

# Glenwood Avenue (Override Drive – Washtenaw Avenue) Traffic Calming Initial Questionnaire Responses

Project area addresses: 31

Questionnaire responses received: 11

This summary is a direct transcription of the feedback received on the Initial Questionnaires:

Do you support the project area participating in the Traffic Calming Program which may result in traffic calming device installation?	
Yes, I support participating in the Traffic Calming Program	10
No, I do not support participating in the Traffic Calming Program	1
Not indicated	0

Ages represented in household:	
0-3	0
4-6	0
7-11	0
12-17	0
18-29	0
30-45	1
46-59	3
60+	8

How do you travel?	
Walking	5
Biking	4
Driving	6
Other:	3
Scooters, roller skates	

Observed modes of transportation within the project area:	
Pedestrians	11
Bicyclists	11
AAATA / TheRide Buses	0
School Buses	5
Personal Vehicles	8
Commercial Vehicles	10
Other:	6
Scooters, Skateboards	

Specific concerns related to traffic along the project area?
<ul style="list-style-type: none"> <li>No shoulder on either side of Glenwood. The area on the west side of Glenwood street is brush to the edge of the road leaving no place to get out of the way of cars. Also, it is difficult for cars to see pedestrians due to the curving of the road. The speed of cars seems too fast.</li> <li>I observe many people of all ages walking on Glenwood, some with pets on leashes. There are no sidewalks. While there are few, if any, "blind" spots, the volume of pedestrians is high.</li> <li>it's dangerous for pedestrians and for kids playing in the yard - cars move very fast down the hill</li> <li>The road is curved and pedestrians walk on it making it quite dangerous - it's also down hill and a lot of cars go very fast. It's the main way to get to the shops so there's a fair bit of pedestrian traffic.</li> <li>Cars travelling downhill from Override to Washtenaw generally exceed the speed limit due to gravity assist and not receiving the typical driver sensation of excessive acceleration due to rolling down hill. Increased stopping distances and decreased maneuverability on a downhill makes driver reaction less effective. Visibility is somewhat limited around the bend due to foliage. This road is a more desirable option than Arlington to through traffic because it is easier to access Washtenaw eastbound with the light managing the turn.</li> <li>Pedestrians and bicyclists walk/ride in the right of way. Vehicle speed and poor sight lines create dangerous conditions for these pedestrians and cyclists. There are two curves and two hill crests that make the driver sight lines poor.</li> <li>Speeding. Running stop signs on Override Dr. Too many cars for neighborhood street without sidewalks.</li> <li>Glenwood rd. does not support heavy traffic. Glenwood is getting very heavy commercial traffic.</li> <li>Speeding.</li> </ul>

- The west side of Glenwood towards Arlington has very poor visibility and if biking or walking on sides you don't get seen and because it is wooded you cant get out of the street if a vehicle is approaching – very unsafe.

**Where are the important pedestrian crossings?**

Glenwood and Washtenaw	4
Glenwood and Exmoor	1
Glenwood and Override	1

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

Yes	11
No	0

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

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

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

Yes	10
No	1

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

Yes	10
No	1

**Please Describe your positive experience:**

- Only in parking lots do I feel the need for parking (speed) bumps.
- Speed table at the end of Devonshire.
- Easy Street, Devonshire, Override and King George Blvd.
- Gladstone Ave, Independence Blvd and Jewett Ave.
- Yes, speed bumps and pedestrian crosswalks
- Around Ann Arbor
- King George Blvd speed humps keep traffic volumes low and slow moving from Packard St. to E Eisenhower Pkwy
- Speed humps do help in slowing traffic and in forcing drivers to pay more attention to the road (less distracted driving). Ex: Devonshire Rd, Iroquois.

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

Yes	5
No	7

**Please Describe your negative experience:**

- On snow covered roads it is not visible, and the signs were not posted.
- Any and all speed humps.
- Some of the speed bumps are not well marked and as you come upon them, you don't realize it until you are going over them. I think many of the smaller pedestrian crosswalks are extremely dangerous. They are not that visible and should not be relied upon that cars will actually stop. These need to be made more visible and prominent. I think the roundabouts are very helpful, but often observe that drivers don't know what to do.

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- Drivers do tend to accelerate aggressively between speed humps when they are spaced far enough apart. Increased engine noise is expected due to drivers accelerating uphill between speed mitigating devices.
- Speed bumps often ruin the aesthetics of a quiet neighborhood road and unpleasant to drive over at any speed.