

CITY OF CLAWSON – DOWNTOWN BICYCLE AND PEDESTRIAN PLAN

APPENDIX

December 14, 2012



prepared for



submitted by:



CITY OF CLAWSON DOWNTOWN BICYCLE AND PEDESTRIAN PLAN
APPENDIX

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CITY OF CLAWSON DOWNTOWN BICYCLE AND PEDESTRIAN PLAN WEB SURVEY

DOCUMENTATION OF INPUT






Overview

A web survey was available for two weeks in July and August 2012 for the public to provide input on the City of Clawson Downtown Bicycle & Pedestrian Plan. 219 people began the survey and 185 completed the entire survey.



The survey begins by collecting general information about the survey respondents to help gauge the survey sample. It then asks questions regarding road crossing improvements, streetscape enhancements and potential bicycle facilities.

The following pages document the results of the survey.



1. Please indicate which of the following best describes your circumstance. For the purposes of this question, a household is considered any type of residence with one or more occupants.

		Response Percent	Response Count
I am less than 18 years old		2.3%	5
I am a full time college or university student		1.4%	3
I am part of a household without school age children		56.3%	121
I am part of a household with school age children		30.7%	66
I am a senior citizen		9.3%	20
answered question			215
skipped question			4


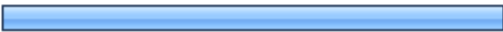
2. Please indicate your gender

		Response Percent	Response Count
Male		46.8%	101
Female		53.2%	115
answered question			216
skipped question			3



3. Do you LIVE in the City of Clawson?

		Response Percent	Response Count
Yes		82.9%	180
No		17.1%	37
answered question			217
skipped question			2






4. Do you WORK in Downtown Clawson?

		Response Percent	Response Count
Yes		13.4%	29
No		86.6%	188
answered question			217
skipped question			2


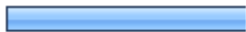



5. Do you OWN A BUSINESS in Downtown Clawson?

		Response Percent	Response Count
Yes		6.0%	13
No		94.0%	204
answered question			217
skipped question			2






6. Please describe how frequently you visit Downtown Clawson:

		Response Percent	Response Count
Daily		33.3%	72
Weekly		50.5%	109
Monthly		11.6%	25
Rarely		4.2%	9
Never		0.5%	1
answered question			216
skipped question			3

7. Please describe how frequently you walk along the sidewalks in Downtown Clawson:

		Response Percent	Response Count
Daily		12.9%	28
Weekly		41.9%	91
Monthly		21.7%	47
Rarely		19.8%	43
Never		3.7%	8
answered question			217
skipped question			2

8. Please describe how frequently you ride a bicycle in Downtown Clawson:

		Response Percent	Response Count
Daily		5.1%	11
Weekly		17.5%	38
Monthly		11.1%	24
Rarely		30.9%	67
Never		35.5%	77
answered question			217
skipped question			2

9. 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.

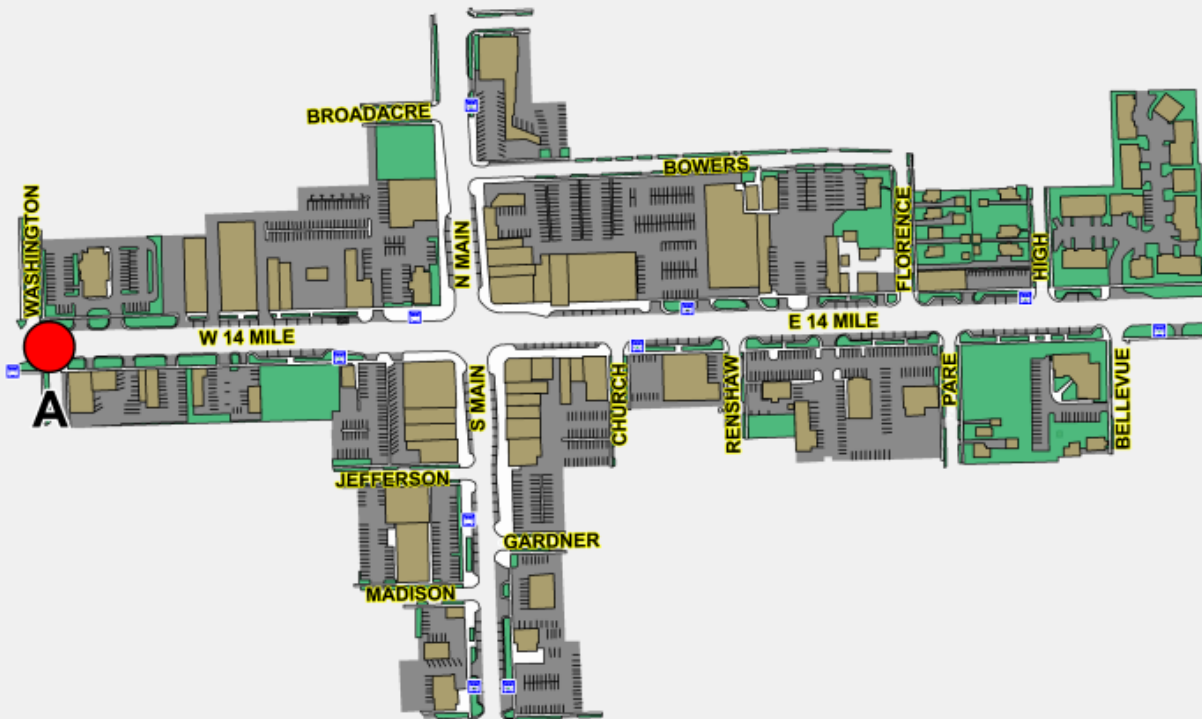
	Not Important 1	2	3	4	Very Important 5	Response Count
Use planters capable of supporting trees	20.0% (40)	12.0% (24)	25.5% (51)	29.0% (58)	13.5% (27)	200
Add a water feature such as a fountain	24.6% (50)	18.2% (37)	22.7% (46)	20.7% (42)	13.8% (28)	203
Provide wayfinding kiosks with maps and information about downtown	30.0% (61)	19.7% (40)	23.6% (48)	16.3% (33)	10.3% (21)	203
Provide more bicycle parking	8.9% (18)	12.3% (25)	31.5% (64)	28.1% (57)	19.2% (39)	203
Incorporate permanent art installations such as sculptures	20.2% (41)	14.8% (30)	26.1% (53)	27.1% (55)	11.8% (24)	203
Widen the narrow sidewalks located at the edge of the downtown	14.5% (29)	9.0% (18)	21.5% (43)	34.5% (69)	20.5% (41)	200
Provide more flexible seating opportunities in the downtown	8.5% (17)	10.0% (20)	29.0% (58)	32.0% (64)	20.5% (41)	200
Provide more seating near bus stops in the downtown	24.4% (49)	25.9% (52)	28.4% (57)	17.4% (35)	4.0% (8)	201
Provide more shaded areas by planting more trees	9.0% (18)	13.1% (26)	20.1% (40)	30.2% (60)	27.6% (55)	199
Other (please specify)						33
answered question						203
skipped question						16

OTHER (PLEASE SPECIFY)

1	a "piazza", like the one in downtown Plymouth	Aug 9, 2012 8:42 PM
2	Downtown is such a cute area but there are the most random businesses. Why do we have 4 salons? If we added more businesses down there it would be amazing!	Aug 9, 2012 3:23 PM
3	pedestrian crossing between main - rochester rd.	Aug 9, 2012 3:21 PM
4	If you do add a fountain, I suggest designing one that could double as a splash pad for children to play in.	Aug 9, 2012 2:42 PM
5	no planters they didnt workout the first time	Aug 9, 2012 1:59 PM
6	over 19 years working in Clawson and too much money is spent trying to be Royal Oak	Aug 9, 2012 1:29 PM
7	Install working drinking fountains; larger diameter new tree plantings; Low Impact Development including living walls, green roofs, water gardens, bio swales, etc.; less impermeable walking and vehicle surfaces.	Aug 9, 2012 12:25 PM
8	kiosks to include info about the city as a whole	Aug 8, 2012 4:37 PM
9	I feel you're missing the point. I would need a reason to come into town. With some of the businesses that are currently there I don't have a reason to be there	Aug 8, 2012 3:08 PM
10	Clear worthless objects out, such as huge planters and restaurant patio seating. Way too much junk out there.	Aug 8, 2012 2:19 PM
11	Lessen bottleneck traffic headed south on Main (at 14 Mile) by recreating two lanes.	Aug 6, 2012 11:50 PM
12	more catch basins to provide proper drainage - south east of main and 14 mile	Aug 6, 2012 9:27 AM
13	provide seasonal music throughout the downtown	Aug 2, 2012 2:31 PM
14	More designated crosswalks.	Jul 31, 2012 11:37 PM
15	more restaurants with roof top patios	Jul 31, 2012 5:56 PM
16	additional crosswalks	Jul 31, 2012 2:02 PM
17	Provide bike lane specifically for bike traffic	Jul 31, 2012 9:23 AM
18	Planters that are in place now add to sidewalk congestion and are pedestrian hazards	Jul 31, 2012 9:07 AM
19	looking for a bike route through Clawson; able to cross 14 Mile safely at Bellevue	Jul 30, 2012 9:50 PM
20	Do not raise taxes to pay for any of the above	Jul 30, 2012 3:33 PM
21	slow vehicle traffic. add businesses of interest to pedestrians. add crosswalks.	Jul 30, 2012 3:22 PM
22	more places to put trash!!! And empty them more often !!!!!!!!!!!!!	Jul 30, 2012 3:05 PM
23	Downtown Clawson is too small to have any of the above be important as opposed to bigger cities with downtowns such as Royal Oak, Ferndale, etc.	Jul 30, 2012 2:14 PM
24	Get rid of the on street parking. Cars parked there block views when coming out of side streets and parking lots. Adding a bike lane would make more sense.	Jul 30, 2012 1:55 PM
25	move chamber of commerce to a more noticeable location with extended hours	Jul 30, 2012 1:38 PM

26	Paint exterior of businesses, ie. Lyons insurance. Improve landscape of vacant buildings/parking lots	Jul 30, 2012 1:28 PM
27	Narrow 14 mile to two lanes, sitting at Black Lotus (14 Mile side) is like sitting in the middle of 14 Mile Road	Jul 30, 2012 1:16 PM
28	Local trucks only on 14 Mile. Its to busy and wide to give a downtown feel	Jul 30, 2012 1:07 PM
29	Providing bike paths to keep bikes of sidewalk but safer from vehicle traffic.	Jul 30, 2012 12:59 PM
30	Do something to slow down 14 mile traffic at Main St. When my son and I cross, I'm always concerned for our safety.	Jul 30, 2012 12:54 PM
31	Bring more varieties of buisnesses. Such as entertainment. Not Just microbrewries. Up and coming ideas and new places to eat will bring more youthful and new life to the city of clawson.	Jul 30, 2012 12:54 PM
32	Instead of Kiosks, develop smartphone friendly websites and work with existing city index sites (yelp, citysearch)	Jul 30, 2012 12:45 PM
33	Aso access to suronding cities and better bike recks.	Jul 30, 2012 12:30 PM

CROSSING LOCATION A: W 14 MILE AT WASHINGTON



10. Do you currently cross the road at this location?

	Daily	Weekly	Monthly	Rarely	Never	Response Count
Crossing A:	3.1% (8)	11.5% (22)	12.5% (24)	27.6% (53)	45.3% (87)	192

answered question 192

skipped question 27

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

	Not Important 1	2	3	4	Very Important 5	Response Count
Crossing A:	15.7% (30)	9.4% (18)	14.7% (28)	19.9% (38)	40.3% (77)	191

answered question 191

skipped question 28

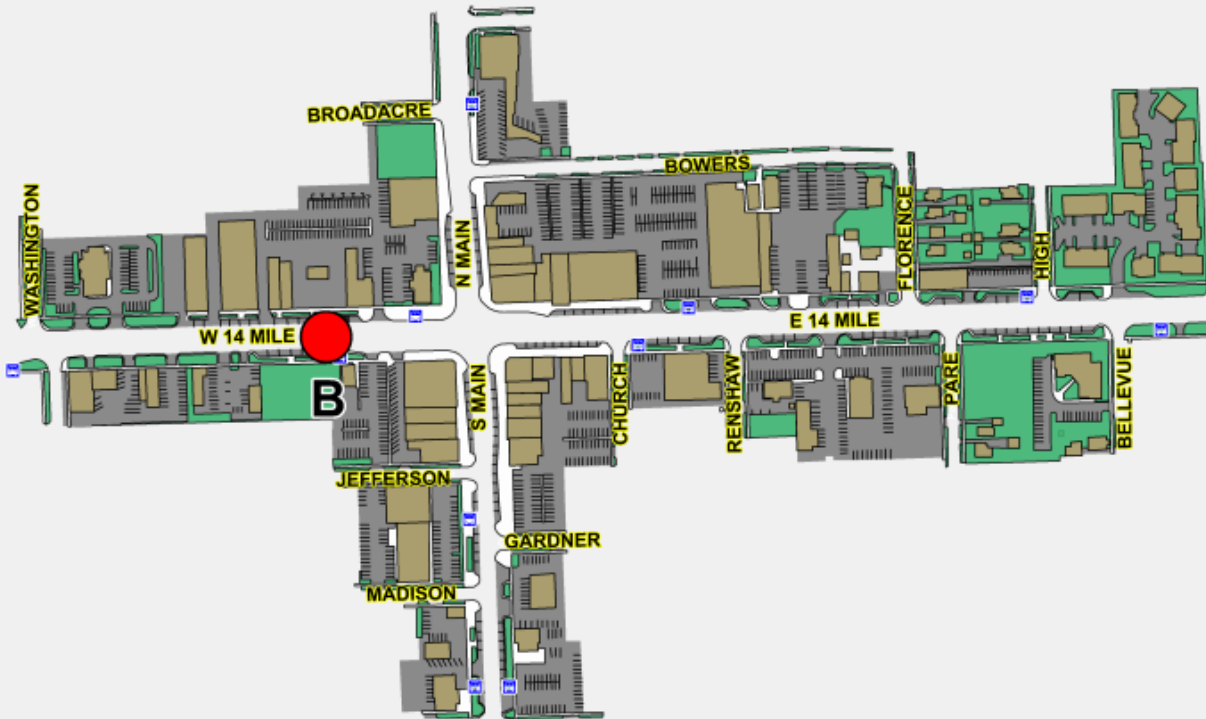
12. Please add any additional issues or observations about this location that you would like to share with the design team:

1	Important to have a safe crossing at this location. I have seen seniors crossing this road.	Aug 9, 2012 9:59 PM
2	Put the traffic signals back up at Manitou..	Aug 9, 2012 7:00 PM
3	I see seniors almost getting hit many times. Nobody stops for them.	Aug 9, 2012 5:14 PM
4	The Residents of Clawson Tower and the student at both the Middle School and the High School would all benefit from this. I see many elderly people trying to cross 14 Mile road, it's obvious by watching them that walking all the way down to Main Street or Bywood is not an option. I'm just waiting for someone to be hit T this location.	Aug 9, 2012 4:38 PM
5	Is a pedestrain crosswalk even constructable at this location because of the left/right hand turns with the street approaches and business approaches at this location.	Aug 9, 2012 3:26 PM
6	Important crossing location due to factors listed in the question heading.	Aug 9, 2012 3:22 PM
7	This is not location-specific, but because I travel with my toddler in a carrier behind my bike, please make sure that adequate time is given not just for a bike, but for a bike and carrier to cross the street.	Aug 9, 2012 2:46 PM
8	Senior housing, High School, and Middle School would benefit greatly.	Aug 9, 2012 2:26 PM
9	This location deserves to have a traffic light!	Aug 9, 2012 1:55 PM
10	This is currently a very inconvenient pedestrian/bicyclist crossing. The lack of crossing here has divided the community. This stretch of 14 Mile is straight and wide with no break in traffic. A green median all along 14 Mile would be optimal. A safe crossing at this location should be the minimum improvement.	Aug 9, 2012 12:30 PM
11	That is close enough to 14/main crossing, need crossing at Clawson Manor as high number of people j-walk at that area which is dangerous to walkers and frustrating to drivers.	Aug 8, 2012 7:30 PM
12	would like a crossing in front of Clawson Manor, outside of the DDA	Aug 8, 2012 4:38 PM
13	I continue to feel that you've missed the boat. I feel you need to improve the establishments within town so I have a reason to go there. I think there's other important issues that need to be addressed. I don't know why we have to tolerate coffee establishments that are only in business for a select demographic. These establishments are not welcoming to everyone and puts a bad taste in my mouth everytime I walk past them. We need to work harder to build more neighbor friendly establishments in town. I also believe we spent a lot of money on large planter boxes that aren't being used to their fullest.	Aug 8, 2012 3:14 PM
14	Frequently, there are people trying to cross at this location. A signal light for walking would be berry useful.	Aug 8, 2012 3:01 PM
15	The idea of pedestrian crossings is ridiculous, especially where the speed limit is 35mph, or already being backed up by the annoying one-lane roads on Main Street.	Aug 8, 2012 2:21 PM
16	The number of people from Clawson Manor crossing for shopping and to access the bus stop traveling west on 14 Mile Rd. as well as school students crossing make this an important area for safe crossing.	Aug 8, 2012 7:35 AM

17	I was so happy when that light did not come back after the 14 Mile construction was completed.	Aug 7, 2012 11:15 PM
18	tricky question . pedestrians are very important - but keeping auto traffic flowing is also important - Clawson does not want motorists to take alternate routes to avoid delays . motoring through Clawson along with proper business signage can attract new business ...	Aug 6, 2012 9:31 AM
19	don't see a problem , drive by there all the time , very rarely see anyone walking there, once in a while but not too often	Aug 5, 2012 7:11 AM
20	When I was going to middle and high school, I, as well as many other students, used this crossing daily on my bike. I'm not sure if this is currently the case. There does need to be a safe crossing for residents of the Clawson Manor somewhere on 14 Mile Rd.	Aug 4, 2012 8:22 AM
21	I think there are enough traffic lights that would be natural crossings	Aug 3, 2012 6:45 AM
22	Seniors can't reasonably be expected to walk down to the intersection of 14 and Main to cross at a designated crosswalk.	Jul 31, 2012 11:41 PM
23	People need to cross to get access to the drug store	Jul 31, 2012 8:16 PM
24	With kids going to that Burger King I think this would be a great spot for a crossing for their safety.	Jul 31, 2012 12:51 PM
25	The problem is that Washington stops at Main at two different spots, much like Bywood. Vehicles tend to go around the corner without looking to the pedestrian crossing.	Jul 31, 2012 11:56 AM
26	quit wasting money	Jul 31, 2012 11:02 AM
27	This is near the Senoir Highrise building and when the traffic lights on 14 Mile were removed it became very difficult for the senoir to cross 14 Mile	Jul 31, 2012 10:48 AM
28	Because of the senior high rise, people cross all the time here	Jul 31, 2012 10:07 AM
29	I often see seniors trying to cross here.	Jul 31, 2012 9:51 AM
30	I have seen countless seniors trying to cross at this location, including wheelchairs and it has made me nervous many times.	Jul 31, 2012 9:27 AM
31	would like a crossing by Clawson Manor and Bellevue on 14 Mile	Jul 30, 2012 9:52 PM
32	The problem at this location is the Senior Citizens cross here and don't always leave enough time to cross without getting hit.	Jul 30, 2012 6:14 PM
33	It would be better if you put the light back at custer for the seniors and the children going to the high school and middle school	Jul 30, 2012 5:35 PM
34	Installation of additional pedestrian safety features should primarily depend on how frequently senior citizens require crossing the street.	Jul 30, 2012 5:01 PM
35	It's good to have one near the senior residence.	Jul 30, 2012 2:08 PM
36	This would be a good location for an island. The people crossing here usually walk very slowly and could have traffic tied up for quit a while.	Jul 30, 2012 1:56 PM
37	I always see people near the senior home crossing in this area. It is not safe and there needs to be something close by for them to cross safely.	Jul 30, 2012 1:55 PM
38	It would slow down the traffic that roars up and down 14 mile road without thinking of the speed limits.	Jul 30, 2012 1:49 PM

39	We would cross here but instead we go down to the main intersection where a cross walk is located.	Jul 30, 2012 1:34 PM
40	It would be nice if there was a place between Bywood and Main to cross	Jul 30, 2012 1:13 PM
41	Please do not use mid-road cross walks. They are a hazard and serve to annoy drivers. Clawson isn't so big that people cannot cross at the lights where it won't disrupt traffic. I am sure putting these in will make drivers avoid our city all together on their daily drives, which then would make them miss what we have going on.	Jul 30, 2012 1:13 PM
42	This location may help kids walking to the high school and middle school.	Jul 30, 2012 1:10 PM
43	I always get nervous when I see the residents of the Clawson Manor crossing the in the middle of the street in that area.	Jul 30, 2012 1:08 PM
44	People seem to cross this location a lot. The smart thing to do is use people's natural tendencies but make them a bit safer. Adding a crosswalk here would help.	Jul 30, 2012 1:01 PM
45	It's like the Wild West trying to cross here. Car's fly through here. During the Downtown Halloween events, they'll have a crossing guard here, and it still	Jul 30, 2012 12:57 PM
seems very dangerous. Cars don't seem to be paying attention here.		

