



Buttles & Indian Corridor Trial Public Feedback

November 25, 2020, 3:17 PM

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Topic Registration Type: Registration required

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Summary Of Registered Responses

Topic Registration Type: Registration required

As of November 25, 2020, 3:17 PM, this forum had: **Topic Start**

Attendees: 490 August 29, 2019, 1:35 PM

Registered Responses: 172

Hours of Public Comment: 9.5

Topic End

March 2, 2020, 4:00 PM

QUESTION 1

How frequently do you travel in the Buttles Street road diet trial area?

Drive the corridor

	%	Count
Less than once per week	4.7%	8
1-5 times per week	41.3%	71
6-10 times per week	23.3%	40
More than 10 times per week	30.8%	53

Walk the corridor

	%	Count
Never	69.2%	119
Less than once per week	16.9%	29
1-5 times per week	10.5%	18
6-10 times per week	2.3%	4

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

		%	Count
More than 10 times per week		1.2%	2

Bike/use non-motorized transport in the corridor

		%	Count
Never		75.0%	129
Less than once per week		15.7%	27
1-5 times per week		7.0%	12
6-10 times per week		1.2%	2
More than 10 times per week		1.2%	2

QUESTION 2

Why do you drive through the road diet trial area? Please select all that apply.

		%	Count
To get to a home or business within the corridor for work		33.7%	58
To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)		66.9%	115
To get to a destination outside the corridor for work		45.3%	78
To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)		75.6%	130
I commute through the corridor to get to or from work		33.7%	58
I live in the corridor		4.7%	8
I do not drive through the road diet trial area		0.6%	1

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

QUESTION 3

Consider your own personal experience as a MOTORIST in the road diet trial area. Since the trial's implementation in May 2018, please rate the following factors:

Vehicle speed

		%	Count
Increased		5.8%	10
Decreased		51.2%	88
Stayed the same		40.7%	70
N/A		2.3%	4

Traffic volume

		%	Count
Increased		48.8%	84
Decreased		2.3%	4
Stayed the same		45.3%	78
N/A		3.5%	6

Driver safety

		%	Count
Increased		8.1%	14
Decreased		70.3%	121
Stayed the same		18.6%	32
N/A		2.3%	4

Travel time through corridor

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

		%	Count
Increased		50.0%	86
Decreased		20.9%	36
Stayed the same		27.9%	48
N/A		1.2%	2

QUESTION 4

Consider your own personal experience as a PEDESTRIAN in the road diet trial area. Since the trial's implementation in May 2018, please rate the following factors:

Vehicle speed

		%	Count
Increased		8.3%	14
Decreased		23.1%	39
Stayed the same		20.7%	35
N/A		47.9%	81

Traffic volume

		%	Count
Increased		24.3%	41
Decreased		1.8%	3
Stayed the same		26.0%	44
N/A		47.9%	81

Pedestrian safety

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.



Travel time through the corridor (including street crossings)



QUESTION 5

Thinking about the Buttles and Indian corridor, please rank the items based upon how important each topic is to you.

(The item at the top should be the most important; the item at the bottom, the least important.)

1. Motorist safety
2. Ease of motor vehicle use
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor






QUESTION 6

You've got 10 dots to 'spend'. If a lane reduction on Buttles Street were to be implemented, how would you 'spend' your dots on the extra space?

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

(Use more dots on the uses that are most important to you and fewer dots on uses that aren't as important to you.)

		%	Count
Expanded sidewalks		21.2%	282
Green space		21.5%	286
Design that encourages economic investment		16.8%	223
Dedicated bike/non-motorized travel lanes		17.4%	231
Landscaping or other aesthetic elements		18.7%	249

QUESTION 7

Please share any additional comments or questions below.

Answered	143
Skipped	29

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Survey Questions

QUESTION 1

How frequently do you travel in the Buttles Street road diet trial area?

Row choices

- Drive the corridor
- Walk the corridor
- Bike/use non-motorized transport in the corridor

Column choices

- Never
- Less than once per week
- 1-5 times per week
- 6-10 times per week
- More than 10 times per week

QUESTION 2

Why do you drive through the road diet trial area? Please select all that apply.

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work
- I live in the corridor
- I do not drive through the road diet trial area

QUESTION 3

Consider your own personal experience as a MOTORIST in the road diet trial area. Since the trial's implementation in May 2018, please rate the following factors:

Row choices

- Vehicle speed
- Traffic volume
- Driver safety
- Travel time through corridor

Column choices

- Increased
- Decreased

- Stayed the same
- N/A

QUESTION 4

Consider your own personal experience as a PEDESTRIAN in the road diet trial area. Since the trial's implementation in May 2018, please rate the following factors:

Row choices

- Vehicle speed
- Traffic volume
- Pedestrian safety
- Travel time through the corridor (including street crossings)

Column choices

- Increased
- Decreased
- Stayed the same
- N/A

QUESTION 5

Thinking about the Buttles and Indian corridor, please rank the items based upon how important each topic is to you.

(The item at the top should be the most important; the item at the bottom, the least important.)

- Motorist safety
- Pedestrian non-motorized safety
- Ease of motor vehicle use
- Ease of pedestrian & non-motorized use
- Economic development in the corridor
- Aesthetics of the corridor

QUESTION 6

You've got 10 dots to 'spend'. If a lane reduction on Buttles Street were to be implemented, how would you 'spend' your dots on the extra space?

(Use more dots on the uses that are most important to you and fewer dots on uses that aren't as important to you.)

- Expanded sidewalks

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

- Green space
- Design that encourages economic investment
- Dedicated bike/non-motorized travel lanes
- Landscaping or other aesthetic elements

QUESTION 7

Please share any additional comments or questions below.

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Individual Registered Responses

Topic Registration Type: Registration required

Name not shown

inside City Boundary

September 8, 2019, 4:42 PM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for work

Question 3

Vehicle speed: Decreased

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Pedestrian non-motorized safety
3. Ease of motor vehicle use
4. Economic development in the corridor
5. Ease of pedestrian & non-motorized use
6. Aesthetics of the corridor

Question 6

No response

Question 7

The lane reduction is not supported by this citizen. It backs up traffic daily for no good reason. I appreciate the work of city leaders, but feel as though this survey should've been completed prior to action being taken.

Thank you.

Name not shown

inside City Boundary

September 8, 2019, 5:42 PM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Increased

Traffic volume: Stayed the same

Driver safety: Decreased

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Increased

Traffic volume: Stayed the same

Pedestrian safety: Stayed the same

Travel time through the corridor (including street crossings): Increased

Question 5

1. Ease of motor vehicle use
2. Motorist safety

Question 6

- Expanded sidewalks (4)
- Green space (2)
- Design that encourages economic investment (1)
- Landscaping or other aesthetic elements (3)

Question 7

Don't try fixing something that isn't broke. There's more important issues

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

to contend with in this city. We have traffic problems out by the mall. Indian and Buttles fulfills the needs the city has as is. Timing of street lights, speed limit can control the speeding problem. There has been no problem with pedestrians crossing the streets in the past and closing down one lane only increases the traffic on the other two.

Name not shown
inside City Boundary
September 8, 2019, 8:20 PM

Question 1

Drive the corridor: 1-5 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Economic development in the corridor
4. Aesthetics of the corridor
5. Ease of pedestrian & non-motorized use
6. Pedestrian non-motorized safety

Question 6

- Expanded sidewalks (2)
- Green space (2)

- Design that encourages economic investment (2)
- Dedicated bike/non-motorized travel lanes (2)
- Landscaping or other aesthetic elements (2)

Question 7

It seems a problem is being made where there Has been no problem. The idea that we're redeveloping an area for pedestrians and non-motorized travel is ridiculous. We have snow, ice and/or downright cold weather 5 months of the year! Make PARKING better in the area if you want to expand the economy of the downtown. I love to attend the events downtown; Tunes at the Tridge, Farmer's Market, 4th of July festivities, shopping, eating and other special events. I will NEVER walk there through the Buttles corridor. If I do want to walk or bike there, I would access the Rail Trail to do it safely. Improve parking is priority 1 for me.

Name not shown
inside City Boundary
September 8, 2019, 9:39 PM

Question 1

Drive the corridor: 6-10 times per week
Walk the corridor: 1-5 times per week
Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased
Traffic volume: Stayed the same
Driver safety: Stayed the same
Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Decreased
Traffic volume: Stayed the same
Pedestrian safety: Increased
Travel time through the corridor (including street crossings): Stayed the same

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Question 5

1. Economic development in the corridor
2. Aesthetics of the corridor
3. Pedestrian non-motorized safety
4. Motorist safety
5. Ease of motor vehicle use
6. Ease of pedestrian & non-motorized use

Question 6

- Expanded sidewalks (2)
- Green space (1)
- Design that encourages economic investment (5)
- Landscaping or other aesthetic elements (2)

Question 7

Please complete the test and continue improving our downtown

Amy Rankin

inside City Boundary

September 8, 2019, 10:06 PM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: 1-5 times per week

Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Increased

Driver safety: Stayed the same

Travel time through corridor: Increased

Question 4

Vehicle speed: Stayed the same

Traffic volume: Increased

Pedestrian safety: Stayed the same

Travel time through the corridor (including street crossings): Increased

Question 5

1. Pedestrian non-motorized safety
2. Motorist safety
3. Ease of motor vehicle use
4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (3)
- Green space (2)
- Design that encourages economic investment (1)
- Dedicated bike/non-motorized travel lanes (3)
- Landscaping or other aesthetic elements (1)

Question 7

I often cross Buttles on Gordon street walking from my house to Saint Brigid parish or to continue on to other downtown locations. I have found it takes more time for traffic to get by me on Buttles now that it is reduced to one lane, thus I must wait longer to be able to cross Buttles. I have monthly meetings on Vance road and when I come back on M-20 and turn onto Buttles, I have noticed that many vehicles are crossing over into the next lane when they turn right onto Buttles from M-20 because of the restricted lane in the road diet. I have found that it takes longer to make the right turn from M-20 onto Buttles as well because of the road diet. In short, I don't care for the road diet and would prefer that the third lane be reopened.

Name not shown

inside City Boundary

September 8, 2019, 10:52 PM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: 1-5 times per week

Bike/use non-motorized transport in the corridor: 1-5 times per week

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased
Traffic volume: Stayed the same
Driver safety: Increased
Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Decreased
Traffic volume: Stayed the same
Pedestrian safety: Increased
Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Pedestrian non-motorized safety
2. Ease of pedestrian & non-motorized use
3. Motorist safety
4. Economic development in the corridor
5. Aesthetics of the corridor
6. Ease of motor vehicle use

Question 6

- Expanded sidewalks (1)
- Green space (1)
- Design that encourages economic investment (2)
- Dedicated bike/non-motorized travel lanes (4)
- Landscaping or other aesthetic elements (2)

Question 7

I frequently go downtown and travel through the corridor multiple times a week during rush hour as well as non rush hour times. I have not felt any inconvenience with the trial lane reduction. I drive, walk, and bike through the area and look forward to the improvements.

Name not shown

outside City Boundary
September 8, 2019, 11:46 PM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for work

Question 3

Vehicle speed: Stayed the same
Traffic volume: Stayed the same
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: Stayed the same
Traffic volume: Stayed the same
Pedestrian safety: Stayed the same
Travel time through the corridor (including street crossings): Increased

Question 5

1. Ease of motor vehicle use
2. Pedestrian non-motorized safety
3. Motorist safety
4. Ease of pedestrian & non-motorized use
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

No response

Question 7

No response

Ben Kennett

inside City Boundary
September 9, 2019, 6:42 AM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: Decreased
Traffic volume: Increased
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): Increased

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Aesthetics of the corridor
4. Pedestrian non-motorized safety
5. Ease of pedestrian & non-motorized use
6. Economic development in the corridor

Question 6

- Expanded sidewalks (2)
- Green space (2)
- Design that encourages economic investment (2)
- Dedicated bike/non-motorized travel lanes (2)
- Landscaping or other aesthetic elements (2)

Question 7

I think that this was a horrible idea. We have snow quite often and cars sliding all over the place. Someone will get run over and die. If the city wants to improve the traffic on a road do the mall area.

Name not shown

inside City Boundary

September 9, 2019, 7:12 AM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: 1-5 times per week

Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I live in the corridor

Question 3

Vehicle speed: Stayed the same
Traffic volume: Stayed the same
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: Stayed the same
Traffic volume: Stayed the same
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): Increased

Question 5

1. Motorist safety
2. Pedestrian non-motorized safety
3. Ease of motor vehicle use
4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

No response

Question 7

I live on State St, so thankfully I'm at the end of the road diet area. I chose to live here because of its proximity to downtown, Dow Diamond, and the rail trail. The road diet has made it more difficult to safely cross Buttles, so I don't walk downtown as often as I used to. I usually turn on to Buttles to head to work each morning, but have had to change routes more frequently since the road diet was implemented due to backups on State St. In fact, I often decide to drive different roads in order to avoid the road diet area. I can't imagine how much worse it will be when the M-20 bridge is fully open.

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

I don't believe that traffic has increased in the road diet area; it's just that compressing it down to two lanes has made those lanes more congested which leaves fewer opportunities for vehicles and pedestrians trying to enter/cross Buttles.

It has been my experience that the road diet has made the area less safe for motorists and pedestrians alike. If the cost of "economic development" and "aesthetics" in this corridor is to make the road less safe for motorists and pedestrians, then I don't think it's worth it. Safety should come first.

Name not shown

inside City Boundary

September 9, 2019, 10:01 AM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: 1-5 times per week

Bike/use non-motorized transport in the corridor: 6-10 times per week

Question 2

- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I live in the corridor

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Driver safety: Stayed the same

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Decreased

Traffic volume: Stayed the same

Pedestrian safety: Increased

Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Pedestrian non-motorized safety
2. Motorist safety
3. Economic development in the corridor
4. Aesthetics of the corridor
5. Ease of pedestrian & non-motorized use

6. Ease of motor vehicle use

Question 6

- Design that encourages economic investment (3)
- Dedicated bike/non-motorized travel lanes (7)

Question 7

No response

Name not shown

inside City Boundary

September 9, 2019, 10:46 AM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: Less than once per week

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Driver safety: Stayed the same

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Decreased

Traffic volume: Stayed the same

Pedestrian safety: Increased

Travel time through the corridor (including street crossings): Decreased

Question 5

1. Economic development in the corridor
2. Pedestrian non-motorized safety
3. Aesthetics of the corridor
4. Ease of pedestrian & non-motorized use

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

5. Motorist safety
6. Ease of motor vehicle use

Question 6

- Expanded sidewalks (2)
- Green space (1)
- Design that encourages economic investment (3)
- Dedicated bike/non-motorized travel lanes (1)
- Landscaping or other aesthetic elements (3)

Question 7

Despite the negative comments I think Midland needs to keep looking to the future instead of the rear view mirror. Just because this has "always been" a three lane road way, it doesn't mean it has to always be that way. If Midland does not continue to expand its thinking it will shrivel up and die away. Together! Forward! Bold! emphasis on the BOLD

Name not shown

outside City Boundary

September 9, 2019, 11:31 AM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety

Question 6

No response

Question 7

The sole reason I utilize this area is as an express lane from M20 to the east side of Midland.

I have zero interest in the economic development of downtown, and I have zero interest in encouraging non-motorized users to be in the area.

This corridor is intended to be an efficient way for traffic from M20 to access everything from downtown to the east side of Midland to US10. Alternate methods should be chosen to encourage non motorized downtown access, such as a pedestrian overpass. Making the road less suitable for automobile and truck traffic is not the correct answer to the perceived problem.

Name not shown

inside City Boundary

September 9, 2019, 4:22 PM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Increased

Driver safety: Increased

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: N/A

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of pedestrian & non-motorized use
2. Pedestrian non-motorized safety
3. Motorist safety
4. Economic development in the corridor
5. Aesthetics of the corridor
6. Ease of motor vehicle use

Question 6

- Expanded sidewalks (2)
- Design that encourages economic investment (3)
- Dedicated bike/non-motorized travel lanes (5)

Question 7

No response

Name not shown

inside City Boundary

September 9, 2019, 4:49 PM

Question 1

Drive the corridor: 1-5 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same
Traffic volume: Decreased
Driver safety: Decreased
Travel time through corridor: Decreased

Question 4

Vehicle speed: Stayed the same
Traffic volume: Stayed the same
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): Decreased

Question 5

1. Pedestrian non-motorized safety
2. Motorist safety
3. Ease of motor vehicle use
4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

No response

Question 7

I HATE the road diet. It makes me want to avoid going downtown at all cost. When I must go downtown, I try to avoid the Buttles St. corridor. I believe it is having a negative impact on Midland's economic development and will have a more negative impact in the future if implemented. It keeps people from going downtown.

Name not shown

outside City Boundary

September 9, 2019, 4:53 PM

Question 1

Drive the corridor: 6-10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Question 4

Vehicle speed: Decreased
Traffic volume: Increased
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): Increased

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Economic development in the corridor
5. Aesthetics of the corridor
6. Ease of pedestrian & non-motorized use

Question 6

- Expanded sidewalks (1)
- Green space (6)
- Design that encourages economic investment (1)
- Dedicated bike/non-motorized travel lanes (1)
- Landscaping or other aesthetic elements (1)

Question 7

I travel the corridor regularly. If it is implemented permanently, which I hope it isn't, please stop the right turn on red at Isabella and Buttles. I have had to slam on the brakes multiple times to avoid someone turning in front of me on red onto Buttles. Last Tuesday I was already in the intersection when a small car turned directly in front of me. I drive a Ford F 250 long box truck. If I hadn't been able to stop, it would have turned out very badly for the other driver. As it was I risked getting rear ended by the truck behind me. Luckily the truck behind me was on the ball and was also able to stop. This sort of thing has happened multiple times and I regularly see it happen to others.

