

## Lower Town Survey Summary

### **Question 1: How often do you travel through the Lower Town area?**

- Daily- 52.6%
- Weekly- 33.1%
- Monthly- 13.6%
- Annually- 0.6%

### **Question 2: Do your trips typically start or end in the Lower Town Area (in pre-pandemic times)?**

- Entire trip typically begins and ends in the Lower Town study area- 16.2%
- Trip typically begins in the study area, but ends outside of the study area, or vice versa- 27.6%
- Trip typically passes through a portion of the study area, but does not begin or end in the study area- 53.6%
- I typically do not travel in the study area- 2.6%

### **Question 3: How do you typically travel through the Lower Town area?**

- By car- 48.4%
- By walking- 17.5%
- By bicycle- 22.4%
- By public transit- 3.2%
- Other- 8.4%

### **Question 4: If you have traveled through the Lower Town study area by car, what issues have you experience?**

1. Congestion	113
2. Speeding	40
3. Signal timing	37
4. Confusion	20
5. Aggressive driving	13
6. Sight distance	12
7. Plymouth Rd, Maiden Ln, Broadway, Moore, and Pontiac	9
8. Drivers unaware of one-way's	4
9. Cyclists don't use bike lanes and can be hard to watch for	4
10. Poor pavement quality	4

**Questions 5: If you have traveled through the Lower Town study area as a pedestrian, what issues have you experience?**

- |   |    |
|---|----|
| 1. Lack of sidewalks or accessible sidewalks                | 48 |
| 2. Vehicles do not stop for pedestrians attempting to cross | 35 |
| 3. Speeding concerns  | 24 |
| 4. Long wait time to cross                                  | 11 |
| 5. Obstructions such as snow and vegetation are in the way  | 8  |
| 6. Needs to be more lighting                                | 7  |
| 7. Sidewalks are not wide enough                            | 5  |

**Question 6: If you have traveled through the Lower Town study area by wheelchair, what issues have you experience?**

- |  |   |
|--|---|
| 1. Obstructions such as snow and vegetation are in the way | 5 |
| 2. No safe access to the park area                         | 1 |

**Question 7: If you have traveled through the Lower Town study area as a bicyclist, what issues have you experience?**

- |                                    |    |
|------------------------------------|----|
| 1. Need more biking infrastructure | 50 |
| 2. Speeding                        | 35 |
| 3. Obstructions in bike lanes      | 22 |
| 4. Crossing the Broadway bridge    | 19 |
| 5. Poor pavement conditions        | 8  |
| 6. Vehicles pass too closely       | 6  |

**Question 8: If you have traveled through the Lower town study area by public transit, what issues have you experienced?**

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|---|----|
| 1. Needs to be more regular and frequent      | 22 |
| 2. Bus routes do not go to wanted destination | 10 |
| 3. Long wait times at bus stop                | 8  |
| 4. Long wait times stuck in traffic           | 7  |

**Question 9: Which spots do you consider to have good conditions and which spots are problematic for you when traveling in the Lower Town area?**

1. The trail around the cascades and the boardwalk are popular sites that were noted as in good condition
2. Pontiac Trail was liked for the bike lanes, speed limit, and good road conditions
3. The Broadway bridge was identified as a problematic area
4. The intersection of Division, Broadway, Summit, and Detroit was identified as problematic
5. The intersection of Moore/Maiden at Plymouth was deemed problematic

**Question 10: What ideas do you have to improve mobility in the Lower Town area?**

- |  |    |
|--|----|
| 1. Traffic calming to reduce speeds                          | 20 |
| 2. Make the pilots from last summer permanent                | 15 |
| 3. Safer pedestrian crossings                                | 11 |
| 4. Close the Barton entrance to M-14                         | 6  |
| 5. More law enforcement                                      | 6  |
| 6. Add a roundabout at Plymouth, Broadway, Moore, and Maiden | 5  |
| 7. Add protected bike lanes                                  | 5  |
| 8. Create pedestrian and cyclist bridge                      | 3  |
| 9. Add a park and ride                                       | 2  |
| 10. Establish a pickup/drop off for the school               | 2  |

## Detailed Survey Responses

For question #4, the leading concern was congestion. Congestion is extremely common in Lower Town, but some areas of specific concern are Broadway at Maiden, backups along Division, Plymouth at Maiden, the Broadway Bridge, and the Plymouth/ Maiden/ Broadway/ Moore/ Pontiac Trail area. The next most popular response was speeding. Many people claim that the way the roads are designed results in drivers speeding often without realizing it. Speeding along Division and Pontiac Trail were two of the most common answers. The Broadway Bridge is another common spot where people drive over the speed limit. The third highest response had to do with signal timing. People claimed to have to wait several cycle lengths before being able to proceed through the intersection. Turning left onto Broadway from Pontiac Trail, Swift at Broadway, Broadway and Moore, and Fuller at Maiden are a few of the problem places.

