



## GLENWOOD TRAFFIC CALMING MEETING #2 DISCUSSION SUMMARY

**Date:** September 17, 2020

**Time:** 6:00 to 8:00 p.m. (stayed for an additional 15 minutes to answer questions)

**Location:** Electronic Meeting held through Zoom

**Attendees:**

**Public Present:** 32

**City Councilmember:** Jane Lumm (Ward 2)

**City Staff Present:** Cynthia Redinger (Program Manager), Andrea Wright (Program Facilitator), Kayla Coleman (Public Engagement Specialist), and Raymond Hess (Transportation Manager)

**Appendix A:** Polling Responses

**Appendix B:** How to request Sidewalks

**Appendix C:** Demographic Results

### Meeting Notes

Questions or comments from attendees were submitted both by computer and phone audio (live) which were paraphrased or through the Zoom Question/Answer (Q/A) feature which were transcribed and are shown in bold text below. Questions were answered live and are shown in regular text below.

Clarifications or responses provided after the meeting are denoted as "post-meeting notes." Questions and comments are grouped based on the device location discussed, plus additional categories for general comments and Feedback received from Email or Phone.

### Overview

An electronic meeting through Zoom was held to discuss the Preliminary Plan of traffic calming devices. Staff provided an explanation of each device followed by an opportunity for questions and comments. Participants then used the polling feature in the Zoom Webinar to indicate their support for each device at the proposed location. Polling responses represent data from web and phone participants.

A [recording of the meeting](#) is available. Note: This recording omits the introductory portion of the meeting due to technical difficulties.

### Device #1 Curb Extension:

**What accidents have occurred there? The presenter was vague on accidents. She said that there was no significant history. (Q&A)**

- a. *Post meeting note: This corridor experienced one crash during 2015-2019. The crash occurred at the intersection of Override and Glenwood; weather was a contributing factor.*

**Has an electronic device been used to evaluate the speed at the Override-Glenwood intersection or is this based on people's opinions? This is an intersection that I pass every day and, in my opinion, has more pedestrians than cars at any time of day. (live)**

- a. Speed data for the corridor was collected at a location that would have normal, free-flowing, travel. We do not have a speed count taken at that exact intersection location. The success of a traffic calming installation is how multiple devices work together. The Traffic Calming program is designed to rely on project area input regarding the observations that make residents uncomfortable with the way drivers are behaving on



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their street. The first device sets the stage from the rest of the corridor. The current intersection design is non-standard. This is an opportunity to bring the intersection in tighter, not treat the intersection as a throughway. It is an intersection in a neighborhood, so setting it up as a standard intersection in a neighborhood could help.

**I live at Exmoor and sometimes in the winter I have trouble turning in the intersection and I appreciate the wider space for slip and slide. Has anyone measure the turning speed? We have a stop sign turning southbound on Override. Why is reducing speed there a concern? Is the turning speed their fast? (Q/A)**

- a. The intersection would be designed as a standard T intersection, and would not inhibit any turning movements. See previous response regarding speed at the intersection.

**Will the vegetation be removed in the current median? (live)**

- a. There is no intention to take any of the vegetation away from the current median. If the device is approved City Forestry would be able to plant some street trees and provide a wild flower seed mix.

**What advantage does this have over putting stop signs in? (live)**

- a. *Post meeting note: STOP signs are not speed control devices. Additionally, the intersection is already an all-way STOP controlled intersection. The proposed design was primarily developed to address project area concerns for speed of vehicles turning off of Override and driver confusion at the intersection.*

**Can you clarify how this slows traffic more than the stop sign that exists today? (Q/A)**

- a. *Post meeting note: Reducing the turning radii to standard intersection radii will eliminate the area to pick up speed within the intersection, especially for the right turning traffic. This is the area specifically mentioned in the project area comments.*

**Does it matter if the street becomes half as wide and becomes more dangerous to turn onto Glenwood from Override? Can't see cars coming at you even if they stop for a second. (Q/A)**

- a. *Post meeting note: The proposed design would result in a standard street width for a local street without parking. The street would have quickly widened to include parking once outside of the legal no parking area adjacent to the intersection.*

**There are no plans to widen the street if you do this. You must turn to stay in your lane. This began because of pedestrian safety. Could there be a bike/pedestrian lane painted on the street. That is not wide enough to accommodate two lane travel especially with the curve in the road. Put a stop sign at the Y so that they must stop before coming on to Glenwood. (live)**

- a. This is a preliminary design and we will meet engineering standards. Standard design lane is 10 feet wide. The lanes end up being wider in many locations, but not actually needed only need 20 feet total width. The safest walking space for a pedestrian is a sidewalk. Might consider a painted walking space as an interim measure. Arlington – those markings are for parking. Many people walk in those areas.