My other question is how is a lane reduction going to work on Indian? The left lane has to turn onto Isabella. The middle lane can turn left or go straight. The right lane has to go straight. If the road is narrowed to two lanes, there will only be one lane for traffic going straight and one lane turning left. I haven't been able to figure out yet how this is all going to make this area more pedestrian friendly. There are traffic lights for people to cross the roads. I see many people trying to cross other places than at the lights. Maybe slowing down traffic is the answer. I live off Poseyville and wish there were some other way for me to get to and from home.

Name not shown

inside City Boundary

September 9, 2019, 5:57 PM

Question 1

Drive the corridor: 1-5 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: Decreased
Traffic volume: Increased
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): Increased

Question 5

1. Motorist safety
2. Economic development in the corridor

Question 6

- Design that encourages economic investment (10)

Question 7

Exactly who started this whole road diet project and when? Who stands to make money on it? City personnel seem to be pushing awfully hard, so what is their real objective behind that effort? How is "increasing vibrancy" being calculated? There is almost no pedestrian or so called non motorized traffic now, why would each of those groups need to consider using the new paths and sidewalks at all? Who is Spheric, LLC? Creation of a Tax Increment Financing district would mean that ultimately the owners get to take most of the increased property valuation and the City of Midland get no general fund revenue in exchange, who is agreeing to the TIF establishment and why? Additionally, all tax valuation of property purchased in the corridor has been decreased significantly. Why would the city reduce taxation values when property sales indicate that the value has not decreased?

Name not shown

outside City Boundary

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

September 9, 2019, 6:01 PM

Question 1

Drive the corridor: 6-10 times per week
Walk the corridor: Less than once per week
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased
Traffic volume: Stayed the same
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Aesthetics of the corridor
4. Pedestrian non-motorized safety
5. Ease of pedestrian & non-motorized use
6. Economic development in the corridor

Question 6

- Expanded sidewalks (2)
- Green space (1)
- Design that encourages economic investment (2)
- Dedicated bike/non-motorized travel lanes (1)
- Landscaping or other aesthetic elements (1)

Question 7

The orange pylons in the road look trashy. It looks like we are under construction and it never gets finished. I have experienced an ambulance trying to navigate through traffic on Buttles with only two lanes and it was scary! If you want to make downtown more walkable add pedestrian bridges over Indian and Buttles. You could make these one of the

attractions in Midland, and it would work well with existing points of interest like the Tridge and the Whiting Cannoooy Walk.

KURT KLINGBEIL

outside City Boundary

September 9, 2019, 8:36 PM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: 6-10 times per week

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: N/A
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Ease of pedestrian & non-motorized use

Question 6

No response

Question 7

As I watch the the dialog between the owners of the road (the taxpayers)

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

and the dreamers who seem to think people will be better served by an underused walking/bike path, I'm reminded of arguments between parents (the taxpayers) and their dependent children(the government) where the kids keep arguing that they actually know what's best for them. Listen to the people that actually own the road, open it back up. I bicycle commute to work several times a week, riding down Mainstreet. I stopped for lunch at one of the downtown establishments, there isn't a bike rack to be seen on Mainstreet, at least not near the El Rancho. Great planning.....just leave the roads alone please.

Daryl Poprave

inside City Boundary

September 10, 2019, 7:23 AM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for work

Question 3

Vehicle speed: Stayed the same

Traffic volume: Increased

Driver safety: Stayed the same

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Stayed the same

Traffic volume: Increased

Pedestrian safety: Decreased

Travel time through the corridor (including street crossings): Increased

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (2)

- Green space (3)

- Design that encourages economic investment (4)

- Landscaping or other aesthetic elements (1)

Question 7

Please make a decision...enough studying. This issue seems to be never ending. Use the political process as intended to get MDOT to implement permanent lane closure please.

Name not shown

inside City Boundary

September 10, 2019, 7:24 AM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- I do not drive through the road diet trial area

Question 3

Vehicle speed: N/A

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: Decreased

Traffic volume: Increased

Pedestrian safety: Decreased

Travel time through the corridor (including street crossings): Increased

Question 5

No response

Question 6

Bring back three Lane road! Its too busy to be a two Lane road! It is harder to drive down there now!

Name not shown

inside City Boundary

September 10, 2019, 7:28 AM

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: Stayed the same

Traffic volume: Increased

Pedestrian safety: Decreased

Travel time through the corridor (including street crossings): Increased

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

- Expanded sidewalks (3)
- Green space (3)
- Dedicated bike/non-motorized travel lanes (1)
- Landscaping or other aesthetic elements (3)

Question 7

This is a major thoroughfare. (1) Falsely squishing the traffic to two lanes is not a good idea. Also, MDOT thinks 35 is the correct speed. You are trying to force a lower speed, against their recommendation. (2) There will be very little, if any, pedestrian or bicycle traffic along the corridor (especially in the cold months). (3) Install timed crosswalks to allow for pedestrian crossings. (4) There are ten intersections on this RD - you NEED a middle through lane and right & left turn lanes. (5) ACCIDENTS

have increased! You cannot ignore that fact. (6) Who will pay for any 'aesthetic improvements?' Midland taxpayers (7) The true origin and purpose of the RD has not been truthfully clarified. (8) MDOT did not request this. (9) A two lane highway vs three lanes will not entice people to come downtown - money could be spent in better ways. (10) It is very disappointing that the City is spending lots of time & money trying to convince our citizens that this is a good idea. The 'stakeholders' do not necessarily know what is best for the city of Midland (remember the Farmers Market fiasco?) (11) Please stop this.

Name not shown

outside City Boundary

September 10, 2019, 7:31 AM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Increased

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Decreased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety

Question 6

No response

Question 7

The road diet is an incredibly bad idea. Traffic in this area is too congested and moving too fast.

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Sally Youn

inside City Boundary

September 10, 2019, 7:31 AM

Question 1

Drive the corridor: Less than once per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Driver safety: Decreased

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Pedestrian non-motorized safety
2. Motorist safety
3. Ease of pedestrian & non-motorized use
4. Ease of motor vehicle use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (2)
- Green space (3)
- Design that encourages economic investment (1)
- Dedicated bike/non-motorized travel lanes (1)
- Landscaping or other aesthetic elements (3)

Question 7

Though I do not use the corridor often, I've been able to pass through it

safely and at a reasonable pace. I've long been concerned about pedestrian traffic, since Dow Diamond opened honestly, and especially since many of the large buildings built between Buttles and Indian obscure visibility of cross-traffic. I'm interested to see data once construction on M-20 is completed.

Dave Angelotti

inside City Boundary

September 10, 2019, 7:35 AM

Question 1

Drive the corridor: Less than once per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Driver safety: Decreased

Travel time through corridor: Decreased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Economic development in the corridor
5. Ease of pedestrian & non-motorized use
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (1)

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

- Green space (3)
- Design that encourages economic investment (3)
- Dedicated bike/non-motorized travel lanes (1)
- Landscaping or other aesthetic elements (2)

Question 7

I have never seen a bike use the dedicated lane. I'm sure they don't feel safe. My only comment is that in the end, it should be up to a vote of the people or MDOT to decide. Not some people with business interested in the area to push.

Laura Sira

inside City Boundary

September 10, 2019, 7:54 AM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Driver safety: Stayed the same

Travel time through corridor: Increased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Pedestrian non-motorized safety

4. Ease of pedestrian & non-motorized use

5. Aesthetics of the corridor

6. Economic development in the corridor

Question 6

• Expanded sidewalks (6)

• Green space (4)

Question 7

I have not enjoyed my twice daily driving experience through the road diet area.

Name not shown

inside City Boundary

September 10, 2019, 7:58 AM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

• To get to a destination outside the corridor for work

• To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety

Question 6

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

No response

Question 7

No response

Name not shown

inside City Boundary

September 10, 2019, 8:08 AM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): Increased

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Economic development in the corridor
4. Aesthetics of the corridor
5. Pedestrian non-motorized safety
6. Ease of pedestrian & non-motorized use

Question 6

No response

Question 7

First of all in my work background I helped design surveys and focus

groups. The first thing to remember in designing a survey is making the survey support the objective of the person directing and paying for the survey, this "survey" is a perfect example of such an objective driven survey. It is clear to me this "survey" is designed to make the road diet a statistical certainty and that it becomes permanent without regard for the opinions of the actual users of the area, nothing else. With that out of the way as a driver the road diet is frustrating and a complete misuse of road space for the gain of a few land owners along this much needed road way area. It makes travel in my opinion less efficient and more unsafe to all users but it will look pretty for all your silly press releases and will show the world you are a "forward" thinking group. This pedestrian and non-motorized "improvement" is nothing more than a silly fantasy in that as an old movie once said "if you build it they will come", a premise that has long been proven to be a way to justify to the masses the miss use of public funds to help but a few. The entire "development" in my opinion is yet another expensive and ill advised change to the downtown area that will do little or nothing to promote pedestrian and non motorized travel in an area that should be dedicated to safe, efficient motorized vehicle use. After permanent lane reduction is done and yes I know the fix is in and it will be done, I am sure the masses of pedestrians and "non motorized" users will be happy during the lovely winter season from November thru March, that you could count on one hand in a day, at the expense and ignoring the facts that motorized traffic stays constant, a disgusting misuse of public dollars at it's finest.

Steve Hales

inside City Boundary

September 10, 2019, 8:09 AM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Driver safety: Decreased

Travel time through corridor: Decreased

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Question 4

Vehicle speed: Decreased
Traffic volume: Stayed the same
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): Decreased

Question 5

1. Motorist safety
2. Pedestrian non-motorized safety
3. Ease of motor vehicle use
4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (3)
- Green space (2)
- Design that encourages economic investment (1)
- Dedicated bike/non-motorized travel lanes (4)

Question 7

No response

Name not shown

outside City Boundary
September 10, 2019, 8:15 AM

Question 1

Drive the corridor: 6-10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same
Traffic volume: Stayed the same

Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use

Question 6

- Design that encourages economic investment (1)

Question 7

Safety first! Any increase in traffic accidents means it's a bad idea. There are plenty of other places for pedestrians and bikers. It's VERY difficult to go thru there with any type of trailer, which also decreases safety. Overall a bad idea.

Name not shown

inside City Boundary
September 10, 2019, 8:19 AM

Question 1

Drive the corridor: 6-10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased
Traffic volume: Stayed the same
Driver safety: Decreased
Travel time through corridor: Decreased

Question 4

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Vehicle speed: Decreased
Traffic volume: Stayed the same
Pedestrian safety: Stayed the same
Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

- Expanded sidewalks (3)
- Green space (3)
- Design that encourages economic investment (1)
- Landscaping or other aesthetic elements (3)

Question 7

We need an efficient bi-way through the city. Do not shrink the lanes. People turning left or right shuts down or slows the whole line of traffic.

Name not shown

inside City Boundary

September 10, 2019, 8:32 AM

Question 1

Drive the corridor: 1-5 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Decreased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Ease of pedestrian & non-motorized use
4. Pedestrian non-motorized safety
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

- Expanded sidewalks (4)
- Green space (1)
- Dedicated bike/non-motorized travel lanes (4)
- Landscaping or other aesthetic elements (1)

Question 7

Since this road diet plan was implemented, I have found this area to be very dangerous. As a motorist, I try to avoid the area. If you want to route highways thru town, follow Ann Arbor's plan to keep people in town longer - reduce the speed limits...it's the only way to route autos thru town safely.

Name not shown

inside City Boundary

September 10, 2019, 8:51 AM

Question 1

Drive the corridor: 1-5 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Vehicle speed: Decreased
Traffic volume: Stayed the same
Driver safety: Stayed the same
Travel time through corridor: Stayed the same

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Pedestrian non-motorized safety
3. Ease of motor vehicle use
4. Aesthetics of the corridor
5. Ease of pedestrian & non-motorized use
6. Economic development in the corridor

Question 6

- Expanded sidewalks (2)
- Green space (2)
- Dedicated bike/non-motorized travel lanes (6)

Question 7

No response

Mary Haney

outside City Boundary
September 10, 2019, 9:21 AM

Question 1

Drive the corridor: 1-5 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same
Traffic volume: Stayed the same

Driver safety: Decreased
Travel time through corridor: Decreased

Question 4

Vehicle speed: Stayed the same
Traffic volume: Stayed the same
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): Decreased

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Aesthetics of the corridor
4. Economic development in the corridor
5. Pedestrian non-motorized safety
6. Ease of pedestrian & non-motorized use

Question 6

No response

Question 7

This corridor is for ease of travel through Midland. Not something that a person on a bike is going to use. People that want to go downtown drive. Pedestrians use the lights to cross the road. Reducing to two lanes doesn't really make it safer to cross.

Name not shown

inside City Boundary
September 10, 2019, 9:23 AM

Question 1

Drive the corridor: 1-5 times per week
Walk the corridor: Less than once per week
Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased
Traffic volume: Stayed the same
Driver safety: Stayed the same

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Decreased

Traffic volume: Stayed the same

Pedestrian safety: Increased

Travel time through the corridor (including street crossings): Increased

Question 5

1. Pedestrian non-motorized safety
2. Motorist safety
3. Ease of pedestrian & non-motorized use
4. Aesthetics of the corridor
5. Economic development in the corridor
6. Ease of motor vehicle use

Question 6

- Design that encourages economic investment (2)
- Dedicated bike/non-motorized travel lanes (5)
- Landscaping or other aesthetic elements (3)

Question 7

Orange cones and diets are not fun especially when they go on for over 1 year but I believe if this trial says the road can function well with only two lanes of traffic than the pain of the diet will be well worth what it can do for our community. We need visitors who are driving by on these two busy roads to think about spending their time and money in Midland. The possibilities are endless and we have incredible philanthropy here in Midland that may be able to ensure this does not impact the taxpayer negatively. I sincerely appreciate the city and it's elected officials for sticking their neck out in order to understand how we can improve Midland for the better, forever! I am proud to live here, diets and all!

Name not shown

inside City Boundary

September 10, 2019, 9:24 AM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: 6-10 times per week

Bike/use non-motorized transport in the corridor: 1-5 times per week

Question 2

• To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

• To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Driver safety: Increased

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Decreased

Traffic volume: Stayed the same

Pedestrian safety: Increased

Travel time through the corridor (including street crossings): Decreased

Question 5

1. Pedestrian non-motorized safety
2. Motorist safety
3. Ease of pedestrian & non-motorized use
4. Ease of motor vehicle use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Green space (3)
- Dedicated bike/non-motorized travel lanes (3)
- Landscaping or other aesthetic elements (4)

Question 7

I base my comments of support for the road lane reduction from 3 to 2 lanes on studies done all around the country with the same situation. A larger set of studies gives more accurate data set. They show improved motorist safety, and improved pedestrian safety. Walkable and bike-able communities are so much more people friendly, which is Midland's goal!

Name not shown

inside City Boundary

September 10, 2019, 9:27 AM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Stayed the same
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Decreased

Question 4

No response

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Ease of pedestrian & non-motorized use
4. Pedestrian non-motorized safety
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Landscaping or other aesthetic elements (10)

Question 7

since the road diet started i have felt unsafe. Because of losing the 3rd middle lane as a thru lane i am concerned about being rear ended with people turning and driver error. I have changed my driving route, if i can avoid the road diet i do. This defeats the purpose of bringing people downtown but people avoiding the corridor means less traffic with one less lane.

Name not shown

inside City Boundary
September 10, 2019, 9:28 AM

Question 1

Drive the corridor: 1-5 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Economic development in the corridor
5. Ease of pedestrian & non-motorized use
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (5)
- Green space (3)
- Landscaping or other aesthetic elements (2)

Question 7

All the "road diet" appears to do is to create congestion where there was none before. I have only see one biker using the lane since the trial was implemented and have never seen a pedestrian in it.

Name not shown

inside City Boundary
September 10, 2019, 9:48 AM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: More than 10 times per week

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Bike/use non-motorized transport in the corridor: More than 10 times per week

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Increased
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: Increased
Traffic volume: Increased
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Motorist safety
2. Pedestrian non-motorized safety
3. Ease of motor vehicle use
4. Ease of pedestrian & non-motorized use
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

- Green space (10)

Question 7

I walk across Buttles multiple times each day and drive across and down that street over 30 times each day and night. The traffic turning onto Buttles from M20 constantly makes improper turns, changing lanes as they turn. Also, this is the only road for large trucks to use to get through the area. It is difficult for them to turn, slows traffic, and other vehicle unsafely speed around them to get past them. It takes longer to get down Buttles street in the 2 lanes than it did with 3 lanes because these large trucks slow and block a lane, creating a bottleneck. Drivers accelerate almost at racing speeds just before Dow Diamond, where it resumes to 3

lanes just to get ahead of the clogged traffic behind them. The volume of traffic may have remained the same, but the volume of traffic per lane has increased by 50%. Midland drivers should be accustomed to congestion though. The traffic patterns by the mall, which sees more and more development in that area for years, has been horrible at key times of the day and days of the year, the bridge to get on M20 has created a seemingly never-ending traffic construction delay. Just when we finally had a summer that Main Street or the courthouse didn't have traffic, there was a roadblock this summer for weeks on both sides of Buttles on Main Street, and now Main Street is blocked off at the Poseyville bridge for who knows how long. As a local resident, I completely stay away from downtown businesses for dining, shopping and business because the constant construction and less convenient parking make me prefer the mall area or South Saginaw businesses. I completely avoid the farmers market too, now that all of the spaces are blocked for handicap parking, the vendors take up a lot of the close parking, and I'd have to walk block after block to get to a place I could park, carrying a potted plant, bags of food, or soon, pumpkins. I'd rather just get food at Meijer.

