



MEMORANDUM

TO: Mayor and City Council
FROM: Tom Crawford, City Administrator
DATE: December 16, 2020
SUBJECT: Response to Council Resolution R-20-225 – Resolution Directing Evaluation of City Pedestrian and Cycling Transportation Environment by a Professional Engineer with Vision Zero Expertise

This memorandum and attached report are provided in response to approved City Council [Resolution R-20-225](#) – Resolution Directing Evaluation of City Pedestrian and Cycling Transportation Environment by a Professional Engineer with Vision Zero Expertise. Specifically, City Council directed the City Administrator to engage with Sam Schwartz, a PE with Vision Zero expertise, to review a sample of the city’s pedestrian crossings, including, but not limited to various facility components utilized across varied geographic installations, related to city ordinances and educational communications, and interdependencies, such as, unlit crosswalks and the crosswalk ordinance. The purpose of the evaluation is to identify deficiencies and opportunities to significantly decrease our pedestrian and cyclist crash rate.

Attached to this memo is the final report produced by the Sam Schwartz consulting team. Since the draft was originally shared with City Council in October, some additional language was added to the discussions on the crosswalk ordinance (page 1) and possible education campaigns (pages 10-11). Additionally, staff shared the draft report with the Transportation Commission at their November 18, 2020 meeting and it was well received.

Staff considers the report complete and will program to advance the recommendations contained therein starting in 2021.

Attachments: Pedestrian & Bicycle Infrastructure Review

cc: E Cooper
J Fournier
R Hess
S Higgins
C Hupy
N Hutchinson

Memorandum

To: Eli Cooper, AICP – City of Ann Arbor
From: Sam Schwartz Consulting
Date: December 16, 2020
Re: Pedestrian & Bicycle Infrastructure Review

Ann Arbor's crosswalk ordinance mandates drivers to stop for pedestrians standing at the curb or within a crosswalk. Even so, tragically 44 percent of all crashes where a person walking was killed or seriously injured from 2014-2018 were a result of the driver failing to yield. In 2017, the crosswalk ordinance was reviewed in a memorandum by Toole Design Group, finding the ordinance to be "within the range of regional variation in norms and practices and consistent with driver instruction in Michigan." Upon our review of the crosswalk ordinance, we concur with the previous finding and further that the ordinance remains consistent with regional and national recommended practice.

In 2019, the city published Crosswalk Design Guidelines outlining design options for different types of crossing locations and establishing a transparent process to choose the level of design for a crosswalk. Overall, the guidelines provide an organized and clear approach for determining a crossing's design features and gives careful consideration for school crossings. Our review indicates that the guidelines present a thorough set of crosswalk treatments; however, opportunities exists to update the guidance as new research and device approvals have emerged.

To identify the design options for a selected crosswalk location, the guidelines follow a decision tree to determine whether the location requires (1) standard, (2) standard+, or (3) high-risk design applications. The various treatments are organized into separate matrices for controlled and uncontrolled design options. Uncontrolled design options, which is the focus of this review, follow a fairly intricate selection process. In addition to vehicular volume, the process is informed by the National Cooperative Highway Research Program (NCHRP) Report 562 five-step worksheet. The worksheet considers various data inputs including pedestrian volume, crossing distance, walking speed, vehicle speed, etc. to estimate pedestrian delay and to determine if a signal warrant is met. Ultimately, the pedestrian delay and expected compliance guides the design designation.

While the NCHRP Report considers school locations, the five-step worksheet does not apply to school crossings. The guidelines give special consideration for crosswalks adjacent to a school or designated walking route and qualifies the design option to apply the next level (e.g. a standard+ crosswalk would become high-risk).

Sam Schwartz compared Ann Arbor's existing Crosswalk Design Guidelines to relevant standards and guidance in the National Association of City Transportation Officials (NACTO) *Urban Street Design Guide* and the *Michigan Manual of Uniform Traffic Control Devices (MMUTCD) 2011*. It is evident these standards and guidance were all consulted in the creation of the recent Crosswalk Design Guidelines. Organized by controlled and uncontrolled crossings, NACTO guidance applies treatments given vehicle volume, vehicle speed, and street width with special considerations for schools, parks, senior centers, transit stops, hospitals, campuses, and major public buildings. While similar to NACTO's toolbox of treatments, Ann Arbor's design categories are more straightforward in prioritizing safety.

Sam Schwartz also compared the existing Crosswalk Design Guidelines to the Federal Highway Administration (FHWA) *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* which post-dates the original authoring of the design guidelines. In FHWA guidance, crosswalk treatments are determined by roadway characteristics (vehicle volume, posted speed limit, and lane configuration) and, separately, by safety issues. Crash history and typical dangerous driving behaviors help inform safety measures. FHWA provides additional guidance about the effectiveness of Pedestrian Hybrid Beacons and Rectangular Rapid Flashing Beacons along with the interaction with other crosswalk treatments. The FHWA guidance links tools to the MUTCD standards, describing considerations such as minimum widths or thresholds. Overall, the Crosswalk Design Guidelines fall within FHWA guidance and, like FHWA, Ann Arbor's guidance identifies signage with their MUTCD designation.

Reviewed Standards and Guidance:

- 2019 - [Ann Arbor Crosswalk Design Guidelines](#)
- 2013 - [National Association of City Transportation Officials \(NACTO\) Urban Street Design Guide](#)
- 2006 - [National Cooperative Highway Research Program \(NCHRP\) Report 562](#)
- 2018 - [Federal Highway Administration \(FHWA\) Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#)
- 2011 - [Manual of Uniform Traffic Control Devices \(MUTCD\), 2011 Michigan MUTCD, 2009 Federal Edition](#)
- 2016 - [Michigan Department of Transportation \(MDOT\) User guide for R1-6 Gateway Treatment for Pedestrian Crossings](#)
- 2020 - [MDOT Guidance for Installation of Pedestrian Crosswalks on Michigan State Trunkline Highways](#)
- 2005 - [FHWA Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations](#)
- 2004 (2010 Update) - [American Association of State Highway Transportation Officials \(AASHTO\) Guide for the Planning, Design, and Operations of Pedestrian Facilities](#)

Data Collection

Based on a guideline review and using responses from the city's Pedestrian Crossing Survey from the beginning of 2020, Sam Schwartz identified an initial list of uncontrolled crosswalk locations for data collection. Those locations were reviewed and expanded upon by councilmembers. In a meeting with councilmembers, additional crosswalk locations were recommended for field review. Ultimately, a list of 23 crosswalk locations were identified for review, none controlled by a stop sign or signal. The selected crosswalks are shown in Figure 1 and included a variety of midblock crossings, school crossings, and/or along bike routes that make up a geographically diverse and representative sample of the existing pedestrian and bicycle network throughout the city. Additionally, the selected crosswalks are located on a variety of street types including local, collector, minor and principal arterials.

Table 1. Crosswalk Locations for Field Data Collection

#	Crosswalk Location	Type	Bus Stop	Bike Facility	School
1	Pontiac Trail south of Arrowwood Trail	Uncontrolled		<input checked="" type="checkbox"/>	
2	Pontiac Trail & Brookside Drive	Uncontrolled		<input checked="" type="checkbox"/>	
3	Traver Road south of John A Woods Avenue	Uncontrolled			
4	Broadway Street/ Division Street west of Broadway Bridge	Uncontrolled			
5	Fifth Avenue along Community High School	Uncontrolled			<input checked="" type="checkbox"/>
6	Nixon Road north of Plymouth Road	Uncontrolled	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
7	Green Road & Burbank Drive (north of Plymouth)	Uncontrolled	<input checked="" type="checkbox"/>		
8	Green Road & Hubbard Road	Uncontrolled		<input checked="" type="checkbox"/>	
9	Geddes Road & Earhart Road	Roundabout			
10	Geddes Ave near Gallup Park pathway	Uncontrolled		<input checked="" type="checkbox"/>	
11	Geddes Avenue & Arlington Boulevard	Uncontrolled			
12	Washtenaw Avenue north of Stadium Boulevard	Uncontrolled			
13	Pittsfield Boulevard & Jeanne Avenue	Roundabout			
14	Fernwood Avenue & Lorraine Street	Uncontrolled			<input checked="" type="checkbox"/>
15	Tappan Avenue & Oakland Avenue	Uncontrolled	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
16	Stadium Boulevard between Kipke Drive & Main Street	Uncontrolled		<input checked="" type="checkbox"/>	
17	Delaware Drive between Mershon Drive & 7th Street	Uncontrolled			
18	Victors Way & Boardwalk Drive	Uncontrolled		<input checked="" type="checkbox"/>	
19	State Street and Ellsworth Road	Roundabout			
20	Jefferson Street & Third Street	Uncontrolled			
21	Soule Boulevard & Lutz Avenue	Uncontrolled			
22	Maple Road & Haisley Drive	Uncontrolled	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
23	Vesper Road & Red Oak Road	Uncontrolled			

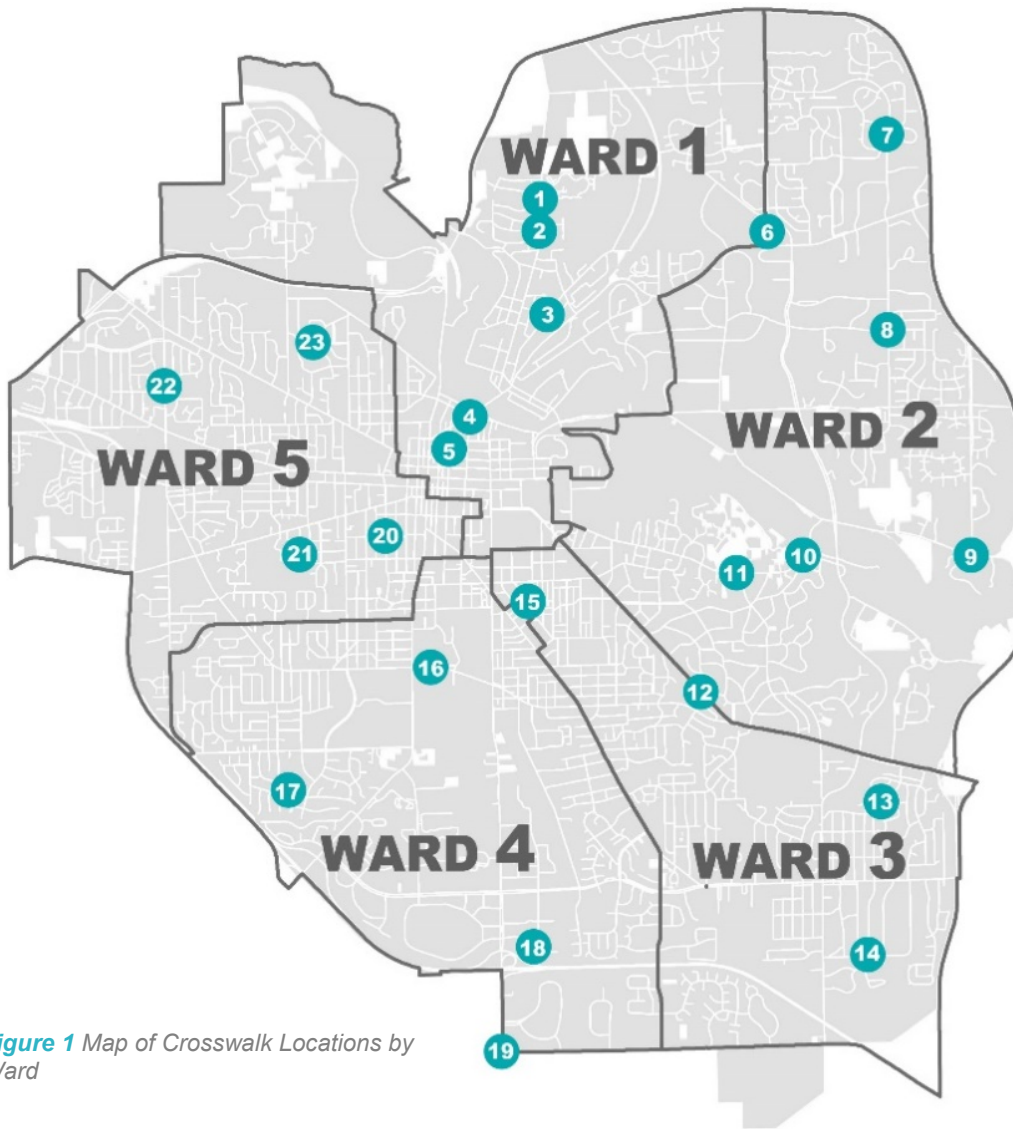


Figure 1 Map of Crosswalk Locations by Ward

Key Findings

On September 17, 2020, a Sam Schwartz staff member visited each of the 23 identified crosswalk locations to collect information using the data collection forms contained in the Appendix A and took photographs. All field observations were conducted during daylight hours.

Of the 23 crosswalk locations, 20 were uncontrolled and three were at roundabouts (a single approach was observed at each roundabout). Nine crosswalk locations were adjacent to bus stops. Five locations were adjacent to schools with an additional five locations within two blocks of a school. Twelve crosswalks intersected a bike facility. Table 2 summarizes the crosswalk devices inventoried in the field by street type.

Table 2. Summary of Crosswalk Devices by Street Type

Street Type	#	High Visibility Markings	Adv. Ped Warning Series	Adv. School Warning Series	Ped Warning Series	School Warning Series	Bright Sides	In Lane Signs	Stop Bar	Stop Here for Ped	Over-head	RRFB	Ped Refuge Island	Curb Ext.
Local (2 lanes)	8	6*	0	3	0	3	0	0	0	0	0	0	1	0
Collector (2-3 lanes)	4	2*	1	0	2	0	2	1	0	0	0	2	0	0
Minor/ Major 2 Lanes	6	6	2	0	2	0	1	3	0	1	1	1	2	2
Minor/ Major ≥3 Lanes	5	5	1	0	3	0	1	2	2	3	0	3	2	0
Total	23	18	4	3	7	3	4	6	2	4	1	6	5	2

*One crosswalk is under construction

Based on the information collected in the field, several key findings were identified and summarized below.

1. Crosswalk pavement markings are consistent and in good condition.

The majority (87%) of the crosswalks were marked. One crosswalk was unmarked (Vesper Road & Red Oak Road) and two were part of a resurfacing or restriping project during the Sam Schwartz field visit. Of the marked crosswalks, 95% had high-visibility pavement markings, and nearly all displayed the continental design, as shown in [Figure 2](#). One crosswalk had parallel striping (Pittsfield Boulevard & Jeanne Avenue). Overall, the pavement markings were in good condition. Only one location had faded pavement markings (Broadway Street/ Division Street west of Broadway Bridge).



Figure 2 This crosswalk at Green Road and Burbank Road applies high-visibility continental pavement markings.

2. Basic crosswalk signage meets minimum engineering standards. In some locations, the minimum standards are exceeded with optional applications used.

Over half of the observed crosswalks (61%) included signage designated in the Guidelines. All crosswalks without signage were located on low-speed (25 MPH) local, collector, or minor arterial streets, or on a street under construction. 56% of the unsigned crosswalks were on local streets, and 22% on minor arterials and 22% on collector streets. The unsigned crosswalks aligned with “Standard” design option in the Guidelines.

Pedestrian Warning Series (W11-2) and In-Lane Signs (R1-6a) were the most common signage application. It was noted in the field that the in-lane signs at both the centerline and lane lanes appeared to be particularly effective at calming traffic by creating a sense of narrow travel lanes, encouraging drivers to slow down. There was some inconsistency in the application of in-lane signs and observations show the location, placement, and number of signs varied by location (see [Figures 3 and 4](#)).



Figure 3 The crosswalk at Pontiac Trail south of Arrowwood Trail has four in-lane pedestrian signs.



Figure 4 The crosswalk at Broadway and Division includes one in-lane pedestrian sign in the street and one on the island to the left.

Of the crosswalks with signs, 50% included advanced pedestrian or school warning signs. Four of the seven pedestrian warning series signs included advanced warning signs. School warning series (S1-1) signs were present at two of the five observed crosswalks adjacent to schools and one of the five observed crosswalks within two blocks of a school. All the observed school warning series signs had advanced warning signs. As advanced warning signs are considered optional by MUTCD, the city's application meets standards. However, FHWA best practice guidance recommends the use of advance signage in conjunction with warning signs, particularly at locations where drivers may not be expecting a crosswalk.

Of the observed crosswalks, the Stop Here for Pedestrians sign was applied four times, and only once in conjunction with a stop bar. These crosswalks without a stop bar are inconsistent with the city's Guidelines which call for a Stop Here for Pedestrian (R1-5b) sign to be used with a stop bar. Additionally, there appear to be several other crossings where this signage would be beneficial given FHWA's strongly worded guidance for crossings on roads with four or more lanes and/or roads with speed limits of 35 mph or greater.



Figure 5 A temporary, non-MUTCD sign at Vesper Road and Red Oak Road. This suggests a desire for appropriate MUTCD signage at some uncontrolled crossing locations.



Figure 6 A yellow school warning series sign at Delaware Drive between Mershon Drive and 7th Street. While the yellow color is permitted on MUTCD signage, school warning signs shall have a fluorescent yellow-green background.

3. Several locations would benefit from additional or more consistent best practice countermeasure treatments, particularly for multi-lane roadways.

About a quarter of the observed crosswalk locations (26%) have a RRFB, including one school location (Tappan Middle School). The RRFBs were located on collector, minor arterials, and major arterial streets with varying speed limits. In the Crosswalk Design Guidelines, RRFBs are not listed as a recommendation for collector street types and may be an appropriate addition to the street type's design options.

Of the six locations with RRFBs, only one location had a pedestrian refuge island. While pedestrian refuge islands are a desirable crosswalk tool, RRFBs can serve as useful devices on four lane roads without islands where the posted speed limit is 30 MPH or less and average daily traffic (ADT) volume is 9,000 vehicles per day or less. Based on FHWA guidance, however, there are a few locations where an RRFB may not be sufficient. This includes streets with a posted speed limit of 40 MPH or more and ADTs exceeding 15,000 vehicles per day. An example may include the crosswalk on Washtenaw Avenue near Tappan Middle School where the speed limit is 45 MPH with a 30 MPH school zone during specific times (see [Figure 7](#)). In cases such as this, the FHWA recommends the use of a Pedestrian Hybrid Beacon, along with other crosswalk devices (e.g. Stop Here For Pedestrians sign and corresponding stop bar).

