

**City of Plymouth
Community Survey
2019**

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Executive Summary

The 2019 Community Survey in the City of Plymouth was undertaken as part of the city's strategic planning initiative. The goal of the survey was to learn more about residents' perceptions of existing services and preferences for activities so city leaders can factor this information into future decisions.

The survey posed 38 questions in the following four categories: demographic (5); quality of life (16); visioning (13); and, open-ended (4). Due to the cost and time involved in attempting to survey all residents or households, a sampling process was used. Households in the city were separated by voting precinct, of which there are four, and then 175 addresses were randomly drawn from each precinct for a total sample of 700. This process guaranteed that households from all neighborhoods in the city would be invited to participate. About one out of every six households in the city were included in the sample.

Survey packets were mailed to households in city envelopes and contained the following: a letter from the mayor inviting participation; a letter from the researcher explaining the process and how to participate; a survey; a research statement from Eastern Michigan University; and a postage-paid return envelope that was addressed to the Political Science Department at Eastern Michigan University. Households were invited to complete their survey in paper form or online at the SurveyMonkey website. Completed surveys were returned between late April and early June. Two-hundred-and-eight households out of the 700 in the sample replied to the survey for a response rate of 29.7 percent. Seven surveys were returned without unique survey identification codes, and, as explained in the instructions to participants, were not used. The response rate of usable surveys (201 out of 700) was 28.7 percent.

Households from all four precincts responded. Demographic information about the 201 respondents is as follows:

- 155 live in single-family dwellings and 46 live in multi-family dwellings;
- 108 were over the age of 55; 49 were between the ages of 40 and 55; and 44 were under the age of 40;
- 121 were married or living together; 43 were divorced or widowed; and 36 were single;
- 82 have children, but all are living outside the home; 67 have children, with all or some living at home; and 50 have no children.

Quality of life questions asked about levels of satisfaction with various aspects of the city on a five-point scale ranging from “very dissatisfied” to “very satisfied.” On eight out of the 16 questions, more than 50% of respondents indicated they were “very satisfied.” Those aspects dealt with the city as a place to live; cleanliness; police services; fire services; emergency medical services; automated trash collection; automated recycling services; and compost collection. Aspects of the city with which residents expressed the highest levels of dissatisfaction (“very dissatisfied” and “dissatisfied” responses combined) were the amount of parking (26.9%), the location of parking (13.4%) and governance decisions (12.9%).

Visioning questions asked about the importance of certain things in the city on a three-point scale ranging from “unimportant” to “very important.” On four out of 13 questions, more than 80% of respondent gave the answer of “very important.” Those questions asked about the following: trees as part of the overall look and feel of residential areas; sewer/water infrastructure improvements; road improvements; and maintenance of parks and recreational areas. Respondents gave the answer of “very important” least often to the following: improvements to Kellogg Park (33.8%), parking in considering whether to visit downtown (29.9%), and updating the appearance of the fountain in Kellogg Park (16.9%).

The last portion of the survey asked four open-ended questions. The first asked how the city can enhance the way residents experience downtown, Old Village and other commercial areas of the City. The second asked what the city’s priorities should be. The third asked about support for renewing the local roads bond. And, the fourth asked about support for adding pedestrian crossing signals at intersections and other pedestrian-friendly infrastructure improvements. Responses to these questions were grouped under common themes as a means of trying to make the information more interpretable. The best way to understand the comments is to read or skim through them.

Responses to how the city can enhance the way residents experience downtown, Old Village and other commercial areas produced 226 distinct comments. Comments were divided into eight categories. In order of most to fewest responses, comments suggested things having to do with commerce, parking, infrastructure, appearance, events/opportunities, public safety, housing and other.

Responses to the question about what the city’s priorities should be totaled 343. Comments were divided into eight categories. In order of most to fewest responses,

comments identified priorities in the areas of appearance, infrastructure, public safety, parking, commerce, housing, cost and operations, and other.

Responses to the question about whether the household would support renewing the local roads bond produced 188 responses. Twelve of those were identified as not easily categorized, leaving 176 to be compared. Of those 176 responses, 27 answered “no” (15.3%); 122 to answered “yes” (69.3%), and 27 answered “maybe” (15.3%).

Responses to the question about whether the household would support additional pedestrian crossing signals and other pedestrian-friendly infrastructure produced 186 responses. Five of those were identified as not easily categorized, leaving 181 to be compared. Of those 181 responses, 52 answered “no” (28.7%), 118 answered “yes” (65.2%), and 11 answered “maybe” (6.1%).

In the pages to follow, more detail is given about the research design and the data it produced. Those interested in more detail can examine summary tables for each scaled question and the comments given in response to the open-ended questions.

Research Design

The city and researcher worked cooperatively to develop a survey instrument that would take 10 minutes or less to complete and would provide information that the city believed would be most helpful to its strategic planning initiative. They also designed a process that would include households in all neighborhoods of the city and would likely be representative of the community as a whole.

A common practice in survey research is sampling, which is used when the time and cost of reaching all members of a group are prohibitive. Since there are over 4,000 households in the city, it was decided that sampling would be used to keep down the time and cost of the survey. There are many sampling processes used in research, but random sampling is the best for generating information that is likely to be representative of the larger population of interest. The Plymouth Community Survey employed random sampling.

The city provided a list of residential addresses in the city from its utilities database. These addresses were organized by election precinct and then ordered alphabetically by street name. A random selection process was used to draw 175 addresses from each precinct for a total sample size of 700. This process guaranteed that households from all neighborhoods in the city would be invited to participate. About one out of every six households in the city were included in the sample.

The survey posed 38 questions in the following four categories: demographic (5); quality of life (16); visioning (13); and, open-ended (4). The survey was designed to fit onto four pages of standard-sized paper, which would facilitate ease of mailing and return. An online version of the survey was also created and hosted on the website SurveyMonkey. This allowed respondents to complete the survey electronically if they desired.

Each address in the database was assigned a unique identification code that would be used to make sure that returned surveys had actually come from addresses that were invited to participate in the survey. The first question on the survey, not counted in the 38 questions mentioned above, asked participants to provide the unique identification for their address. Only the researcher has access to the unique codes and knows which addresses replied to the survey. This information remains confidential and will never be shared with the city.

Survey packets were mailed to households in city envelopes and contained the following: a letter from the mayor inviting participation; a letter from the researcher

explaining the process and how to participate; a survey; a research statement from Eastern Michigan University; and a postage-paid return envelope that was addressed to the Political Science Department at Eastern Michigan University. Completed surveys were returned between late April and early June. Two-hundred-and-eight households out of the 700 in the sample replied to the survey for a response rate of 29.7 percent. Seven surveys were returned without unique survey identification codes, and, as explained in the instructions to participants, were not used. The response rate of usable surveys (201 out of 700) was 28.7 percent.

City of Plymouth Community Survey

Please circle the number or letter that best corresponds to your opinion.

Unique Survey Number

1. Please enter the number you received with your invitation to participate:

Demographic Information

2. In what age range are you?
a. Under 30 b. 30 to 39 c. 40 to 55 d. Over 55
3. What is your status?
a. Single b. Married or living together c. Divorced and/or widowed
4. Do you have children?
a. No b. Yes, all or some living at home c. Yes, all living out of the home
5. Are you signed up to receive email notifications from the City of Plymouth about events, water main breaks, etc.
a. No b. Yes
6. Would you be willing to participate in a focus group?
a. No b. Yes

Quality of Life

1 = very dissatisfied; 2 = dissatisfied; 3 = neither dissatisfied nor satisfied; 4 = satisfied; 5 = very satisfied

7. How satisfied are you with the city as a place to live?
1 2 3 4 5
8. How satisfied are you with shopping in the city?
1 2 3 4 5
9. How satisfied are you with dining in the city?
1 2 3 4 5

10. How satisfied are you with the amount of parking in the city?

1 2 3 4 5

11. How satisfied are you with the location of parking in the city?

1 2 3 4 5

12. How satisfied are you with the overall cleanliness of the city?

1 2 3 4 5

13. How satisfied are you with police services?

1 2 3 4 5

14. How satisfied are you with fire services?

1 2 3 4 5

15. How satisfied are you with emergency medical services?

1 2 3 4 5

16. How satisfied are you with the automated trash collection service?

1 2 3 4 5

17. How satisfied are you with the automated recycling collection service?

1 2 3 4 5

18. How satisfied are you with the compost collection service?

1 2 3 4 5

19. How satisfied are you with the brush chipping collection service?

1 2 3 4 5

20. How satisfied are you with winter weather road maintenance service?

1 2 3 4 5

21. How satisfied are you with the city's efforts to communicate timely information to residents?

1 2 3 4 5

22. How satisfied are you with governance decisions made by city elected leaders and city employees?

1 2 3 4 5

Visioning

1 = *unimportant*; 2 = *somewhat important*; 3 = *very important*

23. How important are trees to the overall look and feel of the residential areas?

1 2 3

24. How important are sewer/water infrastructure improvements?

1 2 3

25. How important are road improvements?

1 2 3

26. How important are sidewalk improvements?

1 2 3

27. How important are recreation facilities and programs?

1 2 3

28. How important is it that the city maintain parks and recreational areas?

1 2 3

29. How important is it that the city continue to improve parking in the city?

1 2 3

30. How important is parking in your consideration of whether to visit downtown?

1 2 3

31. How important are improvements to Kellogg Park to you?

1 2 3

32. How important is it that the city update the appearance of the fountain in Kellogg Park?

1 2 3

33. How important is it that the city find a suitable use for the old Saxton's property?

1 2 3

34. How important are special events in your consideration of whether to visit downtown?

1 2 3

35. How important is it that the city host entertainment opportunities in downtown?

1 2 3

Open-Ended Questions

36. How can the city enhance the way you experience downtown, Old Village and other commercial areas of the City?

37. What do you think the city's priorities should be?

38. Would you support a renewal of the local roads bond to continue improvements to local roads?

39. Would you support additional pedestrian crossing signals at intersections and other pedestrian friendly infrastructure enhancements? Why or Why Not?

Survey Results

Survey results are in the form of quantitative and qualitative data. Both types of data describe something about residents' thoughts pertaining to city issues. The difference between the two types of data is that some descriptions lend themselves to simple and exact categorization and can be converted to numbers for statistical analysis. Thirty-four questions in the survey fall into the category of quantitative data. Each of these questions has been summarized in table form below. Four questions produced description that defied simple and exact categorization and have been left in descriptive form. These questions produced qualitative data only. They have been organized into broad categories, but the reader will quickly see that the responses are often quite different from one another. The best way to understand these data are to read or skim them as written by the respondents themselves.

Quantitative Data

Data were entered into Microsoft Excel and then imported into IBM SPSS Statistic 25 for analysis. What appears below for each question are called frequency tables. They show the number and overall percentage of responses given by category. There are a few things in the tables that the average reader will not likely have encountered before and warrant some introduction. In the case of this study, the two most meaningful columns are the frequency and the percent. Frequency refers to the number of times a particular answer was given. Percent refers to the ratio of answers given to the number of surveys returned, which in this survey was 201. Two other columns are provided by IBM SPSS that may confuse the reader. They can be ignored, or if the reader wishes to understand, the following explanations are offered: valid percent takes into account the number of respondents who left the question unanswered when computing the ratio; cumulative percent simply adds the percent from row to row; and missing systems shows the number of respondents who did not answer a question. Since nearly all respondents answered all questions, the percent and valid percent are identical in many cases and nearly identical in the other cases.

