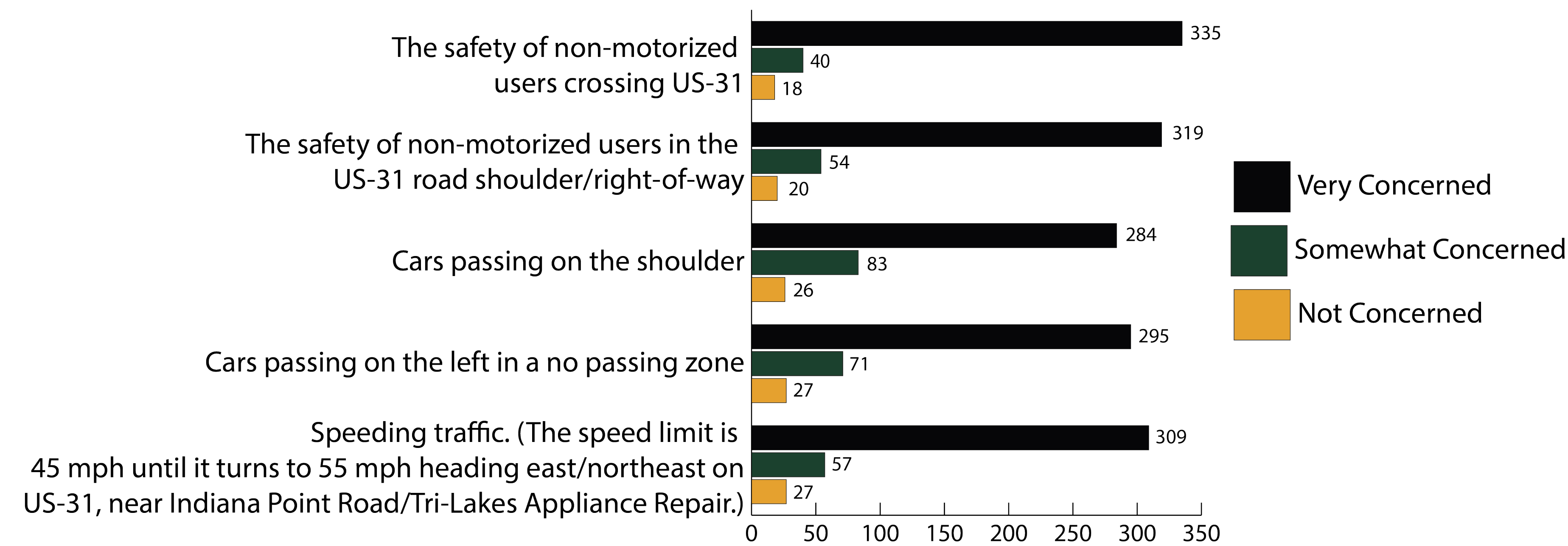
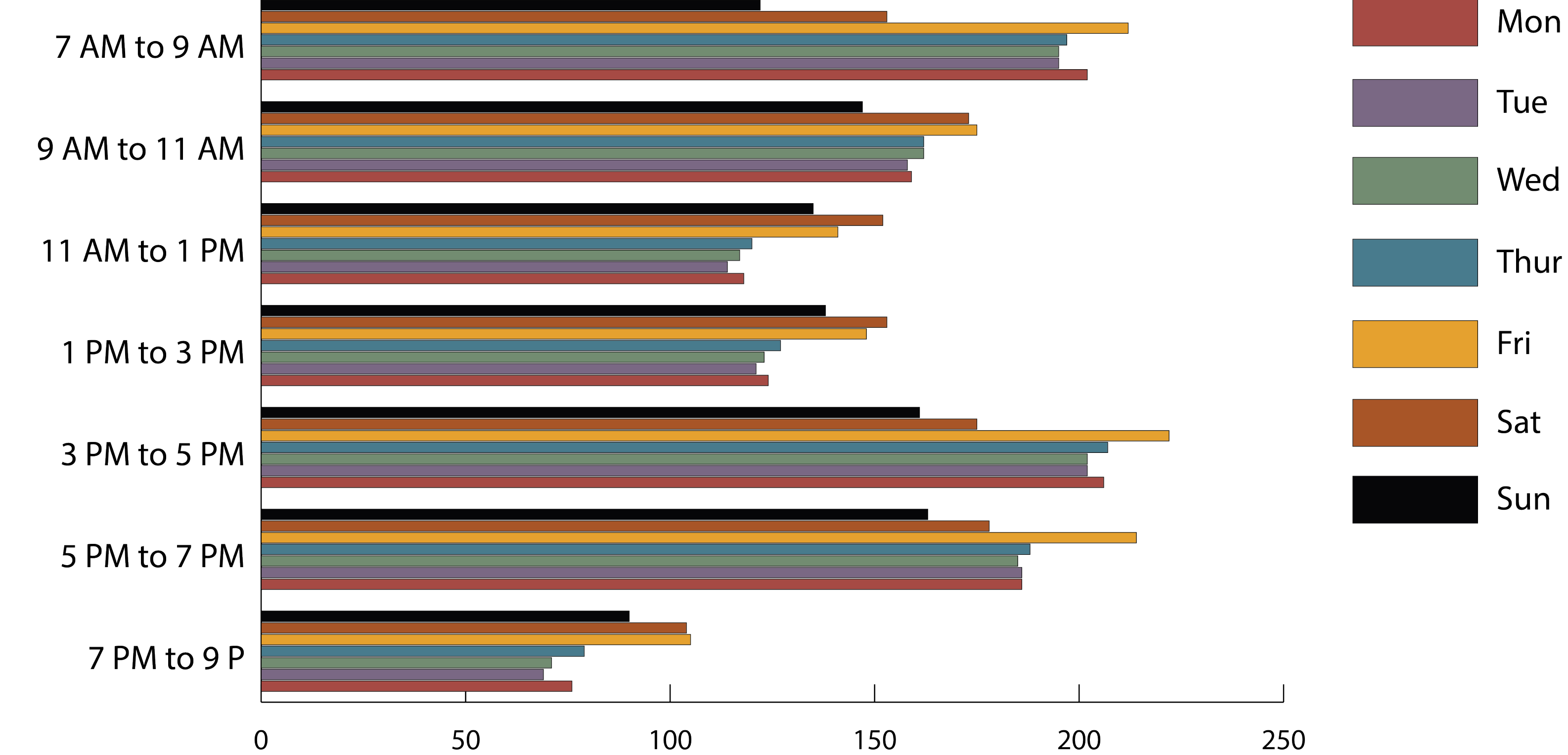


