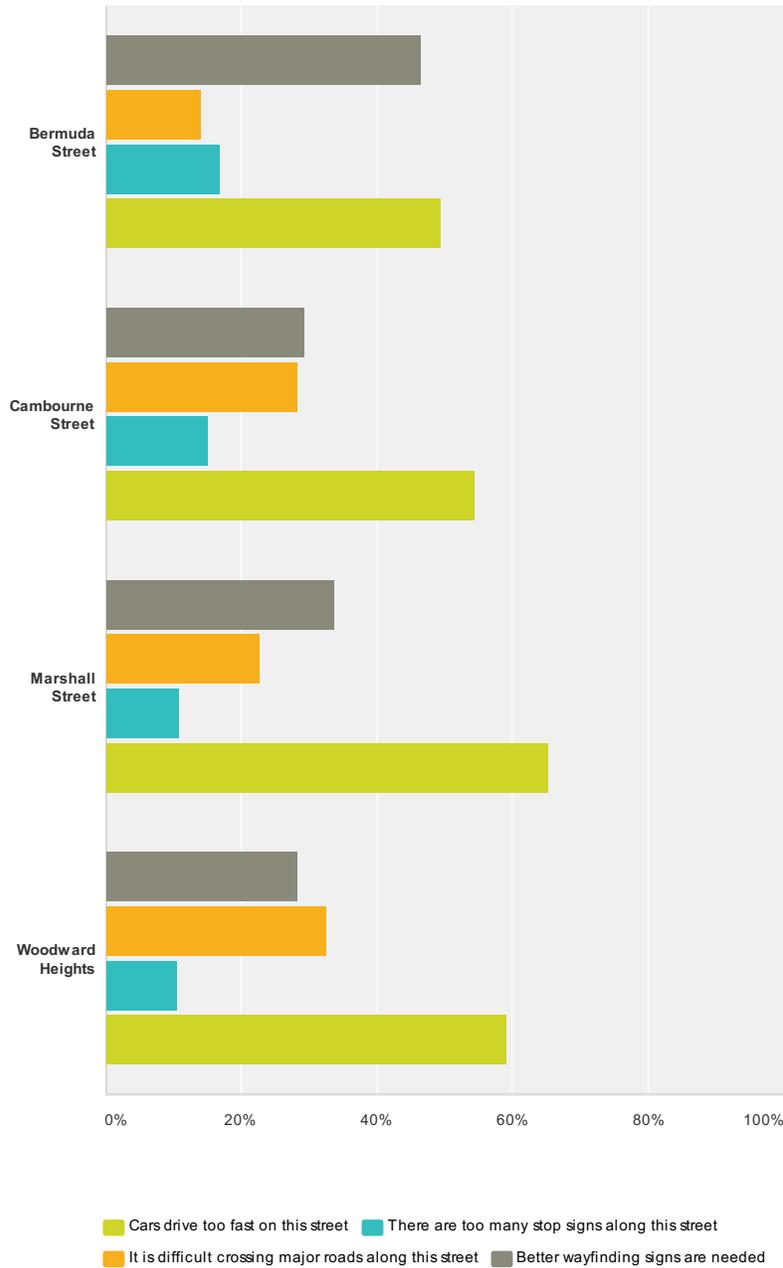


Ferndale Moves!

Q1 A few of the key existing bicycle routes are listed below. Please select any issues you find with these routes for bicycles. (Select all that apply)

Answered: 144 Skipped: 107



	Cars drive too fast on this street	There are too many stop signs along this street	It is difficult crossing major roads along this street	Better wayfinding signs are needed	Total Respondents
Bermuda Street	49.30% 35	16.90% 12	14.08% 10	46.48% 33	71
Cambourne Street	54.35% 50	15.22% 14	28.26% 26	29.35% 27	92
Marshall Street	65.22% 60	10.87% 10	22.83% 21	33.70% 31	92
Woodward Heights	58.95% 56	10.53% 10	32.63% 31	28.42% 27	95

#	Other (please specify)	Date
1	about right	9/26/2013 10:09 AM
2	no issues	9/23/2013 4:51 PM
3	didnt know these were existing bike routes. Since when? are there lanes?	9/22/2013 6:52 PM

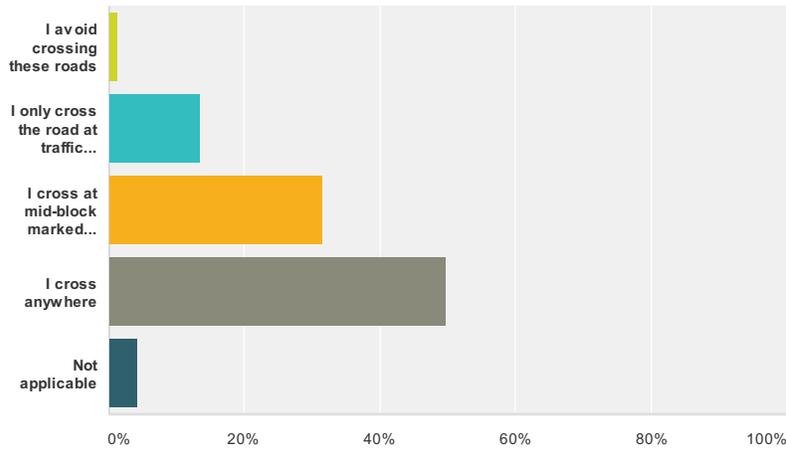
Ferndale Moves!

4	Pinecrest	9/21/2013 8:15 AM
5	In appropriate use of the bike lanes. bikers going in the wrong direction, pedestraains using the bike lane	9/20/2013 9:05 PM
6	I dont use the bike routes but I do bike a lot	9/20/2013 5:43 PM
7	would like to see more bike lane marking on the ground like on hilton.	9/19/2013 1:59 PM
8	Install bike lanes on each street, update signs to give bikers the right away and provide free rear lights that work at night for location residents.	9/19/2013 1:23 PM
9	Pinecrest and 9 Mile - very dangerous bike lanes there.	9/19/2013 1:06 PM
10	Not familiar enough to answer this question	9/19/2013 10:25 AM
11	I would like to see a bike bath line drawn on the side streets like Hilton.	9/19/2013 10:12 AM
12	Adding white lines to the road will help remind drivers bikes are on this road too	9/19/2013 10:10 AM
13	clearly marked bike lanes are needed; education needed to inform drivers; bikers need to follow rules	9/19/2013 10:08 AM
14	didn't even know these were routes	9/18/2013 8:28 PM
15	That jog at Marshall and Allen is dangerous-- drivers take risks when crossing E/W across Marshall, often without looking	9/18/2013 9:51 AM
16	Haven't biked on Bermuda or Marshall	9/17/2013 5:36 PM
17	I find that cars pull up to the street instead of stopping at the stop signs first, and then pulling up.	9/17/2013 3:23 PM
18	Can signs be posted so bikers know they need to obey the stop and yield signs too?	9/17/2013 1:04 PM
19	I didn't know these existed! That would be the key problem ... where can I find info on existing bike routes? We have tried to look this up and not found the info.	9/17/2013 12:25 PM
20	I find Ferndale to be a safe and desireable community in which to bike. The signs are helpful, cars are respectful of cyclists and the number of stops signs does not impede my ability to ride in Ferndale at a pace geared towards fitness. I think it would be helpful to paint lanes on the streets as an additional way to communicate "this is a bike route".	9/17/2013 11:36 AM
21	Na	9/17/2013 11:08 AM
22	Woodward Heights at the Railroad Crossing is tricky!!!	9/17/2013 9:44 AM
23	Allen Street : Cars drive too fast and police cars use it as a no-ights highway--even going 60mph+. I have a 3 year old and I worry.	9/17/2013 6:28 AM
24	Haven't ridden on Marshall but the others are OK to me. I know where I'm going so don't notice the signs.	9/16/2013 3:04 PM
25	Pinecrest	9/16/2013 12:53 PM
26	Rather than a few sparsely distributed signs, which are easily ignored along with other sign chatter like parking restrictions, maybe the curbs could be painted along the routes.	9/16/2013 12:50 PM
27	The car repair shop on Marshall (just West of Woodward) often has the road backed up with lots of cars being juggled around on the street.	9/16/2013 11:57 AM
28	Cyclists DO NOT obey street sign/lights, YET drive on the paved streets!	9/16/2013 11:40 AM
29	I bike on all these without much trouble.	9/16/2013 11:33 AM
30	What about Allen & Livernois these are major trunk-lines for bikes As well as cars	9/13/2013 4:57 PM
31	There aren't bike lanes, or any paint on the road which tells auto drivers that "THIS IS A BIKE LANE",	9/13/2013 9:56 AM
32	University and Paxton cars drive too fast on these streets	9/12/2013 6:17 PM
33	I have not traveled by bike on any of these roads.	9/12/2013 4:57 PM
34	I do not bicycle in Ferndale, so don't know of issues here.	9/11/2013 10:02 AM

Ferndale Moves!

Q2 When walking along a two-lane road, such as Pinecrest Drive, how do you cross the road?

Answered: 238 Skipped: 13



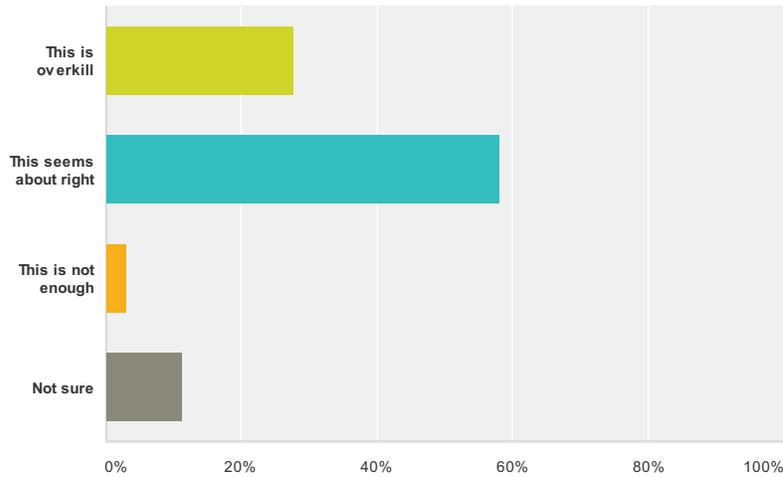
Answer Choices	Responses
I avoid crossing these roads	1.26% 3
I only cross the road at traffic signals	13.45% 32
I cross at mid-block marked crosswalks and traffic signals	31.51% 75
I cross anywhere	49.58% 118
Not applicable	4.20% 10
Total	238

#	Other (please specify)	Date
1	I cross anywhere, but ALWAYS let cars go first if I'm outside of a crosswalk.	10/17/2013 6:57 PM
2	I cross at comers or marked crosswalks, though the comers on streets like Pinecrest and 9 Mile are sometimes offset or only have a street on one side.	10/2/2013 8:20 AM
3	well-marked crosswalks are do not exist. Car traffic is too fast - above speed limit	9/26/2013 10:12 AM
4	at comers	9/19/2013 11:03 AM
5	clear pedestrian crosswalks would be great! (like downtown Royal Oak)	9/19/2013 10:10 AM
6	streets don't aline so makes it very hard to cross anywhere	9/18/2013 8:31 PM
7	As long as there is no traffic	9/18/2013 3:51 PM
8	My frustration is pedestrians treating road as sidewalk and ignoring car traffic -- use sidewalks, people.	9/18/2013 9:55 AM
9	At signals and crossings when fairty close. Very carefully otherwise.	9/16/2013 3:37 PM
10	Pinecrest is crazy on the north end. I pick my child up from the bus stop at Oakridge and Pinecrest, and even when I use the crosswalk with stoplight on Pinecrest/Ridge, cars fly through the red light every day.	9/16/2013 12:24 PM
11	Some areas need more crossing areas, like Pinecrest@Geary park. I'd rather not walk all the way up to Lewiston when coming from the south.	9/16/2013 11:33 AM
12	I don't see a problem with the current setup. Save the money and don't do anything.	9/16/2013 10:47 AM
13	There are limited cross walks for me to cross at so I tend to wait until traffic clears and cross then.	9/13/2013 11:12 AM
14	Need cross walks near parks, such as by Geary Park on Breckenridge/Earl & Pinecrest	9/12/2013 2:24 PM

Ferndale Moves!

Q3 Do you feel a Active Warning Beacon is an appropriate solution for crossing a two-lane road, such as Pinecrest Drive?