Name not shown

inside City Boundary

September 10, 2019, 9:50 AM

Question 1

Drive the corridor: 6-10 times per week
Walk the corridor: 1-5 times per week
Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased
Traffic volume: Stayed the same
Driver safety: Stayed the same
Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Decreased
Traffic volume: Stayed the same
Pedestrian safety: Increased

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Economic development in the corridor
2. Ease of pedestrian & non-motorized use
3. Pedestrian non-motorized safety
4. Aesthetics of the corridor
5. Motorist safety
6. Ease of motor vehicle use

Question 6

- Expanded sidewalks (2)
- Design that encourages economic investment (5)
- Dedicated bike/non-motorized travel lanes (2)
- Landscaping or other aesthetic elements (1)

Question 7

I appreciate that our city is looking at potential improvements in this corridor. Six lanes of highway dissecting an urban area is a mistake of the past that we can correct. I've had no issues travelling the section of Buttles that is in the test phase - even during peak travel times, I'm getting through within a single light cycle.

Nelson Wallaker

inside City Boundary

September 10, 2019, 9:51 AM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Increased

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Decreased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Aesthetics of the corridor

Question 6

- Expanded sidewalks (2)
- Green space (3)
- Landscaping or other aesthetic elements (5)

Question 7

With all the letters to the editor, hearing other people talk, and seeing it myself I can't believe your road diet is still in effect. It's hard for me to believe, that the people we elect have such little regard for the people they represent. I think there are several people that work for the city of Midland that should lose their job.

Name not shown

inside City Boundary

September 10, 2019, 9:56 AM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Less than once per week

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Vehicle speed: Decreased
Traffic volume: Increased
Driver safety: Stayed the same
Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Decreased
Traffic volume: Increased
Pedestrian safety: Increased
Travel time through the corridor (including street crossings): Increased

Question 5

1. Pedestrian non-motorized safety
2. Ease of pedestrian & non-motorized use
3. Motorist safety
4. Ease of motor vehicle use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (2)
- Green space (2)
- Dedicated bike/non-motorized travel lanes (5)
- Landscaping or other aesthetic elements (1)

Question 7

I would be very nice to do something like this with Indian/Buttles between Union St and Hines St. The traffic there is very busy and cars fly around the corner making it very difficult to even turn onto Indian in a car. When I walk my dog I often have to wait 5 minutes just to cross the street and the sidewalks are so close to the road that I don't feel safe.

Name not shown

inside City Boundary

September 10, 2019, 10:23 AM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: 1-5 times per week
Bike/use non-motorized transport in the corridor: 1-5 times per week

Question 2

- To get to a home or business within the corridor for work

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Increased
Traffic volume: Decreased
Driver safety: Decreased
Travel time through corridor: Decreased

Question 4

Vehicle speed: Increased
Traffic volume: Decreased
Pedestrian safety: Increased
Travel time through the corridor (including street crossings): Decreased

Question 5

1. Pedestrian non-motorized safety
2. Ease of pedestrian & non-motorized use
3. Economic development in the corridor
4. Aesthetics of the corridor
5. Motorist safety
6. Ease of motor vehicle use

Question 6

- Expanded sidewalks (1)
- Green space (2)
- Design that encourages economic investment (4)
- Dedicated bike/non-motorized travel lanes (1)
- Landscaping or other aesthetic elements (2)

Question 7

I very much want the Buttles and Indian streets to be made into boulevards. Shut the speeds down to 25 mph. Make both 2 lanes.

Ted Oberhellman

inside City Boundary

September 10, 2019, 10:32 AM

Question 1

Drive the corridor: 1-5 times per week

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Driver safety: Stayed the same

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Pedestrian non-motorized safety
2. Ease of pedestrian & non-motorized use
3. Motorist safety
4. Ease of motor vehicle use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (3)
- Green space (1)
- Design that encourages economic investment (1)
- Dedicated bike/non-motorized travel lanes (2)
- Landscaping or other aesthetic elements (3)

Question 7

Even though an overwhelming majority of citizens are in favor of stopping the Buttles road diet trial, I would like to see the trial completed as planned and let the data drive the decision on whether or not to permanently close a lane.

Name not shown

outside City Boundary

September 10, 2019, 10:52 AM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: Increased

Traffic volume: Increased

Pedestrian safety: Decreased

Travel time through the corridor (including street crossings): Increased

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

- Green space (10)

Question 7

The road diet has been terrible for traffic. There is a documented increase in traffic accidents. I work in the corridor and have not seen any, zero, increase in bike traffic or walking traffic. It has become a race track of cars trying to get through the area due to increased traffic and decrease in speed, not even maintaining the post speed limit. Every reason that has been given for the road diet does not match the reality.

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

John Milliman

outside City Boundary

September 10, 2019, 10:57 AM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Driver safety: Decreased

Travel time through corridor: N/A

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety

Question 6

No response

Question 7

This is just one of the asinine ideas presented to the public recently! We now have to contend with the contemptable "round arounds" coming into town from the east and at M-30 and US-10, the miserably screwed up mess on Main Street (multiple stop signs, limited parallel parking, and "pretty, pretty"), the proposed remake of a go-round on the Circle (Center of Midland?????) which was done many years ago, then modified with through traffic for Saginaw Rd., etc. when someone finally realized it was less than useless. I also consider towns in the past, such as Boulder, CO, et.al., that expensively "transformed" their downtowns into "pedestrian

spaces" with lots of frills as we have on Main St., only to spend a lot more money to return them to near original state later. Why do "stupid" and then "unstupid" later??? All your meetings, seminars, etc. ad infinitum, are the machinations of people that apparently have been inhaling goofy vapors. Come back down to reality!

Name not shown

inside City Boundary

September 10, 2019, 10:57 AM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Stayed the same

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Economic development in the corridor
4. Aesthetics of the corridor
5. Pedestrian non-motorized safety
6. Ease of pedestrian & non-motorized use

Question 6

- Expanded sidewalks (2)
- Green space (2)

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

- Design that encourages economic investment (2)
- Dedicated bike/non-motorized travel lanes (2)
- Landscaping or other aesthetic elements (2)

Question 7

The implementation of the road diet trial was poorly planned. If they knew that the M20 Bridge was going to be closed, why not wait until after it re-opened before starting the trial? By running it concurrently, it just caused more headaches and made more people turn against the road diet.

Now, about the lane reduction itself: I don't feel like there are many businesses in the corridor that would benefit from this. A better option would be to improve the ability of pedestrians and non motorists to cross the corridor to reach the downtown area, which is making a great comeback. This could include better roads/sidewalks/ pathways to the corridor and better crossings at the corridor to facilitate movement to the downtown area.

Name not shown

inside City Boundary

September 10, 2019, 11:07 AM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Driver safety: Stayed the same

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety

2. Ease of motor vehicle use
3. Aesthetics of the corridor
4. Economic development in the corridor
5. Ease of pedestrian & non-motorized use
6. Pedestrian non-motorized safety

Question 6

- Expanded sidewalks (2)
- Green space (2)
- Design that encourages economic investment (3)
- Landscaping or other aesthetic elements (2)

Question 7

I don't seem to see many pedestrians on this section of the road, but if you were to add businesses that would attract pedestrians, then I could see doing more for them in this area. I think adding bike lanes in this section is not needed as there are other spaces for biking in the area.

Name not shown

inside City Boundary

September 10, 2019, 11:42 AM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Driver safety: Increased

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

1. Ease of pedestrian & non-motorized use
2. Economic development in the corridor
3. Pedestrian non-motorized safety
4. Aesthetics of the corridor
5. Motorist safety
6. Ease of motor vehicle use

Question 6

- Expanded sidewalks (2)
- Green space (2)
- Design that encourages economic investment (2)
- Dedicated bike/non-motorized travel lanes (3)
- Landscaping or other aesthetic elements (1)

Question 7

I feel that people's perceptions of the road diet will change once the M20 bridge is completed. The traffic back ups and issues are due to the construction.

Patrick Hansen

inside City Boundary

September 10, 2019, 12:16 PM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Driver safety: Stayed the same

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Ease of pedestrian & non-motorized use
4. Pedestrian non-motorized safety
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

- Expanded sidewalks (4)
- Green space (2)
- Dedicated bike/non-motorized travel lanes (3)
- Landscaping or other aesthetic elements (1)

Question 7

No response

Name not shown

inside City Boundary

September 10, 2019, 12:34 PM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: 6-10 times per week

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work
- I live in the corridor

Question 3

Vehicle speed: Increased

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Question 4

Vehicle speed: Increased
Traffic volume: Increased
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): Increased

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Pedestrian non-motorized safety
4. Economic development in the corridor
5. Ease of pedestrian & non-motorized use
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (4)
- Green space (1)
- Design that encourages economic investment (3)
- Landscaping or other aesthetic elements (2)

Question 7

I live on one side of Buttles and work on the opposite side of Buttles. I've lived here for 17 years and I used to walk to work most days (5 blocks), now I cannot comfortably walk to and from work. Trying to cross this road at just before 8:00 and just after 5:00 safely, is next to impossible. Motorists are so frustrated and busy trying to get where they are going, watching for people crossing the street isn't a priority. The traffic used to spread out enough across the three lanes that there was enough space to safely cross, now drivers are fighting for space and turning into much smaller spaces than they used to. Drivers turning left from Ashmann street will take any opening they can get no matter how small so the drivers on McDonald have to do the same thing thus increasing their "take off" speed dramatically. The rest of the day and evening traffic isn't a problem for the most part. Another issue is that when cars back up at the lights (again, only at "rush" hours) the cars will block the cross street of McDonald. This didn't happen when it was three lanes since traffic could spread out more.

Name not shown

inside City Boundary

September 10, 2019, 12:40 PM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: 1-5 times per week

Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased
Traffic volume: N/A
Driver safety: N/A
Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Decreased
Traffic volume: Stayed the same
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Economic development in the corridor
2. Pedestrian non-motorized safety
3. Ease of pedestrian & non-motorized use
4. Motorist safety
5. Aesthetics of the corridor
6. Ease of motor vehicle use

Question 6

- Expanded sidewalks (1)
- Green space (1)
- Design that encourages economic investment (3)
- Dedicated bike/non-motorized travel lanes (4)
- Landscaping or other aesthetic elements (1)

Question 7

Keep it going!

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Name not shown

inside City Boundary

September 10, 2019, 12:45 PM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: N/A

Traffic volume: N/A

Driver safety: N/A

Travel time through corridor: N/A

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Economic development in the corridor
2. Aesthetics of the corridor
3. Pedestrian non-motorized safety
4. Motorist safety
5. Ease of pedestrian & non-motorized use
6. Ease of motor vehicle use

Question 6

- Expanded sidewalks (1)
- Green space (1)
- Design that encourages economic investment (4)
- Dedicated bike/non-motorized travel lanes (2)
- Landscaping or other aesthetic elements (2)

Question 7

No response

Name not shown

inside City Boundary

September 10, 2019, 1:02 PM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Pedestrian non-motorized safety
2. Motorist safety
3. Ease of motor vehicle use
4. Aesthetics of the corridor
5. Ease of pedestrian & non-motorized use
6. Economic development in the corridor

Question 6

- Green space (10)

Question 7

No response

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Jeremy Kettelhohn

inside City Boundary

September 10, 2019, 1:16 PM

Question 1

Drive the corridor: Less than once per week

Walk the corridor: Less than once per week

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: Stayed the same

Traffic volume: Increased

Pedestrian safety: Decreased

Travel time through the corridor (including street crossings): Increased

Question 5

1. Aesthetics of the corridor
2. Ease of motor vehicle use
3. Motorist safety
4. Economic development in the corridor
5. Pedestrian non-motorized safety
6. Ease of pedestrian & non-motorized use

Question 6

- Green space (3)
- Design that encourages economic investment (3)
- Landscaping or other aesthetic elements (3)

Question 7

Road Diet is a object failure multiple times even in your own videos point out the fallacies and bad ideas of this. Road reductions decrease accidents, then state statistics that show accidents have increased. Road reductions increase traffic, umm ok why would we want increased traffic

on a now narrower road then we will see traffic delays and even more accidents. I have decreased my activities through the corridor and spending in the downtown area to avoid the mess that is the road diet. Makes it harder to cross because people are jumping lights, turning on reds and nearly hitting pedestrians who have the right of way. Because they are trying to get onto the road diet from a side street because its too congested to pull out when traffic is flowing and not paused due to a stop light up the corridor.

Name not shown

inside City Boundary

September 10, 2019, 1:23 PM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Driver safety: Increased

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Decreased

Traffic volume: Stayed the same

Pedestrian safety: Increased

Travel time through the corridor (including street crossings): Decreased

Question 5

1. Pedestrian non-motorized safety
2. Ease of pedestrian & non-motorized use
3. Economic development in the corridor
4. Ease of motor vehicle use
5. Motorist safety
6. Aesthetics of the corridor

Question 6

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

- Expanded sidewalks (2)
- Green space (2)
- Design that encourages economic investment (3)
- Dedicated bike/non-motorized travel lanes (1)
- Landscaping or other aesthetic elements (2)

Question 7

No response

Trevor Killey

inside City Boundary

September 10, 2019, 1:24 PM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: 1-5 times per week

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: Increased

Traffic volume: Increased

Pedestrian safety: Decreased

Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Ease of motor vehicle use
2. Pedestrian non-motorized safety
3. Ease of pedestrian & non-motorized use
4. Motorist safety
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Dedicated bike/non-motorized travel lanes (10)

Question 7

Your survey is geared to getting what you want, instead of getting what people actually feel. The last few questions were designed to make the road diet look good, instead of actually inquiring about issues. Instead of finding what is going on, You pushed people to support your plans in the last two questions.

This is bad government.

Carol Van Wert

inside City Boundary

September 10, 2019, 1:27 PM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: Less than once per week

Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Driver safety: Stayed the same

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Decreased

Traffic volume: Stayed the same

Pedestrian safety: Increased

Travel time through the corridor (including street crossings): Stayed the same

Question 5

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

1. Economic development in the corridor
2. Pedestrian non-motorized safety
3. Ease of pedestrian & non-motorized use
4. Motorist safety
5. Aesthetics of the corridor
6. Ease of motor vehicle use

Question 6

- Expanded sidewalks (2)
- Green space (2)
- Design that encourages economic investment (4)
- Landscaping or other aesthetic elements (2)

Question 7

No response

Gary Rademacher

inside City Boundary

September 10, 2019, 1:37 PM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Pedestrian non-motorized safety
3. Ease of motor vehicle use
4. Ease of pedestrian & non-motorized use
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

No response

Question 7

First, the comparison of accidents to the city and county is irrelevant. As to the increase in red light runners, I'm guessing drivers are feeling the slow down and are trying to not get stuck by a red light. The problem with reducing the lanes to two is now there is no lane to go around driver making a left or right turn. The "extra" lane should become right and left hand turn lanes with a middle thru lane. If you are really concerned about foot and bike traffic across both Buttles and Indian, you need several pedestrian BRIDGES. Over or under BOTH streets..Turn lanes and bridges will probably slow traffic but certainly make foot and bike usage safer. Also reduce rear end crashes.

And by the way, driving downtown is very distracting with all the stuff going on on the sidewalks. Maybe make main street a big sidewalk....

Name not shown

outside City Boundary

September 10, 2019, 1:41 PM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Question 3

Vehicle speed: Stayed the same
Traffic volume: N/A
Driver safety: Increased
Travel time through corridor: Stayed the same

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Ease of pedestrian & non-motorized use
4. Economic development in the corridor
5. Aesthetics of the corridor

Question 6

- Dedicated bike/non-motorized travel lanes (10)

Question 7

I would like to see three lanes stay the same or at least to Rodd St. then a merge if needed

Name not shown

inside City Boundary
September 10, 2019, 2:24 PM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: Less than once per week
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for work
- I live in the corridor

Question 3

Vehicle speed: Decreased
Traffic volume: Increased
Driver safety: Decreased

Travel time through corridor: Decreased

Question 4

Vehicle speed: Decreased
Traffic volume: Increased
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): Decreased

Question 5

1. Motorist safety

Question 6

- Green space (1)

Question 7

I live 1 block from this area. It has been difficult to turn off buttles to my street. Cars go faster in lane I have to slow down to turn on my street. Takes much longer to turn into as traffic is heavier since limited lanes available. I see nothing positive for my neighborhood. Would love to see this go away. We need this lane to accommodate the increase of /traffic since east end improvements and growth.

Name not shown

inside City Boundary
September 10, 2019, 2:34 PM

Question 1

Drive the corridor: 1-5 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same
Traffic volume: Stayed the same
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: N/A

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

No response

Question 7

Buttles street is part of the entire city, but is being presented as only an issue for that area. What are the plans, state and city, for any increases in future traffic? Is M-20 going to be rerouted to simplify traffic in the area and reduce truck and bus traffic? All in all, the decrease in traffic lanes on Buttles street, and likely Indian street when all is said and done, seems like one of the worst ideas of have ever seen to manage traffic in Midland or any other city (Increase in accidents is a real problem, whether deemed "preventable" or not).

David Waite

inside City Boundary

September 10, 2019, 2:43 PM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: 1-5 times per week

Bike/use non-motorized transport in the corridor: 1-5 times per week

Question 2

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Driver safety: Stayed the same

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Pedestrian safety: Increased

Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Pedestrian non-motorized safety
2. Ease of pedestrian & non-motorized use
3. Aesthetics of the corridor
4. Economic development in the corridor
5. Ease of motor vehicle use
6. Motorist safety

Question 6

- Expanded sidewalks (5)
- Green space (3)
- Landscaping or other aesthetic elements (2)

Question 7

When vehicles turn onto Buttles (from M20 or Eastman) or enter Indian (near the ball park) they should see "Welcome to Downtown Midland, be calm, be aware of pedestrians and bikes and why not stop a while to relax, shop or eat" NOT "Here's a 3 lane concrete raceway, go like hell and beat the lights".

If the Road Diet is defeated then we must improve crossing visibility and stop light timing! current timing is insufficient for slower non-motorized users and with the expansion of development along the corridor there will be more of them!