Precinct

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	46	22.9	22.9	22.9
	2	34	16.9	16.9	39.8
	3	52	25.9	25.9	65.7
	4	69	34.3	34.3	100.0
	Total	201	100.0	100.0	

Multi-Family

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Single-Family Dwelling	155	77.1	77.1	77.1
	Multi-Family Dwelling	46	22.9	22.9	100.0
	Total	201	100.0	100.0	

Paper or Online Reply

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Paper Reply	158	78.6	78.6	78.6
	Online Reply	43	21.4	21.4	100.0
	Total	201	100.0	100.0	

In what age range are you?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Under 30	3	1.5	1.5	1.5
	30 to 39	41	20.4	20.4	21.9
	40 to 55	49	24.4	24.4	46.3
	Over 55	108	53.7	53.7	100.0
	Total	201	100.0	100.0	

What is your status?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Single	36	17.9	18.0	18.0
	Married or Living Together	121	60.2	60.5	78.5
	Divorced and/or Widowed	43	21.4	21.5	100.0
	Total	200	99.5	100.0	
Missing	System	1	.5		
Total		201	100.0		

Do you have children?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	No	50	24.9	25.1	25.1
	Yes, all or some living at home	67	33.3	33.7	58.8
	Yes, all living out of the home	82	40.8	41.2	100.0
	Total	199	99.0	100.0	
Missing	System	2	1.0		
Total		201	100.0		

Are you signed up to receive email notifications from the City of Plymouth about events, water main breaks, etc.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	No	67	33.3	33.7	33.7
	Yes	132	65.7	66.3	100.0
	Total	199	99.0	100.0	
Missing	System	2	1.0		
Total		201	100.0		

Would you be willing to participate in a focus group?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	No	71	35.3	36.6	36.6
	Yes	123	61.2	63.4	100.0
	Total	194	96.5	100.0	
Missing	System	7	3.5		
Total		201	100.0		

How satisfied are you with the city as a place to live?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very dissatisfied	3	1.5	1.5	1.5
	Dissatisfied	2	1.0	1.0	2.5
	Neither	5	2.5	2.5	5.0
	Satisfied	76	37.8	38.0	43.0
	Very satisfied	114	56.7	57.0	100.0
	Total	200	99.5	100.0	
Missing	System	1	.5		
Total		201	100.0		

How satisfied are you with shopping in the city?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very dissatisfied	3	1.5	1.5	1.5
	Dissatisfied	14	7.0	7.0	8.5
	Neither	53	26.4	26.4	34.8
	Satisfied	74	36.8	36.8	71.6
	Very satisfied	57	28.4	28.4	100.0
	Total	201	100.0	100.0	

How satisfied are you with dining in the city?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very dissatisfied	4	2.0	2.0	2.0
	Dissatisfied	10	5.0	5.0	7.0
	Neither	26	12.9	12.9	19.9
	Satisfied	62	30.8	30.8	50.7
	Very satisfied	99	49.3	49.3	100.0
	Total	201	100.0	100.0	

How satisfied are you with the amount of parking in the city?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very dissatisfied	15	7.5	7.5	7.5
	Dissatisfied	39	19.4	19.5	27.0
	Neither	61	30.3	30.5	57.5
	Satisfied	58	28.9	29.0	86.5
	Very satisfied	27	13.4	13.5	100.0
	Total	200	99.5	100.0	
Missing	System	1	.5		
Total		201	100.0		

How satisfied are you with the location of parking in the city?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very dissatisfied	6	3.0	3.0	3.0
	Dissatisfied	21	10.4	10.5	13.5
	Neither	64	31.8	32.0	45.5
	Satisfied	72	35.8	36.0	81.5
	Very satisfied	37	18.4	18.5	100.0
	Total	200	99.5	100.0	
Missing	System	1	.5		
Total		201	100.0		

How satisfied are you with the overall cleanliness of the city?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very dissatisfied	2	1.0	1.0	1.0
	Dissatisfied	2	1.0	1.0	2.0
	Neither	11	5.5	5.5	7.5
	Satisfied	84	41.8	41.8	49.3
	Very satisfied	102	50.7	50.7	100.0
	Total	201	100.0	100.0	

How satisfied are you with police services?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very dissatisfied	2	1.0	1.0	1.0
	Dissatisfied	5	2.5	2.5	3.5
	Neither	22	10.9	10.9	14.4
	Satisfied	53	26.4	26.4	40.8
	Very satisfied	119	59.2	59.2	100.0
	Total	201	100.0	100.0	

How satisfied are you with fire services?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very dissatisfied	1	.5	.5	.5
	Dissatisfied	3	1.5	1.5	2.0
	Neither	29	14.4	14.6	16.7
	Satisfied	48	23.9	24.2	40.9
	Very satisfied	117	58.2	59.1	100.0
	Total	198	98.5	100.0	
Missing	System	3	1.5		
Total		201	100.0		

How satisfied are you with emergency medical services?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very dissatisfied	1	.5	.5	.5
	Dissatisfied	1	.5	.5	1.0
	Neither	39	19.4	19.8	20.8
	Satisfied	44	21.9	22.3	43.1
	Very satisfied	112	55.7	56.9	100.0
	Total	197	98.0	100.0	
Missing	System	4	2.0		
Total		201	100.0		

How satisfied are you with the automated trash collection service?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very dissatisfied	2	1.0	1.0	1.0
	Dissatisfied	7	3.5	3.6	4.6
	Neither	20	10.0	10.2	14.7
	Satisfied	61	30.3	31.0	45.7
	Very satisfied	107	53.2	54.3	100.0
	Total	197	98.0	100.0	
Missing	System	4	2.0		
Total		201	100.0		

How satisfied are you with the automated recycling collection service?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very dissatisfied	6	3.0	3.0	3.0
	Dissatisfied	8	4.0	4.1	7.1
	Neither	17	8.5	8.6	15.7
	Satisfied	58	28.9	29.4	45.2
	Very satisfied	108	53.7	54.8	100.0
	Total	197	98.0	100.0	
Missing	System	4	2.0		
Total		201	100.0		

How satisfied are you with the compost collection service?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very dissatisfied	6	3.0	3.1	3.1
	Dissatisfied	6	3.0	3.1	6.2
	Neither	28	13.9	14.5	20.7
	Satisfied	51	25.4	26.4	47.2
	Very satisfied	102	50.7	52.8	100.0
	Total	193	96.0	100.0	
Missing	System	8	4.0		
Total		201	100.0		

How satisfied are you with the brush chipping collection service?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very dissatisfied	4	2.0	2.1	2.1
	Dissatisfied	9	4.5	4.7	6.7
	Neither	34	16.9	17.6	24.4
	Satisfied	58	28.9	30.1	54.4
	Very satisfied	88	43.8	45.6	100.0
	Total	193	96.0	100.0	
Missing	System	8	4.0		
Total		201	100.0		

How satisfied are you with winter weather road maintenance service?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very dissatisfied	5	2.5	2.5	2.5
	Dissatisfied	13	6.5	6.5	9.0
	Neither	29	14.4	14.4	23.4
	Satisfied	85	42.3	42.3	65.7
	Very satisfied	69	34.3	34.3	100.0
	Total	201	100.0	100.0	

How satisfied are you with the city's efforts to communicate timely information to residents?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very dissatisfied	2	1.0	1.0	1.0
	Dissatisfied	6	3.0	3.0	4.0
	Neither	29	14.4	14.5	18.5
	Satisfied	70	34.8	35.0	53.5
	Very satisfied	93	46.3	46.5	100.0
	Total	200	99.5	100.0	
Missing	System	1	.5		
Total		201	100.0		

How satisfied are you with governance decisions made by city elected leaders and city employees?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very dissatisfied	2	1.0	1.0	1.0
	Dissatisfied	24	11.9	12.0	13.0
	Neither	64	31.8	32.0	45.0
	Satisfied	83	41.3	41.5	86.5
	Very satisfied	27	13.4	13.5	100.0
	Total	200	99.5	100.0	
Missing	System	1	.5		
Total		201	100.0		

How important are trees to the overall look and feel of the residential areas?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Unimportant	1	.5	.5	.5
	Somewhat imp.	31	15.4	15.4	15.9
	Very important	169	84.1	84.1	100.0
	Total	201	100.0	100.0	

How important are sewer/water infrastructure improvements?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Unimportant	4	2.0	2.0	2.0
	Somewhat imp.	33	16.4	16.5	18.5
	Very important	163	81.1	81.5	100.0
	Total	200	99.5	100.0	
Missing	System	1	.5		
Total		201	100.0		

How important are road improvements?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Unimportant	6	3.0	3.0	3.0
	Somewhat imp.	33	16.4	16.5	19.5
	Very important	161	80.1	80.5	100.0
	Total	200	99.5	100.0	
Missing	System	1	.5		
Total		201	100.0		

How important are sidewalk improvements?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Unimportant	9	4.5	4.5	4.5
	Somewhat imp.	62	30.8	31.0	35.5
	Very important	129	64.2	64.5	100.0
	Total	200	99.5	100.0	
Missing	System	1	.5		
Total		201	100.0		

How important are recreation facilities and programs?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Unimportant	13	6.5	6.5	6.5
	Somewhat imp.	87	43.3	43.3	49.8
	Very important	101	50.2	50.2	100.0
	Total	201	100.0	100.0	

How important is it that the city maintain parks and recreational areas?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Somewhat imp.	33	16.4	16.4	16.4
	Very important	168	83.6	83.6	100.0
	Total	201	100.0	100.0	

How important is it that the city continue to improve parking in the city?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Unimportant	31	15.4	15.4	15.4
	Somewhat imp.	62	30.8	30.8	46.3
	Very important	108	53.7	53.7	100.0
	Total	201	100.0	100.0	

How important is parking in your consideration of whether to visit downtown?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Unimportant	92	45.8	46.0	46.0
	Somewhat imp.	48	23.9	24.0	70.0
	Very important	60	29.9	30.0	100.0
	Total	200	99.5	100.0	
Missing	System	1	.5		
Total		201	100.0		

How important are improvements to Kellogg Park to you?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Unimportant	39	19.4	19.4	19.4
	Somewhat imp.	94	46.8	46.8	66.2
	Very important	68	33.8	33.8	100.0
	Total	201	100.0	100.0	

How important is it that the city update the appearance of the fountain in Kellogg Park?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Unimportant	100	49.8	50.0	50.0
	Somewhat imp.	66	32.8	33.0	83.0
	Very important	34	16.9	17.0	100.0
	Total	200	99.5	100.0	
Missing	System	1	.5		
Total		201	100.0		

How important is it that the city find a suitable use for the old Saxtons property?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Unimportant	29	14.4	14.4	14.4
	Somewhat imp.	70	34.8	34.8	49.3
	Very important	102	50.7	50.7	100.0
	Total	201	100.0	100.0	

How important are special events in your consideration of whether to visit downtown?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Unimportant	39	19.4	19.4	19.4
	Somewhat imp.	81	40.3	40.3	59.7
	Very important	81	40.3	40.3	100.0
	Total	201	100.0	100.0	

How important is it that the city host entertainment opportunities in downtown?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Unimportant	37	18.4	18.4	18.4
	Somewhat imp.	86	42.8	42.8	61.2
	Very important	78	38.8	38.8	100.0
	Total	201	100.0	100.0	

Qualitative Data

When researchers ask open-ended questions, they are interested in the thoughts of participants as expressed in the words of the participants. Open-ended questions produce wider-ranging responses. The wide-ranging responses are often interesting and insightful, but they are also more difficult to categorize exactly. Below are the responses of survey participants to each question.

