



2013 Houghton & Hancock Bike & Pedestrian Survey Report

Survey Conducted November 2012
Report Completed February 2013



Acknowledgements

The Houghton & Hancock Bicycle & Pedestrian Survey was developed by the Houghton & Hancock Bicycle & Pedestrian Committees. The following organizations and individuals made special contributions to this project.

City of Houghton Bicycle & Pedestrian Committee

City of Hancock Bicycle & Pedestrian Committee

Michigan Technological University Student Transportation Enterprise

Western Upper Peninsula Health Department

Data Entry

Kris Bunker

Sara Salo

Kristen Schmitt

Danielle Shannon

Joe Shannon

Danielle Terry

Ann West

Mapping

Danielle Shannon

Data Analysis & Report

Sara Salo

Project Summary

The Houghton Bicycle and Pedestrian Committee was formed in 2006 to improve biking and walking conditions in the City of Houghton, Michigan. This committee conducted an initial survey of bike commuters in 2007 to gather information about cyclist demographics, common bike commuter routes and the bike commuting environment. Since 2007 the City of Houghton has used the survey data to guide infrastructure planning and design while making the city more friendly towards both bikers and walkers. Houghton earned a Bicycle-Friendly City designation in September 2010 and passed a Complete Streets ordinance in December of that year.

Along with Houghton's emphasis on bicycling and walking, the area has also seen a regional trend towards supporting active transportation. Houghton's neighboring city, Hancock, reconvened its Bicycle and Pedestrian Committee in 2012 and works with the City Council and MDOT on infrastructure improvement projects.

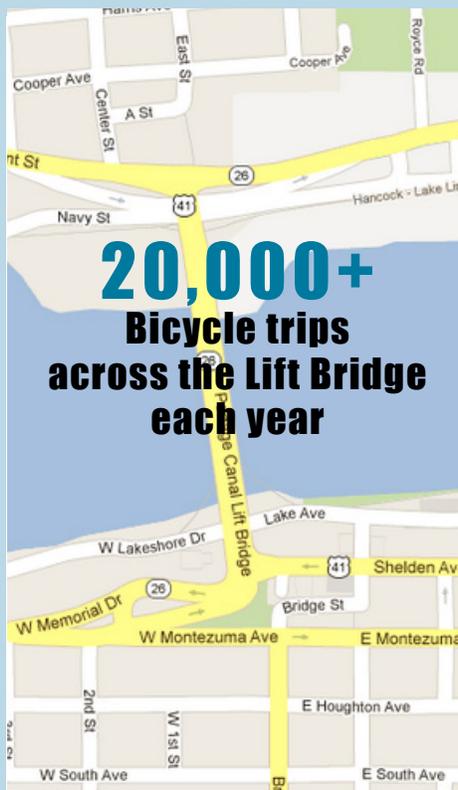
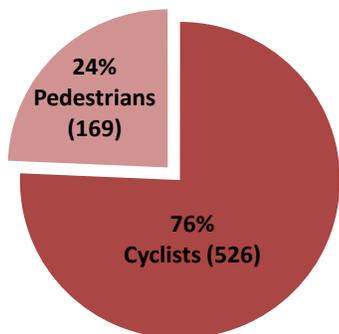
Bikers and walkers in Houghton and Hancock travel often between the two adjacent cities via the Portage Lake Lift Bridge. The proximity of Houghton and Hancock has resulted in a long history of partnership between the two cities. When Houghton began to update its Master and Non-motorized plans, the Houghton and Hancock Bicycle and Pedestrian Committees determined that a survey encompassing both communities would provide a more comprehensive view of bikers' and walkers' routes, preferences and destinations.

Michigan Technological University (MTU) is a central feature of the Houghton/Hancock area and is a common destination for students, staff and community members, many of whom bike or walk. The Michigan Tech Student Transportation Enterprise contributed questions to a special MTU section of the survey that focused on bike commuters. This information will allow the City and MTU to coordinate non-motorized transportation facilities and services.

The 2012 Houghton and Hancock Bicycle & Pedestrian Survey was conducted in November 2012 with the intent to record non-motorized users' routes, common destinations and feedback on bicycle and pedestrian infrastructure. This online survey was accessible through the City of Hancock and the City of Houghton websites from October 18 to November 21, 2012.

Data Summary

695
respondents



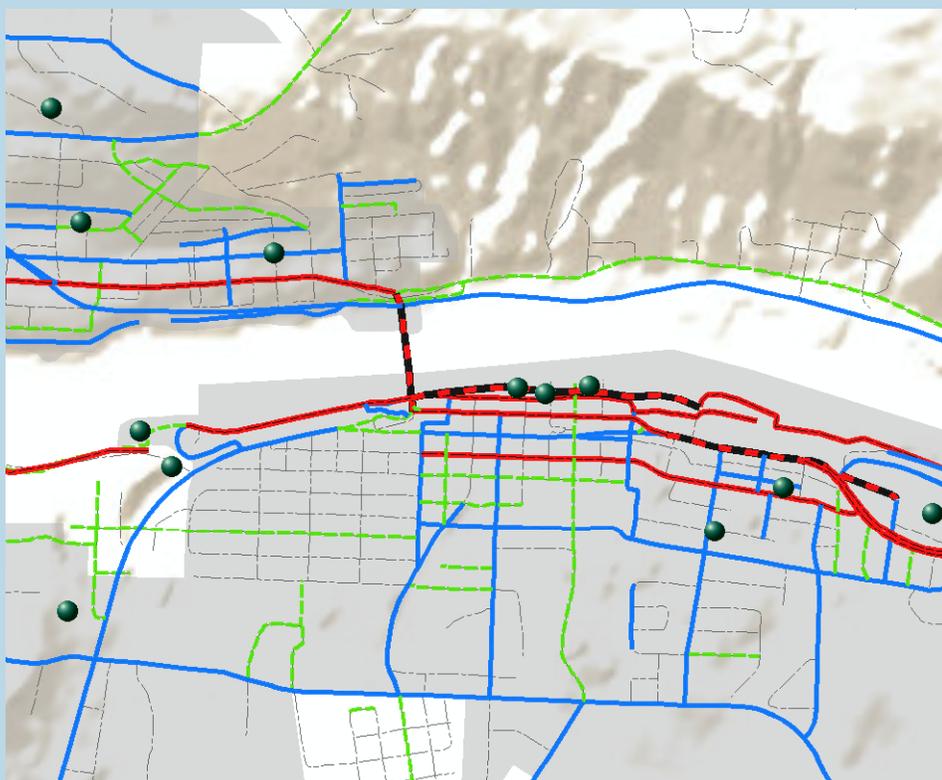
426
Bike Commuters

470
Recreational Cyclists

College Ave:
Spring: 612 trips /wk
Summer: 482 trips/wk
Fall: 663 trips/ wk
Winter: 331 trips/ wk

Shelden Ave:
7,000+ trips each year

Hancock St:
10,000+ trips each year



310
Pedestrian respondents

The 2012 Houghton & Hancock Bicycle and Pedestrian Survey was an updated version of a 2007 survey that focused only on bike commuters in the City of Houghton only. The 2012 survey expanded the 2007 survey by collecting data from both cyclists and pedestrians who used non-motorized means of travel for commuting, recreation, or both, in Houghton or Hancock.

The 2012 survey was accessed online through the Survey Monkey platform and utilized short-answer, multiple choice, and open-response question formats. This broad questionnaire consisted of 52 questions that were split into cycling, MTU and pedestrian sections. There were specific questions for both utilitarian and recreational bicyclists and pedestrians. Open-response questions were reviewed and categorized prior to data analysis.

Each section began with general questions about biking or walking habits, collected common destinations and/or routes, and ended by garnering specific feedback on infrastructure features. The biking section gathered detailed route descriptions, the frequency routes were traveled in each season, and provided a map for referencing street names. 323 respondents described 687 distinct cycling routes.

The 687 routes were digitized into street segments and tallied by a data entry team into a Microsoft Excel database. These data were then transferred to ArcGIS (ArcMap Version 10) for analysis and mapping. Reference the Maps section for complete technical information.

695 bikers or walkers completed the survey, with 526 respondents reporting using a bicycle or walking in or through Houghton and/or Hancock and 169 reported being walkers only. A summary of each questions' responses are listed in sequence below.

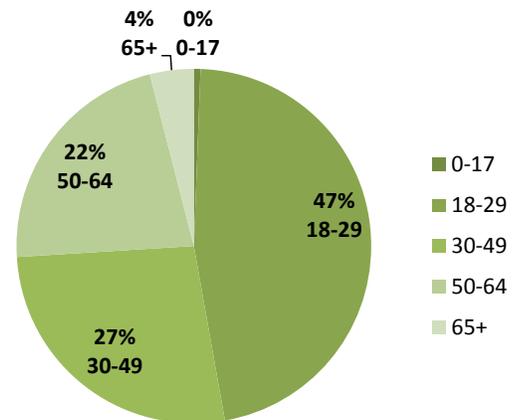
Survey Responses

Question 1

How old are you?

(695 responses)

Nearly half (47%) of the 695 respondents were 18 to 29 years old. Just over one quarter (27%) fell into the 30 to 49 age category, and the 50 to 64 group made up another 22% of responses. The 0 to 17 and 65+ groups were minimally represented with less than 1% and 4% of responses, respectively.

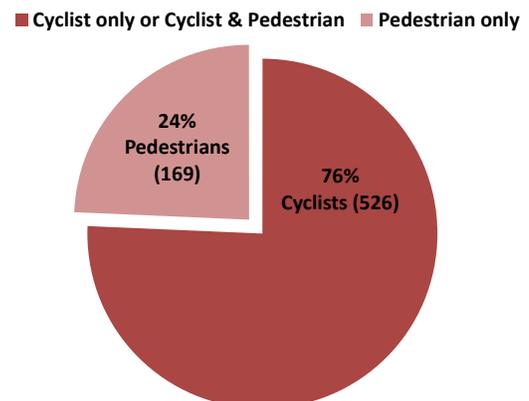


Question 2

Are you a regular pedestrian (walker) or cyclist (biker) in Houghton or Hancock? I.e. Do you walk or bike in, to or through either city at least once a week in at least one season per year?

(695 responses)

Out of 695 responses, just over three-quarters (526) of respondents reported that they were either a 'Cyclist only' or a 'Cyclist & Pedestrian'. Non-cyclists identifying as 'Pedestrian only' made up 24% (169) of the survey group.



Question 3

Do you ever use a bike to COMMUTE to a destination, either beginning, ending or traveling through Houghton or Hancock? A bike commuter uses a bicycle for utilitarian, not recreational, travel, i.e. to work, school or errands.

(507 responses)

426 (85%) of cyclists reported using a bike to commute to a destination. 81 cyclists (16%) do not use a bicycle for utilitarian purposes.

