


# Preliminary Plan Open House

# City of Clawson Downtown Bicycle & Pedestrian Plan August 30, 2012

City of Clawson Downtown Bicycle and Pedestrian Plan  
Preliminary Plan Open House



Thursday, August 30, 2012  
7:00 PM to 9:00 PM  
City Hall

Norman Cox, LLA, ASLA  
Carolyn Prudhomme, BLA

The Greenway Collaborative, Inc.  
Ann Arbor, Michigan



## Work To-Date

- Started with an on-line Survey
  - 200 responses
  - Options for crossings, placemaking and bicycle access
- Open House on August 13<sup>th</sup>
  - Evaluated alternatives
- Meeting with City Staff and Other City Consultants on August 23<sup>rd</sup>
  - Refined concepts



Started with very general concepts, evaluated alternatives for the most desired concepts and then developed preliminary plans based on feedback

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## Tonight's Open House

### Purpose:

- To get feedback on preliminary plans
- To prioritize improvements

### Format:

- Overview of the preliminary plan elements
- Review of draft recommendations at 11 stations



Once you have provided the feedback that you want you may leave at any time

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## Importance of Direct Travel for Pedestrians

- Most walking trips for personal business are about ¼ to ½ mile
  - 5 to 10 minute walk
- Most people will not go out of their way more than 10% total trip distance
- A 10% detour for a ½ mile walking trip is 264'
  - less than a city block

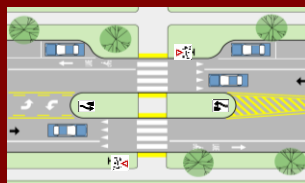


Signs and barriers have little impact on changing people's behaviors

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## Crossing Islands

- Cross the street in two stages
- Only requires a gap in traffic from one direction at a time
- Zig-Zag Crossing Provide Room for Multiple Bicycles, Trailers and Tandems
- FHWA proven safety counter measure



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## Actuated Rectangular Rapid Flash Beacon

- High intensity LED flashers that are paired with crosswalk signs to get motorists attention when the crosswalk is in use
- Push-button or passively activated (automatic detection)
- Can be linked to advanced warning signs with LED flashers
- Can be used in conjunction with crossing islands



Most important aspect is that the flashers are only on when someone is about to or is crossing the road

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## Pedestrian Hybrid Beacon

- Good for multi-lane crossings with limited gaps and higher speeds
- May be used with or without crossing islands
- 69% reduction in pedestrian crashes
- 29% reduction in total roadway crashes
- Minimal delay to motorized vehicles
- FHWA proven safety counter measure

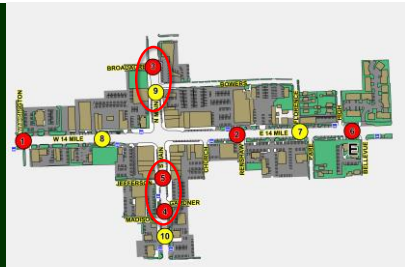


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## Web Survey – Crossings Ranked

### Six Priority Crossings from Survey:

1. 14 Mile & Washington
2. 14 Mile & Renshaw
3. Main St & Broadacre
4. Main St & Jefferson
5. Main St & Madison/Gardner
6. 14 Mile & High/Belevue



South Main at Jefferson and South Main at Madison/Gardner are basically a tie for 4<sup>th</sup> place

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## Crossing Improvement General Approach

- Use hybrid pedestrian beacons with crossing islands on 14 Mile at the edge of the commercial district where speeds are higher
- Use rectangular rapid flash beacons with crossing islands on 14 Mile in the heart of the commercial core where speeds are lower
- Use rectangular rapid flash beacons on Main Street in the commercial core where there are three lanes and lower speeds



Ideally, creating a rhythm of a crosswalk every 400 to 500' in the downtown

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## W 14 Mile at Washington Ave Concept Plan Feedback

- Just one concept prepared for this location
- 9 people agreed with concept, 1 disagreed
- Concerned of restricting turning movements
- Noted important to keep pedestrians safe



- 2 votes for and 1 vote against gateway treatment
- 1 vote against landscaping in median

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## W 14 Mile at Washington Ave Preliminary Plan

- Crossing Island
- Hybrid Pedestrian Beacon
- Gateway Treatment
- Restricted turns out of Washington St. to protect pedestrians



Most important crosswalk from a safety standpoint given it is use by school age children and the elderly in combination of it being on the edge of town where speeds are generally higher



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## W 14 Mile West of Main Street Preliminary Plan

- New idea
- Proposed island located in unused center turn lane
- May in the future become a crosswalk should vacant lot be developed and create demand



The island can help maintain the "downtown" feel and help keep speeds close to posted speed

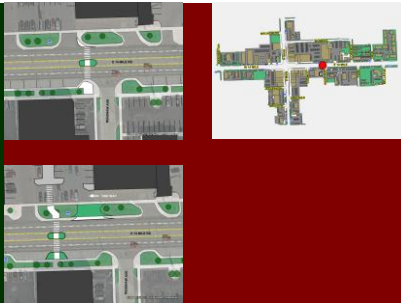


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Spaced mid-way between Washington Crosswalk and Main Street signal

## E 14 Mile at Renshaw Ave Alternatives Feedback

- Bottom alternative clearly preferred
- Some desire for landscaping



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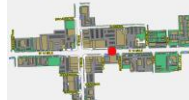
## E 14 Mile at Renshaw Ave Preliminary Plan

- Crossing Island
- Curb Extension
- Rectangular Rapid Flash Beacons
- Landscaped Medians
- "Mini" Gateway