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**Device #1: This area is a mess in the winter - snow/slush piles up and freezes making it difficult to use. Cars slide and spin their tires. Making everyone use one street instead of allowing turns off Override makes it much more dangerous. (Q/A)**

- a. Snow removal for traffic calming devices will be completed by the City's public works department. The winter maintenance will be performed at the same rate that it would have been prior to traffic calming device installation. The proposed plan would not have limited turning movements at any intersection.

**Can you please address my comment about this intersection in winter???** (Q/A)

- a. *Post meeting note: See above.*

**I have concerns about reducing size of street as many kids use this route to walk to burns park bus stop on Bedford. (Q/A)**

**At the traffic triangle the stated width for the two-way traffic will be 26". My concern is the tight radius of that turn especially for emergency vehicles and city vehicles including garbage trucks and snowplows, since a one-way street becomes two way. Is there a way to move this intersection away from the blind corner and make it wider?** (Q/A)

- a. *Post meeting note: As stated above, the proposed intersection met City design standards to provide enough width for the service vehicles mentioned here. A typical vehicle is 7' wide. The width proposed here provides space for two vehicles passing, plus additional space remaining.*

**How will schoolbuses and garbage trucks manage to negotiate the tight turns?** (Q/A)

- a. *Post meeting note: See above.*

**Turning speeds into Glenwood from Override are not a problem. RE: the median maintenance -- a neighbor currently maintains the intersection. The two trees now planted in the median took a couple of years to replace. (Q/A)**

**There does not appear to be enough room for pedestrians to walk through this intersection safely. (Q/A)**

**I concur with the concern about narrowing the intersection of Override and Glenwood, especially in winter. I slide into that intersection every single winter. It's a really messy slippery intersection. (Q/A)**

**Seems that cleaning up this intersection is a reasonable thing to do (i.e., improving markings). But it doesn't seem related to the objective of calming traffic given the existing stop sign; it looks like a separate project. (Q/A)**

**Can the intersection be moved so it is closer to being across from Bedford so collisions can be minimized on Override?** (Q/A)

- a. *Post meeting note: The intersection was designed to minimize impacts to existing natural features while maximizing the benefits of impervious surface removal and creating a more desirable amount of space between intersections on Override.*



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**RE: "Device #1": Observation: My husband and I use this intersection multiple x's a day, and have done so for 20+ years. For all the x's my husband and I enter the intersection, we've not encountered another vehicle, pedestrian or bicyclist 90+% of the time. There's very little traffic, and, as proposed, the turning difficulty/narrowing would be a redesign that does not improve movements. (Q/A)**

**Wide is a good thing because we have no sidewalks. How about a bike and walking lane? (Q/A)**

- a. *Post meeting note: The City does not consider a "bike and walking lane" to be a reasonable long-term design feature. Information on how to request sidewalk installation is provided at the end of the meeting summary.*

### **Device #2 Speed Table at 1650:**

**Noise associated with the devices, some amount of loading and unloading sound when drivers pass over. (live)**

**No problem with speed tables, but we might want to talk about the circles at Exmoor and Warwick. The speed tables might need to be in a revised location based on visibility, if intersection is not changed might not be as much of an issue. (live)**

- a. The proposed design will have enough sight distance (i.e., visibility) to allow vehicles to stop or slow as needed.

**Dark in this section of Glenwood, largely because of the brush and the overgrowth. Very steep. Daughter wiped out on her bike. (live)**

- a. Residents can request street lighting consideration by email to Cyrus Naheedy at [CNaheedy@a2gov.org](mailto:CNaheedy@a2gov.org). Cyrus is the point of contact for the Streetlight Asset Management Team. Concerns about the vegetation were expressed early on in the process. This type of work is not part of the traffic calming process. The concerns are being treated as a request from a group, and Engineering is working with Forestry on the matter. Forestry will pursue vegetation removal after the trees have gone dormant for the year. Other concerns of this type should be submitted to the City through A2FixIt.