The categories provided were chosen by the researcher and are broad categories believed to helpful in understanding the array of comments given by respondents. Because the richness of qualitative data is in the exact wording of participants, no attempt has been made to change the word usage of respondents. However, some comments as written were broken apart so that comments could be categorized. For example, in response to Question 37 about what the city’s priorities should be, one participant offered these comments, “Infrastructure. Providing more incentives for businesses in Old Village and downtown. Maintaining sidewalks. Benches/seating in park; park needs improvements but leave the trees alone! Help maintain PARC

Program.” The researcher broke this apart to include some of the comments under the “infrastructure” category, some under the “commerce” category, some under the “appearance” category, and some under the “other” category. Admittedly, the researcher has used discretion in creating categories and organizing comments under them. By leaving comments in the language of the respondents, readers can decide for themselves whether a comment fits better under another category or whether there should be more, fewer or different categories.

Question 36 Responses: Categorized

How can the city enhance the way you experience downtown, Old Village and other commercial areas of the City?

Commerce

1. Choice of businesses allowed—should have more restriction; too many ice cream, candy stores, bar foods, et cetera. Signs on windows!!
2. More retail stores downtown.
3. There are too many liquor licenses being approved.
4. More businesses in old village area would draw me there more. It would be great to try to attract one or two stores that provided more convenient hours with dry goods, hardware, etc., that also fit the city experience. I travel for work and have seen several “neighborhood” Target and Walmart stores that fit into smaller residential/neighborhood settings.
5. Too many restaurants. Thus, too crowded. No small town feel anymore.
6. More restaurants.
7. Less bars, more shopping.
8. Old Town: more family friendly bars/restaurants.
9. It’s perfect the way it is. I would rather have more stores than restaurants.
10. We would like to see more unique restaurants and shops between Old Town and downtown. We like that chains aren’t common. Once it was all built up if a free public trolley/bus did a loop from Sun and Snow or Dairy-Go-Round to Herman’s with stops in between, that would be great.
11. More retail spaces.
12. Local shuttle. Transits (2-3) to certain drop points, i.e. Old Village, Ann Arbor Road area. Approximately 2-3 in downtown area (our own people mover?) The shuttle could also bridge to parking areas.

13. I'm concerned about the city's failure to take advantage of the current economic boom and develop the downtown accordingly. The city needs to foster the growth of these areas to attract business and consumers.
14. Redevelop the old Saxton property.
15. I think a trolley loop running from various points in Plymouth would be very cool. It could run on a 30-minute/hourly loop from Old Village to Cultural Center to downtown points (Westborn corner, EG Nick's lot, Dairy-Go-Round, Lions Club Park, Fairground Park, Saxtons corner, museum corner, Aqua and repeat). Prepaid cards or tokens 50 cents per ride or even unlimited passes. They do this in several cities and I think they are great, especially if it includes historical markers and history factoids. Or how about scooter rentals. I'm seeing those all over now. Just swipe a card and take it to wherever and turn it in.
16. Allow development of the Saxtons property while maintaining or increasing parking available.
17. Sidewalk dining during good weather is important.
18. Can we encourage businesses to use more recyclable products—paper straws, paper carryout containers. Become a green city.
19. Stopping for everyday usage like grocery stores, markets, shoes and clothing, and not so many gift and junk shops.
20. Personally, the best way to experience these places is on foot. Enhancing micro areas of interest, creating focus and cleanliness are essential. Constant specific and small change help. Possibly the function of a free downtown Plymouth Wi-Fi service would also strengthen additional interest.
21. The city has enough restaurants. People are not coming to shop.
22. There is nothing in Old Village to attract me. Maybe more diversity in shopping such as antique shops, resale shops, etc.
23. More shops, entertainment (music, theater, arts...), restaurants.
24. I hate all the outside restaurant eating area—way too many. There is barely room to walk on the sidewalks anymore!
25. Better advertising of events, especially Old Village...signs, etc!
26. More dining options.
27. Not sure at the commercial areas. Somehow, we have to get people to Old Village. It's quaint and has good restaurants and businesses. Not sure how to do it, but it would be a good thing.
28. Better tenant mix for retail. Less gift shops, more practical. Promote Old Village more.
29. I very rarely go downtown because it is too crowded and the shopping is not appealing to me. It seems the downtown "experience" is directed toward people from outside of Plymouth residents.
30. Continue attracting business—restaurants, shops (fewer service based biz like Realtors or home repair/remodel) and more things to attract diversity—ages, gender, ethnicity, etc.
31. More shopping would be an asset.

32. We live closer to old village than downtown and we wish there were more of a variety of shops.
33. Make sure local business is supported so that buildings are occupied.
34. My husband and I miss the record store and the bookstore being downtown. I'm not sure how much the city can do to entice different types of businesses downtown, but if they can I would appreciate fewer housewares stores and more variety. I really appreciated Westborn and the comic book store going in recently, those were nice additions to downtown shopping.
35. Better, more relevant shops (younger, trendier).
36. New buildings that are useful and not an eye soar.
37. Also, we could use more restaurants with liquor licenses. It is very difficult to find a place to go out to dinner as a family on the weekend that doesn't have an hour wait.
38. It seems downtown & Old Village attraction lies in bars and restaurants. Usually these are very crowded and difficult to get into. Thus we tend not to go downtown because of parking and wait time. But I suppose if the restaurants were easy to get into, there wouldn't be as many.
39. Better marketing and signage for Old Village. Needs a new image: edgy, artsy, etc. Shoe stores, children's moderately priced clothing, limit bars, improved monitoring a speeders on Penniman and Main Street.
40. Please keep big box retail out of Plymouth.
41. It would be nice if they focused efforts of development further outside of the Kellogg park area - further east and the Old Village area.
42. Welcome/encourage new restaurants and small businesses.
43. Drive through for Starbucks and Panera Bread or designated parking spots for mobile order pick up only.
44. Would love to see a bookstore downtown again. Have more restaurants have call-ahead seating or reservations. Almost impossible for family with young kids to eat downtown on a Friday or weekend night without waiting 45-60 minutes for a table. Keep Plymouth family-friendly. Continue keeping parking free. Love Penn Theater.

Parking

1. The biggest issue downtown is parking. I don't really have any suggestions for how to improve it, but it is a major problem—especially when you want to spend more time but are limited by the number of hours for a space. Old village is doing great these days!
2. Make more parking available that is convenient to get to events or have some sort of transport (golf carts, e.g.) to and from events.
3. Better parking—I frequently have gone downtown on a weekend and not been able to find adequate parking and have returned home without doing what I had intended to do!
4. Parking is hard often.
5. Parking. City continues to approve new business that draw customers and need employees, but are not providing more parking. The only structure and street parking

- only allow two-hour parking. Hardly enough time to have dinner and explore the city. In my opinion it's a way to create revenue and not a service to the residents and visitors.
6. I live within walking distance so parking is not an issue for me.
 7. We walk to both Old Village and downtown because of parking issues. We moved here in 2018. Love Plymouth!
 8. Improve Downtown parking.
 9. Parking.
 10. Enhance parking.
 11. Allow golf carts and scooters: People who live in town can use these without taking up parking spots.
 12. More convenient parking would be good, but walking to downtown is awesome.
 13. Improve parking.
 14. allow on-street parking for residents in the months not affected by weather.
 15. By providing additional parking.
 16. I think parking is an issue for visitors more than residents. It could be improved—look at the poor circulation and space use in the lots behind EG Nick's, for example.
 17. Free parking for senior citizens who live in the city. We have paid city taxes for 41 years and feel that tax-paying seniors should be shown respect.
 18. Fix the parking problem.
 19. Free parking is the best! Make sure to keep it! Everything else great except the trains but nothing city can do about that.
 20. Street parking should be one to two hours max.
 21. Enhance parking options for visitors to the city for special events.
 22. Parking.
 23. More parking.
 24. We need more parking, but I don't know where to put it!
 25. Parking is the biggest issue. However, it's important to keep in mind the look of Plymouth. I would not like to see flat open lot parking. A parking structure would be better.
 26. Improved parking options.
 27. Parking.
 28. Better parking.
 29. Maintain parking and cleanliness.
 30. Parking options.
 31. I am almost 80 years old, so I don't go to many things downtown. But when I do, parking always in short supply.
 32. Better parking. More handicapped parking.
 33. More parking.
 34. Parking is certainly a concern in the past decade. I can walk to town, but prefer not to if the events are scheduled for later in the evening.
 35. More parking and longer parking.
 36. Parking improvements, possibly install kiosks for paid parking using revenue for much needed improvements. May include parking deck as part of Saxton's property.

37. Better parking in those areas.
38. Parking is not an issue for me.
39. The old Saxtons building could be converted to a parking structure, though.
40. Create more parking. . I often wonder if levels can be added to the existing parking deck.
41. There should be paid parking to increase city revenue and lower property taxes.

Infrastructure

1. Repave/repair Main Street from Ann Arbor Road to Mill/Lilley.
2. Make it more pedestrian friendly. Vehicles do not stop for pedestrians even when pedestrians have right of way. Find a way to enforce pedestrian friendliness. Some drivers are dangerous and downright nasty, even when they are in the wrong.
3. I think the experience would be greatly enhanced by a feeling of connection from downtown to Old Village. It doesn't feel cohesive to me. I would like nicer sidewalks down Main Street to Lilley and into Old Village.
4. By getting rid of the island on Main Street to help with traffic congestion.
5. More seating, public fountains, trees. More pedestrian friendly.
6. Develop the Saxton and property behind Wilcox into housing/parking/retail.
7. Make the city more walking friendly: better and more crosswalks; less parking deep downtown (walking streets instead of parking during certain hours); railroad quiet zones; wheelchair friendly playgrounds.
8. Repair roads and sidewalks.
9. Improve poor roads.
10. increase in crosswalks.
11. Walk/Don't Walk sign at Penniman and Harvey.
12. By promoting travel between Old Village and Downtown Plymouth through sidewalk upgrades, rezoning portions of land between Old Village and Downtown Plymouth, etc.
13. Improved signage and pedestrian access (see #39). Better lighting in all parking lots. Make city more accessible to ridesharing. Improved or addition of bike lanes.
14. Like to see a connection between Old Village and downtown somehow.
15. Explore "open streets" concept, especially Penniman—fewer cars more people-friendly spaces.
16. Look for ways to expand the walkable downtown north on Main Street where vacant properties/buildings exist (Plymouth Crossing, old Amish furniture location) as well as east on Ann Arbor Trail.
17. Creating better walk and bike accessibility to the "islands" and "infill" development between the islands would assist that effort. Pedestrian and bike overpass at railroad crossing.
18. Install railroad quiet zone infrastructure.
19. Improve walkability.
20. Old Village could be more pedestrian friendly.
21. Keep sidewalks and parking areas.