Answered: 231 Skipped: 20



Answer Choices	Responses
This is overkill	27.71% 64
This seems about right	58.01% 134
This is not enough	3.03% 7
Not sure	11.26% 26
Total	231

#	Other (please specify)	Date
1	Motorists AND pedestrians need to be responsible for their well-being. If Ferndale turns into downtown Ann Arbor, I'm gone.	10/17/2013 6:57 PM
2	good idea - have seen used in other cities and is appropriate	9/26/2013 10:12 AM
3	Only necessary during high traffic hours.	9/25/2013 3:04 PM
4	Traffic on most streets, including Pinecrest north of 9 Mile, is not heavy enough to warrant this.	9/19/2013 8:55 PM
5	dont spend the money	9/19/2013 2:03 PM
6	I think its a good idea, but I'm not sure if there is enough traffic in Ferndale to need this...if it is a significant cost, I would say do it the same way as on 9 mile in front of the court house. Otherwise, if it is not too expensive, I would do it.	9/19/2013 12:30 PM
7	There is not enough traffic to justify that. People won't use it. It would be too expensive.	9/19/2013 11:58 AM
8	Could be overkill, but safety is key.	9/19/2013 10:29 AM
9	Depends on WHERE - if it's a road that is poorly lit, then absolutely this is good. If it's well lit at the crosswalk, I don't see the point.	9/19/2013 10:16 AM
10	This is needed but not on roads such as Pinecrest. It is needed at crossing on Woodward and on 9 mile - i.e. Woodward and 9 mile, Woodward and Camboume, Woodward and Bermuda, Allen and 9 mile, Bermuda and 9 mile plus entrance/exits of parking lots downtown- i.e. Planavon	9/19/2013 10:12 AM
11	I like Royal Oak's solution of putting stop for pedestrian signs in the middle of the road.	9/19/2013 10:11 AM
12	maybe at school only?	9/18/2013 8:31 PM
13	It really depends on the area. For example, it's very appropriate at Roosevelt. In general, speeds are too high on Pinecrest. It seems more effective to slow down traffic to a true 25 rather than try to stop them outright.	9/18/2013 10:27 AM
14	A button activated stop light would be better. I'm not sure drivers would know to stop.	9/17/2013 3:26 PM
15	I believe in road signs stating that drives must yield to pedestrians would be helpful as well. A great example is the sign at a crosswalk in Detroit on John R near Mack (behind Whole Foods).	9/17/2013 11:41 AM
16	Only for heaviest trafficked roads, like Pinecrest.	9/17/2013 7:48 AM
17	What is the legal responsibility of a drivers? Must they yield to the pedestrian and will this be monitored?	9/16/2013 7:26 PM
18	We need one at 9 Mile and Allen . . .	9/16/2013 3:37 PM
19	I think speed tables are a better option. They are much less visibly intrusive for the people that live near the crossing, while providing a better physical reminder for drivers.	9/16/2013 12:55 PM
20	Seems about right closer to 9 mile. But seems perfect for Woodward, which is crazy dangerous.	9/16/2013 12:24 PM
21	What is the Initial cost and "Maintenance"? Vandals?	9/16/2013 11:47 AM
22	Wouldn't like one outside my house.	9/16/2013 11:34 AM
23	Maybe just at specified places, the high school for example	9/13/2013 11:41 AM
24	Really?	9/12/2013 7:18 PM

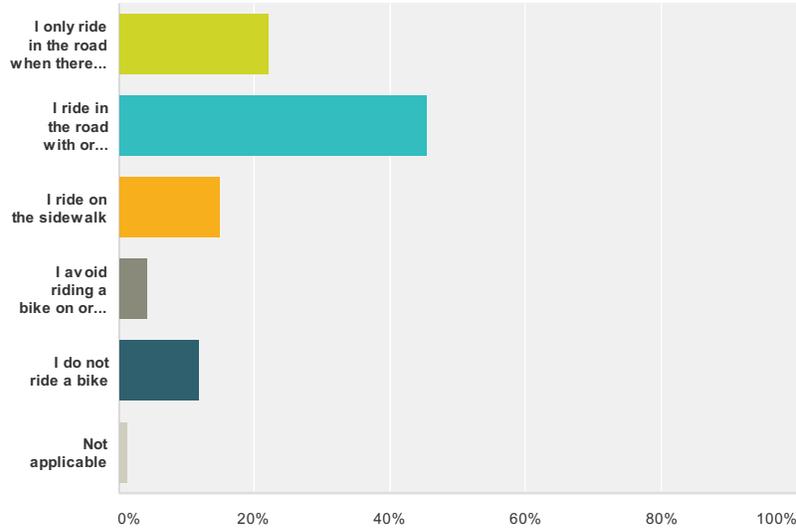
Ferndale Moves!

25	On certain two-lane roads. It would be good along East Nine Mile by City Hall.	9/12/2013 5:01 PM
26	May also want to place one on the right-lane crossings of 9 mile & Woodward.	9/12/2013 2:24 PM
27	Depending on how fast traffic goes and how much there is, this might be right. Seems like overkill for Pinecrest.	9/11/2013 10:05 AM

Ferndale Moves!

Q4 How do you typically ride a bike on a two-lane road, such as Pinecrest Drive?

Answered: 234 Skipped: 17



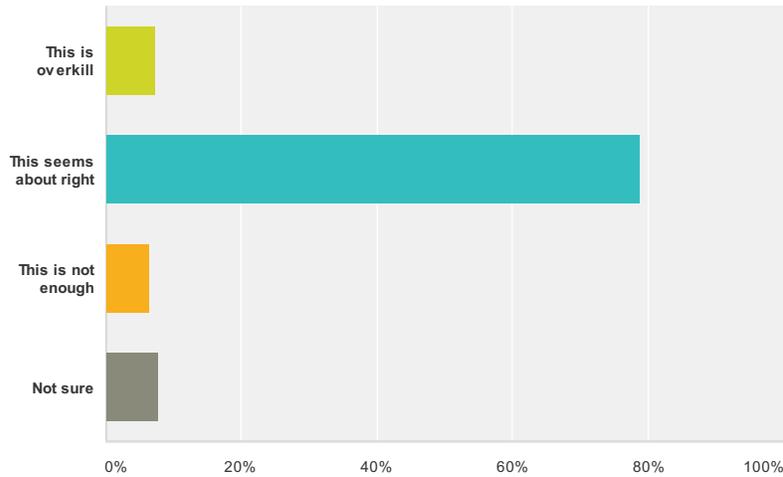
Answer Choices	Responses	
I only ride in the road when there is a Bike Lane	22.22%	52
I ride in the road with or without a Bike Lane	45.30%	106
I ride on the sidewalk	14.96%	35
I avoid riding a bike on or along these streets	4.27%	10
I do not ride a bike	11.97%	28
Not applicable	1.28%	3
Total		234

#	Other (please specify)	Date
1	If the bicycle lighting requirement and no bikes on sidewalks rules were enforced, everyone would be better off.	10/17/2013 6:57 PM
2	I sometimes feel safer on the sidewalk when there is not a bike lane.	10/2/2013 8:20 AM
3	better when there is a bike lane	9/26/2013 10:12 AM
4	both, in lane and on sidewalk	9/22/2013 6:55 PM
5	Usually in the Bike Lane, sometimes on the sidewalk, rarely in the road (but sometimes)	9/20/2013 12:16 AM
6	I ride on sidewalks on busy roads (Woodward, Nine Mile outside of downtown) and in a bike lane if there is one, or on sidestreets (usually in the street).	9/19/2013 11:58 AM
7	comination of bike lane and sidewalk	9/19/2013 11:03 AM
8	much depends on the speed limit of street and with or with out kids	9/18/2013 8:31 PM
9	However, I prefer to ride on streets with a bike. I will ride on a road without a bike lane for a short distance if necessary.	9/17/2013 11:41 AM
10	If no bike lane, then sometimes sidewalks if they are empty and more than one car behind me or cars coming both ways.	9/16/2013 3:37 PM
11	No more 'Curbs' to hop @each street as whenn I was young	9/16/2013 11:47 AM
12	When riding by myself, I ride in the street. When riding with my children (in trailer or on their own bikes) i ride on the sidewalk	9/16/2013 11:33 AM
13	When riding with my young child we always ride on the sidewalk	9/12/2013 2:24 PM
14	I do not ride a bike in femdale.	9/11/2013 10:05 AM

Ferndale Moves!

Q5 Do you feel Bike Lanes are an appropriate solution for bicycles on two-lane roads, such as Pinecrest Drive?

Answered: 234 Skipped: 17



Answer Choices	Responses
This is overkill	7.26% 17
This seems about right	78.63% 184
This is not enough	6.41% 15
Not sure	7.69% 18
Total	234

#	Other (please specify)	Date
1	streets are for cars, not bikes.	10/2/2013 9:23 PM
2	absolutely, feels safer, especially for students going to school	9/26/2013 10:12 AM
3	parking lanes need to clearly marked	9/25/2013 3:04 PM
4	not sure why it's between cars. doesn't seem safe	9/23/2013 4:53 PM
5	i don't like where the bike lane puts me between lanes of traffic, it feels unsafe.	9/20/2013 12:15 PM
6	Check our urbanization documentary where the streets have a car lane side walk bike lane and parking it protects bikers	9/19/2013 11:27 PM
7	Bike lanes should be well maintained (paved) and enforced.	9/19/2013 6:39 PM
8	need to place on Woodward	9/19/2013 2:03 PM
9	A smarter bike lane would be to have the lane on the inside. That way it promotes safety as the cars would be protecting the bikers. This would also promote more biking on the streets because the cars would shield the bikers. That would be a much better solution than putting the bike lane on the outside.	9/19/2013 1:27 PM
10	buffered lanes needed	9/19/2013 1:25 PM
11	Bike lanes are OK but not necessary.	9/19/2013 11:58 AM
12	No too dangerous for all	9/19/2013 11:52 AM
13	Sidewalks are safer and takes the risk out. Expand the sidewalk	9/19/2013 11:29 AM
14	the bike lane needs to be on the other side of the parked cars, to create a buffer zone from moving traffic	9/19/2013 10:10 AM
15	I think many of us are afraid to ride in the street and use sidewalks- but I see cyclists using walk and not yielding to car traffic when cycle is in the wrong place.	9/18/2013 9:55 AM
16	The bike lane should be between the parked cars and the sidewalk	9/17/2013 11:31 PM
17	Park the cars in the bike lane and put the bike lane between the cars and the sidewalk as they do in Denmark	9/17/2013 11:28 PM
18	Love bike lanes. Not sure drivers know what to do with them. Use as a right turn lane when there is traffic behind. Open their car doors without looking for bikers.	9/17/2013 3:26 PM
19	if cars obey the bike lane and don't drive or park in it	9/17/2013 12:37 PM
20	Only if bikes are not allowed on sidewalks	9/17/2013 12:36 PM
21	Absolutely! This is a great solution. It would also be helpful to remind drivers of how to appropriately drive with a bike lane. For example, it is not an additional driving lane.	9/17/2013 11:41 AM
22	scary and don't work	9/17/2013 11:03 AM
23	Love it!	9/17/2013 9:45 AM
24	love the bike lanes...just hope our Michigan drivers are aware of Bikers rights to the road. Getting hit would suck	9/17/2013 7:52 AM

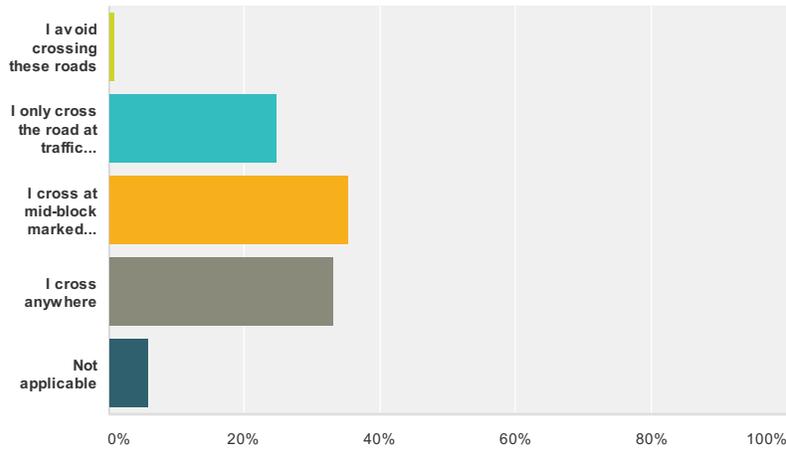
Ferndale Moves!

25	Not had a problem on Hilton or Pinecrest except when others are riding a bike the wrong way on a lane.	9/16/2013 3:37 PM
26	Buffered bike lanes would be safer.	9/16/2013 12:55 PM
27	the bike lane should be between the parking and the sidewalk, NOT between the parking and the driving cars.. (for more protection)	9/13/2013 9:58 AM
28	I would feel more comfortable using this type of lane if the CARS were more aware and everyone didn't drive like ignorant jackasses. Seriously.	9/12/2013 7:43 PM
29	Way too much on such a small road.	9/12/2013 7:18 PM
30	Better than no bike lanes, but some way of educating car drivers that cyclist have the same right may change the culture	9/12/2013 2:24 PM
31	Again, it depends on car traffic, though may be appropriate even where traffic is not bad in order to show routes to major destinations.	9/11/2013 10:05 AM

Ferndale Moves!

Q6 When walking along a three-lane road, such as Hilton Road, how do you cross the road?