CROSSING LOCATION B: W 14 MILE BETWEEN WASHINGTON & MAIN



13. Do you currently cross the road at this location?

	Daily	Weekly	Monthly	Rarely	Never	Response Count
Crossing B:	1.1% (2)	10.0% (19)	7.4% (14)	27.4% (52)	54.2% (103)	190
	answered question					190
	skipped question					29

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

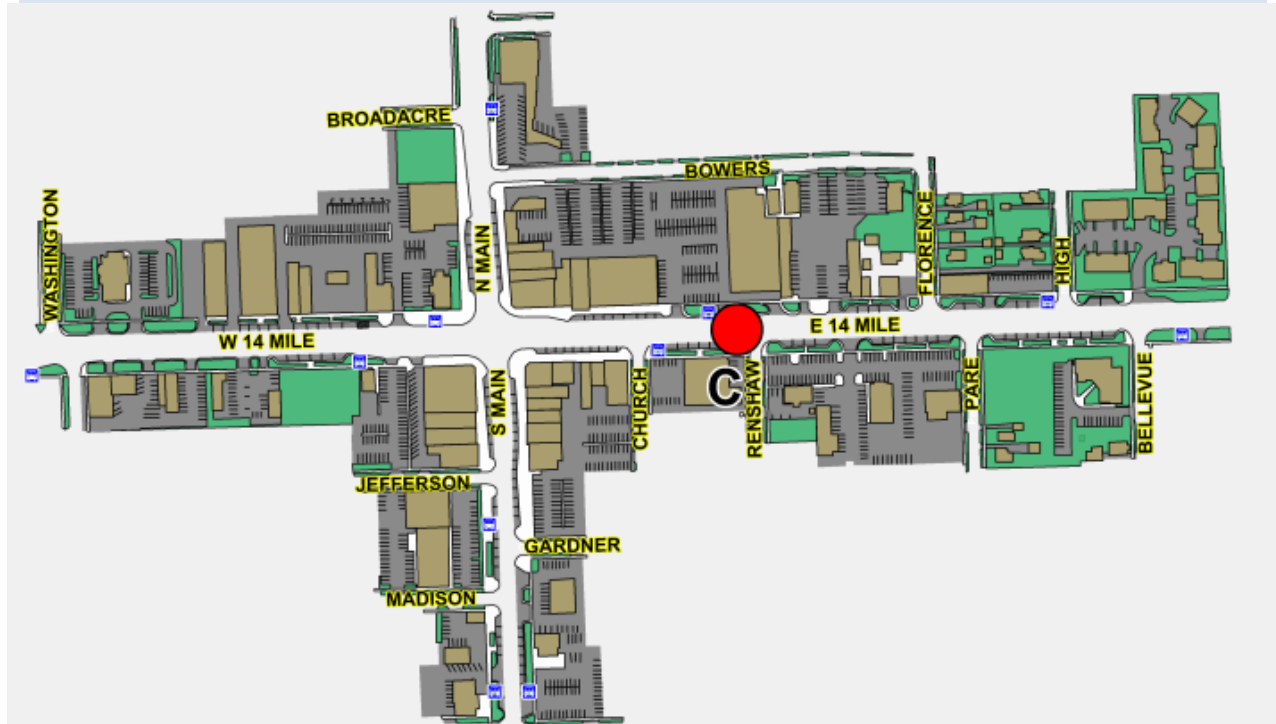
	Not Important 1	2	3	4	Very Important 5	Response Count
Crossing B:	30.7% (58)	20.1% (38)	16.4% (31)	13.2% (25)	19.6% (37)	189
	answered question					189
	skipped question					30

15. Please add any additional issues or observations about this location that you would like to share with the design team:

1	Hello. Walk a block to main street. Do not make clawson look like royal oak. I NEVER go to RO as its a pain to drive. I'll take the long way 14 mile to I75 to 696 because it's faster than Main street. I imagine I'm not the only one that does this.	Aug 9, 2012 5:17 PM
2	If crossing provided at A, B becomes redundant with both location A and the current traffic light supported crossings at 14 and Main.	Aug 9, 2012 3:24 PM
3	If a Washington crossing was established then a crossing here would not be needed as Main Street is nearby.	Aug 9, 2012 12:32 PM
4	Close enough to walk to 14/main crossing. More important to have crosswalk by Clawson Manor. Many people seem to j-walk at that location which is dangerous for pedestrians.	Aug 8, 2012 7:36 PM
5	too close to light at main street	Aug 8, 2012 4:38 PM
6	See previous message.	Aug 8, 2012 3:15 PM
7	Perhaps a flashing yellow light that could be pedestrian activated, but synchronized with the Main St. light so as not to disrupt 14 Mile Rd. traffic flow.	Aug 7, 2012 11:22 PM
8	its a waste of money ! Who's going to keep it clean ? Cant be the City workers, they're only 4 day workers now WHY? No money to have em work 5 days, save the money!!!	Aug 5, 2012 7:13 AM
9	I see people from the Senior High Rise trying to cross here as the west bound bus stops opposite I think.	Jul 31, 2012 8:16 PM
10	Too close to the corner tha'ts already a cross walk and there's too many lanes.	Jul 31, 2012 6:00 PM
11	No one should be crossing at that location. Cars making a left and going westbound could easily not respond in time to a light or the car behind them realizing that they have stopped.	Jul 31, 2012 11:58 AM
12	If I'm shopping in the SW corner I will usually leave the business by the rear entrance, walk across the parking lot and head down the street to go to Leon & Lulu. Then I will cross 14 Mile in the middle of the block rather than wait at Main for the long light. It's much faster to cross down the block.	Jul 31, 2012 10:14 AM
13	You can cross at the the light so close, not worth it.	Jul 31, 2012 8:34 AM
14	this is dependent on how many safe road crossing are added. I do not believe one needs to be at each location.	Jul 31, 2012 7:43 AM
15	would like a crossing at Bellevue and at Clawson Manor for the seniors and disabled to cross safely	Jul 30, 2012 9:52 PM
16	Main/14 Mile is close enough to walk to.	Jul 30, 2012 5:02 PM
17	Better to have further west at senior residence and at 14/Main.	Jul 30, 2012 2:09 PM
18	Those living in the senior high rise would probably cross here too. Another good location for an island.	Jul 30, 2012 1:56 PM
19	Can cross at Main & 14Mile	Jul 30, 2012 1:23 PM
20	MANY STUDENTS CROSS HERE	Jul 30, 2012 1:16 PM
21	Would be safer than crossing at Main&14 -- drivers do not pay attention when turning	Jul 30, 2012 1:13 PM

22	Please do not use mid-road cross walks. They are a hazard and serve to annoy drivers. Clawson isn't so big that people cannot cross at the lights where it won't disrupt traffic. I am sure putting these in will make drivers avoid our city all together on their daily drives, which then would make them miss what we have going on.	Jul 30, 2012 1:13 PM
23	Not a very safe place to cross.	Jul 30, 2012 12:58 PM
24	Its too close to a main crossing section to be deemed real important for an additional cross walk.	Jul 30, 2012 12:44 PM

CROSSING LOCATION C: W 14 MILE AT RENSHAW



16. Do you currently cross the road at this location?

	Daily	Weekly	Monthly	Rarely	Never	Response Count
Crossing C:	1.6% (3)	9.1% (17)	22.0% (41)	30.1% (56)	37.1% (69)	186
	answered question					186
	skipped question					33

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

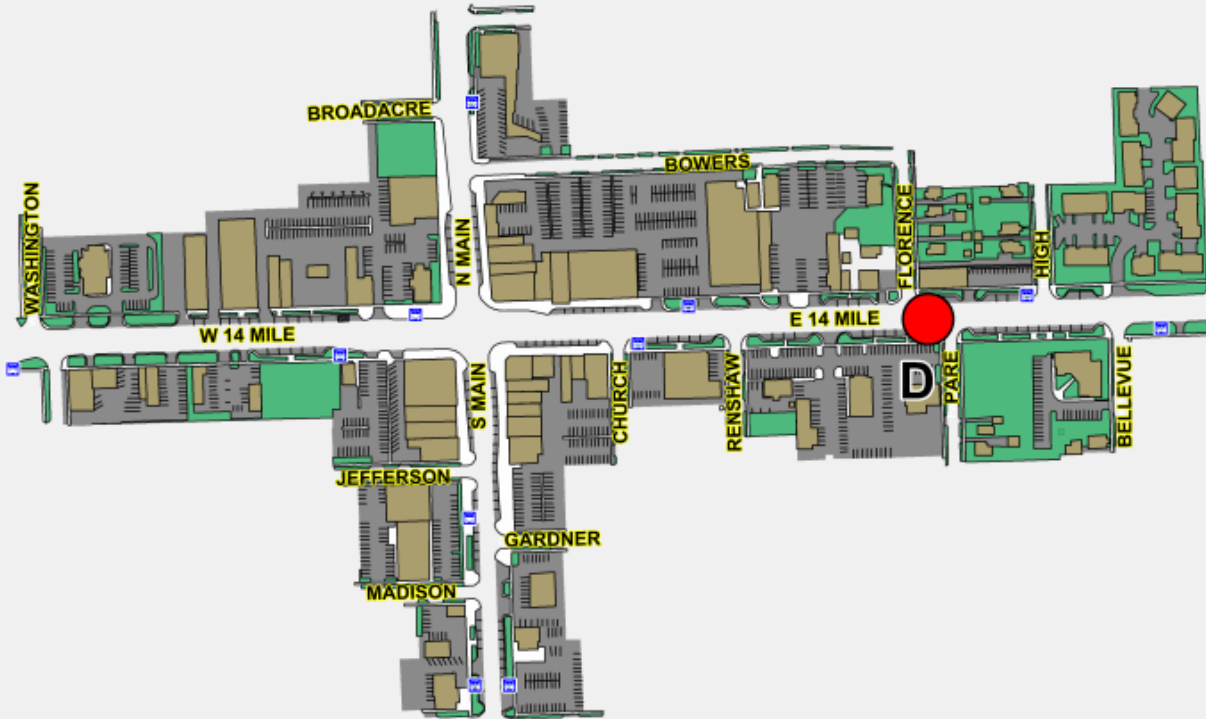
	Not Important 1	2	3	4	Very Important 5	Response Count
Crossing C:	18.7% (35)	11.2% (21)	23.5% (44)	25.1% (47)	21.4% (40)	187
	answered question					187
	skipped question					32

18. Please add any additional issues or observations about this location that you would like to share with the design team:

1	Hello. Walk a block to main street. Do not make clawson look like royal oak. I NEVER go to RO as its a pain to drive. I'll take the long way 14 mile to I75 to 696 because it's faster than Main street. I imagine I'm not the only one that does this.	Aug 9, 2012 5:19 PM
2	Is one even constructable with the left/right turns out of businesss apporaches and side streets	Aug 9, 2012 3:27 PM
3	It should be easy for business patrons intending to visit a location along 14-Mile to cross the street to another location and get back again to their car. This cite would be ideal to support that intent, since it would offer access to both parking and businesses on either side of the street from that parking.	Aug 9, 2012 3:27 PM
4	no more lights	Aug 9, 2012 2:02 PM
5	Should have pavement marking & ped. crossing signage/flasher.	Aug 9, 2012 1:55 PM
6	If a crossing was established east of this location then a crossing here would not be needed as Main Street is nearby.	Aug 9, 2012 12:33 PM
7	A lot of J-walkers at this location that live in Northeast residential walking to donuts/lounge.This would make great crossing to mark that area of downtown. A crossing like downtown royal oak which gives right of way to pedestrians would be great at this spot and clawson manor on other side	Aug 8, 2012 7:41 PM
8	too close to light at main street; in front of busy left hand turns into aco parking lot	Aug 8, 2012 4:39 PM
9	Please see previous message.	Aug 8, 2012 3:15 PM
10	People might like to shop then cross for food at one of the places.	Aug 8, 2012 7:36 AM
11	Another pedestrian activated light, perhaps, but only if it was synchronized with the Main St. light, so as not to disrupt auto traffic flow of 14 Mile Rd.	Aug 7, 2012 11:22 PM
12	With business on both sides, it would be a good place for something simple	Aug 6, 2012 10:05 AM
13	This would be very helpful for access to the other downtown stores from Dunkin Donuts up to Main ... I refuse to cross via foot or bicycle if not in a cross walk and it makes a hassel to get to that side of the street from where I am coming from.	Aug 6, 2012 9:10 AM
14	NEVER see anyone walking there EVER!!	Aug 5, 2012 7:14 AM
15	Any crosswalk there would create even more of a mess with the traffic and the parallel parking allowed. It's too close to the traffic signal.	Aug 2, 2012 10:47 AM
16	With both a bus stop and so many businesses on both sides of the street, it's only practical to have a crossing area there.	Jul 31, 2012 11:43 PM
17	Could be an advantage for the businesses at the east end of downtown when people know they have a safe crossing at that light.	Jul 31, 2012 12:01 PM
18	If I'm at ACO I will always cross here, or at Church Street, to go to Regeneration.	Jul 31, 2012 10:16 AM
19	Pedistrations SHOULD walk to the corner.	Jul 31, 2012 7:45 AM
20	would like a crossing at Bellevue and at Clawson Manor, 14 Mile Road	Jul 30, 2012 9:53 PM
21	Main/14 Mile is close enough to walk to.	Jul 30, 2012 5:02 PM

23	Due to Renshaw's and also the 3 other bars. Lots of walking traffic.	Jul 30, 2012 3:09 PM
24	This is a good location between housing and shops.	Jul 30, 2012 2:12 PM
25	I would be nice to be able to cross the street between Lotus and Renshaw without having to go to the intersection.	Jul 30, 2012 1:38 PM
26	Please do not use mid-road cross walks. They are a hazard and serve to annoy drivers. Clawson isn't so big that people cannot cross at the lights where it won't disrupt traffic. I am sure putting these in will make drivers avoid our city all together on their daily drives, which then would make them miss what we have going on.	Jul 30, 2012 1:13 PM
27	I think it may be a good way to unify the north side and south side restaurants and bars. I have crossed there when switching locations on a night out.	Jul 30, 2012 1:12 PM
28	Not very safe. I'll usually just walk over to 14 and Main and cross, instead of risking getting hit here.	Jul 30, 2012 12:58 PM
29	I would think this location would be better moved to match up with Church street. Most pedestrians are aiming for the businesses between Main and Church on both sides.	Jul 30, 2012 12:48 PM
30	I believe this is where the ice cream shop is and it seems to be a traffic area of walking especially with kids.	Jul 30, 2012 12:45 PM

CROSSING LOCATION D: W 14 MILE AT FLORENCE ST/PARE ST



19. Do you currently cross the road at this location?

	Daily	Weekly	Monthly	Rarely	Never	Response Count
Crossing D:	1.6% (3)	7.0% (13)	12.4% (23)	25.3% (47)	53.8% (100)	186

answered question 186

skipped question 33

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

	Not Important 1	2	3	4	Very Important 5	Response Count
Crossing D:	22.7% (42)	25.4% (47)	17.3% (32)	18.9% (35)	15.7% (29)	185

answered question 185

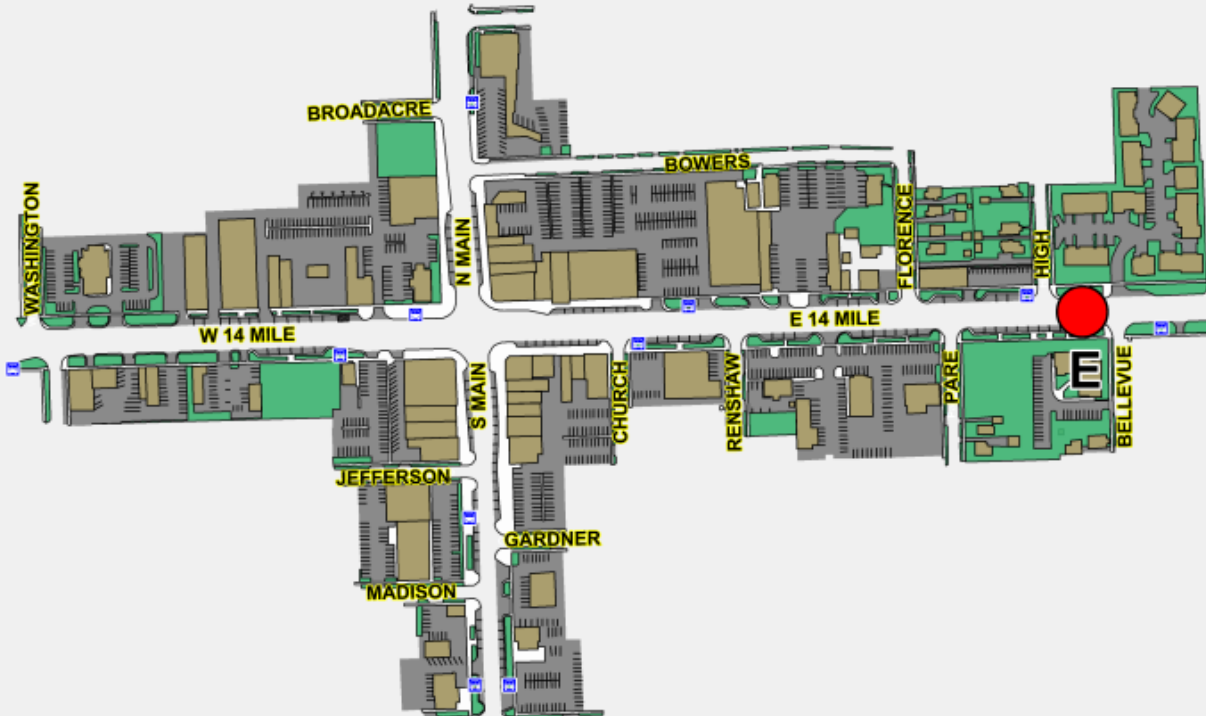
skipped question 34

21. Please add any additional issues or observations about this location that you would like to share with the design team:

1	This is farther down. You already had a crosswalk in this general and took it away Why do you want one now? Waste more money? It is farther to main street so it may be reasonable to put a crosswalk here	Aug 9, 2012 5:22 PM
2	Crossing is needed here if location C is not chosen. I would actually support C and E, but with E being moved further East to the intersection of Maplegrove/Bellevue and 14-Mile.	Aug 9, 2012 3:31 PM
3	I think creating one pedestrian crossing on each side of main would be sufficient. My choices would be Washington and Florence.	Aug 9, 2012 2:50 PM
4	no lights	Aug 9, 2012 2:03 PM
5	A safe crossing here would encourage pedestrian and bicyclist activity in an area of the city that has become a division between neighborhoods.	Aug 9, 2012 12:35 PM
6	A crossing at C or D, not both	Aug 8, 2012 7:42 PM
7	Cross walks mid block are dangerous and lead to people crossing in a more dangerous area than at the lights	Aug 8, 2012 6:25 PM
8	close to light at main street; crossing does not match sidewalk to sidewalk from north to south 14 mile; would like crossing at bellevue and 14 mile	Aug 8, 2012 4:40 PM
9	Please see previous message.	Aug 8, 2012 3:16 PM
10	dont see anyone there either!	Aug 5, 2012 7:14 AM
11	Although there is a natural crossing location here, having one here and in the spot mentioned in the previous question would be excessive and I think it makes more sense to have one in the spot mentioned in the previous question.	Jul 31, 2012 11:46 PM
12	I use Bellevue to reach my house and often use the Bowers/Florence/Bellevue route if I have been to shops in NE Clawson. This is busy car crossing area I think and it could complicate things by introducing pedestrian crossing here.	Jul 31, 2012 8:21 PM
13	The crossing at Renshaw makes more sense.	Jul 31, 2012 12:01 PM
14	Wasn't a light removed from this location???	Jul 31, 2012 11:04 AM
15	Not as important to me personally but for people that live in the neighborhoods on the south side of 14, a crossing here or at Bellvue is very important. We need something at this edge of the downtown to make the traffic coming from I-75 aware of the downtown.	Jul 31, 2012 10:20 AM
16	This corner is also a concern as a driver, it is VERY difficult to make a left from this location.	Jul 31, 2012 9:10 AM
17	Maybe we should have left the light in place?	Jul 31, 2012 7:45 AM
18	would like a crossing at Bellevue for safe bike rides across 14 Mile road traveling to the parks; would like to see a safe crossing at Clawson Manor for the seniors and disabled	Jul 30, 2012 9:54 PM
19	Better at Renshaw; this is too close to Bellevue.	Jul 30, 2012 2:13 PM

20	It is more important to have a crossing at this corner than at Renshaw. This is a difficult area for cars to turn (especially from the south side of 14), but due to the on street parking it's even more difficult. When cars ARE parked there it's difficult to see the traffic headed east on 14. There should be a crosswalk, but the on street parking should also be eliminated. In addition, the light at Guardian Angels should be removed. The attendance at the church no longer warrant it's own light.	Jul 30, 2012 1:56 PM
21	Please do not use mid-road cross walks. They are a hazard and serve to annoy drivers. Clawson isn't so big that people cannot cross at the lights where it won't disrupt traffic. I am sure putting these in will make drivers avoid our city all together on their daily drives, which then would make them miss what we have going on.	Jul 30, 2012 1:13 PM
22	Cars are flying at this location. The Bellevue light used to be a great place to cross near here, though people were going so fast, I was always concerned that they'd run the Bellevue light.	Jul 30, 2012 12:59 PM

CROSSING LOCATION E: W 14 MILE AT HIGH ST/BELLEVUE



22. Do you currently cross the road at this location?

	Daily	Weekly	Monthly	Rarely	Never	Response Count
Crossing E:	2.2% (4)	4.9% (9)	12.0% (22)	25.5% (47)	55.4% (102)	184
	answered question					184
	skipped question					35

