


Alternatives Open House

City of Clawson Downtown Bicycle & Pedestrian Plan August 13, 2012


City of Clawson Downtown Bicycle and Pedestrian Plan Alternatives Open House



Monday August 13, 2012
7:00 PM to 9:00 PM
City Hall

Norman Cox, LLA, ASLA
Carolyn Prudhomme, BLA

The Greenway Collaborative, Inc.
Ann Arbor, Michigan



Starting Point – A Web Survey

- Open from July 26th to August 9th
- Looked at three primary issues that were defined by the DDA:
 - Mid-block Crossings
 - General placemaking Enhancements
 - Bicycle Improvements




The goal was to get input from a larger cross section of the public than we could get to attend a workshop

Information was used to narrow down the alternatives that we are looking at this evening




Purpose of Tonight's Meeting

- Alternatives were developed based on the most preferred:
 - Placemaking enhancements
 - Crossing locations
 - Bike Solutions
- Next meeting will combine the preferred alternatives into a preliminary plan that looks at how this all comes together



Focus is the downtown area

May in the future look beyond the DDA boundaries to other bicycle and pedestrian issues in the City

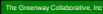


Web Survey – Who Took the Survey

- 219 surveys started
- 185 surveys completed
- 83% of respondents LIVE in the City of Clawson
- 14% of respondents WORK in Downtown Clawson
- 6% of respondents OWN A BUSINESS in Downtown Clawson

Response	Percentage	Count
Live here less than 10 years old	22%	3
Live in the three villages or immediately adjacent	1%	1
I am part of a household without national age children	6%	1
Live and/or commute to work in the City of Clawson	23%	28
Live outside of town	22%	28
Business location	7%	5
Work location	1%	1

Response	Percentage	Count
Male	51%	105
Female	49%	105
Cracked question	2%	2
Missing question	2%	2

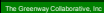


Web Survey – Frequency of Walking and Biking

- About 84% visit the Downtown Daily or Weekly
- About 54% currently walk on the sidewalk Daily or Weekly
- About 23% currently bike in the Downtown Daily or Weekly

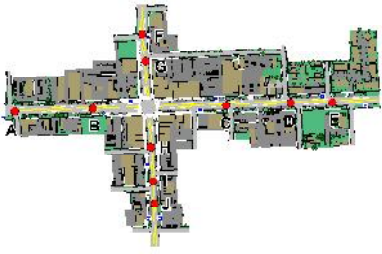
Frequency	Percentage	Count
Daily	47%	72
Weekly	37%	58
Monthly	11%	18
Bi-weekly	2%	3
Never	0%	0

Frequency	Percentage	Count
Daily	12%	18
Weekly	41%	64
Monthly	21%	33
Bi-weekly	12%	18
Never	12%	18

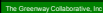


Crossing Locations Surveyed

- Provided a brief overview of 10 locations and asked:
 - Do you currently cross here?
 - How important it is to providing a crossing at the location?
 - Asked for additional input
- The goal was to identify the key locations – not to decide exactly how it would look




We did though provide some examples of best practices to give people an idea of what may be considered



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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

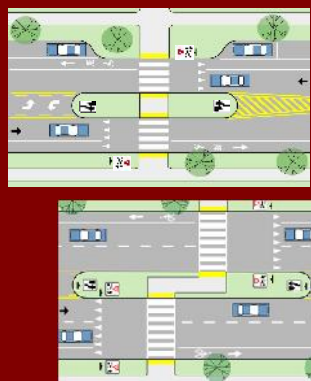



Most important aspect is that the flashers are only on when someone is about to or is crossing the road

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Crossing Islands

- Ability to 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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Pedestrian Hybrid Beacon


- Good for locations where crossing islands are not practical or feasible
- Evaluation of 21 locations found a 69% reduction in pedestrian crashes after installation
- Minimal delay to motorized vehicles
- FHWA proven safety counter measure




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Importance of Direct Travel for Pedestrians

- Most walking trips for personal business are about 1/4 to 1/2 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 1/2 mile walking trip is 264'
 - less than a city block



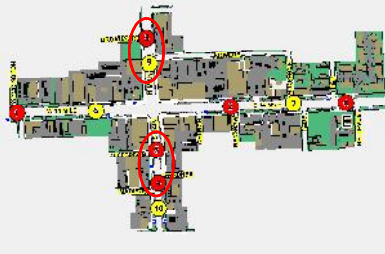
Signs and barriers have little impact on changing people's behaviors

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Web Survey – Crossings Ranked

Six Priority Crossings:

- 14 Mile & Washington
- 14 Mile & Renshaw
- Main St & Broadacre
- Main St & Jefferson
- Main St & Madison/Gardner
- 14 Mile & High/Bellevue



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

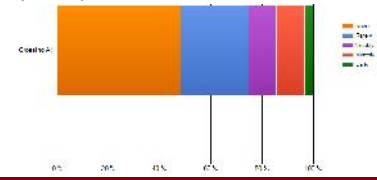
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W 14 Mile at Washington Ave


Web Survey Recurring Comments:

- Need Safe Crossing for Clawson Manor Residents
- Need Safe Crossing for Students going to High School and Middle School

Do you currently cross the road at this location?