22. Crosswalks need more attention and signage in Old Village. Old Village needs to be on the city budget.
23. Fix roads (way too many potholes this year)
24. Old village could use upgrades to sidewalks and pedestrian crossing zones.
25. A creative transportation solution to alleviate the parking issue downtown and to create a thoroughfare between downtown and Old Village. It would be so fun to be able to go between both places easily.
26. Provide bicycle infrastructure.
27. I see more and more people/families riding bikes, and feel that designated bike lanes throughout Plymouth would be safer and give more of a commuter option and there would be less importance on parking options.
28. We live within walking and biking distance to downtown. Adding bike lanes and bike parking connecting downtown to Old Village and connecting Old Village to Hines Drive would be helpful. Also, more pedestrian crossing are needed to access both downtown and Old Village - see my response to 39.
29. Perhaps a few more bench seating in Kellogg Park would be a benefit and along some of the main walkways. I think they keep the traffic flow fairly optimal given the closure of key streets.
30. Fix the roads.
31. More areas to lock bicycles. My wife and I typically walk or ride our bicycles to these areas.
32. Repair the roads. Intersection by Saxton parking is horrible.
33. Add a pedestrian crossing light at Main and Wing.
34. Improve roads where needed.
35. Improve pedestrian safety especially with added cross walk lights.
36. It can be very congested (cars and people traffic) downtown in the warmer weather. Consider temporary closure of Main St. during summer weekends to extend Kellogg Park.
37. Limit how much sqft. restaurants take over for outside dining. Ironwood Grill is a good example of a restaurant taking too much sidewalk real estate from pedestrians.

Appearance

1. Keller Williams needs to clean up the clutter in windows—prime location for this is not acceptable.
2. Upkeep abandoned buildings or fill with businesses—i.e. Saxton building.
3. Maintain public spaces.
4. preserve historic buildings/architecture.
5. Fix grass in Kellogg Park.
6. Keep the trees downtown, especially in Kellogg Park.
7. Remove plastic flowers from containers in downtown area, also Christmas lighting is not necessary all year—light pollution and energy waste. Christmas figurines placed in planters at Christmas time are also borderline tacky!

8. Keep maintaining.
9. Continue to make them beautiful and attractive.
10. Have information booths or displays—rest areas with benches, flower pots.
11. Increase the frequency of street cleaning on residential street. Provide a schedule of street cleaning so we can get cars, visitors off the streets.
12. I like the social restaurants and atmosphere of downtown Plymouth.
13. Continue keeping it clean.
14. I did not like the Christmas decoration this past year—tacky and cheap.
15. I would like to see updated and prettier landscaping. More “green areas.”
16. Improve eye appeal to green areas and landscaping.
17. Old Village is unfortunately not treated, or maintained as a priority like downtown.
18. The new lighting in Old Village is terribly bright and despite continued communication with the city nothing is done.
19. Don't change too much or try to make it too upscale.
20. Areas to be taken care of—empty lot on Ann Arbor Road and Sheldon, store bay next to CVS on Sheldon, empty lot on Ann Arbor Road after Kmart closed.
21. The appearance is nice though with flowers in the summer and lights in the winter.
22. Do something with the dead space behind the Wilcox, Saxtons property and the PARC.
23. Art installations.
24. Downtown, Old Village, and other commercial areas of the city are what give Plymouth its charm. Upkeep of the current infrastructure without radical change, will help Plymouth keep the reputation it has earned.
25. Maintaining the appearance of the town.
26. Money can be spent better than towards a new fountain.
27. I enjoy Kellogg park and don't want to see it built up (no more cement).
28. Maintain and develop the current feel of downtown.
29. Preserve the trees in Kellogg park and neighborhoods.
30. Preserve the land around PARC for people to keep enjoying as a park.

Events/Opportunities

1. Become more pet friendly allowing dogs to sit on restaurant patios in the spring, summer and fall.
2. Stop Ice Festival, Art in the Park. Too many folks. Too congested. I avoid downtown!
3. Too many festivals—scale back.
4. Add a dog park.
5. More events throughout winter.
6. Setting a minimum time at which people place their chairs on music day—5 p.m.? More festivals that cater to more people—food tasting, beer/wine, etc.
7. Loved the movie in the park. Also, offer family friendly activities in the park like several bounce houses and face painting. Add this to the schedule in addition to music in the park or substituted a day with this—something a little different. Winter ice rink?
8. More dog-friendly outdoor eating.

9. Elevate the importance of family friendly.
10. Carefully balance event hosting with more emphasis on local focus (Western Wayne County). This might help with management challenges (parking, security, clean up, wear and tear on Kellogg Park).
11. Just continue with current plan and continue with special events.
12. By diversifying activities, and entertainment downtown, i.e. adding other destinations downtown besides restaurants, bars and retail.
13. Bring people, families together.
14. I really like the family-oriented events. Keep the focus on family.
15. Please stop all these races going through my neighborhood! The runners are rude and never get over to let a car pass. Why aren't these races on Edward Hines? I pay taxes and these races are a major inconvenience.
16. A continued focus on events that bring together city residents.
17. Maybe more events there (Old Village) (like the Farmer's Market? or host a Beer Fest there?)
18. Add DTP-like events or do promos in Old Village.
19. Plymouth is a wonderful city and the improvements can only help. I find the city tries too hard to host many events. Why do we have a "beer tent" at events that play music that can be heard throughout town until 12 PM? Seems the opposite of family-oriented.
20. The Saturday farmers market could focus more on fresh local food instead of crafts. The Saxtons property could be developed into an indoor farmers market that could operate year round and attract people downtown even in the winter months, similar to the Fulton Street Market in Grand Rapids.
21. Idea: Renovate Wilcox House grounds with pond fed by Tonquich Creek and small botanical gardens. (I know property is privately owned - details to work out.)
22. No more big festivals. Less 5k events.
23. I am a bit torn about all the events - too many make it hard to access services downtown.
24. Street festivals that include adult entertainment (beer tent), music, trendier vendors and in different parts of town to highlight the various neighborhoods.
25. No need for additional events, in fact you can probably decrease the number of events held. The residents want to enjoy their city and the events bring in too many cars and people too frequently.
26. Hosting special events.
27. Be selective of the types of events we host downtown.
28. More of the city's space utilized for events.

Public Safety

1. Police officers on foot.
2. Better control hot-rodding cars and motorcycles.
3. Don't give tickets to people visiting our town — that's not welcoming!

4. Fix the timing of the traffic lights in the downtown area so traffic can flow more freely. Getting "caught" at every traffic light is frustrating. Creating false congestion with poorly timed traffic signals leads to less safety...not more.
5. The city should work with Wayne County to restripe/create a righthand turn lane on southbound Mill Street at Ann Arbor Road to reduce traffic backups, especially when school buses leave their parking lots on Mill.
6. Control speed on city roads.
7. Support fire and emergency resources.
8. Keep the Segways and electric scooters off the sidewalks.
9. Not sure it effects downtown, but I hate the compost and brush pickup. They are good ideas, but there needs to be limits on how long leaves stay in the street. Seems that for most of October and November we have leaves in the street that clog sewers, and mess up cars. Also, a hazard for driving. I would limit leaves and brush on street to no more than one week prior to collection.
10. Presence of security personnel walking through (could be on bikes).
11. Specific ordinances to control bike traffic and encourage bikers to use roads properly.
12. Snow removal from sidewalks.
13. Have police on foot walking downtown, Old Village, etc., including the neighborhoods.
14. The police presence and park maintenance are much less in Old Village.
15. Get rid of the rats that are living in the garbage area as well as walking throughout the neighbors!
16. Police speeders (+30 mph) on Ann Arbor Trail and Penniman.
17. Police have very hostile attitude towards motorists. Perform traffic stops to justify their jobs.
18. Increase traffic enforcement in and around downtown during evening hours. I've almost been hit 4 times as a pedestrian by drivers not paying attention/yielding the right of way while turning corners. And the LOUD cars and motorcycles that cruise thru downtown in the summertime is very off putting. There must be a noise ordinance that is not being enforced.

Housing

1. We are fearful of city officials letting developers build large, cheap, ugly buildings to house more people. We need to keep green space!
2. Keep encouraging the renovation of Plymouth residential neighborhoods. The more people that live nearby and frequent downtown by supporting local businesses the more vibrant downtown Plymouth becomes. This in turn draws people from other communities to visit.
3. The city needs to revisit its zoning ordinances again. While they recently made revisions, they are inadequate. Houses are being built with minimal side easement and set back concern. The city allows houses and garages that cover an unusually high percentage of lot coverage.
4. Consider vehicles to make housing affordable for young married with small children.

Other

1. The area is doing just fine. People come here and enjoy the festivals, music in the park, etc. Keep the grass in trees in the park!
2. The city is a great place to live. There is a variety of restaurants and walkable shops. Plymouth should continue to keep the city clean and well maintained. More routine commercial trash pickup and sidewalk/street sweeping would help enhance.
3. Put the signs back up to call CSX, federal government, etc. when trains block roads.
4. Best place to live! Love how friendly shopkeepers are and all the care for dogs displayed.
5. Ban autos!
6. Have a plan to improve continually educational opportunities..
7. The city should enhance the following: downtown, Old Village and other areas.
8. The electric grid maintenance.
9. Make spring clean-up fun again. Bring back beautification awards.
10. Nice the way it is.
11. Improve the city's website so residents can see what is happening in all areas. Old Village is vital to the community, but it feels like a "step sister" to downtown, less important.
12. Eliminate trains from interfering with getting to and from each end (DTP to Old Village).
13. Fine the way it is.
14. I don't go into town much anymore—bad knees—can't walk far. But I think the town and activities are wonderful for young families.
15. Keep doing what is being done.
16. I think most of that should be addressed by the private sector.
17. We enjoy them the way they are.
18. I think old village has a lot of potential!
19. Old Village is removed from the DTP experience.
20. Please, please no "social justice" agendas. I just want to live in this wonderful city, not be made to be part of political wokeness.
21. They don't need to bother. I rarely go there.
22. None. I'm very satisfied with all of the above.
23. We are currently very happy with the experiences offered by the city.
24. I can't really think of anything - it's pretty good as is.

Question 37 Responses: Categorized

What do you think the city's priorities should be?

Appearance

1. Every event should have clean up—summer/street should be cleaned more often.
2. Cleanliness.
3. Maintaining the character and charm of the downtown area.
4. What is the strategic plan? Need to see to give proper ideas. Fountain should be fenced so children do not bathe in it.
5. Maintaining and improving the cleanliness and beauty of the city's public spaces. Plymouth has a unique feeling and I think there should be a priority of extending it outside of downtown further to create more walkable areas that we can all share.
6. Trying to maintain current look and feel, especially nature (trees, etc.) without inhibiting services such as power, sewer, etc.
7. Appearance of buildings. Lots of crappy-looking property in the city. Some houses have 5 to 6 cable lines run overhead from pool. Poor condition buildings everywhere.
8. Greenery.
9. Clean, maintained, beautified, small town
10. Maintenance & cleanliness.
11. Maintain public spaces.
12. Cleanliness.
13. Cleanliness and maintenance of public areas.
14. Maintain the park grass, landscaping, playscapes and signs.
15. Upkeep of properties.
16. Maintaining our unique character, keep open spaces.
17. Cleanliness.
18. Keep the small-town atmosphere.
19. The city's priorities should be maintaining the beauty, simplicity, and small-town charm.
20. Keeping the city clean.
21. Keep small town feel.
22. Cleanliness.
23. Preserve the tree canopy downtown (possibly with a strong tree ordinance).
24. Clean city.
25. Maintain parks and recreation areas. Leave Kellogg Park as is.
26. Our city is beautiful. The parks are nice.
27. Maintaining the historic feel to downtown.
28. Kellogg Park—the heart of Plymouth.
29. Landscaping
30. \$500,000 to \$800,000 homes all around—we need to step up park maintenance. These should be the city's jewels.