**Is pedestrian safety part of the traffic calming process. (live)**

- a. Yes, we consider pedestrians. Specific design features such as raised crosswalks are used in areas where sidewalks and crosswalks exist.

### **Device #3 Traffic Circle at Glenwood and Exmoor:**

**Do you think Easy St. has been a success? (Q/A and live)**

- a. Yes, this was a project put together before the city's traffic calming program existed. That project was addressing many areas of concern including driving speeds. The project seems to have effectively slowed traffic on this street, and we do not receive complaints on the corridor.



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### How does this impact conflicts with pedestrians? (live)

- a. This design does not eliminate conflicts of pedestrians, bicyclists, and vehicles sharing the same operating space. The device highlights the intersection and the need to be looking for those conflicts.

### What advantage does this have over putting stop signs in? (live)

- a. Stop signs are not a traffic calming or speed management device. Please see page 13 of the [Traffic Calming Guidebook](#) for more information.

### How does Traffic control work at these Traffic Circles? (live)

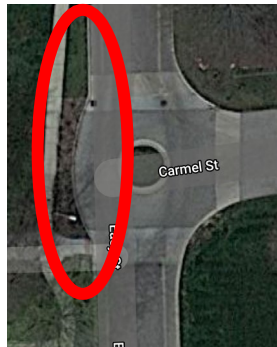
- a. This is a traffic circle not a roundabout. No changes to traffic control at the intersection would be made.

### How will the space affect adjacent properties? (live)

- a. These circles could be placed within the existing intersection footprint, which would not create any impacts to adjacent property. The final design could be closer to that of the Easy Street example and provide an "eyebrow" to provide more deflection for southbound vehicles, which would be constructed within the public right of way and not impact adjacent properties.

### What is an eyebrow? (live)

- a. A horizontal deviation of the curb and gutter to provide more deflection across the top of the "T" intersection.



### See no need for the proposed traffic circle. Can put up signs that will be more visible. This is an added unnecessary expense. (live)

- a. Engineering change is more effective. Drivers may ignore signage.

### Concern about pedestrians. Pedestrians move to the center of the road to be more visible. With the circle pedestrians are being forced into a smaller box. Another tool in your box are raised intersections. Would that be appropriate. (live)

- a. We are happy to discuss the other options in the tool kit, including raised intersections.

We walk a lot in the neighborhood, and we have never experienced any problem at this intersection. we worry that after the change, the roads will become very narrow, making walking difficult. We see a number of kids on bike/walk near this intersection. Making it narrower will be a problem for the kids in our opinion. (Q/A)



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**Do you mean remove the current stop signs if this device is installed? (Q/A)**

- a. No, all current stop signs would remain.

**What would the alternative be at this intersection? (Q/A)**

- a. Raised intersections would be an alternative.

**Instead of raised intersection could we do more speed tables? (live)**

- a. *Post meeting note: One intersection treatment is preferred over multiple additional speed tables.*

**How does it reduce conflicts with pedestrians if they are in the street trying to walk around the traffic circle at the same time a car is going through? (Q/A)**

- a. *Post meeting note: See answer above.*

**How does this compare with the circle on Easy Street? (Q/A)**

- a. The final design and experience after installed would be very similar.

**Easy Street (with a round-about) has a side walk for pedestrians (Q/A)**

- a. *Post meeting note: As a clarification, Easy Street has a traffic circle. Regarding sidewalks, please refer to previous answer about sidewalk petition process if neighbors are interested in sidewalks on Glenwood.*

**Will the intersection around the circle be raised as it is depicted at Easy and Carmel? (Q/A)**

- a. Past installations for traffic circles have been raised, but not the whole intersection.

**Is there any change in the curb on the west side of the street? (Q/A)**

- a. A change would have been a possibility when developing the final design.