What did we hear from the survey?

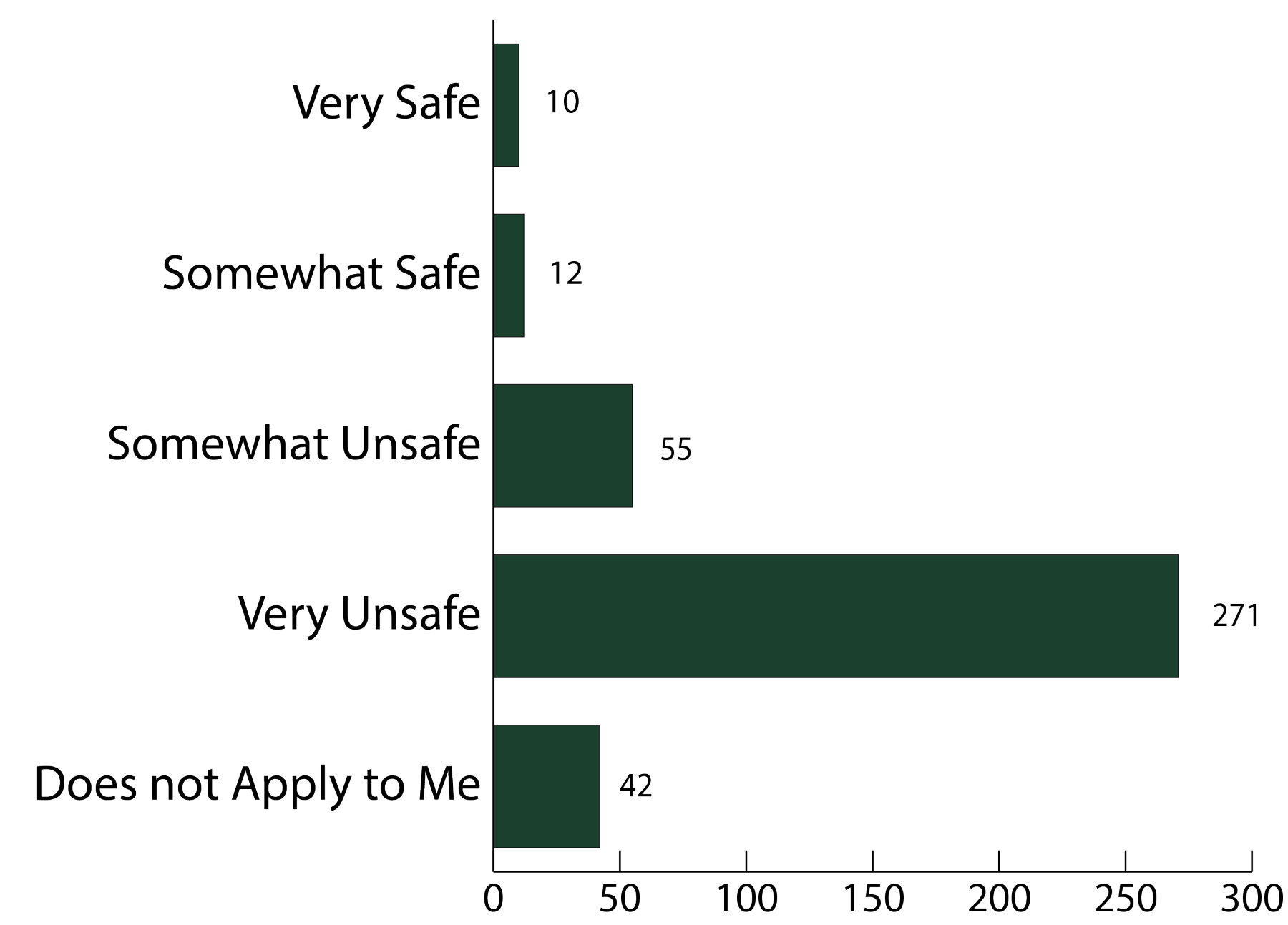
Please rate your level of concern regarding the following in this section of US-31 (393 responses)