31. Garden Club park's grass is almost all dirt and the sign is falling apart. Very sad.
32. Do not overdevelop.
33. Plant more trees.
34. Renovation of Kellogg Park.
35. Need to step up duties of city inspector or add more employees. Why can a resident of city on Mill Street keep five cars in their driveway, three of which have cloth covers on them and have not moved in years. Need more enforcement in this and codes.
36. Improvements to Kellogg Park with emphasis on natural features, durability, ease of access. It is not necessary to focus on expensive features like a computerized fountain—keep it simple but special.
37. Regulate responsible growth of the city. Preserving and maintaining the city open space/parks is important.
38. Limit signs in yards to no more than two weeks at a time—except at election time. Tired of seeing same signs in yards for month at a time.
39. Cleanliness (including water supply, litter, streets, etc.).
40. Preserve the quaint, walkable character of Plymouth.
41. Not updating the fountain.
42. Update Kellogg Park and fountain.
43. Cleaning up neglected properties or enforcing it on whoever owns them.
44. Park improvement.
45. Parks and Recreation should be a priority.
46. Keep downtown and Kellogg Park as hometown park, not a fancy showplace.
47. Consult a beautification committee when putting up decorations for holidays.
48. Kellogg Park fountain improvement.
49. Retain character of city.
50. Keep Kellogg park natural as it is.
51. Make parking structure look like a historical building.
52. Beautification and upkeep of the city.
53. Compromise w/ Wilcox foundation on fountain.
54. Support replacement of trees.
55. Developing blighted properties.
56. To keep Plymouth a great place to live—preserve the trees and the overall feel of downtown (including the size of houses that are being built).
57. Preserving parks (rezoning parks and institutional lands like OLG, Churches, other schools) to match current use instead of residential.
58. Keep as much green space as possible.

Infrastructure

1. Repaving/repairing and maintaining Main Street from Ann Arbor Road to Mill/Lilley Street.
2. Roads.

3. It seems there are a lot of infrastructure problems because of the age of equipment and facilities, so that's one important issue.
4. Fix the streets.
5. Fix the sidewalk—uneven, it's a hazard—I have seen people downtown take some nasty falls.
6. Infrastructure.
7. Infrastructure.
8. Maintaining sidewalks.
9. Benches/seating in park; park needs improvements but leave the trees alone!
10. Roads.
11. The roads are in terrible shape—need to be re-done.
12. Improve poor roads. Farmer is in terrible shape.
13. Maintain roads.
14. Street paving with qualified paver using superior materials for lasting quality.
15. Sidewalks.
16. Infrastructure maintenance.
17. Tree/electric grid maintenance.
18. Roads, roads, roads.
19. Roads—fix the potholes. Keep up on infrastructures.
20. Create pedestrian walking areas without auto traffic. Make roads around Kellogg Park pedestrian only.
21. Getting the Mill Street project going. It's an eyesore for years.
22. Continue to make city more pedestrian and bike friendly.
23. We need a traffic light at Sheldon Road and Nantucket.
24. No turn on red at Sheldon and North Territorial and Sheldon and Ann Arbor Trail please.
25. Fix sidewalk on Sheldon on east side of street between Ann Arbor Trail and Penniman.
26. Infrastructure—roads (Farmer & Harvey intersection, as example) are in desperate need of repair or replacement; the number of water main breaks is concerning; electrical situation has improved but remains a concern.
27. Water/sewer/road upgrades. Electrical upgrades with DTE to prevent outages that black out downtown neighborhoods.
28. Better wayfinding strategies to parking and amenities for visitors.
29. Improve infrastructure, especially the roads and sidewalks.
30. Maintenance and improvement of infrastructure including roads and water distribution.
31. Infrastructure improvements.
32. The roads.
33. Fix the roads in Plymouth.
34. Maintain infrastructure.
35. Road repair.
36. Maintaining infrastructure—water, sewers, energy.
37. Roads.
38. Infrastructure with sewage/water.

39. As soon as anyone leaves the immediate downtown, it quickly turns into worse roads, more industrial feel with fast food/car shops/auto dealers and loses that community sense. Would be nice if there was more of a flow around the outskirts of Plymouth. Starting with roads/sidewalks/bike paths.
40. Fix roads, then work on parking.
41. Infrastructure. Junction and Farmer Street are crumbling. There are not enough pedestrian crossings.
42. Infrastructure.
43. Fixing key roads (i.e. Hartsough) because they take much more of the traffic flow and are in bad condition. Most other streets are ok.
44. Sidewalk replacements don't seem to last due to poor quality. Residents should not be responsible if replacements do not last 10 years.
45. Infrastructure.
46. Adding a stop sign at Fairground and Hartsough. A child is going to be killed or seriously and you won't have the excuse that no one told you it was a problem.
47. Updating the roads - they are terrible.
48. Infrastructure maintenance.
49. Infrastructure.
50. The water main break situation is disappointing, as are the power outages - I would like to see some city-wide effort in perhaps burying power lines in areas that are most hard-hit with power outages.
51. Road replacement and repair.

Public Safety

1. Public safety.
2. Safety.
3. Safety.
4. Safety.
5. Public safety (police & fire).
6. Public safety.
7. Police service.
8. Safety—police, fire, EMS, sewers backing up, transformers up-to-date, etc.
9. Safety.
10. Safety.
11. Public safety—continue to provide five-star service.
12. Safety/police. Roads.
13. Safety and happiness of citizens, which I feel are their current priorities.
14. Maintain the safe, livable environment Plymouth has to offer.
15. Always safety.
16. Keep it safe.
17. Public safety.
18. Keeping a safe community.

19. Safety.
20. Protect community (fire, police, EMS).
21. Good police and fire protection.
22. Safety and peaceful living for residents.
23. Crime.
24. Safety and security.
25. Safety.
26. Public safety.
27. Safety for residents/visitors.
28. Safety.
29. Safety.
30. Improving safety for pedestrians when downtown (via more cross walk signs and vehicle speed monitors).
31. Safe.
32. Safety.
33. Improved traffic enforcement.
34. Safe.
35. Support fire and emergency resources.
36. Safety and crowd control.
37. Policing stop sign corners.
38. Provide a safe environment for residents.
39. Out of control motorists in the morning when kids are going to school. They drive too fast and do not always stop for pedestrians at crosswalks even with the crossing guard present. This has to stop.
40. Make police more aware of the crazy out there. Never see police in Old Village.
41. Safety.
42. Always safety, as in police and fire.
43. Driving is too fast on Main Street. Even when lights are blinking in a school zone, many drivers exceed the limit up to 40 miles per hour.

Parking

1. The ongoing parking situation.
2. Improve parking (ramp at Saxtons a suggestion).
3. Parking.
4. Parking! As a resident, I use the city library often but most times cannot find parking and do not visit. Parking in the library is being taken all day for employees who do not want to get ticketed.
5. Fix the roads. Build a two-story parking deck at the Saxtons property (build the lower level 30% below grade so that the height of the completed deck is a bit lower and less obtrusive).
6. Parking.
7. Parking.

8. Enhanced parking.
9. Keep parking free downtown.
10. Stop putting parking in residential areas.
11. Parking lots.
12. Fix parking.
13. Parking.
14. Improve parking.
15. The city's priority should not be parking. If it is it should not be the residents' responsibility to pay for it. The residents are not using the parking. More parking benefits the businesses and should be solely their burden.
16. Rebuilding an expanded parking deck.
17. Better parking enforcement in city, especially around the tobacco store. Their customers stay in same parking spots all day long and I'm wondering if the other businesses in the area have enough parking spaces for their customers—that's why you have a high turnover of businesses in that area of the tobacco store.
18. Enforcing street overnight parking.
19. Parking in downtown needs improvement but I am very strong believer that the changes and cost of parking improvements must be shared by business and property owners within the DDA, not residents and businesses that supply pair parking needs.
20. Surcharge businesses who do not provide parking for new operations. Do not charge residents for downtown parking. Get credit union staff off residential streets.
21. Parking.
22. Improve and increase parking.
23. Getting rid of New England Village subdivision parking law for overnight parking not allowed –ridiculous.
24. Parking downtown.
25. Parking, time duration and availability, is not good. We avoid downtown sometimes due to ability to park.
26. Increased and better parking options.
27. Parking downtown and Old Village.
28. Parking is a huge problem. Cars are parked everywhere making it hard to drive in town. Making turns is extremely difficult because it is hard to see around the parked cars. Also, lots for city offerings such as the library are filled with cars owned by people not using that service. They are at the bars and restaurants or the activities in the park. Personally I avoid driving in town and unless I absolutely have to I don't go into town after 12:00 noon. It is no longer a pleasant experience for me.
29. Parking—In a few years with this trend of Amazon shopping will we have a downtown for shopping? Trend for kids—They are not buying cars...do we need a parking deck? That's why GM is closing plants...they know what future trends are. Do extensive research for trends instead of issues that are occurring currently.
30. Parking could be better. Perhaps allow residents to purchase a parking permit and only require nonresidents to pay at meters.
31. Saxtons—one large surface lot or structure?

32. Address parking issues downtown.
33. Parking.
34. Parking.
35. Parking.
36. Considering the potential for more parking/cars downtown.
37. Implement parking improvements.
38. Parking comes to mind.

Commerce

1. Encourage new businesses to fill vacant storefronts. Diversify those businesses.
2. Bringing in new shops downtown.
3. Residents above business.
4. More consideration of the people who live here instead of the bars and special interest groups.
5. Providing more incentives for businesses in Old Village and downtown.
6. Keep enhancing the CBD—that's what keeps housing values stable.
7. More diverse-upscale restaurants! "Healthier restaurants."
8. Saxtons property development.
9. Redevelop old Saxton property.
10. Growth of business and schools.
11. Diversifying business downtown, like adding a recreational center
12. Affordable shops.
13. Helping businesses stay alive.
14. Encourage and support business development.
15. Keeping downtown thriving—less outside patios of restaurants—obstructs walking.
16. Attract a diverse mix of businesses into the city's commercial district. As noted above, dining options would be beneficial.
17. Commercial area improvement.
18. Economic development and attraction of people—homeowners and businesses; programming is a great way—good events—continue to add and keep people interested in Plymouth.
19. What to do with that eyesore Saxtons and its makeshift parking lot.
20. Commerce.
21. Local business, but also housing.
22. Support Local Businesses.
23. Self-control over retail growth. I grew up in Royal Oak and watched that city morph from a quaint city into a repellant expanse of bars, night life, and cultural progressivism.
24. Ensure no empty businesses or lots.
25. Saxtons development.
26. Encouraging shopping that supports daily life—such as drug stores, etc. Continued development of downtown for additional restaurants and stores.
27. Encourage new restaurants/businesses to open.

28. Good dining, events and entertainment in downtown area.
29. Encourage new business and residential development downtown.