In the Guidelines, Pedestrian Hybrid Beacons (PHB) and RRFBs are recommended in “high-risk” locations on minor and major arterials. There were no observed PHBs during the field observations. During field observations, it appeared the prevailing speed of traffic was higher than the speed limit at some of the locations with RRFBs, particularly at locations with a speed limit of 35 MPH and over – although, official speed data was not collected. PHBs may be more appropriate at higher speed/volume locations to better alert traffic to stop.

Rather than categorizing by functional classification—which only serves as a proxy for key characteristics of the crossing, the FHWA provide guidance on crosswalk devices based on speed limit, lane count, and traffic volume. For example, RRFBs and PHBs are considered at all uncontrolled crosswalk locations except two lane roads ≤ 30 mph and $< 15,000$ ADT or three lane roads with a raised median, ≤ 30 MPH, and $< 9,000$ ADT. It would be beneficial to organize the suite of crosswalk devices based on speed and traffic volume rather than functional classification.



Figure 7 Near Tappan Middle School, crosswalk, with an RRFB, crosses four lanes of traffic with a 45 MPH speed limit with a 30 MPH school zone from 7:30 – 8:20 AM and 3:05 – 3:35 PM

4. Approximately one-third of the crosswalks had no adjacent lighting.

The presence/proximity of lighting was assessed during the daytime crosswalk observations. Per FHWA guidance, lighting within ten feet of the crosswalk markings is considered 'at the crosswalk'. Lighting between 10 to 20 feet is identified as 'adjacent to the crosswalk'. Crosswalks with lighting more than 20 feet away were considered to have no adjacent lighting. Nearly three-quarters of the crosswalks had lighting at or adjacent to the sidewalk; 52% of the lit crosswalks had lighting at the crosswalk and 48% had adjacent lighting. About a quarter of the crosswalks had no adjacent lighting. Of the crosswalks with no adjacent lighting, most were on local streets with lower traffic volumes. The midblock crosswalk at Pontiac Trail south of Arrowwood Trail, a minor arterial, was the only observed non-local street to have no adjacent lighting.

Table 3.

Location of Lighting	#	%
At Crosswalk (<10 feet)	9	39%
Adjacent Lighting (10-20 feet)	8	35%
No Adjacent Lighting (>20 feet)	6	26%

The guidelines note street lighting is considered by Street Light Asset Management Team (SLAM). The guidelines acknowledge that collector, minor, and major arterial streets will contain positive contrast lighting, further guidance for street lighting at crosswalks is contained in Ann Arbor's engineering standards ([Orange Book](#)) and is currently being updated. NACTO and FHWA provide specific guidance for street lighting at crosswalks which the updated standards will reference. For example, FHWA recommends lighting to be placed within 10 to 15 feet in front of mid-block crosswalks in each direction of travel.



Figure 8 The light at Pontiac Trail south of Arrowwood Trail sits 60 feet away from the crosswalk.



Figure 9 The crosswalk on Geddes Avenue at Gallup Path includes lighting at the crosswalk on both sides.

Recommendations

- The FHWA publication provides an opportunity for Ann Arbor to update its guidance and enhance best practice applications. To codify what was observed in practice in many cases, the following recommendations were identified to inform the potential revision of, or inclusion in, the city's Crosswalk and Design Guidelines and/or related engineering design standards (such as Ann Arbor's Orange Book).
 - While Ann Arbor's Guidelines consider traffic volume and vehicular speed in the design process, updates should consider adopting FHWA methodology of organizing the suite of crosswalk devices based on roadway characteristics (speed, traffic volume, lane configuration) rather than functional classification.
 - In addition to school designations, special considerations should be expanded to include bus stops, parks, community centers, senior facilities, side paths/ trail crossings, and areas with higher transportation equity needs as candidates for "standard+" and/or "high risk" locations.
 - Set the minimum standard for high-visibility continental pavement markings.
 - Updates should reference specific guidance from NACTO and FHWA for lighting to be placed within 10 to 15 feet in front of mid-block crosswalks in each direction of travels.
 - Guidelines for Pedestrian Hybrid Beacons and Rectangular Rapid Flashing Beacons should be updated to reflect current FHWA guidance.
- Follow consistency in the application of lighting, selected signage and countermeasure device treatments.
 - Consistent application of in-lane pedestrian signs and advanced pedestrian warning signage.
 - Use Stop Here for Pedestrians signs in conjunction with stop bars.
 - Continue to coordinate with the SLAM team to review lighting placement at uncontrolled crossings
- Ann Arbor should continue to educate drivers on the local crosswalk ordinance in order to normalize stopping for pedestrians at a crosswalk. A multi-faceted campaign that takes advantage of existing resources while adding to those can be an effective way to change the culture.
 - The city should partner with the Ann Arbor Police Department to conduct pedestrian safety campaigns at uncontrolled crosswalks. For these to be successful, the focus should be on education rather than enforcement and fines. In these campaigns, police officers dressed in plain clothes act as pedestrians; when drivers do not stop for the crossing officer, a second police officer pulls the driver over to explain the crosswalk law and provide more information to the driver. These campaigns should be conducted at various locations throughout the city

- on an annual or bi-annual basis. The National Highway Traffic Safety Administration has published detailed and thorough guidance on conducting these types of campaigns.¹
- In conjunction with the pedestrian safety campaigns, the city should prepare materials to market the same messages through earned media, social media, other city advertising resources, and through partnerships with councilmembers, agencies and community groups. A broader messaging campaign in coordination with the crosswalk compliance campaigns can greatly amplify the effect of the campaign and get the messages to a much wider audience.
 - Engage community groups to conduct pedestrian safety events or messaging campaigns. Examples include crosswalk safety events, pace car programs, murals, or other messaging. (Example crosswalk campaign: <https://wisconsinbikefed.org/safety/milwaukee-walks-takes-action-on-education/>)
 - The city should continue and expand the A2 Be Safe Campaign, ensuring the campaign is shared with other agencies to reinforce consistent messaging and amplify the A2 Be Safe efforts.

¹ <https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/812059-pedestriansafetyenforceoperahowtoguide.pdf>

Appendix

- A. FHWA Crosswalk Application Guidance Chart
- B. Blank Data Collection Form
- C. Select Crosswalk Devices by Street Type
- D. Completed Field Observation Forms (PDF)
- E. Completed Field Observations Data (Excel)

Appendix A | FHWA Crosswalk Application Guidance Chart

Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2	①	①	①	①	①	①	①	①
	4 5 6	5 6	5 6	4 5 6	5 6	5 6	4 5 6	5 6	5 6
3 lanes with raised median (1 lane in each direction)	① 2 3	① ③	① ③	① 3	① ③	① ③	① ③	① ③	① ③
	4 5	5	5	4 5	5	5	4 5	5	5
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3	① ③	① ③	① 3	① ③	① ③	① ③	① ③	① ③
	4 5 6	5 6	5 6	4 5 6	5 6	5 6	4 5 6	5 6	5 6
4+ lanes with raised median (2 or more lanes in each direction)	① ③	① ③	① ③	① ③	① ③	① ③	① ③	① ③	① ③
	5	5	5	5	5	5	5	5	5
4+ lanes w/o raised median (2 or more lanes in each direction)	① ③	① ③	① ③	① ③	① ③	① ③	① ③	① ③	① ③
	5 6	5 6	5 6	5 6	5 6	5 6	5 6	5 6	5 6
<p>Given the set of conditions in a cell,</p> <ul style="list-style-type: none"> # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location. ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location. ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.* <p>The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.</p>									
<ul style="list-style-type: none"> 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs 2 Raised crosswalk 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line 4 In-Street Pedestrian Crossing sign 5 Curb extension 6 Pedestrian refuge island 7 Rectangular Rapid-Flashing Beacon (RRFB)** 8 Road Diet 9 Pedestrian Hybrid Beacon (PHB)** 									

Source: FHWA. (2018, July). *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*.

https://safety.fhwa.dot.gov/ped_bike/step/docs/STEP_Guide_for_Improving_Ped_Safety_at_Unsig_Loc_3-2018_07_17-508compliant.pdf

Appendix B: Data Collection Form

Please complete the following information about the crossing location.

Location:

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Street Type:

- Local
- Collector
- Minor Arterial
- Major/ Principal Arterial

3. Crossing Type:

- | | |
|----------------------------------|---|
| <input type="radio"/> Controlled | <input type="radio"/> Uncontrolled |
| <input type="radio"/> Signal | <input type="radio"/> Midblock |
| <input type="radio"/> Stop Sign | <input type="radio"/> At or adjacent to an intersection |
| <input type="radio"/> Roundabout | |

4. Posted Speed Limit: *In what relation to the speed limit people seem to be driving?*

- Faster
- Slower
- About the same
- Not sure

5. Is a bus stop adjacent to the crosswalk?

- | | |
|---------------------------------|--------------------------|
| <input type="radio"/> Yes | <input type="radio"/> No |
| <input type="radio"/> Sign Post | |
| <input type="radio"/> Bench | |
| <input type="radio"/> Shelter | |

6. Is a school adjacent to the crosswalk?

- | | |
|---------------------------|--------------------------|
| <input type="radio"/> Yes | <input type="radio"/> No |
|---------------------------|--------------------------|

7. Does a bike facility intersect the crosswalk?

- | | |
|---|--------------------------|
| <input type="radio"/> Yes | <input type="radio"/> No |
| <input type="radio"/> Bike Route or Shared Lane | |
| <input type="radio"/> Bike Lane | |
| <input type="radio"/> Buffered or Protected Bike Lane | |
| <input type="radio"/> Shared Use Path | |

8. Lane Configuration:

A. Number of Lanes

B. Type of Striping

C. Location of Parking (if present):

D. Parking Clearance from X-walk:

E. Right-of-way Width:

9. Geometry:

A. Is there a porkchop island?

- | | |
|---------------------------|--------------------------|
| <input type="radio"/> Yes | <input type="radio"/> No |
|---------------------------|--------------------------|

B. Please describe the cross-section. (Lanes, median, etc.)

Location:

Time:

Date:

Weather:

II. Field Data Observations

1. Crosswalk Length.
Measure curb to curb.

2. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk
 - Faded
 - Parallel (or traditional)
 - High-visibility (continental, zebra)

Is there a stop bar present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?

3. Signage & Signals

- Warning Series Signage
 - Pedestrian warning series
 - School warning series
- Bright sides or post reflectors
- In-lane signs
- Signs on island
- Stop here for pedestrian
- Overhead mounted "local law, stop for ped"
- Signals
 - Pedestrian Hybrid Beacon
 - Rectangular Rapid Flashing Beacon
- Other signage:

4. Infrastructure

- Pedestrian Island
- Curb extension or bumpout
- Roadside placemaking
- Additional traffic calming features
- Sidewalk connection
- Driveway location

5. Lighting

- Available at crosswalk
- Available adjacent to crosswalk
- No adjacent lighting

Is lighting human-scaled?

- Yes
- No

Draw placement and measure distance from crosswalk.

6. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

III. Field Data Additional Notes

*When approaching or leaving the site, take note of the crosswalk as you drive through.
Are there visibility concerns?*

Notes:

Appendix C | Select Crosswalk Devices by Street Type

Local Streets															
Location	Crosswalk Type	Pavement Markings	Type of Markings	Adv. Ped Warning Series	Adv. School Warning Series	Ped Warning Series	School Warning Series	Bright Sides	In Lane Signs	Stop Bar	Stop Here for Ped	Over-head	RRFB	Ped Refuge Island	Curb Ext.
Traver Rd South of John A Woods	Uncontrolled	Marked	High Visibility												
Tappan Ave and Oakland Ave	Uncontrolled	Marked	High Visibility												
Fernwood Ave and Lorraine St	Uncontrolled	Marked	High Visibility		1		1								
Delaware between Mershon and 24th	Uncontrolled	Marked	High Visibility		1		1								
Vesper and Red Oak	Uncontrolled	Unmarked												1	
Jefferson and 3rd	Uncontrolled	Marked	High Visibility												
Soule and Lutz	Uncontrolled	Marked	High Visibility		1		1								
Victors Way and Boardwalk Drive	Uncontrolled	Under Construction	Under Construction												
Total			6	0	3	0	3	0	0	0	0	0	0	1	0

Collector Streets															
Location	Crosswalk Type	Pavement Markings	Type of Markings	Adv. Ped Warning Series	Adv. School Warning Series	Ped Warning Series	School Warning Series	Bright Sides	In Lane Signs	Stop Bar	Stop Here for Ped	Over-head	RRFB	Ped. Refuge Island	Curb Ext.
Green and Hubbard	Uncontrolled	Under Construction	Under Construction												
Green and Burbank	Uncontrolled	Marked	High Visibility	1		1		1	1				1		
Nixon North of Plymouth	Uncontrolled	Marked	High Visibility			1		1					1		
Pittsfield and Jeanne	Roundabout	Marked	Parallel												
Total				1	0	2	0	2	1	0	0	0	2	0	0

Minor/ Major Arterials < 3 Lanes

Location	Crosswalk Type	Pavement Markings	Type of Markings	Adv. Ped Warning Series	Adv. School Warning Series	Ped Warning Series	School Warning Series	Bright Sides	In Lane Signs	Stop Bar	Stop Here for Ped	Over-head	RRFB	Ped. Refuge Island	Curb Ext.
Pontiac Trail and Brookside Dr	Uncontrolled	Marked	High Visibility												
Geddes Ave and Arlington Blvd	Uncontrolled	Marked	High Visibility												
Geddes Ave at Gallup Park Pathway	Uncontrolled	Marked	High Visibility	1		1					1	1	1		
Pontiac Trail south of Arrowwood	Uncontrolled	Marked	High Visibility					1	1					0	1
Fifth Ave at Community High School	Uncontrolled	Marked	High Visibility						1					1	1
Broadway and Division west of Broadway Bridge	Uncontrolled	Marked	High Visibility	1		1			1					1	
Total				2	0	2	0	1	3	0	1	1	1	2	2

Minor/ Major Arterials > 3 Lanes

Location	Crosswalk Type	Pavement Markings	Type of Markings	Adv. Ped Warning Series	Adv. School Warning Series	Ped Warning Series	School Warning Series	Bright Sides	In Lane Signs	Stop Bar	Stop Here for Ped	Over-head	RRFB	Ped Refuge Island	Curb Ext.
Washtenaw north of Stadium	Uncontrolled	Marked	High Visibility			1				1			1		
Stadium blvd between Kipke and Main	Uncontrolled	Marked	High Visibility	1		1			1		1		1	1	
Maple Rd and Haisley	Uncontrolled	Marked	High Visibility			1		1					1		
State St and Ellsworth	Roundabout	Marked	High Visibility								1			1	
Geddes Rd and Earhart Rd	Roundabout	Marked	High Visibility						1	1	1				
Total				1	0	3	0	1	2	2	3	0	3	2	0

Data Collection Form

Please complete the following information about the crossing location.

Location: #1 PONTIAC TRAIL & BROOKSIDE DR

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Crossing Type:

- Controlled Uncontrolled
 Signal Midblock
 Stop Sign At or adjacent to an intersection
 Roundabout *S LEG*

3. Posted Speed Limit: *In what relation to the speed limit people seem to be driving?*

25

- Faster
 Slower
 About the same
 Not sure

4. Is a bus stop adjacent to the crosswalk?

- Yes No
 Sign Post *NW/NE CORNERS*
 Bench
 Shelter

5. Is a school adjacent to the crosswalk?

- Yes No *→ RUDOLPH STEINER HS TO NORTH*

6. Does a bike facility intersect the crosswalk?

- Yes No

Type?

DASHED LINE
 DEPICTED UNPROTECTED. STRIPED OUT FOR ~~BUS~~ BUS STOPS

7. Lane Configuration:

A. Number of Lanes

2 LANE

B. On street parking?

- Yes No

Location?

- Curbside Loading Floating

C. Parking Clearance from X-walk:

(Hand-drawn diagram showing a curved line representing a parking area)

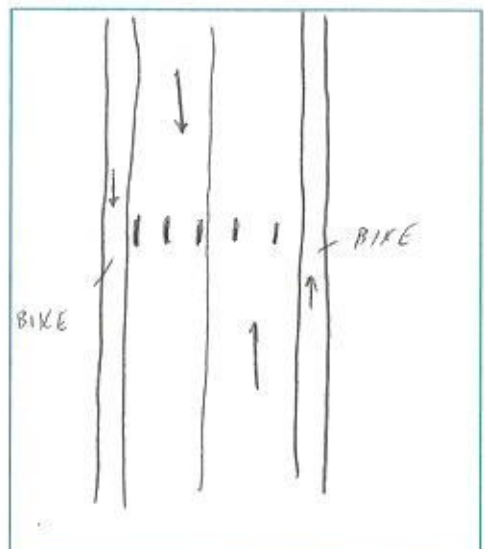
D. Is there a porkchop island?

- Yes No

E. Is there a raised median or pedestrian refuge island?

- Yes No

F. Please describe the cross-section. (Lanes, median, etc.)



Location: _____

Time: _____ Date: _____ Weather: _____

II. Field Data Observations

1. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk
 - Faded
 - Parallel (or traditional)
 - High-visibility (continental, ladder, or zebra)

Is there a stop bar present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?