Name not shown

outside City Boundary

September 10, 2019, 2:58 PM

Question 1

Drive the corridor: Less than once per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Question 3

Vehicle speed: Decreased
Traffic volume: N/A
Driver safety: Decreased
Travel time through corridor: Decreased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Aesthetics of the corridor
4. Pedestrian non-motorized safety
5. Ease of pedestrian & non-motorized use
6. Economic development in the corridor

Question 6

- Expanded sidewalks (5)
- Landscaping or other aesthetic elements (5)

Question 7

This is a huge waste of taxpayers money for an unnecessary project.

Scott Kisting

inside City Boundary

September 10, 2019, 3:09 PM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Stayed the same
Traffic volume: Stayed the same
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Ease of pedestrian & non-motorized use
3. Motorist safety
4. Pedestrian non-motorized safety
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (1)
- Green space (2)
- Dedicated bike/non-motorized travel lanes (7)

Question 7

It's a shame a lane of traffic is closed and fallen into disrepair while the two remaining lanes are quite busy especially in the morning and noon time as Dow/DuPont/Corteva personnel head to work in the morning or after lunch. As a scientist I've seen no observational data to support this project. It's noticeably more chaotic during the above commute times since the lane closed.

Name not shown

outside City Boundary

September 10, 2019, 3:21 PM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (4)
- Green space (6)

Question 7

No response

Name not shown

inside City Boundary

September 10, 2019, 3:27 PM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Increased
Traffic volume: Stayed the same
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: Increased
Traffic volume: Stayed the same
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): Increased

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Pedestrian non-motorized safety
4. Aesthetics of the corridor
5. Ease of pedestrian & non-motorized use
6. Economic development in the corridor

Question 6

- Green space (2)
- Design that encourages economic investment (3)

Question 7

I used the corridor until the diet, now I go the other way around. It seems to me that drivers have become more aggressive and it is actually quite alarming that people are in that much of a hurry. I don't believe that the area will ever be safe for human traffic as bikers or pedestrians

Name not shown

inside City Boundary

September 10, 2019, 4:21 PM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Aesthetics of the corridor
4. Pedestrian non-motorized safety
5. Ease of pedestrian & non-motorized use
6. Economic development in the corridor

Question 6

- Expanded sidewalks (1)
- Green space (3)
- Landscaping or other aesthetic elements (6)

Question 7

I watched all the videos and felt a disconnect with the information presented to what I experience on a daily basis. The road diet is not working. Midland needs to face the fact that a two lane road will not work. I suggest dropping the speed to 30 mph, syncing the traffic lights for 30mph travel, and opening the third lane. Additionally, have an increase of police presence and write tickets for infractions. It won't take long for drivers to stop unsafe lane changes, running red lights, and speeding if they receive a ticket or two.

Name not shown

inside City Boundary

September 10, 2019, 4:25 PM

Question 1

Drive the corridor: 1-5 times per week
Walk the corridor: 6-10 times per week
Bike/use non-motorized transport in the corridor: 1-5 times per week

Question 2

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased
Traffic volume: Stayed the same
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: Increased
Traffic volume: Stayed the same
Pedestrian safety: Increased
Travel time through the corridor (including street crossings): Decreased

Question 5

1. Economic development in the corridor
2. Ease of pedestrian & non-motorized use
3. Pedestrian non-motorized safety
4. Aesthetics of the corridor
5. Motorist safety
6. Ease of motor vehicle use

Question 6

- Expanded sidewalks (1)
- Green space (1)
- Design that encourages economic investment (2)
- Dedicated bike/non-motorized travel lanes (4)
- Landscaping or other aesthetic elements (2)

Question 7

Because of the road diet, I feel safer trying to cross this very busy section of Midland. I walk on my lunch break and cross this corridor to get to restaurants on and around Main Street. I feel that a few very vocal critics might jeopardize the ability for pedestrians and bicyclists to traverse that area easier.

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Name not shown

outside City Boundary

September 10, 2019, 4:26 PM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

- Green space (4)
- Design that encourages economic investment (2)
- Landscaping or other aesthetic elements (4)

Question 7

I'm perplexed at claims that this road diet hasn't resulted in any traffic delays. Are data collectors sleeping all day? Or are they only taking notes at 3am? I've experienced backups weekly. I'm also very confused at the justifications coming out regarding increased traffic accidents. Is anyone researching or wondering why there's an increase in people running red

lights? The corridor has slowed down immensely and people want to get home or to work. This is a corridor in large part for commuters and not for economic development. Can we also acknowledge that the road diet itself has become a heinous eyesore?

Janet Eurich

inside City Boundary

September 10, 2019, 4:45 PM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Pedestrian safety: Stayed the same

Travel time through the corridor (including street crossings): Increased

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Economic development in the corridor
4. Pedestrian non-motorized safety
5. Ease of pedestrian & non-motorized use
6. Aesthetics of the corridor

Question 6

No response

Question 7

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

The road diet is a horrible idea and the trial period should be scratched. You are so set on accommodating bicycle riders and walkers but are willing to sacrifice the thousands of cars on a weekly basis for a few dozen riders and walkers; This corridor should be used for people who need to get to and from work only. Find another location for your beautification project!

Name not shown

inside City Boundary

September 10, 2019, 5:49 PM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Stayed the same

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Decreased

Question 4

Vehicle speed: Stayed the same

Traffic volume: Increased

Pedestrian safety: Stayed the same

Travel time through the corridor (including street crossings): Increased

Question 5

1. Ease of motor vehicle use

Question 6

No response

Question 7

Way to congested now at peak times. I avoid going near here if I can .

Name not shown

inside City Boundary

September 10, 2019, 6:33 PM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: N/A

Traffic volume: N/A

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of pedestrian & non-motorized use
2. Pedestrian non-motorized safety
3. Motorist safety
4. Ease of motor vehicle use
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

No response

Question 7

There are sidewalks pedestrians/bikes can use. Bring back the lane for vehicles.

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Name not shown

outside City Boundary

September 10, 2019, 6:48 PM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Decreased

Question 4

Vehicle speed: Increased

Traffic volume: Increased

Pedestrian safety: Decreased

Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (5)
- Green space (3)
- Dedicated bike/non-motorized travel lanes (2)

Question 7

No response

Name not shown

inside City Boundary

September 10, 2019, 7:22 PM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Green space (4)
- Design that encourages economic investment (2)
- Landscaping or other aesthetic elements (4)

Question 7

I find the road diet very frustrating as a citizen. As a student who attended MSU and came home to Midland before and during the road diet, I was often slowed down on Buttles trying to get home. Now, as a

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Midland resident who works in Bay City, I drive Buttles a fair amount as I run errands on my way home. Once again, I have to drive slower due to the traffic on the road and be even more vigilant as I drive so I do not get in an accident. Finally, I have also often gotten stuck in traffic trying to get to the Loons stadium for a baseball game.

Name not shown

inside City Boundary

September 10, 2019, 8:08 PM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Driver safety: Stayed the same

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Pedestrian safety: Stayed the same

Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Motorist safety
2. Ease of pedestrian & non-motorized use
3. Pedestrian non-motorized safety
4. Economic development in the corridor
5. Ease of motor vehicle use
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (3)

- Green space (2)
- Design that encourages economic investment (3)
- Dedicated bike/non-motorized travel lanes (1)
- Landscaping or other aesthetic elements (1)

Question 7

No response

Theodore Gray

inside City Boundary

September 10, 2019, 8:39 PM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Aesthetics of the corridor
5. Economic development in the corridor
6. Ease of pedestrian & non-motorized use

Question 6

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

- Expanded sidewalks (5)
- Landscaping or other aesthetic elements (5)

Question 7

The survey speaks of future use of the land, future development of the area, and future economic development that will be created by the road diet. I feel that the future of the area, the use of the land, and the future economic development is predetermined. The city refuses to be transparent about the true reason for this road diet. They will not reveal who requested it. They supply absolutely ridiculous data to try to make the increase in collisions appear coincidental. They have the opportunity to let the people vote on the situation for free since a resident of Midland has offered to cover the cost of the polling. They quickly presented reasons why they can't let us vote on the issue. City residents are going to have to accept this change, it is obvious the city has their plan set already.

Name not shown

outside City Boundary

September 10, 2019, 9:05 PM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

- Expanded sidewalks (2)
- Green space (2)
- Dedicated bike/non-motorized travel lanes (4)
- Landscaping or other aesthetic elements (2)

Question 7

I disagree with the entire premise of the road diet. Buttles and Indian are the main thoroughfares to get from Bullock Creek (where I live) through Midland. I do not want reduced lanes and slower traffic. I would prefer that the entrances of several streets to Buttles, Indian, and Eastman be blocked off, that the speed limit be set at a constant 45 mph, and that the traffic light patterns be adjusted so that it is possible to get from one side of town to the other without stopping for 3-5 lights. If the goal is to provide bikes and walkers with a safe route into downtown, build a bridge across Buttles and Indian on both sides of downtown. Make these architecturally interesting. Now you have safety and aesthetics together. I will never walk or bike that corridor, but I drive it every day. It is much more important to me to prioritize vehicles rather than pedestrians.

Name not shown

inside City Boundary

September 10, 2019, 9:11 PM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a destination outside the corridor for work
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Stayed the same

Traffic volume: Increased

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: Stayed the same
Traffic volume: Increased
Pedestrian safety: Stayed the same
Travel time through the corridor (including street crossings): Increased

Question 5

1. Ease of motor vehicle use
2. Motorist safety

Question 6

No response

Question 7

This road diet is a disaster! There has always been 3 lanes there. No need to change it. No one ever walks or rides their bikes near there as it is. It's all the business downtown that think this will benefit them, but it won't or is it being put there because of Dow? For one the roads are horrible on that side and worse on the other side. Why not fix the roads? It's all a waste of money to even promote such a thing. Quit appeasing one group of people and listen to what people are really saying

Name not shown

inside City Boundary

September 10, 2019, 9:37 PM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Stayed the same

Traffic volume: Stayed the same
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (2)
- Green space (4)
- Design that encourages economic investment (2)
- Dedicated bike/non-motorized travel lanes (1)
- Landscaping or other aesthetic elements (1)

Question 7

I use this corridor on a daily basis for my work commute. In the past, with all three lanes, it was easier to be in the correct lane to make a left or right turn. Now people who need to turn either way slow down all the traffic, making it more difficult to make the timing on the traffic lights. I believe it's more dangerous now and am not as comfortable making my commute. It seems like there is more road rage out there now. This is a business route, a way to expedite traffic from M-20 to 10. Why are you trying to make it something it is not? It has been a very frustrating 'experiment' for all the regular commuters. The people who are trying to shove this down our throats should have to drive it every day at the busiest times, and see how they like it. Not pleasant at all.

Name not shown

outside City Boundary

September 10, 2019, 9:42 PM

Question 1

Drive the corridor: 1-5 times per week
Walk the corridor: Never

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use

Question 6

No response

Question 7

I have almost been hit from behind multiple times while traveling through the area. I find it interesting that the video states the lights are timed to be able to flow if going the speed limit. When traveling through the area between 4:30 pm - 6:30 pm this rarely happens because traffic seems to flow at 25 - 30 mph on a "good" day.

I find it interesting the road diet is also going on during the M-20 bridge construction. A lot of people avoid the area due to this construction, therefore I do not feel the road diet is going to have accurate results. I feel the results after the construction of the bridge is complete will result in more accurate results.

Name not shown

inside City Boundary
September 11, 2019, 12:05 AM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Increased
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Economic development in the corridor

Question 6

- Expanded sidewalks (1)

Question 7

This whole road diet issue is beyond ridiculous. The city is just wasting money to do this senseless survey that the majority of People in and around Midland don't want. I don't understand why they are so concerned about making this Lane available for pedestrians when there are sidewalks that work just fine for that reason. With all of the new hotels, restaurants and new stores, Etc, that are going downtown, it's causing more traffic, therefore needing the three lanes. The accident percentage by itself should show the people on the City Board what a waste of time this is. Just put the road back the way it was and everyone will be happy.

Name not shown

outside City Boundary
September 11, 2019, 12:56 AM

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: Less than once per week

Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: Decreased

Traffic volume: Increased

Pedestrian safety: Stayed the same

Travel time through the corridor (including street crossings): Increased

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Ease of pedestrian & non-motorized use
4. Pedestrian non-motorized safety
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Green space (8)
- Design that encourages economic investment (1)
- Landscaping or other aesthetic elements (1)

Question 7

I have observed added traffic congestion and delays through the area with no observed increase in pedestrian/non-motorized use. Lack of lane availability is causing traffic delays and impairing flow. As a result this is

frequently forcing me to seek alternative routes to avoid the area and take my business elsewhere.

Name not shown

outside City Boundary

September 11, 2019, 1:25 AM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: 1-5 times per week

Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Pedestrian safety: Decreased

Travel time through the corridor (including street crossings): Increased

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

- Expanded sidewalks (6)
- Green space (2)

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

- Landscaping or other aesthetic elements (2)

Question 7

The lane diet is ridiculous. A study cannot take the place of real life. Whatever benefits are alluded to with this "diet" simply vanish in the face of reality. Midland traffic is congested enough without shrinking travel lanes even further. Pedestrians and bikers already have miles of paths, sidewalks, and trails in the Midland area with multiple accessibility throughout town. Drivers need the lane space for travel and commute. Pedestrians and bikers in the road, even in a designated lane, are cause for distraction. Pedestrian and biker safety is found on appropriate trails and sidewalks and NOT in the road.

Angela St. John

outside City Boundary

September 11, 2019, 3:52 AM

Question 1

Drive the corridor: Less than once per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of pedestrian & non-motorized use
3. Ease of motor vehicle use
4. Pedestrian non-motorized safety
5. Economic development in the corridor

6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (10)

Question 7

I now try to avoid the area due to it being harder to navigate across the road diet lanes without being at a signalled intersection. I spend less money downtown now. I also feel more stressed trying to navigate traffic.

Mark Marinan

inside City Boundary

September 11, 2019, 4:57 AM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Less than once per week

Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Pedestrian safety: Stayed the same

Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Green space (3)
- Dedicated bike/non-motorized travel lanes (5)
- Landscaping or other aesthetic elements (2)

Question 7

Videos give the perception that a lane reduction is a preordained desire, with much hand-waving in an attempt to excuse unfavorable measured results.

Name not shown

inside City Boundary

September 11, 2019, 7:04 AM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: 1-5 times per week

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I live in the corridor

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Driver safety: Stayed the same

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Decreased

Traffic volume: Stayed the same

Pedestrian safety: Increased

Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Economic development in the corridor
4. Pedestrian non-motorized safety
5. Ease of pedestrian & non-motorized use
6. Aesthetics of the corridor

Question 6

- Green space (1)
- Design that encourages economic investment (4)
- Dedicated bike/non-motorized travel lanes (2)
- Landscaping or other aesthetic elements (3)

Question 7

We've done enough studying. We know the road diet works in Midland, just like it has worked in dozens of other cities. Let's build it now!

Name not shown

outside City Boundary

September 11, 2019, 7:06 AM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Increased

Driver safety: Stayed the same

Travel time through corridor: Increased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

No response

Question 7

I don't agree to reduce lanes for any of your reasons.

Robert Goddard

inside City Boundary

September 11, 2019, 7:45 AM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Less than once per week

Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Driver safety: Decreased

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Pedestrian safety: Stayed the same

Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Economic development in the corridor
4. Ease of pedestrian & non-motorized use
5. Pedestrian non-motorized safety
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (2)
- Green space (2)
- Design that encourages economic investment (3)
- Landscaping or other aesthetic elements (3)

Question 7

Very nice and informative videos. Overlooked in quality of life / context considerations is impact of diet on sense of congestion opposite future development. Already, it feels slower, and no driver likes the feeling of going slower. Absent a bypass for the through-traffic that connects M20 to US10, we should avoid constraining this artery. Consider Eastman north of US10 for what a sense of congestion is like. Truly awful road design that ignored impact of development. Imagine the Buttles diet made permanent, followed logically by an Indian diet, accompanied by the hoped for downtown re-development: N. Eastman situation on Buttles and Indian!

Michelle Pilaske

inside City Boundary

September 11, 2019, 8:58 AM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: Less than once per week

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Vehicle speed: Decreased
Traffic volume: Stayed the same
Driver safety: Stayed the same
Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Decreased
Traffic volume: Stayed the same
Pedestrian safety: Increased
Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Economic development in the corridor
2. Ease of pedestrian & non-motorized use
3. Pedestrian non-motorized safety
4. Motorist safety
5. Ease of motor vehicle use
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (3)
- Green space (2)
- Design that encourages economic investment (5)

Question 7

No response

gloria Richardson

inside City Boundary

September 11, 2019, 9:08 AM

Question 1

Drive the corridor: 6-10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased
Traffic volume: Stayed the same
Driver safety: Stayed the same
Travel time through corridor: Decreased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use

Question 6

No response

Question 7

No response

Name not shown

inside City Boundary

September 11, 2019, 9:19 AM

Question 1

Drive the corridor: 1-5 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Question 4

Vehicle speed: Stayed the same
Traffic volume: Increased
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): Increased

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

- Expanded sidewalks (2)
- Green space (3)
- Design that encourages economic investment (2)
- Landscaping or other aesthetic elements (3)

Question 7

I can't for the life of me figure out why the city of Midland would take away a lane of traffic on a road that is used by many (including a lot of drivers from out of town traveling to Mt Pleasant or Bay City) motorists. I literally have never heard a person say that they think it's a good idea. Honestly our city planners seem fairly clueless. Revitalize downtown if you want, but parallel parking on Main Street was a dumb idea, those fireplaces are pointless, and the condos between Buttles and Indian look cheap. I totally understand that it's all about "economic development" and bringing in dollars, but it just seems like there could have been some more effective ways to go about it. Does anyone even use the East End building (Maru Sushi is trash, by the way)? Also, who in their right mind would spend hundreds of thousands of dollars to live in a condo on Main Street? How about you guys forget about the road diet and just simply maintain the quality of the roads instead? Then, figure out what to do with the mall, and for the love of God please don't let Northwood students come up with the solution. Nobody is coming to Midland to hang out downtown, I promise. Dow Diamond is an amazing venue, and the surrounding area has been upgraded nicely. The East End building looks cool at least. Just get the bridge finished, stop the road diet, and move on to figuring out what will happen with the mall. I'm not a negative person, I promise.