Answered: 235 Skipped: 16



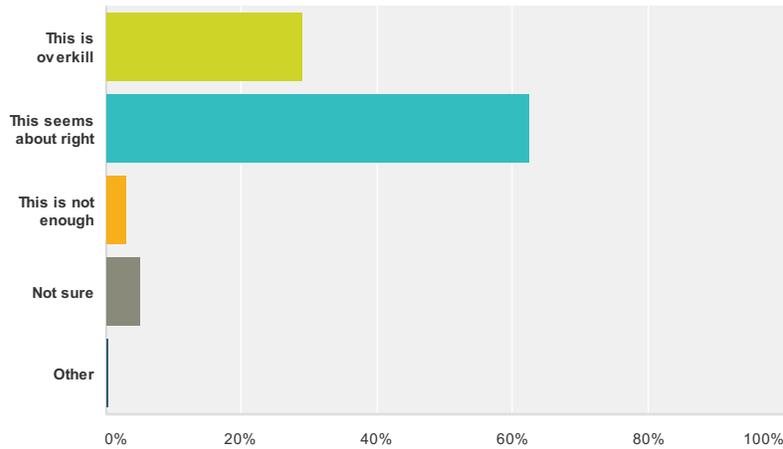
Answer Choices	Responses
I avoid crossing these roads	0.85% 2
I only cross the road at traffic signals	24.68% 58
I cross at mid-block marked crosswalks and traffic signals	35.32% 83
I cross anywhere	33.19% 78
Not applicable	5.96% 14
Total	235

#	Other (please specify)	Date
1	I always yield to cars when crossing outside of a crosswalk	10/17/2013 7:00 PM
2	There's no good place to cross at Hilton since most of the lights are blinking and they're few and far between.	9/23/2013 10:34 PM
3	Try to cross at corners, but, sometimes safer to cross in the middle of the block because of cars turning off of side streets.	9/20/2013 11:30 AM
4	There are not enough crosswalks on these roads, so I find myself jaywalking all the time.	9/20/2013 10:44 AM
5	I ride a bike and follow road rules	9/19/2013 2:06 PM
6	I cross anywhere if traffic is light, or at a crosswalk if I need cars to stop for me.	9/19/2013 12:01 PM
7	If there is no traffic	9/18/2013 3:52 PM
8	Depends on the traffic-Hilton is usually not busy	9/17/2013 11:35 PM
9	Super-dangerous during dream cruise overflow traffic.	9/17/2013 12:05 PM
10	I prefer to cross at marked crosswalks, but most of the time I try to avoid cross this road.	9/17/2013 11:43 AM
11	Most of the time because I'm going long enough distances to plan it.	9/16/2013 3:40 PM
12	I rarely to never cross Hilton on foot. I live East of Woodward but rarely go east.	9/13/2013 11:14 AM
13	At any intersection.	9/11/2013 10:06 AM

Ferndale Moves!

Q7 Do you feel Crossing Islands are an appropriate solution for crossing a three-lane road, such as Hilton Road?

Answered: 231 Skipped: 20



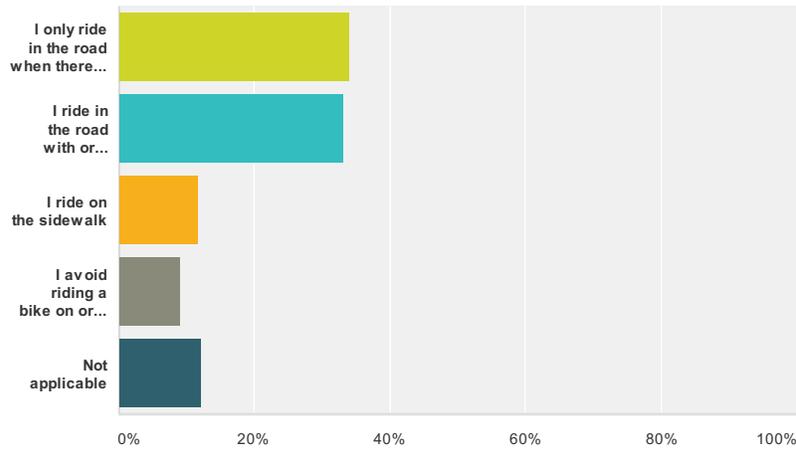
Answer Choices	Responses
This is overkill	29.00% 67
This seems about right	62.34% 144
This is not enough	3.03% 7
Not sure	5.19% 12
Other	0.43% 1
Total	231

#	Other (please specify)	Date
1	It seems unnecessary. Why not just walk to the next intersection?	10/17/2013 7:00 PM
2	To cross a street, wait until no cars are coming. It's as simple as that.	10/2/2013 9:28 PM
3	A flashing, marked crosswalk like the one pictured in the prior example feels right here. I wouldn't want to encourage people to stop in the middle of Hilton, for example, or break up the turn lane for trucks and cars.	10/2/2013 8:22 AM
4	good move and might calm traffic more	9/26/2013 10:14 AM
5	These are great where there are crosswalks, but there need to be more crosswalks	9/20/2013 10:44 AM
6	dont spend money on this.	9/19/2013 2:06 PM
7	for Hilton Road - yes	9/19/2013 12:12 PM
8	We don't need these. They create weird stopping points in the middle of the road, and in the winter, it would be harder to plow. On Woodward, it is necessary to stop in the median, unless you're a runner. But for most walking speeds, these are not necessary in Ferndale.	9/19/2013 12:01 PM
9	never in the needed spots	9/19/2013 11:05 AM
10	add the flashing lights	9/19/2013 10:11 AM
11	It works well for Woodward and would for any location with heavy traffic	9/17/2013 11:35 PM
12	I'm not sure there is enough pedestrian traffic demand to warrant this. I don't think putting this in on Hilton will increase pedestrian activity. This is based on the businesses zoned in that area.	9/17/2013 7:50 AM
13	Pedestrians stop in the center lane, with or without an island. The island is nice for a little extra protection.	9/16/2013 1:06 PM
14	It'll handicap Left turn drivers	9/16/2013 11:49 AM
15	In select areas of Hilton such as the north end where there is more retail.	9/12/2013 5:02 PM

Ferndale Moves!

Q8 What is your comfort level when riding a bike on a three-lane road, such as Hilton Road?

Answered: 232 Skipped: 19



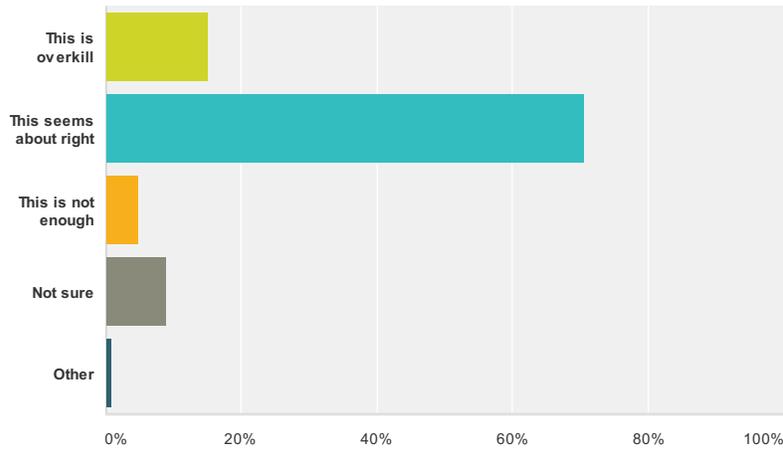
Answer Choices	Responses
I only ride in the road when there is a Bike Lane	34.05% 79
I ride in the road with or without a Bike Lane	33.19% 77
I ride on the sidewalk	11.64% 27
I avoid riding a bike on or along these streets	9.05% 21
Not applicable	12.07% 28
Total	232

#	Other (please specify)	Date
1	Again, get bikes off of sidewalks and light them up at night.	10/17/2013 7:00 PM
2	MUCH prefer it with a bike lane or would likely find other route	9/26/2013 10:14 AM
3	I prefer the way it is now, with cars on the left and none on the right (except parked).	9/23/2013 10:34 PM
4	Drivers of cars often drive in the bike lane on Hilton.	9/20/2013 11:30 AM
5	again depends on speed limits	9/18/2013 8:32 PM
6	Would still prefer a bike lane	9/17/2013 2:41 PM
7	So far OK thus far even when I need to be in the center lane to turn left.	9/16/2013 3:40 PM
8	Comers concerning me with bike lanes, right turn lanes specifically.	9/13/2013 9:58 AM
9	I don't bike in Ferndale, but would ride in the road on Hilton if I did.	9/11/2013 10:06 AM

Ferndale Moves!

Q9 Do you feel Buffered Bike Lanes are an appropriate solution for bicycles on a three-lane road, such as Hilton Road?

Answered: 226 Skipped: 25



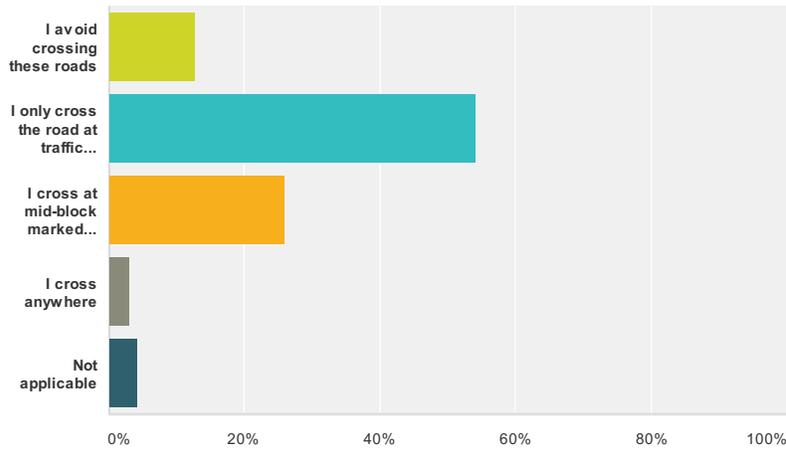
Answer Choices	Responses	Count
This is overkill	15.04%	34
This seems about right	70.35%	159
This is not enough	4.87%	11
Not sure	8.85%	20
Other	0.88%	2
Total		226

#	Other (please specify)	Date
1	There should be no bike lanes. Bikes can ride along the right side of the road.	10/2/2013 9:28 PM
2	safer when vehicle speed is an issue	9/26/2013 10:14 AM
3	seems dangerous with cars on both sides	9/23/2013 10:34 PM
4	I like the buffered bike lanes better, especially with kids	9/20/2013 8:16 PM
5	Borderline overkill but may be warranted.	9/19/2013 8:58 PM
6	A colored bike lane would be sufficient, but a buffered would suffice. Also, having street parking along side a dedicated bike lane is dangerous for both the vehicle and cyclist. If not careful, a driver can open their door into a cyclist.	9/19/2013 6:42 PM
7	The bike lane should be on the inside. To allow the cars to shield the bikers from traffic.	9/19/2013 1:29 PM
8	no	9/19/2013 11:53 AM
9	Buffered seems safer but why not just expand the sidewalk area.	9/19/2013 11:31 AM
10	might also be overkill	9/19/2013 10:17 AM
11	I feel it would work well for car driving along the road - my concern is cars pulling into/out of parking spots.	9/19/2013 10:15 AM
12	I think what we have is okay. It took me some time to get used to it, but it seems to work.	9/19/2013 10:12 AM
13	right direction, but move it on the other side of the parked cars, or even into the sidewalk area	9/19/2013 10:11 AM
14	Buffer the bike lane by putting parked cars in the bike lane as they do in Denmark. Absolutely safest way.	9/17/2013 11:35 PM
15	This would be great for Woodward. When I'm traveling North from my house, I have to really go out of my way to hit Hilton or Pinecrest.	9/17/2013 3:27 PM
16	I like the idea. However, I'd like it more if the buffer was on the side of PARKED cars especially on a highly busy street. I wouldn't be concerned on Hilton with its current traffic (from what I've seen to date).	9/17/2013 2:41 PM
17	Hilton already has paint. If we are going to do anything more, it should be a full-on cycle track. Which is also overkill.	9/16/2013 1:06 PM
18	These scare me because you are not off to the side	9/16/2013 12:37 PM
19	It doesn't look that different to me.	9/16/2013 11:35 AM
20	I think that just a bike lane is sufficient	9/13/2013 11:41 AM
21	would rather spend money on improving cross walks.	9/13/2013 11:14 AM
22	YES, only modification is to put the bike lane on the inside of the parking, not between the parking and the road. same amount of space required.	9/13/2013 10:02 AM
23	Yes! Or some other way other than the one white stripe of designating the lane as for bikes	9/13/2013 5:37 AM
24	I'm concerned about the closeness to the bicycles to parked cars in these images! I'd rather see buffer between parking and bike lane.	9/11/2013 10:06 AM

Ferndale Moves!

Q10 When walking along a divided highway, such as 8 Mile Road, how do you cross the road?

Answered: 228 Skipped: 23



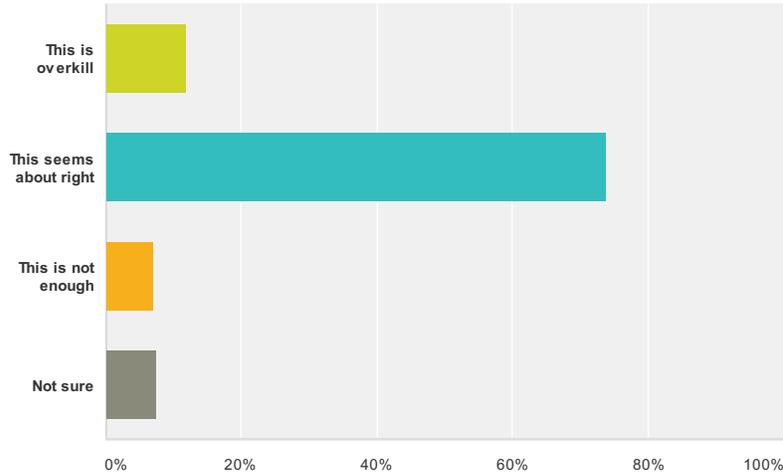
Answer Choices	Responses
I avoid crossing these roads	12.72% 29
I only cross the road at traffic signals	53.95% 123
I cross at mid-block marked crosswalks and traffic signals	25.88% 59
I cross anywhere	3.07% 7
Not applicable	4.39% 10
Total	228

#	Other (please specify)	Date
1	I yield to cars when crossing outside of a crosswalk	10/17/2013 7:03 PM
2	always very scary	9/22/2013 6:58 PM
3	Eight Mile has to be the biggest danger to pedestrians. People cross this street all the time without a light, and many pedestrians are hit by cars and die. Anyone who attempts to dart across Eight Mile should be scolded. It is dangerous not only for pedestrians but also for drivers.	9/19/2013 12:06 PM
4	very scary when people bolt across in dark clothes at night!	9/19/2013 11:15 AM
5	I find 'deadspots' between the lights where traffic doesn't build up as much, and cross when clear	9/18/2013 10:30 AM
6	I would love a day when I can feel safe allowing my child to cross Woodward independently	9/18/2013 9:57 AM
7	Depending on traffic.	9/17/2013 11:39 PM
8	Generally at marked crosswalks--though not always.	9/16/2013 3:45 PM
9	No one stops or looks! It's crazy not to X @ lights!	9/16/2013 11:55 AM

Ferndale Moves!