Question #5 asked about the issues experienced from a pedestrian point of view. The most frustrating issue was that a lot of sidewalks abruptly ended or that there was not any sidewalk available. The lack of sidewalk on Traver Road was an extremely common response. There is also no sidewalk on Pontiac Trail north of Arrowwood, on the north side of Plymouth between Barton and Maiden Lane, near the Broadway/Plymouth intersection with Maiden Lane, on the north side of Barton, on the west side of Plymouth starting at Pontiac Trail, along Pontiac between Moore and Swift, near Northside school, on Jones Drive, and near the boardwalk along the Huron River. Another common issue was that vehicle do not yield for pedestrians crossing the street. Many pedestrians complained about being almost hit or being pressured by advancing vehicles. A problem associated with this, is that drivers were not always able to see pedestrians until partially through their turning movement. Lastly, speeding concerns were yet again a problem. Many people do not walk as often as they normally would, due to feeling unsafe. There are also several children in the area, and their parents do not feel comfortable having them walking outside due to the excessive speeds of drivers. This also leads back to the lack of sidewalks. People often have to walk in or near the street when a sidewalk ends.

Question #6 asked what issues were experienced for those in a wheelchair. Unfortunately, there were not many responses to this. Those that did reply, however, complained about obstructions in their way. It was stated that snow and vegetation were two common problems limiting their travel. With snow, some businesses never cleared their sidewalks. A different problem is that snowplows that came to clear the streets end up covering the sidewalks back up.

Question #7 asked about the issues associated with cycling through Lower Town. The lack of infrastructure specifically for cyclists was the number one problem. Many people wished there were more protected bike lanes. Additionally, there were many instances where bike

lanes would end and put the cyclists in a difficult position. Having no bike lane on Plymouth Road was the top concern. This also relates to the second issue, speeding. Cyclists often do not feel comfortable being so close to vehicles moving at fast speeds. The third issue was that the available bike lanes were cluttered with obstructions. The most common obstructions included: trash bins and parked cars. These obstructions often cause cyclists to transition to riding in the busy street.

Question #8 asked the public's opinion regarding public transit. The most common request was for the transit system to come more frequently. Many people seemed open to using the transit system if this problem could be resolved. Along with this, people wanted the wait times at the stops and the travel times on the buses to be reduced. There were also a few instances where the bus does not go to a preferred destination. Downtown campus, closer to housing near Dhu Varren, Kerry town, the hospital, and Kroger were several requested locations for future bus stops.

Question #9 gave the survey takers the opportunity to select areas that were deemed as problematic off of a map. Division starting from Huron, on the southern end, to Beakes on the northern end, was a common problematic area for people. A lot of comments were made around the intersection of Division, Broadway, Summit, and Detroit. Broadway was also a highly problematic street, especially the area near the Broadway Bridge. The intersection of Moore/Maiden at Plymouth was also an area of concern. Other than those areas, Barton, Pontiac Trail, and Plymouth roads were deemed as problematic. At the intersection of Division, Broadway, Summit, and Detroit, most of the comments revolved around pedestrian and cyclist activity. It appears as though drivers were often confused as to where to look for pedestrians and cyclists. There was also a comment stating that the crosswalks were not clearly marked. There were several concerns regarding the Broadway Bridge including: slippery conditions for pedestrians, congestion, safety concerns, and a need for a bike lane across the bridge.

Question #9 also gave people the opportunity to identify areas that are in good conditions. Several people liked the recent improvements that were made to the intersection of Moore/Maiden at Plymouth. In particular the addition of turn lanes and crosswalks were mentioned. Although not a main street, people really enjoy the trail around the cascades. The boardwalk was another popular spot. Additionally, people liked the bike lanes, road conditions, and speed limit of Pontiac Trail.

Question #10 led to several possibilities. The most common response was for traffic calming measures to be implemented to help reduce speeds of drivers. Several suggestions such as interactive speed signs, speed bumps, flashing beacons, refuge islands, HAWK signals, bump outs, and a road diet were among the options. Another popular request was for the pilot program from over the summer to come back. Many people had great experiences with the program. Lastly, people wanted for there to be safer crossings. This could be done by adding zebra pavement markings at intersections, introducing additional signage, and adding push buttons to busy intersections.