2. Signage & Signals

Advanced Signage (within 200 ft)

- Warning Series Signage
 - Pedestrian warning series *NONE*
 - School warning series

At Crosswalk

- Warning Series Signage
 - Pedestrian warning series *NONE*
 - School warning series

- Bright sides or post reflectors
- In Street Stop for Pedestrian Sign *NONE*

Number of Signs and Location:

- Signs on island
- Stop here for pedestrian
- Overhead mounted "local law, stop for ped"
- Signals? Associated Push-Button?
 - Pedestrian Hybrid Beacon
 - Rectangular Rapid Flashing Beacon

Other signage:

3. Infrastructure

- Pedestrian Refuge Island
- Curb extension or bumpout
- Roadside placemaking
- Driveway present
- ADA ramp/ detectable warning
- Sidewalk connection
- Additional traffic calming features

*VARIABLE SPEED LIMIT SIGN
S/O X-WALK*

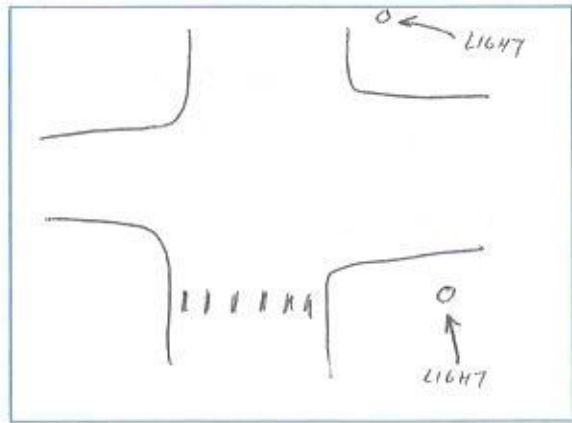
4. Lighting

- At crosswalk (w/in 10 ft)
- Adjacent to crosswalk (10-20 ft)
- No adjacent lighting

Is lighting human-scaled?

- Yes
- No

Draw placement and measure distance from crosswalk.



5. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

Data Collection Form

Please complete the following information about the crossing location.

Location: #2 TRAVER ROAD SOUTH OF JOHN A WOODS DR

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Crossing Type:

- Controlled
 - Signal
 - Stop Sign
 - Roundabout
 - Uncontrolled
 - Midblock
 - At or adjacent to an intersection
- ~ 40' FROM INTERSECTION

3. Posted Speed Limit: *In what relation to the speed limit people seem to be driving?*

25

- Faster
- Slower
- About the same
- Not sure

4. Is a bus stop adjacent to the crosswalk?

- Yes
 - No
- Sign Post
 - Bench
 - Shelter

5. Is a school adjacent to the crosswalk?

- Yes
- No

6. Does a bike facility intersect the crosswalk?

- Yes
- No

Type?

7. Lane Configuration:

A. Number of Lanes

2 LANE

B. On street parking?

- Yes
- No

Location?

- Curbside
- Loading
- Floating

C. Parking Clearance from X-walk:

15-20' MOST SIDES, IMMEDIATELY ADJACENT SW TURNER

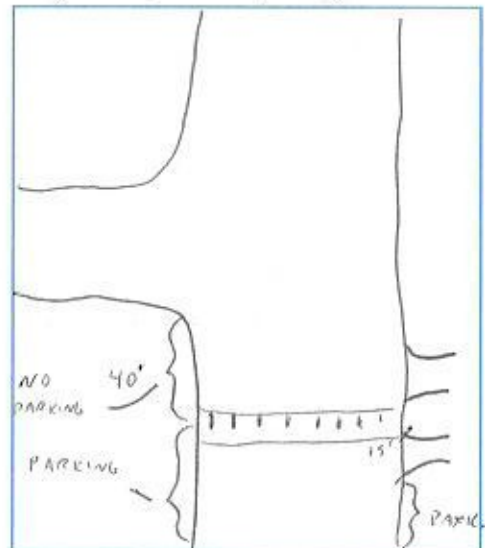
D. Is there a porkchop island?

- Yes
- No

E. Is there a raised median or pedestrian refuge island?

- Yes
- No

F. Please describe the cross-section. (Lanes, median, etc.)



Location: _____

Time: _____

Date: _____

Weather: _____

II. Field Data Observations

1. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk
 - Faded
 - Parallel (or traditional)
 - High-visibility (continental, ladder, or zebra)

Is there a stop bar present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?

2. Signage & Signals

Advanced Signage (within 200 ft)

- Warning Series Signage
 - Pedestrian warning series
 - School warning series *NONE*

At Crosswalk

- Warning Series Signage
 - Pedestrian warning series
 - School warning series *NONE*

- Bright sides or post reflectors
- In Street Stop for Pedestrian Sign

Number of Signs and Location:

- Signs on island
- Stop here for pedestrian *NONE*
- Overhead mounted "local law, stop for ped"
- Signals? Associated Push-Button?
 - Pedestrian Hybrid Beacon
 - Rectangular Rapid Flashing Beacon

Other signage:

3. Infrastructure

- Pedestrian Refuge Island
- Curb extension or bumpout
- Roadside placemaking
- Driveway present
- ADA ramp/ detectable warning
- Sidewalk connection
- Additional traffic calming features

SPEED BUMPS S/O X-WALK

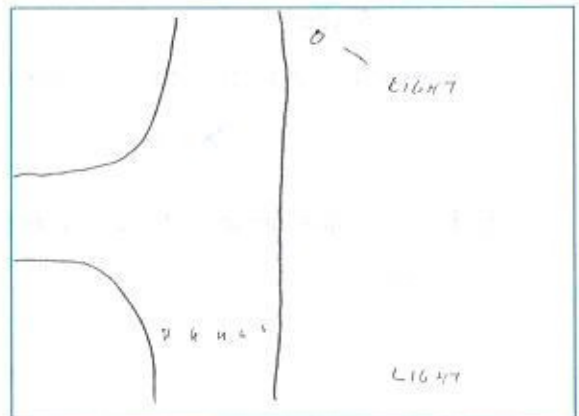
4. Lighting

- At crosswalk (w/in 10 ft)
- Adjacent to crosswalk (10-20 ft)
- No adjacent lighting

Is lighting human-scaled?

- Yes *POLE MOUNTED LIGHTS*
- No *E SIDE > 80' FROM X-WALK*

Draw placement and measure distance from crosswalk.



5. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

Data Collection Form

Please complete the following information about the crossing location.

Location: #3 BEDDES AVE & ARLINGTON BLVD

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Crossing Type:

- Controlled Uncontrolled
- Signal Midblock
- Stop Sign At or adjacent to an intersection
- Roundabout

3. Posted Speed Limit: *In what relation to the speed limit people seem to be driving?*

25

- Faster
- Slower
- About the same
- Not sure

4. Is a bus stop adjacent to the crosswalk?

- Yes No
- Sign Post
- Bench
- Shelter

5. Is a school adjacent to the crosswalk?

- Yes No

6. Does a bike facility intersect the crosswalk?

- Yes No

Type?

DEDICATED UNPROTECTED WB ONLY

7. Lane Configuration:

A. Number of Lanes

2 LANE

B. On street parking?

- Yes No

Location?

- Curbside Loading Floating

C. Parking Clearance from X-walk:

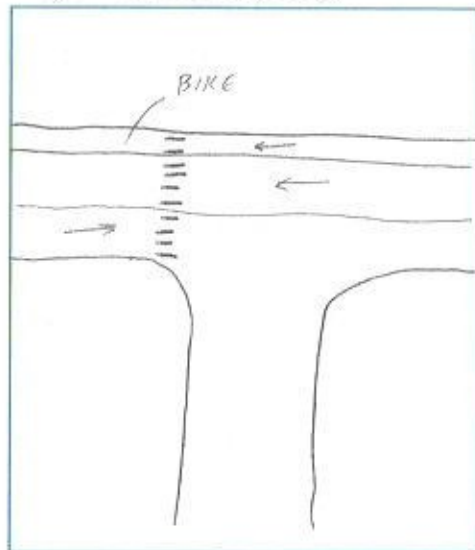
D. Is there a porkchop island?

- Yes No

E. Is there a raised median or pedestrian refuge island?

- Yes No

F. Please describe the cross-section. (Lanes, median, etc.)



Location: _____

Time: _____

Date: _____

Weather: _____

II. Field Data Observations

1. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk
 - Faded
 - Parallel (or traditional)
 - High-visibility (continental, ladder, or zebra)

Is there a stop bar present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?

2. Signage & Signals

Advanced Signage (within 200 ft)

- Warning Series Signage
 - Pedestrian warning series *NONE*
 - School warning series

At Crosswalk

- Warning Series Signage
 - Pedestrian warning series *NONE*
 - School warning series

- Bright sides or post reflectors
- In Street Stop for Pedestrian Sign

Number of Signs and Location:

- Signs on island *NONE*
- Stop here for pedestrian
- Overhead mounted "local law, stop for ped"
- Signals? Associated Push-Button?
 - Pedestrian Hybrid Beacon
 - Rectangular Rapid Flashing Beacon

Other signage:

3. Infrastructure

- Pedestrian Refuge Island
- Curb extension or bumpout
- Roadside placemaking
- Driveway present
- ADA ramp/ detectable warning
- Sidewalk connection
- Additional traffic calming features

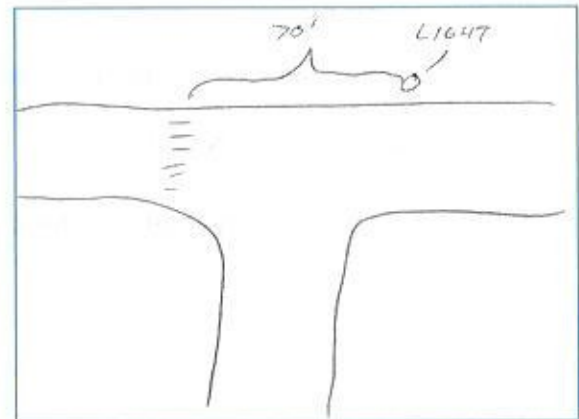
4. Lighting

- At crosswalk (w/in 10 ft)
- Adjacent to crosswalk (10-20 ft)
- No adjacent lighting

Is lighting human-scaled?

- Yes
- No

Draw placement and measure distance from crosswalk.



5. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

Data Collection Form

Please complete the following information about the crossing location.

Location: #4 GEDDES AVE @ GALLUP PARK PATHWAY

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Crossing Type:

- Controlled Uncontrolled
- Signal Midblock
- Stop Sign At or adjacent to an intersection
- Roundabout FROM GEDDES RIDGE

3. Posted Speed Limit: *In what relation to the speed limit people seem to be driving?*

- 25
- Faster
- Slower
- About the same
- Not sure

4. Is a bus stop adjacent to the crosswalk?

- Yes No
- Sign Post
- Bench
- Shelter

5. Is a school adjacent to the crosswalk?

- Yes No

6. Does a bike facility intersect the crosswalk?

- Yes No

Type?

DEDICATED, UNPROTECTED, WB ONLY

7. Lane Configuration:

A. Number of Lanes

2 LANE

B. On street parking?

- Yes No

Location?

- Curbside Loading Floating

C. Parking Clearance from X-walk:

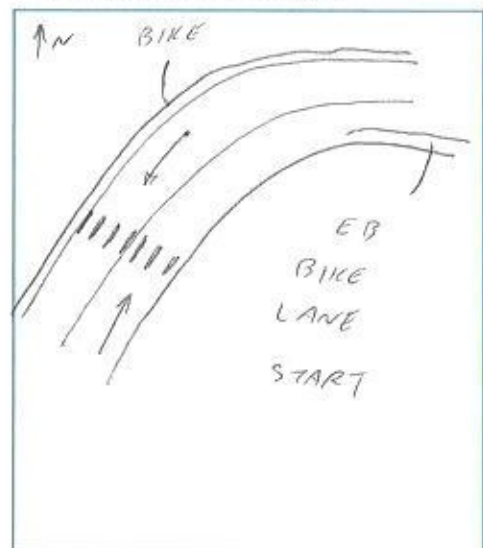
D. Is there a porkchop island?

- Yes No

E. Is there a raised median or pedestrian refuge island?

- Yes No

F. Please describe the cross-section. (Lanes, median, etc.)



Location: _____

Time: _____

Date: _____

Weather: _____

II. Field Data Observations

1. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk
 - Faded
 - Parallel (or traditional)
 - High-visibility (continental, ladder, or zebra)

Is there a stop bar present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?

2. Signage & Signals

Advanced Signage (within 200 ft)

- Warning Series Signage
 - Pedestrian warning series 340' WB
 - School warning series 250' EB

At Crosswalk

- Warning Series Signage *BEACONS ATTACHED TO PUSH BUTTON*
- Pedestrian warning series
- School warning series

- Bright sides or post reflectors
- In Street Stop for Pedestrian Sign

Number of Signs and Location:

- Signs on island
- Stop here for pedestrian
- Overhead mounted "local law, stop for ped"
- Signals? Associated Push-Button?
 - Pedestrian Hybrid Beacon
 - Rectangular Rapid Flashing Beacon

Other signage:

ADDITIVE CROSS STREET w/ CAUTION, VEHICLES MAY NOT STOP

3. Infrastructure

- Pedestrian Refuge Island
- Curb extension or bumpout
- Roadside placemaking
- Driveway present
- ADA ramp/ detectable warning
- Sidewalk connection
- Additional traffic calming features

4. Lighting

- At crosswalk (w/in 10 ft)
- Adjacent to crosswalk (10-20 ft)
- No adjacent lighting

Is lighting human-scaled?

- Yes
- No

Draw placement and measure distance from crosswalk.

*ATTACHED TO
OVERHEAD SIGNAGE
MAST ARMS*

5. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

Data Collection Form

Please complete the following information about the crossing location.

Location: #5 PONTIAC TRAIL S/O ARROWHEAD

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Crossing Type:

- Controlled Uncontrolled
- Signal Midblock
- Stop Sign At or adjacent to an intersection
- Roundabout

3. Posted Speed Limit: *In what relation to the speed limit people seem to be driving?*

30

- Faster
- Slower
- About the same
- Not sure

4. Is a bus stop adjacent to the crosswalk?

- Yes No
- Sign Post
- Bench
- Shelter

5. Is a school adjacent to the crosswalk?

- Yes No → RUDOLPH STEINER HS TO THE SOUTH

6. Does a bike facility intersect the crosswalk?

- Yes No

Type?

NB/SB DEDICATED BIKE LANE UNPROTECTED

7. Lane Configuration:

A. Number of Lanes

2 LANE

B. On street parking?

- Yes No

Location?

- Curbside Loading Floating

C. Parking Clearance from X-walk:

D. Is there a porkchop island?

- Yes No

E. Is there a raised median or pedestrian refuge island?

- Yes No

F. Please describe the cross-section. (Lanes, median, etc.)

Location: _____

Time: _____

Date: _____

Weather: _____

II. Field Data Observations

1. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk
 - Faded
 - Parallel (or traditional)
 - High-visibility (continental, ladder, or zebra)

Is there a ~~stop bar~~ present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?

2. Signage & Signals

Advanced Signage (within 200 ft)

- Warning Series Signage
- W11-2* → Pedestrian warning series *165' NB*
- School warning series *90' SB*

At Crosswalk

- Warning Series Signage *W11-2, W16-7P*
- Pedestrian warning series
- School warning series

- Bright sides or post reflectors
- In Street Stop for Pedestrian Sign

Number of Signs and Location:

<i>2 NB</i>	<i>CENTER LINE + BIKE LINE</i>
<i>2 SB</i>	

- Signs on island
- Stop here for pedestrian
- Overhead mounted "local law, stop for ped"
- Signals? Associated Push-Button?
 - Pedestrian Hybrid Beacon
 - Rectangular Rapid Flashing Beacon
- Other signage:

3. Infrastructure

- Pedestrian Refuge Island
- Curb extension or bumpout
- Roadside placemaking
- Driveway present
- ADA ramp/ detectable warning
- Sidewalk connection
- Additional traffic calming features

4. Lighting

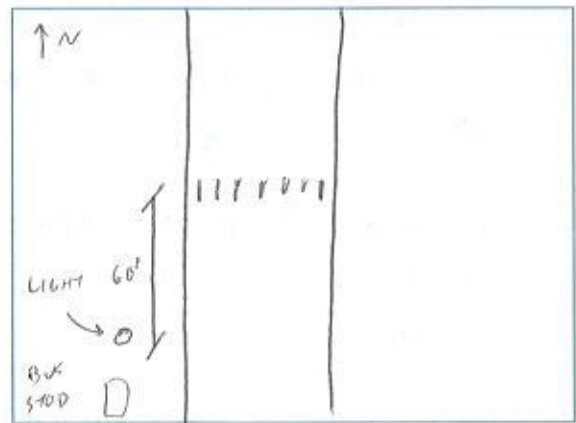
- At crosswalk (w/in 10 ft)
- Adjacent to crosswalk (10-20 ft)
- No adjacent lighting

Is lighting human-scaled? *~60' TO SOUTH (BUS STOP)*

Yes

No *NONE N/SIDE*

Draw placement and measure distance from crosswalk.



5. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

Data Collection Form

Please complete the following information about the crossing location.

Location: #6 FIFTH AVE @ COMMUNITY HIGH SCHOOL

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Crossing Type:

- Controlled Uncontrolled
- Signal Midblock
- Stop Sign At or adjacent to an intersection
- Roundabout *S LEG @ DETROIT*

3. Posted Speed Limit: *In what relation to the speed limit people seem to be driving?*

-
- Faster
- Slower
- About the same
- Not sure

4. Is a bus stop adjacent to the crosswalk?

- Yes No
- Sign Post *7057 S/O*
- Bench *DETROIT'S W LEG, W SIDE*
- Shelter

5. Is a school adjacent to the crosswalk?

- Yes No

6. Does a bike facility intersect the crosswalk?

- Yes No

Type?

7. Lane Configuration:

A. Number of Lanes

B. On street parking?

- Yes No

Location?

- Curbside Loading Floating

10' S/O MIDDLE X-WALK

C. Parking Clearance from X-walk:

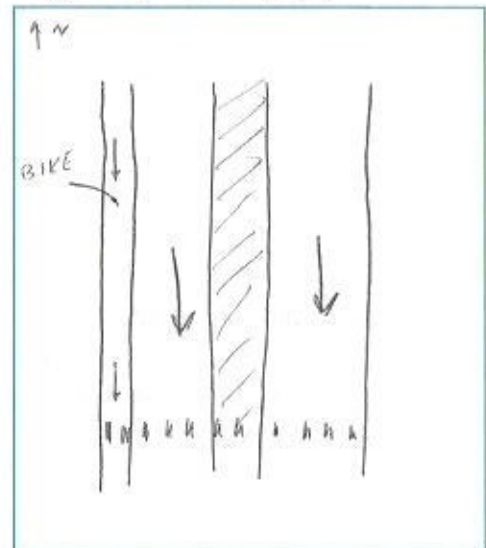
D. Is there a porkchop island?