Q11 Do you feel a Pedestrian Hybrid Beacon is an appropriate solution for crossing a divided highway like 8 Mile Road?

Answered: 227 Skipped: 24



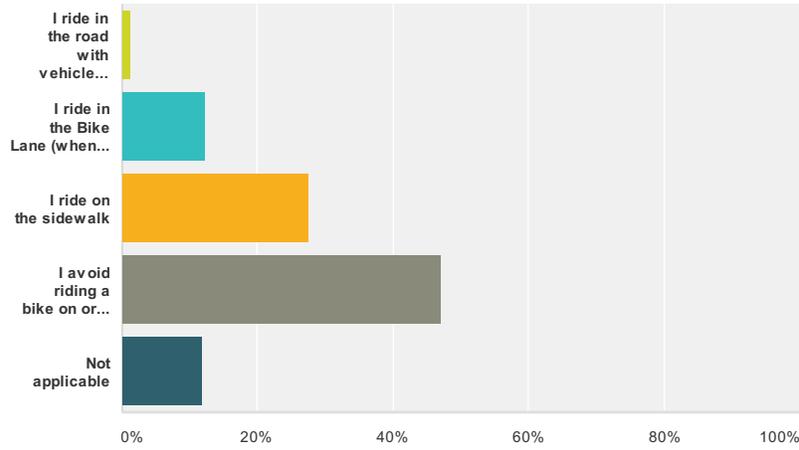
Answer Choices	Responses
This is overkill	11.89% 27
This seems about right	73.57% 167
This is not enough	7.05% 16
Not sure	7.49% 17
Total	227

#	Other (please specify)	Date
1	Let's not add any more traffic stops to Woodward or 8 Mile.	10/17/2013 7:03 PM
2	stop hindering vehicle traffic.	10/2/2013 9:33 PM
3	too many accidents now without identified crossings	9/26/2013 10:17 AM
4	High speeds like 8 mile require more protection for walkers	9/20/2013 5:53 PM
5	the lights are confusing	9/20/2013 10:00 AM
6	i like the first beacon better.	9/19/2013 11:31 PM
7	These should be used sparingly - only where high pedestrian traffic is expected.	9/19/2013 9:02 PM
8	This is very complicated, and I am afraid drivers may not understand the system of lights. Replacing the double red and single yellow light with a traditional RYG signal would work more effectively, as motorists know how to respond to them.	9/19/2013 6:46 PM
9	No. There are enough lights that walking to an existing crosswalk is not too big a burden. Also, drivers have enough difficulty navigating Eight Mile with the merging (especially at Pinecrest, getting onto Eight Mile going east)... don't add to the mess.	9/19/2013 12:06 PM
10	test it before investing in many	9/19/2013 11:15 AM
11	Too confusing. Motorists are not going to know what to do.	9/19/2013 10:21 AM
12	As long as it is at intersection or long stretches without an intersection and not disrupting flow of traffic	9/19/2013 10:19 AM
13	My fear is that many people on 8 mile will blow through these lights. I see all sorts of poor driving on 8 mile, especially.	9/19/2013 9:49 AM
14	Yes - State Fair please!!!	9/18/2013 10:30 AM
15	Unless the stop lights are very far apart	9/17/2013 11:39 PM
16	As long as there are an appropriate number of crossings along Woodward would this be appropriate	9/17/2013 12:40 PM
17	It seems that this would create a ton of vehicle traffic backups...how about Pedestrian Bridges?	9/17/2013 8:04 AM
18	I like it, but don't know if most motorists would understand a pedestrian hybrid beacon, and I think there would be issues.	9/16/2013 11:29 PM
19	An improvement, esp. if traffic stops only when pedestrians or cars need to cross the road. As a driver, stopping for no one feels wasteful.	9/16/2013 3:45 PM
20	Cost vs Common Sense	9/16/2013 11:55 AM
21	very disrespectful drivers	9/12/2013 6:24 PM
22	We need HAWK signals and other traffic calming measures combined	9/12/2013 8:55 AM

Ferndale Moves!

Q12 What is your comfort level when riding a bike on a divided highway, such as 8 Mile Road?

Answered: 228 Skipped: 23



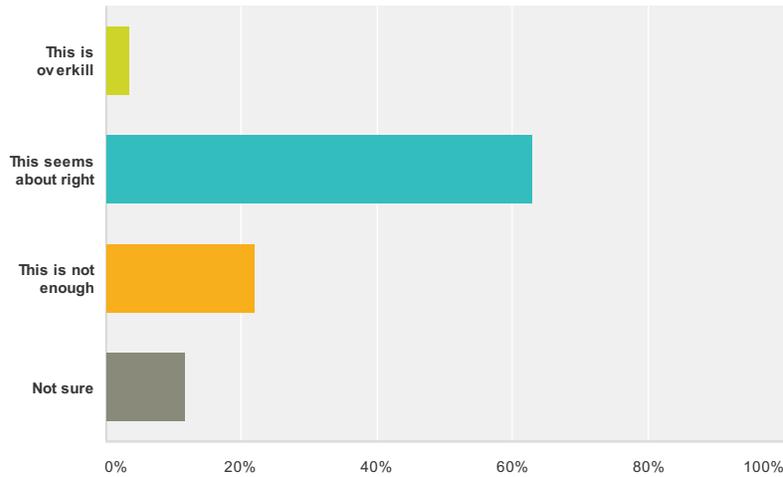
Answer Choices	Responses
I ride in the road with vehicle traffic	1.32% 3
I ride in the Bike Lane (when present)	12.28% 28
I ride on the sidewalk	27.63% 63
I avoid riding a bike on or along these streets	46.93% 107
Not applicable	11.84% 27
Total	228

#	Other (please specify)	Date
1	When traveling Woodward or 8 Mile with a bicycle, I walk it.	10/17/2013 7:03 PM
2	with buffer due to vehicle speed	9/26/2013 10:17 AM
3	there is no bike lane on 8 mile so i ride on the sidewalk	9/20/2013 5:53 PM
4	If there were a dedicated bike lane, I would ride in it. However, there is no such lane.	9/19/2013 6:46 PM
5	agian ferndale needs a bike lane on woodward.	9/19/2013 2:10 PM
6	I never bike on Woodward unless it's unavoidable. Seems like asking to be killed.	9/19/2013 11:16 AM
7	I do not ride on divided highway in rush hour	9/19/2013 10:19 AM
8	I avoid 8 mile specifically, not all roads like 8 mile.	9/18/2013 12:02 PM
9	Very nervous on Woodward. People pull out of shops without stopping at sidewalk. Very scary.	9/17/2013 3:29 PM
10	There is not a sidewalk on most of 8 mile to even make that an option	9/17/2013 12:32 PM
11	I only ride in a bike lane in this situation.	9/17/2013 11:45 AM
12	I ride an adjacent road (Like Marshall)...way safer.	9/17/2013 8:04 AM
13	South of 8 Mile, I ride in the road; north of 8 Mile, I avoid these roads like the plague.	9/16/2013 1:16 PM
14	I'd use a bike lane if there were one	9/16/2013 12:58 PM
15	NO BICYCLE SHOULD BE ON 8MILE!!! 40MPH+?!? No bike will maintain that speed and or obey traffic signals.	9/16/2013 11:55 AM
16	I ride in the road with vehicle traffic when needed, but feel unsafe.	9/12/2013 8:55 AM

Ferndale Moves!

Q13 Do you feel a One-Way Cycle Track is an appropriate solution for bicycles on a divided highway, such as 8 Mile Road?

Answered: 223 Skipped: 28



Answer Choices	Responses
This is overkill	3.59% 8
This seems about right	62.78% 140
This is not enough	21.97% 49
Not sure	11.66% 26
Total	223

#	Other (please specify)	Date
1	I would love to see a cycle track on 8 mile.	10/23/2013 10:46 AM
2	Let the bikes use the sidewalks. Stop eliminating traffic lanes.	10/2/2013 9:33 PM
3	good planning for safety	9/26/2013 10:17 AM
4	Speed of traffic is very high for bikers safety	9/25/2013 3:07 PM
5	I like this even better!	9/20/2013 8:18 PM
6	this is what needs to be on woodward.	9/19/2013 2:10 PM
7	YES!!! This is by far the best solution and promotes biking. Please implement this in Ferndale!! You can also have bike stations at major intersections where there are businesses. That way people can park their bikes, also coordinate with the local businesses near the bike stations to provide bike pumps and any other emergency gear needed.	9/19/2013 1:32 PM
8	I would not ride my bike on Eight Mile no matter what. I would ride on the sidewalk	9/19/2013 12:06 PM
9	The speed limit is too high for a bike lane on 8 mile.	9/19/2013 11:21 AM
10	maybe, but test it.	9/19/2013 11:15 AM
11	People drive too irresponsibly on 8 Mile. This might be dangerous.	9/19/2013 10:18 AM
12	People drive crazy on 8 mile, I do not think biking should be encouraged on the street there.	9/19/2013 10:15 AM
13	now you're getting somewhere!	9/19/2013 10:14 AM
14	YES YES YES	9/17/2013 11:39 PM
15	However, if the bike lane is between moving traffic and parking along the street, this presents another set of dangers and I'd probably end up riding on the sidewalk.	9/17/2013 2:45 PM
16	Would still not feel comfortable, drivers are too crazy & no traffic law enforcement	9/17/2013 12:32 PM
17	This is an excellent idea	9/17/2013 12:25 PM
18	Again, information to remind drivers to respect the bike lane and that it is not to be treated as another driving lane.	9/17/2013 11:45 AM
19	8 mile is too dangerous for bicycles.	9/17/2013 11:39 AM
20	Cars will probably tend to park along the curb out of habit, blocking the bike lane.	9/17/2013 10:11 AM
21	Not sure its worth the loss of a vehicle lane. I drive 8 mile every day and I never see bikes on it.	9/17/2013 8:04 AM
22	With a buffer on these wide roads.	9/16/2013 3:45 PM
23	The cycle track should have curbs on both sides, not just paint like the image shown with this survey.	9/16/2013 1:16 PM
24	Kids ride Bikes TOO you know!! NO BIKES ON 8 MILE!!	9/16/2013 11:55 AM
25	I would rather a protected cycle track is possible	9/13/2013 5:01 PM
26	This is exactly what ferndale needs	9/13/2013 10:03 AM

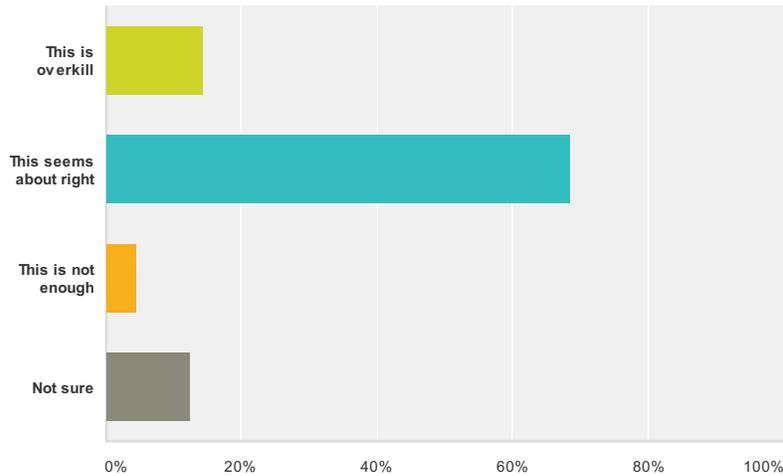
Ferndale Moves!

27	8 Mile is too busy for this.	9/12/2013 7:20 PM
28	Unsure if its enough because drivers seem to be less cautious on 8 Mile. Not sure I would ever ride my bike on 8 Mile.	9/12/2013 2:37 PM
29	Buffer striping alone would not be enough, the parked car barrier or other separation would be needed for most to feel safe.	9/12/2013 8:55 AM
30	If cycle track is separated from parked cars or traffic lanes only by paint, NEEDS LOTS OF ENFORCEMENT. If city isn't willing to have the police vigorously enforce these lanes (against standing/delivery vehicles, use by right-turning traffic, parking, etc) then they do more harm than good by giving cyclists false sense of security!	9/11/2013 10:09 AM

Ferndale Moves!

Q14 Do you feel a Two-Way Protected Cycle Track is an appropriate solution for bicycles on a divided highway, such as Woodward Avenue?