Currently the location of significant mid-block crossings

LOCATION:



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## E 14 Mile at Florence St & Pare St Preliminary Plan

- Crossing Island
- Curb Extension
- Hybrid Pedestrian Beacon
- Gateway Treatment
- Restricted left turn out of Florence



Did not prepare alternatives for this location, came out of meeting with City staff

LOCATION:



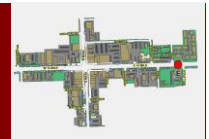
A truer "Gateway" location than Bellevue

Ties with proposed city bike route

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## W 14 Mile at High Street Concept Plan Feedback

- Just one concept prepared for this location
- Most people disagreed with the concept plan
- Most who disagreed wanted it moved further to the east closer to the schools



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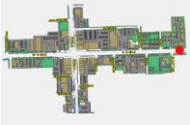
## E 14 Mile at Bellevue Ave Preliminary Plan

- Crossing Island
- Hybrid Pedestrian Beacon
- Gateway Treatment



May be a little too far from the commercial core to function as an effective "Gateway"

LOCATION:



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## N Main St between Broadacre & Bowers Alternatives Feedback

- Mixed review of both locations but more likes than dislikes
- No preference for one location over the other



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## N Main St at Bowers Ave Preliminary Plan

- Rectangular Rapid Flash Beacons
  - With advance warning beacon for southbound traffic
- Curb Extension where currently crosshatched
- Painted Median



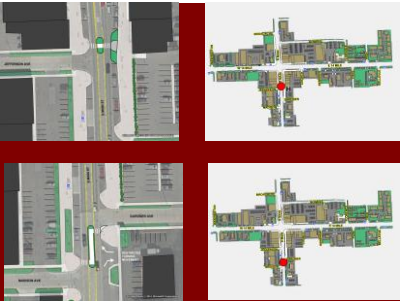
Not a high demand location but crosswalk may be made safer relatively inexpensively



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## N Main St between Jefferson & Madison Alternatives Feedback


- Mixed review of both locations
- Jefferson clearly preferred over Madison




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## S Main at Jefferson Ave Preliminary Plan

- Curb Extension
- Rectangular Rapid Flash Beacon
- No island to permit emergency vehicles bypass of stacked cars at signal



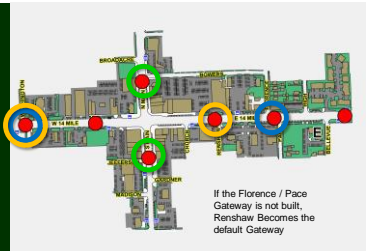
Not a high demand location but crosswalk may be made safer relatively inexpensively



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## Prioritizing Crossing Improvements

- Gateway treatments are important for lowering speeds in the commercial core and defining Clawson's downtown
- 14 Mile at Washington St and Renshaw Ave have a number of people crossing 5 lanes of traffic now with no marked crosswalk
- Main St crossings are easier to do currently but also relatively inexpensive to make safer



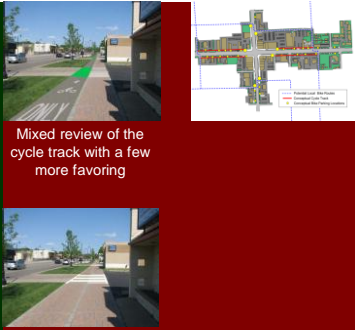
If the Florence / Pace Gateway is not built, Renshaw Becomes the default Gateway

- Gateway
- Easy / Moderate Use
- Key Safety Location

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## Bicycling in the Downtown Open House Feedback

- Mixed review of the preferred concepts
- Verbal comments seemed to indicate that people did not like the idea of ending the cycle track at the heart of the commercial core
- Given the lack of consensus, safety concerns and costs neither idea was pursued any further



Mixed review of the cycle track with a few more favoring

Equal likes and dislikes

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## Standard Bicycle Parking Open House Feedback




- Preferred the seasonal bike racks the most
- Standard inverted "U" a close second



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## Artistic Bicycle Parking Open House Feedback

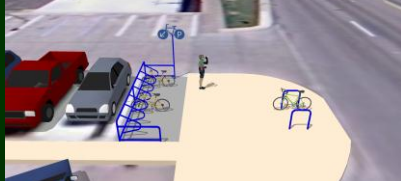

- Liked the larger seasonal sculptural bike rack more than the smaller single rack
- Did not like at all the covered rack with vertical bike parking

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## Bicycling Parking in the Downtown Preliminary Plan


- Group permanent and seasonal bike parking on edge of commercial core
- Integrate sculptural element into bike parking sign
- Direct bicyclist from proposed bike routes to bike parking location

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## Bicycle Access to Downtown Bike Parking

- Use wayfinding signage to direct bicyclist from bike routes to bike parking locations



To Downtown →




To Bike Parking →

Legend:  
 - Seasonal Bike Parking Rack  
 - Road Crossing Improvement for Bike Route  
 - Local Bike Route  
 - Bicycle Wayfinding Signage

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## Large Planters Open House Feedback




- Planters without seating were not as favored as planters with seating
- Liked the more sculptural permanent looking planter, with flowers and large trees the most

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## Planter with Benches Open House Feedback




- Preferred the mid-height concrete planter with multiple trees and inset benches the most
- Concerns with maintenance of wood planters and garbage collecting under cantilevered benches
- No dislikes

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## Flexible Seating Open House Feedback

- The umbrella table was a clear favorite
- More disliked movable tables and chairs than liked. Concerned they will "walk away"

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