Housing

1. Please stop letting these people tear the cute, quaint houses down and build the new "huge" houses. The city is losing its charm.
2. Regulating giant houses on small lots.
3. Managing—setting fines to those who do not maintain their homes.
4. Continue to support residential renovation with ease of allowing improvements and tear down/ rebuild.
5. Don't allow tear down to build a new home that covers 90% of the lot.
6. Let's enforce the size of the homes going into our town. People living in those smaller homes cannot see the light of day!
7. Zoning. Too many "look-alike homes" and too close together.
8. Stop putting large homes on small lots.
9. Senior housing.
10. Restrict building huge homes on small lots! Keep the charm of a small town.
11. Stopping the "big foot" housing development now occurring in the city. It is changing the quaint image. New houses appear "track-like." Too big for lots!
12. Slow down building new construction of old houses—charge double taxes but tell the residents money's tight.
13. To stop the teardown of old historical homes that make Plymouth charming and unique. Otherwise we just look like an old suburb with no trees and homes that all look the same.
14. Stop mega-mansions on mini-lots.
15. Maintaining the quaintness of the city—building large homes on small lots is not appealing!
16. Seems that too many old homes are being torn down and large ones built (fill entire lot).
17. Maintaining historic character and charm of community. Designate historic resources/districts where appropriate. Demolition of the Kellogg House crossed a line—nothing is sacred. House was listed at \$600,000—cash only—meaning it was listed as a tear-down for a developer. Westborn Market was good re-use of historic structure. Need more like that.
18. More restrictions on the demolitions of historic properties and the demolition of older homes when the new homes negatively impact the quality of life for its neighbors.
19. Keeping the size of housing commensurate with land size (too many Big Footing homes now).
20. Ending the demolitions in the neighborhoods and the re-development of the existing residential areas.
21. Adding affordable housing.
22. Simple pathways for new construction and full remodels.

23. Concern about cost of housing, limiting young families from being able to live in Plymouth.
24. Community living - residential teardowns are ok but it is beginning to look disjointed with these massive homes on tiny lots.
25. Slow the rate at which homes are torn down and replaced with houses too big for their lot size.
26. Remove the Floor Area Ratio ordinance that is burdening residential housing.
27. Continue enforcing height and size limits of homes being built on smaller lots.

Cost and Operations

1. Efficiency.
2. Lower taxes for the elderly.
3. And lowering taxes while (ours) are one of the highest in Michigan, and I don't see where that money is being used.
4. It seems that many new builds/homes have gone up. It also seems our revenue should be up. It is unclear if those new builds are paying their new values. Might be nice (to) provide temporary decrease in taxes if all these builds have increased values.
5. Financial/budget prudence.
6. Cut city taxes. Reduce the budget. Cut police and fire services. Have city workers take a cut in pay and forgo retirement benefits pension and go to a 401k plan.
7. Implementation of tax savings to the residents.
8. Continue to reduce city (property...) taxes while maintaining financial stability.
9. Demonstrate value for the ridiculous taxes we pay.
10. Lowering taxes.
11. Staying out of debt.
12. Control taxes—while making needed improvements.
13. Lowering taxes. The taxes are too high and based services provided. We are going to have an issue as all of the new homes are built and the city's tax base increases. What is being done with that new income to the city? The difference in taxes from the township versus city is not sustainable.
14. Keeping property taxes in check. Throughout the entire 2007-2011 downturn our property taxes continued to rise when all other communities reduced in line with housing values. Retirement is out of reach for people who do not have pension income because of taxes.
15. Lowering taxes.
16. Lowering property taxes.
17. Responsible taxes and efficient government.

Other

1. Residents.
2. No need for huge auditoriums in a small downtown area.

3. The city should work hand in hand with the railroad/train operators. Very long and large trains pass through the city each day and often block/delay local traffic. Also, there is a track near my residence where train stop for up to 48 to 72 hours stalling and making loud noises for several days.
4. Keeping up the high standards.
5. Help maintain PARC Program.
6. Better cooperation with township.
7. Snow removal.
8. Why are the sidewalks neglected (not cleared) during snow season?
9. Environmentally friendly initiatives.
10. Improve diversity.
11. Maintain "family" atmosphere (limit liquor licenses).
12. Dog park. Parks. Encouraging walking/cycling throughout city (designated lanes).
13. Stricter ordinance enforcement.
14. Have a plan to improve continually educational opportunities.
15. Municipal service.
16. Family-friendly environment.
17. Dog park.
18. Reconfigure the pick-up/drop-off situation at OLG—it's frustrating for residents in close proximity (can't even pull out of driveway).
19. Rezone high schools so all Plymouth kids go to the same high school; get rid of lottery system for high school.
20. Train schedules/options for above/below traffic(?).
21. Zoning and building ordinances.
22. We need better signage introducing people into Plymouth.
23. Continue the spirit of this city. Limit people from setting up chairs etc. until one hour before events.
24. Livability—access to libraries, parks, etc.
25. Facilitate family-friendly events. Bring in events that people from other communities will attend.
26. Encourage dog owners to use leashes and be considerate and get licenses.
27. Keeping events (improving to) like ice sculpture or similar. Chelsea has a Halloween-themed craft/art event, for example. Also, keeping store fronts filled and parking or alternatives like trolley.
28. Amend city zoning ordinance. Control quiet hours when bands, music play late into the evening at outside venues.
29. More recycling is needed. Also, collection site for CD's, metal, electronic waste—not just once a year! Used medical equipment loan closet.
30. The perpetual balance of maintenance and update of essential utilities and services such as water, gas, etc.—these are unseen but key.
31. Continual update to the PARC compound/campus plan—show consistent effort; this was previously voted on.

32. Linking public, commercial, municipal and educational occurrences to cross-pollinate ideas, share resources and consolidate event locations to emphasize community and the areas of interest.
33. Installation of a community dog park would be a nice addition.
34. Walkability! It is a key character dimension that makes us a great place to live.
35. The city is a community, not a collection of houses.
36. Like special events downtown, continue to advance bringing people together.
37. Work toward "greening" city facilities!
38. Pedestrian focus.
39. Support and improve the neighborhoods/residential areas.
40. Insuring PARC survives/thrives (if possible). Show support of PARC so residents continue to see the value of keeping PARC.
41. Family oriented.
42. I would like to see our waste system changed. One trash can and one recycle can only per week is frustrating. We need the ability to get rid of larger items weekly as well as multiple bags/cans.
43. Remember what the city stands for—city of homes.
44. Educate animal owners about picking up after their pets.
45. Recognizing Old Village as an equally important part of Plymouth.
46. City elected leaders to continue keeping residents informed.
47. Embrace family and residents experiences! We draw other community's residents to us secondary to our ability to embrace the community with events—music, art, movies, dining.
48. Schools.
49. Possibly opening up the recycling center for hours other than 8:30 AM to 4:30 PM, Monday through Friday. Very hard to utilize this resource within the time restraints.
50. I don't attend, but I think the downtown events are very nice for people who can go.
51. Better recycling program.
52. Stop overgrowth.
53. Silent railroad crossing.
54. The PARC would be more attractive if it contained a workout facility and recreational pool area, similar to Livonia and Dearborn.
55. The city needs a larger and more modern recreation center like The Summit in Canton. Offering classes and activities for younger children at times when working parents can attend would be very beneficial for the young families in our area.
56. Need tree ordinance.
57. Leaf pickup.
58. Foster Community Engagement.
59. Keep it family friendly at all cost.
60. Ensuring the Township pays their fair share of recreational fees.
61. Become part of regional transit.
62. High quality services.
63. Downtown events.

64. Working toward being as green and carbon neutral as possible and making sure it's easy to get around without a car.
65. Have a good public outdoor pool!
66. Keeping the city friendly to pedestrians and cyclists.
67. Attracting young professional families.
68. A good balance of adult and family-oriented activities.
69. Continue with overall great management of facilities, programs and infrastructure.
70. Maintaining a walkable community.
71. Would love for the City to be more bike friendly. Specifically, try to bike on main Street or around downtown, the people/lamp posts/trees/outdoor seating make this very difficult to do. In addition, wish the City spent more money on the parks for children, many of the soccer fields need new grass and sprinklers. The parks are used by so many children and families and more should be done to keep these nice.
72. Maintain high level of customer service.
73. Education.
74. Promote reasonable growth.
75. Maintenance, essential services.
76. Enhance the charm of our city by hosting nice events (the farmers market) that the residents enjoy.
77. Pedestrian friendly.
78. Schools.
79. More bike racks.
80. Continue keeping Plymouth family friendly—Wednesday music for kids and minimizing late night bar scene.

Question 38: Categorized

Would you support a renewal of the local roads bond to continue improvements to local roads?

No: 27

Yes: 122

Maybe: 27

Other: 12

Total: 188

No

1. No.
2. No more taxes please.

3. No.
4. No.
5. Absolutely not.
6. No. It seems that taxes are high enough already.
7. No.
8. No.
9. No.
10. No. I pay a ton of taxes. Transparency of how these are spent? My taxes should provide adequate roads with no potholes!
11. No. The city has enough money if they prioritize the expenditures properly. For example, don't waste money on projects like the Main and Ann Arbor Trail compass, or the Kellogg Park redesign. These projects failed because they were not managed properly —no proof of concepts, go/no go decision points and not-to-exceeds.
12. No, taxes increase but there is no visible improvement in services. Feels like paying more for less.
13. No.
14. No.
15. No.
16. No.
17. No. This causes too much traffic and detours to an area that already can be difficult to maneuver through.
18. No.
19. No.
20. We should maintain our local roads but I don't believe we need a renewal of the bond program we approved five(?) years ago to do the work we had been neglecting. We should use the taxes we are paying for day-to-day maintenance.
21. I already pay a small fortune in taxes, so the city should have plenty of funds to maintain the streets.
22. No.
23. No.
24. I don't know what the existing local roads bond entails. My property taxes are already brutal due to new construction re-assessment. I'd rather see more community activities and urban life development than more road dollars. They're not that bad....I lived in Chicago for 15 years.
25. No.
26. No.
27. No.

Yes

1. Yes.
2. Yes.

3. Yes. Roads should always be maintained and improved to avoid damage and costly repairs to automobiles. This should be done without raising city taxes.
4. Yes.
5. Yes.
6. Yes. I would hope it could also include improvements to sidewalks. I would support it either way.
7. I would.
8. Yes. We all complain about the roads (although compared to some areas Plymouth isn't too bad), but no one wants to see money spent on it.
9. Yes.
10. Yes—water, sewer and roads/infrastructure needs improvement.
11. Yes.
12. Yes.
13. Yes.
14. Yes.
15. Yes.
16. Yes.
17. Yes.
18. Yes.
19. Yes.
20. Yes.
21. Yes.
22. Yes.
23. Yes, but compared to other communities our roads are better than average.
24. Yes. Road quality is a key indicator of quality of life.
25. Yes.
26. Yes. Including bike track.
27. Yes.
28. Yes.
29. Yes.
30. Yes.
31. Yes.
32. I would. The roads need lots of work.
33. Yes.
34. Yes.
35. Absolutely, yes.
36. Yes.
37. Yes.
38. Yes.
39. Yes.
40. Yes.
41. Yes, but please build roads that will last longer than 10 years.
42. Yes.

43. Yes.
44. Yes.
45. I support almost any Plymouth improvement project, yes.
46. Yes.
47. Yes.
48. Yes.
49. Yes.
50. Yes. I would hope the city would also look at internal budgets to determine whether funds could be shifted to help cover the cost of road improvements.
51. Yes.
52. Yes! It is the fairest way to keep all residential streets in good condition. It is also important to introduce more walking/biking friendly innovation.
53. Yes.
54. Yes. Need to keep roads in good condition to promote business and make resident keep their cars in better condition.
55. Yes.
56. Yes—comes at a cost—increased taxes could be done gradually over time.
57. Yes.
58. Yes.
59. Yes.
60. I would support it.
61. Yes, and add to it as it's not enough.
62. Yes.
63. Yes.
64. Yes.
65. Yes.
66. OK.
67. Yes.
68. Yes.
69. Yes.
70. Yes.
71. Yes I would.
72. Yes.
73. Yes, I am supportive.
74. Yes.
75. Yes. They're good right now, but I'd like to keep it that way.
76. Yes.
77. Yes.
78. Yes.
79. Yes.
80. Yes.
81. Yes.
82. Yes.