Name not shown

inside City Boundary

September 11, 2019, 11:02 AM

Question 1

Drive the corridor: 6-10 times per week
Walk the corridor: Less than once per week
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Stayed the same
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: Increased
Traffic volume: Increased
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): Increased

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Ease of pedestrian & non-motorized use
4. Pedestrian non-motorized safety
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

- Expanded sidewalks (1)
- Green space (3)
- Dedicated bike/non-motorized travel lanes (3)
- Landscaping or other aesthetic elements (3)

Question 7

The corridor right now is a disaster! I drive it almost every day. Unless large trucks are no longer allowed on that route, such as those that go to Dow Chemical, Fisher construction or the sugar beets, accidents will continue to go up. Currently the turn lane from Indian onto 20 to go over bridge is abused by drivers who think they need to go very fast to get in front everyone. I see this almost every morning. Once the bridge is

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

completed this may improve- we shall see.

Name not shown

outside City Boundary

September 11, 2019, 11:22 AM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for work

Question 3

Vehicle speed: Decreased

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Decreased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

- Expanded sidewalks (3)
- Green space (5)
- Dedicated bike/non-motorized travel lanes (2)

Question 7

I have tried to stay away from the corridor as much as possible. I will take Jefferson to Ashman to Buttles if I'm in the mall area just so I miss the corridor. The traffic can't go the speed limit because it's so congested.

I've had people pull out in front of me - Fisher semi trucks coming off M20. I had to come to a complete stop so I didn't hit the truck. I just don't feel safe driving through there. Also, you did not have a choice of just driving through the corridor to get home (not to work). We are retired and live in the Bullock Creek area so the corridor is our main means of getting home. My main comment is we HATE IT and I believe the whole purpose is monetary and has nothing to do with safety!! I believe your minds are already made up and the change will be permanent no matter what people have to say to you about it.

Name not shown

outside City Boundary

September 11, 2019, 11:49 AM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: Less than once per week

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Driver safety: Decreased

Travel time through corridor: Decreased

Question 4

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Pedestrian safety: Stayed the same

Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Ease of pedestrian & non-motorized use
4. Pedestrian non-motorized safety
5. Aesthetics of the corridor
6. Economic development in the corridor

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Question 6

- Expanded sidewalks (8)
- Green space (1)
- Landscaping or other aesthetic elements (1)

Question 7

Three lanes make it easy to get through the business 10 corridor. You can safely walk across all the lanes without closing down a lane. The new business development that is so very close to the road makes me nervous for those that live there because of their closeness to the road. I've also witnessed semi trucks having difficulty turning from 20 onto business 10 because of the size of the lanes with the other lane being closed. It is an inconvenience and unnecessary. I go out of my way to NOT have to drive on Buttles currently, which than effects how often I visit businesses on South Saginaw.

Name not shown

inside City Boundary

September 11, 2019, 12:27 PM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: 1-5 times per week

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Driver safety: Stayed the same

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Decreased

Traffic volume: Stayed the same

Pedestrian safety: Increased

Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Pedestrian non-motorized safety

2. Motorist safety

3. Economic development in the corridor

4. Aesthetics of the corridor

5. Ease of pedestrian & non-motorized use

6. Ease of motor vehicle use

Question 6

- Expanded sidewalks (1)
- Green space (3)
- Design that encourages economic investment (3)
- Dedicated bike/non-motorized travel lanes (2)
- Landscaping or other aesthetic elements (1)

Question 7

Not a big deal, barely slows down or affects my drive. Most issues tend to be inattentive and bad drivers. These people need to spend a day in a big city to understand what real traffic looks like.

Rodney C. Nanney, AICP

inside City Boundary

September 11, 2019, 12:58 PM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: Less than once per week

Bike/use non-motorized transport in the corridor: 1-5 times per week

Question 2

• To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

• To get to a destination outside the corridor for work

• To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Increased

Driver safety: N/A

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Stayed the same

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Traffic volume: Increased
Pedestrian safety: Increased
Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Pedestrian non-motorized safety
2. Motorist safety
3. Economic development in the corridor
4. Aesthetics of the corridor
5. Ease of pedestrian & non-motorized use
6. Ease of motor vehicle use

Question 6

- Expanded sidewalks (5)
- Design that encourages economic investment (3)
- Dedicated bike/non-motorized travel lanes (2)

Question 7

No response

Name not shown

inside City Boundary

September 11, 2019, 2:12 PM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: 1-5 times per week
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased
Traffic volume: Decreased
Driver safety: Stayed the same
Travel time through corridor: Increased

Question 4

Vehicle speed: Decreased
Traffic volume: Decreased
Pedestrian safety: Stayed the same
Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Pedestrian non-motorized safety
2. Motorist safety
3. Economic development in the corridor
4. Ease of motor vehicle use
5. Ease of pedestrian & non-motorized use
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (3)
- Green space (1)
- Design that encourages economic investment (1)
- Dedicated bike/non-motorized travel lanes (2)
- Landscaping or other aesthetic elements (3)

Question 7

No response

Brad Bidwell

outside City Boundary

September 11, 2019, 4:08 PM

Question 1

Drive the corridor: 1-5 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Traffic volume: Stayed the same
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

- Expanded sidewalks (2)
- Green space (3)
- Design that encourages economic investment (4)
- Landscaping or other aesthetic elements (1)

Question 7

The lane reduction is unnecessary. However, if the road diet becomes permanent there must also be permanent turn lanes that are sufficiently large to accommodate the number of vehicles turning to go downtown. Turns are currently impeding through traffic and causing slow-downs.

Jeffrey Smith

inside City Boundary

September 11, 2019, 6:47 PM

Question 1

Drive the corridor: 1-5 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: Decreased
Traffic volume: Stayed the same
Pedestrian safety: Stayed the same
Travel time through the corridor (including street crossings): Increased

Question 5

1. Motorist safety
2. Pedestrian non-motorized safety
3. Ease of motor vehicle use
4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (2)
- Green space (2)
- Design that encourages economic investment (1)
- Dedicated bike/non-motorized travel lanes (3)
- Landscaping or other aesthetic elements (2)

Question 7

I see no reason to downsize Buttles St. from 3 lanes to 2 lane. The predominant users of this corridor are motor vehicles. As a safety issue, three lanes of traffic will always be better than two.

Mary Woodin

inside City Boundary

September 11, 2019, 7:36 PM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for work

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased
Traffic volume: N/A
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety

Question 6

- Green space (3)
- Design that encourages economic investment (4)
- Landscaping or other aesthetic elements (3)

Question 7

Blind spots, traffic backups, sudden turns. Overall bad experience daily.

Name not shown

outside City Boundary
September 11, 2019, 9:00 PM

Question 1

Drive the corridor: 6-10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Stayed the same
Traffic volume: Stayed the same
Driver safety: Decreased
Travel time through corridor: Decreased

Question 4

Vehicle speed: Increased
Traffic volume: Increased
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): Increased

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (5)
- Green space (1)
- Design that encourages economic investment (1)
- Dedicated bike/non-motorized travel lanes (2)
- Landscaping or other aesthetic elements (1)

Question 7

Take it back to 3 lanes!

Name not shown

inside City Boundary
September 11, 2019, 10:28 PM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: 1-5 times per week
Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased
Traffic volume: Stayed the same
Driver safety: Stayed the same
Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Decreased
Traffic volume: Stayed the same
Pedestrian safety: Increased
Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Economic development in the corridor
2. Pedestrian non-motorized safety
3. Motorist safety
4. Ease of pedestrian & non-motorized use
5. Aesthetics of the corridor
6. Ease of motor vehicle use

Question 6

- Expanded sidewalks (1)
- Green space (1)
- Design that encourages economic investment (4)
- Dedicated bike/non-motorized travel lanes (2)
- Landscaping or other aesthetic elements (2)

Question 7

I am supportive of reducing the number of lanes through this section of town. As someone who travels M20 daily (we live within the city limits but off M20 along the Chippewa River), why should there be 6 total lanes through the city when there are only 4 lanes on M20? I typically bike once or twice a week to work during the warmer months of the year and have so appreciated the slower traffic along Buttles as I cross over it. I am astonished at the negative feedback on this proposal- it makes sense to reduce the lanes and slow down traffic through our city. So pleased that the city is looking at reducing lanes and engaging in this study.

Thoralf Brecht

outside City Boundary

September 12, 2019, 12:41 AM

Question 1

Drive the corridor: 1-5 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: 1-5 times per week

Question 2

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased
Traffic volume: Stayed the same
Driver safety: Increased
Travel time through corridor: Stayed the same

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Pedestrian non-motorized safety
2. Motorist safety
3. Ease of pedestrian & non-motorized use
4. Ease of motor vehicle use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (3)
- Green space (2)
- Design that encourages economic investment (2)
- Dedicated bike/non-motorized travel lanes (1)
- Landscaping or other aesthetic elements (2)

Question 7

I don't drive Buttles much but when I do I have not seen a traffic problem with the road diet. That includes some periods with peak traffic. The traffic appears to flow smoothly. I have also been looking at the traffic on Google maps which also shows that it flows smoothly. Any backups that may occur appear to be due to the light at Jerome not the road diet. I cross Buttles more than I drive along it. Again, no issues. During one of the Planning Commission's and DDA's walk throughs of the area, it was very clear that walking across two lanes during the time that a walk signal

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

is present is easier than walking across three lanes. This would especially be the case if a person has a somewhat limited mobility.

As far as bike lanes along Buttles, at present I am not sure that they would provide an advantage because there are several parallel roads which are bike friendly such as Ellsworth and Grove. This may need to be reconsidered if other road changes were made.

Overall, I feel that the road diet may have significant benefits for downtown provided that the results of the traffic studies are acceptable.

Name not shown
outside City Boundary
September 12, 2019, 11:15 AM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Driver safety: Increased

Travel time through corridor: Increased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Economic development in the corridor
2. Aesthetics of the corridor
3. Ease of pedestrian & non-motorized use
4. Pedestrian non-motorized safety
5. Motorist safety
6. Ease of motor vehicle use

Question 6

- Expanded sidewalks (1)
- Green space (3)
- Design that encourages economic investment (2)
- Dedicated bike/non-motorized travel lanes (2)
- Landscaping or other aesthetic elements (2)

Question 7

Although social media platforms are full of comments/feedback regarding the road diet, I would ask that you take these postings with a grain of salt. They do not always come from informed individuals, nor do they represent the wide range of users for this area. As a person who lives in Lee Township, I regularly come through this area, although not for work. The intersection use coming into town is much safer, less chaotic. Moreover, the feelings on the road diet are mixed with the M-20 bridge lane closures. These two major disruptions directly impact each other. To gauge how this road diet works, especially coming in from M-20 would see challenging given the frustrations of the limitations caused by bridge work. However, when you look at Eastman having 4-5 lanes, the bridge is 4 lanes, having two dedicated one way streets allocating 3 lanes in each direction begs the question, why? There is no need to be speeding traffic up coming through this area in my opinion. If we are truly that congested, there is more to consider. Personally, I'm a fan of slowing down the traffic, increasing non-motorized use and green space, inviting businesses and pedestrians into the downtown area. We need to get the farmers market up from the river-side, we need more space to BE downtown, enjoying and relaxing in Midland.

Name not shown
outside City Boundary
September 12, 2019, 1:55 PM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: 1-5 times per week

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work

Question 3

Vehicle speed: Stayed the same

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Vehicle speed: Stayed the same
Traffic volume: Increased
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): Increased

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Ease of pedestrian & non-motorized use
4. Economic development in the corridor
5. Pedestrian non-motorized safety
6. Aesthetics of the corridor

Question 6

No response

Question 7

Working within this area I can say it has become MUCH harder to travel from work. I come across the M-20 bridge to access the County Services building. Arriving at work has only been complicated by the M-20 bridge project. However trying to leave the County Services building parking lot to travel back home has been very complicated by the road diet. It has become nearly impossible to safely cross Buttles to get to Indian on any road other than ones which have traffic lights, such as Gordon.

Name not shown

outside City Boundary
September 12, 2019, 2:43 PM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased
Traffic volume: Stayed the same
Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

No response

Question 7

No response

Kris Syverud

inside City Boundary
September 12, 2019, 6:31 PM

Question 1

Drive the corridor: 1-5 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work

Question 3

Vehicle speed: Stayed the same
Traffic volume: Stayed the same
Driver safety: Decreased
Travel time through corridor: Stayed the same

Question 4

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Pedestrian non-motorized safety
3. Ease of motor vehicle use
4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Design that encourages economic investment (2)
- Dedicated bike/non-motorized travel lanes (8)

Question 7

The Buttles Street corridor will see increased traffic due to Dow's closure of the Washington Street gate. I work on the west side of Michigan Operations and formerly used the Washington Street gate since it's a nearly a straight drive from my home to the plant. Now I'm using the Buttles Street gate by way of Pershing, Barth, & 4th Streets and hoping that these streets will actually be plowed this winter since I'd rather not drive through the road diet area to get to work in bad weather. And by the way, I've seen a lot fewer pedestrians in the Buttles/Indian corridor since much of the moderately priced (read affordable) housing has been eliminated from this area.

Name not shown

outside City Boundary

September 12, 2019, 9:19 PM

Question 1

Drive the corridor: 6-10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Economic development in the corridor
4. Aesthetics of the corridor
5. Pedestrian non-motorized safety
6. Ease of pedestrian & non-motorized use

Question 6

- Design that encourages economic investment (5)
- Landscaping or other aesthetic elements (5)

Question 7

This city has had this set up for years and it works well. I do not understand the need for a change, other than the politics of the City Hall. If you want to grow this town, leave the streets alone!

Name not shown

outside City Boundary

September 12, 2019, 10:35 PM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: Less than once per week
Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Stayed the same
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: Stayed the same
Traffic volume: Increased
Pedestrian safety: Stayed the same
Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Ease of pedestrian & non-motorized use
4. Pedestrian non-motorized safety
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

No response

Question 7

Please just open the road back up. The lane closure doesn't make the road any safer for motorists or non-motorists. It makes that area so much more congested. Three lanes makes sense, left lane for people turning left, right lane for people turning right, middle lane for people going straight. As for people walking, cross walks are there for a reason as well as traffic lights... just like every other part of the city.. state... and country. They can wait their turn to cross just like a car waits its turn to cross through an intersection...

Name not shown

outside City Boundary
September 13, 2019, 6:54 AM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

No response

Question 7

I started driving 2 months after the road diet was implemented, which made it more difficult to learn how the traffic flow was going to work in the area because many others didn't know how the flow was going to be in the area. In some areas where you turn right on the road it is very wide which can make it difficult for drivers old and new. The traffic is terrible when you drive them at the main points of the day; morning rush, lunch rush and afternoon rush, which can greatly reduce traffic safety when people are in those rushes which can make drivers anxious on what is going on in the area.

Name not shown

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

inside City Boundary
September 13, 2019, 9:18 AM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: Less than once per week
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Stayed the same
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: Stayed the same
Traffic volume: Increased
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): Increased

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Economic development in the corridor
4. Ease of pedestrian & non-motorized use
5. Pedestrian non-motorized safety
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (5)
- Design that encourages economic investment (5)

Question 7

I have noticed on several occasions that ambulances and fire trucks had a problem getting through the corridor with the congested 2 lanes of traffic since there was no where for the cars to go to get out of their way. I have noticed the speed of cars still being fast and

drivers seem more hostile. I don't think the lane reduction is going to make this stretch of road safer for pedestrians and bikes. I think the M-20 bridge repair has added to the traffic and an accurate study would be hard given the length of that project. I think trying to change long established traffic patterns is going to be hard without having other options for drivers.

Name not shown

inside City Boundary
September 13, 2019, 12:11 PM

Question 1

Drive the corridor: 6-10 times per week
Walk the corridor: Less than once per week
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Decreased

Question 4

Vehicle speed: Decreased
Traffic volume: Increased
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): Increased

Question 5

1. Ease of motor vehicle use
2. Pedestrian non-motorized safety
3. Motorist safety
4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (2)
- Green space (4)
- Landscaping or other aesthetic elements (4)

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Question 7

My perceptions about the road diet are:

1. This is being driven and directed by the 'movers and shakers' of Midland
2. Economic development is the single most driving factor in seeking to get lane closures on the one way streets
3. The benefits to the 'average' citizen of Midland are minimal
4. Pushing the 'road diet' through will benefit the wealthy few and inconvenience or cost the many
5. City Council, Momentum Midland, Spheric, MBF, etc. etc. have been disingenuous about the real reasons behind the road diet
6. Neither this survey, nor anything else will stop the road diet - the fix is already in

Teri Bickmore

inside City Boundary

September 13, 2019, 1:09 PM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Pedestrian safety: Decreased

Travel time through the corridor (including street crossings): Increased

Question 5

1. Motorist safety

2. Ease of motor vehicle use

3. Pedestrian non-motorized safety

4. Ease of pedestrian & non-motorized use

5. Aesthetics of the corridor

6. Economic development in the corridor

Question 6

• Expanded sidewalks (3)

• Green space (3)

• Design that encourages economic investment (1)

• Dedicated bike/non-motorized travel lanes (1)

• Landscaping or other aesthetic elements (2)

Question 7

The function of the corridor should determine its fate. It is a connector from U.S.10 to M20. The whole point of the road is to handle heavy traffic, including large trucks. Two tight lanes don't do the job. Reducing lanes is not compatible with handling the volume and type of traffic nor with some of the other ideas floating around such as bike lanes and economic development (which I'm all for...just not here). Even after a long trial period allowing motorists to get used to the road diet traffic patterns, there is still a very significant increase in accidents. Stick to the real function of the corridor and make safety a priority.