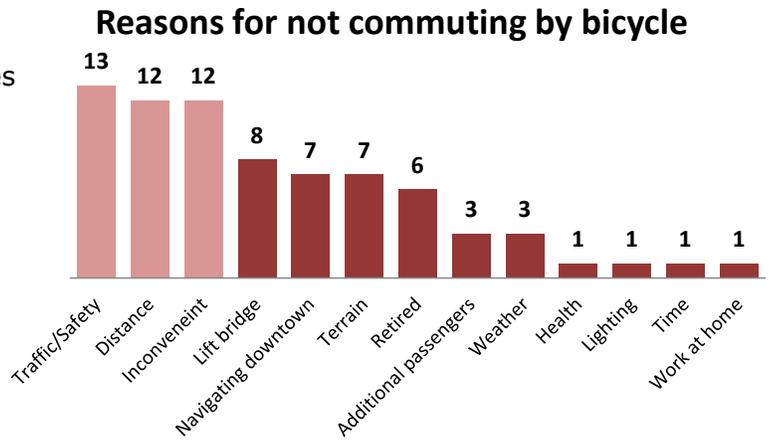


Survey Responses

Question 4

If you answered no, please tell us why you don't use a bike to commute.
(69 responses)

69 respondents gave open-ended responses answering why they do not use a bike to commute. The most common reasons were "Negotiating traffic is too difficult" (13), "I live too far away" (12), and "It is inconvenient" (12).



Question 5

Do you ever use a bike for RECREATION either beginning, ending or traveling through Houghton or Hancock? A recreational cyclist uses a bicycle for sport, fitness or health.
(507 responses)

470 (93%) of cyclists reported using a bike for recreation beginning or ending in Houghton/Hancock. 37 cyclists (7%) do not use a bicycle for recreation.



Question 6

If you answered no, please tell us why you don't use a bike for recreation.
(27 responses)

27 respondents gave open-ended responses answering why they do not use a bike for recreation. The most common reasons were "No time" (6), "I use my bike as transportation only" (5), and "I prefer off-road riding" (6).

Bike Trip Frequency

Questions 7-19: Route Descriptions

Respondents were provided with a map and directed to describe their 6 most commonly traveled routes following the protocol below.

(A) Route 1: Please fill in details about your most commonly used commuting and/or recreational bicycling routes. Include your starting point, ending destination and the number of trips per week that you use this route during each season listed. Consider one round trip, such as from home to work and back, as two trips.

Seasons are defined as:

- Spring - After roads are clear of snow until May 31
- Summer - June through August
- Fall - September until ice or snow is present on roadway
- Winter - Any time ice or snow is present on roadway

(B) Route 1 Details:

- Starting point (e.g. home, SDC, etc.)
- Ending destination (e.g. Finlandia, Jutila Center)
- Trips per week spring
- Trips per week summer
- Trips per week fall
- Trips per week winter

Bike Trip Frequency

323 respondents described 687 distinct cycling routes. Each route description contained the weekly frequency of use per season. Out of the 323 respondents, 229 began their routes in Houghton, 81 originated in Hancock, 8 rode or walked from Chassell, and 5 began in other areas.

Rider Origins



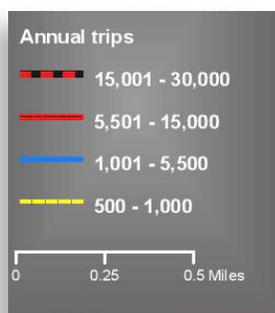
Using the Maps

The report maps* describe annual route totals OR seasonal trips per week. Each map uses the same color scheme to identify route frequencies from largest to smallest: red striped, red solid, blue solid, or yellow dashed:

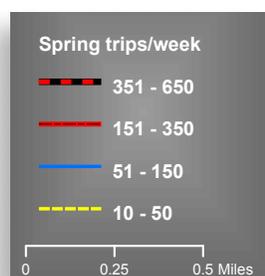


However, the **Annual and Seasonal maps use two different scales**. The top Annual range is 15,001-30,000 trips as compared to the top Seasonal Weekly range of 351-650 trips.

Annual:



Seasonal:



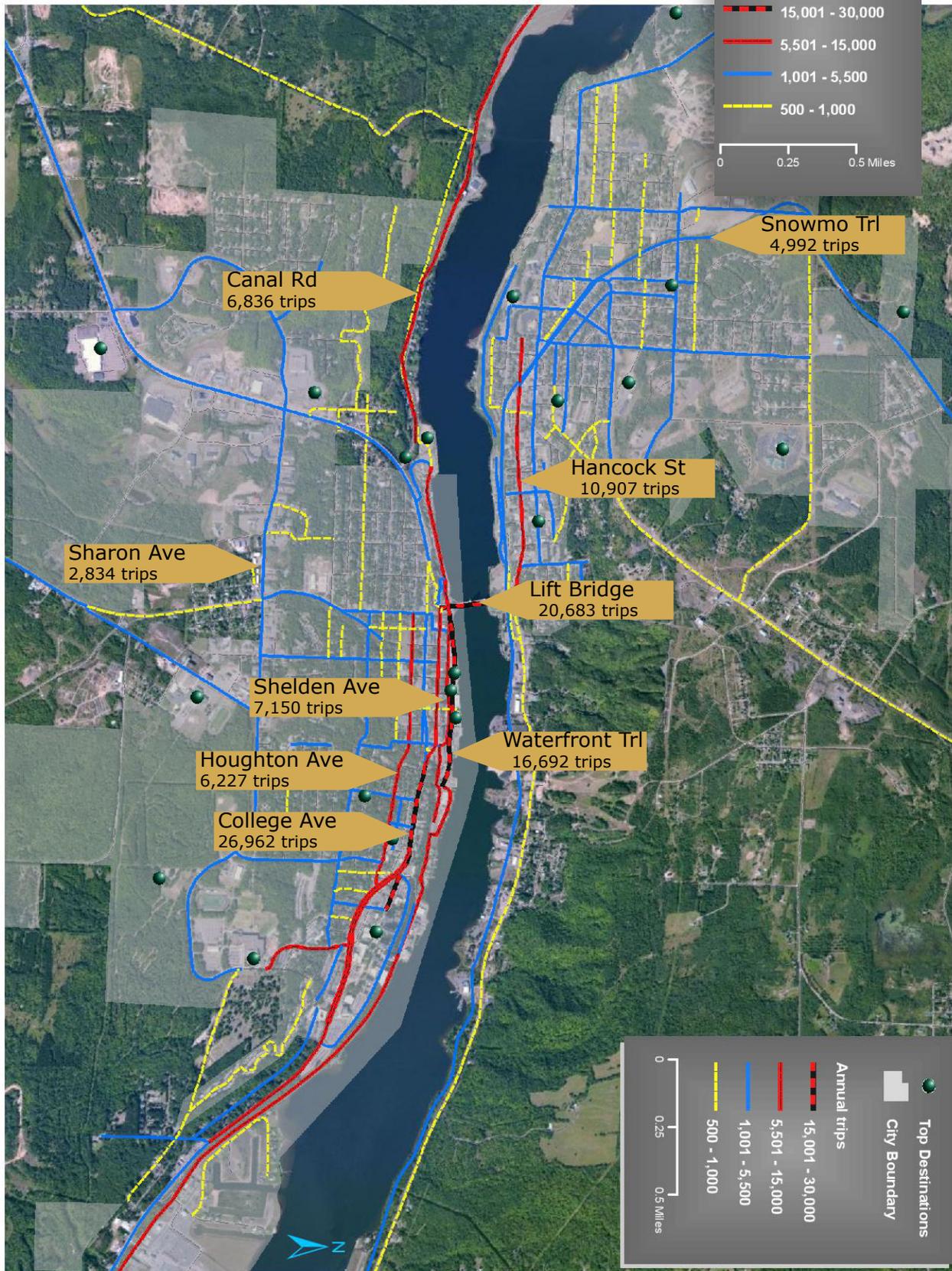
*All maps completed by: 2013, P. Danielle Shannon using ArcGIS - ArcMap version 10

Road lines, Zip code, City boundaries: obtained from MI Geographic Data Library, <http://www.mcgi.state.mi.us>. Roads specifically were updated as of - May 25, 2012: <http://www.mcgi.state.mi.us/mgdl/?rel=thext&action=thmname&cid=14&cat=MI+Geographic+Framework+All+Roads+%28v12b%29>

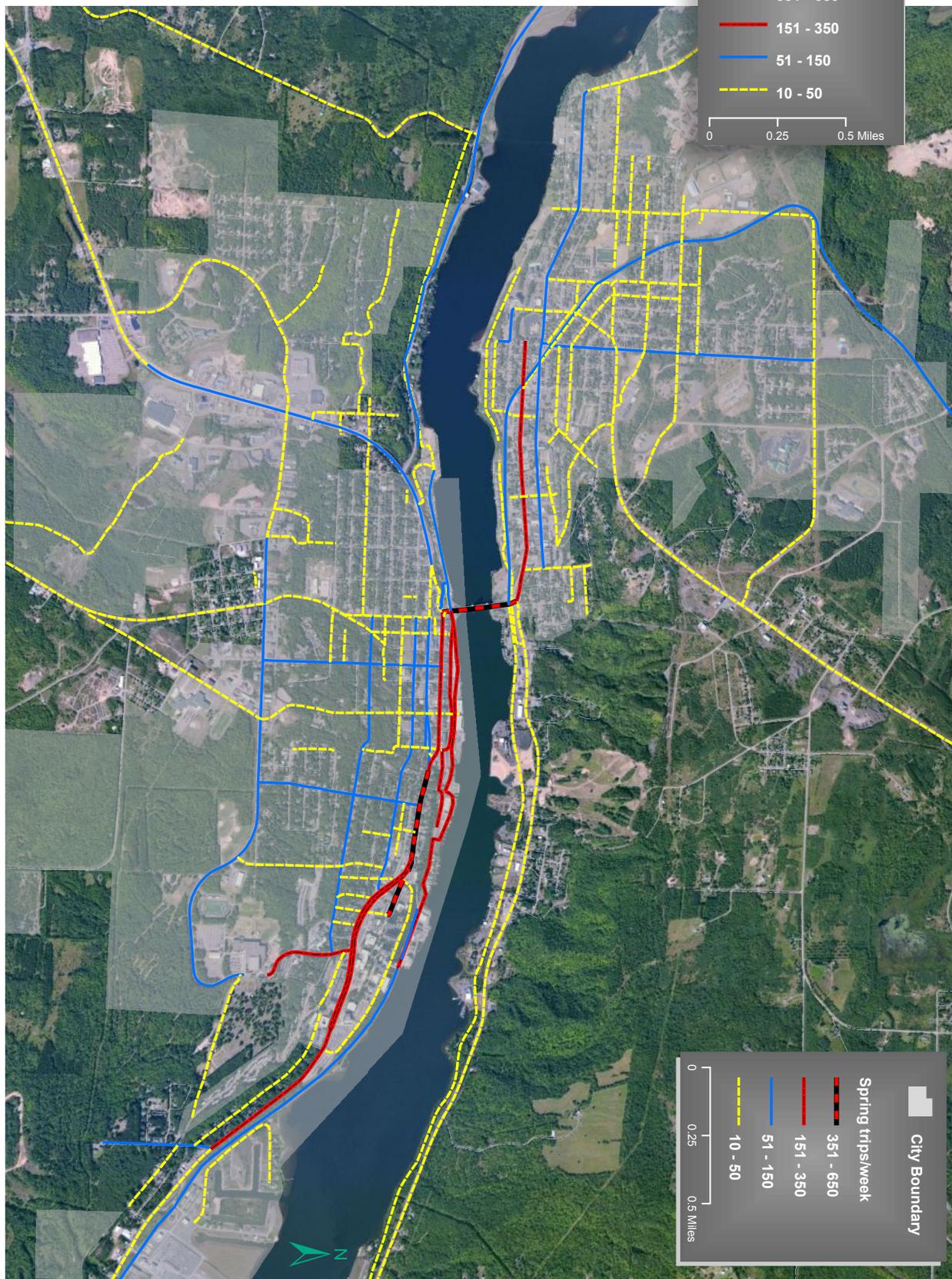
Aerial photography: Bing Maps Aerial (2010) Terrain: Sources: USGS, ESRI, TANA, AND, "The map was compiled from a variety of sources from several data providers, including the U.S. Geological Survey, Tele Atlas, AND, and ESRI. The base map currently provides coverage for the world down to a scale of ~1:1m and coverage for the continental United States and Hawaii to a scale of ~1:70k."