Answered: 222 Skipped: 29



Answer Choices	Responses
This is overkill	14.41% 32
This seems about right	68.47% 152
This is not enough	4.50% 10
Not sure	12.61% 28
Total	222

#	Other (please specify)	Date
1	Let the bikes ride on the sidewalk.	10/2/2013 9:33 PM
2	would be confusing to cars entering businesses or turning onto/off main road	9/26/2013 10:17 AM
3	This is nice but hard to implement and costly.	9/20/2013 5:53 PM
4	I would worry that people wouldn't use it properly (walking, riding on the wrong side), possibly making things worse.	9/20/2013 1:31 PM
5	i like this idea where we could merge and it's protected.	9/19/2013 11:31 PM
6	This is a better option than the previous option, as the physical barrier provides more safety	9/19/2013 3:48 PM
7	same answer. test it. do a few miles several different ways, see what works best.	9/19/2013 11:15 AM
8	Like this better	9/19/2013 10:50 AM
9	I feel a one-way protected cycle track, on each side of the road, would be better.	9/19/2013 10:21 AM
10	I avoid riding on Woodward due to lack of physical barrier between cars and bikes - would LOVE to see this on Woodward!	9/19/2013 10:19 AM
11	see above.	9/19/2013 10:15 AM
12	yay! (as long as it is on the curb-side of the parked vehicles - not directly next to traffic)	9/19/2013 10:14 AM
13	I feel that this is a phase 2 project - the first phase is getting cars used to having cyclists riding in their own lanes on the street, but going in the same direction.	9/19/2013 9:58 AM
14	Great!	9/17/2013 11:39 PM
15	I think I prefer this to the one-way track.	9/17/2013 5:40 PM
16	Better!	9/17/2013 3:47 PM
17	Love it. One area for bikes.	9/17/2013 3:29 PM
18	Would prefer this option, especially if there was no parking on the opposite side of the bike path.	9/17/2013 2:45 PM
19	Still might be uncomfortable biking on a road as large as Woodward	9/17/2013 12:32 PM
20	Yes! Please!	9/17/2013 12:25 PM
21	I want to see a cycle track on Woodward...It seems like One-Way protected would be the better solution.	9/17/2013 8:04 AM
22	Not sure this will be well supported, especially if this is taking up parking spaces along Woodward - however, there are so few there already, it may have a negligible impact on availability.	9/17/2013 8:02 AM
23	Bike lanes should only be one way with traffic	9/17/2013 7:52 AM
24	That would be SO awesome!	9/17/2013 6:30 AM
25	This seems dangerous	9/16/2013 1:58 PM

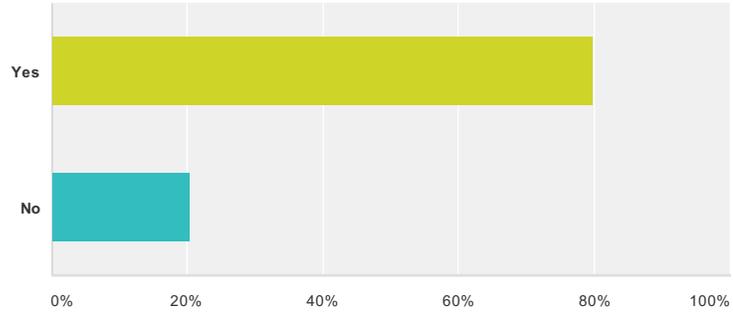
Ferndale Moves!

26	Comparing two-way and one-way cycle tracks is more of a question of where bike traffic is travelling to and less a question of how much protection is needed. Put curbs between the track in traffic in either case.	9/16/2013 1:16 PM
27	I don't like this option at all	9/16/2013 12:45 PM
28	Another BUSY road that cannot support bicycles! Can you see your 10 yr old daughter riding her bike on Woodward or 8 Mile?!!	9/16/2013 11:55 AM
29	This looks confusing.	9/16/2013 11:36 AM
30	I would rather a protected cycle track is possible	9/13/2013 5:01 PM
31	How would it affect traffic congestion on Woodward and 8 Mile	9/13/2013 5:42 AM
32	bollards and additional space for cyclists makes this seem more appropriate.	9/12/2013 8:55 AM
33	Again, requires a lot of enforcement.	9/11/2013 10:09 AM

Ferndale Moves!

Q15 Are you a Resident of the City of Ferndale?

Answered: 232 Skipped: 19

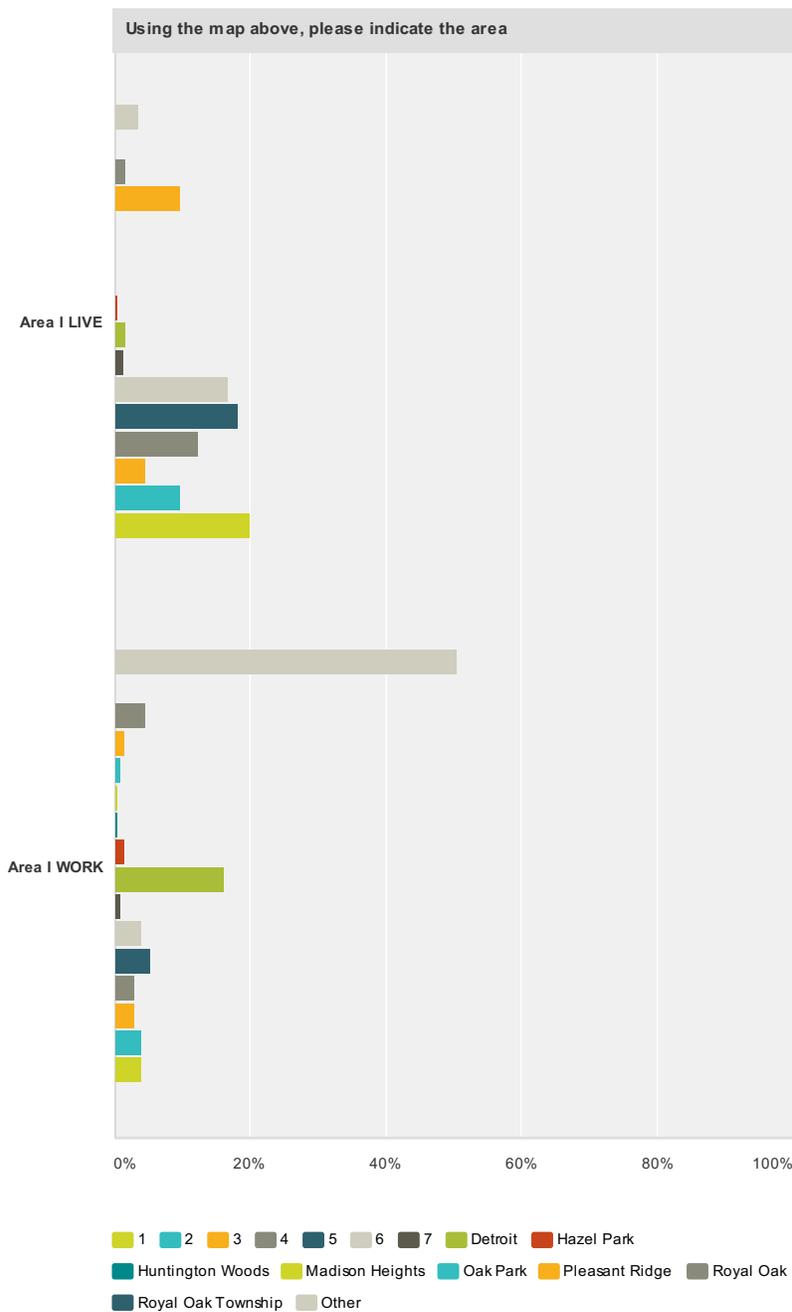


Answer Choices	Responses	
Yes	79.74%	185
No	20.26%	47
Total		232

Ferndale Moves!

Q16 Using the map above for reference, please indicate the number of the area or the nearby community where you live and work. If you DO NOT live and/or work in any of these areas please select "Other".

Answered: 226 Skipped: 25

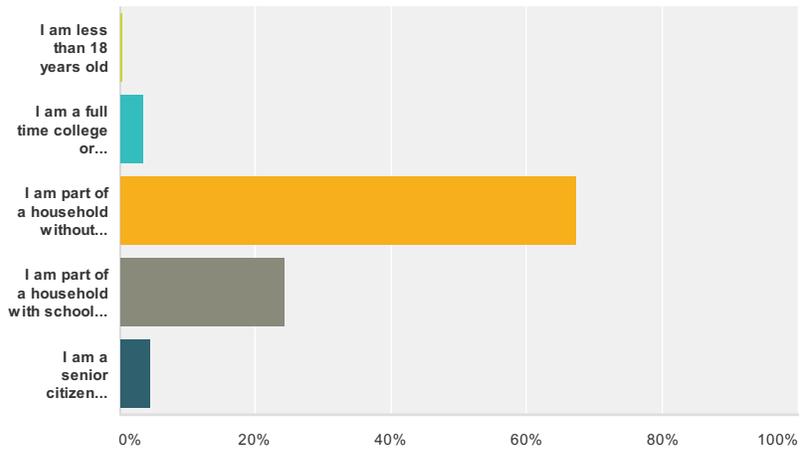


Using the map above, please indicate the area																	
	1	2	3	4	5	6	7	Detroit	Hazel Park	Huntington Woods	Madison Heights	Oak Park	Pleasant Ridge	Royal Oak	Royal Oak Township	Other	Total
Area I LIVE	19.91%	9.73%	4.42%	12.39%	18.14%	16.81%	1.33%	1.77%	0.44%	0%	0%	0%	9.73%	1.77%	0%	3.54%	226
	45	22	10	28	41	38	3	4	1	0	0	0	22	4	0	8	
Area I WORK	3.92%	3.92%	2.94%	2.94%	5.39%	3.92%	0.98%	16.18%	1.47%	0.49%	0.49%	0.98%	1.47%	4.41%	0%	50.49%	204
	8	8	6	6	11	8	2	33	3	1	1	2	3	9	0	103	

Ferndale Moves!

Q17 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.

Answered: 226 Skipped: 25

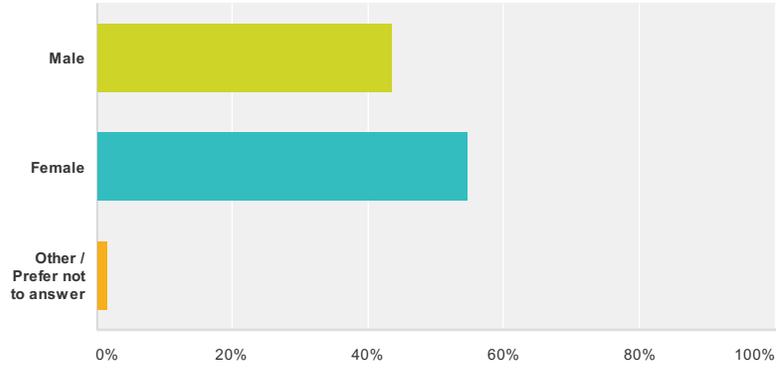


Answer Choices	Responses
I am less than 18 years old	0.44% 1
I am a full time college or university student	3.54% 8
I am part of a household without school age children	67.26% 152
I am part of a household with school age children	24.34% 55
I am a senior citizen (over 65)	4.42% 10
Total	226

Ferndale Moves!

Q18 Gender that you currently identify with:

Answered: 227 Skipped: 24

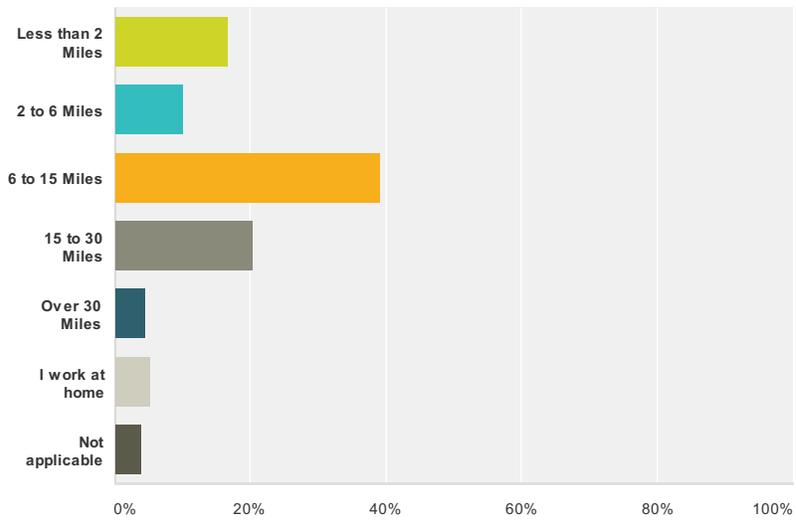


Answer Choices	Responses	
Male	43.61%	99
Female	54.63%	124
Other / Prefer not to answer	1.76%	4
Total		227

Ferndale Moves!

Q19 How far is your commute to work?