- Yes No

E. Is there a raised median or pedestrian refuge island?

- Yes No

F. Please describe the cross-section. (Lanes, median, etc.)



Location: _____

Time: _____

Date: _____

Weather: _____

II. Field Data Observations

1. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk
 - Faded
 - Parallel (or traditional)
 - High-visibility (continental, ladder, or zebra)

Is there a stop bar present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?

2. Signage & Signals

Advanced Signage (within 200 ft)

- Warning Series Signage
 - Pedestrian warning series
 - School warning series *NONE*

At Crosswalk

- Warning Series Signage
 - Pedestrian warning series *NONE*
 - School warning series

- Bright sides or post reflectors

In Street Stop for Pedestrian Sign

Number of Signs and Location:

*IN MEDIAN (1/x-WALK)
R-6A*

Signs on island

- Stop here for pedestrian
- Overhead mounted "local law, stop for ped"
- Signals? Associated Push-Button?
 - Pedestrian Hybrid Beacon
 - Rectangular Rapid Flashing Beacon

Other signage:

3. Infrastructure

- Pedestrian Refuge Island
- Curb extension or bumpout
- Roadside placemaking
- Driveway present
- ADA ramp/ detectable warning
- Sidewalk connection
- Additional traffic calming features

*PAVEMENT COLORATION/PAVERS,
LOW CURBS*

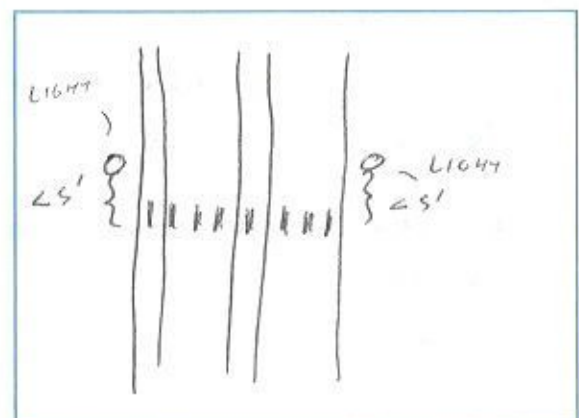
4. Lighting

- At crosswalk (w/in 10 ft)
- Adjacent to crosswalk (10-20 ft)
- No adjacent lighting

Is lighting human-scaled?

- Yes
- No

Draw placement and measure distance from crosswalk.



5. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

Data Collection Form

Please complete the following information about the crossing location.

Location: #7 BROADWAY/DIVISION W/O BROADWAY BRIDGE

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Crossing Type:

- Controlled Uncontrolled
- Signal Midblock
- Stop Sign At or adjacent to an intersection
- Roundabout

NE LEG TO BRIDGE

3. Posted Speed Limit: *In what relation to the speed limit people seem to be driving?*

30

CARS COME FAST
SB DOWNHILL
OFF BRIDGE, NB
COMES DOWNHILL TOO

- Faster
- Slower
- About the same
- Not sure

4. Is a bus stop adjacent to the crosswalk?

- Yes No
- Sign Post
- Bench
- Shelter

5. Is a school adjacent to the crosswalk?

- Yes No

6. Does a bike facility intersect the crosswalk?

- ? Yes No

Type?

LOOKS LIKE THEY'RE PAINTING A CYCLE TRACK ON NB BROADWAY?

7. Lane Configuration:

A. Number of Lanes

~~2 LANES EACH CROSSING~~

SEE BELOW

B. On street parking?

- Yes No

Location?

- Curbside Loading Floating

C. Parking Clearance from X-walk:

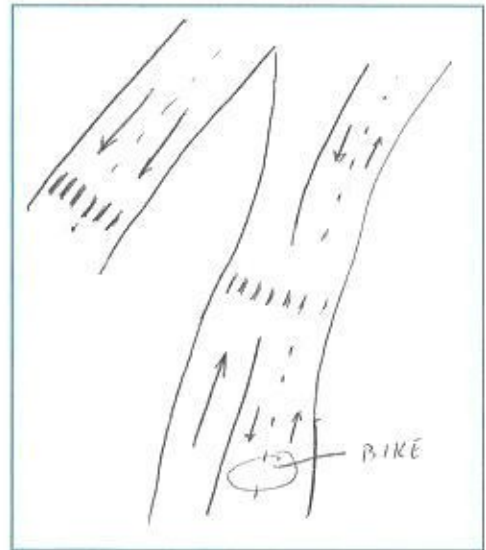
D. Is there a porkchop island?

- Yes No

E. Is there a raised median or pedestrian refuge island?

- Yes No

F. Please describe the cross-section. (Lanes, median, etc.)



Location: _____

Time: _____

Date: _____

Weather: _____

II. Field Data Observations

1. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk
 - Faded
 - Parallel (or traditional)
 - High-visibility (continental, ladder, or zebra)

Is there a stop bar present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?

2. Signage & Signals

Advanced Signage (within 200 ft)

- Warning Series Signage *W11-2 ~ 230' SB*
 - Pedestrian warning series *- NONE NB,*
 - School warning series

At Crosswalk

- Warning Series Signage
 - Pedestrian warning series *W16-7P, W11-2*
 - School warning series

- Bright sides or post reflectors
- In Street Stop for Pedestrian Sign *R1-6A (x3)*

Number of Signs and Location:
*1/ PER SIDE (2 TOTAL) CENTERLINE
B/W THRU LANES, 1 ON MEDIAN*

- Signs on island
 - Stop here for pedestrian
 - Overhead mounted "local law, stop for ped"
- Signals? Associated Push-Button?
 - Pedestrian Hybrid Beacon
 - Rectangular Rapid Flashing Beacon

Other signage:
MEDIAN WARNINGS

3. Infrastructure

- Pedestrian Refuge Island
- Curb extension or bumpout
- Roadside placemaking
- Driveway present
- ADA ramp/ detectable warning
- Sidewalk connection
- Additional traffic calming features

*MISSING ADA PLASTIC ON 2
APPROACHES*

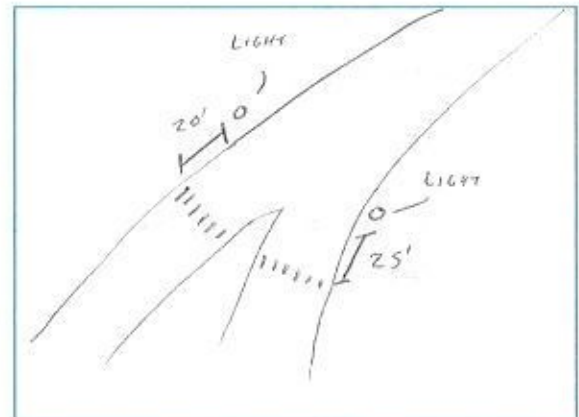
4. Lighting

- At crosswalk (w/in 10 ft)
- Adjacent to crosswalk (10-20 ft)
- No adjacent lighting

Is lighting human-scaled?

- Yes
- No

Draw placement and measure distance from crosswalk.



5. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

Data Collection Form

Please complete the following information about the crossing location.

Location: #8 GREEN & HUBBARD

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Crossing Type:

- Controlled Uncontrolled
- Signal Midblock
- Stop Sign At or adjacent to an intersection
- Roundabout

3. Posted Speed Limit: *In what relation to the speed limit people seem to be driving?*

35

- ~ LEG*
- Faster
- Slower
- About the same
- Not sure

4. Is a bus stop adjacent to the crosswalk?

- Yes No
- Sign Post *NE CORNER*
- Bench
- Shelter

5. Is a school adjacent to the crosswalk?

- Yes No

6. Does a bike facility intersect the crosswalk?

- Yes No

Type?

DEDICATED, UNPROTECTED ~BIB

7. Lane Configuration:

A. Number of Lanes

3-LANE (TWLTL)

B. On street parking?

- Yes No

Location?

- Curbside Loading Floating

C. Parking Clearance from X-walk:

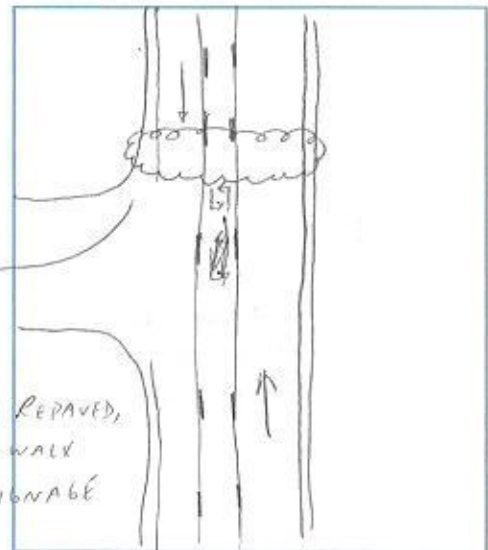
D. Is there a porkchop island?

- Yes No

E. Is there a raised median or pedestrian refuge island?

- Yes No

F. Please describe the cross-section. (Lanes, median, etc.)



Location: _____

Time: _____

Date: _____

Weather: _____

II. Field Data Observations

1. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk *NO X-WALKS*
 - Faded *BEING REPAVED*
 - Parallel (or traditional)
 - High-visibility (continental, ladder, or zebra)

Is there a stop bar present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?



2. Signage & Signals

Advanced Signage (within 200 ft)

- Warning Series Signage
 - Pedestrian warning series
 - School warning series *NONE*

At Crosswalk

- Warning Series Signage
 - Pedestrian warning series *NONE*
 - School warning series

- Bright sides or post reflectors
- In Street Stop for Pedestrian Sign

Number of Signs and Location:

- Signs on island
- Stop here for pedestrian
- Overhead mounted "local law, stop for ped"
- Signals? Associated Push-Button?
 - Pedestrian Hybrid Beacon
 - Rectangular Rapid Flashing Beacon

Other signage:

3. Infrastructure

- Pedestrian Refuge Island
- Curb extension or bumpout
- Roadside placemaking
- Driveway present
- ADA ramp/ detectable warning
- Sidewalk connection
- Additional traffic calming features

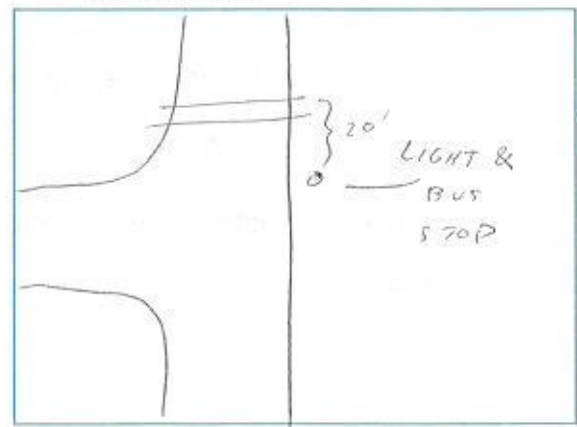
4. Lighting

- At crosswalk (w/in 10 ft)
- Adjacent to crosswalk (10-20 ft)
- No adjacent lighting

Is lighting human-scaled?

- Yes
- No

Draw placement and measure distance from crosswalk.



5. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

Data Collection Form

Please complete the following information about the crossing location.

Location: #9 GREEN RD & BURBANK

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Crossing Type:

- Controlled Uncontrolled
- Signal Midblock
- Stop Sign At or adjacent to an intersection
- Roundabout *N LEG*

3. Posted Speed Limit: *In what relation to the speed limit people seem to be driving?*

- Faster
- Slower
- About the same
- Not sure

4. Is a bus stop adjacent to the crosswalk?

- Yes No
- Sign Post
- Bench
- Shelter

5. Is a school adjacent to the crosswalk?

- Yes No

6. Does a bike facility intersect the crosswalk?

- Yes No

Type?

7. Lane Configuration:

A. Number of Lanes

S LEG: 5 LANE
N LEG: 3 LANE

B. On street parking?

- Yes No

Location?

- Curbside Loading Floating

C. Parking Clearance from X-walk:

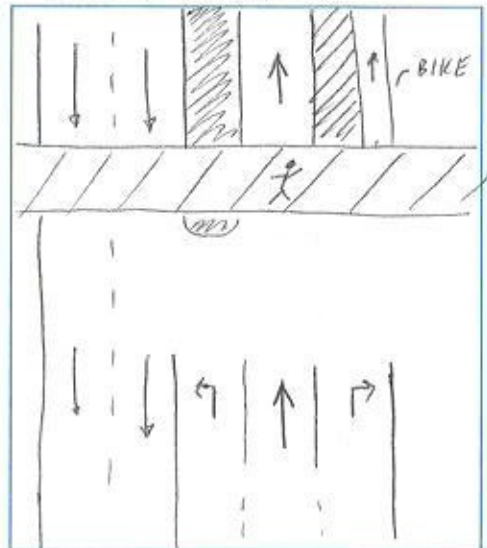
D. Is there a porkchop island?

- Yes No

E. Is there a raised median or pedestrian refuge island?

- Yes No

F. Please describe the cross-section. (Lanes, median, etc.)



Location: _____

Time: _____

Date: _____

Weather: _____

II. Field Data Observations

1. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk
 - Faded
 - Parallel (or traditional)
 - High-visibility (continental, ladder, or zebra)

Is there a stop bar present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?

2. Signage & Signals

Advanced Signage (within 200 ft)

- Warning Series Signage
 - Pedestrian warning series NB: 320'
 - School warning series

At Crosswalk

- Warning Series Signage
 - Pedestrian warning series
 - School warning series
- Bright sides or post reflectors
- In Street Stop for Pedestrian Sign

Number of Signs and Location:

- Signs on island
- Stop here for pedestrian
- Overhead mounted "local law, stop for ped"
- Signals? Associated Push-Button?
 - Pedestrian Hybrid Beacon
 - Rectangular Rapid Flashing Beacon

Other signage:

ADDITIONAL: CROSS STREET WITH CAUTION
VEHICLES MAY NOT STOP

3. Infrastructure

- Pedestrian Refuge Island
- Curb extension or bumpout
- Roadside placemaking
- Driveway present
- ADA ramp/ detectable warning
- Sidewalk connection
- Additional traffic calming features

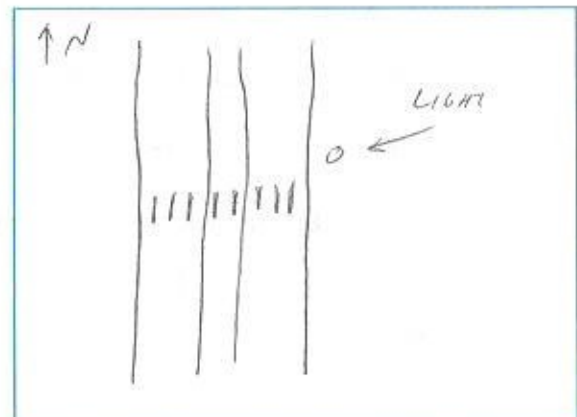
4. Lighting

- At crosswalk (w/in 10 ft)
- Adjacent to crosswalk (10-20 ft)
- No adjacent lighting

Is lighting human-scaled?

- Yes
- No

Draw placement and measure distance from crosswalk.



5. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

Data Collection Form

Please complete the following information about the crossing location.

Location: #10 TAPPAN AVENUE & OAKLAND AVE

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Crossing Type:

- Controlled Uncontrolled
- Signal Midblock
- Stop Sign At or adjacent to an intersection
- Roundabout

3. Posted Speed Limit:

25 (ASSUMED)

- S LEG
In what relation to the speed limit people seem to be driving?
- Faster
- Slower
- About the same
- Not sure

4. Is a bus stop adjacent to the crosswalk?

- Yes No
- Sign Post
- Bench
- Shelter

5. Is a school adjacent to the crosswalk?

- Yes No

6. Does a bike facility intersect the crosswalk?

- Yes No

Type?

7. Lane Configuration:

A. Number of Lanes

2

B. On street parking?

- Yes No

Location?

- Curbside Loading Floating

C. Parking Clearance from X-walk:

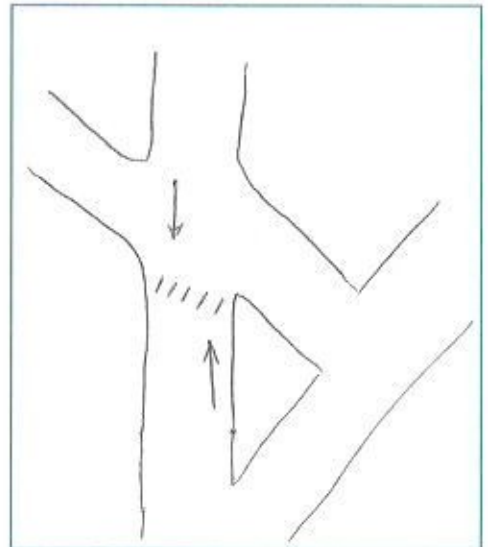
D. Is there a porkchop island?

- Yes No

E. Is there a raised median or pedestrian refuge island?

- Yes No

F. Please describe the cross-section. (Lanes, median, etc.)



Location: _____

Time: _____

Date: _____

Weather: _____

II. Field Data Observations

1. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk
 - Faded
 - Parallel (or traditional)
 - High-visibility (continental, ladder, or zebra)

Is there a stop bar present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?