Please rate how important you think it is to provide a safe road crossing at this location?



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W 14 Mile at Washington Ave Concept Plan

- Staggered Streets Allow for Crossing Island while maintaining left turns into Washington
- Left turns out of Washington would be restricted



- Bus stop
- Senior center
- Natural road crossing
- Existing bike route
- Entrance / gateway into downtown



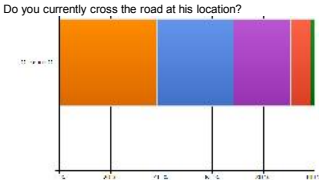
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Web Survey – W 14 Mile at Renshaw Ave

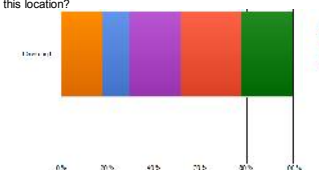

Web Survey Recurring Comments:

- Businesses on both sides of the street
- Lots of pedestrian traffic
- Interest in crossing at Church Street instead

Do you currently cross the road at this location?




Please rate how important you think it is to provide a safe road crossing at this location?


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W 14 Mile at Renshaw Ave – Alternative 1

- Crossing Island
- Island further away from signal than alternative 2



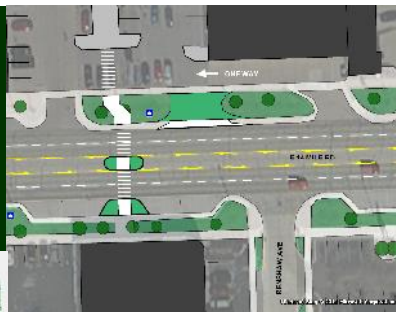
- Bus stop
- Commercial destinations on both sides of the street
- Natural crossing
- Stacking in left turn lane




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W 14 Mile at Renshaw Ave – Alternative 2

- Crossing Island
- Reconfiguration of parking lot based on 2011 design
- Two (2) parking spaces removed to provide for bump-out



- Bus stop
- Commercial destinations on both sides of the street
- Natural crossing
- Stacking in left turn lane



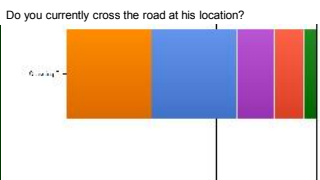
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Web Survey – N Main St at Broadacre Ave

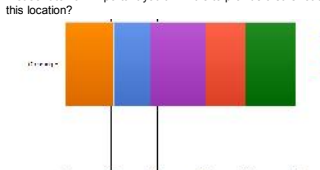

Web Survey Recurring Comments:

- School near-by and students cross here
- Conflicting opinions if crossing is needed here due to proximity to light

Do you currently cross the road at this location?



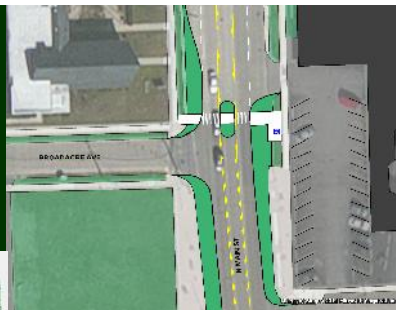
Please rate how important you think it is to provide a safe road crossing at this location?


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N Main St between Broadacre Ave and Bowers Ave – Alt 1

- Crossing Island
- Extend 3 lane road cross section one block
- Add landscape buffer where striped off area used to be
- Extend pavement area at bus stop



- Bus stop
- Natural road crossing location



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Web Survey – N. Main St at Bowers St

Web Survey Recurring Comments:

- Too close to existing signalized intersections
- Crossing at Bowers or Crossing at Broadacre, not both

Do you currently cross the road at this location?

Please rate how important you think it is to provide a safe road crossing at this location?

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N Main St between Broadacre Ave and Bowers Ave – Alt 2

- Lower priority than at Broadacre
- Crossing Island
- Add landscape buffer where striped off area used to be

- Natural road crossing location
- Stacking in left turn lane

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Web Survey – N Main St at Jefferson Ave

Web Survey Recurring Comments:

- Too close to Main St and W 14 Mile Intersection
- Crossing needed south of 14 Mile to get to restaurants

Do you currently cross the road at this location?

Please rate how important you think it is to provide a safe road crossing at this location?