Answered: 227 Skipped: 24

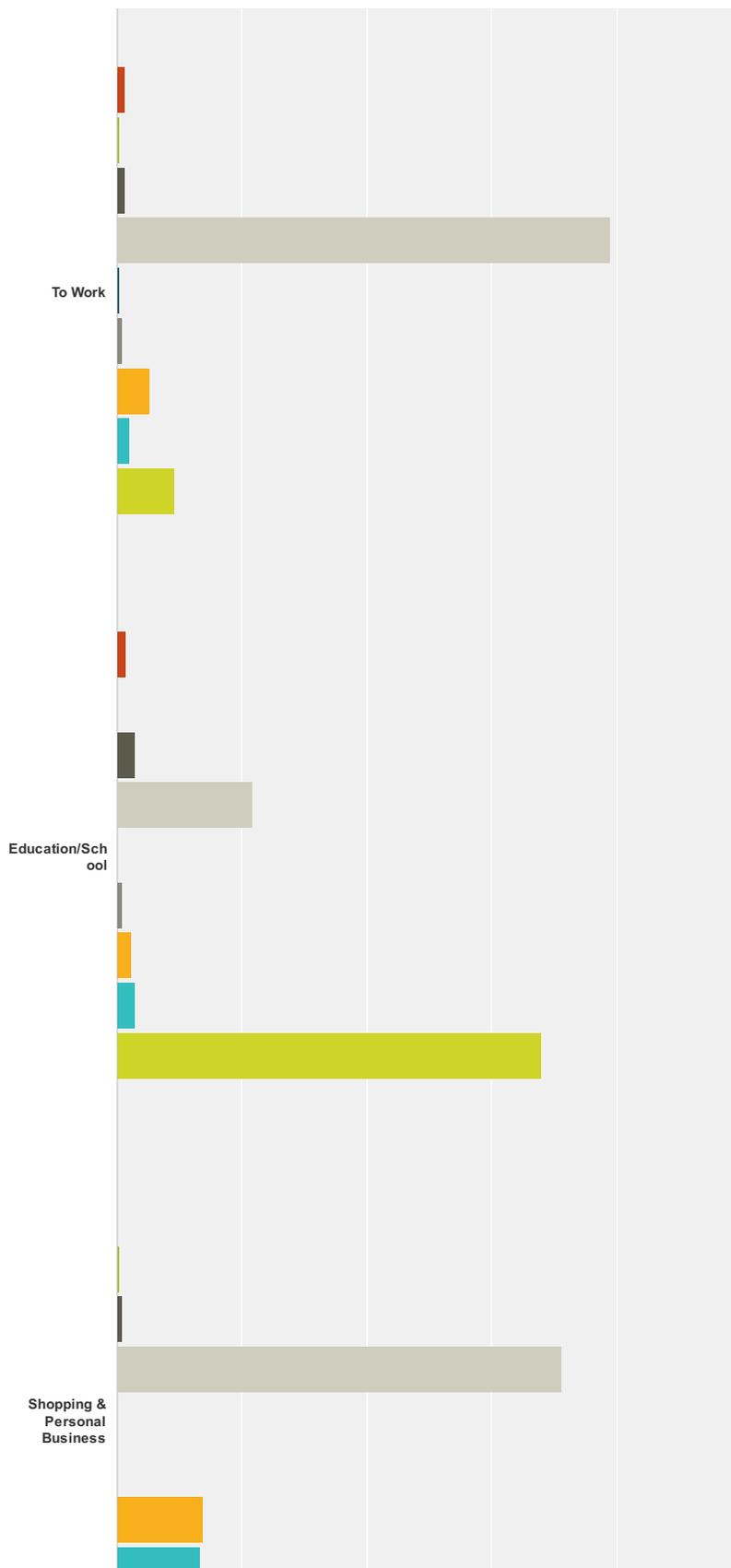


Answer Choices	Responses	Count
Less than 2 Miles	16.74%	38
2 to 6 Miles	10.13%	23
6 to 15 Miles	39.21%	89
15 to 30 Miles	20.26%	46
Over 30 Miles	4.41%	10
I work at home	5.29%	12
Not applicable	3.96%	9
Total		227

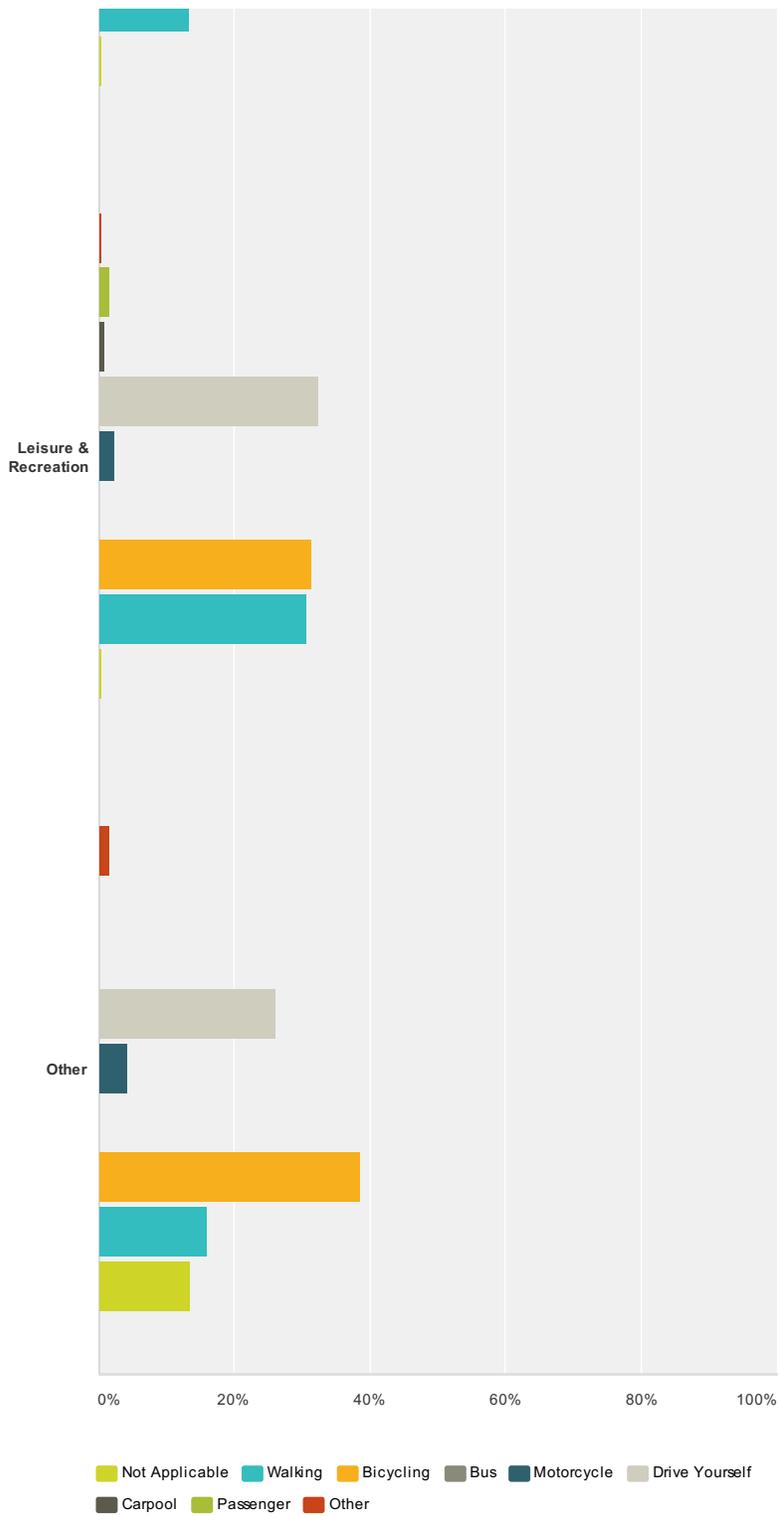
Ferndale Moves!

Q20 What is your primary mode of transportation for the following types of trips? Please select walking, bicycling, bus, motorcycle, drive yourself, passenger or other. If you don't typically make a particular trip type select "Not Applicable".

Answered: 229 Skipped: 22



Ferndale Moves!



	Not Applicable	Walking	Bicycling	Bus	Motorcycle	Drive Yourself	Carpool	Passenger	Other	Total
To Work	9.21% 21	2.19% 5	5.26% 12	0.88% 2	0.44% 1	78.95% 180	1.32% 3	0.44% 1	1.32% 3	228
Education/School	67.92% 144	2.83% 6	2.36% 5	0.94% 2	0% 0	21.70% 46	2.83% 6	0% 0	1.42% 3	212
Shopping & Personal Business	0.44% 1	13.33% 30	13.78% 31	0% 0	0% 0	71.11% 160	0.89% 2	0.44% 1	0% 0	225
Leisure & Recreation	0.44% 1	30.53% 69	31.42% 71	0% 0	2.21% 5	32.30% 73	0.88% 2	1.77% 4	0.44% 1	226
Other	13.45% 16	15.97% 19	38.66% 46	0% 0	4.20% 5	26.05% 31	0% 0	0% 0	1.68% 2	119

#	Other (please specify)	Date
1	I bike for fun, or when I don't feel like walking.	9/27/2013 12:04 PM

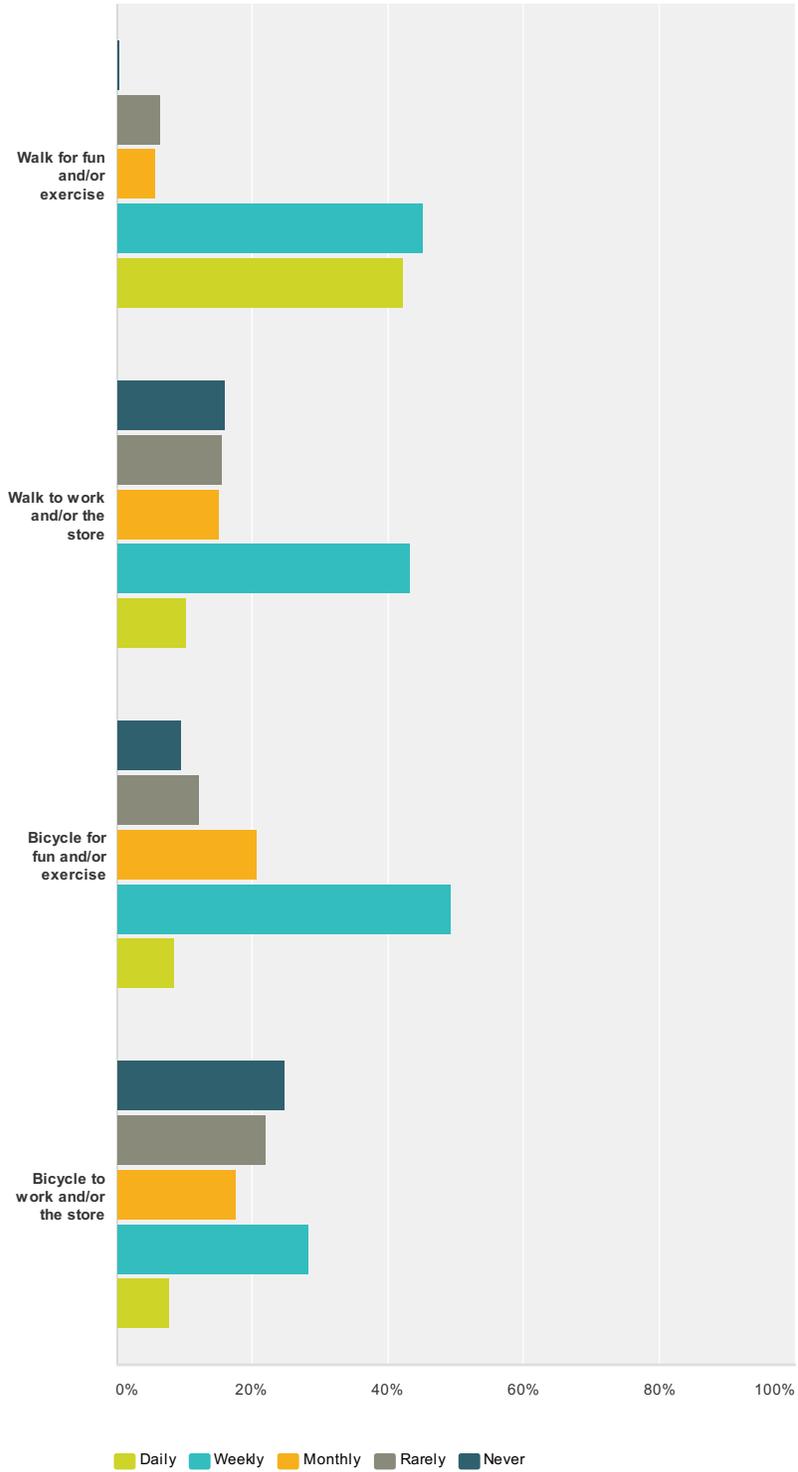
Ferndale Moves!

2	Commute to work by bike when weather permits	9/26/2013 10:48 AM
3	Going to bars or shopping in Ferndale, I usually walk or bike.	9/23/2013 10:37 PM
4	i bike around ferndale almost every day. last sat i took 5 trips on bike.	9/23/2013 4:59 PM
5	banking, some errands by walking. grocery by car	9/22/2013 7:00 PM
6	I live downtown so I walk if we go out but i am an avid runner all over ferndale	9/20/2013 5:57 PM
7	Driving for longer errands and in the winter	9/20/2013 10:47 AM
8	If shopping or dining in Ferndale, we walk. However, we drive to other shopping, dining and recreation locations.	9/19/2013 9:07 PM
9	Exercise	9/19/2013 3:54 PM
10	When the weather is appropriate I ride my motorcycle to work. I also work from home one day per week	9/19/2013 3:07 PM
11	If I am not driving to work, I ride a bike or walk	9/19/2013 2:14 PM
12	Exercise	9/19/2013 12:45 PM
13	sometimes ride to work but crossing Woodward is a hassle	9/19/2013 12:14 PM
14	local errands, visits by bike or feet in good weather	9/19/2013 11:19 AM
15	Walk anytime going in to RO or Ferndale, drive to target etc	9/19/2013 10:51 AM
16	Sometimes I'll bike to Ferndale or RO for leisure.	9/19/2013 10:37 AM
17	Bar nights, no DUI for walking!	9/19/2013 10:21 AM
18	try to bike whenever possible. time permitting	9/19/2013 10:20 AM
19	I have two part-time jobs. One I drive to, and one I can walk to.	9/19/2013 10:00 AM
20	I bike to bars and restaurants	9/19/2013 9:55 AM
21	Medical, shopping for items not available locally or too big to do without a car	9/17/2013 11:43 PM
22	I will bike to school if the weather is nice, or downtown if the weather is a bit too cold to walk. Or we will bike to visit friends or for fun.	9/17/2013 3:31 PM
23	Like walking or bicycling to downtown Ferndale for fun, coffee, exercise, etc. (unless it's too cold out, then sometimes just walking)	9/17/2013 2:31 PM
24	Alternative driving mechanism.	9/17/2013 12:09 PM
25	I prefer bicycling for shopping, personal business, leisure and recreation, if the appropriate assets exist to encourage bicycling, i.e. bike racks/bike parking, safe cycling routes.	9/17/2013 11:51 AM
26	Bars: Walking	9/17/2013 9:49 AM
27	Love walking and biking Ferndale. Bike to Royal Oak and Zoo frequently.	9/17/2013 8:07 AM
28	Bar Hopping	9/17/2013 7:55 AM
29	I run on the streets at least three time per week.	9/17/2013 6:32 AM
30	I drive myself to work if weather doesn't permit biking or if I know I have errands to run that require a car.	9/16/2013 11:33 PM
31	I try to walk to places in downtown Ferndale as much as possible. Love that I can walk to places.	9/16/2013 11:04 PM
32	Campaigning for office across the city.	9/16/2013 3:48 PM
33	Most trips under 5 miles (roundtrip), I will take a bike. This covers all of Ferndale. If I leave the city, I likely drive.	9/16/2013 1:21 PM
34	local store, downtown	9/16/2013 11:58 AM
35	walking and biking are important for those of us who live close to 9 & Woodward. But funds are limited - I would maintain & improve the alleys first, then the roads, then bike lanes	9/16/2013 10:52 AM
36	going to destinations downtown	9/13/2013 8:35 PM
37	On the weekends & after work I ride my bike and walk as much as I can for my personal business within Ferndale.	9/13/2013 5:04 PM
38	When doing stuff in Ferndale Recreationally, I usually walk	9/13/2013 10:08 AM
39	Bike to work on many days when weather and schedule permits	9/12/2013 5:04 PM

Ferndale Moves!