83. Yes.
84. Yes.
85. Yes.
86. Yes.
87. Yes.
88. Yes, the subdivision roads are terrible.
89. Yes.
90. Yes.
91. Yes.
92. Yes.
93. I live on a county road but I would support a renewal of the bond.
94. Yes.
95. Yes.
96. Yes.
97. Yes.
98. Yes.
99. Yes.
100. Yes.
101. Yes.
102. Yes.
103. Yes.
104. Yes.
105. Yes.
106. Yes.
107. I would support the renewal of the local roads bond.
108. Yes.
109. Sure! I don't really think the roads are in bad shape or anything but it's probably something I wouldn't notice until it's really bad. Keeping the roads up is a good thing for sure.
110. Certainly.
111. Yes.
112. Yes, however we live on Mill St which is a county road.
113. Yes.
114. Yes!
115. Yes.
116. Yes.
117. Yes.
118. Yes.
119. Yes.
120. Yes.
121. Yes.
122. Yes.

Maybe

1. Maybe.
2. Yes, depending on details.
3. Maybe, would like to see more detail on it.
4. Probably.
5. Maybe.
6. Main roads.
7. Depends on cost. State is already increasing taxes on fuel for roads.
8. Would depend on the plan that was developed—which roads and when. Shouldn't need to bond for the non-residential streets.
9. Probably—although we may not have experienced much of what's been done already.
10. Maybe.
11. We would need to know more about the roads bond to opine. We pay a lot in property taxes, so we'd like to understand why the need for extra money.
12. I may... the consideration to support the bond would be balanced by the other proposed bills at that time.
13. Not sure.
14. Undecided—we are very highly taxed already. With the number of new large homes (ours being one) the tax base should have expanded significantly in recent years.
15. I would need to know what would happen if it was not renewed. Property taxes keep going up and I believe city revenues keep increasing due to tear downs—couldn't this cover the bond money?
16. Maybe a renewal—but no raises!
17. As long as it doesn't raise taxes, yes.
18. Yes—depending on amount.
19. Depends on cost and what roads.
20. I would review and consider.
21. It would depend on specifics.
22. What is the fund balance currently? Would it be a renewal at the same rate or an increased? I would not support any tax increase to city taxes.
23. If improvements to local roads take into consideration "complete streets," and provide improvements for all users—motorist, bicyclists, and pedestrians.
24. Not sure.
25. Uncertain. The school tax was exorbitant given that almost have our dollars goes to other cities' school districts. There needs to be better cross-organization planning to control the raising of overall taxations.
26. Potentially. I would need more specific information before deciding.
27. Yes, if the roads included bike lanes, a reduction in the speed limit downtown (15 or 20) and more signage for cars to slow down near parks/children areas.

Other

1. Not familiar with current road bond or how much it costs us. We are pleased with current road upkeep.
2. Only if the City Commissioners are held personally responsible for approving cost overruns without consulting the residents of Plymouth! The initial road program ran out of money 1/2 way thru the project because the commission allowed sewer repair costs to be siphoned off the road funding!!! This was not part of the bond issue approved by the voters!
3. Put on ballot!!
4. Somewhat. Mainstreet could use some improvement, but most streets are fine. Not a priority in my opinion.
5. Roads have been improved and are good now except for one or two.
6. Somewhat supportive.
7. With any tax within the city, county or state, I want exacting records of how much money is collected and more importantly, how it is spent. Too often, I feel many tax collection issues get muddled within government and are not spent appropriately, or a cheap fix is implemented.
8. Only if absolutely needed.
9. Probably, but at what cost?
10. Construction trucks—delivery trucks are causing a lot of these road issues! Larger homes being built on small lots causes drainage issues which equals sidewalk/road issues. Tax the larger homes—conservation.
11. Our taxes are very high already. How about eschewing a few of the city's feasibility studies on Saxtons, Kellogg park and parking and use that money toward road repair?
12. Not sure what exactly is in the bond, but I know that all of the roads/streets need to be fixed asap.

Question 39 Responses: Categorized

Would you support additional pedestrian crossing signals at intersections and other pedestrian friendly infrastructure enhancements? Why or Why Not?

No: 52

Yes: 118

Maybe: 11

Other: 5

Total: 186

No

1. Already placed at important intersections. Better traffic control during events!
2. Unsightly. Unnecessary.
3. No. Unnecessary.
4. I live downtown and the people get around just fine. Don't complicate things.
5. No, the city is very walkable and pedestrian friendly. Surprisingly, the only noticeable improvement is at the intersection of Main Street and Church Street—this is a double crossing near PARC, museum, and police station with no crosswalk signal.
6. Not important.
7. No. What we have is adequate.
8. No. Extra cost probably not worth it. People drive pretty slowly in the downtown area and there are lots of locations are ready to cross.
9. No. It's good the way it currently exists.
10. Not necessary. We walk everywhere and have not experienced issues that warrant more stoplights or signals. Plymouth neighborhoods' access to DTP is all about walking—sidewalks very important.
11. Not really. I think most intersections have controls (lights) that need it. People need to walk and ride bicycles with some personal responsibility. Traffic volume is light, at best.
12. Not needed.
13. No.
14. I don't think it's necessary because Plymouth is already a pedestrian-friendly city. Generally speaking, pedestrians are given appropriate consideration by motorists.
15. What we have seems adequate to us.
16. No, I don't believe it's a big problem.
17. No, what we have is fine.
18. Probably not. I don't see that pedestrian crossing is a problem.
19. No. No more electrical signals are needed, crosswalks are sufficient. Signal slow down traffic flow and are too costly.
20. No. Pedestrians don't look before they leap out onto the street, they don't look for cars that may not see them from the sides of parked cars near the crosswalks in front of Kellogg Park. This is why I avoid the center of downtown driving through. If you didn't permit parking where the crosswalks are, then yes there should be a few more—but I resent crosswalks in the middle of the block.
21. No. This is a waste of my tax money.
22. I would not. I'm not aware of any issues that have occurred between pedestrians and vehicles at that many intersections. DTP is a city that is small enough and meant to be walked. Pedestrians are already given the right of way in many intersections. In order to increase and promote more pedestrian traffic, if it's necessary to add more pedestrian crossing signals, I may support this effort.
23. No—no need.
24. No. There are enough crossings at the lights.
25. Keep the speed limit low, and no other special pedestrian infrastructure is needed.
26. No. I don't see that as a problem.

27. No. Not needed. Present number seems adequate.
28. No, I think we have that covered.
29. Already have to pedestrian crossing on busiest streets...why spend money where it may not have much usage!
30. No. Seems like overkill.
31. No.
32. No. Many people don't pay attention to what is there now. They cross wherever they want.
33. We have sufficient pedestrian crossing signals.
34. No—people either walking or driving need to be aware of the surroundings.
35. No, I think what we have downtown are adequate.
36. No.
37. No—we have enough now.
38. No. Plymouth is very pedestrian friendly currently. I believe most people know how and where to use sidewalks and crosswalks. There is also motor vehicle traffic around town and there are sufficient signals. It ain't broke so...
39. No. This is a 2.2 square mile city. Please stop building in all available properties. It is important not to populate the city too densely. There is often gridlock in the intersection of Harvey and Penniman.
40. I am 87 and use a walker. I do not have a problem crossing streets at intersections. I have no idea what you would do to improve them.
41. No. I don't see the need for it.
42. No. Check out Royal Oak. So many pedestrian crossings have spawned awareness stunted/ phone tethered pedestrians that cross busy roads with impunity. Very dangerous and annoying.
43. Not needed.
44. Existing pedestrian crossing signals are sufficient. Increased enforcement of existing laws for pedestrian and motor vehicles would enhance the safety and utility of the existing pedestrian crossing signals.
45. No, not necessary.
46. No, sufficient.
47. I don't think those are needed. There are plenty now.
48. Most likely not - I think our pedestrian infrastructure is fine.
49. No on crossing signals. Yes on repainting crossing zones. Limited funds should be focused on road repair/replacement.
50. No.
51. No. Does not seem necessary given the small footprint of the city.
52. Satisfied with current pedestrian friendly intersections and infrastructure.

Yes

1. Yes.
2. Yes.

3. Yes. For safety and convenience.
4. Yes. Make it more pedestrian friendly. Vehicles do not stop for pedestrians even when pedestrians have right of way. Find a way to enforce pedestrian friendliness. Some drivers are dangerous and downright nasty, even when they are in the wrong.
5. Yes—due to number of people walking around town—particularly at night.
6. Yes. Pedestrian friendliness is vital to who we are.
7. Yes.
8. Yes. As a dog walker I have been nearly mowed down many, many times. Also, why do the police hide in places to catch speeders when its people running red lights that are dangerous—increasingly dangerous.
9. Yes. Pedestrian traffic is vital to the feeling of this community and promotes our business is too.
10. Yes, I would support that. Why? Because I love to walk and anything that would make it safer may encourage others to walk more.
11. Enforce the speed. Some crosswalks located on Main Street and Ann Arbor Trail may need an additional pedestrian crossing signal.
12. Yes—to help the handicap to move more easily.
13. Yes—pedestrian safety is very important.
14. Yes, safety is important!
15. Yes.
16. Yes. People while in cars are not going to spend any money/do anything other than look for parking to get out of their cars.
17. Yes, being a walker user, I need help. Handicap need extra help for sure.
18. Yes, if the city Police Department enforces them. Most times pedestrian crossing signals are ignored.
19. Yes. Walkability is a major quality of life aspect. That's why I moved downtown.
20. Additional signals yes. There are none at several crosswalk/intersections that have a traffic light on Main Street. Because there are a lot of people using walking in these intersections especially during major events downtown.
21. Yes. Infrastructure.
22. Yes. It's a good "walking city."
23. Yes, many intersections need better pedestrian crossing signals. For example, Main and Church. Anywhere near busy traffic and government buildings, i.e. library. More visibility and more notifications to drivers when someone is walking through a crosswalk (lights flashing) to prevent blind spots. Consider crosswalks on roads like Farmer.
24. Signals are needed. I have seen numerous times when cars don't see the "yield" or pedestrian crossing area. People almost get hit! I highly recommend green arrow left turn signal at Main and Ann Arbor Trail.
25. Yes—but driver education is needed also.
26. Yes. The ability to walk (and jog) is important to quality of life in Plymouth!
27. Yes, Plymouth is appealing because of the walkability. So many shops, restaurants within close proximity makes it a wonderful place to spend a day or evening out.