2. Signage & Signals

Advanced Signage (within 200 ft)

- Warning Series Signage
 - Pedestrian warning series
 - School warning series *NONE*

At Crosswalk

- Warning Series Signage
 - Pedestrian warning series
 - School warning series *NONE*

- Bright sides or post reflectors
- In Street Stop for Pedestrian Sign

Number of Signs and Location:

- Signs on island
- Stop here for pedestrian *NONE*
- Overhead mounted "local law, stop for ped"
- Signals? Associated Push-Button?
 - Pedestrian Hybrid Beacon
 - Rectangular Rapid Flashing Beacon

Other signage:

3. Infrastructure

- Pedestrian Refuge Island
- Curb extension or bumpout
- Roadside placemaking
- Driveway present
- ADA ramp/ detectable warning
- Sidewalk connection
- Additional traffic calming features

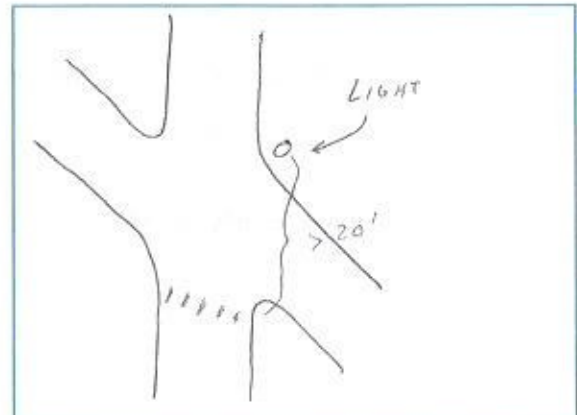
4. Lighting

- At crosswalk (w/in 10 ft)
- Adjacent to crosswalk (10-20 ft)
- No adjacent lighting

Is lighting human-scaled?

- Yes
- No

Draw placement and measure distance from crosswalk.



5. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

Data Collection Form

Please complete the following information about the crossing location.

Location: #11 WASHTEAW N/O STADIUM BLVD

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Crossing Type:

- Controlled Uncontrolled
- Signal Midblock
- Stop Sign At or adjacent to an intersection
- Roundabout

3. Posted Speed Limit: *In what relation to the speed limit people seem to be driving?*

- Faster
- Slower
- About the same
- Not sure

4. Is a bus stop adjacent to the crosswalk?

- Yes No
- Sign Post BOTH SIDES
- Bench
- Shelter

5. Is a school adjacent to the crosswalk?

- Yes No

6. Does a bike facility intersect the crosswalk?

- Yes No

Type?

7. Lane Configuration:

A. Number of Lanes

B. On street parking?

- Yes No

Location?

- Curbside Loading Floating

C. Parking Clearance from X-walk:

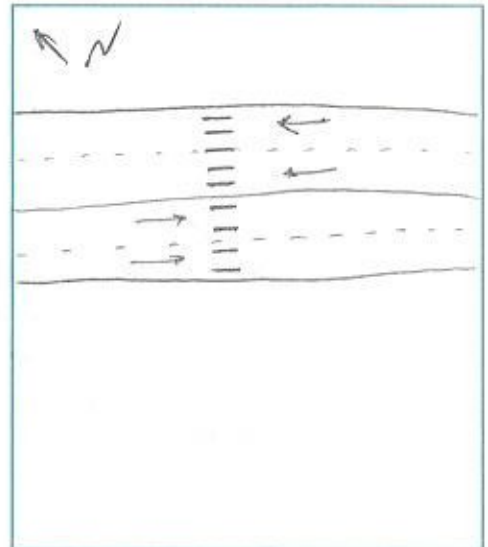
D. Is there a porkchop island?

- Yes No

E. Is there a raised median or pedestrian refuge island?

- Yes No

F. Please describe the cross-section. (Lanes, median, etc.)



Location: _____

Time: _____

Date: _____

Weather: _____

II. Field Data Observations

1. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk
 - Faded
 - Parallel (or traditional)
 - High-visibility (continental, ladder, or zebra)

Is there a stop bar present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?

YES → 35' UPSTREAM BOTH SIDES

2. Signage & Signals

Advanced Signage (within 200 ft)

- Warning Series Signage
 - Pedestrian warning series *NONE*
 - School warning series

At Crosswalk

- Warning Series Signage
 - Pedestrian warning series
 - School warning series
- Bright sides or post reflectors
- In Street Stop for Pedestrian Sign

Number of Signs and Location:

- Signs on island
- Stop here for pedestrian
- Overhead mounted "local law, stop for ped"
- Signals? Associated Push-Button?
 - Pedestrian Hybrid Beacon
 - Rectangular Rapid Flashing Beacon

Other signage:

3. Infrastructure

- Pedestrian Refuge Island
- Curb extension or bumpout
- Roadside placemaking
- Driveway present
- ADA ramp/ detectable warning
- Sidewalk connection
- Additional traffic calming features

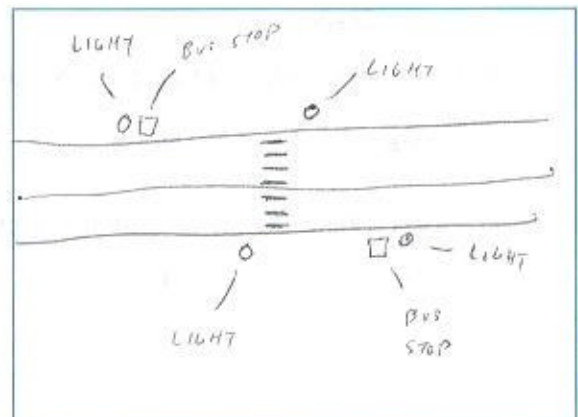
4. Lighting

- At crosswalk (w/in 10 ft)
- Adjacent to crosswalk (10-20 ft)
- No adjacent lighting

Is lighting human-scaled?

- Yes
- No

Draw placement and measure distance from crosswalk.



5. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

Data Collection Form

Please complete the following information about the crossing location.

Location: #12 FERNWOOD AVE & LORRAINE ST

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Crossing Type:

- Controlled Uncontrolled
- Signal Midblock
- Stop Sign At or adjacent to an intersection
- Roundabout *E LEG*

3. Posted Speed Limit: *In what relation to the speed limit people seem to be driving?*

25

- Faster
- Slower
- About the same
- Not sure

4. Is a bus stop adjacent to the crosswalk?

- Yes No
- Sign Post
- Bench
- Shelter

5. Is a school adjacent to the crosswalk?

- Yes No

6. Does a bike facility intersect the crosswalk?

- Yes No

Type?

7. Lane Configuration:

A. Number of Lanes

2

B. On street parking?

- Yes No

Location?

- Curbside Loading Floating

C. Parking Clearance from X-walk:

SEE BELOW

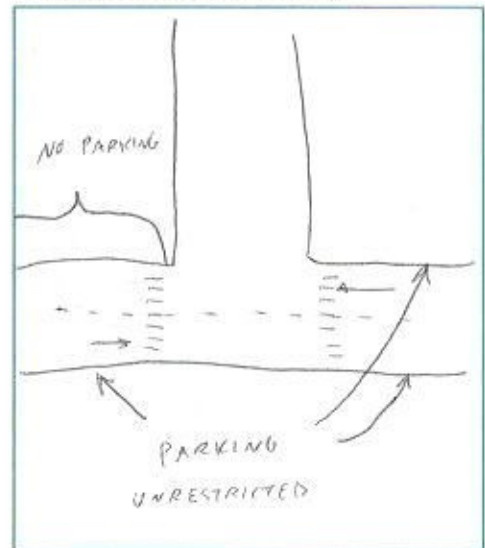
D. Is there a porkchop island?

- Yes No

E. Is there a raised median or pedestrian refuge island?

- Yes No

F. Please describe the cross-section. (Lanes, median, etc.)



Location: _____

Time: _____

Date: _____

Weather: _____

II. Field Data Observations

1. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk
 - Faded
 - Parallel (or traditional)
 - High-visibility (continental, ladder, or zebra)

Is there a stop bar present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?

2. Signage & Signals

Advanced Signage (within 200 ft)

- Warning Series Signage
 - Pedestrian warning series
 - School warning series EB: 160'

At Crosswalk

- Warning Series Signage
 - Pedestrian warning series
 - School warning series
- Bright sides or post reflectors
- In Street Stop for Pedestrian Sign

Number of Signs and Location:

- Signs on island
- Stop here for pedestrian
- Overhead mounted "local law, stop for ped"
- Signals? Associated Push-Button?
 - Pedestrian Hybrid Beacon
 - Rectangular Rapid Flashing Beacon

Other signage:

3. Infrastructure

- Pedestrian Refuge Island
- Curb extension or bumpout
- Roadside placemaking
- Driveway present
- ADA ramp/ detectable warning
- Sidewalk connection
- Additional traffic calming features

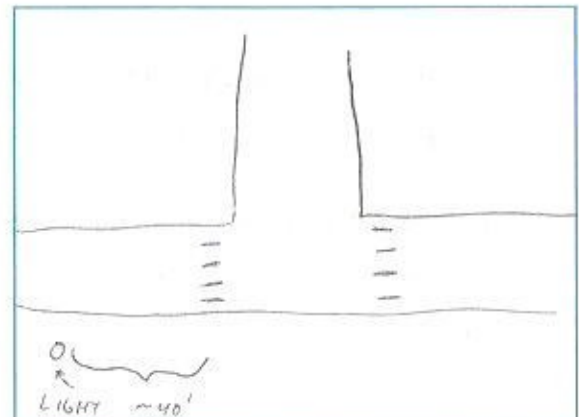
4. Lighting

- At crosswalk (w/in 10 ft)
- Adjacent to crosswalk (10-20 ft)
- No adjacent lighting

Is lighting human-scaled?

- Yes
- No

Draw placement and measure distance from crosswalk.



5. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

Data Collection Form

Please complete the following information about the crossing location.

Location: #13 STADIUM BLVD BIW KIPKE/MAIN

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Crossing Type:

- Controlled Uncontrolled
- Signal Midblock
- Stop Sign At or adjacent to an intersection
- Roundabout

3. Posted Speed Limit: *In what relation to the speed limit people seem to be driving?*

35

- Faster
- Slower
- About the same
- Not sure

4. Is a bus stop adjacent to the crosswalk?

- Yes No
- Sign Post
- Bench
- Shelter

5. Is a school adjacent to the crosswalk?

- Yes No

6. Does a bike facility intersect the crosswalk?

- Yes No

Type?

DEDICATED UNPROTECTED BOTH DIRECTIONS

7. Lane Configuration:

A. Number of Lanes

5-LANE (TWLTL)

B. On street parking?

- Yes No

Location?

- Curbside Loading Floating

C. Parking Clearance from X-walk:



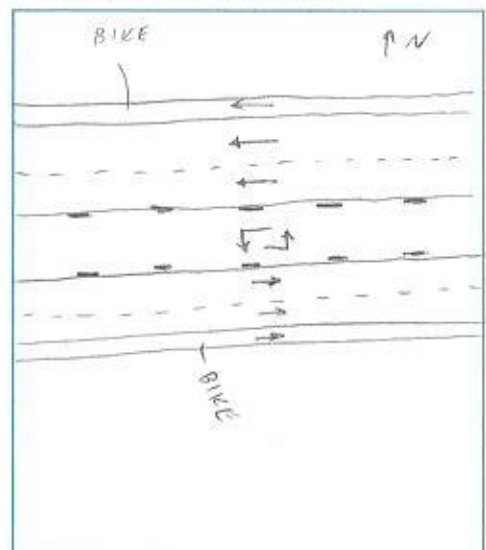
D. Is there a porkchop island?

- Yes No

E. Is there a raised median or pedestrian refuge island?

- Yes No

F. Please describe the cross-section. (Lanes, median, etc.)



Location: _____

Time: _____

Date: _____

Weather: _____

II. Field Data Observations

1. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk
 - Faded
 - Parallel (or traditional)
 - High-visibility (continental, ladder, or zebra)

Is there a stop bar present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?

YES → 20' UPSTREAM BOTH DIRECTIONS

2. Signage & Signals

Advanced Signage (within 200 ft)

- Warning Series Signage
 - Pedestrian warning series WB: 330'
 - School warning series EB: 355'

At Crosswalk

- Warning Series Signage
 - Pedestrian warning series
 - School warning series
- Bright sides or post reflectors
- In Street Stop for Pedestrian Sign

Number of Signs and Location:

2: BOTH IN MEDIUM

- Signs on island
- Stop here for pedestrian x 2
- Overhead mounted "local law, stop for ped"
- Signals? Associated Push-Button?
 - Pedestrian Hybrid Beacon
 - Rectangular Rapid Flashing Beacon

Other signage:

↑
1100SS STREET
AUDIBLE W/CAUTION,
VEHICLES MAY
NOT STOP!!

3. Infrastructure

- Pedestrian Refuge Island
- Curb extension or bumpout
- Roadside placemaking
- Driveway present
- ADA ramp/ detectable warning
- Sidewalk connection
- Additional traffic calming features

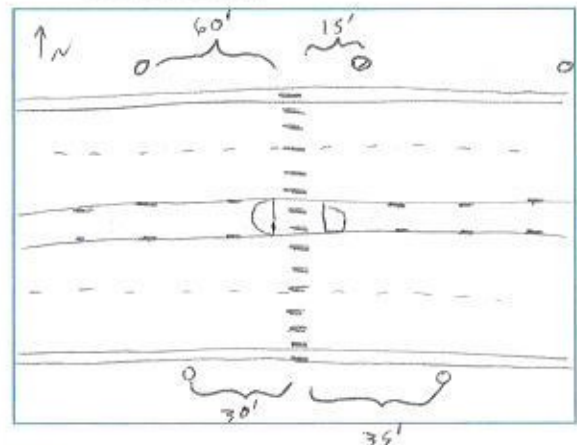
4. Lighting

- At crosswalk (w/in 10 ft)
- Adjacent to crosswalk (10-20 ft)
- No adjacent lighting

Is lighting human-scaled?

- Yes
- No

Draw placement and measure distance from crosswalk.



5. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

Data Collection Form

Please complete the following information about the crossing location.

Location: #14 DELAWARE DR BIW MERSHON/7TH

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Crossing Type:

- Controlled Uncontrolled
- Signal Midblock
- Stop Sign At or adjacent to an intersection
- Roundabout

3. Posted Speed Limit: *In what relation to the speed limit people seem to be driving?*

25 (ASSUMED)

- Faster
- Slower
- About the same
- Not sure
→ low volume

4. Is a bus stop adjacent to the crosswalk?

- Yes No
- Sign Post
- Bench
- Shelter

5. Is a school adjacent to the crosswalk?

- Yes No

6. Does a bike facility intersect the crosswalk?

- Yes No

Type?

[Empty box for bike facility type]

7. Lane Configuration:

A. Number of Lanes

2 LANE

B. On street parking?

- Yes No

Location?

- Curbside Loading Floating

C. Parking Clearance from X-walk:

15'

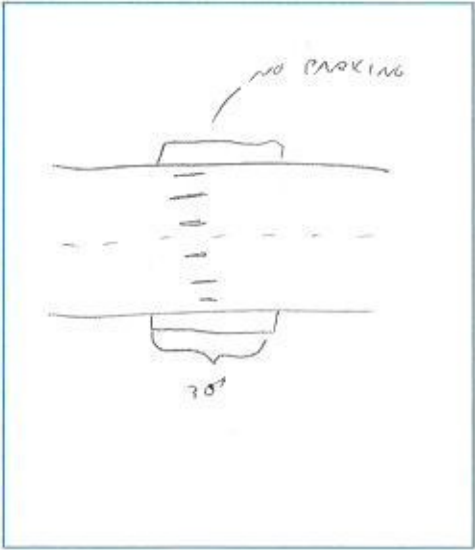
D. Is there a porkchop island?

- Yes No

E. Is there a raised median or pedestrian refuge island?

- Yes No

F. Please describe the cross-section. (Lanes, median, etc.)



Location: _____

Time: _____

Date: _____

Weather: _____

II. Field Data Observations

1. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk
 - Faded
 - Parallel (or traditional)
 - High-visibility (continental, ladder, or zebra)

Is there a stop bar present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?

2. Signage & Signals

Advanced Signage (within 200 ft)

- Warning Series Signage
 - Pedestrian warning series
 - School warning series

At Crosswalk

- Warning Series Signage
 - Pedestrian warning series
 - School warning series → NO ARROWS (w/6-7P) 51-1 X2

- Bright sides or post reflectors
- In Street Stop for Pedestrian Sign

Number of Signs and Location:

SPOKE TO RESIDENT WHO SAID MORE VISIBILITY NEEDED, HIGH VOLUME @ PRIV-UD/ DROP-OFF,

- Signs on island PEOPLE STAGE ON DELAWARE
- Stop here for pedestrian
- Overhead mounted "local law, stop for ped"
- Signals? Associated Push-Button?
 - Pedestrian Hybrid Beacon
 - Rectangular Rapid Flashing Beacon

Other signage:

3. Infrastructure

- Pedestrian Refuge Island
- Curb extension or bumpout
- Roadside placemaking
- Driveway present
- ADA ramp/ detectable warning
- Sidewalk connection
- Additional traffic calming features

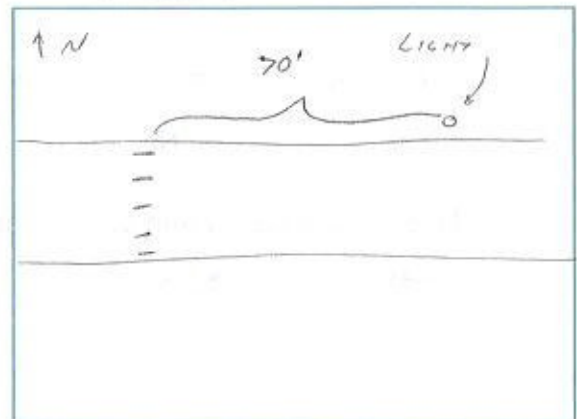
4. Lighting

- At crosswalk (w/in 10 ft)
- Adjacent to crosswalk (10-20 ft)
- No adjacent lighting

Is lighting human-scaled?

- Yes
- No

Draw placement and measure distance from crosswalk.



5. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

Data Collection Form

Please complete the following information about the crossing location.

Location: #15 VESPER/RED OAK

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Crossing Type:

- Controlled Uncontrolled
- Signal Midblock
- Stop Sign At or adjacent to an intersection
- Roundabout

3. Posted Speed Limit: *N LEG*
In what relation to the speed limit people seem to be driving?

25?