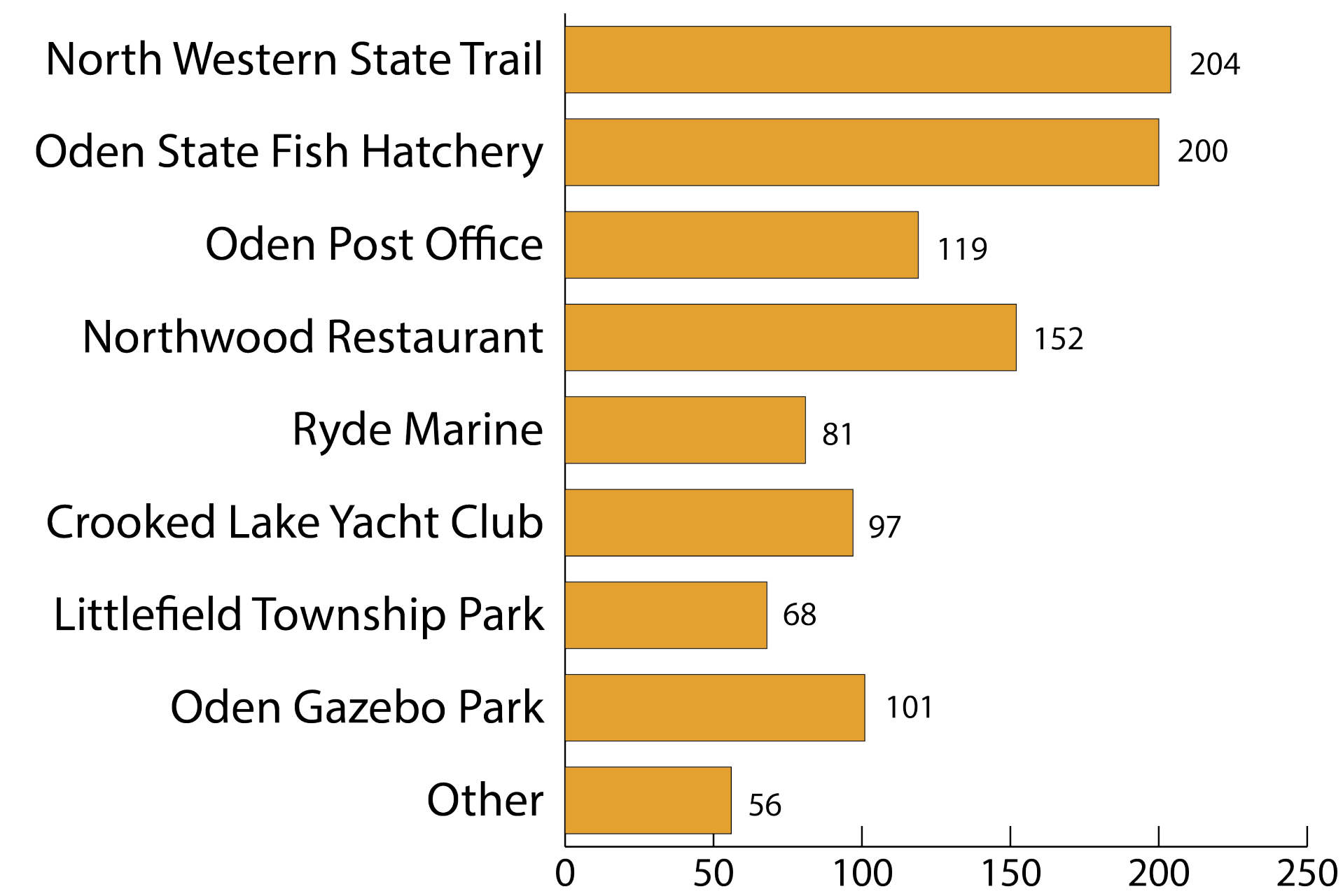
What times are most difficult for you to cross as a non-motorized user? (309 responses)