Survey data: Collected through the community using Survey Monkey, compiled by volunteers in Microsoft Excel

Bike Trip Frequency: Annual

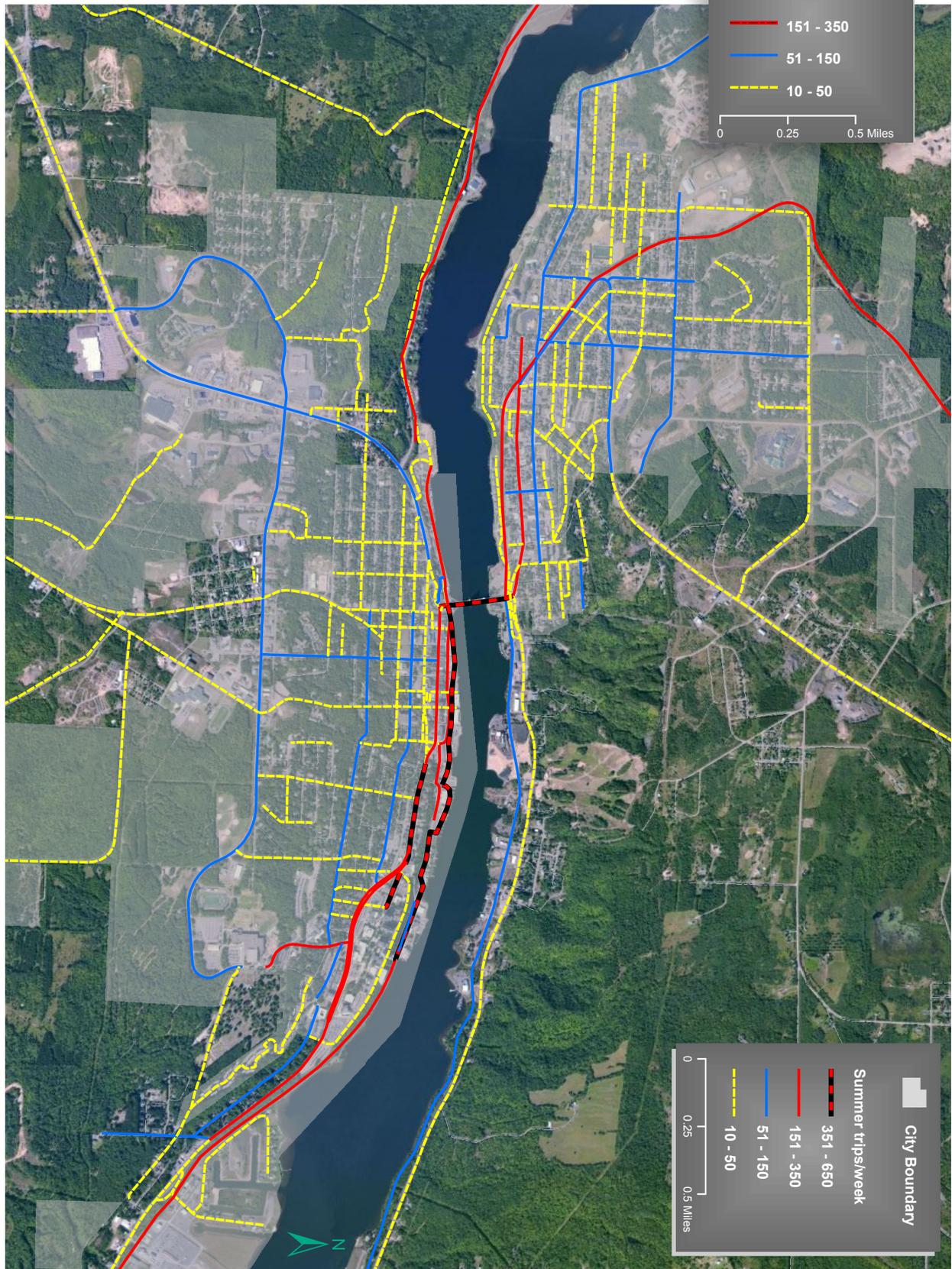


Bike Trip Frequency: Spring



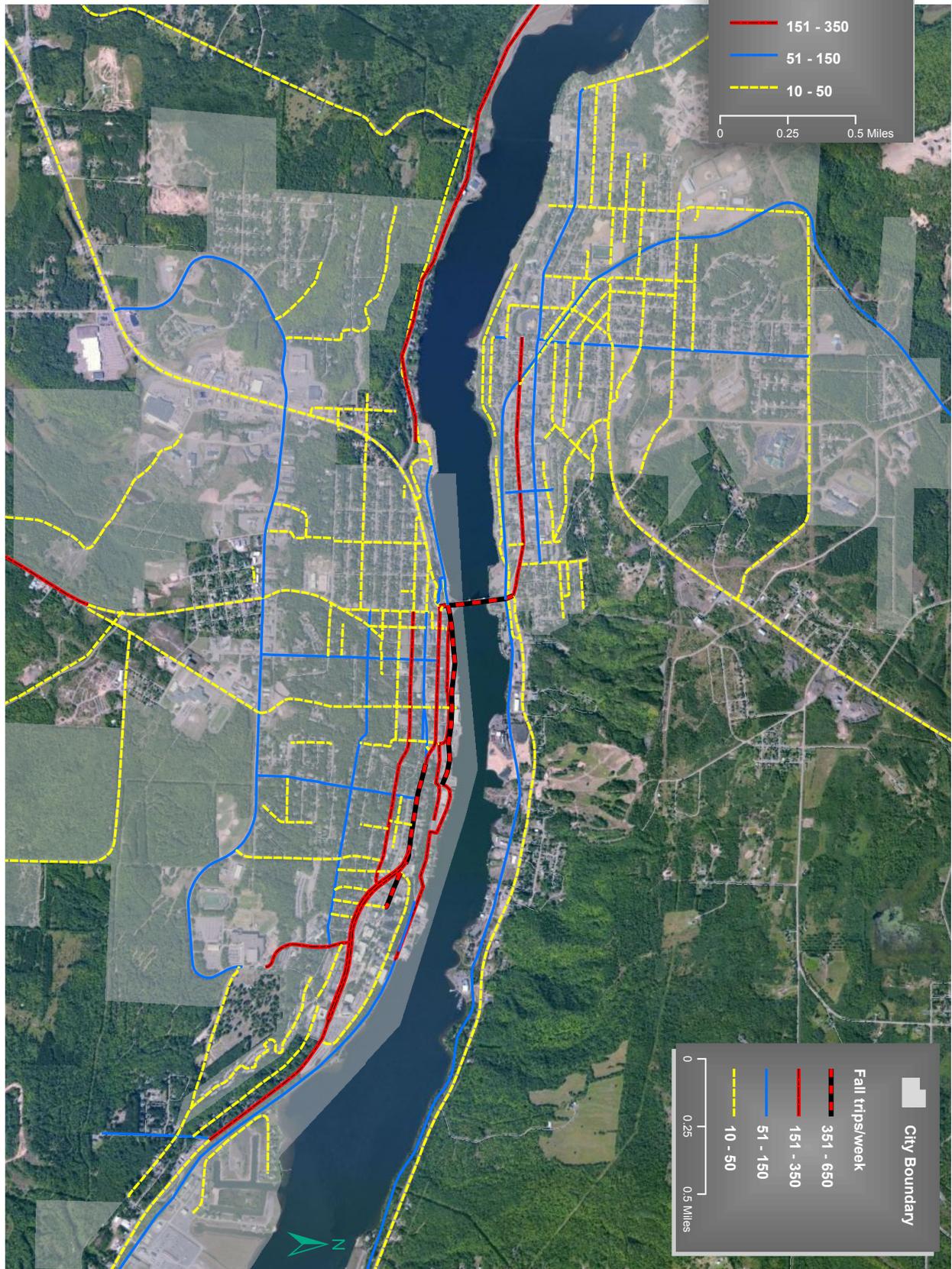
Top spring cycling road segments

Bike Trip Frequency: Summer

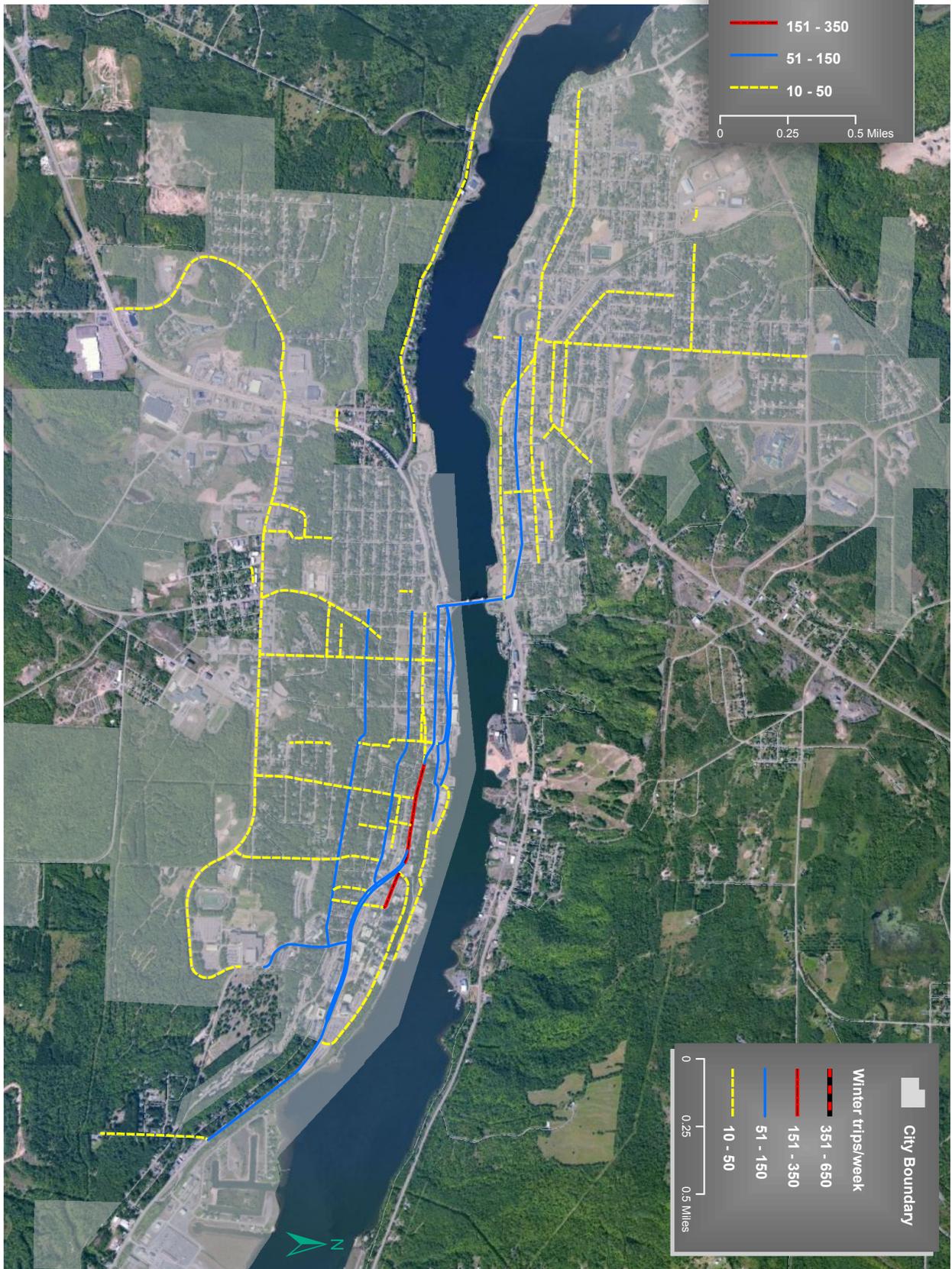


Top summer cycling road segments

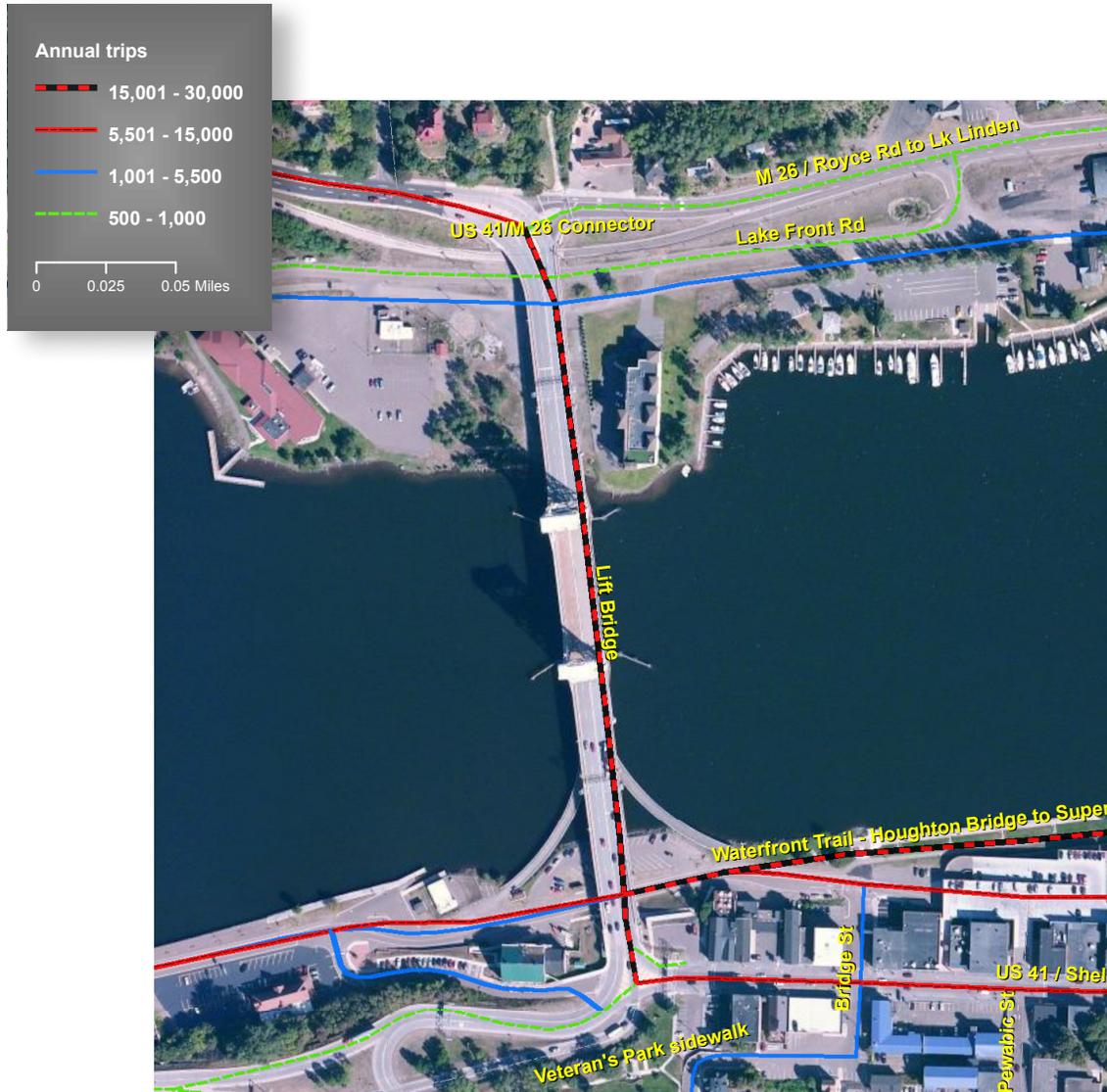
Bike Trip Frequency: Fall



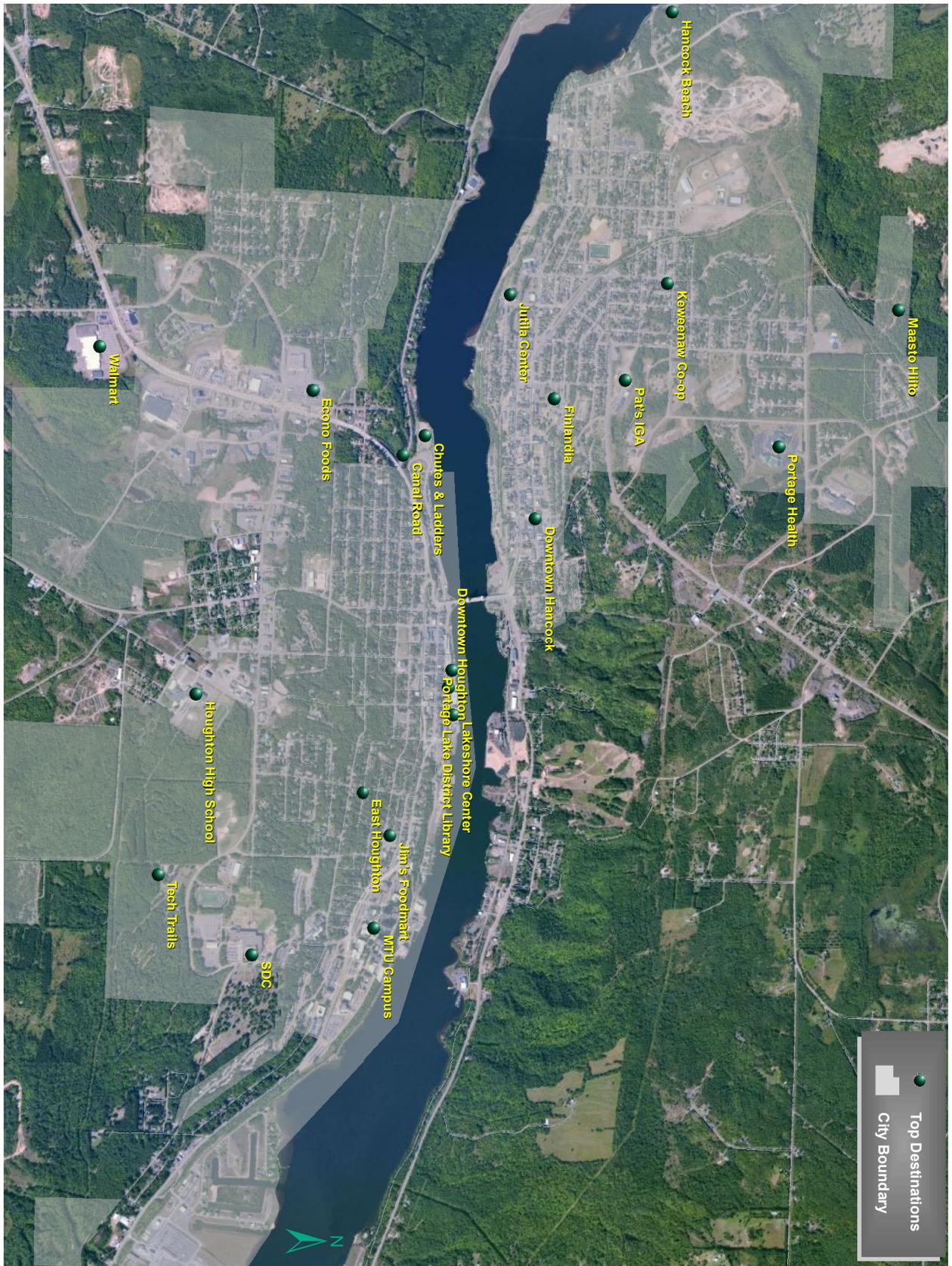
Bike Trip Frequency: Winter



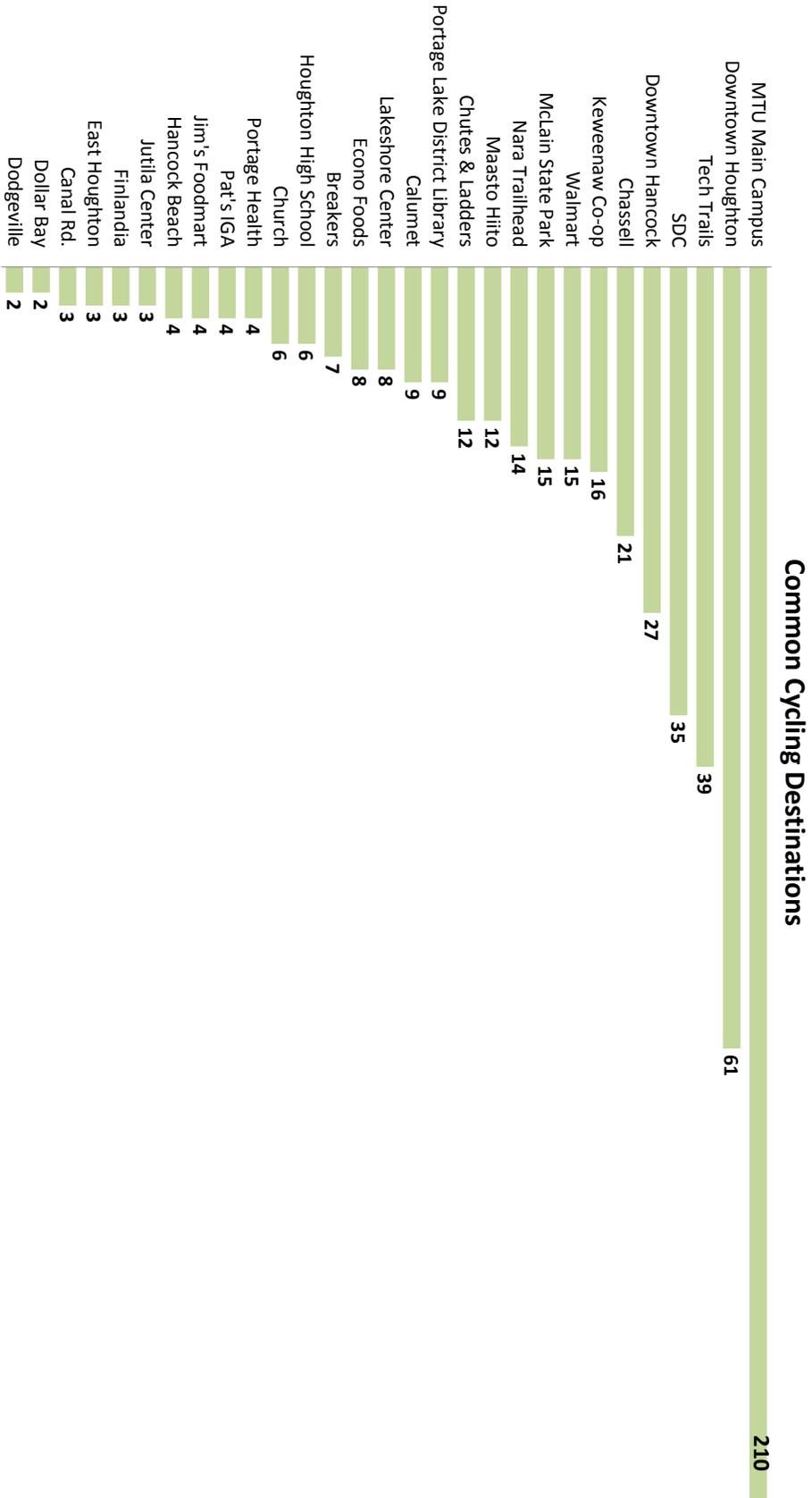
Bike Trip Frequency: Lift Bridge



Most Frequent Destinations



Most Frequent Destinations

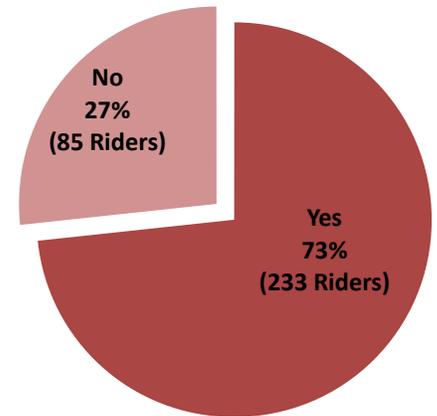


Survey Responses

Question 20

Do you ride your bicycle across the Portage Lake Lift Bridge?
(318 responses)

Out of 318 responses, 233 cyclists (73%) reported riding across the Portage Lake Lift Bridge. 85 cyclists (27%) do not ride across the bridge.

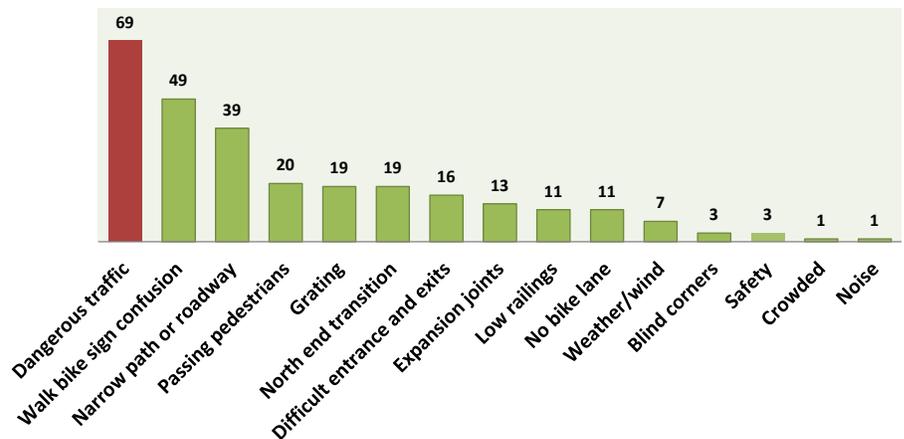


Question 21

If so, what do you like or dislike about traveling across the bridge on a bicycle?
(224 responses)

224 respondents listed one or more likes and/or challenges to traveling across the Portage Lake Lift Bridge in an open-answer format. 13 cyclists reported enjoying the bridge's "Scenery" and 6 cyclists listed "Traveling across the lower level" as a positive experience. 