Name not shown

inside City Boundary

September 13, 2019, 2:05 PM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

• To get to a home or business within the corridor for work

• To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

• To get to a destination outside the corridor for work

• To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Increased

Driver safety: Increased

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Travel time through corridor: Increased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Economic development in the corridor
5. Ease of pedestrian & non-motorized use
6. Aesthetics of the corridor

Question 6

No response

Question 7

No response

Janet Lanter

inside City Boundary

September 13, 2019, 3:15 PM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Less than once per week

Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Increased

Driver safety: N/A

Travel time through corridor: Increased

Question 4

Vehicle speed: Decreased

Traffic volume: Increased

Pedestrian safety: Stayed the same

Travel time through the corridor (including street crossings): Increased

Question 5

1. Motorist safety
2. Pedestrian non-motorized safety
3. Ease of motor vehicle use
4. Ease of pedestrian & non-motorized use
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

- Expanded sidewalks (2)
- Green space (3)
- Design that encourages economic investment (1)
- Dedicated bike/non-motorized travel lanes (1)
- Landscaping or other aesthetic elements (3)

Question 7

I watched all videos and have been to 1 meeting (without input + with tour).

In spite of all the rationale-- which SOUNDS good and reasonable -- I do not think the road diet works well here. I've been here 31 yrs and appreciate the bike ways and green added between Buttles & Indian to the east of State St.

The lane reduction has always seemed ill- advised to me. I remember when the Farmers Market was supposed to be moved to the base of Poseyville bridge or nearby and that, too, didn't seem feasible. Maybe this bothers me because the river, bridge, double S-curves, already feel like enough of an obstacle. Reducing lanes right when you get to the bridge and river is frustrating and annoying. I once ventured into Michigan City for some store and vowed I would NEVER return because it was so slow and annoying... that is the experience that comes to mind with this road diet. While I want traffic speeds to be observed as posted, decreasing lanes feels like a BIG mistake. I also think that building housing in that limited area between the two roads is crazy... Looks and feels tight and constrained; I wouldn't want to live there. Perhaps I would have chosen a different design for the buildings so they were less cramped.

It almost seems like the developer was planning on "road diet" to be approved so there would be more space for sidewalks and green space... I don't know, but I DO feel like this is being crammed down our throats. Okay, change is difficult, but some change doesn't work, like putting lipstick on a pig. Note: our downtown is NOT a 'pig' in this analogy!! I like our downtown and I like pigs... I don't like the lane reduction and don't

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

think it accomplishes the goals.

Name not shown

outside City Boundary

September 13, 2019, 4:08 PM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Decreased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Economic development in the corridor
4. Ease of pedestrian & non-motorized use
5. Pedestrian non-motorized safety
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (3)
- Green space (5)
- Design that encourages economic investment (2)

Question 7

I believe that this has created an issue with safety for both motorists and non-motorists. I understand the appeal, but trying to encourage biking and pedestrian use on a state highway is not a great idea.

Name not shown

inside City Boundary

September 13, 2019, 4:14 PM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Decreased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Economic development in the corridor

Question 6

- Expanded sidewalks (3)
- Green space (2)
- Dedicated bike/non-motorized travel lanes (2)
- Landscaping or other aesthetic elements (3)

Question 7

I'm concerned about traffic congestion and safety. The "road diet" is very

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

abrupt after turning off M30 from the bridge. Since this is a state trunk line, the road diet is inappropriate since this route will always carry a lot of traffic. Pedestrians and bikers have several stop lights along Buttles to allow for safe crossings. The road diet seems to be a waste of taxpayer money.

Carl Gillett

inside City Boundary

September 13, 2019, 4:16 PM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Increased

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Decreased

Question 4

Vehicle speed: Increased

Traffic volume: Increased

Pedestrian safety: Decreased

Question 5

1. Motorist safety
2. Ease of pedestrian & non-motorized use
3. Pedestrian non-motorized safety
4. Ease of motor vehicle use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (2)
- Green space (3)
- Design that encourages economic investment (1)

- Dedicated bike/non-motorized travel lanes (2)

- Landscaping or other aesthetic elements (2)

Question 7

It appears to me that the accident rate during this "test" has spiked by a considerable number of percentage points. I also gather that these accidents are more serious than before. I think your evaluation process should include all costs associated with these accidents--damage to property, clean up and haul away of debris, injury to persons and any lawsuits arising out of said accidents. I cannot understand what "problem" we are attempting to "fix" with this inane experiment.

Gregory Tait

inside City Boundary

September 13, 2019, 4:47 PM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (3)
- Green space (4)
- Dedicated bike/non-motorized travel lanes (3)

Question 7

Road Diet not a good idea in this area of town. Crashes have increased..that is a fact.

John Lupanoff

inside City Boundary

September 13, 2019, 5:02 PM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work

Question 3

Vehicle speed: Decreased
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Decreased

Question 4

No response

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Aesthetics of the corridor
4. Economic development in the corridor
5. Pedestrian non-motorized safety
6. Ease of pedestrian & non-motorized use

Question 6

No response

Question 7

It has greatly increased traffic flow congestion and accidents. It is a bad idea that should be scrapped at once!

Name not shown

inside City Boundary

September 13, 2019, 5:05 PM

Question 1

Drive the corridor: Less than once per week
Walk the corridor: 1-5 times per week
Bike/use non-motorized transport in the corridor: 1-5 times per week

Question 2

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased
Traffic volume: Stayed the same
Driver safety: Stayed the same
Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Decreased
Traffic volume: Stayed the same
Pedestrian safety: Increased
Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Economic development in the corridor
2. Ease of pedestrian & non-motorized use
3. Pedestrian non-motorized safety
4. Motorist safety
5. Aesthetics of the corridor
6. Ease of motor vehicle use

Question 6

- Expanded sidewalks (2)

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

- Green space (2)
- Design that encourages economic investment (2)
- Dedicated bike/non-motorized travel lanes (2)
- Landscaping or other aesthetic elements (2)

Question 7

The vehemence of those in opposition to this study is surprising and unrelated to the facts. The videos do a great job in explaining what and why the study was undertaken. I would hope that those in opposition will view the videos.

Name not shown

inside City Boundary

September 13, 2019, 5:07 PM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: More than 10 times per week

Bike/use non-motorized transport in the corridor: More than 10 times per week

Question 2

- I live in the corridor

Question 3

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Driver safety: Decreased

Travel time through corridor: Decreased

Question 4

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Pedestrian safety: Decreased

Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Ease of motor vehicle use
2. Pedestrian non-motorized safety
3. Ease of pedestrian & non-motorized use
4. Motorist safety
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

- Expanded sidewalks (10)

Question 7

I'm disappointed that the city has taken no steps to improve the pedestrian experience as the trial is underway. I'm concerned about the idea of also reducing Buttles to two lanes, as this is a state route, with heavy truck traffic. Pushing traffic into two lanes while drivers will need to use each of those lanes as turning lanes seems incredibly dangerous.

karen gibson

inside City Boundary

September 13, 2019, 5:50 PM

Question 1

Drive the corridor: Less than once per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Increased

Driver safety: Increased

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Pedestrian non-motorized safety
2. Motorist safety
3. Ease of pedestrian & non-motorized use
4. Ease of motor vehicle use
5. Aesthetics of the corridor

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

6. Economic development in the corridor

Question 6

- Expanded sidewalks (3)
- Green space (1)
- Design that encourages economic investment (3)
- Dedicated bike/non-motorized travel lanes (2)
- Landscaping or other aesthetic elements (1)

Question 7

Videos were very informative to give history and background/rational for road reduction study.

Prior to watching I did not have much knowledge other than I thought there was a desire to have a bike lane.

Also didn't realize it was only to reduce a lane and not intended to be used during the study.

I realize it should have been obvious to me with the cones.

I am interested in the goal of improving/connecting downtown with surrounding neighborhoods and increasing non motorized use through the expanded modern downtown district?? and development consistent with community input

Name not shown

inside City Boundary

September 13, 2019, 6:48 PM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Driver safety: Increased

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Economic development in the corridor
2. Pedestrian non-motorized safety
3. Motorist safety
4. Ease of motor vehicle use
5. Ease of pedestrian & non-motorized use
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (1)
- Design that encourages economic investment (2)
- Dedicated bike/non-motorized travel lanes (5)
- Landscaping or other aesthetic elements (2)

Question 7

I think the road diet is an non-impactful issue and I drive it every day, twice a day. What I do see every day is FAR more drivers not paying attention to driving, on their phones or driving too fast. None of which have any thing to do with one lane being closed. However, if you do close a lane, it should be the one closest to the new apartments.

Name not shown

inside City Boundary

September 13, 2019, 7:18 PM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: Less than once per week

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: Stayed the same
Traffic volume: Stayed the same
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): Increased

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Economic development in the corridor
4. Aesthetics of the corridor
5. Pedestrian non-motorized safety
6. Ease of pedestrian & non-motorized use

Question 6

- Landscaping or other aesthetic elements (10)

Question 7

Reconsider the timing of this project. If it is a good idea, it can resurface in three years.

I had no trouble walking across the street at the light UNTIL the road diet.

It is a THROUGH street, let vehicles get on their way.

Can we do projects that tax payers want rather than create problems to solve.

The prior question is clear the City has already decided to close the lane and that this survey is an exercise seeking support for a decision that has been made. This tool fails to build trust in government. :-)

Name not shown

outside City Boundary

September 13, 2019, 9:29 PM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: Less than once per week
Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a destination outside the corridor for work

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: Increased
Traffic volume: Increased
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): Increased

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (1)
- Green space (4)
- Dedicated bike/non-motorized travel lanes (5)

Question 7

I've read the statements, studies, etc about this project and even given all of that, it seems like this has been a change just for the sake of change. There is so much going on in and around the corridor that decreasing to two lanes is dangerous, plain and simple. There are so many vehicles (including very large trucks) that pass through just to get to the expressway/through town. Compressing traffic to two lanes makes it too tight to have both the pass through traffic and the traffic turning off at various side streets.

Name not shown

inside City Boundary

September 14, 2019, 7:49 AM

Question 1

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Driver safety: Stayed the same

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Pedestrian safety: Stayed the same

Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Pedestrian non-motorized safety
2. Ease of pedestrian & non-motorized use
3. Motorist safety
4. Ease of motor vehicle use
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

- Expanded sidewalks (3)
- Green space (2)
- Dedicated bike/non-motorized travel lanes (3)
- Landscaping or other aesthetic elements (2)

Question 7

I believe that unless the MDOT study concludes differently, I see nothing but positives in reducing the number of lanes from three to two. In the past I rode my bike hundreds of times that required crossing both three lane streets as I traveled to get onto the rail trail and those two crossings were always my biggest concerns from a safety perspective. Reducing to two would certainly help those crossings. I agree completely that the reduction will result in everything mentioned in the video i.e. safer travel,

reduced speed, etc. I would hope that Ellsworth renovation would be included if the redesign of the two streets related to the road diet moves forward....a big waste of space and ugly street.

Name not shown

outside City Boundary

September 14, 2019, 11:24 AM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Aesthetics of the corridor
4. Pedestrian non-motorized safety
5. Ease of pedestrian & non-motorized use
6. Economic development in the corridor

Question 6

- Green space (5)
- Landscaping or other aesthetic elements (5)

Question 7

I would prefer to have all 3 lanes opened.

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Name not shown

outside City Boundary

September 14, 2019, 2:08 PM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Decreased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Economic development in the corridor
3. Ease of pedestrian & non-motorized use
4. Motorist safety
5. Pedestrian non-motorized safety
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (2)
- Green space (2)
- Dedicated bike/non-motorized travel lanes (5)
- Landscaping or other aesthetic elements (1)

Question 7

You've narrowed one of the busiest areas for people coming into and leaving town for both work and non-work activities. If you keep building the area up as you have been, you need to keep the 3 lanes in use.

Name not shown

inside City Boundary

September 14, 2019, 6:50 PM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Ease of pedestrian & non-motorized use
4. Pedestrian non-motorized safety
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (2)
- Green space (5)
- Design that encourages economic investment (1)
- Landscaping or other aesthetic elements (2)

Question 7

1) The videos (and much of the information on the website generally) promotes the benefits of the road diet and 2 lanes of traffic. If the City of

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Midland supports reducing traffic to 2 lanes, that is their prerogative. However, it would be appreciated if they openly advocated for a 2 lane road instead of pretending that it is "just a study" and the city has a completely neutral perspective.

2) The accidents video discusses how accidents have increased significantly this past year, but that the rate of accidents has fluctuated significantly in the past. This makes sense and is a valid response to the increase. However, the fact that the increase in accidents is minimal when compared to the number of accidents in the city or county of Midland is simply irrelevant. The goal is to increase the safety of the corridor for all - motorists and non-motorists, not to decrease accidents throughout the entire county. Additionally, the economic development video stated that areas with excess road capacity see a decline in property values and an increase in noise pollution. In this case - the road has been three lanes for several decades and there was no evidence cited of a decrease in property values or increase in noise pollution in Midland. Please stick to relevant facts (e.g., focus on accidents in the corridor and don't talk about general stats that may or may not apply here without evidence).

3) From watching the videos and reading MDN articles, it is obvious the planners are concerned about non-motorized traffic in the area - a laudable goal. However, the change to two lanes of traffic will and does slow down motorized traffic, especially at the Ashman and Jerome intersections at peak commuting times. I used to park in the County building parking lot for work - and it was difficult to leave the parking lot at the end of the day because the traffic was always backed up at the Ashman intersection blocking the parking lot. Please be honest that any changes to benefit other forms of transportation will hinder motorized drivers.

4) The 3 lane road creates an unofficial right turn lane, straight lane, and left turn lane throughout the corridor. With the road diet, I have found myself braking/slowing for those turning to side roads at greater frequencies than before because all traffic is pushed into two lanes - which makes driving less safe.

5) As a young professional in the area, I appreciate the desire and the effort that has been spent making downtown more walkable and a destination. However, there has been a lot of development in the area, but no parking has been added. The goal for the road diet is to expand the economic development in the area, but Midland does not have a good public transportation system. Therefore, for people to be walking around downtown, they will need a place to park the vehicles they used to get downtown. I would love to see some intentional ideas to add more parking to the downtown area.

6) I understand that residents who live in the new apartment and condo buildings between Buttles and Indian probably do not like living between two 3 lane roads - but the builders of the project knew they were building in a busy roadway. The drivers who use the roadway on a regular basis should not be punished because the builders and economic development planners in the area prefer to change the road conditions now.

Name not shown
inside City Boundary

September 15, 2019, 12:28 AM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Decreased

Question 4

Vehicle speed: Decreased
Traffic volume: Increased
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): Increased

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

No response

Question 7

If you want to make this area more pedestrian/bike friendly, just install crosswalks where traffic has to stop. Narrowing the road down to 2 lanes has only made a constant stream of traffic go through there with very little breaks in traffic not allowing people to pull out and making it more dangerous down there. I'd never walk or ride a bike down there with the traffic condensed into 2 lanes. Traffic accidents have increased significantly down there since the road diet. And to try and convince us

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

that more people will ride their bikes and walk down there is ridiculous - we live in Michigan and have very few months of nice enough weather - we drive our cars for a reason. Please quit wasting taxpayer money trying to convince residents to accept this.

Marcia Dilling

inside City Boundary

September 15, 2019, 1:36 PM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Decreased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Pedestrian non-motorized safety
3. Ease of motor vehicle use
4. Ease of pedestrian & non-motorized use
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

- Expanded sidewalks (2)
- Green space (2)
- Design that encourages economic investment (2)

- Dedicated bike/non-motorized travel lanes (2)

- Landscaping or other aesthetic elements (2)

Question 7

I'm not opposed to Buttles having only two lanes but I dislike the way the test is set up using little "sticks" to delineate the closed lane. They're confusing, especially to drivers rounding a curve or corner and who are expecting to turn into the nearest lane and instead come upon an almost transparent flimsy barrier. Turning onto Buttles from side streets now seems to require a longer wait. If Buttles is permanently made 2-lane, I don't foresee crossing it on foot as being easier than it is now, which isn't an action I'd consider taking. I also think having the closed third lane become a bicycle, etc., lane would create an unsafe environment for users who would be adjacent to fast-moving traffic.

Name not shown

inside City Boundary

September 15, 2019, 3:53 PM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Pedestrian non-motorized safety

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (4)
- Green space (3)
- Dedicated bike/non-motorized travel lanes (3)

Question 7

Unless the type of traffic utilizing this area changes this area won't be walkable. This road is a cut between for a lot of industrial traffic and those conducting business between M20 (and the areas it leads to) and US-10. While I get why certain groups want to continue the road diet, I don't think this is the correct plan for this specific area. Unless you can reroute the M20 + other industrial traffic from the area I don't think the cities goals for this space are obtainable.