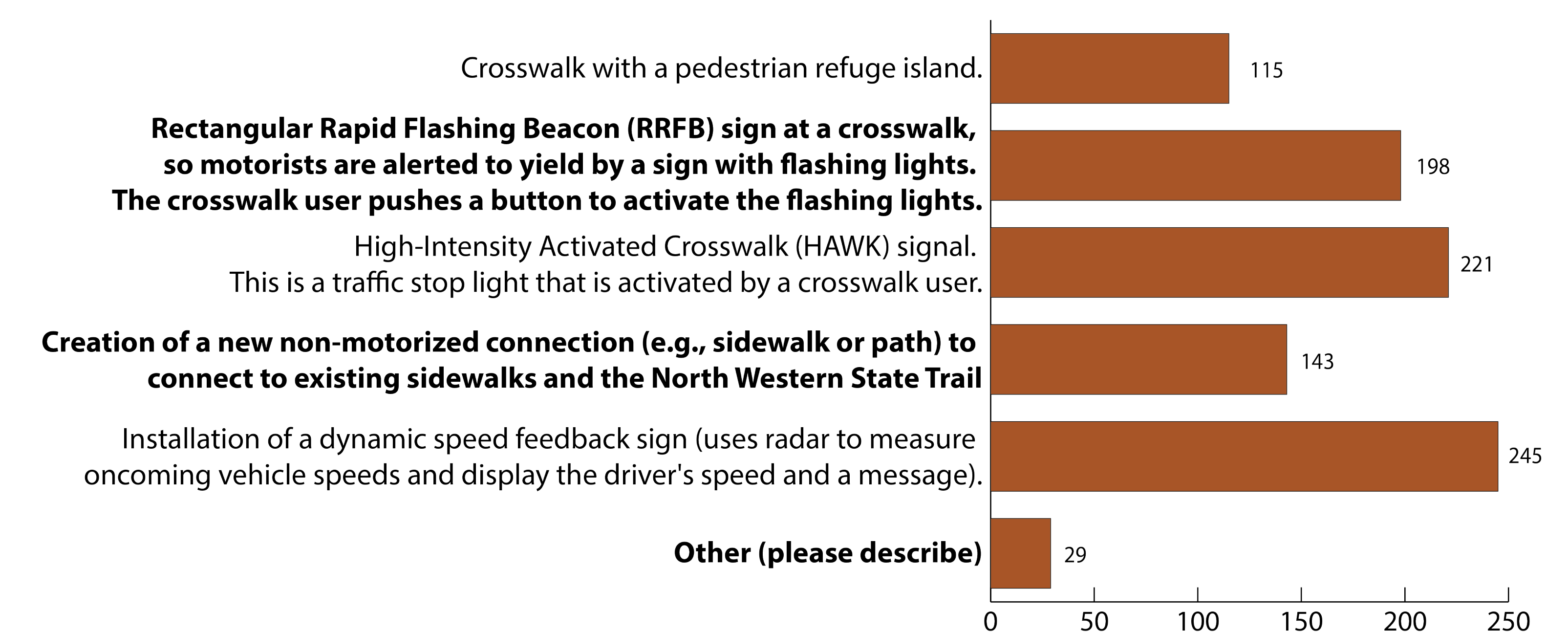
How safe do you feel while walking, biking, or rolling **ALONG** this section of US-31 in the right-of-way (390 Responses)



