

## Northside Ave Traffic Calming Initial Questionnaire Responses

Project area addresses: 20

Questionnaire responses received: 8 electronic + 3 mailed = 11 total

All responses received as of 8/27/2021 have been incorporated. This summary is a direct transcript of the feedback received on the Initial Questionnaires.

<b>Do you support the project area participating in the Traffic Calming Program which may result in traffic calming device installation?</b>	
Yes, I support participating in the Traffic Calming Program	8
No, I do not support participating in the Traffic Calming Program	1
Not indicated	0

<b>Ages represented in household:</b>	
0-3	1
4-6	1
7-11	3
12-17	1
18-29	2
30-45	4
46-59	3
60 +	4

<b>How do you travel?</b>	
Walking	9
Biking	6
Driving	10
Other	1

<b>Observed modes of transportation within the project area:</b>	
Pedestrians	10
Bicyclists	10
Buses	1
School Buses	8
Personal Vehicles	10
Commercial Vehicles	9
Other	2

<b>Specific concerns related to traffic along the project area?</b>
<ul style="list-style-type: none"> <li>• Coming up from Barton Dr towards Pontiac there is a curve and it is like a blind corner.</li> <li>• Cars race up and then hit the first speed bump. We are just past that curve and cars aren't aware of people who may be walking or biking on the sides of the road. We have a number of children, teenagers and older people on the block.</li> <li>• The speed at which cars travelling south on Pontiac trail turn right into Northside and cars travelling in both directions on Northside - all of whom are using Northside as a shortcut to avoid the traffic lights at Barton drive.</li> <li>• No. The current speed bumps are doing an excellent job of slowing down traffic. Nothing else is needed, unless you can get Google to not list the street as a shortcut.</li> <li>• Speed and a blind curve, plus no sidewalks</li> <li>• Yes! Even with the "speed humps" vehicles often travel fast on Northside. It also seems to be used as a pass through from Pontiac Trl to Barton with so many children and pedestrians, we'd love traffic calming!</li> <li>• Northside Avenue is used as a shortcut to and from the 14 between Pontiac Trail and Barton. Drivers go very fast down the street.</li> </ul>

- We think the first speed bump coming off Barton onto Northside is placed too far up the street. Cars whip onto Northside from Barton with nothing to slow them down until they get farther up the street. A lot of the children on the street live in this location.
- The blind corner has been a safety concern for years. There have been numerous close calls, where pedestrians, cyclists and other cars were at risk of accidents.
- 1. high volume of commercial vehicles passing through via Northside Ave. 2. Personal vehicles going too fast.
- People very frequently speed along Northside Ave. The current speed bumps are an inadequate deterrent.

**Where are the important pedestrian crossings?**

Northside and Delafield	2
Northside and Pontiac Trail	6
Northside and Barton	4

**Have you reviewed the Traffic Calming Guidebook?**

Yes	10
No	0

**How familiar are you with the range of options available through the program?**

5 – Very Familiar	2
4 – Somewhat Familiar	3
3 - Familiar	5
2 – Somewhat Not Familiar	0
1 – Not Familiar	0

**Have you visited traffic calming device installations at other locations within Ann Arbor?**

Yes	6
No	3

**Have you had any positive experiences with traffic calming devices?**

Yes	3
No	1

**Please Describe your positive experience:**

- We have had speed humps installed on our street already and some slimming down of the major intersections with Barton and Pontiac Trail.
- It is better with the humps but that hasn't discouraged traffic. There has been some lowering of speeds once they hit the first hump. However with the curve and blind corner there are still issues.
- Barton and Pontiac Trail. The 'spikes' that preclude people from forming a right turn lane.

		<ul style="list-style-type: none"> <li>• The speed bumps placed on Northside definitely helped slow down the cars using it as a short cut</li> <li>• Various locations, but primarily Broadway Street.</li> <li>• We have had some positive experiences with the 1<sup>st</sup> phase of the traffic calming plan on our street (speed humps) but found it difficult to address the current concern with the City in a timely manner. We had to re-petition the City and wait another year to address the 2<sup>nd</sup> phase (blind curve).</li> <li>• Speed humps on Northside – now seem to have become flattened out.</li> <li>• Only incidentally. I wasn't previously familiar with the phrase.</li> </ul>
--	--	---

<p><b>Have you had any negative experiences with traffic calming devices?</b></p>		<p><b>Please Describe your negative experience:</b></p>
Yes	2	
No	3	

- Brooks street. 1) The speed bumps will prohibit a normal car from going over them at a speed greater than 10-15 mph, much less than the 25 mph speed limit. 2) Curb bump outs. I used to live in front of the bump out. I saw cars that ran into the curb in winter time and damage their cars, I saw tempers flare between drivers trying to get through the reduced space at the same time.
- The little itty-bitty traffic circles all over the place.
- See above. We started this process back in 2009. It's been a long time and a lot of work to get the full scope of our concerns adequately addressed. We hope this will be an efficient project and will take care of our concern once and for all.