280 distinct challenges were identified and categorized into general areas of concern. The most frequently mentioned factor was "Dangerous traffic" (69 responses). Other challenges included "Confusion about Walk Bike signs" (49 responses), "Road or sidewalk are too narrow" (39 responses), "Passing pedestrians or other bikers" (20 responses), and "Access on and off of bridge" (35 responses) with 19 cyclists specifically naming the north end transition area as extremely challenging to navigate.

Challenges to Using the Portage Lake Lift Bridge



Survey Responses

Question 22

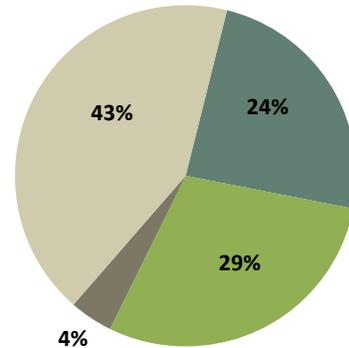
Since our previous survey in 2007, do you think cycling conditions in the area have:

- Improved
- Stayed the same
- Gotten worse
- Did not live here in 2007

(318 responses)

318 respondents provided feedback on cycling conditions since 2007, the last year that a bike survey was conducted in the area. 77 (24%) reported "Improved" conditions, 93 (29%) reported that conditions have "Stayed the same", 13 (4%) answered "Gotten worse" and 135 cyclists (43%) "Did not live here in 2007".

- Improved
- Stayed the same
- Gotten worse
- Did not live here in 2007



Question 23

Please explain your opinion on changes since 2007.

(100 responses)