Q21 Please describe how frequently you walk and bicycle for the following types of trips:

Answered: 228 Skipped: 23



	Daily	Weekly	Monthly	Rarely	Never	Total
Walk for fun and/or exercise	42.11% 96	45.18% 103	5.70% 13	6.58% 15	0.44% 1	228
Walk to work and/or the store	10.22% 23	43.11% 97	15.11% 34	15.56% 35	16% 36	225
Bicycle for fun and/or exercise	8.56% 19	49.10% 109	20.72% 46	12.16% 27	9.46% 21	222
Bicycle to work and/or the store	7.62% 17	28.25% 63	17.49% 39	21.97% 49	24.66% 55	223

Ferndale Moves!

#	Other (please specify)	Date
1	bicycle to resturants	9/20/2013 12:29 PM
2	I ride my bike once in a while, but transportation for me usually means using my own car. Sometimes I'll walk to the comer store or downtown Ferndale, but usually I drive.	9/19/2013 12:09 PM
3	I have no good reason not to bike, especially with new (awful) parking kiosks and potential that city will do away with parking passes.	9/18/2013 10:00 AM
4	It wasn't an option above, but I live in Berkley.	9/17/2013 5:43 PM
5	To go into Detroit on weekdays for various events, I'll most often use SMART. Weekend church—the car.	9/16/2013 3:48 PM
6	In the summer, I am on my bike almost daily. In the winter, it is almost weekly. I split the difference.	9/16/2013 1:21 PM

Ferndale Moves!

Q23 If there are any additional thoughts or ideas regarding the City of Ferndale's Multi-Modal Plan that you would like to share with the design team, please describe below:

Answered: 78 Skipped: 173

#	Responses	Date
1	As someone looking to purchase a home in the City of Ferndale, recent improvements to Livernois, 9 Mile and the future of the Multi-Modal Plan make Ferndale a highly desirable community. A bike/pedestrian friendly city with diversity is exactly what my wife and I are looking for and Ferndale is the best option in SE Michigan (in my opinion). My only suggestion for the Multi-Modal plan is making Woodward safer (which you addressed in this survey). A cycletrack would go along way to address safety there. Is the possibility of BRT on Woodward also being factored into the City's plans?	10/23/2013 10:52 AM
2	Please don't turn Ferndale into Ann Arbor in terms of pedestrian safety. Enforce bicycle lighting rules, stop people from riding on sidewalks. I like the bike lanes on Pinecrest and Hilton. Allen should be recognized as a bicycle route.	10/17/2013 7:08 PM
3	The more you eliminate traffic lanes on the main streets, the more people use residential streets to avoid traffic backups caused by turning four, and five lane streets into two lane streets. The main streets were designed to carry vehicle traffic, not bicycles. If you want a bike lane make the streets wider. Making Nine Mile a two lane street has created a permanent traffic jam. You people have lost your minds.	10/2/2013 9:45 PM
4	Keep Going! This will make Ferndale safer and more of a destination city. THANKS!	9/26/2013 10:49 AM
5	The biggest problem is people driving too fast. Hopefully these ideas will be implemented in order to help the public safety.	9/23/2013 11:10 AM
6	We need less car lanes on a lot of roads. For example, 9 Mile should go on a road diet East of Woodward all the way through Hilton with a similar configuration of bike lanes and traffic lanes as Hilton Rd has. Livernois could be reduced based on traffic. We should consider turning some streets near the downtown into 1-way streets and use the extra lanes to add more on-street parking.	9/23/2013 12:10 AM
7	Bring it on! The more bicycle friendly our city is the happier I will be. You can always count on me for my opinion. Thanks for doing this.	9/22/2013 8:57 PM
8	Please try and get this funded through state or federal monies. Ferndale itself cannot afford these kinds of studies and expenses. thanks	9/22/2013 7:01 PM
9	Any improvements to Woodward need to be made keeping in mind the effect the Rapid Bus Transit will have on Woodward. Probably lose at least 1 lane each way. Combine that with a bike lane on each side and Woodward is all of a sudden two lanes each way	9/21/2013 10:11 AM
10	There are a lot of small improvements that can be made now to increase safety for walkers/runners and bikers but a long term plan is needed to make Ferndale truly a walkable community.	9/20/2013 6:03 PM
11	Trash cans along Hilton, East and West Marshall, Bermuda, Pinecrest, Planavon. Also, park benches here and there would be welcome.	9/20/2013 11:39 AM
12	I live right by Hilton Road, and I walk across it almost every day. I am really eager to see pedestrian-oriented improvements along this corridor – traffic lights and crosswalks are few and far between, and at busy times of day (morning & evening rush + end of school day) the traffic is heavy. Plus, street parking in front of the auto shops and industrial buildings often make it difficult to see oncoming traffic without physically stepping into the road, which is dangerous for me and my dog. Also: We often use the alleyway directly to the east of Woodward to walk into town (Google even maps it as a walking route), and we see LOTS of people on bicycle and on foot doing the same every day, especially during summer festival + event season. Unfortunately, the alleyway is pretty ugly, dirty, and in some places smelly, and it can be dangerous with cars zipping through it to avoid traffic during rush hour. I have no idea if it's possible – I know businesses use the alleyway for trash and for deliveries – but I would love to see a beautification / pedestrian improvement plan for this "desire path" through Ferndale! I would even be willing to volunteer my time and effort to support.	9/20/2013 10:59 AM
13	Pinecrest looks like it used to be a 3 lane road, as there are still line markings for it. Some drivers treat it as a 3 lane road, which is a danger to cyclists in the bike lane. The markings need to be fixed.	9/20/2013 10:03 AM
14	we need bike racks on troy in downtown ferndale	9/20/2013 6:34 AM
15	I love that Ferndale has bike lane streets as well as bike racks. We live and work in Ferndale and are huge supporters of biking. I feel including protected bike lanes will make me feel safer and encourage the community to bike more! I would be happy to help in any way I can. Thank you! :)	9/19/2013 11:41 PM
16	please do the complete streets renovations!! it would be a shame if we didn't take advantage of all the planning mdot did this year. woodward is not a bike friendly commute and I would frequent ferndale more from royal oak if it were!!!	9/19/2013 11:34 PM
17	I'm worried all of the new plans for nine mile are taking away bike lanes. It's dreadful now!	9/19/2013 10:50 PM
18	I have known three local adults who have been hit by a car this month either walking or riding a bike. We have to do something to make walking and biking safer in this community. In my personal experience, the intersection of 9 mile & Pinecrest is particularly dangerous, especially at peak times. I have several children attending Ferndale Middle School and Ferndale High School and do not allow them to bike or walk across that intersection due to accidents and near-accidents I have witnessed.	9/19/2013 10:26 PM
19	I know it would be somewhat difficult, but adding a way to walk across Woodward between Marshall and 9 mile would be nice and it would cut down on people playing "frogger" and dodging traffic.	9/19/2013 7:56 PM
20	Making sure cycling lanes are well paved, free of debris, free of parked vehicles, and well marked is important. I hope that these issues may be addressed.	9/19/2013 6:49 PM
21	Bike lanes on Woodward would certainly be on the top of my list of needed updates!	9/19/2013 4:20 PM
22	Please, provide more crosswalks or overpasses across Woodward for pedestrians.	9/19/2013 3:51 PM
23	Glad to see that Ferndale is considering these important options. I would like to see this sort of thing carry over to Pleasant Ridge and other communities. Complete Streets can't happen soon enough.	9/19/2013 3:08 PM
24	It would be nice to have more bike lanes and distance/mile markers. And a bike lane on Woodward from 8 mile to 696.	9/19/2013 2:17 PM
25	Yes! We need better bus shelters along Woodward Avenue. I'm free to be contacted with any questions or to give more citizen input.	9/19/2013 1:36 PM
26	I walk my dog every day. I like to ride my bike. But I drive mostly. I don't have any problems with the way things currently are. I think you're trying to make them better, but for the most part, everything is fine, so it would be more important to focus on other things.	9/19/2013 12:11 PM
27	For Woodward traffic, it might be nice to have more lights out of the residential streets onto Woodward - sometimes with the parking alongside Woodward, it is difficult to see oncoming traffic. If some additional lights were placed on strategic streets, and triggered only by vehicles present or by pedestrian button activation - it could alleviate the problem with the foot/bicycle flow across the large Woodward span, and also allow vehicles a little more safety when pulling out onto the main road.	9/19/2013 12:07 PM

Ferndale Moves!

