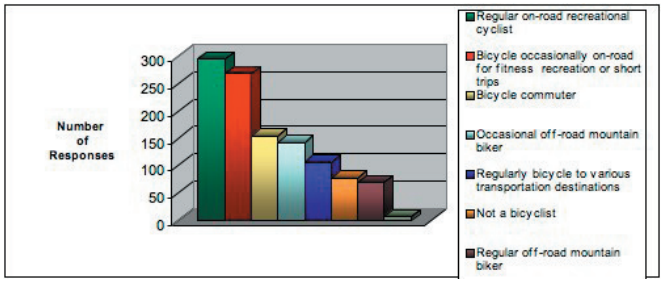
10. Would you bicycle on a trail near your home, work, or school is you felt safe bicycling on it?



638 out of 708 respondents answered this question, for an overall response rate of 90.1%

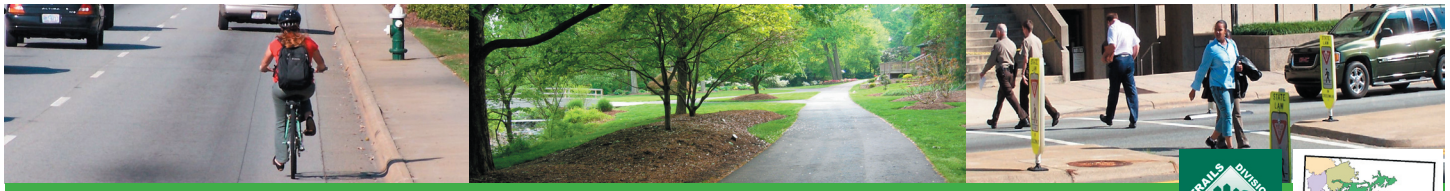
A great majority of respondents would ride on a convenient and safe bicycle trail. The other 5% would not ride on such a trail.

11. Which terms most describe your level of bicycling activity?



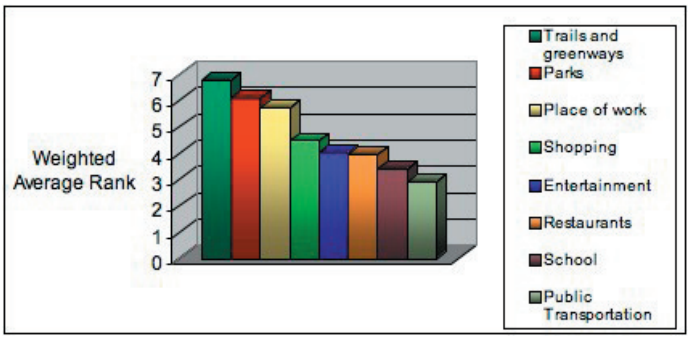
648 out of 708 respondents answered this question, for an overall response rate of 91.5%

Regular on-road recreational cycling and occasional on-road bicycling for fitness were chosen most often to describe bicycling activity. Commuting and occasional mountain biking were used to describe approximately



80 respondents' bicycle use. Only 4 respondents described themselves as bike to bus commuters.

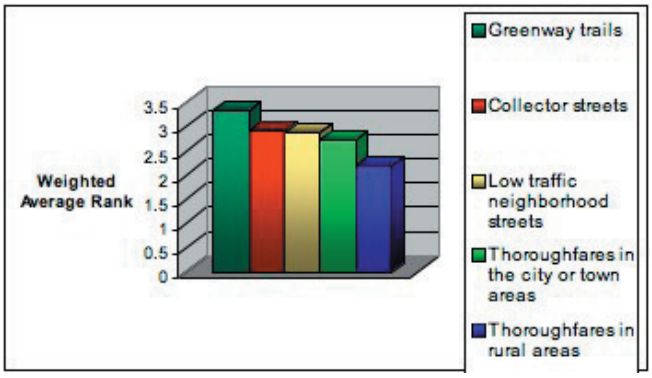
12. What bicycling destinations would you most like to get to?