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

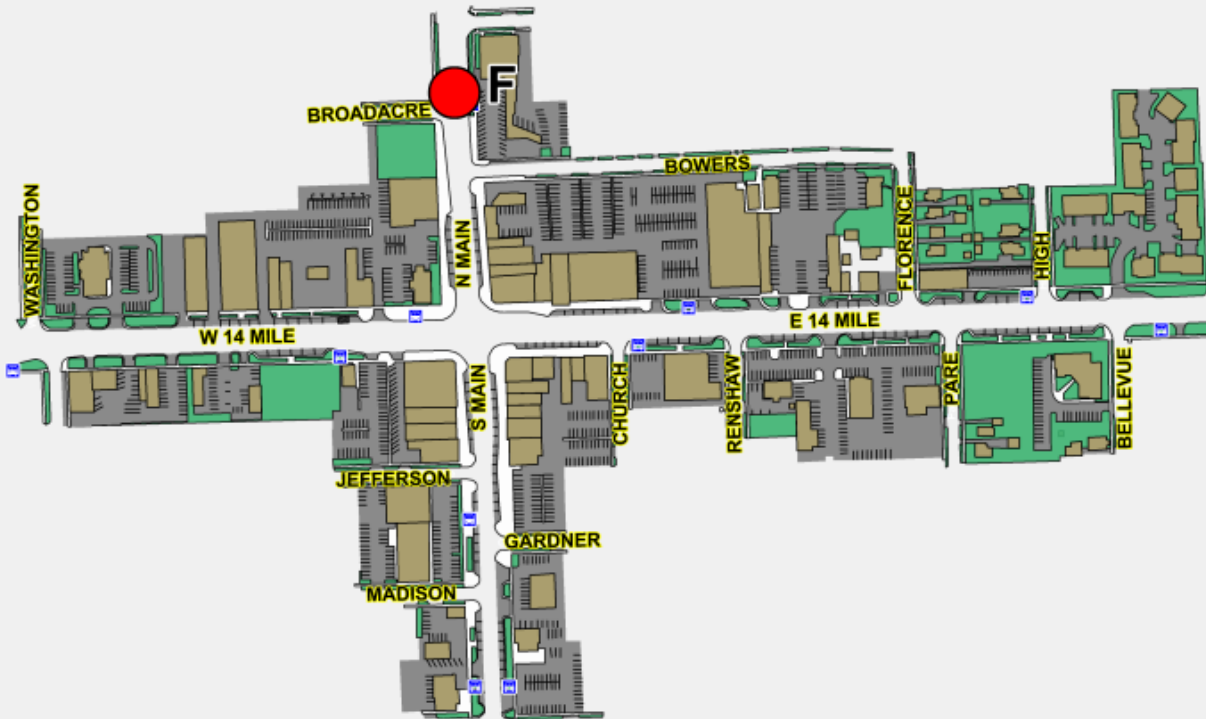
	Not Important 1	2	3	4	Very Important 5	Response Count
Crossing E:	26.3% (49)	17.2% (32)	22.0% (41)	19.4% (36)	15.1% (28)	186
	answered question					186
	skipped question					33

24. Please add any additional issues or observations about this location that you would like to share with the design team:

1	This is close to half way between Main and Rochester and a good crossing for 2 schools. Losing it has made it an inconvenience for a lot of people.	Aug 9, 2012 11:07 PM
2	Do not make clawson look like royal oak. I NEVER go to RO as its a pain to drive. I'll take the long way 14 mile to I75 to 696 because it's faster than Main street. I imagine I'm not the only one that does this. We do not need a crosswalk at every block!!!!!!!!!!!!!!!!!!!!	Aug 9, 2012 5:24 PM
3	Bellevue/14-Mile is not only an existing intersection, but in addition to the features cited it is the closest intersection to 2 facilities hosting lots of children during the school year: an elementary school and child care facility, neither of which have a supporting way across 14-mile at the moment thanks to the removal of a traffic light several years ago. This is a must to improve safety.	Aug 9, 2012 3:35 PM
4	no lights	Aug 9, 2012 2:03 PM
5	May be important for school kids crossing.	Aug 9, 2012 1:55 PM
6	C or D not E	Aug 8, 2012 7:42 PM
7	Only useful if a stop light is installed	Aug 8, 2012 6:26 PM
8	would like crossing at bellevue and 14 mile, not 14 mile and high	Aug 8, 2012 4:40 PM
9	I think the crossings are fine where they are. See previous message.	Aug 8, 2012 3:16 PM
10	Let's not try and make Clawson into a Royal Oak like city. We have very little pedestrian traffic.	Aug 7, 2012 11:23 PM
11	no walkers there !	Aug 5, 2012 7:14 AM
12	Too close to the church signal which is on a lot of the time.	Aug 2, 2012 10:49 AM
13	I never cross here by bike or on foot because there is no crossing. Traffic tends to be fast here but it needs slowing down and it would be a good place to cross if trying to go around Clawson. You have to decide on which side of the street to go at Main/14	Jul 31, 2012 8:23 PM
14	There is already a light at Guardian Angels and while it is not always operational, traffic could become very congested when it is.	Jul 31, 2012 12:03 PM
15	Crossing for GA school & church	Jul 31, 2012 10:50 AM
16	Can something be done about the confusing light a little further east in front of Guardian Angels?	Jul 31, 2012 10:21 AM
17	Probably more important due to GA school children who may cross there.	Jul 31, 2012 9:53 AM
18	I think this is the location we use when we jog the bike loop...if this is the case, then safe crossing should be supported.	Jul 31, 2012 9:34 AM
19	see previous answers	Jul 30, 2012 9:54 PM
20	The light there is gone and the traffic flow is fast. Yes this one is a must.	Jul 30, 2012 3:11 PM
21	Good because it's by an existing light.	Jul 30, 2012 2:14 PM

22	Since the light was removed here, it is unsafe and inconvenient to cross. I often used this cross walk to access the soccer field and park in the neighborhood south of 14 mile	Jul 30, 2012 1:57 PM
23	A crossing at this point, while helpful, isn't any more necessary than one at Renshaw. The Pare/Florence corner is still a more necessary crossing location.	Jul 30, 2012 1:56 PM
24	Please do not use mid-road cross walks. They are a hazard and serve to annoy drivers. Clawson isn't so big that people cannot cross at the lights where it won't disrupt traffic. I am sure putting these in will make drivers avoid our city all together on their daily drives, which then would make them miss what we have going on.	Jul 30, 2012 1:13 PM
25	There was a cross walk here that was removed. I like the idea of putting it back.	Jul 30, 2012 1:03 PM
26	The Bellevue light used to be great. Too bad it's gone.	Jul 30, 2012 1:00 PM

CROSSING LOCATION F: N MAIN STREET AT BROADACRE AVE



25. Do you currently cross the road at this location?

	Daily	Weekly	Monthly	Rarely	Never	Response Count
Crossing F:	4.3% (8)	13.0% (24)	15.2% (28)	32.1% (59)	35.3% (65)	184
answered question						184
skipped question						35

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

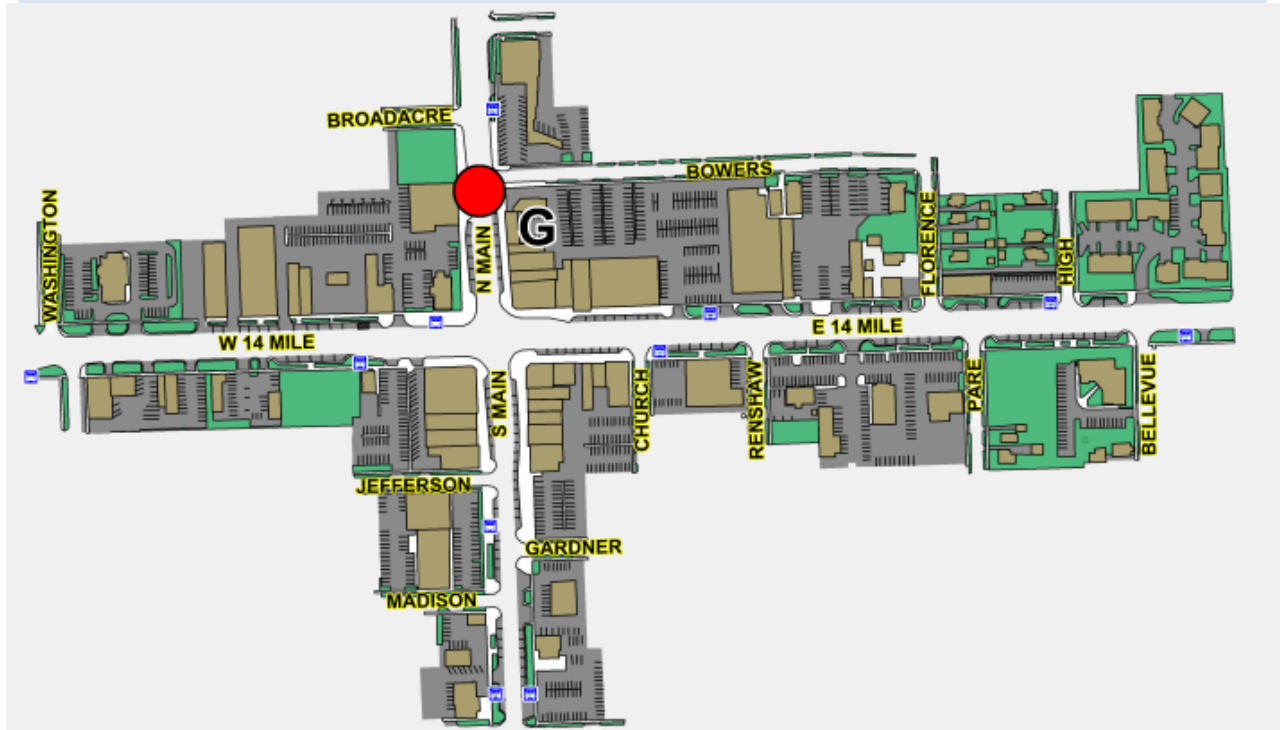
	Not Important 1	2	3	4	Very Important 5	Response Count
Crossing F:	21.1% (39)	15.7% (29)	24.3% (45)	17.3% (32)	21.6% (40)	185
answered question						185
skipped question						34

27. Please add any additional issues or observations about this location that you would like to share with the design team:

1	Hello. Walk a block to main street. Do not make clawson look like royal oak. I NEVER go to RO as its a pain to drive. I'll take the long way 14 mile to I75 to 696 because it's faster than Main street. I imagine I'm not the only one that does this.	Aug 9, 2012 5:25 PM
2	This site is essentially a mid-point between the 14-Mile/Main intersection traffic light and the one at the Library/Post Office/City Hall, making a crossing here a good idea, but possibly redundant with the existing traffic light crossings.	Aug 9, 2012 3:38 PM
3	no lights	Aug 9, 2012 2:03 PM
4	Would prefer to cross at Bowers to go to rear entry to shops, Black Lotus, ACO.	Aug 9, 2012 1:56 PM
5	I usually cross easily at the light in front of City Hall. There does not appear to be much need for an additional crossing at Broadacre.	Aug 9, 2012 12:38 PM
6	Crosswalk at Library-City Hall is sufficient	Aug 8, 2012 7:45 PM
7	too close to light at 14 mile	Aug 8, 2012 4:41 PM
8	See previous messages.	Aug 8, 2012 3:17 PM
9	THIS IS A BLOCK AWAY FROM THE MAIN INTERSECTION. THERE IS NO NEED FOR SOMETHING ELSE TO SLOW EVERYONE DOWN ON. I'm amazed that this is even being discussed, it's completely asinine.	Aug 8, 2012 2:27 PM
10	Use the post office light.	Aug 7, 2012 11:24 PM
11	We live on Broadacre. Since the lanes changed from two headed south on Main to one lane headed south, with the merge at Broadacre, we have witnessed many dangerous situations. These include pedestrians unwisely trying to cross, but also poor visibility in all four directions (for drivers and pedestrians), quick acceleration of vehicles headed north on Main or of those attempting left turns from Broadacre, Bowers, or Main, and constant bottle-necking for extended periods of the morning and late afternoon/evening. Maybe with one lane in each direction some pedestrians feel that it's safe enough to cross Main at Broadacre; maybe with the two lanes in each direction in the past pedestrians felt it was not safe enough, or that, without the bottle-necking, the traffic flowed more easily. We often find the traffic is backed up on North Main to Park; we usually have to take neighborhood streets to get to our house. There simply seems to be too many cars to make it safe for regular pedestrianship. There are many locations to walk to in this area, including a bank, two churches, library, post office and city hall, and two restaurants, as well as our middle and high schools (students of which are many of the pedestrians we see crossing). One solution could be to move the merge back to the traffic light by City Hall; another to restore the two lanes headed south on Main to eliminate the bottle-neck and help the traffic flow more smoothly. A crossing at this location is almost certainly needed, but we would not feel safe crossing until the traffic issue were addressed. (As it is, we don't feel safe driving there!)	Aug 7, 2012 12:22 AM
12	the only time i see anyone is during school, i have seen some people cross there but i have never seen a problem and ive sat and watched as i was waiting to go out to 14 mile NO PROBLEM that ive seen!	Aug 5, 2012 7:16 AM
13	School	Jul 31, 2012 8:23 PM

14	There is already a crossing at City Hall which is one block away. Too many lights and people will start avoiding the downtown area. This one makes no sense.	Jul 31, 2012 12:04 PM
15	crossing for high school	Jul 31, 2012 10:51 AM
16	They should walk to the light at John M.	Jul 31, 2012 7:46 AM
17	this crossing would be too close to the light at 14 Mile and Main and too close to the light on Main street in front of the library	Jul 30, 2012 9:56 PM
18	Main/14 Mile is close enough to walk to, or Le Pla.	Jul 30, 2012 5:03 PM
19	My most used crossing:)	Jul 30, 2012 3:29 PM
20	Yes due the kids using this as a thruway from the schools.	Jul 30, 2012 3:11 PM
21	This is a good spot to cross halfway between the 14/Main and city hall lights.	Jul 30, 2012 2:15 PM
22	With a light located just 1 block north of here, a crossing is not necessary.	Jul 30, 2012 1:57 PM
23	STUDENTS STUDENTS STUDENTS	Jul 30, 2012 1:17 PM
24	Would be nicer if it were at the end of Phillips instead to get to the library	Jul 30, 2012 1:15 PM
25	Please do not use mid-road cross walks. They are a hazard and serve to annoy drivers. Clawson isn't so big that people cannot cross at the lights where it won't disrupt traffic. I am sure putting these in will make drivers avoid our city all together on their daily drives, which then would make them miss what we have going on.	Jul 30, 2012 1:13 PM
26	This crossing isn't bad. Being 25 is good, though cars driving south haven't always slowed down by this point. It seems like most drivers wait until 14 mile to obey the 25mph speed limit.	Jul 30, 2012 1:01 PM
27	The bank / ATM area draws walkers. I personally cross here especially if I'm headed to the parking lot behind Black Lotus.	Jul 30, 2012 12:47 PM
28	School is near by	Jul 30, 2012 12:25 PM

CROSSING LOCATION G: N MAIN STREET AT BOWERS AVE



28. Do you currently cross the road at this location?

	Daily	Weekly	Monthly	Rarely	Never	Response Count
Crossing G:	3.8% (7)	14.1% (26)	10.8% (20)	29.2% (54)	42.2% (78)	185
	answered question					185
	skipped question					34

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

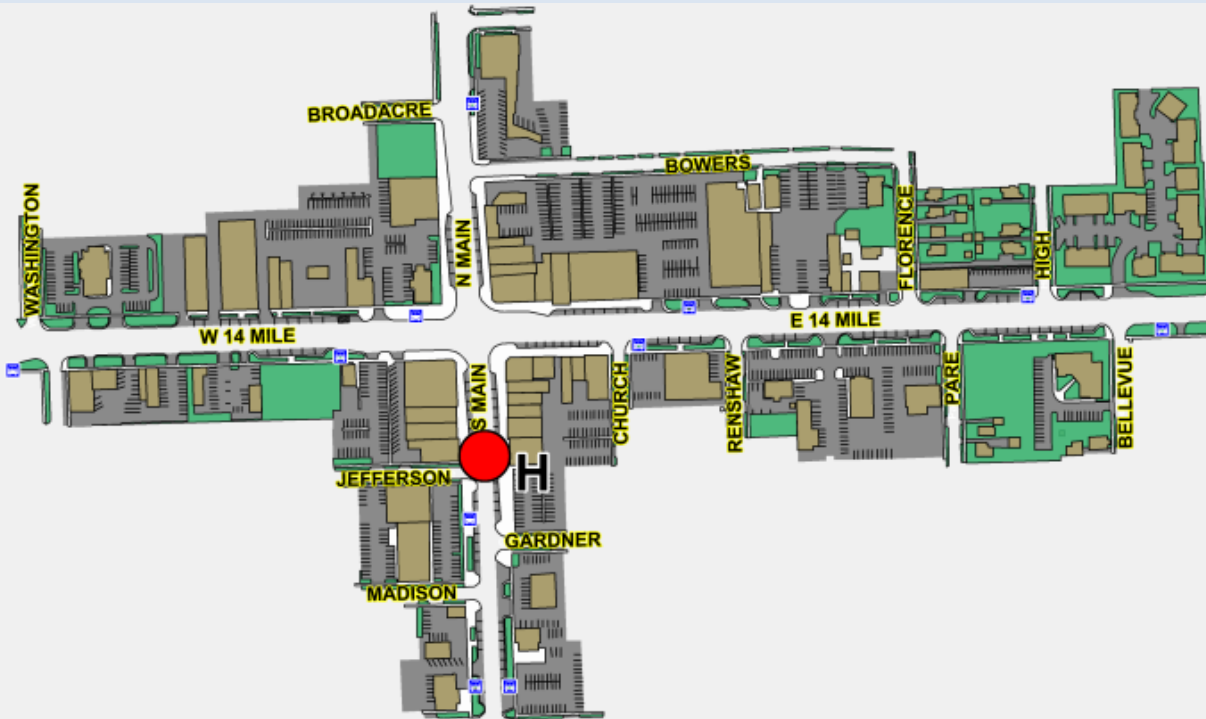
	Not Important 1	2	3	4	Very Important 5	Response Count
Crossing G:	27.2% (50)	16.8% (31)	23.9% (44)	15.2% (28)	16.8% (31)	184
	answered question					184
	skipped question					35

30. Please add any additional issues or observations about this location that you would like to share with the design team:

1	Hello. Walk a block to main street. Do not make clawson look like royal oak. I NEVER go to RO as its a pain to drive. I'll take the long way 14 mile to I75 to 696 because it's faster than Main street. I imagine I'm not the only one that does this.	Aug 9, 2012 5:25 PM
2	Same comments as F; definitely pick one or the other if putting anything along this stretch of Main north of 14-Mile.	Aug 9, 2012 3:40 PM
3	no lights	Aug 9, 2012 2:03 PM
4	If there is a ped. crossing here, must address southbound traffic blocking Broadacre traffic which is already congested. Maybe Main St. ped crossing located between Broadacre & Bowers which also allows car traffic in/out of both streets. (This one is tricky!)	Aug 9, 2012 1:56 PM
5	I usually cross at the light in front of City Hall so this does not appear to be a necessary addition.	Aug 9, 2012 12:39 PM
6	Close to 14 main crossing	Aug 8, 2012 7:47 PM
7	a crossing here would be too close to 14 mile and main	Aug 8, 2012 4:41 PM
8	Please see previous messages.	Aug 8, 2012 3:17 PM
9	Use the post office light.	Aug 7, 2012 11:24 PM
10	We do not cross because it is not safe to, but would if a safe crossing were available.	Aug 7, 2012 12:23 AM
11	another NO !!!!	Aug 5, 2012 7:16 AM
12	Bowers or Broadacre, not both.	Jul 31, 2012 6:02 PM
13	Again you are less than a block from the main and 14 intersection. Wasted light and adds to congestion.	Jul 31, 2012 12:06 PM
14	Love the murals on the back of the buildings in this area. People do cut across to get to ACO, Water to Go, Book store, etc, and cars are more concerned with merging to one lane going south than they are about people crossing.	Jul 31, 2012 9:57 AM
15	This is encouraging unsafe behavior	Jul 31, 2012 7:47 AM
16	intersection is close enough to go to to cross traffic safely	Jul 31, 2012 7:47 AM
17	this crossing is too close to the lights at 14 Mile and Main and the library light	Jul 30, 2012 9:57 PM
18	Main/14 Mile is close enough to walk to.	Jul 30, 2012 5:03 PM
19	Too close to 14/Main.	Jul 30, 2012 2:16 PM
20	This corner is approximately 1/2 way between the lights at John M and Main Street and does not warrant a crossing.	Jul 30, 2012 1:58 PM
21	To close to Broadacre crossing & road narrows at thiS point	Jul 30, 2012 1:29 PM
22	STUDENTS STUDENTS STUDENTS	Jul 30, 2012 1:18 PM
23	May be useful to help connect more parking with stores on the west side on main where there is less parking.	Jul 30, 2012 1:15 PM

24	Please do not use mid-road cross walks. They are a hazard and serve to annoy drivers. Clawson isn't so big that people cannot cross at the lights where it won't disrupt traffic. I am sure putting these in will make drivers avoid our city all together on their daily drives, which then would make them miss what we have going on.	Jul 30, 2012 1:14 PM
25	This spot is a little dangerous because of the on street parking. It's hard to see cars going north if you're crossing west.	Jul 30, 2012 1:02 PM
26	This OR the last crossing pass would be good. Both would be too much.	Jul 30, 2012 12:47 PM
27	Broadarce is less than a block away... this is Clawson, not NYC	Jul 30, 2012 12:26 PM

CROSSING LOCATION H: S MAIN STREET AT JEFFERSON AVE



31. Do you currently cross the road at this location?

	Daily	Weekly	Monthly	Rarely	Never	Response Count
Crossing H:	3.9% (7)	13.3% (24)	18.8% (34)	32.6% (59)	31.5% (57)	181
	answered question					181
	skipped question					38