28	Shorter light at Allen and Nine Mile in evening. Please don't open Livemois to thru traffic, keep the neighborhood quiet and safe. I hope you are not depending on online only answers. Many residents I talk with have no clue what is going on. A good old fashioned mailer would help. I see no good way to educate outside visitors on the confusing parking system and still see 4-6 people cued at pay stations in the evening. I hope guests are not just leaving.	9/19/2013 11:33 AM
29	Keep up the good work, hopefully other communities will follow.	9/19/2013 11:23 AM
30	On two way street as a running adult I don't mind crossing wherever. But if we are looking at safety factors for kids... The only way to make people pay ATM seems to be a traffic light. Almost got hit 2 times running this weekend... Both times by cars just not caring or thinking they had the right of way over pedestrians.	9/19/2013 10:53 AM
31	I am a dog-walker in the city of Ferndale and also an avid biker. The improvements being considered are Godsend. Thank you. Ferndale is a city with an enormous amount of bike and foot traffic, yet, motorists drive incredibly fast and without regard, particularly along Woodward between I-696 and 8 Mile, and on Pinecrest, between Nine and Oxford, it's a nightmare...there are parks and schools and even bike lanes, and still...cars tear down that street at outrageous speeds. I often wonder why I NEVER see a patrol car pulling anyone over for speeding in that area...you can create all the "islands of safety" for bikers and pedestrians that money can buy, but if you don't SLOW DOWN THE MOTORISTS, and get them conditioned to driving no faster than the posted speeds, I fear it will all be for naught. But thank you so much for asking our opinion and for the progress!	9/19/2013 10:47 AM
32	As a frequent driver, I support bike improvements but think the city needs ordinances penalizing the most dangerous form of biking: on sidewalks, against traffic. Allowing this, especially by kids, is a recipe for accidents and injuries, and places ridiculous strain on drivers trying to traverse intersections.	9/19/2013 10:36 AM
33	A few years ago the city had a push to make sure all sidewalks were 3 feet wide. However, there are a lot of places where residents have planted trees or other items that grow over the sidewalks either significantly reducing the amount of sidewalk space that is available, or giving you the opportunity to smack your head on a tree limb. While this may not be the purpose of the city's current survey, it would be nice to push residents to ensure that sidewalks are clear of tripping and head banging hazards.	9/19/2013 10:26 AM
34	I love the idea of a physical barrier between bi-directional bike path on Woodward, but wonder if we could send the rollerbladers into this as well - sidewalks get very crowded for wheeled transport.	9/19/2013 10:23 AM
35	http://seedmagazine.com/content/article/where_the_sidewalk_ends/ Curbless streets. Kind of like Portland's Festival Street. There are no lanes or lines painted on the street and pedestrians can walk anywhere and it's open to traffic. Idea is that driver's pay more attention when it's a shared use area.	9/19/2013 10:23 AM
36	go visit The Netherlands. Ride your bike around the cities there. Come back and design our system in Ferndale - they got it right, in my opinion.	9/19/2013 10:17 AM
37	I feel that biking on Burmuda can be a little bit dangerous, especially at the bend just south of 696. I think some established lane lines and bike lanes would help. It would be great to see Ferndale continue to improve its biker friendliness! (I wish other cities would follow suite.)	9/19/2013 10:04 AM
38	PLEASE convey the importance of a proper intersection at Livemois and 9 Mile. There is SO much dead space with that gigantic parking lot and it's SO unsafe to bike/walk thru there. It doesn't make sense to me given the potential of that intersection and the lack of attention given to it. If anyone ever needs to properly enter into NW Ferndale on foot or bike, they need to go all the way over to Pinecrest of Planavon. A Livemois intersection proper would be SO FANTASTIC! (((clearly I have strong feelings/opinions about this))) Please let me know who else we should contact within the city to address this issue.	9/19/2013 9:55 AM
39	I think it's an excellent idea! As a person who bikes for leisure, I always feel like I'm going to be run down by cars driving in the area. Also, as a driver, it will be very helpful to have a lane specifically for bikes so they do not cause any dangerous slow downs (especially on highways like Woodward).	9/19/2013 9:54 AM
40	The police need to enforce the careless bike riders just as they do motorists. They cross on RED's, they don't believe or yield for the right of way, and they can be a general nuisance	9/19/2013 9:48 AM
41	Why is Woodward not included in the bicycle survey? Woodward is the street that affects how most residents travel in Ferndale. Woodward is also extremely difficult to cross except for at 9 Mile. There should be additional crossings and Camboume should be fixed so someone could cross without running. Woodward is a major reason that people will not ride their bikes in downtown. Why would Ferndale residents bike on 8 Mile other than going to Meijer?	9/18/2013 12:11 PM
42	Woodward NEEDS to be more walkable and bikeable	9/18/2013 11:55 AM
43	Having bike lanes/bike friendly roads do not accommodate bikers if the lanes are in terrible condition. Riding on Hilton towards 8 mile is an unpleasant experience because you have to dodge the drain grates, uneven pavement, and potholes. The same can be said for Marshall between Woodward and Allen and the Pinecrest bike lane.	9/18/2013 10:59 AM
44	It is exciting to see this process started. One of the big factors in moving to Ferndale was how ahead of the region this city is at out-of-the-car planning. However, in the last few years, it seems like some other burbs are pulling ahead of us. Even Novi! (on paper at least). Please let me know if I can help in any way with this.	9/18/2013 10:42 AM
45	I would love for pedestrians to use sidewalks and to make it safe for cyclists to be in the street where we belong-- as a motorist I resent the fear I feel that if I strike someone who as a pedestrian or a cyclist isn't where they belong.	9/18/2013 10:04 AM
46	Thank you for doing this. A network of integrated bike lanes would be great. And we very much need dedicated a new pedestrian/bike crossing of Woodward north of Camboume. Bike lanes on Woodward would be very helpful if that's possible.	9/18/2013 9:09 AM
47	Thank you Ferndale.	9/17/2013 11:44 PM
48	Bike Sharing!!!!!!	9/17/2013 4:20 PM
49	I love it. I do hope that we can push some education regarding bike safety for everyone. The drivers, the bikers and the pedestrians. As well as drivers pulling up to the street and not stopping for stop signs, I often see bikers not stopping for stop signs and acting a bit like they have no rules. I'm trying to teach my son (8) bike safety, and it would be helpful if everyone was following the same rules.	9/17/2013 3:34 PM
50	If you need additional feedback, I'd be happy to help. I haven't live in the area to get a full feel for biking around the area. I'd like one day to be able to commute safely to work (10 + Telegraph and soon Detroit down Woodward) via bike. While I'm not holding my breath, with community efforts like this, we'll get there.	9/17/2013 2:52 PM
51	The importance of having multiple crossings along Woodward Avenue between 8 and 10 Mile is paramount to increasing foot traffic and safety for Ferndale. Also, having seen this with great success in other cities, closing parts 9 Mile between Woodward and Planavon and/or Allen streets would increase foot traffic, business and safety...if only for weekends. I have heard multiple people discuss and complain about how terrible vehicle traffic is in this area, especially visitors to Ferndale, who would just like to walk around and shop, eat, or otherwise spend money.	9/17/2013 12:48 PM
52	I worry about my husband biking in the morning because cars do not come to a full stop at the signs in the neighborhoods and go too fast. Especially very early in the morning when they're hurrying to work and it's not quite light out yet. Better traffic enforcement must be a key part of any plan.	9/17/2013 12:37 PM
53	Any or all of the bike lanes proposed would be amazing - my family bikes around frequently and we haul our baby son in a trailer. Bike lanes are a great way for us to feel safe getting around. Also, a pedestrian and bike crossing at Hilton and 8 Mile would be a great way for accessing the new Meijers - right now it's very, scary to try and cross 8 mile near that intersection either on foot or on a bike. Thanks for the work you are doing, I can't wait to see the results!	9/17/2013 12:31 PM

Ferndale Moves!

54	While I currently live in Farmington Hills, I am planning to move to Ferndale in early 2014. I work in Detroit, but spend much of my social time in Ferndale. I enjoy bicycling for sport and leisure and am looking to live in a community that encourages such a lifestyle. Ferndale seems to offer the most safe, bike-friendly city in the metro Detroit area. I'm excited to see how the City of Ferndale will potentially expand its interest in a cycling and pedestrian community!	9/17/2013 11:54 AM
55	Some of the first questions I answered were about cars driving too fast on residential streets. I'd really like to see speed bumps on residential streets to slow down car traffic and make it safer for walkers, runners, and cyclists. Not to mention the kids who play in their yards and wildlife that lives among us.	9/17/2013 11:26 AM
56	It's difficult to use a bike to travel any distance without being able to use Woodward or 10 Mile Road. Neither is at all bike friendly.	9/17/2013 10:18 AM
57	Need Bike Racks outside of every store. Rite Aid, CVS, etc.	9/17/2013 9:50 AM
58	there should be much more monitoring of speed and street sign compliance throughout the neighborhoods. Allen St and Marshall in particular are dangerous in my opinion, based on the speeds that people drive. I even see police officials being culprits of that as well. It's not safe.	9/17/2013 9:47 AM
59	As a cyclist my biggest concern is that Michigan drivers do not know cyclists rights, they do not look for cyclists, and they generally don't care to share the road. I work along Northwestern highway and I see way too cars DRIVING down the bike lane during rush hour. I love Ferndale and I love that Ferndale is a front runner in developing cyclist infrastructure. I currently do not bike on Woodward or 8 mile...nor do I think it's necessary to jam a bike lane on these major thoroughfares. I take Marshall in lieu of 8 mile and for North-South travel (Livernois, Pinecrest, Paxton, Bermuda, Hilton) in lieu of Woodward. This topic interests me (and my family) greatly.	9/17/2013 8:26 AM
60	It is extremely hard to ride bikes along Woodward because of the on street parking and the summer patios. The on street parking not only takes up valuable sidewalk space, cars that are pulling out of the cross streets have to pull up into the cross walks to be able to see on-coming traffic. If the parking continues the cross walk should be pushed back from the corners. Also need to look at the removing the patios, even though I dig them, if the parking stays. Seems like the sidewalk space on Woodward is just way too congested on weekends or any time there is some sort of event is going on. Does Woodward really need to be 4 lanes through Pls. Ridg., Ferndale?	9/17/2013 8:06 AM
61	Has Ferndale considered installing bikes for rental, like Nashville does—a bike share? http://www.bicycle.com/ Also, the police need to stop speeding (60+mph) down Allen Street. Small children live on our street. The criminals can wait a few seconds.	9/17/2013 6:35 AM
62	I think a lot of people in our city do enjoy getting around town via biking and there is obviously plenty of foot traffic in the downtown area, and making the city more walkable and bike friendly would help improve our city especially if our downtown area expands.	9/16/2013 11:35 PM
63	I would love to see Ferndale become an official Bicycle Friendly Community under the guidelines of the League of American Bicyclists. This would support the goals of the Ferndale Moves! project, and would also be another marketing plus for our city, putting us in the same circle as other Michigan Cool Cities like Ann Arbor, Grand Rapids, Lansing, Midland, Portage and Traverse City. It's something that Millennials are looking for when deciding whether to stay in Michigan after college or leave for other places with more options.	9/16/2013 4:09 PM
64	I want bicycles OFF the downtown sidewalks. I ride on 9 Mile Road for what little biking I do downtown, almost always on the way to alleys or side streets as alternatives. For Woodward, I do use the sidewalk—carefully and I openly give cars and pedestrians the right of way, stopping at corners if there are cars. (Most of them don't even look for walkers. Catching their eyes is impossible whether walking or biking.) I'm pleased to see this survey. I appreciated the gender question phrasing—yep Ferndale!	9/16/2013 3:55 PM
65	Primary focus should be on keeping auto traffic moving. Keep the bikes on sidewalks. Do not remove an auto lane for bikes and don't waste taxpayer money in any more of these ridiculous bike lanes.gif	9/16/2013 3:16 PM
66	I could see a slight improvement with signage for the bike routes (curb painting so that bike routes can be identified mid-route), but otherwise think Ferndale's bike facilities are already top notch. Except for the state highways that bisect our city and the 696/Woodward crossing, I think that our roads have more than adequate bike lanes, markings, and signage. Adding protected cycle tracks to 8 Mile and Woodward would remedy our one shortcoming. I have my doubts that I'll ever see cycle tracks on 8 Mile or Woodward since they are state roads. Instead I'd like to see Ferndale focus on slowing traffic in some of our neighborhoods. Traffic along Marshall, Saint Louis, LaPrairie, and South Pinecrest moves much faster than the posted limit. I've seen this issue along those streets firsthand, but I suspect that it is true for any street with traffic coming off of Woodward or 8 Mile. Traffic along those state roads is moving much faster than what is allowed in the neighborhoods, and I think people have trouble making the transition to a slower speed. I would love to see a speed table or speed cushion at the mouth of every neighborhood street that intersects Woodward or 8 Mile.	9/16/2013 2:02 PM
67	I would love to participate in more discussions on this topic. I spend a lot of time running in Ferndale, and also biking with my kids. I am a civil engineer and have studied pedestrian-friendly and handicap-accessible walking paths extensively. On my runs through Ferndale I've noticed many areas that are not at all friendly to disabled people or even parents with strollers. Thanks for looking at these issues!	9/16/2013 1:39 PM
68	Bicyclists need to be encouraged to RIDE SAFELY - NOT on sidewalks, NOT while listening to earbuds, NOT into oncoming traffic. I think that Ferndale is a very walkable/bikeable community and I expect doing more of this when my kids are older and I feel more comfortable with them riding in the road. Bike lanes are a great idea but people need to be educated how to use them properly. The rules of the road apply to motor vehicles and bicycles - riders can't expect to only follow "some" of the rules when it's convenient. (I'm very pro-bike even if this message doesn't sound that way! I've seen some very scary behavior lately from bicyclist and it's very concerning.)	9/16/2013 12:50 PM
69	Focus efforts on INFORMING bicyclists that IF they choose to ride on a road, that they must OBEY the driving laws as a motor vehicle must (i.e. Stop at red lights/stop sign, etc). When I was a kid, we rode on sidewalks and had to jump every curb. Nowadays, every 'curb' is flattened for ADA accessibility. I see very few cases that the sidewalk is TOO busy w/pedestrians that riding on the sidewalk would be a problem (Maybe Downtown Nine Mile).	9/16/2013 12:04 PM
70	Pleasant walking/biking paths in parks. Something for people not on sports teams or with small children.	9/16/2013 11:39 AM
71	Pay attention to the alleys and spend money on upgrading old alleys that the City stopped maintaining years ago when it was short on funds. Those areas are an eyesore for the City and they are frequently used by bikers & walkers (more than the main roads).	9/16/2013 10:54 AM
72	Consider vehicle law public education program to increase awareness of bicycle riders' rights while on the road. Too many drivers disrespect bicyclists.	9/16/2013 8:34 AM
73	Any efforts to make Ferndale more pedestrian and bike friendly will further advance Ferndale's status as a progressive community and a destination for families to live and work.	9/13/2013 5:08 PM
74	The largest problem we have in Ferndale is on Woodward North of Cambourne. We do not have a cross-walk to connect the East/West part of Downtown together. I would walk far more regularly to businesses on the West side if that were the case.	9/13/2013 11:19 AM
75	I think it's really important to be able to have street marked bike lanes. on a weekly basis, cars honk/yell when i'm in the road riding, not aware that bikes share the road. I think that having painted lines and markings on the street make a difference for the drivers. I'm a big fan of having a protected bike lane between the street parking and the sidewalk. I ride to work regularly and ride to downtown Ferndale and RO. In my opinion, it's not about the quantity of bike lanes, it's about the quality of the lanes, I'd rather have a few streets that go North/South and East/West that provide great bike coverage/protection/signage, than have more of the current green "bike lane" signs, which really don't do anything...	9/13/2013 10:08 AM
76	I WOULD LOVE FOR FERNDAL TO ALSO PARTICIPATE IN A STUDY GROUP FOR PAINTED BIKE LANES ON MAJOR STREETS, TO GAGE ACCEPTANCE AND OBSERVANCE OF THESE LANES BY MOTORISTS. I AM A CYCLIST THAT RIDES STREETS 95% OF THE TIME, AND THE ADDITIONAL NOTIFICATIONS TO MOTORISTS WOULD BE HELPFUL AND SAFER.	9/13/2013 7:02 AM

Ferndale Moves!

77	Speaking for my area, #5, the lack of safe crossings between 9 Mile road and the light at Pearson is very problematic, coupled with the positioning of turnarounds it makes for near misses almost daily of pedestrians trying to cross while cars are pulling out from those turnarounds. Another safety issue that may improve walk and bikability is the number of distractions at each corner that drivers need to process before pulling out - trees, brickwalls, buildings - makes them have to pull out farther into Woodward to see, blocking walkways while doing so.	9/13/2013 5:49 AM
78	More bike lanes...in any form...would be GREAT. Increased AWARENESS of bikers (higher visibility lanes, etc.) in traffic is good. Increased traffic CALMING within the city should be imperative. People drive too fast on ALL streets, making walking and biking a more-than-it-should-be riskier option.	9/12/2013 7:51 PM