613 out of 708 respondents answered this question, for an overall response rate of 86.6%

There was a wide range of rankings by respondents who answered this question. Similar to walking destinations, greenways, trails, and parks were ranked highest as bicycle destinations. Public transportation had the lowest ranking.

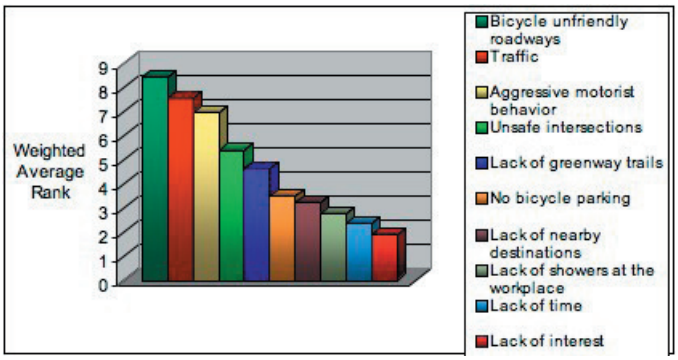
13. What types of facilities would you most like to bicycle on?



619 out of 708 respondents answered this question for an overall response rate of 87.4%

Greenway trails and collector streets were the highest ranked facilities that respondents would most likely bike on. Thoroughfares and rural areas received the lowest ranking by about 30%.

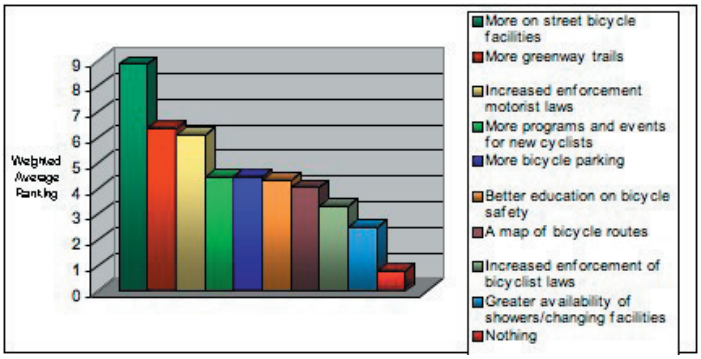
14. What are the biggest factors that discourage bicycling activity?



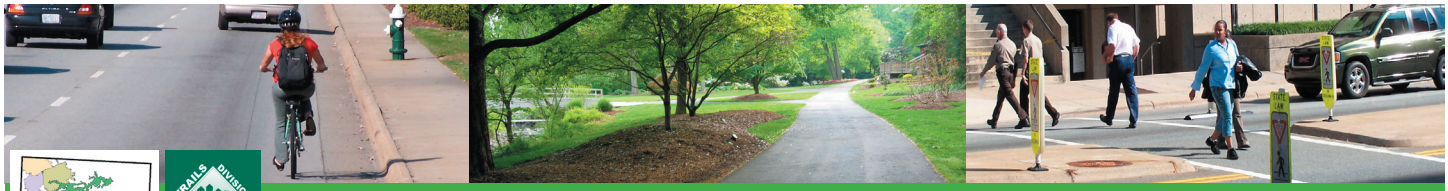
609 out of 708 respondents answered this question for an overall response rate of 86.0%.

The respondents gave steadily varying rankings to the 10 factors that discourage bicycle activity. Roads that are not bicycle friendly was ranked highest in discouraging activity. Traffic and aggressive motorist behavior were also ranked high as bicycling discouragements. Lack of interest had the lowest average ranking.