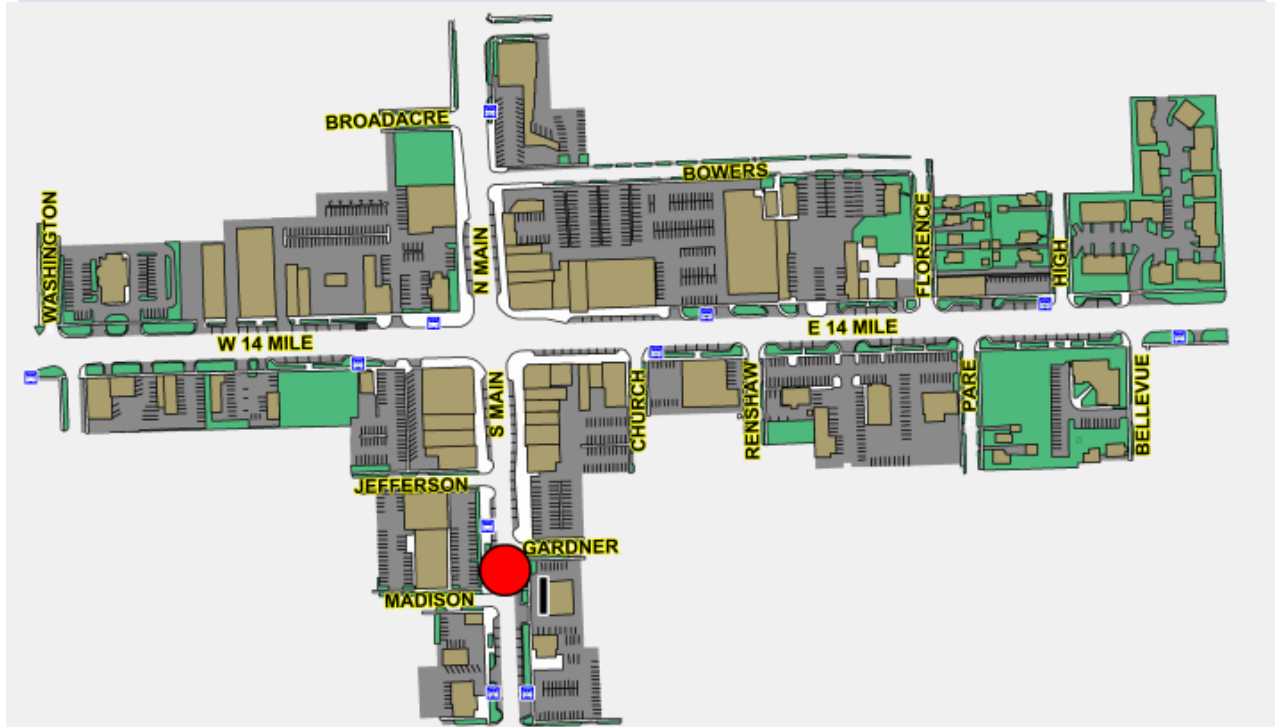
32. Please rate how important you think it is to provide a safe road crossing at this location:

	Not Important 1	2	3	4	Very Important 5	Response Count
Crossing H:	23.4% (43)	17.4% (32)	21.7% (40)	18.3% (30)	21.2% (39)	184
	answered question					184
	skipped question					35

33. Please add any additional issues or observations about this location that you would like to share with the design team:

1	Do not make clawson look like royal oak. I NEVER go to RO as its a pain to drive. I'll take the long way 14 mile to I75 to 696 because it's faster than Main street. I imagine I'm not the only one that does this.	Aug 9, 2012 5:26 PM
2	Same comments as with F, above, except applied to the area south of 14-Mile on Main.	Aug 9, 2012 3:41 PM
3	Street markings and ped. crossing signage/flashers.	Aug 9, 2012 1:56 PM
4	Because Main Street currently has a lower speed limit here, there appears to be more room for improved crossing.	Aug 9, 2012 12:41 PM
5	this crossing is too close to 14 mile and main	Aug 8, 2012 4:42 PM
6	See previous messages.	Aug 8, 2012 3:18 PM
7	See my previous comments.	Aug 7, 2012 11:27 PM
8	NO	Aug 5, 2012 7:17 AM
9	Too close to 14	Jul 31, 2012 8:24 PM
10	This one is probably the most used and the seniors cross for restaurants regularly.	Jul 31, 2012 6:03 PM
11	Too close to the main and 14 intersection. Not necessary.	Jul 31, 2012 12:07 PM
12	main intersection is close enough to cross road safely	Jul 31, 2012 7:48 AM
13	This crossing is too close to the light at 14 Mile and Main street	Jul 30, 2012 9:57 PM
14	Main/14 Mile is close enough to walk to.	Jul 30, 2012 5:03 PM
15	Lot of foot traffic here also.	Jul 30, 2012 3:30 PM
16	Yes due to Mooski's and the Coney , alot of aholes going tofast into that left turn lane was far back.	Jul 30, 2012 3:13 PM
17	Too close to 14/Main.	Jul 30, 2012 2:17 PM
18	You didn't include the corner of 14 and Main. I don't feel at all safe walking through that intersection and go out of my way to avoid it. I would walk around downtown Clawson more if I felt that intersection was pedestrian friendly. Instead I either drive a couple blocks or cross further down 14 mile.	Jul 30, 2012 1:57 PM
19	Either here or further south. Our family and friends frequent the downtown area and it would provide easier accessibility between the Tavern and say businesses like Dairy-O again without having to go to the main intersection.	Jul 30, 2012 1:43 PM
20	Can cross at 14 Mile & Main	Jul 30, 2012 1:31 PM
21	Please do not use mid-road cross walks. They are a hazard and serve to annoy drivers. Clawson isn't so big that people cannot cross at the lights where it won't disrupt traffic. I am sure putting these in will make drivers avoid our city all together on their daily drives, which then would make them miss what we have going on.	Jul 30, 2012 1:14 PM
22	The street is narrow enough that with 25mph, it's not a bad crossing.	Jul 30, 2012 1:03 PM
23	Its too close to a main crossing section to be deemed real important for an additional cross walk.	Jul 30, 2012 12:48 PM

CROSSING LOCATION I: S MAIN STREET AT MADISON AVE/GARDNER AVE



34. Do you currently cross the road at this location?

	Daily	Weekly	Monthly	Rarely	Never	Response Count
Crossing I:	1.7% (3)	13.3% (24)	16.1% (29)	27.2% (49)	41.7% (75)	180
answered question						180
skipped question						39

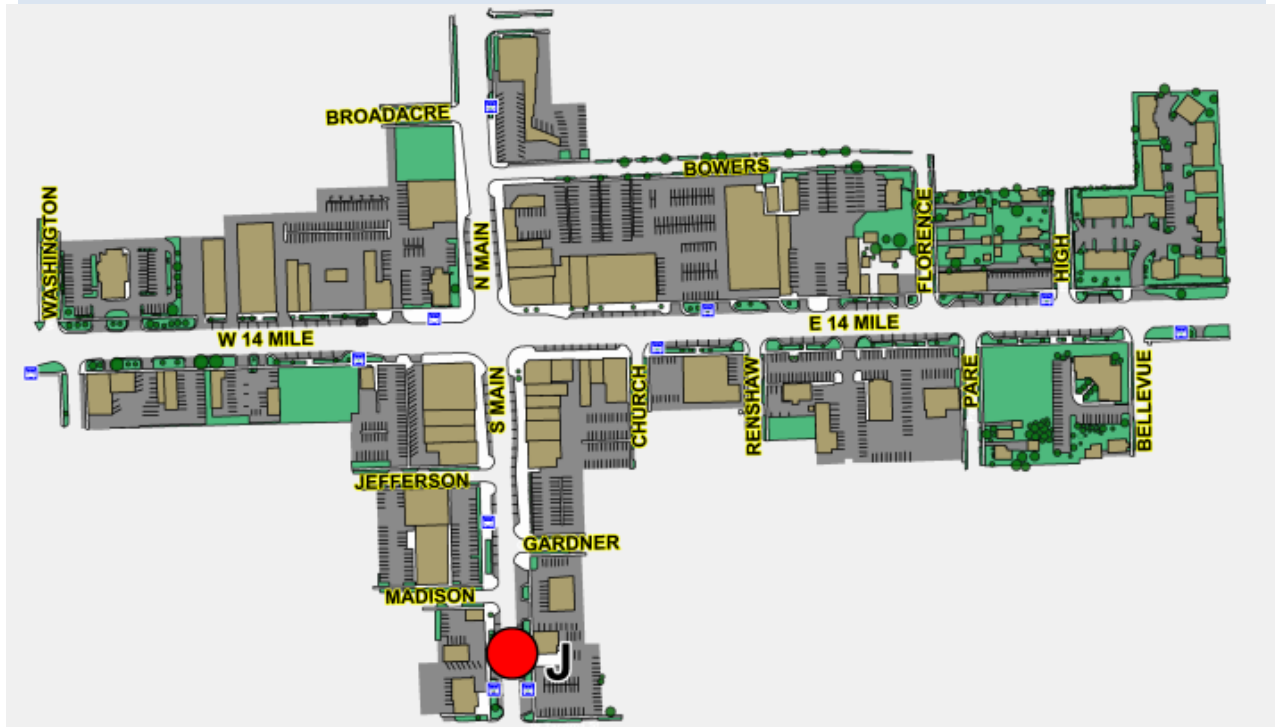
35. Please rate how important you think it is to provide a safe road crossing at this location:

	Not Important 1	2	3	4	Very Important 5	Response Count
Crossing I:	23.0% (42)	17.5% (32)	20.8% (38)	20.8% (38)	18.0% (33)	183
answered question						183
skipped question						36

36. Please add any additional issues or observations about this location that you would like to share with the design team:

1	. Do not make clawson look like royal oak. I NEVER go to RO as its a pain to drive. I'll take the long way 14 mile to I75 to 696 because it's faster than Main street. I imagine I'm not the only one that does this.	Aug 9, 2012 5:26 PM
2	I believe a crossing is appropriate south of 14-Mile, and this is probably the better location choice than H.	Aug 9, 2012 3:44 PM
3	crossing too close to 14 mile/main and walper and main	Aug 8, 2012 4:42 PM
4	See preprevious messages.	Aug 8, 2012 3:19 PM
5	NO	Aug 5, 2012 7:17 AM
6	Makes more sense.	Jul 31, 2012 12:09 PM
7	Crossing too close to Walper light	Jul 30, 2012 9:58 PM
8	Ice cream shop VERY CLOSE	Jul 30, 2012 1:18 PM
9	Please do not use mid-road cross walks. They are a hazard and serve to annoy drivers. Clawson isn't so big that people cannot cross at the lights where it won't disrupt traffic. I am sure putting these in will make drivers avoid our city all together on their daily drives, which then would make them miss what we have going on.	Jul 30, 2012 1:14 PM
10	Not a bad place to cross.	Jul 30, 2012 1:03 PM
11	If there is a crossing at Jefferson I don't think this one would be needed.	Jul 30, 2012 12:50 PM

CROSSING LOCATION J: S MAIN STREET BETWEEN MADISON AND TACOMA



37. Do you currently cross the road at this location?

	Daily	Weekly	Monthly	Rarely	Never	Response Count
Crossing J:	1.6% (3)	8.7% (16)	13.7% (25)	25.7% (47)	50.3% (92)	183
	answered question					183
	skipped question					36

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

	Not Important 1	2	3	4	Very Important 5	Response Count
Crossing J:	32.0% (58)	19.9% (36)	21.5% (39)	12.2% (22)	14.4% (26)	181
	answered question					181
	skipped question					38

39. Please add any additional issues or observations about this location that you would like to share with the design team:

1	Seriously??????? Is your committee bored or all from Royal oak? Do you want people to hate driving in Clawson so much they avoid us or take side streets and miss all the businesses?	Aug 9, 2012 5:31 PM
2	Same comment as with H; I is probably the best compromise location of H, I, or J.	Aug 9, 2012 3:46 PM
3	This a really terrible looking area of the city with the many many signs and few tall trees and green space. It is not an inviting entrance to our downtown. This would, however, be a good place for a safe crossing. It is close enough to the downtown and businesses and far enough away from the Main Street 14 Mile crossing to make it necessary.	Aug 9, 2012 12:45 PM
4	I cross at walper	Aug 8, 2012 4:42 PM
5	See previous messages.	Aug 8, 2012 3:19 PM
6	NO	Aug 5, 2012 7:17 AM
7	Great crossing point for people living East of Main. I use this to walk and ride into town a lot from Gladwin. We waited for years to get a pedestrian light here!!	Jul 31, 2012 8:26 PM
8	This one or crossing I but not both. This one is probably the better choice of the two.	Jul 31, 2012 12:11 PM
9	Crossing too close to Walper light	Jul 30, 2012 9:58 PM
10	Not much foot traffic here.	Jul 30, 2012 3:31 PM
11	Can u say Dairy O? Yes... Lots of people and kids.	Jul 30, 2012 3:15 PM
12	I live near here and tend to cross here when going to the restaurants on the east of Main.	Jul 30, 2012 1:19 PM
13	Please do not use mid-road cross walks. They are a hazard and serve to annoy drivers. Clawson isn't so big that people cannot cross at the lights where it won't disrupt traffic. I am sure putting these in will make drivers avoid our city all together on their daily drives, which then would make them miss what we have going on.	Jul 30, 2012 1:14 PM
14	People start to pick up speed, so it can get hairy at this location. Plus the street is way wider.	Jul 30, 2012 1:04 PM
15	Combined with a crossing at Jefferson, this would be ideal.	Jul 30, 2012 12:51 PM






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

		Response Percent	Response Count
Very Comfortable		3.3%	6
Comfortable		7.7%	14
Not Comfortable		55.2%	101
I Am Not Sure		3.3%	6
I Do Not Ride a Bike		30.6%	56
Other (please specify)			11

answered question	183
skipped question	36

1	Even if I did, I wouldn't ride it on 14 Mile	Aug 9, 2012 4:43 PM
2	I believe bicycling on main streets in the Detroit area is very dangerous because of steady, heavy automotive traffic.	Aug 9, 2012 3:48 PM
3	I am not sure where I should be in regard to parking and car traffic.	Aug 9, 2012 12:47 PM
4	i am an avid bicyclist - i rarely ride through Claswon - so my commnet(s) are based upon 'knowing' the streets and 'visualizing' riding there	Aug 6, 2012 9:34 AM
5	I don't ride a bike in the street up town !!! Why would you ?	Aug 5, 2012 7:20 AM
6	Afraid of being hit by vehichles.	Aug 1, 2012 6:19 PM
7	too many cars I use sidewalk	Jul 31, 2012 8:41 AM
8	I do not ride in the ROADWAY, it is for vehicles!	Jul 31, 2012 7:51 AM
9	Too much traffic, speed	Jul 30, 2012 2:00 PM
10	Dangerous!	Jul 30, 2012 1:20 PM
11	I would ride on the sidewalk or facing traffic	Jul 30, 2012 1:04 PM

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

		Response Percent	Response Count
Very Comfortable		9.3%	17
Comfortable		43.4%	79
Not Comfortable		14.8%	27
I Am Not Sure		3.3%	6
I Do Not Ride a Bike		29.1%	53
Other (please specify)			12

answered question		182
skipped question		37

1	Comfortable, but the sidewalk is not supposed to be used by bicycles.	Aug 9, 2012 3:48 PM
2	narrow sidewalks	Aug 9, 2012 3:34 PM
3	Sometimes things can be tight if there is pedestrian traffic	Aug 4, 2012 8:31 AM
4	Bikes don't belong on sidewalks in downtown area	Aug 3, 2012 8:30 AM
5	Afraid of hitting pedestrians.	Aug 1, 2012 6:19 PM
6	It would be nice if they were wider to allow passage between bikes and pedestrians	Jul 31, 2012 12:13 PM
7	Sidewalks are too narrow	Jul 30, 2012 2:00 PM
8	Too narrow!	Jul 30, 2012 1:20 PM
9	I do not ride on sidewalks.	Jul 30, 2012 1:03 PM
10	Clawson city ordinances prohibit this, and is dangerous to pedestrians besides!	Jul 30, 2012 12:49 PM
11	sometimes seems too narrow	Jul 30, 2012 12:49 PM
12	Not enough space.	Jul 30, 2012 12:44 PM






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

		Response Percent	Response Count
Very Comfortable		2.8%	5
Comfortable		12.8%	23
Not Comfortable		51.1%	92
I Am Not Sure		2.8%	5
I Do Not Ride a Bike		30.6%	55
Other (please specify)			18

answered question	180
skipped question	39

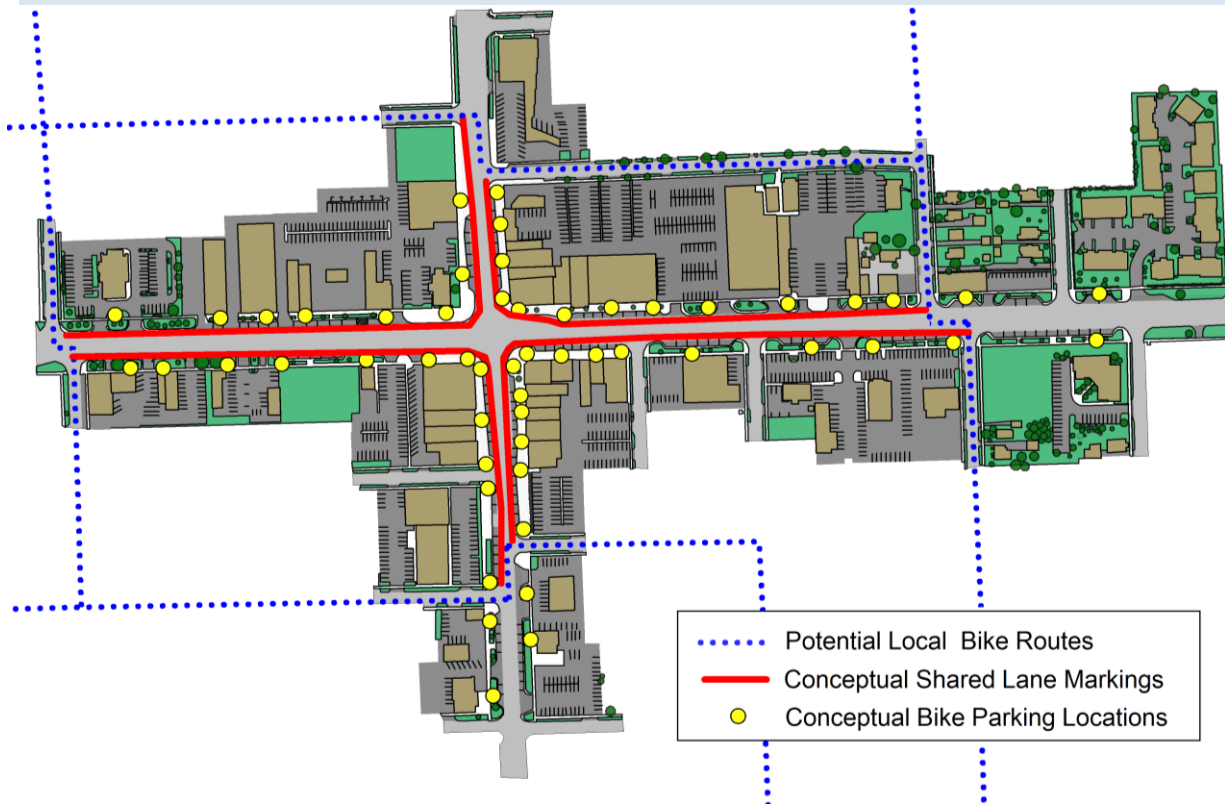
1	Even if I did, I wouldn't ride on Main Street	Aug 9, 2012 4:43 PM
2	Same comment as in 1, above.	Aug 9, 2012 3:48 PM
3	these questions are really dumb! Who would ride a bike in the street in these areas ? Someone looking to get HIT !!! Then they deserve it ! FOOLS!	Aug 5, 2012 7:20 AM
4	Have to watch for car doors opening	Aug 4, 2012 8:31 AM
5	Bikes don't belong on sidewalks in downtown area	Aug 3, 2012 8:30 AM
6	No bike lane - could easily get struck by vehicle	Aug 1, 2012 6:19 PM
7	Would never do it	Jul 31, 2012 10:53 AM
8	cars,sidewalk seems safer	Jul 31, 2012 8:41 AM
9	Once again for vehicles, not bikers	Jul 31, 2012 7:51 AM
10	I don't ride a bike on main roads...side streets yes, main roads no	Jul 31, 2012 7:49 AM
11	More comfortable than 14 Mile, but I prefer the sidewalk.	Jul 30, 2012 5:04 PM
12	Too many cuts in and out with the on street parking, etc.	Jul 30, 2012 2:00 PM
13	People shouldn't be riding in the road anyway....	Jul 30, 2012 1:20 PM
14	I would ride the sidewalk or ride facing traffic - want to see what hits me	Jul 30, 2012 1:04 PM
15	The parking cutouts have made it very dangerous to ride, too easy to get pinned or hit by an opening door, also created too many blind spots for drivers when pulling out of an intersection.	Jul 30, 2012 12:49 PM
16	comfortable south of 14 mile	Jul 30, 2012 12:49 PM

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

		Response Percent	Response Count
Very Comfortable		10.3%	19
Comfortable		45.7%	84
Not Comfortable		13.0%	24
I Am Not Sure		2.2%	4
I Do Not Ride a Bike		28.8%	53
Other (please specify)			10

		answered question	184
		skipped question	35
1	Same comment as 2, above.	Aug 9, 2012 3:48 PM	
2	as it should be ! The ones in the street should be ticketed!!!	Aug 5, 2012 7:20 AM	
3	Keep bikes off sidewalks area in downtown area	Aug 3, 2012 8:30 AM	
4	Narrow sidewalk - danger of hitting pedestrians	Aug 1, 2012 6:19 PM	
5	Same as above, the sidewalks need to be wider	Jul 31, 2012 12:13 PM	
6	don't ride that ofen	Jul 31, 2012 10:53 AM	
7	Too many obstructions, sidewalks not wide enough	Jul 30, 2012 2:00 PM	
8	Make the sidewalk up to par for bike riding and the road riding problem would easily be taken care of	Jul 30, 2012 1:20 PM	
9	I do not ride on sidewalks.	Jul 30, 2012 1:03 PM	
10	See above comments, this is prohibited, and unsafe	Jul 30, 2012 12:49 PM	

BIKE ALTERNATIVE 1: SHARED LANE MARKINGS



- Bicycle would share the outside lane with motor vehicles
- Bicycle would be located throughout the downtown in front of businesses