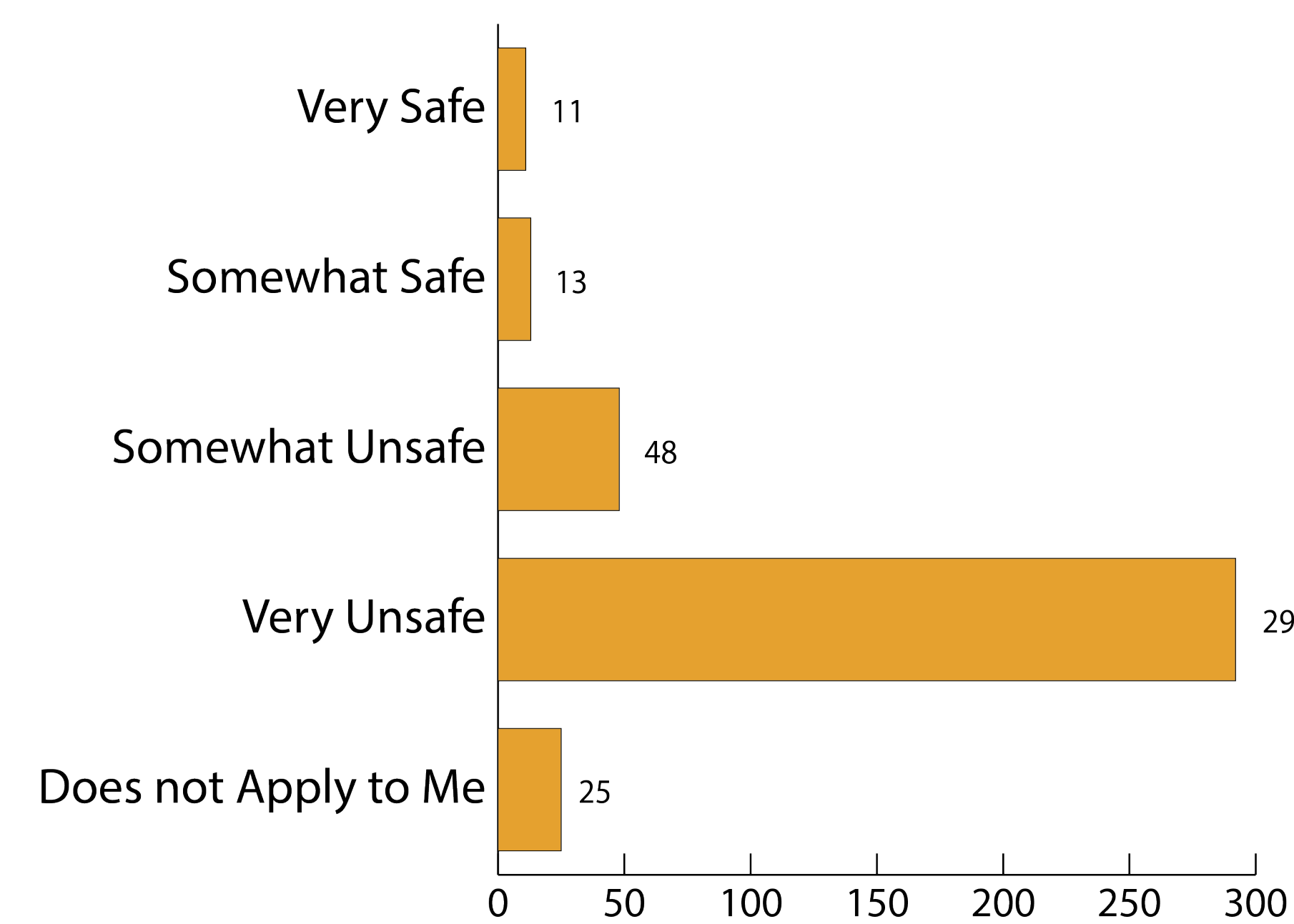
Please select the destinations that you go to when crossing
US-31 without a motorized vehicle (332 responses)



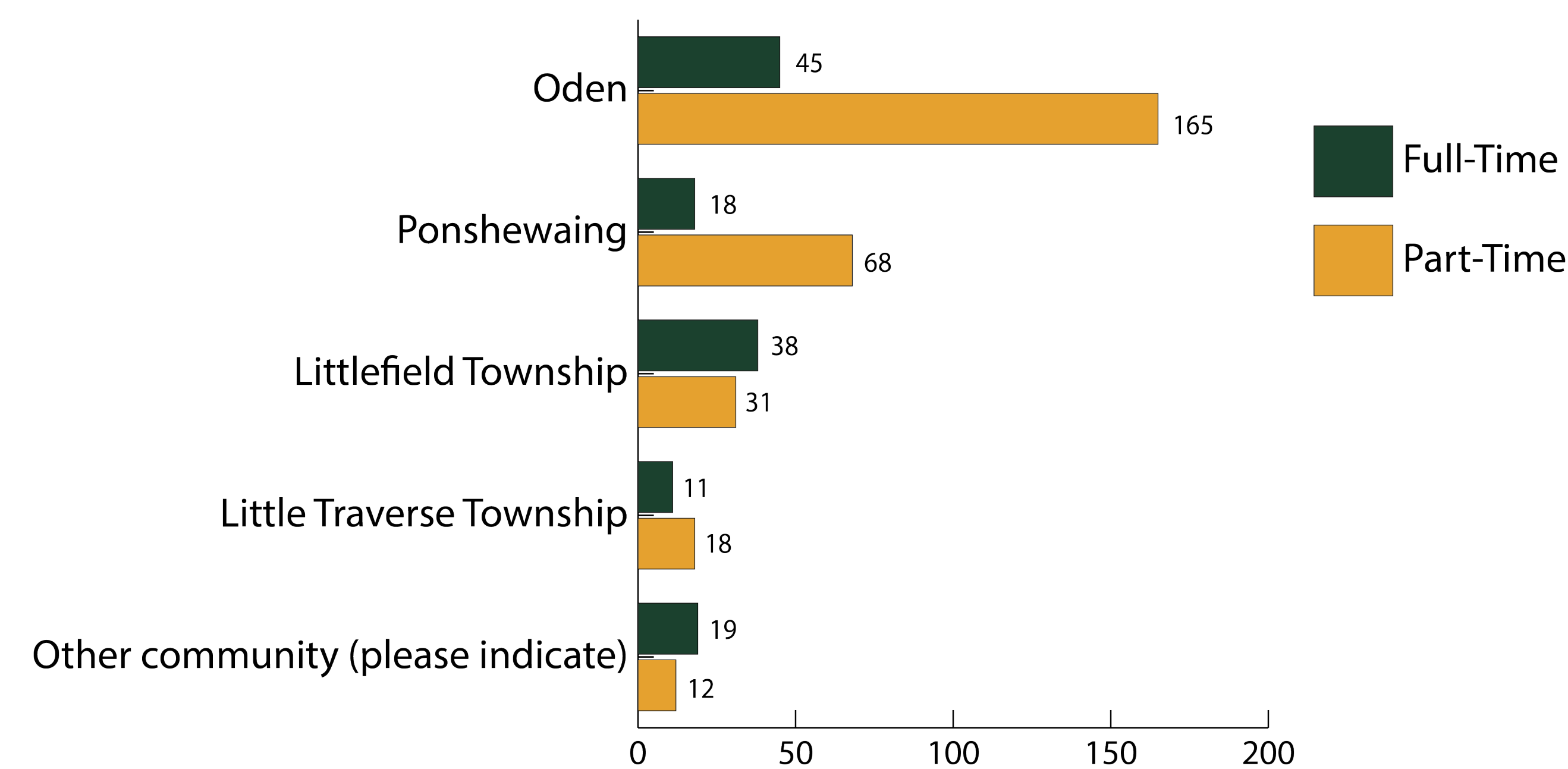
What types of improvements would you like to see implemented in this section of US-31? Select as many as you like (349 responses)