100 respondents gave open-ended responses describing their opinion on changes in local cycling conditions since 2007. The most common response describing positive changes was "More bike lanes & paths" (28). Other answers included "Better pavement" (8), and "More bikers on the roads" (6). User identified challenges since 2007 included "Lack of driver awareness" (10), "No biking allowed downtown" (5) and "Rough pavement" (3).

Survey Responses

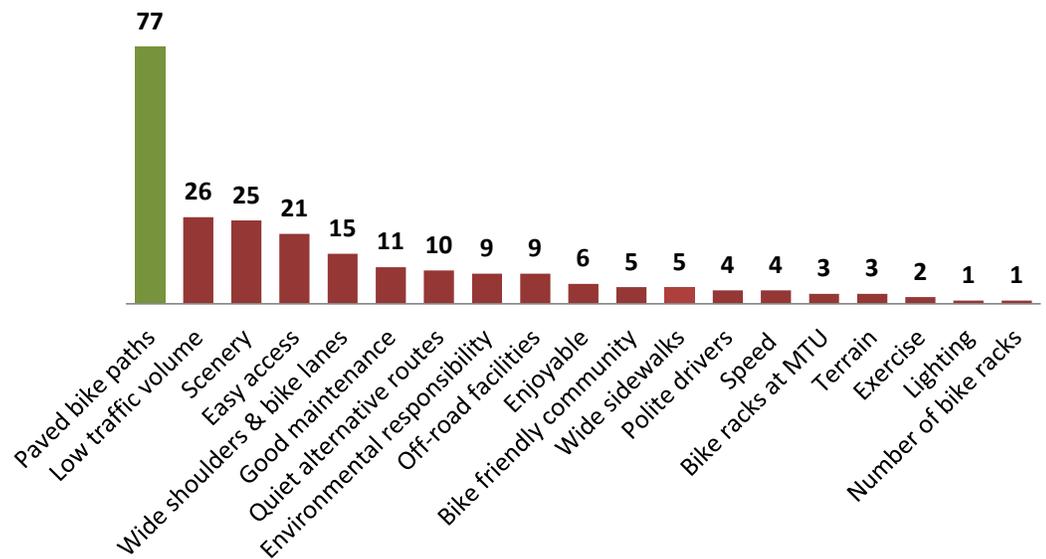
Question 24

What do you like about your bike commute and/or bike routes or facilities in the Houghton/Hancock area?

(257 responses)

257 respondents listed one or more positive aspects of their bike commute and/or bike routes or facilities in the Houghton/Hancock area. The most common response was "Paved bike paths" (77). Other common responses were "Low traffic volume along my route" (26), "Scenery" (25), Easy access to facilities (21), and "Wide shoulders and/or designated bike lanes" (15).

What do you like about your bike commute, route and/or facilities?



Survey Responses

Question 25

What do you dislike or what would you like to see improved?

(269 responses)

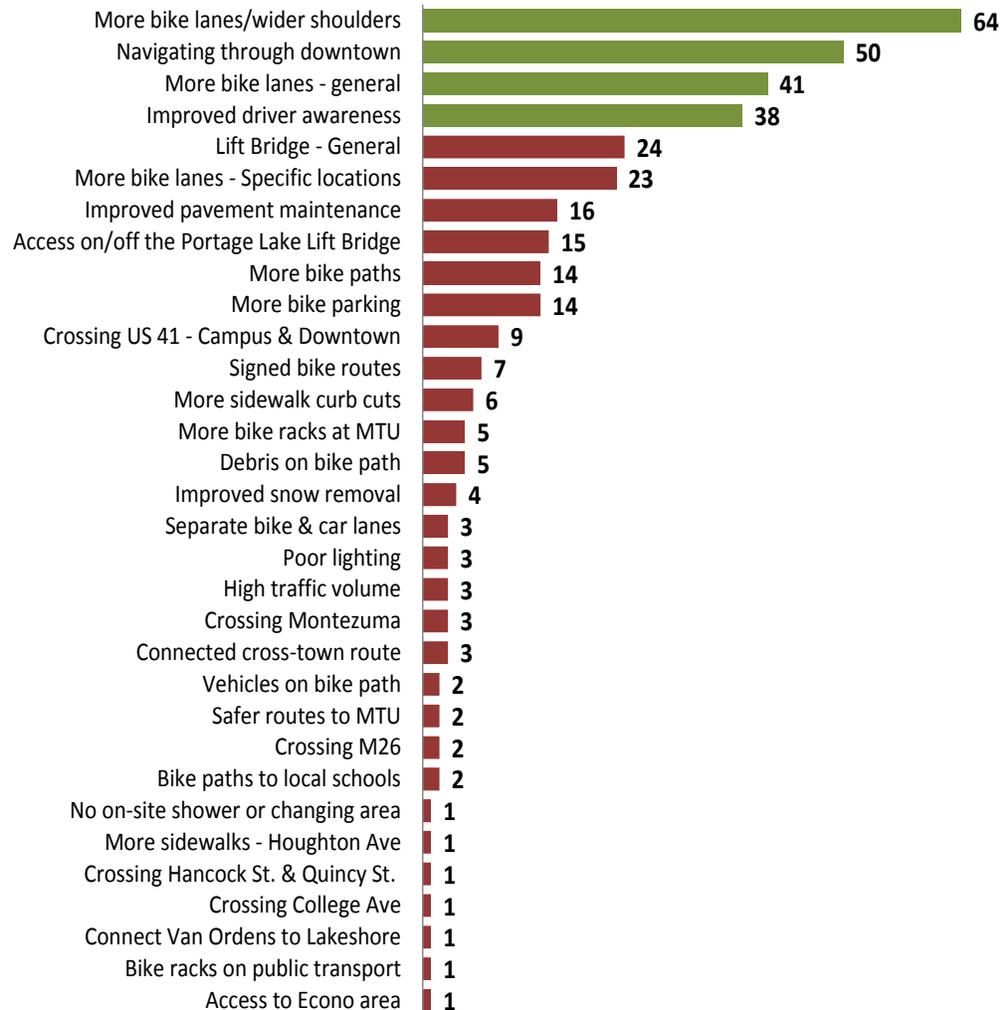
269 cyclists listed one or more dislikes or suggestions for infrastructure improvement. The most common need identified was "More bike lanes" (105), with 64 cyclists specifically suggesting "Wider shoulders". Other frequently mentioned areas for improvement included "Increase driver awareness about cyclists on the roadway" (38), "More bike parking" (14) and "More bike paths" (14).