Name not shown

inside City Boundary

September 15, 2019, 5:53 PM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Driver safety: Decreased

Travel time through corridor: Decreased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Ease of pedestrian & non-motorized use
4. Pedestrian non-motorized safety
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (2)
- Green space (4)
- Design that encourages economic investment (2)
- Landscaping or other aesthetic elements (2)

Question 7

1. Thank you for the opportunity to provide input.
2. City government has been quoted repeatedly in the newspaper as saying the road diet is only a feasibility study. However, your videos demonstrate a strong, pro road diet bias. Please be honest with us.
3. If implemented, the stated goal of higher quality, higher density housing in an expanded downtown would have the effect of reducing the already inadequate supply of affordable housing downtown. The current new housing is way beyond the budget of recent college graduates and young working professionals. It appears that there is an unstated objective of gentrification of the expanded downtown, which could have the effect of driving out people who have lived in the neighborhood northeast of Indian & Buttles for years or even decades.
4. While recent developments have generally enhanced downtown and the corridor, allowing new buildings so close to the road has been a huge negative, not a positive, especially for pedestrians. I don't know why that was stated as a positive outcome in the videos.
5. Since the MDOT data suggests no traffic slowdowns on Buttles, I imagine that they did not observe traffic 7:00 - 8:00 am and 4:30 - 6:00 pm. I think those peak time frames would tell a different story.
6. The videos claim the road diet was supposed to be safer and yet accidents went up. Instead of owning the data, the videos poorly try to explain it away, again showing bias. Very disappointing.
7. One of the reasons given for Buttles being a good candidate for a road diet was a daily traffic volume of 8,000-15,000 vehicles per day. A later video showed daily traffic is nearly 14,000 vehicles per day and increasing. So traffic volume alone may exceed the road diet guideline soon!
8. Safety needs to be the primary factor in any road modification project. Since Buttles and Indian are connectors between US 10 and M 20, there will always be large semi trucks driving that corridor. Those over sized vehicles need to be taken into account for safety's sake as they consume space and operate much differently than traditional passenger vehicles.
9. The loss of implied right and left turn lanes on Buttles is a real safety problem as vehicles can be impeded at any time for other vehicles turning right and/or left from the remaining two lanes.

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

10. Please listen to all the citizens and not just developers in making these important decisions.

Name not shown

inside City Boundary

September 15, 2019, 5:58 PM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: 6-10 times per week

Bike/use non-motorized transport in the corridor: 1-5 times per week

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Driver safety: Increased

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Pedestrian safety: Increased

Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Pedestrian non-motorized safety
2. Ease of pedestrian & non-motorized use
3. Economic development in the corridor
4. Motorist safety
5. Aesthetics of the corridor
6. Ease of motor vehicle use

Question 6

- Green space (2)
- Design that encourages economic investment (3)
- Dedicated bike/non-motorized travel lanes (4)
- Landscaping or other aesthetic elements (1)

Question 7

No response

Name not shown

inside City Boundary

September 15, 2019, 8:39 PM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: Decreased

Traffic volume: Increased

Pedestrian safety: Decreased

Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Pedestrian non-motorized safety
4. Aesthetics of the corridor
5. Economic development in the corridor

Question 6

- Expanded sidewalks (2)

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Question 7

The City is once again trying to ignore the will of the people and take away a public motorized vehicle roadway from the 99 percent to give it to the 1 percent. The City just finished making Main Street less navigable for cars and gave 2/3 of the real estate to pedestrians, despite the fact that the preferred way to travel for most of the year in our cold climate is in an enclosed vehicle with the heat turned on. Pedestrians have thus been accommodated and don't need another place to stroll. There are already well-mapped-out bike lanes for cyclists to travel both north-south and east-west in our downtown, so we don't need it for that purpose. Real estate developers should have known better than to tear down low-income housing and replace it with expensive condos, and it shouldn't be our responsibility to enhance the value of their inadvisable investments by moving the traffic further from their doors. As for the contention that this corridor is needed for business expansion, businesses should be encouraged to first fill up all those empty stores in the mall and on Wackerly Road and on Saginaw Road before we create any more places that could possibly sit vacant. There is no legitimacy to this study whatsoever, and it has proven to be quite dangerous, yet the city insists that they must be allowed to finish the study before we vote on whether or not we even need to alter M-20 in the first place! This is quite simply a land-grab and has nothing to do with public safety or enhancing the use of that corridor for the majority of our voters and taxpayers. In fact, since the majority wants to use that route exclusively for vehicle traffic, any attempts to impede motor vehicles from quickly and efficiently traveling through that corridor should be considered a detriment.

I've lived in Midland for 27 years, and for that entire time plus several prior decades, it has been crystal clear to all residents, investors and potential home buyers that this "corridor" is M-20/Business 10. A major motorized vehicle thoroughfare devoted to transporting cars, large trucks and essential goods and services from one end of our town to another and from one part of our region to another. You can clearly see that on any map or by visiting the area in person. It is the only practical route to transport vehicles from Saginaw, Bay City or Midland to Mt. Pleasant, and it is the only way to get efficiently from one end of our town to another without going stoppity-stoppity-stoppity down Saginaw Road. It was absolutely inappropriate for the city to imagine this would be a good place to put pedestrians or bicycles or high-end residential condominiums, and they had absolutely no business creating a "master plan" that completely ignored the existence of M-20 and that made no provisions for re-routing it to another viable location. Yet they continue to refer to their poorly conceived "master plan" as though it were some sort of gospel, rather than a bad idea ratified by people with no regard for practicality or the wishes of the voters and taxpayers. In fact, true visionaries and advance planners would have seized the opportunity to re-route Patrick and Lyon straight across the river and join it up with M-20 on the other side at the time the old Dow 47 building became available for development. Yet instead, they allowed a ball diamond to go there, which constituted an active choice to leave M-20 right where it is for the foreseeable future.

I have also never once in my 27 years of residency heard that this corridor

was a problem until after the road diet went into effect. As far as I am aware, the city has not presented any data indicating that this area had a high number of accidents involving vehicles, pedestrians, or bicycles prior to the study. When I lived close to downtown, I frequently walked or biked along Ashman, Rodd and Ellsworth streets to get downtown for shopping or festivals or ballgames, and I never once had any difficulty navigating those roads or crossing at the lights. Yet since the time the bollards went up, I am personally experiencing a near accident literally EVERY SINGLE time I drive on Buttles. I drive Buttles not just during rush hour, but during all hours of the business day to get to locations including Bolger + Battle and the Loons stadium for my job and to downtown restaurants and businesses for personal use. Each time, I experience one of the following situations that puts me in personal danger: large trucks struggling to navigate the tight turn and swerving into my lane; cars turning right on red from Jerome into my lane of Buttles as I am crossing the intersection on green (it is easy to see how they would mistakenly assume they had an extra lane to use, because the road suddenly narrows from 3 lanes to 2 at the intersection); cars suddenly changing lanes on Buttles without warning because they realize the traffic is too congested for them to get over for an upcoming turn; drivers suddenly slamming on brakes because they are confused about how to make a right-hand turn from the middle lane and can't easily discern the gap in the bollards; cars tailgating me due to general congestion. None of this was happening to me before the study, and now it is happening literally every time I use Buttles. In fact, the city's own data shows that there has been a 74 percent increase in accidents since the bollards went up, compared to the prior 4-year average (37 accidents May 2018-19 compared to an average of 21.25 accidents over the 4 prior years!) The city has tried to spin this data by picking selected year-on-year comparisons, but only a finance person would think that comparing two data points is a correct way to analyze data. An engineer would plot all the accidents on a continuous 6-sigma chart and see if the control limits shifted after the process change.

In short, the City hasn't made a proper case for the road diet and now that they are aware it is dangerous, they have a moral obligation to take the bollards down immediately. If they want to continue studying this idea on paper, that's fine, as long as they aren't meanwhile causing accidents in the real world.

Name not shown
inside City Boundary

September 15, 2019, 9:55 PM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Decreased

Question 4

Vehicle speed: Stayed the same
Traffic volume: Increased
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): Decreased

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Economic development in the corridor
5. Aesthetics of the corridor
6. Ease of pedestrian & non-motorized use

Question 6

- Green space (1)
- Design that encourages economic investment (1)
- Landscaping or other aesthetic elements (8)

Question 7

This lane reduction is so stupid. I don't know anyone that thinks this is a good idea. I work and live in this area & everyone I know hates it and thinks it ridiculous. I know lots of people who avoid the area because of all the back ups but they're not happy about it. They're having to go around the long ways around. And they avoid going downtown including myself. I've also seen many close calls while traveling this area and have experienced close calls myself. It's too congested. If you want to add a pedestrian or biking lane, add a fourth one in addition to the 3 that are already there and leave the 3 lanes for road traffic. Stop this nonsense now!!!

Name not shown

inside City Boundary
September 16, 2019, 10:28 AM

Question 1

Drive the corridor: 1-5 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same
Traffic volume: Stayed the same
Driver safety: Decreased
Travel time through corridor: Decreased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Ease of pedestrian & non-motorized use
4. Pedestrian non-motorized safety
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

No response

Question 7

You did put in a right turn lane at Cronkright to ease traffic to go over the Poseyville Bridge. You should have also put in right turn lanes at Ashman, Townsend, McDonald and State. People making right turns at those streets slow traffic and create a hazard.

Name not shown

inside City Boundary
September 16, 2019, 11:52 AM

Question 1

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Drive the corridor: 6-10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work

Question 3

Vehicle speed: Stayed the same
Traffic volume: Increased
Driver safety: Stayed the same
Travel time through corridor: Increased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Economic development in the corridor
5. Ease of pedestrian & non-motorized use
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (1)

Question 7

Reducing this corridor by a lane has created congestion and dangerous situation for drivers. The cones eliminating the right hand land look ridiculous and the lane has fallen in disrepair. Between the ONE WAY turns to the left and the ONE WAY turns to the right - the flow to get out of Midland has been completely eliminated. The road diet is not a bright idea - ridiculous. It didn't work - GIVE IT UP, Midland.

Name not shown

outside City Boundary
September 16, 2019, 3:06 PM

Question 1

Drive the corridor: 6-10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

- Expanded sidewalks (2)
- Green space (2)
- Dedicated bike/non-motorized travel lanes (3)
- Landscaping or other aesthetic elements (3)

Question 7

Please go back to a 3 lane road.

John Muste

inside City Boundary
September 16, 2019, 3:19 PM

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Question 1

Drive the corridor: Less than once per week

Walk the corridor: Less than once per week

Bike/use non-motorized transport in the corridor: 1-5 times per week

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Driver safety: Stayed the same

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Pedestrian safety: Increased

Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Pedestrian non-motorized safety
2. Motorist safety
3. Ease of pedestrian & non-motorized use
4. Economic development in the corridor
5. Aesthetics of the corridor
6. Ease of motor vehicle use

Question 6

- Expanded sidewalks (2)
- Design that encourages economic investment (4)
- Dedicated bike/non-motorized travel lanes (2)
- Landscaping or other aesthetic elements (2)

Question 7

The road diet is a small improvement but not nearly enough. Need to identify/implement an alternative(s) to reduce traffic on Buttles/Indian probably to local traffic primarily e.g.:

- Route M20 (a major state highway) around Midland (imagine if US10 proper still all went through Midland)
- o Via M30 (a bit further but probably little increase in time)

o New southern route (best long term but most expensive)

- Route M20 on Eastman from Jerome to US10
- Route Business 10 on Saginaw Road (more businesses vs none on Buttles/Indian)

Craig Harris

inside City Boundary

September 16, 2019, 7:38 PM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: Less than once per week

Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Driver safety: Stayed the same

Travel time through corridor: Stayed the same

Question 4

No response

Question 5

1. Pedestrian non-motorized safety
2. Ease of motor vehicle use
3. Ease of pedestrian & non-motorized use
4. Motorist safety
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (3)
- Design that encourages economic investment (3)

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

- Dedicated bike/non-motorized travel lanes (3)
- Landscaping or other aesthetic elements (1)

Question 7

We dont need 3 lanes, two are enough for traffic to flow easily.

Name not shown

outside City Boundary

September 17, 2019, 8:21 AM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Driver safety: Stayed the same

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

- Expanded sidewalks (3)
- Green space (2)
- Design that encourages economic investment (1)
- Dedicated bike/non-motorized travel lanes (1)
- Landscaping or other aesthetic elements (2)

Question 7

No response

Name not shown

inside City Boundary

September 17, 2019, 10:41 AM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for work
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: Decreased

Traffic volume: Increased

Pedestrian safety: Decreased

Travel time through the corridor (including street crossings): Increased

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Question 6

- Expanded sidewalks (4)
- Green space (1)
- Design that encourages economic investment (1)
- Dedicated bike/non-motorized travel lanes (2)
- Landscaping or other aesthetic elements (2)

Question 7

It has made my commute very difficult and much longer than it used to. Myself and others I know have tried to find alternate routes to avoid using the corridor. By decreasing the lanes the more congested everything became.

Name not shown

outside City Boundary

September 17, 2019, 2:57 PM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: 1-5 times per week

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Driver safety: Increased

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Decreased

Traffic volume: Stayed the same

Pedestrian safety: Increased

Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Pedestrian non-motorized safety

2. Motorist safety

3. Ease of pedestrian & non-motorized use

4. Economic development in the corridor

5. Aesthetics of the corridor

6. Ease of motor vehicle use

Question 6

• Expanded sidewalks (3)

• Design that encourages economic investment (4)

• Landscaping or other aesthetic elements (3)

Question 7

No response

Name not shown

outside City Boundary

September 17, 2019, 8:38 PM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

• To get to a home or business within the corridor for work

• To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

• To get to a destination outside the corridor for work

• To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

• I commute through the corridor to get to or from work

Question 3

Vehicle speed: Stayed the same

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: Stayed the same

Traffic volume: Increased

Pedestrian safety: Decreased

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Aesthetics of the corridor
4. Economic development in the corridor
5. Pedestrian non-motorized safety
6. Ease of pedestrian & non-motorized use

Question 6

- Green space (5)
- Landscaping or other aesthetic elements (5)

Question 7

Please end the road diet trial. Nobody has or will consistently cross the corridor on foot. The increased traffic volumes have made all travel in the corridor more dangerous. I see no reason to continue a road diet that a majority of the taxpayers do not want or need.

Name not shown

outside City Boundary
September 18, 2019, 12:43 PM

Question 1

Drive the corridor: 6-10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: Decreased
Traffic volume: Increased
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety

Question 6

No response

Question 7

There is too much traffic in this area for it to be reduced to two lanes. Traffic takes 2-3 lights to clear with the two lanes which is why more people are running lights and causing accidents. Running lights will also decrease pedestrian safety by putting those that use crosswalks in the direct path of impatient drivers. If you want pedestrians to be safe in that area then you need to clear the traffic within a reasonable time and not allow it to back up. Requiring bicyclists to follow the rules of the road when sharing lanes will also improve safety downtown. Reducing the lanes will only cause more issues with bikers who do not follow the rules of the road.

Name not shown

inside City Boundary
September 18, 2019, 3:11 PM

Question 1

Drive the corridor: 1-5 times per week
Walk the corridor: Less than once per week
Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same
Traffic volume: Stayed the same
Driver safety: Decreased
Travel time through corridor: Increased

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Question 4

Vehicle speed: Stayed the same
Traffic volume: Stayed the same
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Pedestrian non-motorized safety
2. Motorist safety
3. Ease of pedestrian & non-motorized use
4. Ease of motor vehicle use
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

- Expanded sidewalks (1)
- Green space (1)
- Dedicated bike/non-motorized travel lanes (7)
- Landscaping or other aesthetic elements (1)

Question 7

I live not far from downtown so I walk or bike there. I really wanted this to work. But I find drivers more frustrated and hurried since the road diet was implemented. I can't remember how many times I've almost been hit crossing Buttles at Jerome since the lane restriction was implemented. I applaud what you're trying to do, but it's time to go back to the drawing board. This is not a viable solution if Buttles is to remain a connection between m20 and East Midland/US-10 eastbound.

Name not shown

outside City Boundary
September 19, 2019, 10:48 AM

Question 1

Drive the corridor: 1-5 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for work
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Stayed the same
Traffic volume: Decreased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Pedestrian non-motorized safety
3. Ease of motor vehicle use
4. Economic development in the corridor
5. Ease of pedestrian & non-motorized use
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (2)
- Green space (2)
- Design that encourages economic investment (3)
- Dedicated bike/non-motorized travel lanes (3)

Question 7

I feel that both pedestrian and motorist safety are equal, but because motorists still are using this corridor more frequently, I believe that it should be a priority. I have traveled this route through both the road diet and the M-20 bridge construction and it has increased my commute time fairly significantly, with the addition of the intermittent construction on M-20. I do not see any more people traveling by foot or bicycle than I did prior. The closed lane has continued to deteriorate while no maintenance has been done to it during the road diet. And on several occasions I have been trapped in this corridor due to accidents that have been happening while the road is down to 2 lanes, or sometimes 1 during trash pickup or construction of 1st State Bank. I am very much ready for this trial to come to an end.

As an alternative for those who walk the area frequently or have to cross over, I would recommend a pedestrian bridge or several, along the corridor to assist pedestrians with travel throughout the downtown area.

Name not shown

inside City Boundary
September 20, 2019, 11:00 AM

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Decreased

Traffic volume: Stayed the same

Pedestrian safety: Increased

Travel time through the corridor (including street crossings): Increased

Question 5

1. Ease of pedestrian & non-motorized use
2. Pedestrian non-motorized safety
3. Economic development in the corridor
4. Motorist safety
5. Aesthetics of the corridor
6. Ease of motor vehicle use

Question 6

- Expanded sidewalks (4)
- Green space (3)
- Design that encourages economic investment (1)
- Dedicated bike/non-motorized travel lanes (1)
- Landscaping or other aesthetic elements (1)

Question 7

I love how Midland is wanting to move forward, make changes and live up to being the "city of modern explorers." Thank you to all who have worked on this process and listened to all sides. I'm in favor of the road diet for a more walkable, pedestrian friendly downtown area.