How safe do you feel while walking, biking, or rolling to CROSS this section of US-31 (389 Responses)



Please indicate your location of residence (354 responses)



Q14 - Anything else you would like to share?

209 Responses



Pedestrian Crossing Design Examples

Crosswalk with refuge island and standard signage.



Crosswalk with Rectangular Rapid Flashing Beacon (RRFB) signage.



Crosswalk with refuge island and RRFB signage.



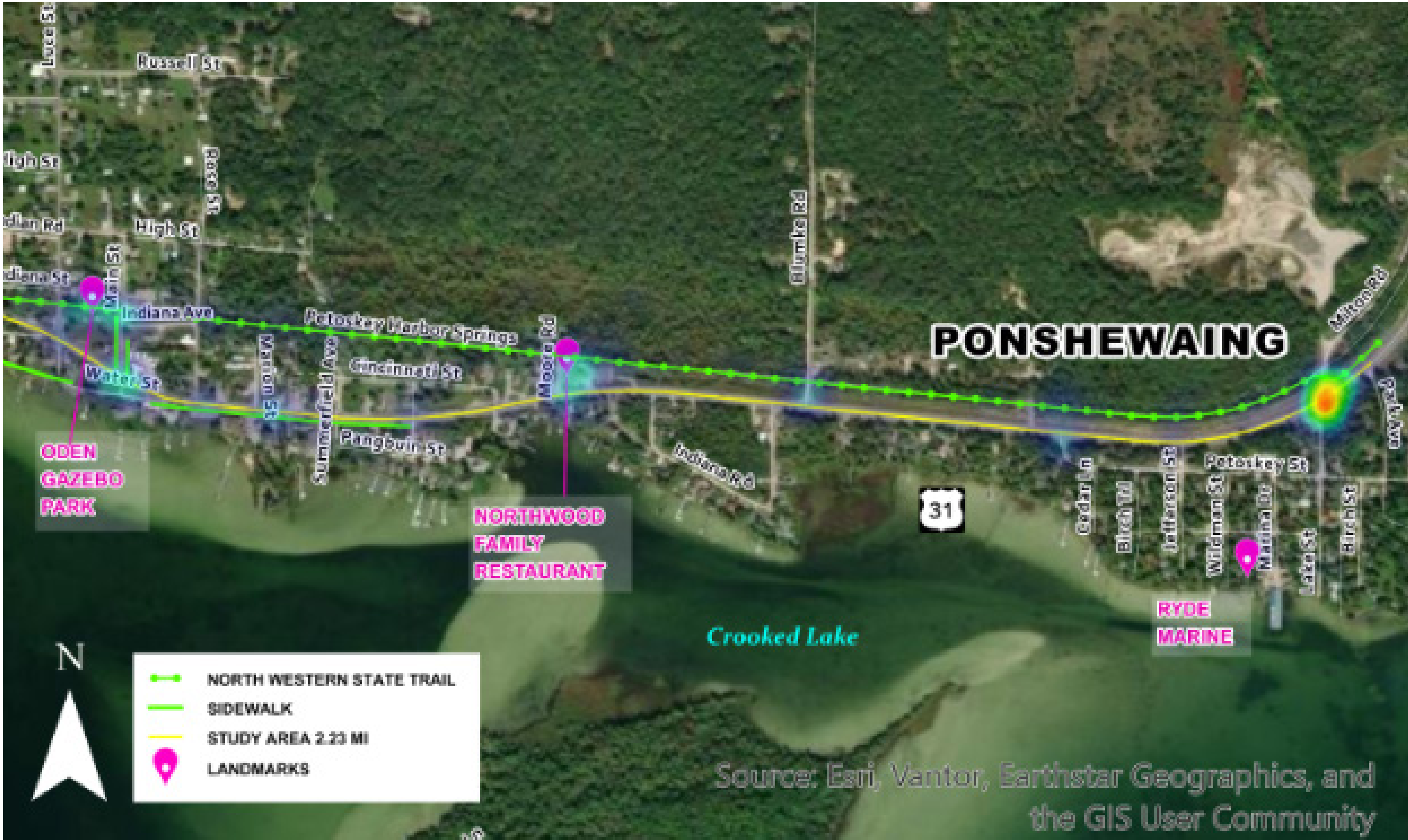
High-intensity Activated crossWALK (HAWK) signal.