Two main issues stood out as dislikes or challenges to Houghton/Hancock bicycle infrastructure.

"Navigating through downtown" was mentioned by 50 respondents and "Traveling across the Portage Lake Lift Bridge" was listed by 39 cyclists. Of the 39 Lift Bridge comments, "Access on and off the bridge" was highlighted by 15 respondents. Certain individuals also indicated that the challenges of crossing the Lift Bridge inhibits them from traveling freely between communities. Downtown navigation comments included difficulty finding a safe route down the main streets and the inconvenience of having to walk one's bike.

Safe crossings were mentioned in a number of responses. College Ave, US 41 through MTU Campus, Montezuma, M26, Hancock St. and Quincy St. were specific areas of concern for local cyclists.

Dislikes and Suggested Improvements



Survey Responses

Question 26

Other comments or suggestions?

(85 responses)

Walking and bicycle riding are excellent ways to move around in Hancock and Houghton, however, there are a few important safety concerns to focus on. Automobile traffic on Quincy and Hancock Streets is heavy. Traffic lights on these two corridors do not improve the situation for pedestrians. Deep snow in winter only increases the danger! Install cross walks, increase signage regarding pedestrian right-of-way, and/or build an over-pass for pedestrian use...before we witness a preventable traffic-related tragedy!!!
The pathway between the high school and Elevation is always gravel covered due to erosion.
Waterfront bike trail improvements in Hancock would do a lot for the city. Good job Houghton on your trail.
bike carriers on public transport would be nice
I noticed a couple of small habitat restoration areas. Those are fantastic and need to be expanded through campus and south. Thank you for listening.
Designated bike path From City of Houghton to North entry of Canal Road. This is a very popular route for bikes joggers but dangerous when the road narrows.
more bike paths and single track trail
Thanks for organizing the survey!
Thanks for working on making our beautiful cities more accessible to cyclists.
Thanks for asking for input!
Thanks for asking!
more paved, bike-friendly paths and routes around the two cities!! paths should be in places that are convenient and allow for more utilitarian use
ADD BIKE LANES TO STREETS!!!!
I'd say at least half of the MTU population would benefit from better bike routes
More bike racks please
If people are not using foreign oil, then they are not people.
Please construct bike lanes in a consistent manner throughout Houghton and Hancock. Right now bikes have no place; we're not supposed to be on the sidewalk and drivers hate us when we're in the road. Navigating curbs and intersections is difficult and always increases the chances of an accident with a car. One particularly difficult spot that it would be very difficult to bike through is the stretch of 41/26 right off the bridge in Houghton that loops around to Montezuma. If you're biking in the right hand lane, then you actually have to switch to the middle lane there to be able to make the loop. I imagine that this would be quite dangerous, navigating through different lanes with cars, and I imagine the cars would be irritated with slow going bicyclists as well.
improve the parking situation on campus. There needs to be a parking structure for vehicles. This school wastes all of our tuition on additions of wind harps, rock gardens, and overall additions.
More sheltered bike racks at MTU. Hundreds of bikes are just sitting out in the rain every day.
Adding a bike lane on either side of College Ave
Bike Sales for all the dismantled and left over bikes during summer break!
When I moved here from Minneapolis, MN, I was told that the Houghton-Hancock area was very biker friendly. I have not found this to be the case and am worried about my safety on a regular basis. Biker rights are not known by drivers in this area which creates a hostile commuting experience.
Why isn't there a campus bike shop, lectures or seminars to help explain the necessary things to commute all year, better support from the local law enforcement, and better bike racks on campus (so archaic and useless, where are the staple racks?)

Survey Responses

Question 26

Other comments or suggestions?

Thank you for doing this survey! I have been frustrated and needing to voice my opinion on these issues since I moved here. Thank you for caring!
Educate drivers to watch out for bikes; and, plow the side roads and sidewalks!
Just make sure when there are bike lanes that they are actually bike-able.
open up a bike only lane in downtown
More closed questions--you could get a lot more data than unhelpful open ended questions.
Year-round routes need to be improved by a more frequent schedule of snow removal for sidewalks and bike paths. Running along the shoulder of roads is very dangerous if the snowbank comes too close to the lane of traffic.
Thanks for taking the time to do this research and work on improvements!
A substantial bicycle federation with political clout and the ability to raise grant \$ is necessary to develop a bicycle friendly community.
Copies of bike laws and responsibilities should be in every bike shop as well as the State license bureau. Those who sell bikes should hand them out the brochures when the bikes are sold. Perhaps State licensing of bicyclers should be considered as use increases.
Suggest getting more enforcement of shoulder riding by cars. Also need more speed enforcement thru campus and downtown Houghton. Try crossing the street during "rush hour".
Like what is here now and hope more paths can be expanded to reach farther out of town to other towns as well
Overall I love to bike in Houghton and Hancock
If there was public transit from downtown and back to campus I would consider using it. There's not much really available to do on ughton ave for bikers and walkers
I appreciate your efforts and understand that change will be slow, but there are a lot of current and future cyclists who are depending on this. Also this work will not only be useful for the cyclist, but also for the drivers who will feel safer sharing their roads with cyclist who have their own lanes, and for improving and encouraging the overall health, appearance, and environment of our community.
I'd like to see a dedicated bike lane throughout Houghton. I know we have the Bike Path that runs along the portage lake, but that's far enough out of the way (and takes enough twists and turns) that it often takes more time to go that route than it does to just break the law and ride on sidewalks. The bike path also doesn't have a real, direct way to get to MTU's campus without going PAST campus and then doubling back up a road.
Thank you.
more paved paths!
bike lanes
PLEASE have signed routes for bikes! Not just road markings, but road signs as well. For example, "Bikes may use full lane" would be a great reminder next to marked bike lanes.
like the survey that allows for free text comments
Dedicated bike lanes on shoulders, additional signage, readily accessible and nice bike racks (in convenient locations)
my winter use of the trails is on skis, not my bike, if you only want bike info, then remind us that in that question of the survey
Decrease regulation on bikers in town.
bike racks on buses would be handy!
Thank you.

Survey Responses

Question 26

Other comments or suggestions?

Thank you for your attention to what I think is an integral part of every healthy community! Really, and truly, thanks!
Plow the sidewalks along 41 behind Tech's campus (Library/MUB/Fisher Hall area)
Bicycles are not regarded as good transportation by most area residents. That's changing, but let's get to the idea that bikes are awesome and effective.
I considered asking for lighting, but headlamps are less costly and more ecofriendly.
Conduct this survey more often.
what about "share the road" bicycle signs as you see all over vermont and other places that want motorists to know bikes belong?
It mostly seems as though bikes are not expected, and therefore are not respected. Honestly, I would like to see cops on bikes looking for aggressive or unsafe behavior from drivers and issuing tickets. Have a cop ride their bike across the bridge at rush our and I guarantee they will want to crack down. There could also be more education about bikes on the road, or signage on streets indicating that bikes should be expected.
It is very difficult to ride a road bike on the paved snowmobile path/sidewalk in Hancock along S Lincoln Dr. The curbs are very rough coming off the sidewalk to cross over each road that bisects the trail.
Improving the connection of the snowmobile trail to the bridge on the Hancock side. The best method currently is to turn right off the bridge and go down by the country marina. This can get pretty sketchy with cars coming from under the bridge onto M-26.
Thank you for listening to user input.
Tech needs a path from the lakeshore up to the main campus.
stop cutting so much on the trails!!!
If you provide a superior alternative, people will use it. This applies to means of transportation as well as infrastructure/routes.
The \$50 fine for using the sidewalks downtown seems ridiculous since it is the only reasonable way to go East from, say the hardware store to Cyberia. Reckless riding on sidewalks should of course not be tolerated. However I believe an attentive cyclist can safely (as in safe for pedestrians) ride at a jogging pace on the street side of a sidewalk, and should not have to fear being ticketed as long as they are being safe (again, referring to the safety of pedestrians).
The bridge is the #1 problem. Hoton needs a bicycle "escalator" on Bridge St. going to all levels from the lake up to Sharon Ave.! Chairlift for bikes?
The wide bike lanes around here are so nice. Illinois bikers risk life and limb trying to get anywhere safely.
In general, Houghton/Hancock are bike-friendly towns.
A pamphlet describing path paths would be nice.
Charge a Copper Country bike trail pass fee and use the money to help fund further developments or repairs. The \$10/year fee (\$30/family) could generate needed capital to help offset the costs. Look for recreation grants and private donors to help fund the improvements. We have great mountain biking trails but we need better road biking options. If the biking was better, more people would take part.
It's too bad Houghton needs to have the no-biking-on-the-sidewalk rule for main street. I understand you need to have it because of the 5% of idiots who would rip down the sidewalk at unsafe speeds, but for the 95% of the rest of us, it is WAY MORE DANGEROUS to bike on the street with the cars then to coast down the sidewalk with the people.
The community could benefit from increased outreach/education to both drivers and cyclists. THANK YOU for this survey and the work that you do.

Survey Responses

Question 26

Other comments or suggestions?

The shoulders on M-203 from Hancock Beach to McLain are showing a lot of wear -- erosion is causing the asphalt to break away in some places. Pipe dream, I know, but it would be nice to have a wider shoulder on M-203. Many Houghton County roads (Salo Road, Waasa Road, Pontiac Road) are really deteriorating - parts of these roads might as well be gravel. Hancock should consider a bike lane on Hancock Street. Well, both downtowns should consider bike lanes in the downtowns, but that's a pipe dream.
Better lighting on 7th Ave for commuting during the dark season. Training for drivers on sharing the road
Some kind of bike boulevard along college ave would be awesome!
I'd like to see effort put into increasing awareness of the rights of pedestrians and bikers, sharing the road with cars.
It would be nice to have one sidewalk on the bridge for bikes and the other for pedestrians.
plow public sidewalk on college ave in the winter so it is accessible to pedestrians/cyclists. There is nowhere safe to ride in the winter.
enforce the rule to not have cars and trucks driving on the shoulders! Seems obvious but there is no enforcement. Also enforce tailgating violations
Thank you.
More bike lanes
The pathway along the Canal is great when we are to tired to ride in traffic above houghton. Also, Houghton and Hancock could use some bike lanes through both directions of traffic downtown.
Thanks for the survey. I suspect that there is a demand for cycling infrastructure waiting to be met, but a demand that isn't clearly voiced, a demand waiting for public authorities to catch up to the everyday habits of an increasing number of citizens who cycle.
Very annoying when cars park on bike lane.
Comment-- I am extremely gratefull for the bicycle friendliness of Houghton and Hancock
thank you!
We need more signage and a dedicated pathway!