15. What actions do you think are most needed to increase cycling in the community? (Rank 1-10)

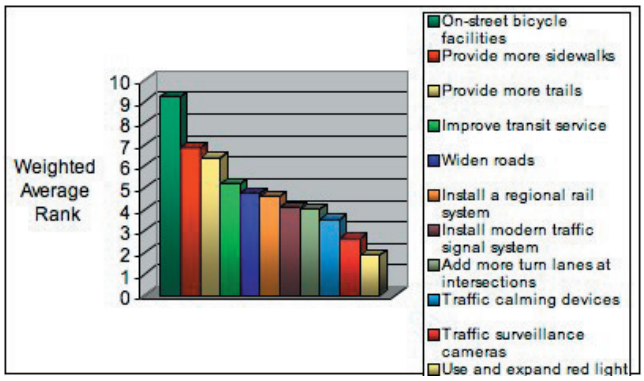


602 out of 708 respondents answered this question for an overall response rate of 85.0%.



The top three actions that respondents ranked as being needed were on-street bicycle facilities, more greenway trails, and greater enforcement of laws applying to motorists. More programs for new cyclists, bicycle parking, better cyclist education, and bicycle route maps received about the same average rankings between 4 and 4.5 out of 10. Greater availability of showers and changing facilities received the lowest average ranking.

16. Please rank the importance of the following transportation improvements. (Rank 1-11).



592 out of 708 respondents answered this question for an overall response rate of 83.6%.

On-street bicycle facilities outrank all other transportation improvements by a significant margin. Providing more sidewalks and trails both received approximately a 6.5 out of 11 weighted average rank. Traffic surveillance cameras and red light cameras were the least important to survey respondents. All other options were ranked between 3 and 5.

18. What do you think are the top roadway corridors most needing bicycling improvements?

The Top 20 listed roadways in order are shown in the table below with the number of responses in parentheses:

1. Friendly (173)	11. High Point (26)
2. Battleground (137)	12. Lake Brandt (24)
3. Market (125)	13. Westridge (24)
4. Wendover (55)	14. Lee (23)
5. Lawndale (48)	15. Benj. Pkwy (21)
6. Bryan (42)	16. Pisgah Church (18)
7. Holden (41)	17. New Garden (17)
8. Spring Garden (35)	18. Aycock (14)
9. Elm (32)	19. Cone (12)
10. Church (31)	20. NC 150 (12)

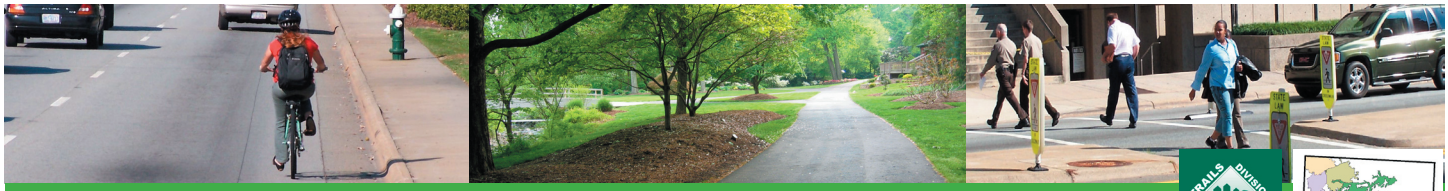
B.4.2 Public Comment Forms

One of the workshop objectives was to have participants fill out a hardcopy public comment form, prepared by the consultant. An individual comment form was produced in conjunction with each set of public meetings. The first comment form (for the October public meetings) was geared at receiving input and recommendations early in the process. 53 comment forms were filled out by participants. The second comment form (for the April public meetings) was designed to receive responses on the network recommendations and hear the public's feedback on the planning process. 30 people responded to these open-ended questions.

October 2005 Comment Form

The first comment form was designed to solicit input on a series of 24 questions. The discrepancy between responses to the comment form and attendance at the meeting is due to a couple factors. First, not all attendees filled out comment forms. Second, some residents that attended the first day of workshops picked up blank comment forms for friends and neighbors who were unable to attend the meetings.

A variety of people were surveyed who use walking and biking for various purposes such as for exercise,



transportation, recreation, and convenience. Top discouraging factors for walking and biking were a lack of facilities (sidewalk, trail, or on-road bicycle facility), travel time, and heavy traffic. Overwhelmingly, when asked what would encourage users to walk and bike more often, the response was for more sidewalks and bicycle facilities.