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N Main St between Jefferson Ave and Madison Ave – Alt 1

- Crossing Island
- Two parking spaces removed to provide bump-out

- Bus stop
- On-street parking
- Natural crossing
- Stacking in left turn lane

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Web Survey – N Main St at Madison Ave/Gardner Ave

Web Survey Recurring Comments:

- No Recurring Comments

Do you currently cross the road at this location?

Please rate how important you think it is to provide a safe road crossing at this location?

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N Main St between Jefferson Ave and Madison Ave – Alt 2

- Long Crossing Island orient pedestrian toward oncoming motor vehicles
- Motor vehicle traffic restricted into and out of driveway

- Bus stop
- On-street parking
- Natural crossing

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Web Survey – W 14 Mile at High St/Bellevue

Web Survey Recurring Comments:

- Like the idea of putting a crossing back in at this intersection

Do you currently cross the road at this location?

Method	Percentage
Other	~10%
At the intersection	~45%
At a nearby intersection	~35%
At a nearby street	~10%

Please rate how important you think it is to provide a safe road crossing at this location?

Importance Level	Percentage
Very important	~45%
Important	~35%
Not important	~15%
Other	~5%

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W 14 Mile at High Street Concept Plan

- One feasible option
- Crossing Island
- Two parking spaces removed to provide for bump-out

- Bus stop
- Entrance/gateway to downtown
- Natural crossing
- On-street parking

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Web Survey – Existing Walking and Cycling Travel on 14 MILE ROAD

- 11% comfortable or very comfortable riding a bike IN THE ROADWAY
- 54% comfortable or very comfortable riding ALONG THE SIDEWALK

How comfortable are you when riding a bike IN THE ROADWAY on 14 MILE ROAD in Downtown Clawson based on existing conditions?

Comfort Level	Percentage
Very comfortable	~11%
Comfortable	~11%
Not comfortable	~78%

How comfortable are you when riding a bike ON THE SIDEWALK along 14 MILE ROAD in Downtown Clawson based on existing conditions?

Comfort Level	Percentage
Very comfortable	~11%
Comfortable	~43%
Not comfortable	~46%

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Web Survey – Existing Walking and Cycling Travel on Main Street

- 15% comfortable or very comfortable riding a bike IN THE ROADWAY
- 56% comfortable or very comfortable riding ALONG THE SIDEWALK

How comfortable are you when riding a bike IN THE ROADWAY on MAIN STREET in Downtown Clawson based on existing conditions?

Comfort Level	Percentage
Very comfortable	~15%
Comfortable	~15%
Not comfortable	~70%

How comfortable are you when riding a bike ON THE SIDEWALK along MAIN STREET in Downtown Clawson based on existing conditions?

Comfort Level	Percentage
Very comfortable	~15%
Comfortable	~41%
Not comfortable	~44%

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Bicycling in the Downtown

- Sketched out three alternatives:
 - Share Lane Marking
 - Back Alley Bikeways
 - Cycle Track
- Cycle Track was by far the favored alternative
- Bike lanes are not feasible in the near-term due to the existing road width

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Web Survey – Cycle Track

- Exclusive bicycle facility that is separated from vehicle travel lanes, parking lanes and sidewalks
- Usually separated by coloring, bollards, curbs/medians or a combination of these
- Like a sidewalk, there are issues with visibility at intersection driveways

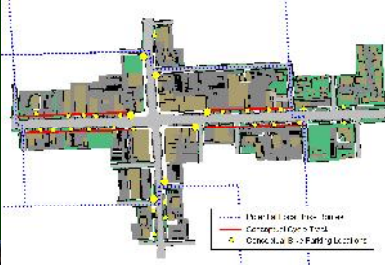
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Web Survey – Cycle Track

- Add 5' pavement to existing sidewalk for cycle track
- Bicycle encouraged to travel in one direction with the flow of motor vehicle traffic
- Cycle track would be highlighted where conflicts occur with motor vehicles at driveways
- Bike parking would be located at the edge of the commercial core and bicycle would be encouraged to park there and then walk to their final destination



..... Existing Local Ordinance
- - - - - Current Highway
▲ Cycle Track Parking Locations



Widen the existing narrow sidewalk to create one-way Cycle Track on each side of road and locate bicycle parking at the edge of the commercial core

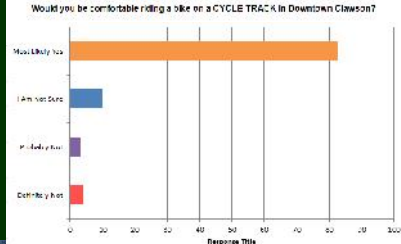
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Web Survey – Cycle Track


Recurring Comments:

- Like this option the best
- Don't think one-way flow would be followed
- Like the green highlight at driveway crossings
- Concerns with motorist visibility at driveway crossings
- Concern with mix of bicycle and pedestrians

Would you be comfortable riding a bike on a CYCLE TRACK in Downtown Clawson?