**We live at this intersection. In our opinion, there is not enough space for this circle. It will slow down the traffic a lot and be unsafe for pedestrians and bikers. We also worry about winter ice. Speed tables on Glenwood will suffice. (Q/A)**

**Once again, we don't have sidewalks like easy street. It only narrows street for walkers and bikers and makes it more dangerous. (Q/A)**

**Easy street DOES have sidewalks, Glenwood does not. Still very concerned about pedestrians. (Q/A)**

**What would be the advantage of this over putting in stop signs going both northbound and southbound and signs earlier that say "stop ahead" to notify drivers to also anticipate the stop? (Q/A)**

- a. *Post meeting note: as stated above in the general section, stop signs are not a traffic calming tool or speed management device. They address right-of-way – whose turn it is. Refer to page 13 in the [Traffic Calming Guidebook](#) for more information pertaining to why Stop Signs are not a tool in the Traffic Calming Tool Kit*



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**Will there still be a stop sign from Exmoor? and through on Glenwood? (Q/A)**

- a. Existing signage will not be changing.

**Wouldn't it be more effective to just put another speed bump near (but not in) the intersection to slow drivers down? (Q/A)**

- a. Answered above.

**Totally agree!! Vehicles do move over for pedestrians. These circles do not give vehicles this safety opportunity!! (Q/A)**

**A raised intersection at the intersection is a better location than the one on the hilly/dark section of Glenwood. (Q/A)**

### Device #4 Speed Table at 1721 and 1720:

**Can vehicles coming off Override up the hill onto Glenwood see the speed table before they are on it? Poor visibility. (This not be as much of a concern if the intersection is not changed). (Q/A)**

- a. *Post meeting note: Yes. The final design will meet sight distance (i.e., visibility) criteria.*

**It is very dark in this section of the street. (Q/A)**

**It is also very steep at this section of the street. (Q/A)**

**Can we please have more lights on Glenwood, especially if we get the speed tables? (Q/A)**

- a. *Post meeting notes: Traffic calming devices that you drive over (such as speed tables) are marked with appropriate signage and high-visibility pavement marking. See above regarding streetlight request process.*

**Agreed that the brush along Glenwood seems to be a primary safety factor. Markings will have to be well maintained so that the speed tables remain visible. (Q/A)**

- a. *Post meeting note: Pavement markings will be maintained per the City's regular maintenance practice.*

**The City had a moratorium on new street lights for many years. A couple of yrs. ago a new street light fund was established, and this area should be a priority -- it is very dark. (Q/A)**

**You cannot see a person coming toward you as you come up that hill on Glenwood, that is why I asked about seeing the speed table. (Q/A)**

### Device #5 Traffic Circle at Glenwood and Warwick:

**Same concerns as the other traffic circle! (Q/A)**

**Due to the curve on the road this is a little more different, more dangerous than the other location. (live)**



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**Speed table vs traffic circle as you offered at Exmoor. I was having trouble unmuting. (Q/A)**

**Speed tables too close together? (live)**

- a. Looks like the device spacing will be around 250 feet, which is a reasonable spacing. We try to stay within 250-500 ft spacing (industry standard).

**Isn't Warwick circle too close to the 1720/1721 speed table? (Q/A)**

- a. No. All devices were designed to meet best practices for device spacing.

**Can you devise a Q re: 3 speed tables and 2 raised intersections for this stretch of road?**

**Getting input on the entire design, if this is recommended, would be informative, and lead to possible adjustments to reflect the feedback. (Q/A)**

- a. Yes, we added this poll question.

### **Device #6 Speed Table at 1885 and 1880:**

**Location clarification? (live)**

- a. This is at the southern end of that corridor and just north of that first house.

**Will this impede speed increase in the winter to get up the hill to the intersection? (live)**

- a. There is still a good amount of distance between this device and the intersection. Not slowing to a complete stop.

**For City staff: The Q re: speed for vehicles approaching Washtenaw from Glenwood, the concern is that in the winter, w/snow/ice covered road surface, cars sometimes cannot make the uphill grade -- I've seen quite a few vehicles spinning their wheels unable to climb this incline approach to Washtenaw. This difficulty should be taken into consideration re: Device #6. (Q/A)**

### **General:**

**Could you define the "petitioned area"? I asked the question because we have many residents on adjacent streets that use this section of Glenwood Rd. to enter/exit their homes and can only access/egress the neighborhood via Glenwood. Their feedback is valuable and should help inform any recommendations. Thank you. (live)**

- a. As stated in the [Traffic Calming Guidebook](#) on page 8, the project area (also known as petitioned area) includes all addresses adjacent to the area of interest and addresses 100 feet from where the project street intersects a local cross street. All petitioned areas are determined by the petitioner. All community members are welcome to attend public meetings throughout the process and share feedback toward the development of the final plan that the petition area will receive with their final poll.