44. Would you be comfortable riding a bike in a lane with a SHARED LANE MARKING in Downtown Clawson?

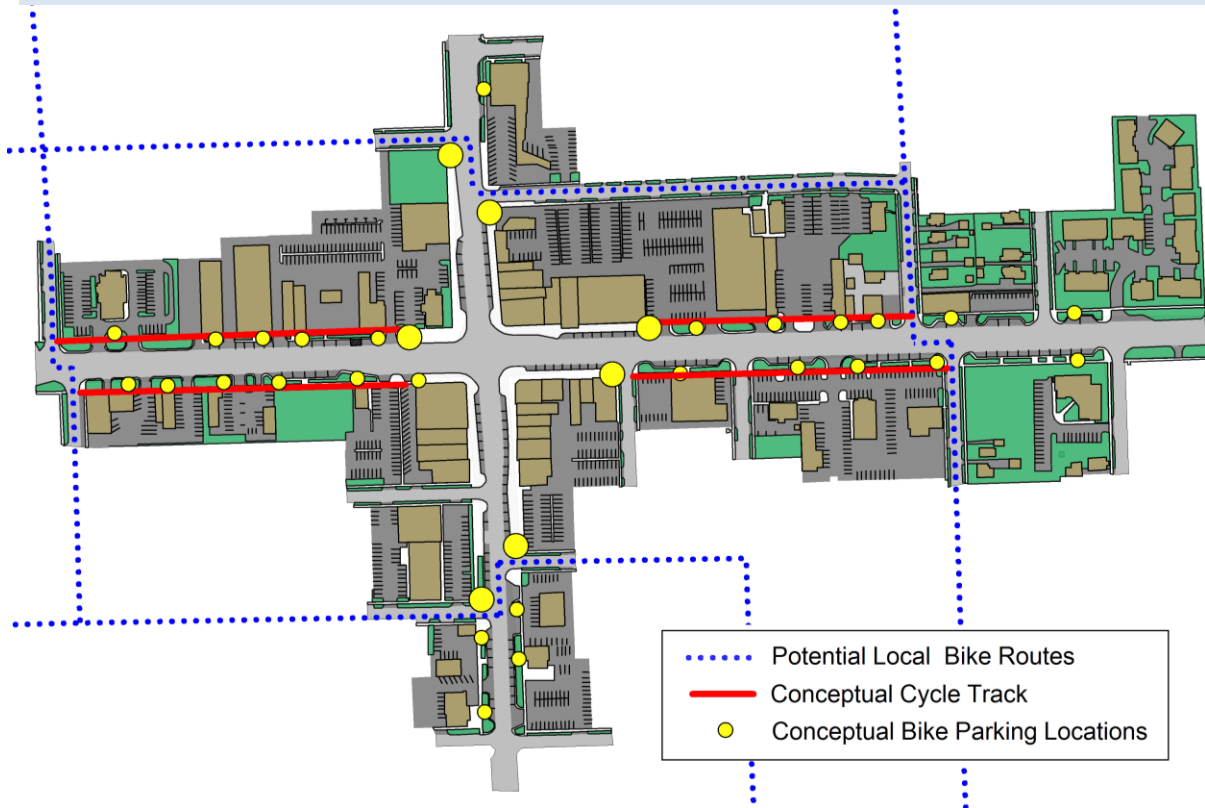
		Response Percent	Response Count
Most Likely Yes	<div style="width: 21.4%;"></div>	21.4%	39
I Am Not Sure	<div style="width: 22.0%;"></div>	22.0%	40
Probably Not	<div style="width: 32.4%;"></div>	32.4%	59
Definitely Not	<div style="width: 24.2%;"></div>	24.2%	44
answered question			182
skipped question			37

45. Comments regarding Shared Lane Markings:

1	would be just a waste of money	Aug 9, 2012 7:06 PM
2	No. Let them ride on the sidewalks it would be safer.	Aug 9, 2012 5:33 PM
3	Most people drive like idiots. I wouldn't trust my life in their hands while riding a bike.	Aug 9, 2012 4:44 PM
4	I don't believe these markings would be enough to alert motorists to share the space with bicyclists and conditions would still be dangerous for the bikers.	Aug 9, 2012 3:50 PM
5	needs to be well posted	Aug 9, 2012 3:40 PM
6	I am afraid I would get hit by a door of car in areas that have on-street parking.	Aug 9, 2012 3:30 PM
7	Yes, I understand that bicycles belong on the roads, not the sidewalks, but I carry my 2-year old daughter in a carrier behind my bicycle. I will NEVER ride with her in the road in the current conditions. Optimally, all roads would be flanked by a generous bike lane, with parked cars acting as a buffer. That's probably too much to ask, given the existing buildings, but my point is that something quite drastic would have to change for me to ride with my daughter on a heavily traveled road. http://www.npr.org/2012/05/18/153029914/minneapolis-portland-ore-top-bikeable-cities-list	Aug 9, 2012 3:00 PM
8	It's to dangerous!	Aug 9, 2012 2:42 PM
9	Nice!	Aug 8, 2012 7:51 PM
10	I would feel unsafe.	Aug 8, 2012 5:37 PM
11	Riding in the street just plain scares me. A friend's son got hit recently when riding on the sidewalk at CVS at 14/Rochester. Pretty sad when a young adult can't ride on the sidewalk and not get hit.	Aug 8, 2012 3:23 PM
12	The road is too busy for anyone less than a very experienced cyclist	Aug 8, 2012 2:43 PM
13	Is this really necessary? If so, give me the stencils and I will do them semi-annually for \$15.00 per.	Aug 7, 2012 11:31 PM
14	Very limited visibility when combined with on-street parking.	Aug 7, 2012 12:25 AM
15	Too close to cars	Aug 6, 2012 10:15 AM
16	I like to avoid the car traffic on busy roads	Aug 6, 2012 9:14 AM
17	Drivers do not pay attention, I would never ride my bike on a busy street, speed limits would not matter.	Aug 5, 2012 5:01 PM
18	I've seen this done! IT backs up traffic and is putting people in harms way ! Who's DUMB IDEA IS ALL THIS !!! LEAVE THE BIKE ROUTE ALONE!!!	Aug 5, 2012 7:22 AM
19	Keep bikes in te streets. I used to ride in street all tie	Aug 3, 2012 8:32 AM
20	That would be better than nothing at all. At least motorist could be more aware of bicycles.	Aug 1, 2012 6:21 PM
21	You have to go fast or motorists will get frustrated.	Jul 31, 2012 8:30 PM
22	You're still depending on the good driving habits and attention of drivers. In most cases there are enough side streets to get close to main and 14. Some bicycle parking would be nice though.	Jul 31, 2012 12:16 PM

23	traffic is congested enough downtown	Jul 31, 2012 11:09 AM
24	I've seen those markings and wondered what they were. Maybe a sign stating what they mean. nothing fancy because once adopted, locals will know. But being the "Crossroads of the Central suburbs" outside traffic flows thru.	Jul 31, 2012 8:50 AM
25	Downtown street areas are not wide enough for this!!! Would have more riders hit by cars.	Jul 31, 2012 7:54 AM
26	Need a bike path throughout Clawson	Jul 30, 2012 10:00 PM
27	Drivers are to much in a hurry, speeding is a problem, texting and using a phone while driving. I will not ride my bike on any major street (14 mile or Main)	Jul 30, 2012 7:31 PM
28	People driving cars do not pay attention to people on bikes! I would like to see bike lanes shared with the sidewalks away from the traffic.	Jul 30, 2012 5:02 PM
29	We have sidewalks for a reason. Bicycles should be out of the streets for everyone's safety.	Jul 30, 2012 4:29 PM
30	Maybe on main street south of 14 mile.	Jul 30, 2012 3:27 PM
31	I don't think most people know exactly what this symbol means.	Jul 30, 2012 2:22 PM
32	Just seem like a waste. Car drivers ignore them. Car drivers are also often texting or on the phone so they don't pay attention to bikles anyway. better to reroute bikes thru nearby side streets.	Jul 30, 2012 1:59 PM
33	Posted speed limits are not inforced, drivers are careless with cell phones and other distractions.	Jul 30, 2012 1:52 PM
34	Bikes don't belong in the street with cars, adding a bike lane on the sidewalk or road shoulder is a MUCH better idea.	Jul 30, 2012 1:50 PM
35	Nice to have some "share the road with bikes" type of signage as well	Jul 30, 2012 1:24 PM
36	Make a designated path. Nearly 40% of all Clawson Residents (via Wikipedia) are 45 and older. #1) They won't be educated on what a "shared lane" is, #2) They're older and there eyes *AREN'T* the best.	Jul 30, 2012 1:23 PM
37	It would help drivers to at least be aware that there could potentially be bikers on the road	Jul 30, 2012 1:17 PM
38	Is Clawson going to ticket bicyclists who do not follow the rules of the road by running stop signs and red lights? I'm happy to share the road with them but they must follow the rules or be ticketed.	Jul 30, 2012 1:16 PM
39	I think this a great interim solution. Bikes need a place on the roadway and should stay off the sidewalk for everyone's safety.	Jul 30, 2012 1:07 PM
40	Driving in the street with cars is never safe.	Jul 30, 2012 1:06 PM
41	when used in combination with yellow street signs	Jul 30, 2012 1:04 PM
42	Bad idea for people wanting to pass through our downtown area from surrounding cities/areas. Bad for small buisnesses wanting to gain clients from outside Clawson.	Jul 30, 2012 12:59 PM
43	I do not think it's ideal, but it might help people to understand that bikes are SUPPOSED to be on the road.	Jul 30, 2012 12:53 PM
44	Drivers often ignore shared lane markings, and bicycles are already allowed on the road.	Jul 30, 2012 12:50 PM
45	Great idea! Ann Arbor has it and it works great!	Jul 30, 2012 12:45 PM

BIKE ALTERNATIVE 2: 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

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

		Response Percent	Response Count
Most Likely Yes	<div></div>	82.6%	152
I Am Not Sure	<div></div>	9.8%	18
Probably Not	<div></div>	3.3%	6
Definitely Not	<div></div>	4.3%	8
answered question			184
skipped question			35

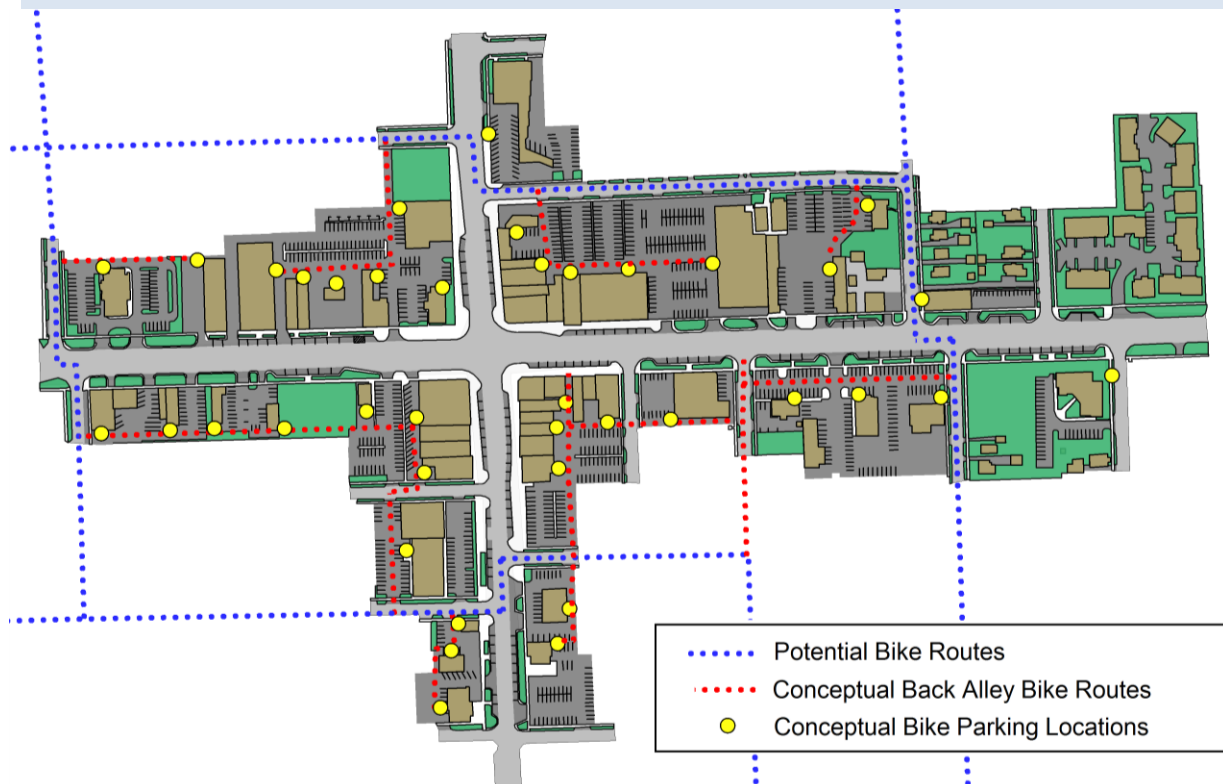
47. Comments regarding Cycle Tracks:

1	I will be riding with my child in the jogger and would feel more comfortable riding a bike on a track separate from vehicle travel lanes.	Aug 9, 2012 10:08 PM
2	this would be a good idea.	Aug 9, 2012 7:07 PM
3	In the outskirts of clawson, yes. Downtown. No Room. Hideous. Share the sidewalk. I barely see any people on my walks anyway.	Aug 9, 2012 5:35 PM
4	Safest option: no cars and no walkers sharing the same space.	Aug 9, 2012 4:46 PM
5	This alternative is by far much safer for the bicyclists and also retains pedestrian areas separately. Very attractive and clean design.	Aug 9, 2012 3:52 PM
6	would stop bicycles from needing to pass on the grass	Aug 9, 2012 3:45 PM
7	I really don't think a cycle track is needed since I ride on the current sidewalk just fine.	Aug 9, 2012 3:31 PM
8	Wonderful solution! It would require clear posting so that cyclists could cross to the appropriate flow, but this seems like a wonderful compromise!	Aug 9, 2012 3:02 PM
9	This is perfect and will reduce physical risk and won't impeded traffic.	Aug 9, 2012 2:43 PM
10	good idea!	Aug 9, 2012 2:05 PM
11	Existing driver habits involve looking at traffic along roadways and not sidewalks so I'd like to see integration of existing traffic lanes and patterns between slowed motorized and non-motorized traffic.	Aug 9, 2012 12:51 PM
12	Big problem currently with avoiding pedestrians while biking	Aug 8, 2012 7:52 PM
13	I think I would be more comfortable on the sidewalk vs. in the street.	Aug 8, 2012 3:24 PM
14	We cannot afford this.	Aug 7, 2012 11:31 PM
15	An excellent proposal.	Aug 7, 2012 12:26 AM
16	Good solution	Aug 6, 2012 10:15 AM
17	too many interruptions with cross streets - for younger, older or slower bicyclists i think this would / could be a viable option - one very important item to consider - these types of bicycles lanes are very hard for motorists to see (bicyclists) when the cars are leaving business parking lots - 'reminder' signage would help	Aug 6, 2012 9:39 AM
18	this looks alot better the the street but the people walking could be in danger , especially with kids , you know (if you have or had kids) they are all over the place and could get hit !	Aug 5, 2012 7:23 AM
19	Difficulty enforcing one way travel on track	Aug 4, 2012 8:35 AM
20	Very bad idea. Also seems to be overkill in bike parking areas. There aren't that many bikes in Clawson	Aug 3, 2012 8:34 AM
21	A great idea for pedestrians & bike riders.	Aug 1, 2012 6:22 PM
22	This would be wonderful! The problem with cycling on the sidewalk is passing walkers with ear phones who cannot hear you coming or any other warning.	Jul 31, 2012 8:32 PM
23	That would be a great idea and allows for both pedestrians and bikes. The highlighted areas would also let both bikes and cars know of possible dangers. Best idea of the bunch.	Jul 31, 2012 12:19 PM

24	QUIT WASTING TAX MONEY	Jul 31, 2012 11:10 AM
25	Much better idea than putting in the road, the streets are already congested enough.	Jul 31, 2012 10:03 AM
26	That looks Great!	Jul 31, 2012 8:52 AM
27	Much safer than riding in the street along side of cars and large trucks!	Jul 31, 2012 7:56 AM
28	sidewalks in the downtown are not narrow; if you add an additional 5 feet you are that much closer to the street where it is not comfortable to ride on 14 mile	Jul 30, 2012 10:01 PM
29	great idea. especially for the kids that bike to school and to the dairy o.	Jul 30, 2012 5:40 PM
30	I think this is the best choice. Don't pave the track it looks better with the brick.	Jul 30, 2012 5:21 PM
31	Its not needed, but I would use it.	Jul 30, 2012 4:30 PM
32	Best option	Jul 30, 2012 3:52 PM
33	Without raising taxes	Jul 30, 2012 3:36 PM
34	Waste of money and not safe. It's still a sidewalk.	Jul 30, 2012 3:30 PM
35	I don't care for the one direction flow and don't see that it would be followed.	Jul 30, 2012 2:41 PM
36	The track should also be wide enough to accommodate two way bike traffic	Jul 30, 2012 2:02 PM
37	The colored indications would be great. It is nerve racking that cars dart out of alleyways. There have been a few close calls where I've almost been hit.	Jul 30, 2012 1:49 PM
38	great idea	Jul 30, 2012 1:37 PM
39	Probably feel safer but I prefer cycling to be on the street - same rights as motorists, you have problems of cars not seeing you when turning out from side streets	Jul 30, 2012 1:26 PM
40	The only issue, like in all biking situations would be people *QUICKLY* pulling out of the parking lots (like in the image shown) Put some kind of sign to alert people, make a light flash if a biker is coming, put those mirrors on so you can see around the corner, or be prepared for TEENAGERS AND RUSHED BUSINESS PEOPLE hitting ALOT of young, old, big, and small PEOPLE riding.	Jul 30, 2012 1:25 PM
41	I am not sure that a one-way track would be obeyed. Easier to go the wrong way a shorter distance to get to a location than to go all the way around.	Jul 30, 2012 1:23 PM
42	Much better than the street.	Jul 30, 2012 1:22 PM
43	That would be a nice option as well. I ride with a bike trailer with my children and that would be great	Jul 30, 2012 1:18 PM
44	Motorist are not use to looking on sidewalks for faster moving objects, like bike riders. People pulling into, and out of driveways are likely to not see the bikers or not yield to the bike traffic. This also would seem to encourage riding on the sidewalk, which is not safe for pedestrians.	Jul 30, 2012 1:10 PM
45	Not needed	Jul 30, 2012 1:09 PM
46	I don't like to ride on sidewalks - I understand the danger of riding in the street as a friend was recently "doored" by a motorist who opened his car door in the path onf my oncoming friend (on a bike). This wold be a new experience for me, but knowing how pedestrians can be - I see them overflowing onto the bike lanes and not moving quickly enough to get out of the way.	Jul 30, 2012 1:06 PM
47	Much better than using the street. Safer for everyone and more inviting to people outside the city.	Jul 30, 2012 1:00 PM

48	Love the idea as long as there are warning signs at driveways to watch for bicycles.	Jul 30, 2012 12:52 PM
49	This seems like the best compromise given the limited space.	Jul 30, 2012 12:50 PM
50	I like this idea as well.	Jul 30, 2012 12:46 PM
51	Seperation of bicycle and automobile seems like a safer option...	Jul 30, 2012 12:28 PM
52	This is the way to go. This says the community supports bikers	Jul 30, 2012 12:23 PM

BIKE ALTERNATIVE 3: BACK ALLEY BIKE ROUTES



- Signed bike routes would guide cyclists to the back entrances of the buildings
- Bike parking would be located behind the buildings
- Bicycles would be discouraged from riding on the sidewalks along 14 Mile and Main Street in the Downtown

48. Would you be comfortable riding a bike on a BACK ALLEY BIKE ROUTE that accesses the commercial centers from the back side in Downtown Clawson?




		Response Percent	Response Count
Most Likely Yes	<div style="width: 49.5%;"></div>	49.5%	90
I Am Not Sure	<div style="width: 26.4%;"></div>	26.4%	48
Probably Not	<div style="width: 17.0%;"></div>	17.0%	31
Definitely Not	<div style="width: 7.1%;"></div>	7.1%	13
answered question			182
skipped question			37

49. Comments regarding Back Alley Bike Routes:




1	Too many bland corners	Aug 9, 2012 11:40 PM
2	Ideal.	Aug 9, 2012 5:39 PM
3	Bad things happen in alleys. Gross. Share the sidewalk.	Aug 9, 2012 5:36 PM
4	Seems like this would make it easier for bikes to be stolen (since they're at the back of a property) and I would rather spend money on security, not enhancements.	Aug 9, 2012 4:48 PM
5	Does something like that even exist in Clawson?	Aug 9, 2012 4:48 PM
6	This is not as attractive, or inviting, as Alternative 2.	Aug 9, 2012 3:54 PM
7	too many new - hidden places to get run over (more blind spots)	Aug 9, 2012 3:50 PM
8	This seems reasonable, since traffic in these areas would be sparse and slower than normal traffic, however, the trail would have to be clearly marked to work, and industrial trucks would have to be very aware that the alleys are also bike lanes. I'm less enthusiastic about this option as a cyclist, but it seems like a realistic/cost effective solution that also requires the least disruption when one considers construction.	Aug 9, 2012 3:07 PM
9	This is also a safe alternative. Not sure I would like this being alone at night. Needs to be well lite.	Aug 9, 2012 2:44 PM
10	I really like this idea! It sounds safer. And it takes advantage of underused back entries. This would be a great opportunity to increase green space and incorporate Low Impact Development in these back areas. Cooler, greener areas are documented to increase pedestrian and bicyclist traffic.	Aug 9, 2012 12:54 PM
11	Might be too congested of area for that option, might work in different cities, but not Clawson.	Aug 8, 2012 7:55 PM
12	This is an interesting concept. I currently avoid riding in downtown completely and ride the back streets.	Aug 8, 2012 3:25 PM
13	When I did ride a bike, this was never a concern. Why now?	Aug 7, 2012 11:33 PM
14	Effective, but does not promote visibility of Clawson as pedestrian-friendly.	Aug 7, 2012 12:27 AM
15	I think this is the least effective option.	Aug 6, 2012 11:07 AM
16	To much possibility for people zipping in and out not realizing a bike "might" be there.	Aug 6, 2012 10:16 AM
17	i love alleys - they are a 'lost' asset in most cities	Aug 6, 2012 9:39 AM
18	cars go fast thru alleys why would you put someone i harms way doing this , and an alley? Some fool could be hiding and snatch someone going through!	Aug 5, 2012 7:25 AM
19	More potential opportunity for bike theft with back alley parking	Aug 4, 2012 8:37 AM
20	Used to do it all the time	Aug 3, 2012 8:35 AM
21	It would look better, but I would be concerned about visibility from motorists.	Aug 1, 2012 6:23 PM
22	Another good idea	Jul 31, 2012 8:32 PM

23	The back alley routes would also be used by deliveries and such who will not have bicycles on their minds when pulling through. Also when people drive through our town and see bikes and pedestrians in the same areas. I believe it shows a much friendlier and open town that people would want to live in or visit.	Jul 31, 2012 12:21 PM
24	This is also a great alternative.	Jul 31, 2012 10:05 AM
25	Bike riders would not see store fronts,	Jul 31, 2012 8:56 AM
26	For Clawson residents it might work - but for people that don't use it regularly or know about I'm afraid it wouldn't get used.	Jul 31, 2012 8:27 AM
27	back alley routes are next to the parking lots which is dangerous	Jul 30, 2012 10:02 PM
28	Are you sure that after spending all this money to attract bike riders that there will be a big response?	Jul 30, 2012 7:33 PM
29	already us the alleys for biking	Jul 30, 2012 5:41 PM
30	When I ride my bike downtown I like to ride in front of the stores and see what is going on. I think riding in alley ways would not be safe.	Jul 30, 2012 5:21 PM
31	I like this idea the best.	Jul 30, 2012 3:36 PM
32	Will they be as well lit as the other alternatives?	Jul 30, 2012 2:24 PM
33	If enhanced, this would be a great addition! LIGHTING is a must. There are MANY creeps, just waitng for kids to show up in an allet and this would be an ideal opportunity without adequate lighting. I wouldn't want to smell dumpster when I went for a stroll, however if it was GREATLY enhanced... I'd like it.	Jul 30, 2012 1:27 PM
34	Pushes bikes "behind the scenes" doesn't give the sense of bikes being important to a thriving downtown	Jul 30, 2012 1:27 PM
35	Alleys suck. They usually smell and are dirty.	Jul 30, 2012 1:23 PM
36	Not needed	Jul 30, 2012 1:09 PM
37	Not as much traffic - opportunity for bike theft greater; doesn't feel right from a personal safey perspective	Jul 30, 2012 1:07 PM
38	It's great to explore!	Jul 30, 2012 1:00 PM
39	Like it!	Jul 30, 2012 12:47 PM

50. On Monday, August 13 from 7:00 PM to 9:00 PM there will be a Public Workshop at Clawson City Hall. The purpose of this workshop will be to review the alternatives. Do you plan on attending that workshop?