Survey Responses

Question 28-41: Michigan Tech Commuter Questions

The Michigan Tech section of the survey was comprised of 13 questions for students, faculty, staff, and community members who ride their bicycles to campus. Members of the Student Transportation Enterprise wrote and analyzed these data. The questions are listed below.

28. Do you ride a bicycle to the MTU campus as a student, faculty, staff or community member?
29. Which category most applies to you?
 - Community Member
 - Student
 - Faculty/Staff
30. Please list the locations on campus that you bike to most frequently.
31. What is the typical availability of bike racks near your most frequently used destination on campus?
 - Mostly Open
 - Half Full
 - Mostly Full
 - Crowded
 - No bike racks available
32. If covered bike racks were located farther away from your destination than regular bike racks, would you choose to use the covered parking in the rain or snow?
33. Would having covered bike parking make you more willing to bike to Michigan Tech in adverse weather conditions?
34. Do you feel that Michigan Tech's campus is easy to bike through (from class to class, from dorms to class, etc.)?
35. If no, what obstacles do you face?
36. Do you commute by bike from off-campus to Michigan Tech?
37. If yes, do you feel that campus is easily accessible by bike? Please explain why or why not.

Survey Responses

38. If offered, would you attend any of the following bike-related one-time classes?
(Select all that apply)
 - Bike Safety – as a motorist, cyclist, and pedestrian
 - Bike Repair Classes
 - Local Trails and Biking Events
39. Where do you store your bike in the winter?
40. Do you have any additional comments about cycling on or to the Michigan Tech campus?

Survey Responses

Question 42

Do you ever COMMUTE as a pedestrian to a destination, either beginning, ending or traveling through Houghton or Hancock? A pedestrian uses walking as a means of utilitarian, not recreational, travel, i.e. to work, school or errands.

(301 responses)

301 respondents completed the pedestrian section of the survey. Of the 301 walkers, 230 (76%) reported using walking to commute to a destination. 71 pedestrians (24%) do not commute on foot.

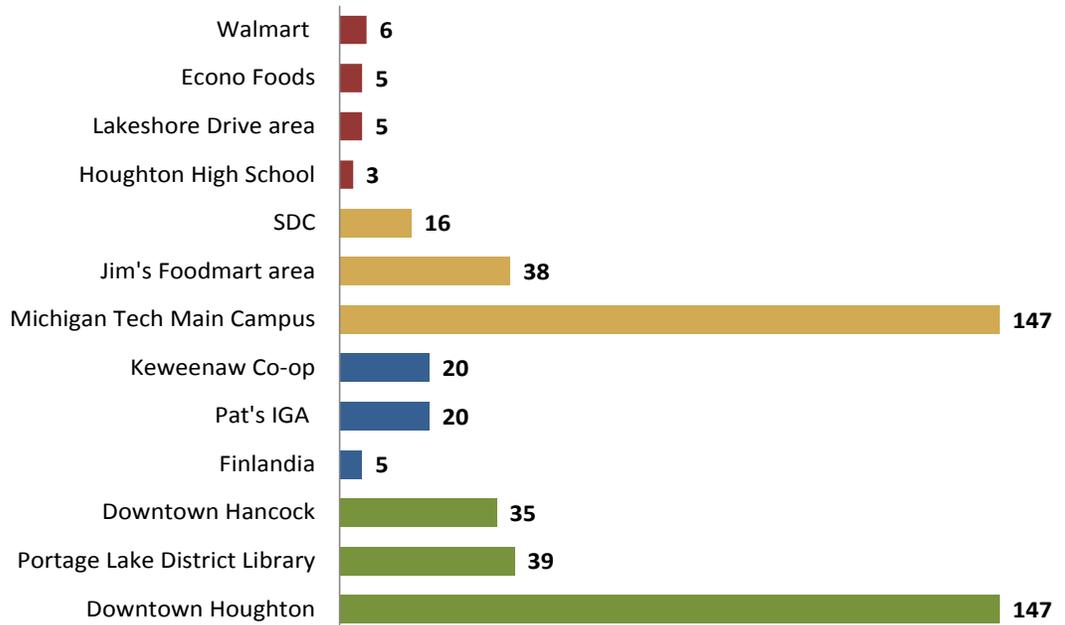


Question 43

If you answered yes, please list your top 3 destinations. i.e. Pat's Foods, Public Library.

(227 responses)

227 pedestrians reported their top commuting destinations in Houghton and/or Hancock. Locations in or near downtown Houghton received 221 mentions, downtown Hancock or surrounding areas were listed 45 times, and the Michigan Tech campus or nearby businesses were named 201 times.



Survey Responses

Question 44

If you answered no, please tell us why you don't walk for transportation.
(65 responses)

65 respondents gave open-ended responses answering why they do not walk for transportation. The most common reasons were "My destination is too far away/not enough time" (26) and "I prefer my bicycle" (5).

Question 45

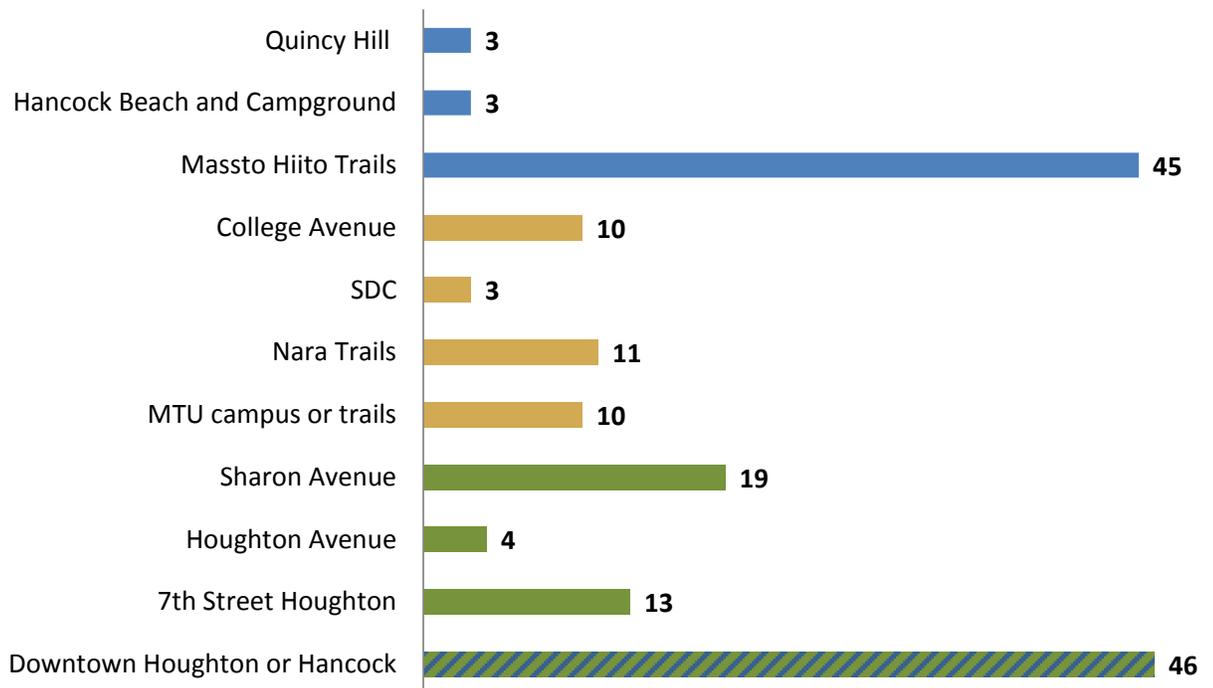
Do you ever travel as a pedestrian for RECREATION either beginning, ending or traveling through Houghton or Hancock? A recreational pedestrian walks for sport, fitness or health. (301 responses)

241 pedestrians (80%) reported using walking for recreation. 60 pedestrians (20%) do not walk for recreation.



Question 46

If you answered yes, please describe where you walk (i.e. Sharon Ave., West Houghton, Waterfront trail, Maasto Hiito, etc.)



Survey Responses

Question 47

If you answered no, please tell us why you don't walk for recreation.

(50 responses)

50 respondents gave open-ended responses answering why they do not walk for recreation. The most common reasons listed were "I prefer other activities" (21) and "I already walk for transportation" (6).

Question 48

Select the seasons that you walk in or through Houghton or Hancock:

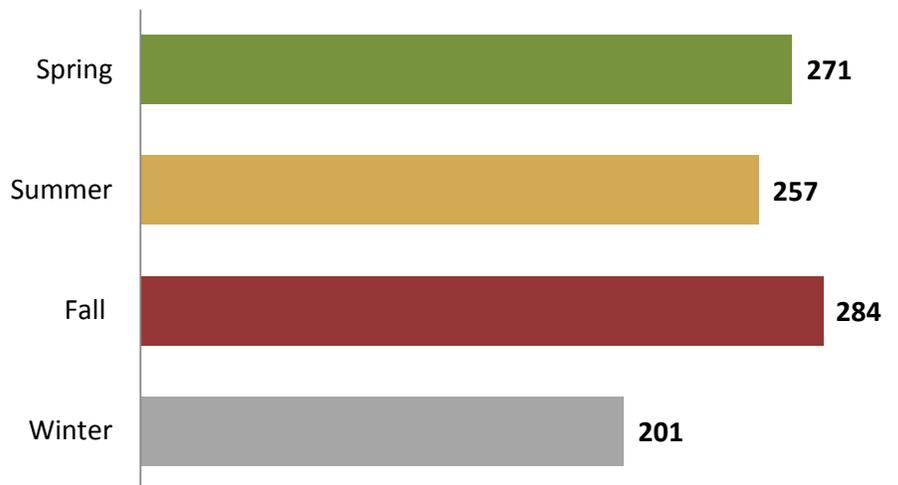
Spring - After roads are clear of snow until May 31

Summer - June through August

Fall - September until ice or snow is present on roadway

Winter - Any time ice or snow is present on roadway

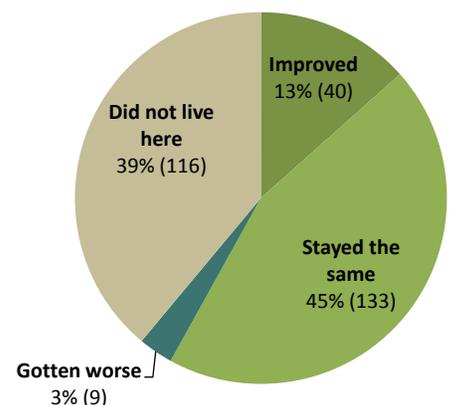
200 or more pedestrians reported walking in or through Houghton or Hancock in each season: Spring (271 walkers), Summer (257 walkers), Fall (284 walkers) and Winter (201 walkers).



Question 49

If you have been walking in or through Houghton or Hancock since 2007, do you think the walking conditions have: Improved, Stayed the same, Gotten worse or Did not live here in 2007? (298 responses)

298 respondents provided feedback on walking conditions since 2007. 40 (13%) reported "Improved" conditions, 133 (45%) reported that conditions have "Stayed the same", 9 (3%) answered "Gotten worse" and 116 pedestrians (39%) "Did not live here in 2007".