- Faster
- Slower
- About the same
- Not sure

4. Is a bus stop adjacent to the crosswalk?

- Yes No
- Sign Post
- Bench
- Shelter

5. Is a school adjacent to the crosswalk?

- Yes No

6. Does a bike facility intersect the crosswalk?

- Yes No

Type?

7. Lane Configuration:

A. Number of Lanes

4 LANE? 2 LANE?

B. On street parking?

- Yes No

Location?

- Curbside Loading Floating

C. Parking Clearance from X-walk:

UNCLEAR, BUT DIDN'T SEE TAPS PARKED CLOSE

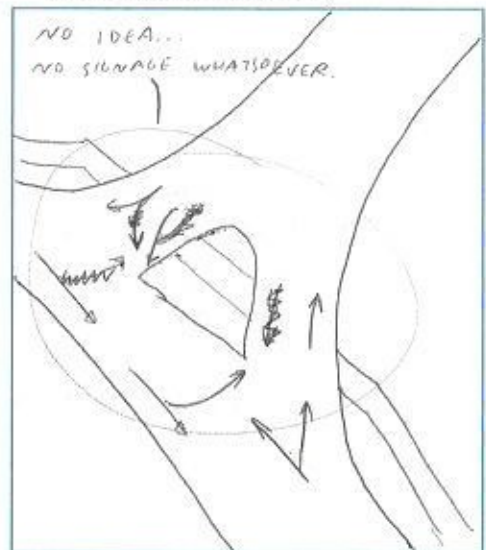
D. Is there a porkchop island?

- Yes No

E. Is there a raised median or pedestrian refuge island?

- Yes No

F. Please describe the cross-section. (Lanes, median, etc.)



Location: _____

Time: _____

Date: _____

Weather: _____

II. Field Data Observations

1. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk
 - Faded
 - Parallel (or traditional)
 - High-visibility (continental, ladder, or zebra)

Is there a stop bar present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?

2. Signage & Signals

Advanced Signage (within 200 ft)

- Warning Series Signage
 - Pedestrian warning series
 - School warning series

At Crosswalk

- Warning Series Signage
 - Pedestrian warning series
 - School warning series

- Bright sides or post reflectors
- In Street Stop for Pedestrian Sign

Number of Signs and Location:

- Signs on island → *DIY FLAG MAN*
- Stop here for pedestrian
- Overhead mounted "local law, stop for ped"
- Signals? Associated Push-Button?
 - Pedestrian Hybrid Beacon
 - Rectangular Rapid Flashing Beacon

Other signage:

3. Infrastructure

- Pedestrian Refuge Island
- Curb extension or bumpout
- Roadside placemaking
- Driveway present
- ADA ramp/ detectable warning
- Sidewalk connection
- Additional traffic calming features

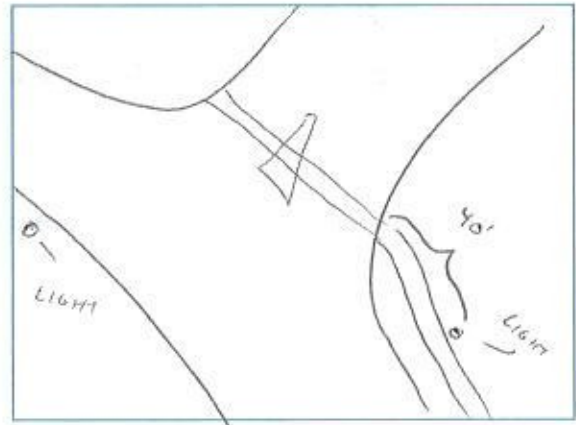
4. Lighting

- At crosswalk (w/in 10 ft)
- Adjacent to crosswalk (10-20 ft)
- No adjacent lighting

Is lighting human-scaled?

- Yes
- No

Draw placement and measure distance from crosswalk.



5. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

Data Collection Form

Please complete the following information about the crossing location.

Location: #16 JEFFERSON 13RD

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Crossing Type:

- Controlled Uncontrolled
- Signal Midblock
- Stop Sign At or adjacent to an intersection
- Roundabout *w/ LEG*

3. Posted Speed Limit: *In what relation to the speed limit people seem to be driving?*

- 25 (ASSUMED)
- Faster
- Slower
- About the same
- Not sure

4. Is a bus stop adjacent to the crosswalk?

- Yes No
- Sign Post
- Bench
- Shelter

5. Is a school adjacent to the crosswalk?

- Yes No

BACH ELEMENTARY 1 BLOCK WEST

6. Does a bike facility intersect the crosswalk?

- Yes No

Type?

7. Lane Configuration:

A. Number of Lanes

2-LANE

B. On street parking?

- Yes No

Location?

- Curbside Loading Floating

C. Parking Clearance from X-walk:

25' BOTH SIDES

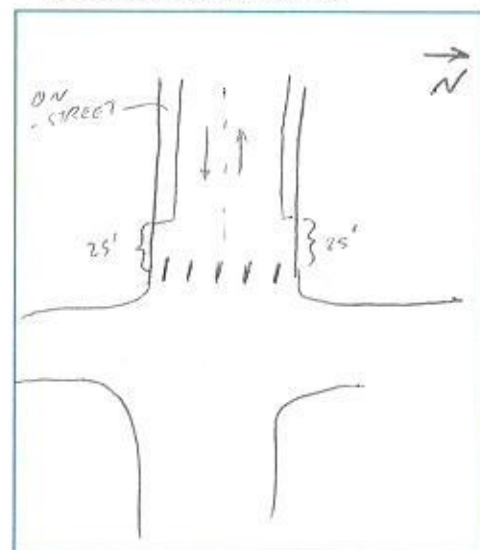
D. Is there a porkchop island?

- Yes No

E. Is there a raised median or pedestrian refuge island?

- Yes No

F. Please describe the cross-section. (Lanes, median, etc.)



Location: _____

Time: _____

Date: _____

Weather: _____

II. Field Data Observations

1. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk
 - Faded
 - Parallel (or traditional)
 - High-visibility (continental, ladder, or zebra)

Is there a ~~stop bar~~ present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?

2. Signage & Signals

Advanced Signage (within 200 ft)

- Warning Series Signage
 - Pedestrian warning series
 - School warning series
- NONE*

At Crosswalk

- Warning Series Signage
 - Pedestrian warning series
 - School warning series
- NONE*

- Bright sides or post reflectors
- In Street Stop for Pedestrian Sign

Number of Signs and Location:

- Signs on island
 - Stop here for pedestrian
 - Overhead mounted "local law, stop for ped"
 - Signals? Associated Push-Button?
 - Pedestrian Hybrid Beacon
 - Rectangular Rapid Flashing Beacon
- NONE*

3. Infrastructure

- Pedestrian Refuge Island
- Curb extension or bumpout
- Roadside placemaking
- Driveway present
- ADA ramp/ detectable warning
- Sidewalk connection
- Additional traffic calming features

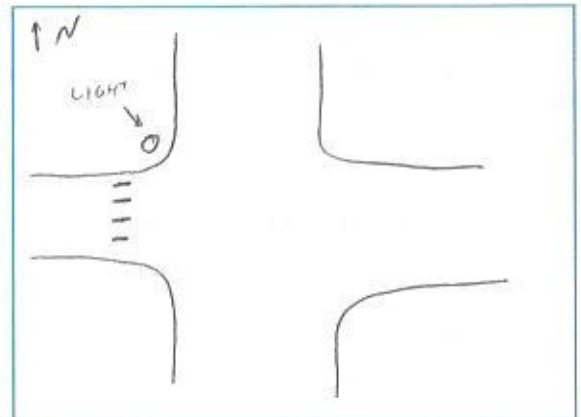
4. Lighting

- At crosswalk (w/in 10 ft)
- Adjacent to crosswalk (10-20 ft)
- No adjacent lighting

Is lighting human-scaled?

- Yes
- No

Draw placement and measure distance from crosswalk.



5. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

Data Collection Form

Please complete the following information about the crossing location.

Location: # 17 SOULE / LUTZ

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Crossing Type:

- Controlled Uncontrolled
- Signal Midblock
- Stop Sign At or adjacent to an intersection
- Roundabout *~ LEB*

3. Posted Speed Limit: *In what relation to the speed limit people seem to be driving?*

-
- Faster
- Slower
- About the same
- Not sure

4. Is a bus stop adjacent to the crosswalk?

- Yes No
- Sign Post
- Bench
- Shelter

5. Is a school adjacent to the crosswalk?

- Yes No *EBERWHITE ELEM. TO SOUTH*

6. Does a bike facility intersect the crosswalk?

- Yes No

Type?

7. Lane Configuration:

A. Number of Lanes

B. On street parking?

- Yes No

Location?

- Curbside Loading Floating

C. Parking Clearance from X-walk:

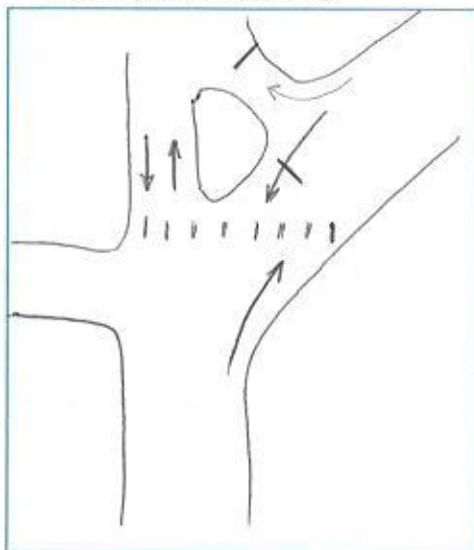
D. Is there a porkchop island?

- Yes No

E. Is there a raised median or pedestrian refuge island?

- Yes No

F. Please describe the cross-section. (Lanes, median, etc.)



Location: _____

Time: _____

Date: _____

Weather: _____

II. Field Data Observations

1. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk
 - Faded
 - Parallel (or traditional)
 - High-visibility (continental, ladder, or zebra)

Is there a stop bar present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?

2. Signage & Signals

Advanced Signage (within 200 ft)

- Warning Series Signage
 - Pedestrian warning series
 - School warning series

At Crosswalk

- Warning Series Signage
- Pedestrian warning series
- School warning series

- Bright sides or post reflectors
- In Street Stop for Pedestrian Sign

Number of Signs and Location:

- Signs on island
- Stop here for pedestrian
- Overhead mounted "local law, stop for ped"
- Signals? Associated Push-Button?
 - Pedestrian Hybrid Beacon
 - Rectangular Rapid Flashing Beacon
- Other signage:

3. Infrastructure

- Pedestrian Refuge Island
- Curb extension or bumpout
- Roadside placemaking
- Driveway present
- ADA ramp/ detectable warning
- Sidewalk connection
- Additional traffic calming features

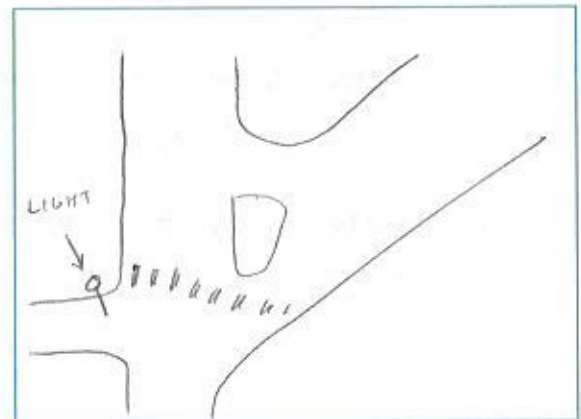
4. Lighting

- At crosswalk (w/in 10 ft)
- Adjacent to crosswalk (10-20 ft)
- No adjacent lighting

Is lighting human-scaled?

- Yes
- No

Draw placement and measure distance from crosswalk.



5. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

Data Collection Form

Please complete the following information about the crossing location.

Location: #18 VICTORS WAY & BOARDWALK DRIVE

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Crossing Type:

- Controlled Uncontrolled
- Signal Midblock
- Stop Sign At or adjacent to an intersection
- Roundabout

3. Posted Speed Limit:

25

In what relation to the speed limit people seem to be driving?

- Faster
- Slower
- About the same
- Not sure

4. Is a bus stop adjacent to the crosswalk?

- Yes No
- Sign Post
- Bench
- Shelter

5. Is a school adjacent to the crosswalk?

- Yes No

6. Does a bike facility intersect the crosswalk?

- Yes No
- Type?

7. Lane Configuration:

A. Number of Lanes

2-LANE

B. On street parking?

- Yes No

Location?

- Curbside Loading Floating

C. Parking Clearance from X-walk:

D. Is there a porkchop island?

- Yes No

E. Is there a raised median or pedestrian refuge island?

- Yes No

F. Please describe the cross-section. (Lanes, median, etc.)

STREET WAS BEING RESURFACED DURING FIELD VISIT, LANEAGE/ X-WALK TYPE/ BIKE LANES UNKNOWN

Location: _____

Time: _____

Date: _____

Weather: _____

II. Field Data Observations

1. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk
 - Faded
 - Parallel (or traditional)
 - High-visibility (continental, ladder, or zebra)

Is there a stop bar present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?

2. Signage & Signals

Advanced Signage (within 200 ft)

- Warning Series Signage
 - Pedestrian warning series
 - School warning series

At Crosswalk

- Warning Series Signage
 - Pedestrian warning series
 - School warning series

- Bright sides or post reflectors
- In Street Stop for Pedestrian Sign

Number of Signs and Location:

- Signs on island
- Stop here for pedestrian
- Overhead mounted "local law, stop for ped"
- Signals? Associated Push-Button?
 - Pedestrian Hybrid Beacon
 - Rectangular Rapid Flashing Beacon

Other signage:

3. Infrastructure

- Pedestrian Refuge Island
- Curb extension or bumpout
- Roadside placemaking
- Driveway present
- ADA ramp/ detectable warning
- Sidewalk connection
- Additional traffic calming features

4. Lighting

- At crosswalk (w/in 10 ft)
- Adjacent to crosswalk (10-20 ft)
- No adjacent lighting

Is lighting human-scaled?

- Yes
- No

Draw placement and measure distance from crosswalk.

5. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

Data Collection Form

Please complete the following information about the crossing location.

Location: #19 MAPLE RD & ~~PLYMOUTH~~ & HAISLEY

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Crossing Type:

- Controlled Uncontrolled
 Signal Midblock
 Stop Sign At or adjacent to an intersection
 Roundabout

3. Posted Speed Limit:

35

In what relation to the speed limit people seem to be driving?

- Faster
 Slower
 About the same
 Not sure
- NB VARIABLE SL SIGN? TURNED OFF WHILE IN FIELD*

4. Is a bus stop adjacent to the crosswalk?

- Yes No
 Sign Post *NW: SIGN + BENCH*
 Bench *NE: SIGN*
 Shelter

5. Is a school adjacent to the crosswalk?

- Yes No

6. Does a bike facility intersect the crosswalk?

- Yes No

Type?

BUFFERED, DEDICATED BIKE LANE

7. Lane Configuration:

A. Number of Lanes

3-LANE (TWLTL)

B. On street parking?

- Yes No

Location?

- Curbside Loading Floating

C. Parking Clearance from X-walk:

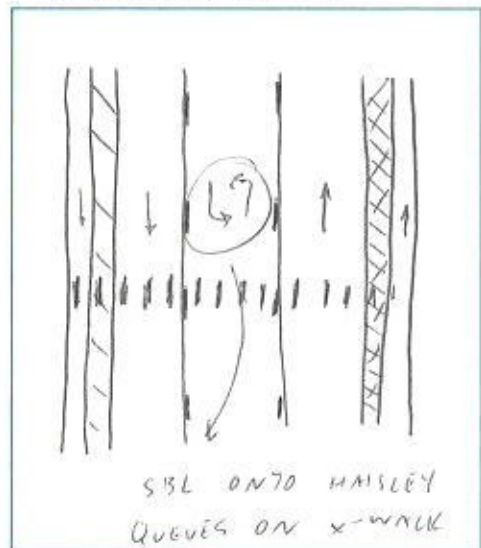
D. Is there a porkchop island?

- Yes No

E. Is there a raised median or pedestrian refuge island?

- Yes No

F. Please describe the cross-section. (Lanes, median, etc.)



Location: _____

Time: _____

Date: _____

Weather: _____

II. Field Data Observations

1. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk
 - Faded
 - Parallel (or traditional)
 - High-visibility (continental, ladder, or zebra)

Is there a stop bar present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?

2. Signage & Signals

Advanced Signage (within 200 ft)

- Warning Series Signage
 - Pedestrian warning series *NONE*
 - School warning series

At Crosswalk

- Warning Series Signage
 - Pedestrian warning series
 - School warning series

Bright sides or post reflectors

In Street Stop for Pedestrian Sign

Number of Signs and Location:

- Signs on island
- Stop here for pedestrian
- Overhead mounted "local law, stop for ped"

Signals? Associated Push-Button?

- Pedestrian Hybrid Beacon
- Rectangular Rapid Flashing Beacon

Other signage:

↓

AUDIBLE "YELLOW LIGHT FLASHING"

3. Infrastructure

- Pedestrian Refuge Island
- Curb extension or bumpout
- Roadside placemaking
- Driveway present
- ADA ramp/ detectable warning
- Sidewalk connection
- Additional traffic calming features

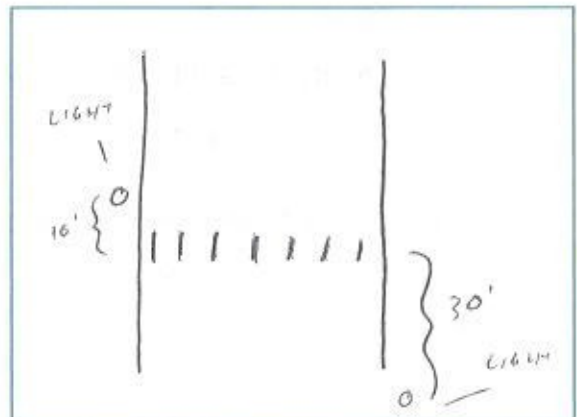
4. Lighting

- At crosswalk (w/in 10 ft)
- Adjacent to crosswalk (10-20 ft)
- No adjacent lighting

Is lighting human-scaled?