		Response Percent	Response Count
Yes		14.4%	28
No		38.7%	70
Not sure		47.0%	85
answered question			181
skipped question			38

51. On Thursday, August 30 from 7:00 PM to 10:00 PM there will be an Open House. The purpose of this workshop will be to review the draft plan. Do you plan on attending that workshop?

		Response Percent	Response Count
Yes		17.1%	31
No		32.6%	59
Not sure		50.3%	91
answered question			181
skipped question			38

CITY OF CLAWSON DOWNTOWN BICYCLE AND PEDESTRIAN PLAN ALTERNATIVES PUBLIC OPEN HOUSE

DOCUMENTATION OF INPUT

List of Figures

Public Input

An Alternative Public Open House was held on August 13, 2012 from 7:00 PM to 9:00 PM for the City of Clawson's Downtown Bicycle & Pedestrian Plan. Fifteen people attended. The workshop began with an overview of best practices and web survey results. Then alternatives for crossing improvements, bicycle facilities and streetscape enhancements were presented. Following the presentation, stations were set-up around the room where participants could agree or disagree with a particular alternative and provide comments and feedback as well.

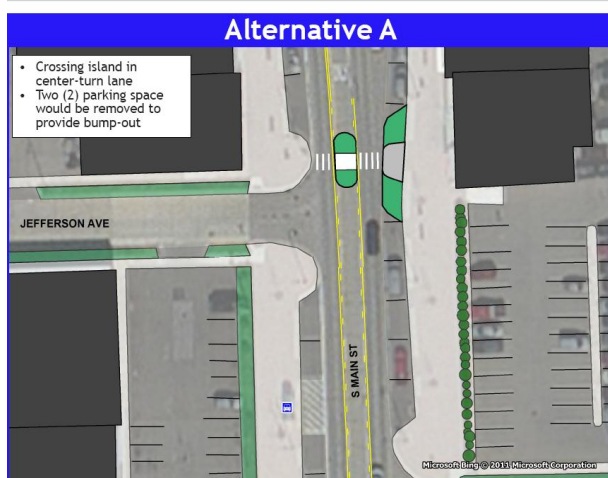
The following pages document the input that was collected during the workshop on the following items.

1. Mid-Block Crossing Alternatives
2. Bicycle Facility Alternatives
3. Enhancements to the Pedestrian Environment
4. Overview Map
5. Comment Cards

Mid-Block Crossing Alternatives

Alternatives for 5 potential locations for mid-block crosswalk were developed based in input from the web survey. Participants were asked to select if they “Agree” or “Disagree” with the alternatives for each crosswalk location and provide comments. They were also asked to provide input regarding additional enhancements to the crossing, such as landscaping.

CROSSING IMPROVEMENTS: S MAIN STREET BETWEEN JEFFERSON AVE & MADISON AVE

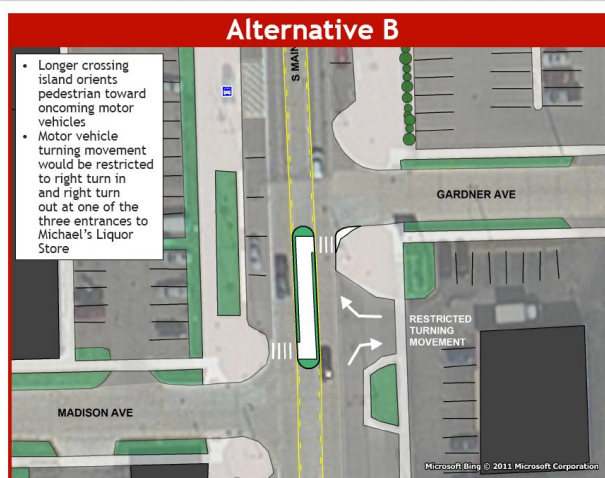


8 People Agreed with Alternative A

2 People Disagreed with Alternative A

Additional Comments for Alternative A:
Agree – Like Closer to Downtown on Main
Disagree – Remove Parking
Disagree – Bad location for Fire Response, vehicle use center lane to by-pass traffic

Potential Enhancement for Alternative A:
1 Vote for against Landscaping in Median



3 People Agreed with Alternative B

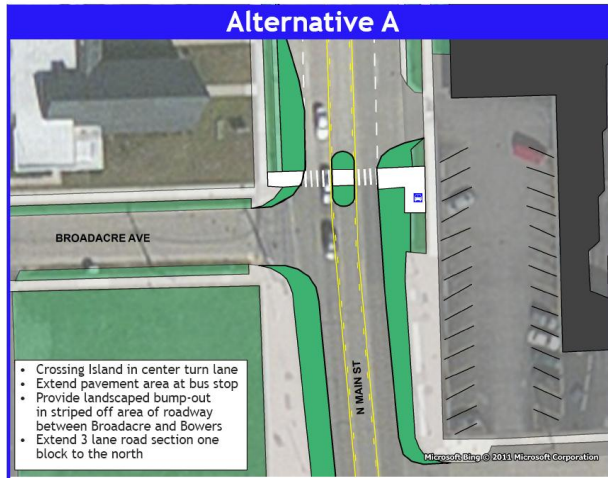
6 People Disagreed with Alternative B

Additional Comments for Alternative B:
Agree – Like this idea to break traffic with landscaping, could be very visual presentation along with safety
Disagree – Too congested
Disagree – Business access

*No Feedback Regarding Potential Enhancements for Alternative B

WEB SURVEY RESULTS (185 PARTICIPANTS) SHOWED THAT 69 PEOPLE THOUGHT

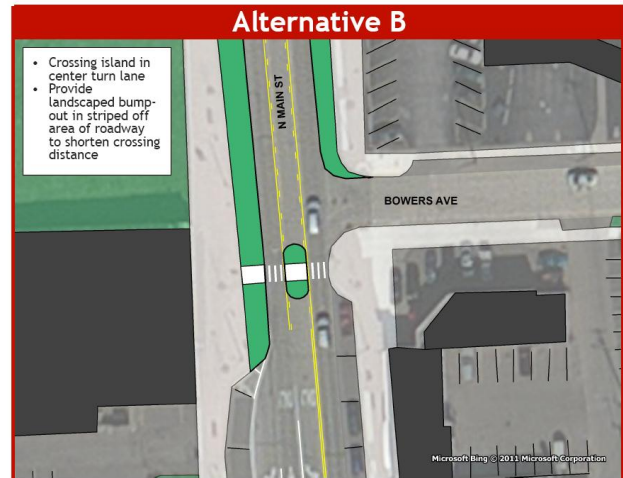
CROSSING IMPROVEMENTS: N MAIN STREET BETWEEN BOWERS AVE AND BROADACRE AVE



3 People Agreed with Alternative A

2 People Disagreed with Alternative A

Additional Comments for Alternative A:
Agree – More Natural Crossing for the school
Disagree – Don't like this idea, not needed, too close to light



3 People Agreed with Alternative B

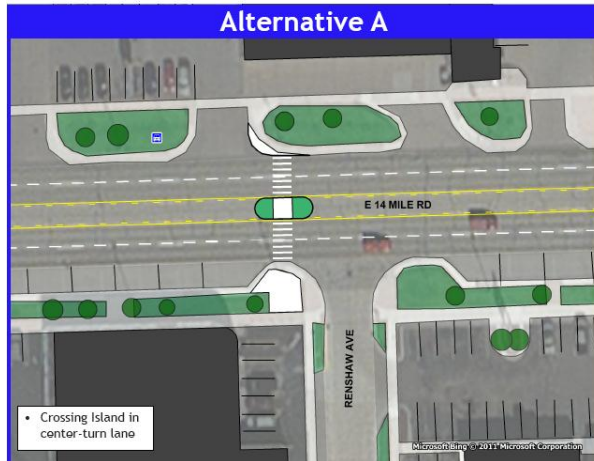
2 People Disagreed with Alternative B

Additional Comments for Alternative B:
Agree – Closer to downtown, less traffic to dodge will make easier to park across the street
Disagree – Don't think this one is necessary as light is just a few yards up

*No feedback regarding Potential Enhancements for Alternative A or Alternative B

WEB SURVEY RESULTS (185 PARTICIPANTS) SHOWED THAT 72 PEOPLE THOUGHT

CROSSING IMPROVEMENTS: W 14 MILE RD AT RENSHAW AVE



0 People Agreed with Alternative A
3 People Disagreed with Alternative A

Additional Comments for Alternative A:
Disagree – I think there should only be one crossing by Belluve
Disagree – Too busy with open drives
Disagree – Bad location for Fire Response, vehicle use center lane to by-pass traffic

*No Feedback Regarding Potential Enhancements for Alternative A



8 People Agreed with Alternative B
3 People Disagreed with Alternative B

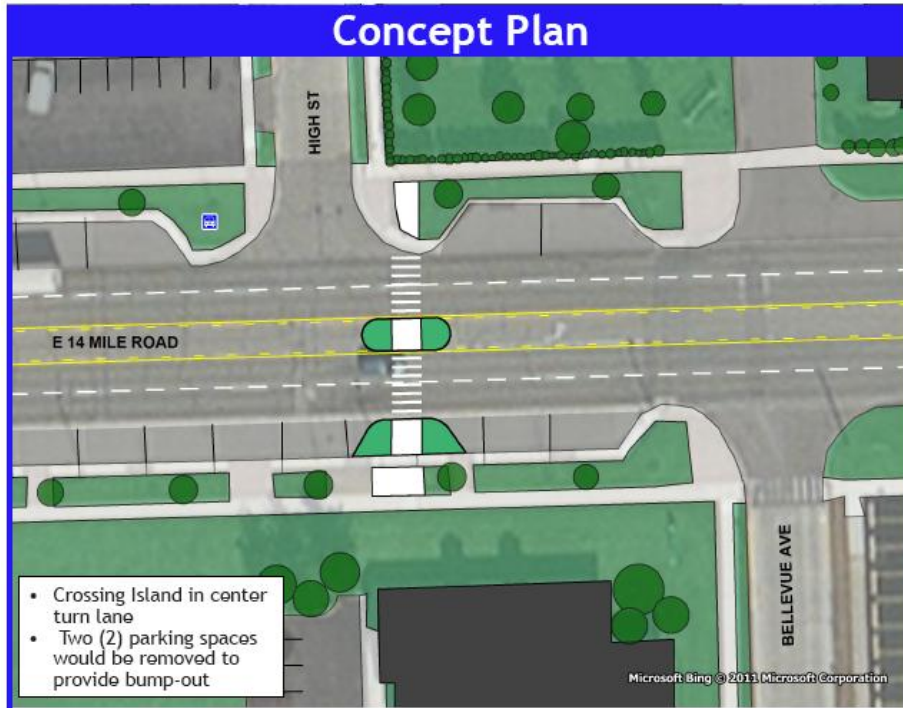
Additional Comments for Alternative B:
Agree – More synchronized with business locations on both sides of 14 Mile (connects to higher density easier)
Agree – I like this idea better but would ACO work with us?
Agree – Preferred, makes large area for bike island, a lot of change for ACO?
Agree – As long as we can do Bellevue also
Disagree – Needs to be moved east
Disagree – Stacking Issues

Potential Enhancement for Alternative B:

- 1 Vote for Landscaping in Median
- 1 Vote against Landscaping in Median
- 1 Vote against Landscaping in Bump-out

WEB SURVEY RESULTS (185 PARTICIPANTS) SHOWED THAT 87 PEOPLE THOUGHT THAT THIS CROSSING LOCATION WAS IMPORTANT

CROSSING IMPROVEMENTS: E 14 MILE ROAD AT HIGH ST



**Only one alternative for this*

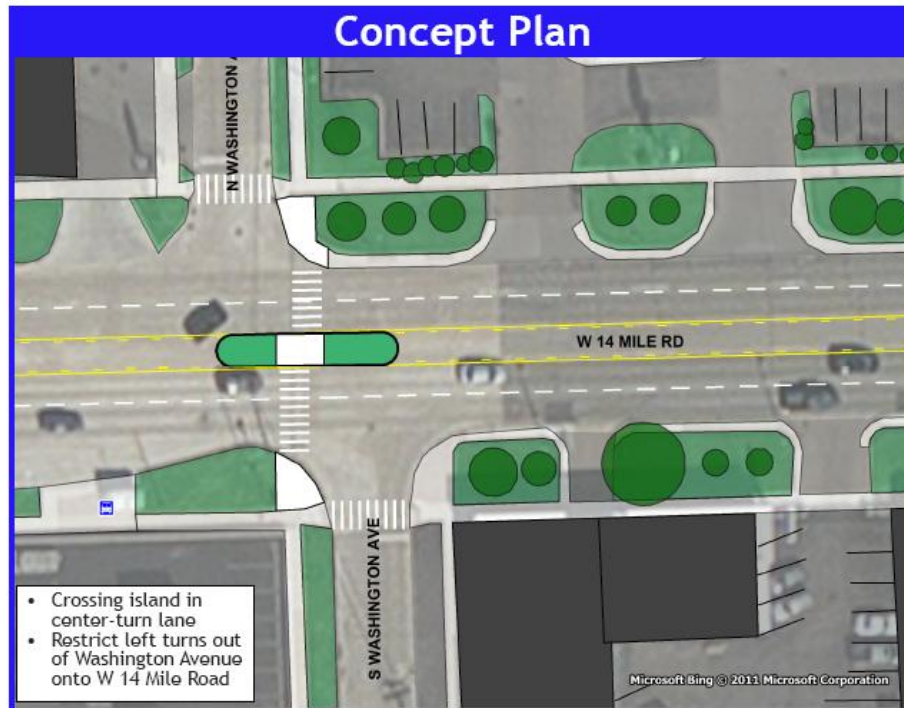
1 Person Agreed with Concept Plan

7 People Disagreed with Concept Plan

Additional Comments:	Potential Enhancement
Agree – Crossing should be further east to capture the natural 4-way intersection at Bellevue and 2 schools where children cross	1 Vote for Landscaping in Median 1 Vote against Landscaping in Median
Disagree – High Street Conflict	1 Vote against Landscape in Bump-out
Disagree – To be moved to the east	1 Vote for Gateway Treatments 1 Vote against Gateway Treatments
Disagree – Move east	
Disagree – Use Guardian Angels School Crossing	
Disagree - Needs to be closer to where light was	
Disagree - Move to east closer to schools	
Disagree – move it east	

WEB SURVEY RESULTS (185 PARTICIPANTS) SHOWED THAT 64 PEOPLE THOUGHT THAT THIS CROSSING LOCATION WAS IMPORTANT

CROSSING IMPROVEMENTS: W 14 MILE ROAD AT WASHINGTON



**Only one alternative for this*

9 People Agreed with Concept Plan

1 Person Disagreed with Concept Plan

Additional Comments:
Agree – Worried about the left hand turning
Agree – Most important to keep pedestrians safe
Agree – Need to be careful with restricting left turning traffic
Agree – Removing the light was very hard on a lot of people
Disagree – Good area but need to move
Location west to avoid Washington
Conflict
Restricted left turn onto S. Main St from same Neighborhood

Potential Enhancement
1 Vote against Landscaping in Median
2 Vote for Gateway Treatments
1 Vote against Gateway Treatments

WEB SURVEY RESULTS (185 PARTICIPANTS) SHOWED THAT 115 PEOPLE THOUGHT THAT THIS CROSSING LOCATION WAS IMPORTANT

Bicycle Facility Alternatives

Since Bike Lanes cannot be added to the main roads in the near-term and the web survey showed that a majority of the respondents would be comfortable on a cycle track, this exercise focuses on separated pathways along the 14 Mile Road and Main Street. Two alternatives were presented, a cycle track and a wide sidewalk. Participants were asked to select if they “Agree” or “Disagree” with the presented alternatives. There was also an area for participants to provide other suggestions.



5 People Agreed With Alternative A: Cycle Track

2 People Disagreed with Alternative A: Cycle Track

Additional Comments:

- Agree - Separate walkers with earphones from cyclists coming from behind
- Agree – Shows sidewalk shared, safer for bikers and noticeable different for vehicles
- Agree Should be augmented by signage at driveways with blind spots; either warn bicyclists to watch for cars , or cars to watch for bicyclists or both

Alternative B: Wide Sidewalk



WIDE SIDEWALK:

Widen the existing narrow sidewalk and change the local ordinance to allow bicycling on the sidewalk.

- Widen existing sidewalk where it is narrow
- Add crosswalk markings at driveway intersections
- Change the local Ordinance to allow bicycling on sidewalks
- Provide bicycle parking throughout the commercial core

3 People Agreed With Alternative B: Wide Sidewalk




3 People Disagreed with Alternative B: Wide Sidewalk




Additional Comments:




- Agree – Large, clean looking, better for drivers. Safer!
- Agree – Change ordinance
- Disagree – Crosswalk lines too often disregarded by cars




Enhancements to the Pedestrian Environment




Based on feedback from the web survey, the following streetscape enhancements were presented. Participants were asked to select if “Like” or “Dislike” the presented alternatives. There was also an area for participants to provide other suggestions. The following documents the number of “Likes” and “Dislikes” along with other suggestions.