Survey Responses

Question 50

What do you like about your walking commute and/or walking routes and facilities in the Houghton/Hancock area?

(214 responses)

214 respondents gave open-ended responses describing what they like about their walking commute and/or walking routes and facilities in the Houghton/Hancock area. The most common response was "Scenery" (38). Other answers included "Access to trails" (34), "Plentiful sidewalks" (31), and "Convenience" (28). User identified challenges since 2007 included "Lack of driver awareness" (10), "No biking allowed downtown" (5) and "Rough pavement" (3).

Question 51

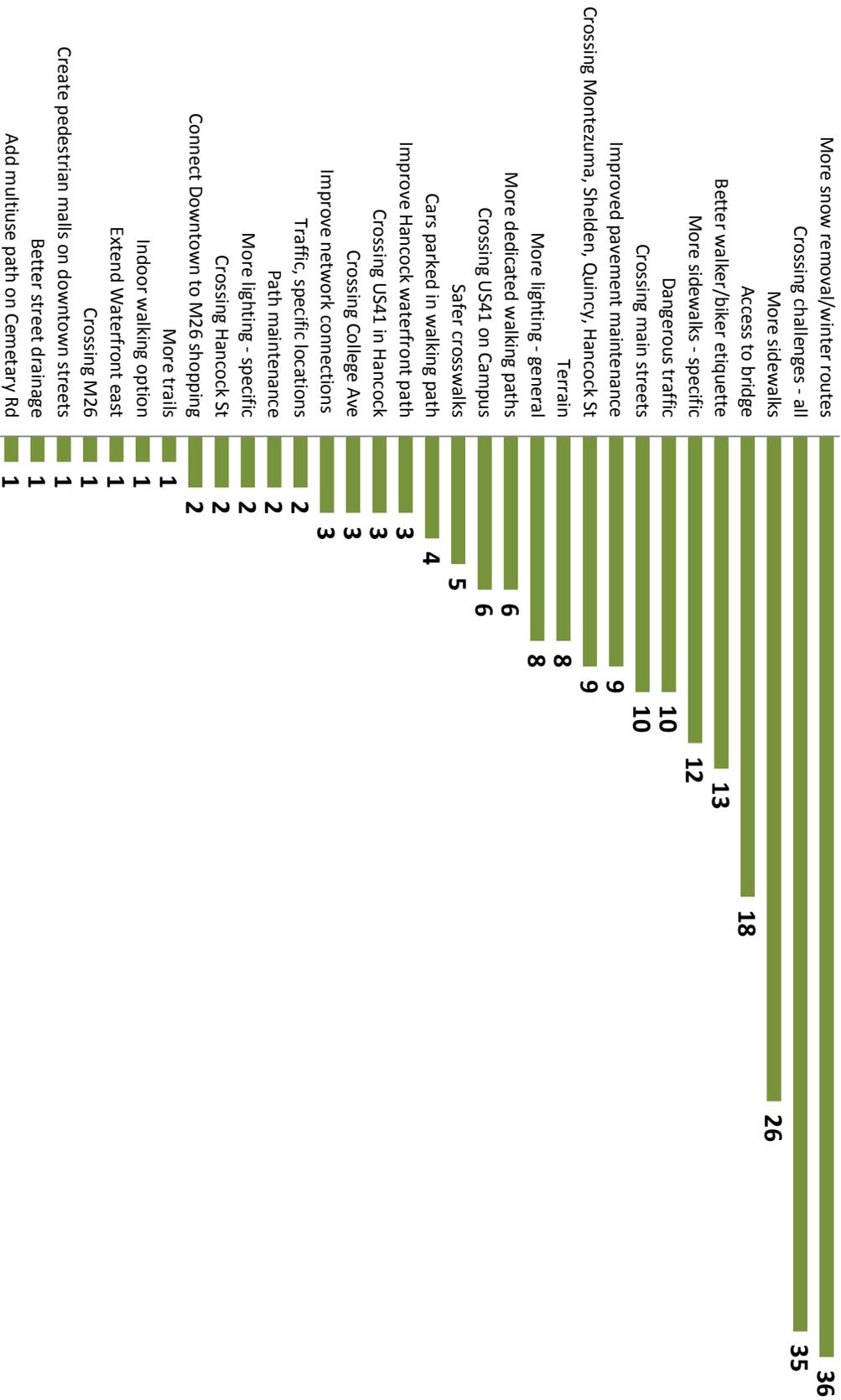
What do you dislike or what would you like to see improved?

(212 responses)

212 pedestrians listed one or more dislikes or suggestions for infrastructure improvement. The most commonly listed dislike to walking in Houghton and Hancock was "No place to safely cross street" (40), with 19 pedestrians specifically naming "Main Street" in Houghton or Hancock as an area of concern. Other frequently mentioned unsafe crossings included "US 41 through the Michigan Tech Campus or College Ave" (9).

38 respondents would like to see "More sidewalks", with some naming specific locations, while "More snow removal" was mentioned in 36 comments. "Difficulty accessing the lift bridge" was named by 18 walkers as an additional area of concern. Reference the graph on PAGE for additional details.

Pedestrian Challenges and Suggestions for Improvement



Survey Responses

Question 52

Other comments or suggestions?

(56 responses)

If installing additional lights on major traffic arteries is not a realistic option, could signs reminding drivers to slow for pedestrians be placed along Quincy and Hancock Streets in Hancock?
It would be nice to have some kind of trail from 'ShopKo Heights' down to the snowmobile trail by the canal. I would most likely ride my bike and/or walk to campus more frequently.
I wish there were pedestrian crossings where pedestrians always have priority.
An alternate path to Sharon Ave. Would be nice. One that walkers and bicyclers could use to access the businesses at the end of Sharon Ave. More patrolling of traffic violators. In our town there is really no need for excessive speed when we can get from one side of Houghton to the other in ten minutes.
I live in Hancock, so please complete the waterfront walk and get us to the bridge without dodging traffic over here!
spruce up hancock, separate bikes and pedestrians
Again thanks for trying to make pedestrian and cycling access in Houghton and Hancock safer and easier.
I don't walk as often in the winter; fear of falling. I started walking to work when downtown Houghton was torn up in the summer of 2009. It was much easier than driving to Tech.
Better publicity locally.
One word: Zip-lines Baby!
keep up on the roads and keep the walkers and bikers safer. I have almost been hit numerous times by people driving and I have many friends who have been hit by careless drivers
The sidewalks work perfectly well for both bikers and pedestrians at the same time.
Wider shoulders on highways. More bike racks.
I would live more of a waterfront route in Hancock or down the canal to McLains. I feel if there was a wide shoulder on the road or near more people would use this route for activities. It would aid in the canal run as well as it does get congested since traffic isn't blocked.
Houghton ave gets narrow for one block west of bridge. Makes ride/walk cramped.
Recommend reduced speed limit to the edge of the City of Hancock limit just past the cemetery. Recommend no passing on uphill approach to the park. Recommend a flashing light to draw attention to pedestrians at the entrance to Hancock Beach.
I WOULD bike if the trail near the county fairgrounds wasn't so sandy that I can't use it. I don't like to bike on the streets. Cars scare me. If we had special bike lanes I would like it better.
Thanks for having the survey!
Put in a stoplight on Montezuma!
Both waterfronts could use much more accessibility and beautification. They are wonderful natural features of both towns and are quite ugly.
More signage on how to use the trail -- see previous question
Sure would like a better way (steps?) from under the Bridge to the Synagogue steps. Would like traffic to stop for ped traffic on marked Quincy/Hancock St crosswalks (this should be an enforced law - like Rhinelander/Eagle River, WI). Slower traffic also (crossing Quincy, Hancock, Lincoln is a crapshoot-very risky). Better street lighting for night walking in winter (need to see ice!!).
more police enforcement of no riding the shoulder, more speed enforcement
signage for path
It is very difficult to walk in Hancock in winter especially when snowmobiles are around. Especially around waterfront near ramada area
The sidewalk ends at the bottom of White street where it meets with Franklin and Reservation Streets in Hancock. Also, lack of north sidewalk from the park & ride across from Hardee's to the bridge in Houghton. I often see people walking there because I assume they don't want to cross traffic to the south sidewalk or backtrack to the W. Memorial Dr. underpass from Lakeshore Dr.
put in more sidewalks - move cars to the outside
posting speed limits and signs on shared use trails warning atv/snowmobiles of foot/bike traffic.
extend paved non-motorized trails in all directions!

Survey Responses

Question 52

Other comments or suggestions?

(56 responses)

There should be more walking paths in the city! The field next to the community garden should be turned into a park!
We could use a nice stairway from the Waterfront trail up to campus level at Michigan Tech. The only ways to get up now are a couple steep trails, the creepy M & M bldg. elevator, or the crowded Dow bldg. elevator.
Thank you!
could we check into some more stop lights along these highways?
find a way to slow down the "leadfoot drivers" going from us-41 up white st. at the scott building in hancock to give pedestrian a chance.
Expanding the area used for sidewalks would be undoubtedly very expensive, a cheaper option might be to have an awareness campaign for drivers to look out for pedestrians or promote reflective clothing or wearable flashers for pedestrians.
More sidewalks, please.
Better lighting
Plans cater to cyclists and have been helpful. Perhaps it is time to develop plans that are friendly to walkers including more sidewalks and snow management for sidewalks during winter months (especially on the MTU Campus)
I like the sidewalks added to Bridge Street. Makes it much nicer. I'd like to see them continued up to elementary school for children's safety.
- Please make sure pedestrian crossings are taken seriously (might need some serious effort by the law enforcement officers. Please, pay as much attention to snow and ice removal for pedestrian (e.g.; promptly and neatly clearing sidewalks) as for road and parking-lots
Wish Hancock expanded/improved the trail behind Fine Line Tire. Please fix the Ethyl Ave. (Hancock) sidewalk.
I know sidewalks are expensive, but is there a cheaper alternative to concrete or asphalt? More sidewalks are needed if Houghton is truly going to be a "walkable community".
People need to be educated as to maintaining their alleys and street right-of-ways. The city shouldn't have to deal with this! I'm bummed when I see weeds growing between the sidewalks and curbs.
Snowplows should slow down so that the snow on the road is not piled on the sidewalks, or.....the city should plow the sidewalks each time they plow the street.
Hancock needs a waterfront trail
It is too bad Hancock didn't extend the Campus Drive sidewalk when they extended Campus Drive between Elevation and Poplar.
Police need to practice and enforce the law by turning into the proper lane. Especially turning from White St west onto Quincy. Everyone switches lanes during the turn, cops too. Impossible to cross there safely and without getting honked, swore and yelled at.
stop sprawl
Because of snow clearing pedestrians must walk in the street in the winter and many motorists are not willing to share the space.
Clear sidewalks soon after snowfall.
enforce pedestrian respect and signage
More trails
Safer Crossings



Houghton and Hancock

2012 Bicycle & Pedestrian Survey Report

Compiled by Sara Salo of the Western Upper Peninsula Health Department

 Western Upper Peninsula
Health Department

540 Depot St.

Hancock, MI 49931

906.482.7382