- Yes
- No

Draw placement and measure distance from crosswalk.



5. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

Data Collection Form

Please complete the following information about the crossing location.

Location: #20 NIXON RD N/O PLYMOUTH

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Crossing Type:

- Controlled Uncontrolled
- Signal Midblock
- Stop Sign At or adjacent to an intersection
- Roundabout

3. Posted Speed Limit: *In what relation to the speed limit people seem to be driving?*

30

- Faster
- Slower
- About the same
- Not sure

4. Is a bus stop adjacent to the crosswalk?

- Yes No
- Sign Post
- Bench NB/SB
- Shelter

5. Is a school adjacent to the crosswalk?

- Yes No

6. Does a bike facility intersect the crosswalk?

- Yes No

Type?

DEDICATED, UNPROTECTED, NB/SB

7. Lane Configuration:

A. Number of Lanes

3-LANE (TWLTL)

B. On street parking?

- Yes No

Location?

- Curbside Loading Floating

C. Parking Clearance from X-walk:

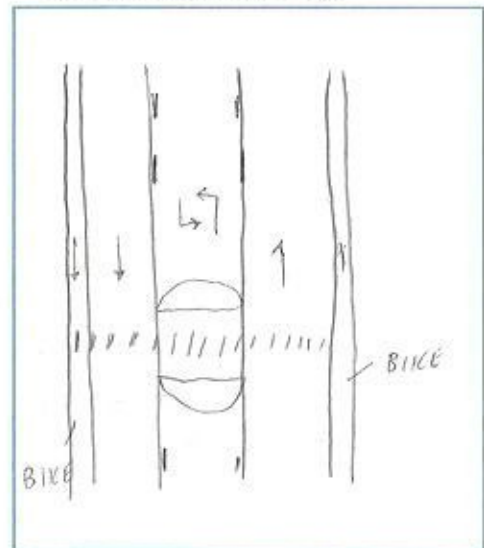
D. Is there a porkchop island?

- Yes No

E. Is there a raised median or pedestrian refuge island?

- Yes No

F. Please describe the cross-section. (Lanes, median, etc.)



Location: _____

Time: _____

Date: _____

Weather: _____

II. Field Data Observations

1. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk
 - Faded
 - Parallel (or traditional) *W/PAVERS*
 - High-visibility (continental, ladder, or zebra)

Is there a stop bar present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?

2. Signage & Signals

Advanced Signage (within 200 ft)

- Warning Series Signage
 - Pedestrian warning series
 - School warning series

At Crosswalk

- Warning Series Signage
 - Pedestrian warning series
 - School warning series

- Bright sides or post reflectors
- In Street Stop for Pedestrian Sign

Number of Signs and Location:

2 → MEDIAN

- Signs on island
- Stop here for pedestrian
- Overhead mounted "local law, stop for ped"
- Signals? Associated Push-Button?
 - Pedestrian Hybrid Beacon
 - Rectangular Rapid Flashing Beacon

Other signage:

3. Infrastructure

- Pedestrian Refuge Island
- Curb extension or bumpout
- Roadside placemaking
- Driveway present
- ADA ramp/ detectable warning
- Sidewalk connection
- Additional traffic calming features

PAVERS & RUMBLE STRIPS

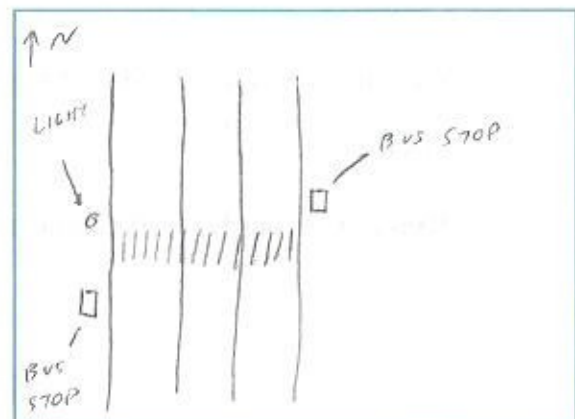
4. Lighting

- At crosswalk (w/in 10 ft)
- Adjacent to crosswalk (10-20 ft)
- No adjacent lighting

Is lighting human-scaled?

- Yes
- No

Draw placement and measure distance from crosswalk.



5. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

Data Collection Form

Please complete the following information about the crossing location.

Location: #21 STATE ST & ELLSWORTH

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Crossing Type:

- Controlled Uncontrolled
 Signal Midblock
 Stop Sign At or adjacent to an intersection
 Roundabout *~ LEB*

3. Posted Speed Limit: *In what relation to the speed limit people seem to be driving?*

35

- Faster
 Slower
 About the same
 Not sure
- FASTER NB*
SLOWER SB
(APPROACHING CURVE)

4. Is a bus stop adjacent to the crosswalk?

- Yes No
 Sign Post
 Bench
 Shelter

5. Is a school adjacent to the crosswalk?

- Yes No

6. Does a bike facility intersect the crosswalk?

- Yes No

Type?

7. Lane Configuration:

A. Number of Lanes

5-LANES

B. On street parking?

- Yes No

Location?

- Curbside Loading Floating

C. Parking Clearance from X-walk:

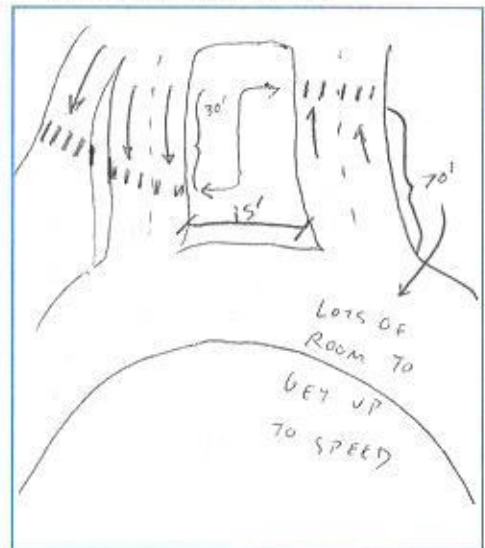
D. Is there a porkchop island?

- Yes No

E. Is there a raised median or pedestrian refuge island?

- Yes No

F. Please describe the cross-section. (Lanes, median, etc.)



Location: _____

Time: _____

Date: _____

Weather: _____

II. Field Data Observations

1. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk
 - Faded
 - Parallel (or traditional)
 - High-visibility (continental, ladder, or zebra)

Is there a stop bar present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?

2. Signage & Signals

Advanced Signage (within 200 ft)

- Warning Series Signage
 - Pedestrian warning series
 - School warning series
- NONE OTHER THAN "YIELD AHEAD" SIGN*

At Crosswalk

- Warning Series Signage
 - Pedestrian warning series
 - School warning series
- Bright sides or post reflectors
- In Street Stop for Pedestrian Sign

Number of Signs and Location:

- Signs on island
- Stop here for pedestrian x 3
- Overhead mounted "local law, stop for ped"
- Signals? Associated Push-Button?
 - Pedestrian Hybrid Beacon
 - Rectangular Rapid Flashing Beacon

Other signage:

3. Infrastructure

- Pedestrian Refuge Island
- Curb extension or bumpout
- Roadside placemaking
- Driveway present
- ADA ramp/ detectable warning
- Sidewalk connection
- Additional traffic calming features

RUMBLE STRIPS ~ 10' UPSTREAM OF X-WALK

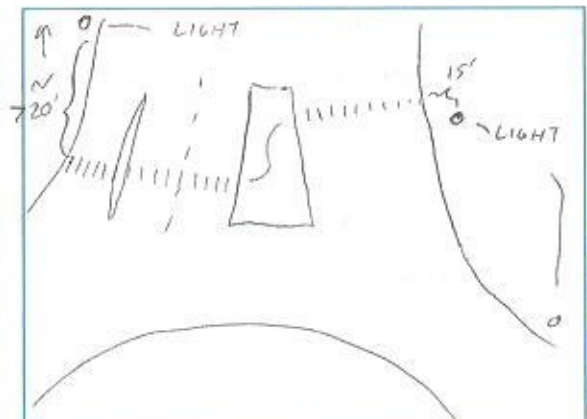
4. Lighting

- At crosswalk (w/in 10 ft)
- Adjacent to crosswalk (10-20 ft)
- No adjacent lighting

Is lighting human-scaled?

- Yes
- No

Draw placement and measure distance from crosswalk.



5. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

Data Collection Form

Please complete the following information about the crossing location.

Location: # 22 BEDDES RD & EARHART RD

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Crossing Type:

- Controlled Uncontrolled
- Signal Midblock
- Stop Sign At or adjacent to an intersection
- Roundabout

3. Posted Speed Limit:

20

In what relation to the speed limit people seem to be driving?

- Faster
- Slower
- About the same
- Not sure

4. Is a bus stop adjacent to the crosswalk?

- Yes No
- Sign Post
- Bench
- Shelter

5. Is a school adjacent to the crosswalk?

- Yes No
- CONCORDIA UNIVERSITY

6. Does a bike facility intersect the crosswalk?

- Yes No

Type?

7. Lane Configuration:

A. Number of Lanes

3-LANES

B. On street parking?

- Yes No

Location?

- Curbside Loading Floating

C. Parking Clearance from X-walk:

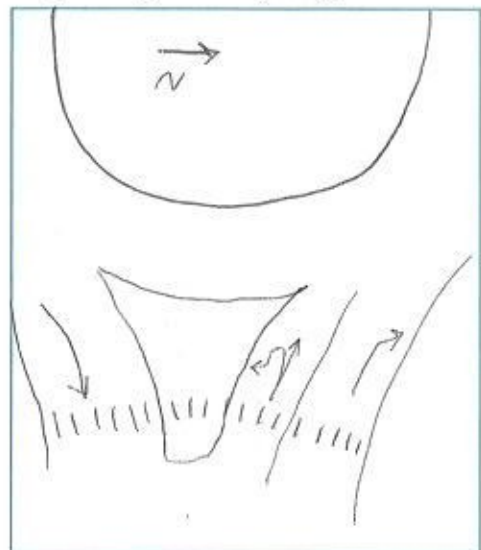
D. Is there a porkchop island?

- Yes No

E. Is there a raised median or pedestrian refuge island?

- Yes No

F. Please describe the cross-section. (Lanes, median, etc.)



Location: _____

Time: _____

Date: _____

Weather: _____

II. Field Data Observations

1. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk
 - Faded
 - Parallel (or traditional)
 - High-visibility (continental, ladder, or zebra)

Is there a stop bar present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?

YES → 25' UPSTREAM OF WB APPROACH

2. Signage & Signals

Advanced Signage (within 200 ft)

- Warning Series Signage
 - Pedestrian warning series
 - School warning series

At Crosswalk

- Warning Series Signage ← NONE
 - Pedestrian warning series
 - School warning series

- Bright sides or post reflectors
- In Street Stop for Pedestrian Sign

Number of Signs and Location:

1 MIDDLE OF LANE WB APPROACH
2 IN MEDIAN (1 EACH DIRECTION)

- Signs on island
- Stop here for pedestrian → WB APPROACH
- Overhead mounted "local law, stop for ped"
- Signals? Associated Push-Button?
 - Pedestrian Hybrid Beacon
 - Rectangular Rapid Flashing Beacon
- Other signage:

3. Infrastructure

- Pedestrian Refuge Island
- Curb extension or bumpout
- Roadside placemaking
- Driveway present
- ADA ramp/ detectable warning
- Sidewalk connection
- Additional traffic calming features

RUMBLE STRIPS BOTH EB/WB
~ 10' UPSTREAM OF X-WALKS

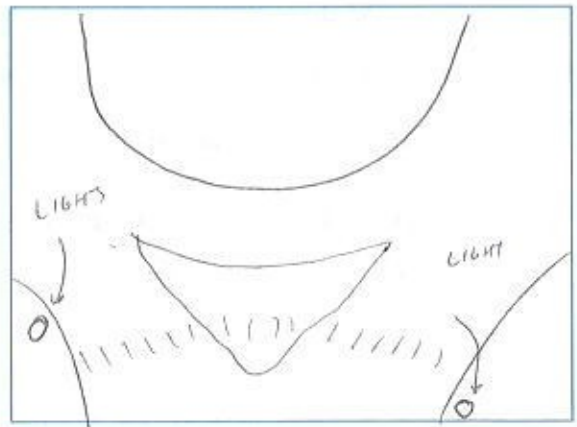
4. Lighting

- At crosswalk (w/in 10 ft)
- Adjacent to crosswalk (10-20 ft)
- No adjacent lighting

Is lighting human-scaled?

- Yes
- No

Draw placement and measure distance from crosswalk.



5. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

Data Collection Form

Please complete the following information about the crossing location.

Location: #23 PITTSFIELD & JEANNE

I. Crossing Information

1. Collect aerial of crosswalk using NearMap or GoogleMaps.

2. Crossing Type:

- Controlled
 - Signal
 - Stop Sign
 - Roundabout
- Uncontrolled
 - Midblock
 - At or adjacent to an intersection

3. Posted Speed Limit: *In what relation to the speed limit people seem to be driving?*

25

- Faster
- Slower
- About the same
- Not sure

4. Is a bus stop adjacent to the crosswalk?

- Yes
 - No
- Sign Post
 - Bench
 - Shelter

5. Is a school adjacent to the crosswalk?

- Yes
 - No
- 2 BLOCKS
PITTSFIELD ELEMENTARY SOUTH

6. Does a bike facility intersect the crosswalk?

- Yes
- No

Type?

7. Lane Configuration:

A. Number of Lanes

2 LANE

B. On street parking?

- Yes
- No

Location?

- Curbside
- Loading
- Floating

C. Parking Clearance from X-walk:

50'

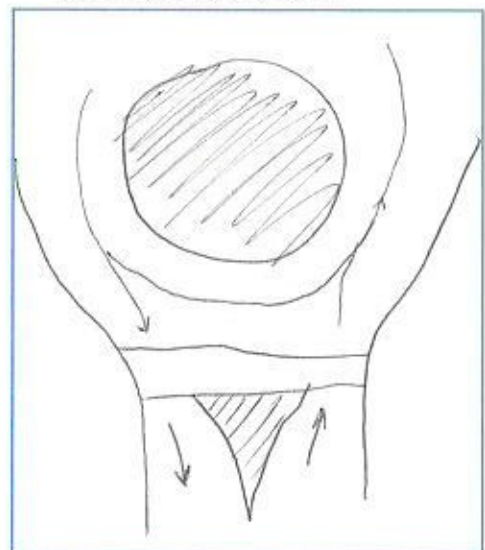
D. Is there a porkchop island?

- Yes
 - No
- ONLY PAINT

E. Is there a raised median or pedestrian refuge island?

- Yes
 - No
- JUST PAINT

F. Please describe the cross-section. (Lanes, median, etc.)



Location: _____

Time: _____

Date: _____

Weather: _____

II. Field Data Observations

1. Pavement Markings

- Unmarked crosswalk
- Marked Crosswalk
 - Faded
 - Parallel (or traditional)
 - High-visibility (continental, ladder, or zebra)

Is there a stop bar present at the crossing indicating a location for cars to stop? What is the location relative to the crosswalk?

2. Signage & Signals

Advanced Signage (within 200 ft)

- Warning Series Signage
 - Pedestrian warning series
 - School warning series *NONE*

At Crosswalk

- Warning Series Signage
 - Pedestrian warning series *NONE*
 - School warning series

- Bright sides or post reflectors
- In Street Stop for Pedestrian Sign

Number of Signs and Location:

- Signs on island
- Stop here for pedestrian *NONE*
- Overhead mounted "local law, stop for ped"
- Signals? Associated Push-Button?
 - Pedestrian Hybrid Beacon
 - Rectangular Rapid Flashing Beacon

Other signage:

3. Infrastructure

- KIND OF* Pedestrian Refuge Island
- Curb extension or bumpout
- Roadside placemaking
- Driveway present
- ADA ramp/ detectable warning
- Sidewalk connection
- Additional traffic calming features

*VARIABLE SPEED LIMIT SIGN
NEAR SCHOOL NB*

4. Lighting

- At crosswalk (w/in 10 ft)
- Adjacent to crosswalk (10-20 ft)
- No adjacent lighting

Is lighting human-scaled?

- Yes
- No

Draw placement and measure distance from crosswalk.