PLANTERS WITH TREES AND BENCHES:	LIKE	DISLIKE
	5 Votes	0 Votes
	3 Votes	0 Votes “High Maintenance, garbage under seats”
	1 Votes	0 Votes

PLANTERS WITH TREES:	LIKE	DISLIKE
	0 Votes	1 Votes
	3 Votes	0 Votes
	1 Votes	0 Votes

STANDARD BICYCLE PARKING:	LIKE	DISLIKE
 <p>STANDARD HOOPS</p>	<p>4 Votes</p>	<p>0 Votes</p>
 <p>ON-STREET SEASONAL</p>	<p>6 Votes</p>	<p>1 Votes</p>
 <p>COVERED</p>	<p>2 Votes</p>	<p>1 Votes</p>

ARTISTIC BICYCLE PARKING:	LIKE	DISLIKE
 <p data-bbox="331 562 558 590">ARTISTIC HOOPS</p>	<p data-bbox="769 352 967 499">2 Votes</p>	<p data-bbox="1117 352 1315 499">0 Votes</p>
 <p data-bbox="224 947 656 974">ARTISTIC ON-STREET SEASONAL</p>	<p data-bbox="769 730 967 877">5 Votes</p>	<p data-bbox="1117 730 1315 877">1 Votes</p>
 <p data-bbox="321 1335 584 1362">ARTISTIC COVERED</p>	<p data-bbox="769 1066 967 1213">0 Votes</p>	<p data-bbox="1117 1066 1315 1213">3 Votes</p> <p data-bbox="1105 1283 1352 1346">"Too hard for some people to use"</p>

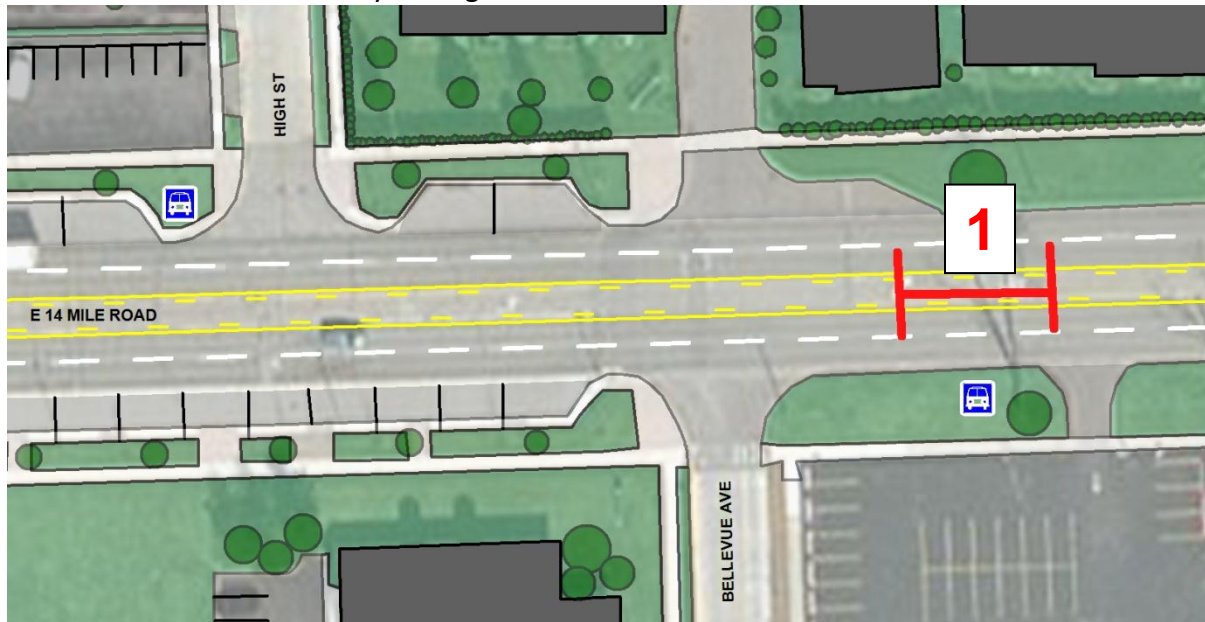
FLEXIBLE CHAIRS:	LIKE	DISLIKE
	<p>1 Votes</p>	<p>2 Votes</p> <p>“These will walk away”</p>
	<p>1 Votes</p>	<p>2 Votes</p> <p>“These will walk away”</p>
	<p>7 Votes</p>	<p>0 Votes</p>

OTHER SUGGESTIONS:	LIKE	DISLIKE
"Bike racks need a place to put child bike trailers. What about winter and snow removal?"		
"Love the temporary "seasonal" bike racks as art"	X	
"Set up apart from our neighbors, welcome pedestrians and bikers"		
"If there are tables/chairs they better be bolted down or they will be stolen at some point"		

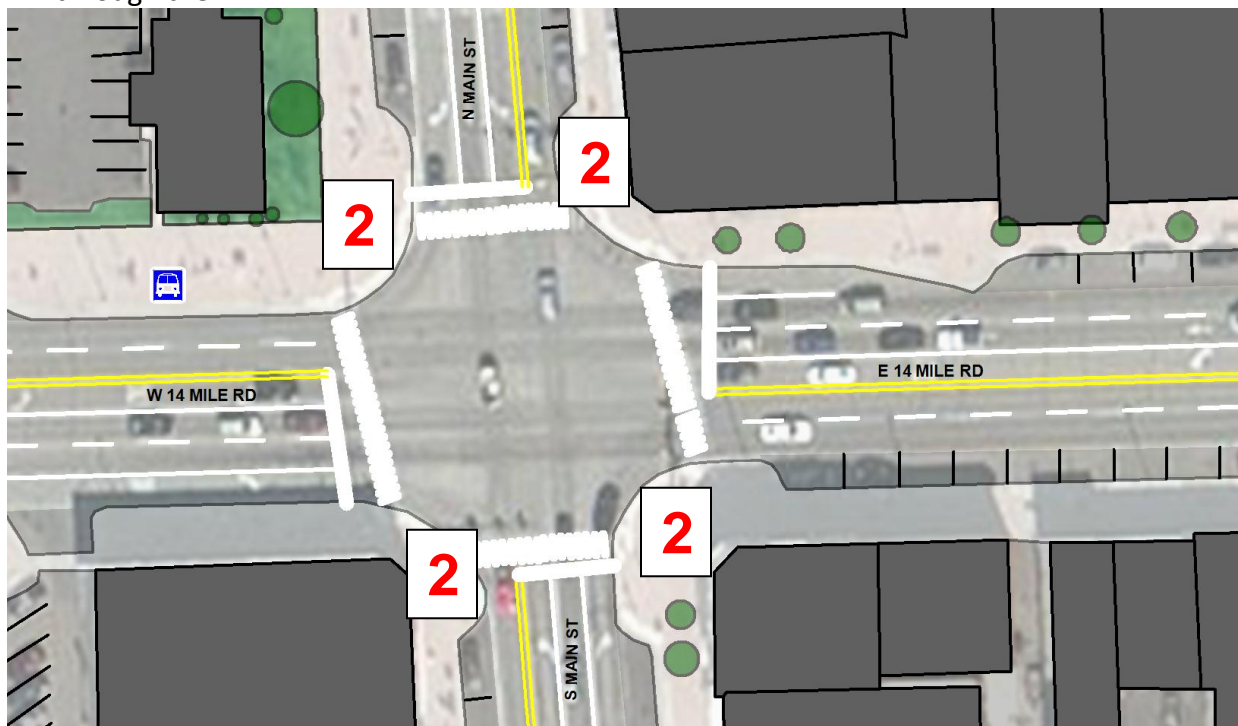
Overview Map

A map of Downtown Clawson was provided for participants to provide any additional comment. The following information was provided.

1. Crossing should be provided in this area closer to schools, bus stop, and natural 4-way intersection that formally had light



2. Strollers, roller-skates and bikes are not compatible with brick pavers, we need a flat path through them



Comment Cards

Participants were given the opportunity to share any additional information regarding the project on comment cards. The comments are posted below.

Comment Card
<i>If you have something that you would like to share with the design team beyond the standard sheets please take a moment and fill in this sheet.</i>
Comments:
<i>Alternate to crosswalk painted lines so often disregarded by drivers? Transition change</i>
<i>Would like the back alley bike routes</i>
<i>All bus stops should have shelters</i>
<i>Concerns with maintenance of crossing islands</i>
<i>Concerns with snow plows and crossing islands</i>

CITY OF CLAWSON DOWNTOWN BICYCLE AND PEDESTRIAN PLAN PRELIMINARY PLAN PUBLIC OPEN HOUSE

DOCUMENTATION OF INPUT

List of Figures

Public Input

A Preliminary Plan Open House was held on August 30, 2012 from 7:00 PM to 9:00 PM for the City of Clawson's Downtown Bicycle & Pedestrian Plan. Seventeen people attended. The workshop began with a presentation of the preliminary plans for crossing improvement, bicycle facilities and streetscape enhancements. Following the presentation, stations were set-up around the room where participants could provide feedback and agree or disagree with other participant's comments to help build a consensus. A prioritization worksheet was provided to each participant as well to rank the recommendations in order of priority.

The following pages document the input that was collected during the workshop on the following items.

- Prioritization Exercise
- Road Crossing Improvements
- Pedestrian Street Enhancements
- Bicycle Improvements

Prioritization Exercise

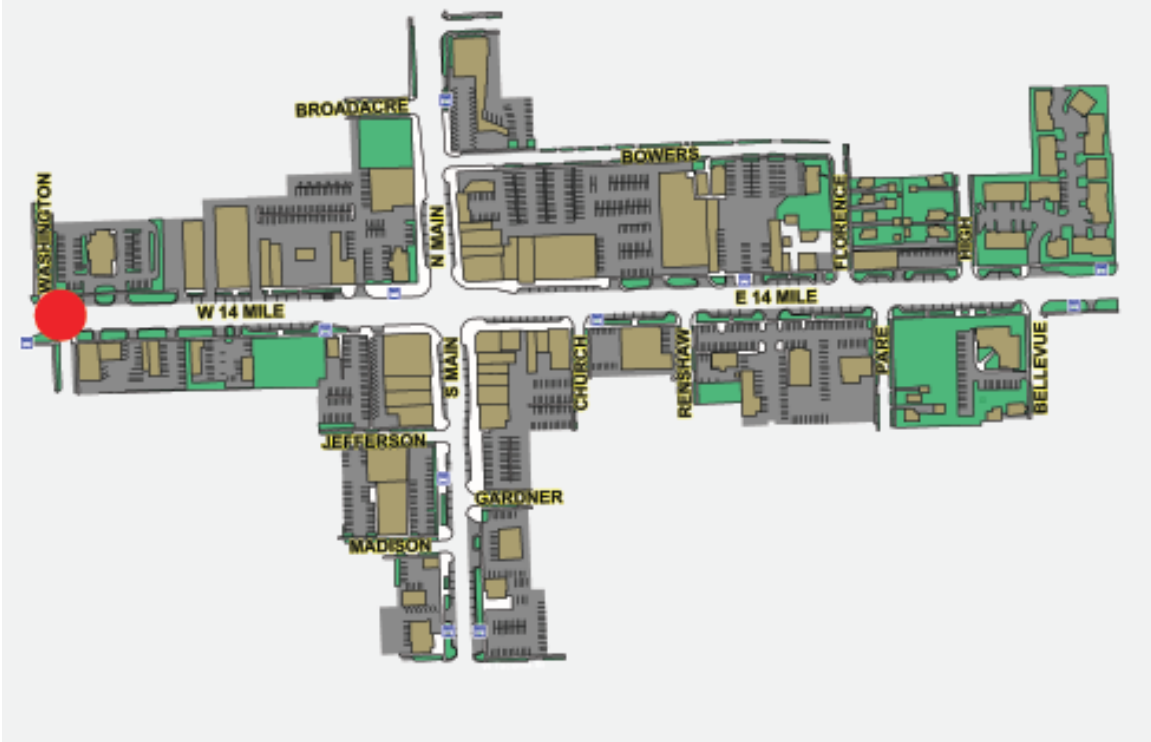
A prioritization worksheet was provided to each participant and they were asked to select if they “Generally Agree”, “Need Some Improvements” or “Disagree” with the recommendations at each station around the room. They were also asked to rank the preliminary plan recommendations in order of priority. The following is a summary of the input. The table lists the recommendations in order of priority and provides a tally of the number of participants who “Generally Agree”, “Need Some Improvements” and “Disagree” with the recommendations.

Rank in Order of Priority (1 highest)	Preliminary Plan Recommendation	Generally Agree	Need Some Improvements	Disagree
1	Crossing Improvements at E 14 Mile at Washington	10	4	1
2	Crossing Improvement at 14 Mile at Bellevue	10	1	4
3	Crossing Improvement at S Main at Jefferson	9	2	2
4	Bicycle Improvements	10	3	1
5	Crossing Improvement at 14 Mile at Florence/Pare	10	3	2
6	Crossing Improvement at E 14 Mile at Church/Renshaw	10	2	2
7	Pedestrian Streetscape Enhancements East Side of S Main St	12	2	0
8	Pedestrian Streetscape Enhancements South Side of E 14 Mile Rd	9	3	1
9	Pedestrian Streetscape Enhancements West Side of S Main St	9	3	1
10	Crossing Improvements at N Main at Bowers	8	1	5
11	Crossing Improvements at E 14 Mile between Washington & Main	5	3	6

Additionally, comment sheets were provided at each station where participants were asked to provide specific comments regarding that stations recommendations. Participants were then asked to “Agree” or “Disagree” with other people comments to help built a consensus.

In order of priority, the following pages give an overview of the recommendations and summarize the input for each station.

LOCATION:



OVERVIEW:

Based on the on-line survey, this crossing was considered the most important location to provide a safe road crossing. It is adjacent to a large senior housing complex, a major bus stop and is one block south of the high school.

RECOMMENDATIONS:

Considering the ages and abilities of many of the likely users in combination with the characteristics of the roadway, the proposed crossing includes the following proven safety countermeasures:

- Crossing Island (around \$10,000)
- Pedestrian Hybrid Beacon (PHB)

As PHB's are generally not used at intersection, the left turn from both North and South Washington is restricted to eliminate motorists from turning left across the crosswalk when the beacon is activated. This also allows for a more substantial island.

The location also marks the western edge of the downtown area. A number of gateway treatments such as banners, sculpture and flower beds are proposed to both delineate the district and bring traffic speeds closer to the desired speed in the commercial area.

CONCEPTUAL DESIGN:



Overall Priority Rank (1 highest, 11 lowest):

1

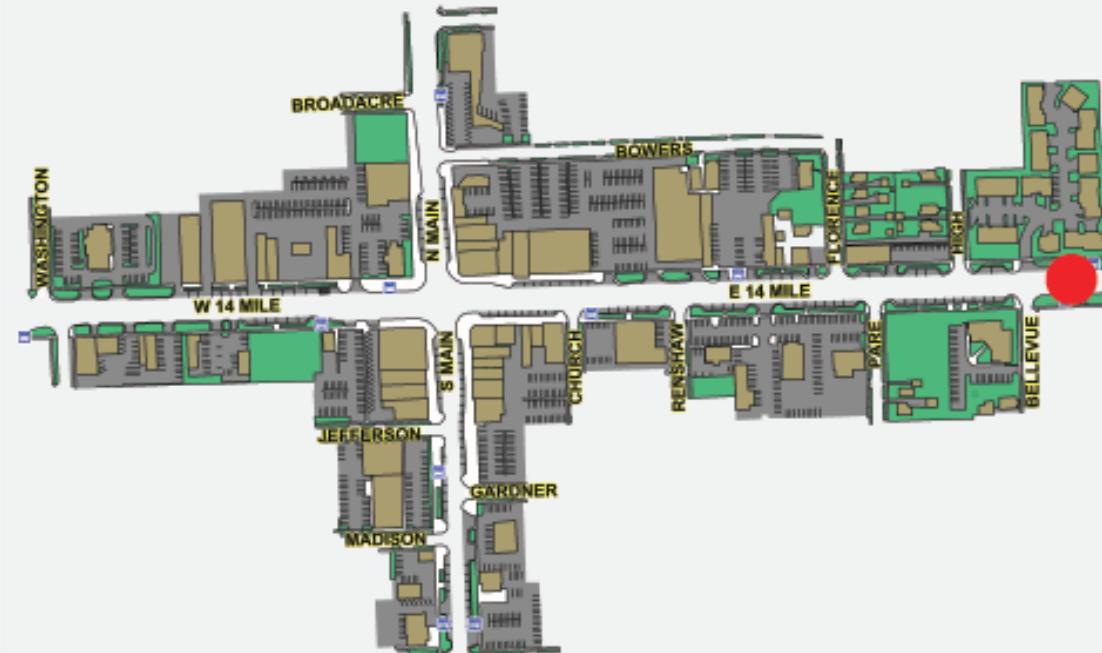
Participants reactions to recommendations:

Generally Agree	Need Some Improvements	Disagree
10	4	1

Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
Need a crossing island at this location	4	1
Don't Like Decorations on a Safety Device	0	1
Good Location, need to be Staggered Design	2	0
Define need for a safe crossing (seniors)	2	0
Good Concept	3	2
Need to link to Main/14 Mile Light with required delay to keep reasonable traffic flow	0	0
Most important serves students and seniors entry gateway to downtown	3	0

Crossing Improvement: E 14 Mile and Bellevue

LOCATION:



OVERVIEW:

This crossing marks the eastern edge of the downtown area. It is adjacent to a school, daycare center and bus stops. Although there was some demand for a crossing in this area, a recent engineering study that looked at upgrading the traffic light at Bellevue found exceptionally low pedestrian levels even when a light was present.

RECOMMENDATIONS:

Considering the school age users in combination with the characteristics of the roadway, the proposed crossing includes the following proven safety countermeasures:

- Crossing Island (around \$10,000)
- Pedestrian Hybrid Beacon (PHB)

This crosswalk is staggered to orient pedestrians towards oncoming motor vehicles and provide additional space for multiple pedestrians crossing at the same time. Existing turning movements maintained into and out of adjacent driveways and streets, with the understanding that the daycare center has a one-way into the parking lot off of E 14 Mile Road.

Gateway treatments including banners, decorative street lights and flower beds are proposed to help demark the edge of downtown and enhance community character.

CONCEPTUAL DESIGN:



Overall Priority Rank (1 highest, 11 lowest):

2

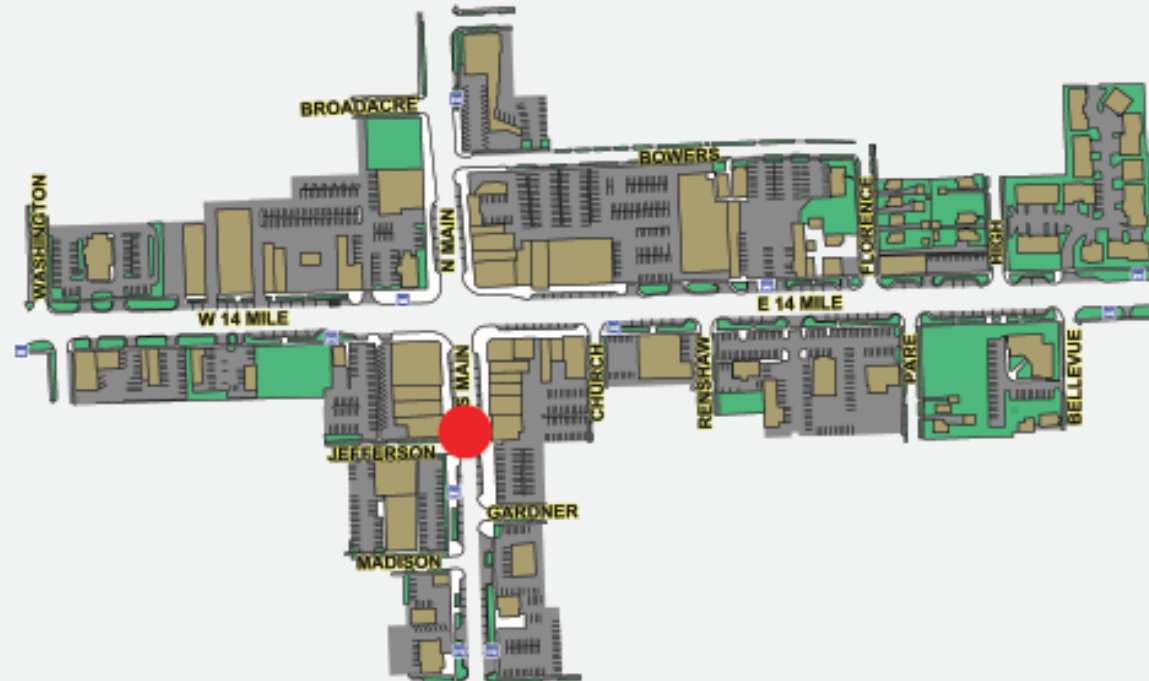
Participants reactions to recommendations:

Generally Agree	Need Some Improvements	Disagree
10	1	4

Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
This crossing is very important to the church school and day care and is about half-way between lights	3	1
This looks like left turns to Bellevue are Prohibited	2	1
Overhead lighting is definite improvement	2	0
Excellent solution for this location, then one of the Florence/Pare/Renshaw becomes other crossings east of Main St	3	1
Best Location for a Pedestrian Island, Important for school crossing and speed reduction	3	1
People speed through here and this would slow them down	0	0

Crossing Improvement: S Main St and Jefferson Ave

LOCATION:



OVERVIEW:

Based on the on-line survey, this crossing and Gardner Ave (one block to the south) were essentially tied as the fourth most important location to provide a safe road crossing. It is adjacent to commercial areas, public parking lot and a bus stop.

RECOMMENDATIONS:

The crossing includes the following proven safety countermeasures:

- Double posted Rectangular Rapid Flash Beacons (RRFB) (around \$20,000 for all four)
- Painted median approaching the crosswalk from both directions. While a crossing island would be desirable from a pedestrian safety standpoint, emergency vehicles frequently use the center lane to by-pass stopped traffic.
- Two on-street parking spots have been removed in order to provide a curb extension to provide appropriate sight lines (around \$13,000).

Existing turning movements maintained into and out of near-by driveways and streets. A flower bed is proposed in the curb extension.

CONCEPTUAL DESIGN:



Overall Priority Rank (1 highest, 11 lowest):

3

Participants reactions to recommendations:

Generally Agree	Need Some Improvements	Disagree
9	2	2

Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
Would be beneficial for downtown pedestrian traffic	3	1
Great improvement for our walking citizens	1	0
Restricts traffic in an already congested area	0	0
Without an island, how will traffic slow and protect people in crosswalk	0	0

Bicycle Improvements

OVERVIEW:

In the near-term, on 14 Mile Road and Main Street, there are no cost effective ways to incorporate bike lanes on these roadways in the City of Clawson. Access to Downtown Clawson will be primarily via bicycle routes on local roadways. Facilities such as cycle tracks and wider sidewalks were considered. However, due to safety issues, a ordinance that bans bicycle on sidewalks in commercial areas and the cost of constructing these types of facilities they were deemed inappropriate solutions to pursue further at this time.

RECOMMENDATIONS:

The following improvements are recommended:

- Provide wayfinding signage along local roadways to direct cyclists from the local bike route to bicycle parking locations in the downtown
- At each bike parking location, provide a few permanent parking spaces and supplement these spaces with adjacent temporary bike parking from springtime through fall.
- The seasonal bike parking racks should be designed to take up one car parking location and could incorporate some sculptural elements.