**People at the corner of Bedford and Override are less than 1 min walk away and should be considered affected. (Q/A)**

- a. *Post meeting note: As stated above, the Traffic Calming project area is determined by the petitioner and the addresses counted in the affected area determined based off the Council Approved program.*





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**Are all Glenwood addresses allowed to vote even though they do not face Glenwood? (Q/A)**

- a. Yes, as outlined in the [Traffic Calming Guidebook](#) all addresses adjacent to the area of interest and addresses 100 feet from where the project street intersects a local cross street.

**I asked the Q b/c we have many residents on adjacent streets that use this section of Glenwood Rd. to enter/exit their homes and can only access/egress the neighborhood via Glenwood. Their feedback is valuable and should help inform any recommendations. (Q/A)**

- a. Staff agree that feedback from all corridor users is valuable. Please contribute feedback through the meeting tonight so that it can be taken into consideration in the final plan development.

**I share the concerns of the Bedford, Override, Exmoor, Edinborough, Stonehaven, Newcastle, Mills Ct. residents -- Glenwood is their access road. I understand Kayla Coleman's explanation re: the "polling" process and appreciate that feedback from adjacent and nearby residents on these streets will be considered. The concerns are w/the Traffic Calming process -- the criteria that only allows property owners on the street being considered for Traffic Calming, to "vote". This concern is particularly relevant/notable for the Glenwood project b/c there are so few homeowners on this segment of Glenwood. (Q/A)**

- a. *Post-meeting note: The Traffic Calming Program was recently updated in 2018. During the public engagement process for the update, support was expressed to keep the voices of residents and property owners on the petitioned street elevated because they are most likely to experience the negative effects of speeding on the street as well the impacts of the traffic calming device installation. Those who travel on the petitioned street, but do not have property frontage along the area of concern, do not experience the speeding concerns to the same extent, and tend not to recognize the perceived value and quality of life improvements, as seen by those who live on the street.*

**While I do not live in the "petitioned project area", I live a short walk from the intersection. Similarly, many nearby neighbors would like their feedback to be considered, even though they are not technically in the "project area". (Q/A)**

**Folks need to understand that this is not a "done deal" and they can vote these device recommendations up/down. I am concerned that Ms. Redinger's explanations about the engineering designs/standards imply that the decision re: the reengineering aspects of this proposal (i.e., device #'1-6) has been made. Resident feedback is critical and will inform any final recommendations. (Q/A)**

**Build pedestrian access at Glenwood and Override. It's good to slow down vehicles on Glenwood. The intersection is already dangerous (cars don't slow down). An important factor is clearing brush along Glenwood. (Q/A)**

**We've heard that before about vegetation. They clear it due to construction, and then nothing is done for 10 years. (Q/A)**



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**Once the vegetation issue is remediated through the forestry process, will we have another look at the traffic calming proposal, and perhaps an option to consider "do nothing" but PAVE/MAINTAIN the existing street and sight distance? (Q/A)**

- a. *Post meeting note: No, the clearing of the brush is a separate issue outside the scope of the traffic calming process and will not factor into the timeline for completing the engagement process currently ongoing.*

**Is it possible to have sidewalks on Glenwood? (live)**

- a. There is a petition process. *Post meeting note: Sidewalks are outside of the Traffic Calming process. If you are interested in the installation of Sidewalks please refer to the [New Sidewalk FAQ](#).*

**Is automated speed enforcement an option? (live)**

- a. Not legal in the state of Michigan.

**Still not clear how this slows traffic on Glenwood more than the existing stop sign... The suggestion of adding another stop sign to reduce confusion would at least help with the intersection and likely be less costly than narrowing the roadway/extending the island. (Q/A)**

- a. Stop signs are not a traffic calming tool or speed management device. They address right-of-way, i.e., whose turn it is.