If you cross US-31 between the Fish Hatchery and Luce Street as a non-motorized user, please indicate WHERE YOU CROSS on the map. You may indicate no more than three locations (257 responses)



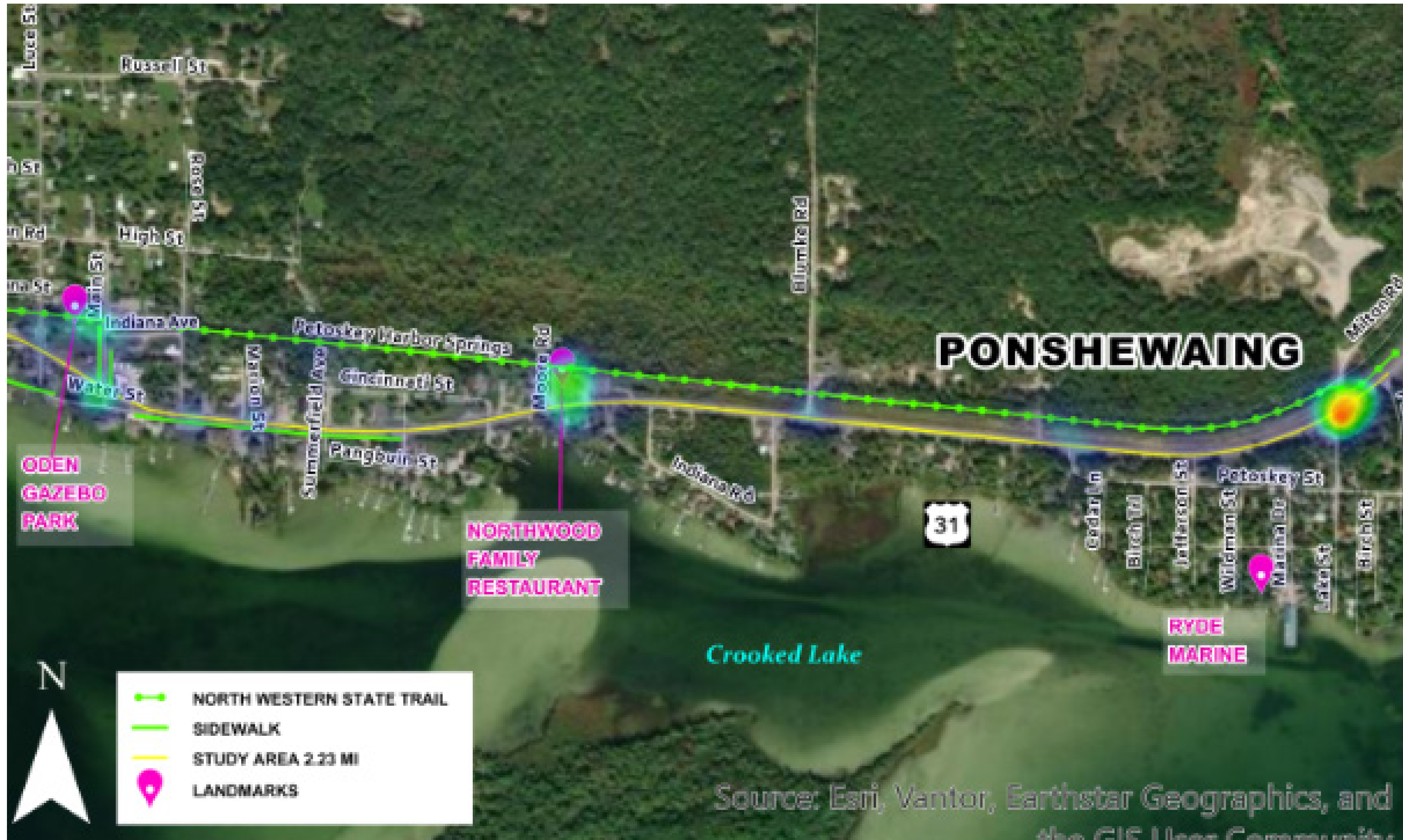
If you cross US-31 between Luce Street and Park Ave. as a non-motorized user, please indicate WHERE YOU CROSS on the map. You may indicate no more than three locations (249 responses)