When asked what types of funds should be used to improve bicycle and pedestrian transportation options, well over 90% said that public funds should be used. Nearly 40% said state and federal grants, around 35% said existing local taxes, and about 17% said new local taxes.

April 2006 Comment Form

The second comment form was designed to solicit input on a series of nine questions. The questions were open-ended and intended to receive feedback on the preliminary recommendations and the overall process.

Greenways

1. What future greenway projects do you think should have the highest priority for implementation? Are there any important pieces missing from the recommendations?

The most common responses for greenways deserving high priority were the Battleground Rail-Trail, Bicentennial Greenway, and the Mountains to Sea Trail. Many respondents listed linking existing trails as an important priority for implementation. Connectivity across the City to destinations such as colleges, shopping, and Downtown was very important to the respondents as well.

Pedestrian

2. What do you think the highest priority pedestrian improvements should be? Has anything been left out that you think is important?

Respondents were concerned about safety and generally wanted more sidewalks, especially along busy roads, and also wanted safer road crossings and intersections for pedestrians. Specific improvement sites included the Friendly Center, Downtown, colleges, and SE Greensboro.

On-Road Bicycling

3. What is your reaction and feedback on the draft on-street bicycling recommendations?

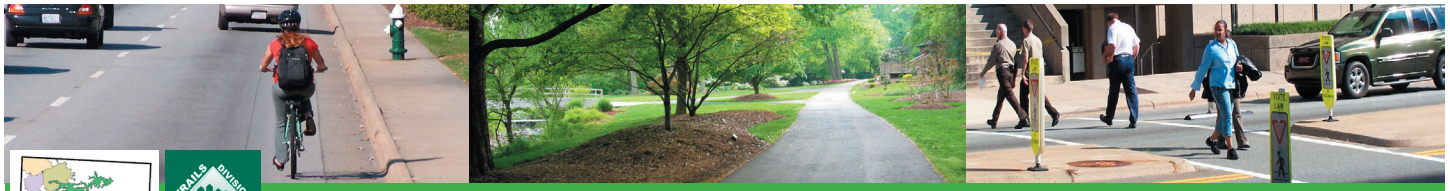
Comments were wide-ranging but overall, citizens were happy with the recommendations. Many respondents felt very positively about bicycle lanes as a facility type. Some recommended specific improvement roads and areas include Downtown, Elm, Lawndale, Lake Brandt, Old Battleground, Church, and Friendly. Some general concerns include education of motorists and bicyclists, enforcement of bicycle/motorist laws, awareness, and the speed in which this Plan will be implemented.

4. Is there anything missing from the recommendations that you feel is important to include?

Many did not respond to this question and answers were quite wide-ranging with no single response truly relating to another. Some suggestions included: involving more organizations, providing more bicycle lanes in Downtown, raising the awareness of bicyclists and motorists, providing Downtown commuter routes, and considering regional connections to surrounding counties.

General

5. If future sidewalks, trails, and greenway systems were conveniently and safely linked to popular destinations, would you use them more often?



Overwhelmingly, the response was “Yes” to this question.

6. Do you think the bicycle, pedestrian, and greenway plan is on the right track, and would you support efforts to implement its findings and project recommendations?

Overwhelmingly, the response was “Yes” to this question.

7. Please share any other comments you have about these meetings or the BiPed Plan.

Many left this unanswered but the consensus is that citizens were happy with what has been done to date and thankful for the opportunity to provide input into the process.

8. How did you hear about the BiPed public workshops?

Attendees heard about the workshops through a variety of means with email being the most common response. Other sources were: mailings, website, Jeff Solvich/Peggy Holland, newspaper, BIG, and church bulletin.

9. Do you have any suggestions for how we can improve our future workshops or public communications?

Many left this question unanswered but some suggestions were: increasing communication to public, providing easier-to-read maps, providing take-home maps, and providing the draft/maps in local libraries.