28. Yes. Walking in Plymouth is a pleasure; the safer the better.
29. Yes. There is need for one at Penniman & Harvey and Church & Main.
30. Yes.
31. I would because people are too busy looking at their phones while driving and they are not looking out for walkers or bikers.
32. Yes, as Plymouth is getting more busy it is becoming harder to cross even at pedestrian crossings—like Evergreen across Penniman.
33. Yes—there are several that need a stop sign or signal—Wing/Forest.
34. Yes. Hard to imagine their absence being OK.
35. Yes, there is heavier foot traffic and safety should be a priority.
36. Yes, please add one to Wing and Forest intersection.
37. Yes. Wing and Forest Avenue—a signal is not needed—rather a sign for motorists to always slow and yield to pedestrians. Parking on street limits visibility and you have to actually walk into the street to see if it is safe to cross. Also, motorists always zoom through. Same sign as Ann Arbor Trail and Forest.
38. Yes! We live on the edge of the city, but still walk downtown area. Making a more pedestrian friendly area could improve the experience and health of citizens.
39. Yes, near the Dairy-Go-Round on Main Street to make it safe to cross street.
40. Yes. Pedestrian safety very important to me, perhaps having flashing lights at crossings like Ann Arbor has for busy crossings.
41. Absolutely, the foot traffic in Plymouth is at the heart of our city's charm. Also, I love the Plymouth gift cards. These should be available for purchase at more locations. I give these as gifts and even included in a Plymouth-themed basket I donated to a breast cancer fundraiser.
42. Yes if pedestrians use them as designed.
43. Yes. We walk almost everywhere we go.
44. Yes. Plymouth is a very walkable city and therefore should be pedestrian friendly.
45. Yes—Plymouth has a lot of foot traffic. People are walking/crossing streets between parked cars. The city needs to be proactive rather than reactive after an accident occurs.
46. Yes. Pedestrian crossings need to be marked properly. Drivers cannot see where pedestrian crossings are. They are not marked properly. Have police enforce pedestrian walkways.
47. Certainly. These visual and audible infrastructure points help maintain a low velocity, pedestrian-friendly environment.
48. Yes. The pedestrian crossing on Main Street in front of Kellogg Park is dangerous with the split island. Some drivers do not see or stop when crossing as pedestrians are on the other side.
49. Yes. Safety is very important. Intersection such as Ann Arbor Trail and Harvey can be very dangerous.
50. Yes!
51. Yes. I walk downtown all the time and the safer it is the better. We should consider bike lanes to offer safer bike and pedestrian access to the city.
52. Yes—if no tax increase to cover the additions.

53. Yes—safety of citizens and visitors. Budget in overtime.
54. Yes, a safe, comfortable pedestrian environment is important to the appeal of downtown Plymouth.
55. Yes.
56. Yes. Make the city more pedestrian friendly—including more signals at street crossings, improved lighting to make people feel safer at night, less crowding of sidewalks especially in front of restaurants with outdoor seating.
57. Yes—to make our community friendly for pedestrians.
58. Yes, due to the amount of children walking in the downtown area.
59. Yes—better safety.
60. Yes. Explore “open streets” concept, especially Penniman—fewer cars more people-friendly spaces. Bring people, families together.
61. Absolutely. We would love to see Plymouth develop into a more pedestrian and bike friendly community. We occasionally ride our bikes downtown and the roads are not well designed for bikes and motor vehicles together. Bike should be off the sidewalks due to pedestrian traffic.
62. Yes. Out of control motorists in the morning when kids are going to school. They drive too fast and do not always stop for pedestrians at crosswalks even with the crossing guard present. This has to stop.
63. Yes. I walk regularly and appreciate the safety of the streets.
64. Yes and bike access. Creating better walk and bike accessibility to the “islands” and “infill” development between the islands would assist that effort. Pedestrian and bike overpass at railroad crossing.
65. Yes—seems to me absurd that Penniman and Harvey have no “walk/no walk” signals (the city could have salvaged the ones at Penniman and Main when they redid those a few years ago...but chose not to. Yes...this is a walkable town but city does not enforce crosswalk law.
66. Yes! Walkability and safety are key elements too attractive neighborhoods and the downtown area. What is \$250,000 compared to a human life?
67. Yes, cars do not pay attention to walkers/bicyclists. Separate crosswalk time for pedestrians/bicyclists. (Walk signals that pedestrians can cross, but all traffic stops.)
68. Yes—safety.
69. Yes. It is important that the walkability of downtown Plymouth and surrounding areas be a priority. Vibrant neighborhoods need pedestrian traffic.
70. Yes. That’s what defines Plymouth. We also need to enforce these new aggressive drivers Who’ve been running pedestrians off the road lately.
71. Yes.
72. Yes. Myself and young children travel along Main Street towards downtown and with the small sidewalk space, sloping nature, tree in the middle of the path issues, I would promote anything to make it safer.
73. Yes—kids need to be safe!
74. Yes. Only in Old Village as we have been asking for years on deaf ears.
75. Yes. Make it easier to cross roads.

76. Yes.
77. Yes. Improves safety.
78. Yes.
79. Yes, people pay no attention 2 pedestrians and zoom through Plymouth like it's a race track. Tired of it.
80. Yes, as we grow (traffic and foot), it's important for safety and maintain flow—people and cars.
81. Yes. It gets busy in spring/summer. Keep pedestrians safe.
82. Yes. As an older person I appreciate extra help and protection.
83. Yes, if it doesn't result in an increase in taxes.
84. Yes—safety.
85. Yes. As an older driver, I'm always concerned about people walking out into the street. Anything that can make it safer for everyone is better.
86. Yes! I've emailed the city on several locations requesting crossing signals at the light. I have 2 young children and they need to be able to see when it's OK to cross just as much as me and the drivers.
87. Yes—to make it safe for walkers of all ages.
88. Yes, as a runner and living in the city I find it practically unsafe to run after 3 PM Monday through Friday.
89. Yes. Starkweather and Liberty is in need of a traffic control device. The intersection has limited sight vision for cars and is very busy for pedestrians.
90. Yes! The walkability of Plymouth throughout the city and especially downtown sets it apart from other cities in the Detroit Metro area. It is one of the city's best assets and we should improve it as much as possible.
91. Yes, it's a matter of public safety. In addition, if more people walk due to the improvements it can reduce congestion, and improve the cities livability and public health. It would be useful to have a map with proposed locations of improvements as part of this question.
92. Yes—I don't think people know when they can cross on Penniman and on Main—cars don't know if they should stop at crosswalk if the light is green.
93. Yes. Needs to be better sidewalks for pedestrians to walk from all areas to get downtown/and designated bike lanes/paths that don't crowd up sidewalks and keeps kids safe away from car traffic.
94. Yes.
95. Yes.
96. YES. (100% YES) Plymouth is a beautiful and walkable city with many sidewalks - but it's missing pedestrian crossings at key intersections like Church and Main and Penniman and Harvey. Also, I highly recommend adding a 4-Way Stop at Farmer and Starkweather: the visibility when crossing Starkweather is limited when there are cars parked on Starkweather. Also, getting to the Old Village shops and restaurants would be a lot safer if there was a 4-way stop at that intersection and better pedestrian crossing markings. These improvements would make Plymouth a more walkable and safer City.

97. Yes - on Ann Arbor Trail Near Main street for one. I also think the city should add both left and right hand turn signals on Southbound Main at Ann Arbor Trail since that intersection is blocked both LEFT and RIGHT during peak times.
98. Yes, it makes it safer.
99. Yes. Crossing Main Street at Burroughs is a challenge. Could we get a light or stop sign there?
100. Yes. We have called repeatedly along with other neighbors for a stop sign going west to east towards East Middle School ever since they started leaving the gates to the school open. Parents fly through the subdivision in a hurry every morning and afternoon in an area of the neighborhood with many small children. People also cut through when trying to miss trains along with Dick Scott using this loop for test drives. I have documented the dates of my previous calls and heaven forbid, if someone ever got hurt, the lawsuit for your dereliction of duty would be much more expensive than a stop sign. I would gladly pay for it to prevent injured children or physical altercations caused by people flying by children at 40 MPH. Thank you.
101. Yes, but not a priority.
102. Yes. There are a lot of pedestrians downtown. It needs to be safe.
103. Yes. Because, safety.
104. YES. A thousand times yes! I walk a lot with my little kids and more crosswalks would be fantastic. Just crossing Harvey right in front of my house every day to walk my son home from school can be a little hair-raising because there's no crosswalk. Choosing greener forms of transportation like walking or biking is really important to me too so anything to encourage that would be very welcome.
105. Yes, at Penniman and Harvey.
106. Yes! Anything for pedestrians and cyclists is very important to me.
107. Yes. The intersection of Wing and Main as well as Wing and Forest and A2 and Forest are particularly in need of cross walk signals.
108. Yes. Making the city more walker/bicycle friendly is something we support.
109. Yes - some intersections (Penniman & Harvey comes to mind) do not have signs or lights for pedestrians and the right of way is unclear.
110. Yes, except would not support what is taking place in Ann Arbor. The signs/signals are way too much. Would appreciate more pedestrian/slow down signs near parks and areas with children at play.
111. Yes, especially at Penniman and Church intersection
112. Yes. Plymouth is a pedestrian city and safety enhancements based on best practices is very important.
113. Yes - I think encouraging walking in the city is incredibly important to the feel of the city. I walk everywhere and would love if more people would join me.
114. Yes, but NOT the mid street crossings. Also, pedestrian access to Hines Drive needs to be improved/installed - there should be some at main St., Starkweather access is horrible, same with Wilcox - Sidewalks should be repaired/installed
115. YES! This is another area I think needs to be focused on. When the weather is nice I walk downtown every day with my kids and the corner of Penniman and Harvey is difficult

(and dangerous depending on the time of day) to cross. I also think it would be smart to make Plymouth more bike friendly as well.

116. Yes, absolutely!!! Especially along Penniman at the Church and Harvey St intersection. It would be nice to have the same setup that Main St has (either a cross walk light OR signs with brick pavers in the street). These actions would have a positive impact on improving "walkability". 2. Adding more vehicle speed monitors around the parks and other high traffic streets (Farmer, Junction). 3. Creating 'flexible streets'. This involves the temporary closure of certain downtown streets for multi-use during summer weekends. That would be a really cool concept to try in Plymouth, specifically Main St next to Kellogg Park. The benefits: improving pedestrian safety and creating a cool extension of Kellogg Park.
117. Yes. It makes the downtown area more safe for children and pedestrians.
118. Yes!! Plymouth is getting to be non-pedestrian friendly because of increased vehicle traffic.

Maybe

1. Not sure. Question too vague. Also, crossing signals are great only if they are obeyed. We are not sure what "friendly infrastructure enhancements" means.
2. I would if those enhancements also regulated pedestrian crossing. An issue now is a constant trickle of pedestrians, as opposed to forcing them to bunch up and wait, often results in extended delays getting through downtown. This happens at crossings downtown—mid-block.
3. Depends on what is proposed.
4. I would want to know more about this before offering my support. Are they warranted? Have there been injuries? What does "enhancements" mean?
5. Not as a high priority. I would not actively oppose but I don't think they are necessary.
6. Only if there have been an increase in incidences of hazards to pedestrians. In my experience, pedestrian crossings that are present are sufficient.
7. If needed—depends on where—yes, if at Sheldon and Ann Arbor Road, a very dangerous place for pedestrians and cyclists. Also, we need a protected left turn light at Sheldon and Ann Arbor Trail.
8. Not sure. Would like to hear the different proposals.
9. I would review what is being proposed and then decide...make an informed decision.
10. I would if they are needed. Seems to be OK at this point.
11. Depends on cost and "need." Do we have certain intersections that pose an issue? There should be "turn signal arrows" for turning from Penniman to Sheldon (left turn) and turning from Ann Arbor Trail to Sheldon (left turn). Unless we have the data showing accidents and need, we should not spend money on these.

Other

1. Plymouth is a wonderful place to live. I would like to see some improvement to the path behind Tonquish Creek. The brook that runs alongside needs to be cleaned, the trees need to be cut back—it's unsafe with all those dead trees hanging over the walkway.
2. I'm not saying it's a bad idea, but it wouldn't be my first priority.
3. I think they need a crossing signal in the north Main area. It's dangerous trying to cross Main Street in that area since the speed limit is never enforced.
4. Is this an issue?
5. How about putting crossing signals back at Church Street and Main. The traffic lights are not placed well for foot traffic.