Name not shown

outside City Boundary

September 22, 2019, 5:50 PM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Driver safety: Decreased

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Aesthetics of the corridor
5. Economic development in the corridor
6. Ease of pedestrian & non-motorized use

Question 6

- Expanded sidewalks (2)
- Green space (1)
- Design that encourages economic investment (4)
- Landscaping or other aesthetic elements (3)

Question 7

My primary concern as a regular user of the corridor (Homer Township resident) is ease of motor vehicle movement which I see as closely tied to safety. With only 2 lanes there is no turn lane. This not only slows traffic, it increases the amount of lane changing and sudden stops. Perhaps that

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

relates to the rear end crashes you have seen. I am concerned about pedestrian safety. Whatever is done with the road, I encourage a pedestrian walk button at Ashman & Indian and Buttles & Rodd that stops turning traffic and allows for safer pedestrian crossing. Also take a good look at how far one must walk from the Loons stadium to a traffic light. In driving home from a game, someone crossed the street in the dark. Was very hard to see and I realized they had to walk a fair ways down to get an intersection with a light. Again, whatever you do with the street, I highly encourage looking at that. Also, the kind of pedestrian crossing buttons that trigger a flashing light. That is a huge help to drivers and increases safety for pedestrians, from my experience in other towns.

Name not shown

inside City Boundary

September 23, 2019, 9:51 AM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Less than once per week

Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Decreased

Question 4

Vehicle speed: Stayed the same

Traffic volume: Increased

Pedestrian safety: Decreased

Travel time through the corridor (including street crossings): Decreased

Question 5

1. Ease of motor vehicle use
2. Motorist safety

Question 6

No response

Question 7

I found this survey to be difficult. The fact you need to register for E-City Hall. You tell people to "watch the video" before taking the survey. And you never ask if the survey taker favors or doesn't favor the road diet severely decreases the credibility of the survey results.

kate stacy

inside City Boundary

September 25, 2019, 8:30 PM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: Less than once per week

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: Decreased

Traffic volume: Increased

Pedestrian safety: Stayed the same

Travel time through the corridor (including street crossings): Increased

Question 5

1. Motorist safety
2. Pedestrian non-motorized safety
3. Ease of motor vehicle use
4. Ease of pedestrian & non-motorized use
5. Aesthetics of the corridor

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

6. Economic development in the corridor

Question 6

- Expanded sidewalks (5)
- Green space (5)

Question 7

I have seen an increase in traffic congestion and more aggressive driving.

I have seen fewer pedestrians and cyclists in the area than I saw before the "Diet."

I think if the lane was closed to through traffic, it should become a designated turn lane with barricades to keep motorists from driving straight through the intersections in the right turn lane.

Buttles and Indian were expanded for a purpose. This is a business route between M 20 and US 10. It should be kept three lanes.

The current sidewalks should be mended, there should be three lanes for traffic with one as a Right Turn Lane if not a turn and straight lane.

Name not shown

inside City Boundary

October 1, 2019, 11:12 AM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: Stayed the same

Traffic volume: Stayed the same

Pedestrian safety: Stayed the same

Travel time through the corridor (including street crossings): Stayed the

same

Question 5

1. Pedestrian non-motorized safety
2. Motorist safety
3. Ease of motor vehicle use
4. Ease of pedestrian & non-motorized use
5. Aesthetics of the corridor
6. Economic development in the corridor

Question 6

- Expanded sidewalks (2)
- Green space (3)
- Landscaping or other aesthetic elements (5)

Question 7

No response

Jason Reist

outside City Boundary

October 7, 2019, 12:02 AM

Question 1

Drive the corridor: 1-5 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Stayed the same

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Vehicle speed: Increased
Traffic volume: Increased
Travel time through the corridor (including street crossings): Increased

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

No response

Question 7

I have lived here my entire life and the thought of removing a lane on this road boggles my mind. Why would you want to increase nonmotorized use on such a main artery through town? This is not just a way around town but a connector of cities. Since the M30 bridge in Sanford was built the traffic on M30, M20 and US10 as increased expediently. That being said the people that want encourage businesses to build in this "road diet" area seem to be unable to grasp the fact that with increased economic growth also comes traffic increases as well. Maybe someone can explain to those of us that live here how removing a lane and encouraging more nonmotorized use in this area is going to benefit anybody. Personally my wife and I take our business to the surrounding cities due to less problems navigating traffic. The main street area is an area that we avoid totally due to the constant construction in this area. If I were a business owner on main street in light of the amount of reconstruction over the last few years I would be looking for a different location. Their sales in the last few years has to reflect this. Now I see that our city planners want to change it up again in light of more nonmotorized use. I hope these long time tenants of main street are able to survive this constant reconstruction of this area. We have all seen the mess on Eastman Ave. and other roads on the north side of town. How about applying the same thoughts to these areas and see what happens.

Name not shown

outside City Boundary
October 9, 2019, 6:09 PM

Question 1

Drive the corridor: 1-5 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased
Traffic volume: Stayed the same
Driver safety: Decreased
Travel time through corridor: Decreased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Economic development in the corridor
3. Pedestrian non-motorized safety
4. Aesthetics of the corridor
5. Ease of pedestrian & non-motorized use
6. Motorist safety

Question 6

- Expanded sidewalks (2)
- Green space (3)
- Design that encourages economic investment (2)
- Landscaping or other aesthetic elements (3)

Question 7

No response

Name not shown

inside City Boundary
October 10, 2019, 9:46 AM

Question 1

Drive the corridor: 6-10 times per week
Walk the corridor: Less than once per week
Bike/use non-motorized transport in the corridor: Less than once per week

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Question 2

- To get to a destination outside the corridor for work

Question 3

Vehicle speed: Decreased
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Decreased

Question 4

Vehicle speed: Decreased
Traffic volume: Increased
Pedestrian safety: Decreased
Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Aesthetics of the corridor
5. Economic development in the corridor
6. Ease of pedestrian & non-motorized use

Question 6

No response

Question 7

Vehicle travel through the corridor is much more frustrating with the lane reduction. I don't see a need to change the sidewalks etc.

Name not shown

inside City Boundary

October 13, 2019, 5:32 PM

Question 1

Drive the corridor: 1-5 times per week
Walk the corridor: 1-5 times per week
Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased
Traffic volume: Stayed the same
Driver safety: Stayed the same
Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Decreased
Traffic volume: Stayed the same
Pedestrian safety: Increased
Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Pedestrian non-motorized safety
2. Ease of pedestrian & non-motorized use
3. Motorist safety
4. Ease of motor vehicle use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (1)
- Green space (2)
- Design that encourages economic investment (4)
- Landscaping or other aesthetic elements (3)

Question 7

No response

Name not shown

inside City Boundary

October 25, 2019, 3:47 PM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Decreased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Aesthetics of the corridor
2. Ease of motor vehicle use
3. Motorist safety
4. Pedestrian non-motorized safety
5. Ease of pedestrian & non-motorized use
6. Economic development in the corridor

Question 6

- Expanded sidewalks (5)
- Dedicated bike/non-motorized travel lanes (5)

Question 7

The flow of traffic was simple and easy before the road diet. It was an "unwritten rule" that the far left lane was for vehicles turning left, middle lane was for traffic driving straight through and the right lane was for vehicles turning right. Now, it is a stop and go traffic nightmare. It has not contributed a positive impact in our community. I recently saw a police officer and other vehicles whom were involved in a car accident parked in the right lane - the road diet lane that is shut down- I can only presume it was because it was simply unsafe for them to be in the two open lanes with how much traffic was going through there. Not to mention- what if any emergency vehicles needed to get through there while there was an accident taking up the two open lanes? I don't think think the road diet is a smart decision for such a high density traffic area. I really hope the Midland Residents are heard on this matter when it comes time to make

the decision.

Name not shown

inside City Boundary

October 26, 2019, 1:15 PM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Stayed the same
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Economic development in the corridor
4. Aesthetics of the corridor
5. Pedestrian non-motorized safety
6. Ease of pedestrian & non-motorized use

Question 6

No response

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Question 7

I think Buttles & Indian should be 3 lanes. There is way too much traffic that goes through that area, and having 3 lanes helps. I have seen many "almost" rear-end collisions due to cars turning left or right. Having a middle lane would help. I've also seen many cars turning from Jerome onto Buttles even though cars are coming at them because they don't realize they can't turn into the right lane. I NEVER see anyone in the blocked-off lane. It's a huge waste that could be used for traffic in a congested area.

Name not shown

inside City Boundary

October 26, 2019, 1:56 PM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: Less than once per week

Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Stayed the same

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: Decreased

Traffic volume: Increased

Pedestrian safety: Decreased

Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Motorist safety
2. Pedestrian non-motorized safety

3. Ease of motor vehicle use

4. Ease of pedestrian & non-motorized use

5. Economic development in the corridor

6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (2)
- Green space (3)
- Design that encourages economic investment (1)
- Dedicated bike/non-motorized travel lanes (3)
- Landscaping or other aesthetic elements (1)

Question 7

During this trial, I have transitioned from a commuter who solely passed through the road diet while traveling from work to home to a person who passes through for a variety of reasons. I have noted that there have been more traffic back-ups, more frequent near-collisions, and overall less safety under the diet. I am a proponent of green space in general and have heard other residents suggest they would walk downtown more if there was one less lane. I find that suspect as the only difference is one less lane of traffic when crossing at a light. It may be safer to jaywalk at night, but I'd prefer to consider what is lawful. The right turn on to Buttles has been my greatest concern. It used to be that a motorist could turn into the right lane as oncoming traffic had to turn off of Buttles onto Jerome. Now, the right turn is into a lane that vehicle traffic may be approaching without the chance to get up to speed. I'm aware that drivers should be turning when there is adequate time, it this is what I see. Ultimately, the safest thing for me, you, and our community is to end the road diet and maintain three traffic lanes for vehicular traffic.

Name not shown

inside City Boundary

October 26, 2019, 2:19 PM

Question 1

Drive the corridor: 6-10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work

Question 3

Vehicle speed: Increased

Traffic volume: Stayed the same

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

No response

Question 7

Stop the study. Keep ALL lanes open. The turn lane is needed.
Commercial truck traffic should have a belt line route avoiding the downtown area all together then and only then consider removing lanes.
Focus on the mall Jomann Eastman area that is the only Midland area that needs improvement! A few service drives West of Eastman "fairgrounds & City Forest area would help traffic flow there!

Name not shown

inside City Boundary
October 26, 2019, 2:25 PM

Question 1

Drive the corridor: 1-5 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same
Traffic volume: Stayed the same
Driver safety: Stayed the same
Travel time through corridor: Stayed the same

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Ease of motor vehicle use
3. Aesthetics of the corridor
4. Economic development in the corridor
5. Pedestrian non-motorized safety
6. Ease of pedestrian & non-motorized use

Question 6

- Expanded sidewalks (1)
- Green space (2)
- Design that encourages economic investment (2)
- Dedicated bike/non-motorized travel lanes (2)
- Landscaping or other aesthetic elements (3)

Question 7

No response

Name not shown

outside City Boundary
October 26, 2019, 2:34 PM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: Less than once per week
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I live in the corridor

Question 3

Vehicle speed: Stayed the same
Traffic volume: Stayed the same
Driver safety: Stayed the same
Travel time through corridor: Stayed the same

Question 4

Vehicle speed: Stayed the same
Traffic volume: Stayed the same
Pedestrian safety: Increased
Travel time through the corridor (including street crossings): Stayed the same

Question 5

1. Pedestrian non-motorized safety
2. Ease of motor vehicle use
3. Economic development in the corridor
4. Motorist safety
5. Ease of pedestrian & non-motorized use
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (3)
- Design that encourages economic investment (4)
- Dedicated bike/non-motorized travel lanes (2)
- Landscaping or other aesthetic elements (1)

Question 7

This survey is in no way going to be accurate. People that don't care, don't see a problem with the road diet or because it doesn't negatively impact them are not going to take this survey.

Name not shown

inside City Boundary

October 26, 2019, 2:40 PM

Question 1

Drive the corridor: 1-5 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Economic development in the corridor
4. Aesthetics of the corridor
5. Ease of pedestrian & non-motorized use
6. Pedestrian non-motorized safety

Question 6

- Green space (1)
- Design that encourages economic investment (8)
- Landscaping or other aesthetic elements (1)

Question 7

This road diet has increased driving tension in the area. The decreased space increased traffic and feels very unsafe for drivers. The Buttles Corridor is so rarely used for pedestrian traffic even with the road diet. I don't think I've ever seen people walking in that area. This traffic diet has decreased my interest in ever visiting the downtown area as I try to avoid the Buttles/Main Street area at all costs because of the traffic headache.

Name not shown

inside City Boundary

October 26, 2019, 3:00 PM

Question 1

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Drive the corridor: More than 10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Decreased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use

Question 6

No response

Question 7

Open the lane and increase the speed limit

Name not shown

outside City Boundary
October 26, 2019, 3:01 PM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: Less than once per week
Bike/use non-motorized transport in the corridor: 1-5 times per week

Question 2

- To get to a home or business within the corridor for work

- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work
- I live in the corridor

Question 3

Vehicle speed: Decreased
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: Decreased
Traffic volume: Decreased
Pedestrian safety: Stayed the same
Travel time through the corridor (including street crossings): Decreased

Question 5

1. Ease of motor vehicle use
2. Aesthetics of the corridor
3. Economic development in the corridor
4. Ease of pedestrian & non-motorized use
5. Pedestrian non-motorized safety
6. Motorist safety

Question 6

No response

Question 7

I think the traffic diet is a worthless idea that is wasting tax money and hurting the middle to low income families in midland. The government, Dow and the rich only seem to care about themselves. Why not leave lanes for people to get to work? I would say leave it for vacations and stuff like that, but.. us poor people generally can't do stuff like that so, forget that. I honestly don't think giving my input even matters. Truthfully, if I wasn't job hunting right now I wouldn't have even wasted my time.

Name not shown

inside City Boundary
October 26, 2019, 3:10 PM

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Stayed the same
Traffic volume: Increased
Driver safety: Decreased
Travel time through corridor: Increased

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Aesthetics of the corridor
5. Ease of pedestrian & non-motorized use
6. Economic development in the corridor

Question 6

No response

Question 7

No response

Wendy Kanar

inside City Boundary
October 26, 2019, 4:13 PM

Question 1

Drive the corridor: More than 10 times per week
Walk the corridor: Never
Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Decreased
Traffic volume: Stayed the same
Driver safety: Increased
Travel time through corridor: Stayed the same

Question 4

Vehicle speed: N/A
Traffic volume: N/A
Pedestrian safety: N/A
Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Pedestrian non-motorized safety
3. Economic development in the corridor
4. Ease of pedestrian & non-motorized use
5. Aesthetics of the corridor
6. Ease of motor vehicle use

Question 6

- Green space (2)
- Design that encourages economic investment (4)
- Landscaping or other aesthetic elements (4)

Question 7

No response

Name not shown

inside City Boundary

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

October 26, 2019, 6:22 PM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)
- I commute through the corridor to get to or from work

Question 3

Vehicle speed: Stayed the same

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Decreased

Question 4

Vehicle speed: Stayed the same

Traffic volume: Increased

Pedestrian safety: Decreased

Travel time through the corridor (including street crossings): Decreased

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Aesthetics of the corridor
4. Pedestrian non-motorized safety
5. Economic development in the corridor
6. Ease of pedestrian & non-motorized use

Question 6

No response

Question 7

I drive for the city of Midland. I use Buttles and Indian everyday I work. Usually multiple time during my shifts. Speeds have not slowed, more accidents, harder for semi's and larger vehicles to navigate with out the extra room. I have yet to see any bikes or pedestrians use the side walks

on these streets. It has caused more issues then it is worth. I do not like travel this section at all anymore, especially, near Jerome st intersection. What a night mare.

Name not shown

outside City Boundary

October 29, 2019, 1:36 PM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Less than once per week

Question 2

- To get to a home or business within the corridor for work
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Stayed the same

Traffic volume: Increased

Driver safety: Decreased

Travel time through corridor: Increased

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Ease of motor vehicle use
2. Motorist safety
3. Pedestrian non-motorized safety
4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Design that encourages economic investment (3)
- Dedicated bike/non-motorized travel lanes (3)

Buttles & Indian Corridor Trial Public Feedback

Share your input on the Buttles Street road diet trial.

Question 7

This is one of the stupidest things I've seen midland do. Open the lane back up. It is a hazard the way it is. I don't think your numbers are accurate to begin with as the work on the m-20 bridge has affected traffic flow. Driving slow through that corridor doesn't encourage me to go downtown. It irritates me and causes me to want to get through it quicker.

Name not shown

inside City Boundary

January 5, 2020, 8:41 AM

Question 1

Drive the corridor: More than 10 times per week

Walk the corridor: Never

Bike/use non-motorized transport in the corridor: Never

Question 2

- To get to a home or business within the corridor for work
- To get to a home or business within the corridor for non-work activities (shopping, dining, entertainment, etc.)
- To get to a destination outside the corridor for work
- To get to a destination outside the corridor for non-work activities (shopping, dining, entertainment, etc.)

Question 3

Vehicle speed: Decreased

Traffic volume: Stayed the same

Driver safety: Decreased

Travel time through corridor: Stayed the same

Question 4

Vehicle speed: N/A

Traffic volume: N/A

Pedestrian safety: N/A

Travel time through the corridor (including street crossings): N/A

Question 5

1. Motorist safety
2. Pedestrian non-motorized safety
3. Ease of motor vehicle use
4. Ease of pedestrian & non-motorized use
5. Economic development in the corridor
6. Aesthetics of the corridor

Question 6

- Expanded sidewalks (2)
- Green space (1)
- Design that encourages economic investment (2)
- Dedicated bike/non-motorized travel lanes (3)
- Landscaping or other aesthetic elements (2)

Question 7

I think people drove poorly to make a point during the trial. I believe 2 lanes is better for everyone. And I'd love to see the third turned into a bike/pedestrian area but it would definitely need a very noticable barrier for me to use it as I believe people will continue to drive poorly through there for some time to prove how "dangerous" and "stupid" a 2 lane road is. I would like to see both roads drop to 2 lanes. I have an employee who does cross them both. Often at a light and not just an intersection. She has nearly been hit multiple times on her way to work. People simply don't pay attention through there.