Overall Priority Rank (1 highest, 11 lowest):

4

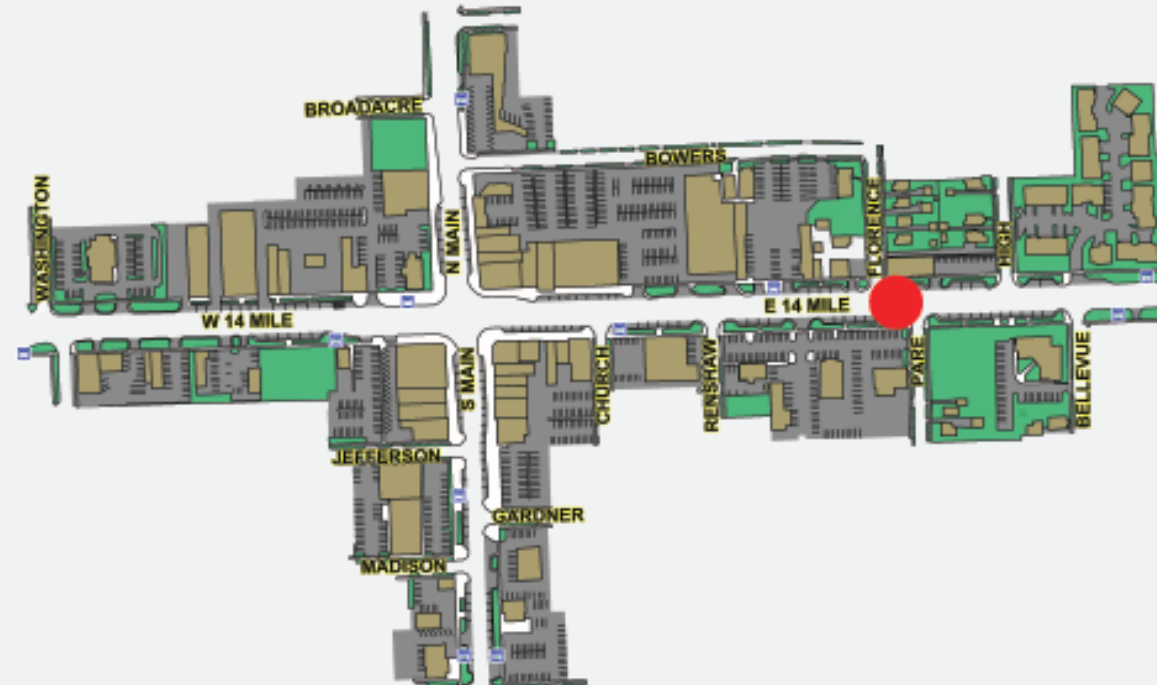
Participants reactions to recommendations:

Generally Agree	Need Some Improvements	Disagree
10	3	1

Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
Reminder signs regarding no sidewalk riding needed at bike racks. Where are the seasonal racks stored when not in use?	2	0
Need to link Clawson Bike Route to Troy and Royal Oak routes, need bike traffic into Clawson	2	0
Clawson Bike Riders already know where to ride and park	0	2
Not interested in on-street bicycle parking	0	2

Crossing Improvement: E 14 Mile and Florence/Pare

LOCATION:



OVERVIEW:

Currently there is little demand for a crosswalk at this location, however the city is in the process of developing their bike route system and this is a key crossing location. This area also marks the beginning of the commercial properties in the Downtown.

RECOMMENDATIONS:

Considering that this is a designated bike route in combination with the characteristics of the roadway, the proposed crossing includes the following proven safety countermeasures:

- Crossing Island (around \$10,000)
- Pedestrian Hybrid Beacon (PHB)

Since this area marks the beginning of the commercial properties on the eastern edge of the downtown area, a number of gateway treatments such as banners, sculpture and flower beds are proposed to both delineate the district and bring traffic speeds closer to the desired speed in the commercial area.

CONCEPTUAL DESIGN:



Overall Priority Rank (1 highest, 11 lowest):

5

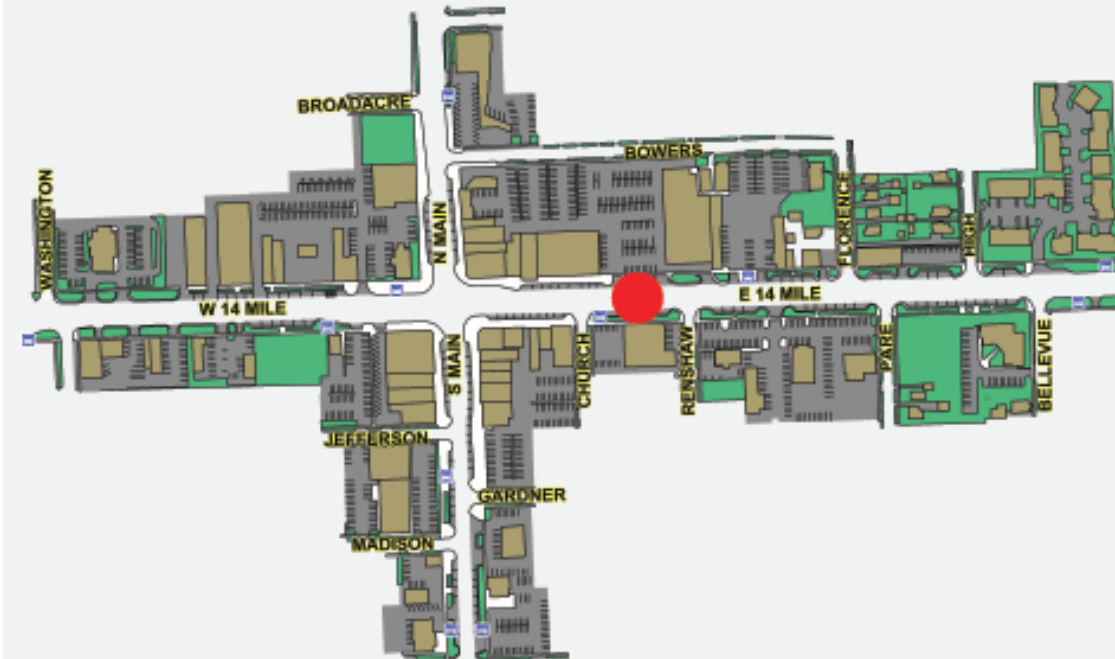
Participants reactions to recommendations:

Generally Agree	Need Some Improvements	Disagree
10	3	2

Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
This should be replaced with location east of Bellevue, do not need both this and Renshaw, pick one	3	1
The Bellevue Location is more Beneficial	2	1
Gateway and Bike Route	3	0
Only reason this location in bike route which could be changed	0	0
Do Bellevue or Pare	0	0

Crossing Improvement: E 14 Mile and Church/Renshaw

LOCATION:



OVERVIEW:

Based on the on-line survey, this crossing was considered the second most important location to provide a safe road crossing. It is adjacent to commercial areas and a bus stop.

RECOMMENDATIONS:

The crossing includes the following proven safety countermeasure:

- Crossing Island (around \$10,000)
- Double posted, rectangular Rapid Flash Beacons with advanced warning on the outside lanes (around \$20,000 for all four)
- Yield bars 40' in advance of the crosswalk to minimize multiple-threat crashes by improving sight lines
- In order to provide appropriate sight lines, two on-street parking spots need to be removed on the south side to create a curb extension (around \$13,000)

Flower beds on the crossing island and curb extensions are proposed to enhance the community character. All existing turning movements maintained into and out of near-by driveways and streets.

CONCEPTUAL DESIGN:



Overall Priority Rank (1 highest, 11 lowest):

6

Participants reactions to recommendations:

Generally Agree	Need Some Improvements	Disagree
10	2	2

Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
Good location and concept	3	0
Definite crossing at this location	2	0
Good location, need stagger crossing	2	0
Good location for pedestrian traffic	2	0
Need only one crossing not 3 in 2 blocks	1	0

Streetscape Enhancement: East Side of S Main St

LOCATION:



RECOMMENDATIONS:

The following improvements are recommended to provide shade in an area exposed to strong afternoon and evening sun as well as provide seating and create more intimate spaces in this area of the downtown:

- Raised planters made of cast concrete that can hold trees and provide informal seating along the edges
- Existing benches placed at the ends of the planters to provide more formal seating
- Seating areas around tables with umbrellas placed between the planters (around \$1,000 per table)

CONCEPTUAL DESIGN:



Overall Priority Rank (1 highest, 11 lowest):

7

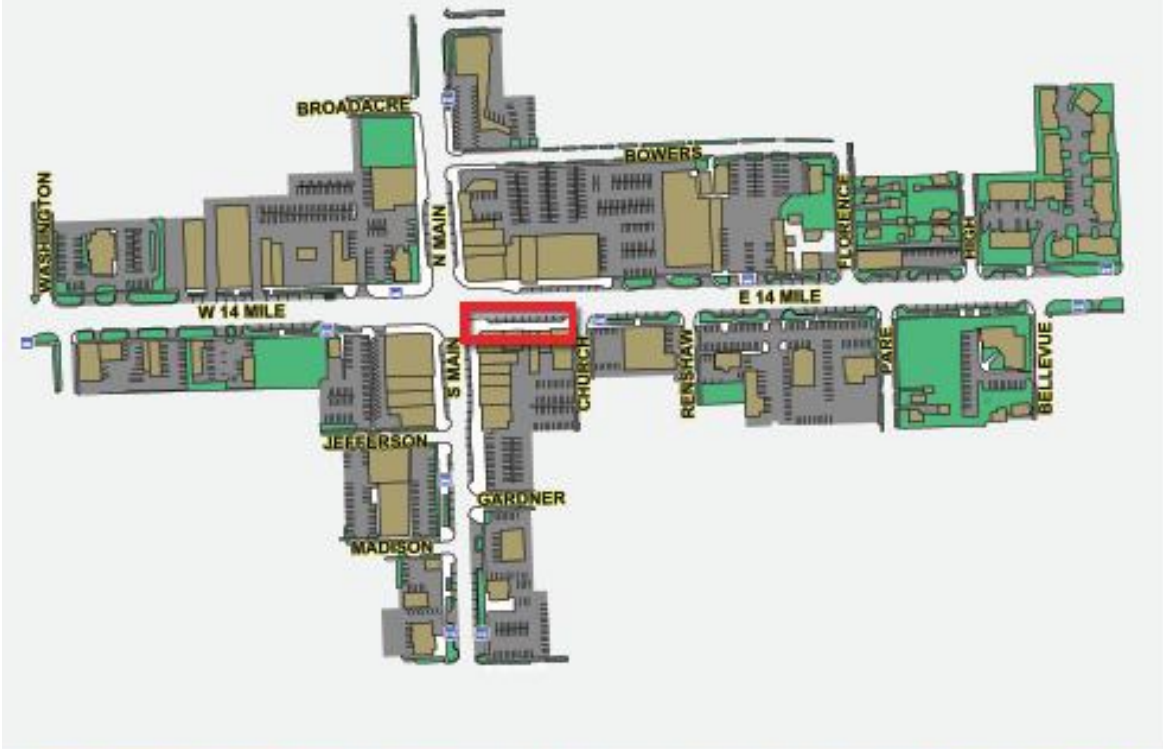
Participants reactions to recommendations:

Generally Agree	Need Some Improvements	Disagree
12	2	0

Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
The space is available at this area for planters	6	0
This is a good gathering place and convenient for movie night and car show	0	2
Who is sitting here? Add seating then there is activity	0	0

Streetscape Enhancement: South Side of E 14 Mile

LOCATION:



RECOMMENDATIONS:

The following improvements are recommended in areas without retail to help liven up the streetscape:

- Placing mid-sized planters with flowers soften the building facade and add interest along the walkway (around \$500 per planter)

CONCEPTUAL DESIGN:



Overall Priority Rank (1 highest, 11 lowest):

8

Participants reactions to recommendations:

Generally Agree	Need Some Improvements	Disagree
9	3	1

Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
Not required, maintenance issues for snow removal	1	1
Okay if inexpensive	3	0
Will enhance some of our older buildings	1	0
Good improvement, needs lots of landscaping	2	0
Planters on outside of sidewalk	1	0

Streetscape Enhancement: West Side of S Main St

LOCATION:



RECOMMENDATIONS:

The following improvements are recommended to provide shade and soften the streetscape with vegetation:

- Due to limited sidewalk space a parking space has been replaced with a raised planter made of cast concrete that can hold trees and provide informal seating along the edges
- Placing mid-sized planters with flowers soften the building facade and add interest along the walkway (around \$500 per planter)

CONCEPTUAL DESIGN:



Overall Priority Rank (1 highest, 11 lowest):

9

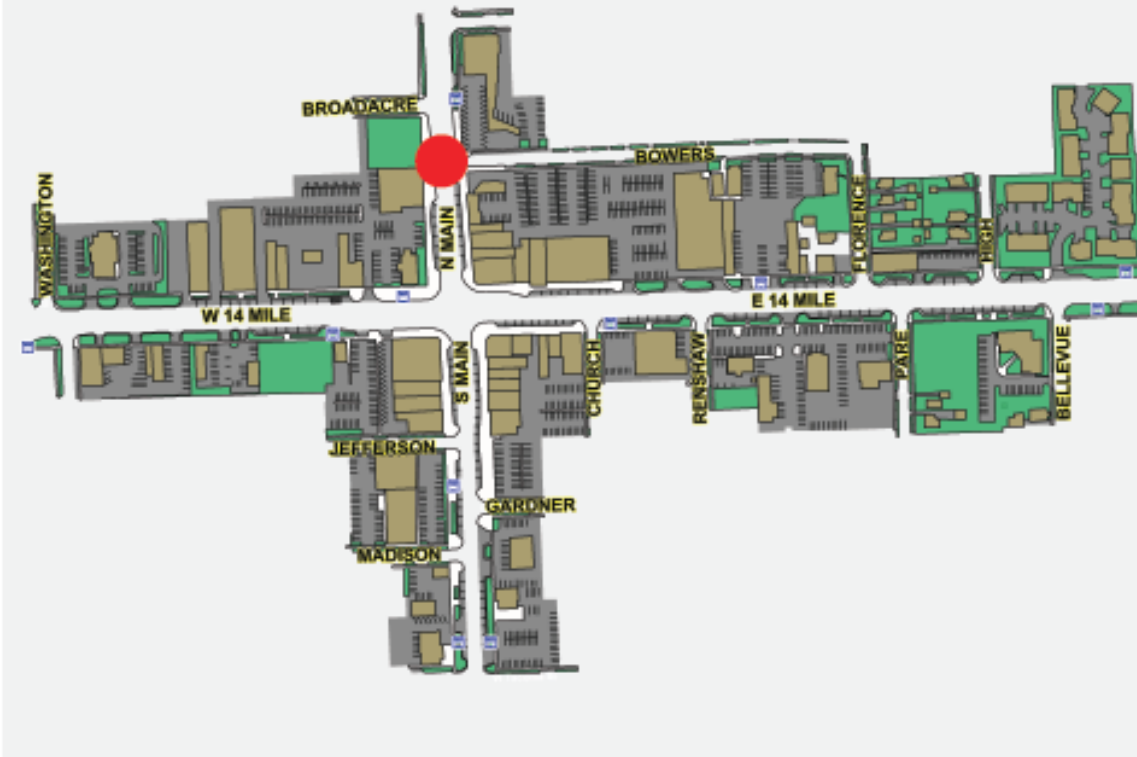
Participants reactions to recommendations:

Generally Agree	Need Some Improvements	Disagree
9	3	1

Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
Do not feel this is worth parking loss	0	2
There is plenty of parking in town	3	0
Good Concept	4	0
Who need to sit here?	0	0
Who is going to maintain?	0	0
Don't like to lose parking spot for planter	0	1

Crossing Improvement: N Main St at Bowers

LOCATION:



OVERVIEW:

A number of options were evaluated at both Bowers and Broadacre, based on the dynamic of the road narrowing and the beginning of the commercial district, it was determined that Bowers would be the best option.

RECOMMENDATIONS:

The crossing includes the following proven safety countermeasures:

- Double posted Rectangular Rapid Flash Beacons (RRFB) (around \$20,000 for all four)
- Advanced Warning for southbound traffic (around \$5,000)
- Painted median approaching the crosswalk from both directions
- A curb extension into the marked off area located along the west side of N Main Street (around \$13,000)

Due to the concerns with stacking during the rush hour a crossing island was seen to be problematic. While an crossing island may be ideal, it was felt that a safe crossing could be accommodated using RRFB, pavement markings and signage stating motor vehicles shall not block the crosswalk.

CONCEPTUAL DESIGN:



Overall Priority Rank (1 highest, 11 lowest):

10

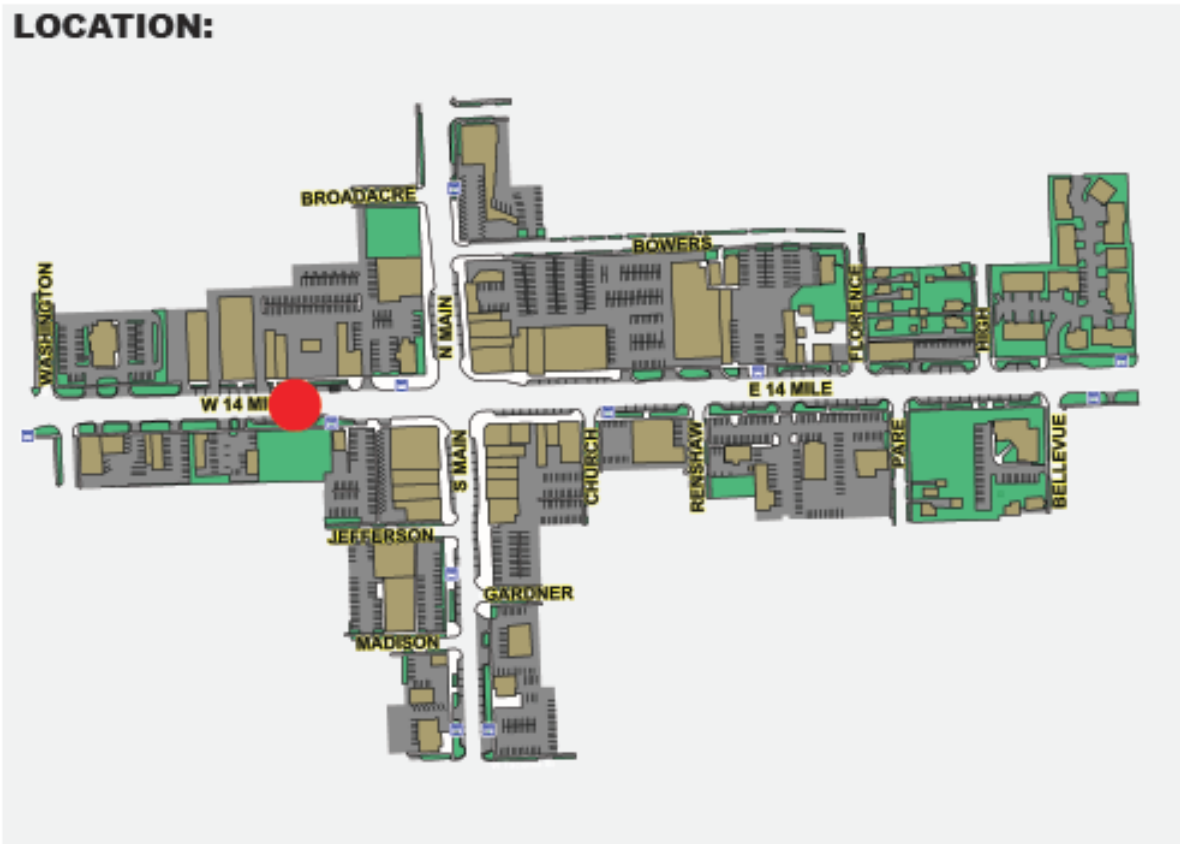
Participants reactions to recommendations:

Generally Agree	Need Some Improvements	Disagree
8	1	5

Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
I think this is bad for traffic and too close to the light crossing	2	3
Would disrupt traffic flow, too close to light	1	1
Provides additional crossing point for high school and middle school students from east of Main St	1	0

Crossing Improvement: W 14 Mile between Washington and Main

LOCATION:



OVERVIEW:

Currently there is little demand for a crosswalk at this location, but there is a large undeveloped parcel on the south side of W 14 Mile Road, when this site develops in the future this situation will likely change.

RECOMMENDATIONS:

A median is proposed in an unused portion of the center turn lane to help maintain the downtown character and appropriate traffic speeds. The island is proposed to be surfaced in a decorative paver initially as it will be difficult to access for maintenance. A decorative light feature is proposed to illumine the island and potential support banners for special events.

CONCEPTUAL DESIGN:



Overall Priority Rank (1 highest, 11 lowest):

11

Participants reactions to recommendations:

Generally Agree	Need Some Improvements	Disagree
5	3	6

Participants Comments:	Number of Participants that AGREED	Number of Participants that DISAGREED
Not required that this location	3	2
Okay if low cost	4	0
Will be needed in future	1	0

OVERVIEW OF SELECTED TRAFFIC CONTROL DEVICES

RECTANGULAR RAPID FLASH BEACON



Description:

Actuated Rectangular Rapid Flash Beacons are high intensity LED flashers that are paired with crosswalk signs. The LED flashers alternate and get motorists attention when activated. They can be passively or push-button activated and are sometimes linked to advanced warning signs. Various manufacturers have solar powered models that significantly reduce the cost of installation and operation.

Application:

These systems are best located at pathway and major road intersections or mid-block crosswalks on major roadways where pedestrian traffic is sporadic. Passive activation works best when there is a long pedestrian approach such as pathway.



OVERVIEW OF SELECTED TRAFFIC CONTROL DEVICES

PEDESTRIAN HYBRID BEACON



Description:

The Pedestrian Hybrid Beacon, also known as a HAWK signal, is a beacon used to help pedestrians cross mid-block where a traditional pedestrian crosswalk signal would be inappropriate. The pedestrian hybrid beacon is similar to an emergency beacon in that the signal's purpose is clearly signed adjacent to the signal. The signal is kept dark at its resting state. When a pedestrian activates the crossing button, a flashing yellow signal is displayed to motorists. This is followed by a steady yellow then a solid red at which time the pedestrian is displayed a walk signal. During the clearance interval (flashing red hand) motorists see an alternating flashing red signal. Motorists may then proceed if the pedestrian or bicyclist has already crossed the road.

Application:

These systems work best at mid-block crosswalk locations where there are poor sight lines, infrequent usable gaps and/or inability to install a crossing island make an unsignalized crossing unsafe. They are generally not installed at or within 100 feet of an intersection.

Pedestrian Hybrid Beacons are shown to provide up to a 69% reduction in pedestrian crashes and up to a 29% reduction in total roadway crashes

OVERVIEW OF SELECTED TRAFFIC CONTROL DEVICES

CROSSING ISLAND



Description:

Raised areas that separate lanes of opposing traffic and eliminate the need for pedestrians to cross more than one direction of traffic at a time. Crossing islands increase the visibility of the crosswalk to motorists and reduce pedestrian crossing distances. Crosswalks can be staggered to direct the pedestrian views towards oncoming traffic and provide more space in the median.

Application:

Crossing islands should be considered for all unsignalized marked crosswalks that traverse three or more lanes where suitable gaps to cross both directions of traffic in one movement are infrequent.