5. Photos

- Crosswalk
- Signage
- Lighting
- Pavement Markings

APPENDIX E. Completed Field Observations Data

ID	Location	StreetType	Crossing_Type	Crossing_Location	Speed_Limit	Prevailing_Speed	Bus_Stop	Bus_Sign	Bus_Bench
1	Pontiac Trail and Brookside Dr	Minor Arterial	Uncontrolled	At/ Adjacent	25	Faster	1	1	0
2	Traver Road South of John A Woods	Local	Uncontrolled	Midblock	25	Same	0	0	0
3	Geddes Ave and Arlington Blvd	Minor Arterial	Uncontrolled	At/ Adjacent	25	Faster	0	0	0
4	Geddes Ave at Gallup Park Pathway	Minor Arterial	Uncontrolled	Midblock	25	Faster	0	0	0
5	Pontiac Trail south of Arrowwood	Minor Arterial	Uncontrolled	Midblock	30	Faster	1	0	1
6	Fifth Ave at Community High School	Minor Arterial	Uncontrolled	At/ Adjacent	25	Slower	1	1	1
7	Broadway and Divison west of Broadway	Major Arterial	Uncontrolled	At/ Adjacent	30	Faster	0	0	0
8	Green and Hubbard	Collector	Uncontrolled	At/ Adjacent	35	Same	1	1	0
9	Green and Burbank	Collector	Uncontrolled	At/ Adjacent	35		1	1	0
10	Tappan Ave and Okland Ave	Local	Uncontrolled	At/ Adjacent	25	Same	0	0	0
11	Washtenaw north of Stadium	Major Arterial	Uncontrolled	Midblock	45	Faster	1	1	0
12	Fernwood Ave and Lorraine St	Local	Uncontrolled	At/ Adjacent	25	Same	0	0	0
13	Stadium blvd between Kipke and Main	Major Arterial	Uncontrolled	Midblock	35	Faster	0	0	0
14	Delaware between Mershon and 24th	Local	Uncontrolled	Midblock	25	Not Sure	0	0	0
15	Vesper and Red Oak	Local	Uncontrolled	At/ Adjacent	25	Not Sure	0	0	0
16	Jefferson and 3rd	Local	Uncontrolled	At/ Adjacent	25	Same	0	0	0
17	Soule and Lutz	Local	Uncontrolled	At/ Adjacent	25		0	0	0
18	Victors Way and Boardwalk Drive	Local	Uncontrolled	At/ Adjacent	25	Same	0	0	0
19	Maple Rd and Haisley	Minor Arterial	Uncontrolled	At/ Adjacent	35	Same	1	1	1
20	Nixon North of Plymouth	Collector	Uncontrolled	Midblock	30	Same	1	1	1
21	State St and Ellsworth	Major Arterial	Roundabout		35	Faster	0	0	0
22	Geddes Rd and Earhart Rd	Minor Arterial	Roundabout		20	Faster	1	1	0
23	Pittsfield and Jeanne	Collector	Roundabout		25	Same	0	0	0

APPENDIX E. Completed Field Observations Data

ID	Location	Bus_Shelter	School	Bike_Facility	Bike_Type	Num_Lanes	Street_Parking	Parking_Clearance	Parking_Width
1	Pontiac Trail and Brookside Dr	0	2	1	Striped	2	0		
2	Traver Road South of John A Woods	0	0	0		2	1	Curbside	Under 20
3	Geddes Ave and Arlington Blvd	0	0	1	Striped, WB Only	2	0		
4	Geddes Ave at Gallup Park Pathway	0	0	1	Striped, WB Only	2	0		
5	Pontiac Trail south of Arrowwood	0	2	1	Striped	2	0		
6	Fifth Ave at Community High School	0	1	1	Striped	2	1	Loading	Under 20
7	Broadway and Divison west of Broadway	0	0	1	Trail	2	0		
8	Green and Hubbard	0	0	1	Striped	3	0		
9	Green and Burbank	0	0	1	Buffer	5	0		
10	Tappan Ave and Okland Ave	0	0	0		2	0		
11	Washtenaw north of Stadium	0	1	0	Trail	4	0		
12	Fernwood Ave and Lorraine St	0	1	0		2	1	Curbside	
13	Stadium blvd between Kipke and Main	0	0	1	Striped	5	0		
14	Delaware between Mershon and 24th	0	1	0		2	1	Curbside	Under 20
15	Vesper and Red Oak	0	0	0		4	1	Curbside	Unclear
16	Jefferson and 3rd	0	2	0		2	1	Curbside	Over 20
17	Soule and Lutz	0	2	0		4	1	Curbside	Under 20
18	Victors Way and Boardwalk Drive	0	0	1	Striped	2	0		
19	Maple Rd and Haisley	0	0	1	Buffer	3	0		
20	Nixon North of Plymouth	1	0	1	Striped	3	0		
21	State St and Ellsworth	0	0	0		5	0		
22	Geddes Rd and Earhart Rd	0	1	0		3	0		
23	Pittsfield and Jeanne	0	2	0		2	1	Curbside	Over 20

APPENDIX E. Completed Field Observations Data

ID	Location	Parking_Description	Porkchop	Raised_Median	Description	Pavement_Markings
1	Pontiac Trail and Brookside Dr		0	0		Marked
2	Traver Road South of John A Woods	11-20'	0	0		Marked
3	Geddes Ave and Arlington Blvd		0	0		Marked
4	Geddes Ave at Gallup Park Pathway		0	0		Marked
5	Pontiac Trail south of Arrowwood		0	1		Marked
6	Fifth Ave at Community High School	10'	0	1	Raised Crosswalk	Marked
7	Broadway and Divison west of Broadway		1	1		Marked
8	Green and Hubbard		0	0		Under Construction
9	Green and Burbank		0	1		Marked
10	Tappan Ave and Okland Ave		0	0		Marked
11	Washtenaw north of Stadium		0	0		Marked
12	Fernwood Ave and Lorraine St		0	0	Restricted parking	Marked
13	Stadium blvd between Kipke and Main		0	1		Marked
14	Delaware between Mershon and 24th	15'	0	0		Marked
15	Vesper and Red Oak	Unclear	1	1		Unmarked
16	Jefferson and 3rd	25'	0	0		Marked
17	Soule and Lutz	10'	0	0		Marked
18	Victors Way and Boardwalk Drive		0	0		Under Construction
19	Maple Rd and Haisley		0	0		Marked
20	Nixon North of Plymouth		0	1		Marked
21	State St and Ellsworth		1	1		Marked
22	Geddes Rd and Earhart Rd		1	1		Marked
23	Pittsfield and Jeanne	50'	1	1	Porkchop and raised median are only painted	Marked

APPENDIX E. Completed Field Observations Data

ID	Location	Faded	Marked_Typed	Stop_Bar	Signs_Signals	Sign_AdvPedWarning	Sign_AdvSchoolWarning
1	Pontiac Trail and Brookside Dr	0	High Visibility	0	0	0	0
2	Traver Road South of John A Woods	0	High Visibility	0	0	0	0
3	Geddes Ave and Arlington Blvd	0	High Visibility	0	0	0	0
4	Geddes Ave at Gallup Park Pathway	0	High Visibility	0	1	1	0
5	Pontiac Trail south of Arrowwood	0	High Visibility	0	1	0	0
6	Fifth Ave at Community High School	0	High Visibility	0	1	0	0
7	Broadway and Divison west of Broadway	1	High Visibility	0	1	1	0
8	Green and Hubbard	0	Under Construction	0	0	0	0
9	Green and Burbank	0	High Visibility	0	1	1	0
10	Tappan Ave and Okland Ave	0	High Visibility	0	0	0	0
11	Washtenaw north of Stadium	0	High Visibility	1	1	0	0
12	Fernwood Ave and Lorraine St	0	High Visibility	0	1	0	1
13	Stadium blvd between Kipke and Main	0	High Visibility	0	1	1	0
14	Delaware between Mershon and 24th	0	High Visibility	0	1	0	1
15	Vesper and Red Oak	0		0	0	0	0
16	Jefferson and 3rd	0	High Visibility	0	0	0	0
17	Soule and Lutz	0	High Visibility	0	1	0	1
18	Victors Way and Boardwalk Drive		Under Construction	0	0	0	0
19	Maple Rd and Haisley	0	High Visibility	0	1	0	0
20	Nixon North of Plymouth	0	High Visibility	0	1	0	0
21	State St and Ellsworth	0	High Visibility	0	1	0	0
22	Geddes Rd and Earhart Rd	0	High Visibility	1	1	0	0
23	Pittsfield and Jeanne	0	Parallel	0	0	0	0

APPENDIX E. Completed Field Observations Data

ID	Location	Sign_PedWarning	Sign_SchoolWarning	Sign_Bright	Sign_InStreet	Sign_InStreet_Number	Sign_Island
1	Pontiac Trail and Brookside Dr	0	0	0	0	0	0
2	Traver Road South of John A Woods	0	0	0	0	0	0
3	Geddes Ave and Arlington Blvd	0	0	0	0	0	0
4	Geddes Ave at Gallup Park Pathway	1	0	0	0	0	0
5	Pontiac Trail south of Arrowwood	0	0	1	1	1	1
6	Fifth Ave at Community High School	0	0	0	1	1	1
7	Broadway and Divison west of Broadway	1	0	0	1	3	1
8	Green and Hubbard	0	0	0	0	0	0
9	Green and Burbank	1	0	1	1	1	1
10	Tappan Ave and Okland Ave	0	0	0	0	0	0
11	Washtenaw north of Stadium	1	0	0	0	0	0
12	Fernwood Ave and Lorraine St	0	1	0	0	0	0
13	Stadium blvd between Kipke and Main	1	0	0	1	2	1
14	Delaware between Mershon and 24th	0	1	0	0	0	0
15	Vesper and Red Oak	0	0	0	0	0	0
16	Jefferson and 3rd	0	0	0	0	0	0
17	Soule and Lutz	0	1	0	0	0	0
18	Victors Way and Boardwalk Drive	0	0	0	0	0	0
19	Maple Rd and Haisley	1	0	1	0	0	0
20	Nixon North of Plymouth	1	0	1	0	0	0
21	State St and Ellsworth	0	0	0	0	0	0
22	Geddes Rd and Earhart Rd	0	0	0	1	3	1
23	Pittsfield and Jeanne	0	0	0	0	0	0

APPENDIX E. Completed Field Observations Data

ID	Location	Sign_StopPed	Sign_Overhead	Signal_PHB	Signal_RRFB	Other	Other_Description
1	Pontiac Trail and Brookside Dr	0	0	0	0	0	
2	Traver Road South of John A Woods	0	0	0	0	0	
3	Geddes Ave and Arlington Blvd	0	0	0	0	0	
4	Geddes Ave at Gallup Park Pathway	1	1	0	1	1	Audible cross with caution, vehicles may not stop
5	Pontiac Trail south of Arrowwood	0	0	0	0	0	
6	Fifth Ave at Community High School	0	0	0	0	0	
7	Broadway and Divison west of Broadway	0	0	0	0	1	Median Warnings
8	Green and Hubbard	0	0	0	0	0	
9	Green and Burbank	0	0	0	1	1	Audible cross with caution, vehicles may not stop
10	Tappan Ave and Okland Ave	0	0	0	0	0	
11	Washtenaw north of Stadium	0	0	0	1	0	
12	Fernwood Ave and Lorraine St	0	0	0	0	0	
13	Stadium blvd between Kipke and Main	1	0	0	1	1	Audible cross with caution, vehicles may not stop
14	Delaware between Mershon and 24th	0	0	0	0	1	
15	Vesper and Red Oak	0	0	0	0	1	DIY Sign on Island
16	Jefferson and 3rd	0	0	0	0	0	
17	Soule and Lutz	0	0	0	0	0	
18	Victors Way and Boardwalk Drive	0	0	0	0	0	
19	Maple Rd and Haisley	0	0	0	1	1	Audible Yellow Light Flashing
20	Nixon North of Plymouth	0	0	0	1	1	Audible Yellow Light Flashing
21	State St and Ellsworth	1	0	0	0	0	
22	Geddes Rd and Earhart Rd	1	0	0	0	0	
23	Pittsfield and Jeanne	0	0	0	0	0	

APPENDIX E. Completed Field Observations Data

ID	Location	Infrastructure	Infra_RefIsland	Infra_CurbExtension	Infra_Placemaking	Infra_Driveway	Infra_ADA
1	Pontiac Trail and Brookside Dr	1	0	0	0	0	1
2	Traver Road South of John A Woods	1	0	0	0	1	1
3	Geddes Ave and Arlington Blvd	1	0	0	0	0	1
4	Geddes Ave at Gallup Park Pathway	1	0	0	1	0	1
5	Pontiac Trail south of Arrowwood	1	0	1	1	0	1
6	Fifth Ave at Community High School	1	1	1	1		1
7	Broadway and Divison west of Broadway	1	1	0	0	0	1
8	Green and Hubbard	1	0	0	0	0	1
9	Green and Burbank	1	0	0	0	0	1
10	Tappan Ave and Okland Ave	1	0	0	0	0	1
11	Washtenaw north of Stadium	1	0	0	0	0	1
12	Fernwood Ave and Lorraine St	1	0	0	0	0	1
13	Stadium blvd between Kipke and Main	1	1	0	1	0	1
14	Delaware between Mershon and 24th	1	0	0	0	0	1
15	Vesper and Red Oak	1	1	0	0	0	1
16	Jefferson and 3rd	1	0	0	0	0	1
17	Soule and Lutz	1	0	0	0	0	1
18	Victors Way and Boardwalk Drive	1	0	0	0	0	1
19	Maple Rd and Haisley	1	0	0	0	0	1
20	Nixon North of Plymouth	1	0	0	0	0	1
21	State St and Ellsworth	1	1	0	0	0	1
22	Geddes Rd and Earhart Rd	1	0	0	0	0	1
23	Pittsfield and Jeanne	1	0	0	0	0	1

APPENDIX E. Completed Field Observations Data

ID	Location	Infra_Sidewalk	Infra_TrafficCalming	Infra_Description	Lighting
1	Pontiac Trail and Brookside Dr	1	1	Variable speed limit sign; Slow Crosswalk	Adjacent
2	Traver Road South of John A Woods	1	1	Speed bumps	No adjacent Lighting
3	Geddes Ave and Arlington Blvd	1	0		Adjacent
4	Geddes Ave at Gallup Park Pathway	1	0		At Crosswalk
5	Pontiac Trail south of Arrowwood	1	1	Pavement coloration, pavers, low curbs	No adjacent Lighting
6	Fifth Ave at Community High School	1	1	Pavement coloration/pavers, low curbs	At Crosswalk
7	Broadway and Divison west of Broadway	1	0		Adjacent
8	Green and Hubbard	1	0		Adjacent
9	Green and Burbank	1	0		At Crosswalk
10	Tappan Ave and Okland Ave	1	0		No adjacent Lighting
11	Washtenaw north of Stadium	1	0		At Crosswalk
12	Fernwood Ave and Lorraine St	1	0		Adjacent
13	Stadium blvd between Kipke and Main	1	0		Adjacent
14	Delaware between Mershon and 24th	1	0		No adjacent Lighting
15	Vesper and Red Oak	1	0		Adjacent
16	Jefferson and 3rd	1	0		At Crosswalk
17	Soule and Lutz	1	0		At Crosswalk
18	Victors Way and Boardwalk Drive	1	0		No adjacent Lighting
19	Maple Rd and Haisley	1	0		At Crosswalk*
20	Nixon North of Plymouth	1	0		At Crosswalk*
21	State St and Ellsworth	1	1	Rumble strips about 10' upstream of crosswalk	Adjacent
22	Geddes Rd and Earhart Rd	1	1	Rumble strips about 10' upstream of crosswalk	At Crosswalk
23	Pittsfield and Jeanne	1	0	Variance speed limit sign near school	No adjacent Lighting

APPENDIX E. Completed Field Observations Data

ID	Location	HumanScaled	Notes
1	Pontiac Trail and Brookside Dr	0	
2	Traver Road South of John A Woods	0	
3	Geddes Ave and Arlington Blvd	0	
4	Geddes Ave at Gallup Park Pathway	0	
5	Pontiac Trail south of Arrowwood	0	
6	Fifth Ave at Community High School	1	
7	Broadway and Divison west of Broadway	1	Missing ADA on 2 approaches
8	Green and Hubbard	1	
9	Green and Burbank	1	
10	Tappan Ave and Okland Ave	0	
11	Washtenaw north of Stadium	0	
12	Fernwood Ave and Lorraine St	0	
13	Stadium blvd between Kipke and Main	1	
14	Delaware between Mershon and 24th	0	Resident said parents line up here to pick up kids from school
15	Vesper and Red Oak	0	Very confusing - how do people turn left, unclear how many lanes, ver wide
16	Jefferson and 3rd	0	
17	Soule and Lutz	0	
18	Victors Way and Boardwalk Drive	0	Street was being resurfaced
19	Maple Rd and Haisley	0	Lighting one side was at and the other was adjacent
20	Nixon North of Plymouth	0	Lighting one side was at and the other was adjacent
21	State St and Ellsworth	0	
22	Geddes Rd and Earhart Rd	1	
23	Pittsfield and Jeanne	0	

Attribute	Description
ID	Location ID
Location	Intersecting Streets
StreetType	Functional Classification
Crossing_Type	Controlled (Roundabout) or Uncontrolled
Crossing_Location	Midblock or at/adjacent to intersection
Speed_Limit	25, 30, 35, 45 MPH
Prevailing_Speed	Subjective observation if drivers are going above, at, or below the speed limit
Bus_Stop	1 if bus stop is present
Bus_Sign	1 if bus stop has a sign
Bus_Bench	1 if bus stop has a bench
Bus_Shelter	1 if bus stop provides a shelter
School	1 if school is directly adjacent; 2 if school is within two blocks
Bike_Facility	1 if bike facility is present on intersecting street
Bike_Type	Type of bike facility (striped bike lane, buffered bike lane, etc)
Num_Lanes	Number of travel lanes
Street_Parking	1 if street parking is present
Parking_Clearance	Curbside, Loading, or otherwise
Parking_Width	Under 20' (recommendation) or over 20'
Parking_Description	Engineering measures width from crosswalk
Porkchop	1 if porkchop island is present
Raised_Median	1 if raised median is present
Description	Description of median
Pavement_Markings	Marked or Unmarked
Faded	1 if markings are faded
Marked_Typed	High Visibility, Parallel, or otherwise (e.g. under construction)
Stop_Bar	1 if stop bar is present
Signs_Signals	1 if any crosswalk sign or signal is present
Sign_AdvPedWarning	1 if advanced pedestrian warning is present
Sign_AdvSchoolWarning	1 if advanced school warning is present
Sign_PedWarning	1 if pedestrian warning is present
Sign_SchoolWarning	1 if school warning sign is present
Sign_Bright	1 if bright sides is present
Sign_InStreet	1 if in lane signs are present
Sign_InStreet_Number	Sum of in lane signs
Sign_Island	1 if signs on the island are present
Sign_StopPed	1 if stop here for pedestrian sign is present
Sign_Overhead	1 if overhead sign is present
Signal_PHB	1 if pedestrian hybrid beacon is present
Signal_RRFB	1 if rectangular rapid flashing beacon is present
Other	1 if other signage is present
Other_Description	
Infrastructure	1 if crosswalk infrastructure is present
Infra_RefIsland	1 if refuge island is present
Infra_CurbExtension	1 if curb extension or bumpout is present
Infra_Placemaking	1 if placemaking is present
Infra_Driveway	1 if driveway is present

Infra_ADA	1 if ADA ramp/detectable parking
Infra_Sidewalk	1 if sidewalk connection is present
Infra_TrafficCalming	1 if Additional traffic calming is present
Infra_Description	
Lighting	1 if there is lighting (at crosswalk, adjacent to crosswalk, or no adjacent lighting)
HumanScaled	1 if human scaled lighting
Notes	