Response Title	Percentage
Most Likely Yes	83%
I Am Not Sure	17%
Probably Not	0%
Definitely Not	0%




83% Comfortable on a Cycle Track

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Bicycle Facilities: Alternative 1 – Cycle Track

- Add 5' pavement to existing sidewalk for cycle track
- Bicycle encouraged to travel in one direction with the flow of motor vehicle traffic
- Cycle track would be highlighted where conflicts occur with motor vehicles at driveways



Bike parking would be located at the edge of the commercial core and bicycle would be encouraged to park there and then walk to their final destination

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Bicycle Facilities: Alternative 2 – Wide Sidewalk

- Sidewalk widened to approximately 8 to 10 feet to allow bicyclists and pedestrians to better share the sidewalk
- Bicyclists required to yield to pedestrians
- Crosswalk markings at driveways
- Surface to match adjacent sidewalk



Existing Local Ordinance prohibits bicyclists on the sidewalk in business districts

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Improvements to Pedestrian Environment

- Use planters capable of supporting trees
- Add a water feature
- Provide wayfinding kiosks with maps and information
- Incorporate permanent art installations
- Widen narrow sidewalks
- Provide more shade with street trees
- Provide more flexible seating
- Provide more bike parking
- Provide more seating near bus stops



Asked how important nine typical improvements are to enhancing the pedestrian environment and creating a sense of place downtown

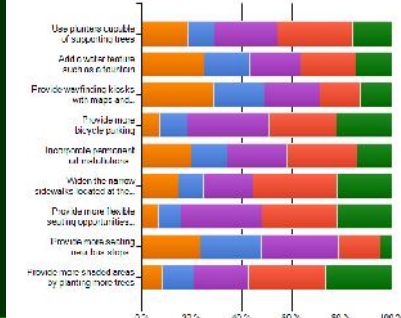
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Web Survey – Improvements to Pedestrian Environment

Top improvements to enhance the pedestrian environment:

- Widen the narrow sidewalks
- Provide more shaded areas by planting trees
- Provide more flexible seating opportunities
- Provide more bike parking

Based on the above observations and your experiences, please rate how important you believe each of the following improvements are to enhancing the pedestrian environment and creating a sense of place in Downtown Clawson.



Improvement	Not Important (1)	2	3	4	Very Important (5)
Use planters capable of supporting trees	10%	10%	20%	30%	30%
Add outdoor seating structures in downtown	10%	10%	20%	30%	30%
Provide wayfinding kiosks with maps and information	10%	10%	20%	30%	30%
Provide more bicycle parking	10%	10%	20%	30%	30%
Incorporate permanent art installations	10%	10%	20%	30%	30%
Widen the narrow sidewalks located at driveways	10%	10%	20%	30%	30%
Provide more flexible seating opportunities near a bus stop	10%	10%	20%	30%	30%
Increase more seating near a bus stop	10%	10%	20%	30%	30%
Provide more shaded areas by planting more trees	10%	10%	20%	30%	30%

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Flexible Seating

- Movable chairs and tables
- Can group as desired
- Move into shade or sun

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Large Planters

- Capable of Supporting Trees
- Can be used to define spaces in areas with wide sidewalks

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Planter with Benches

- Capable of Supporting Trees
- Can be used to define spaces in areas with wide sidewalks
- Includes seating opportunities

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Standard Bicycle Parking

- Hoops
- Temporary or seasonal in place of an on-street parking spot
- Covered parking

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Artistic Bicycle Parking

- Many variations from simple to rather complex
- Also temporary or seasonal options in place of an on-street parking spot
- Covered parking options

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Now for Something Completely Different

- Sometimes image search engines don't always return the results you expect
- From Great Britain of course
- Not sure where these would go, but we had to share this with you
- Feel free to color outside the lines

Whimsy, playfulness and originality go a long way to creating a strong sense of place


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Next Steps

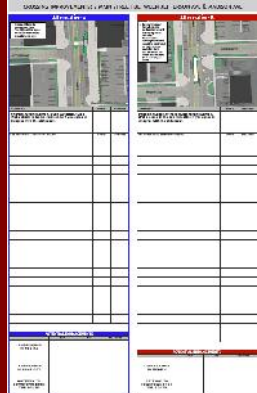
- Preliminary Plan Open House
 - August 30th
 - Same time, same place



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Open House Directions

- Indicate what option you prefer with a check-mark
- If you have other input write it in the box below
 - If it relates to a specific place a number on the map to correspond to your note
- Feel free to agree or disagree with comments provided by others by putting a check in the appropriate box to the right of the comment



Map Reference	Comments	Agree	Disagree
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