Please indicate on the map WHERE YOU WOULD USE a designated non-motorized user crossing on US-31 between the Fish Hatchery and Luce Street. You may indicate no more than three locations (270 responses)



Please indicate on the map WHERE YOU WOULD USE a designated non-motorized user crossing on US-31 between Luce Street and Park Ave. You may indicate no more than three locations (268 responses)



For the following potential projects, read the table to understand the costs, pros, and cons of each.

Then, with sticky dots, vote for the five (5) options you most support.

Project	Reference/ Map ID	Cost	Pros	Cons	Support?
Dynamic speed feedback signs		\$	Lower cost improvement to reduce vehicle speed. The radar signs record traffic speed. The Township has funding to dedicate toward this improvement. The survey results indicate this is the most desired type of improvement to the corridor.	Doesn't contribute to creating a US-31 pedestrian crossing.	
Increased traffic patrolling		\$	Lower cost service to reduce vehicle speed and promote safe driver behavior.	An intermittent solution to alleviate the problem of speeding/traffic violations. Doesn't contribute to creating a US-31 pedestrian crossing.	
New sidewalk sections to fill small gaps and replace what's in disrepair south of US-31.	A	\$\$	Creates a better experience for the active transportation user.	Cost to local government/property owners. Doesn't contribute to creating a US-31 pedestrian crossing.	
"Gateway treatments", such as curb extensions, beautification efforts, landscaping, or pole-mounted community banners, along US-31 between Luce St. and Rose St. to naturally slow down traffic.	B	\$\$	Signals to drivers they are in the Oden community. Naturally slows traffic. Beautifies the area and improves the local "sense of place".	Doesn't contribute to creating a US-31 pedestrian crossing. Requires grant funding, community support and approval by MDOT for R-O-W improvements.	
Crosswalk east of Marion St. and new sidewalk and/or pathway connections to the NWST on the north side of US-31. Wayfinding signage will be essential to direct non-motorized traffic.	C	\$\$\$\$	Creates a connection for active transportation users to the Township Park/beach on the south side of US-31, and access to the NWST, Post Office, Gazebo Park, residences and OCA-owned property north of US-31. This is just a few blocks from where many survey participants indicated they currently cross and would like to cross US-31 at Luce St. or Main St. (which are unsafe locations to cross, due to poor intersection sightlines). A sidewalk exists on the south side of US-31 to connect to.	Potential dissent from private property owners for new proposed pathway in front of their homes. Costs borne by the local government and MDNR to fund the connective pathways to the NWST. US-31 ROW is narrow (66' wide) in this section.	
Investigate the potential to create a new sidewalk connection between Windjammer Marina and the sidewalk at the Crooked Lake Yacht Club. This would create a connection to a pedestrian crossing to the NWST by the Yacht Club.	D	\$\$\$\$	Provides access to the NWST for those on the west end of the study area and "close the loop" on the west end of the study area for non-motorized users. These parcels are zoned as a Planned Unit Development, which shall include a component of walkability including sidewalks or pathways.	Requires cooperation of two commercial property owners. US-31 ROW is narrow (66' wide) in this section.	
Creation of an approximate 0.62-mile sidepath/boardwalk between Pingree Ave. and Petoskey St., connecting to a crosswalk with pedestrian refuge island west of Petoskey St. "No passing zone" to be instituted approaching the crosswalk.	E	\$\$\$\$\$	Creates a connection to the NWST for those in Ponshewaing, closing "the loop" for non-motorized users in the east end of the study area. Neighborhood residents can utilize Petoskey St., a low-speed residential road, to access the proposed path on the south side of US-31.	Very expensive. Wetlands/hydric soils in portions of the ROW will require boardwalk. Design & engineering studies are not covered by a MDOT Transportation Alternatives Program (TAP) grant. Traffic speed limit is very high at 55 mph.	
Creation of an approximate 0.25-mile sidepath/boardwalk from Windjammer Marina to a pedestrian crossing near the entrance to the Oden Hatchery Visitor Center entrance.	F	\$\$\$\$\$	Would create a "west end" connection of the corridor to the Fish Hatchery	Very expensive. Wetlands/hydric soils = boardwalk construction. Not a top priority crossing location from the survey respondents. Would not service any businesses/homes along that proposed pathway.	

Potential Crossing Locations and New Pathway Connections



LEGEND

- NORTH WESTERN STATE TRAIL
- SIDEWALK
- STUDY AREA 2.23 MI
- LANDMARKS
- ROADS