*Post meeting note: Refer to page 13 in the [Traffic Calming Guidebook](#) for more information pertaining to why Stop Signs are not a tool in the Traffic Calming Tool Kit.*

**For those listening in, stop signs are installed after an intersection is evaluated to determine if it meets the engineering standards for a stop sign. (Q/A)**

**I know this is about traffic calming, but can you address why it would not be possible to have a sidewalk on Glenwood? (Q/A)**

- a. *Post meeting note: As noted in the meeting, sidewalks are not part of the Traffic Calming Program; however, sidewalks are possible on Glenwood, through a different process. Sidewalk could be placed within the public right-of-way along Glenwood. Information about how to request sidewalks will be placed at the end of the summary.*

**Pedestrian safety on Glenwood is hindered by obstruction of sight distance due to trees and vegetation on properties on the west side of Glenwood. Is there a viable option for the City to enforce homeowner responsibility on cutting back branches and vegetable, or does City have easement on the westside of Glenwood, to then in fact plant grass along that side of Glenwood? (Q/A)**

- a. *Post meeting note: The upcoming trimming work for trees and brush on Glenwood was discussed above. Property owners are required to perform certain maintenance of vegetation by city code. The city could issue a citation to any property owner with vegetation not meeting code requirements.*



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**People have raised concern about pedestrian safety. Glenwood is too narrow to have sidewalks. Based on the number of questions that we've had, interested in pedestrian safety. (live)**

- a. Sufficient right-of-way for sidewalks is available. There are a lot of concerns that come up in traffic calming that are outside of the traffic calming program, but staff can help connect residents with the resources to pursue those discussions outside of the traffic calming program. Concerns about pedestrian safety are not falling on deaf ears. If the neighbors are interested in sidewalks, please contact us. See previous response about how to request sidewalks.

**Since there really is no space for sidewalks on Glenwood and you have received so many comments about concerns about pedestrian safety shouldn't you consider pedestrians in traffic calming. (Q/A)**

- a. See above.

**Pedestrian-bike line near Override. Could that happen all along Glenwood, just on the east side. That might direct more peds and cyclists to the side and giving. (live)**

- a. Pavement marking is not part of traffic calming program, and we do not usually apply pavement markings on local streets. *Post meeting note: Neighbors interested in sidewalk installation should review information in the [New Sidewalk FAQ](#) and at the end of this meeting summary.*

**I'm more concerned about narrowing the road, when there is no sidewalk, and overgrowth continuously! (Q/A)**

**What was the Initial petition approval? (live)**

- a. The petition approval was 70%.

**Would putting a no left turn on the light at Washtenaw and Glenwood between 3 and 6 help decrease speed and traffic on Glenwood? (Q/A)**

- a. *Post meeting note: Changes to operations of the traffic signal on Washtenaw would be subject to the approval of the Michigan Department of Transportation. A change such as this would likely lead to a high amount of non-compliance at the intersection, which could lead to an increase in crashes, and would not have a significant impact on the behavior of drivers using the corridor.*

**In summary are we looking to put 4 devices in that are about 250' apart? Would 3 speed bumps/tables give us the same, desired effect? (Q/A)**

- a. No. Exceeding the recommended maximum device spacing will likely lead to short bursts of higher speeds between devices.



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**So we're now talking about 5 devices (speed tables & raised intersections) between 1850 and 1650 Glenwood? Is this not overkill? Are there any other streets in Ann Arbor that have this many device in such a short distance? (Q/A)**

- a. The proposed design meets the Traffic Calming Program's standard design practices, and industry best practice for device spacing. Most traffic calmed streets would have a similar spacing. If devices are spaced too far apart they will be susceptible to speed spiking, and may not achieve the neighborhood desire to reduce speeds through the length of the corridor.

**I agree that if we don't need all five devices to reach the goal of safer/slower. Driving that would be great. (Q/A)**

**Also agree that 5 devices is a bit an overkill. (Q/A)**

**That speed up hill question in winter is great question. That's a serious problem when icy. (Q/A)**

**Please send feedback to petitioned area AND people who request to receive info. re: project. Email was just provided to attendees, and I hope that if attendees request to receive information, they will receive follow-up information from the City. (Q/A)**

- a. All who have requested to be added to the email distribution list for Glenwood Traffic Calming will receive project updates going forward.

**Important for all the folks attending to understand the full plan. Please send all the communications. Additional resident concerns. (live)**

**Arlington – walk in the bike line. Clear line of sight. Platt – there is a bike lane, continuity for bicyclists. (live)**

**Are we looking to put 4 devices in? Would 3 speed tables have the same effect? (live)**

- a. We wanted to highlight the intersections because these were raised as a specific area of concern.

### **Feedback received from Email or Phone:**

Respondent 1

**As I live on Exmoor I may only have the right to speak about the mini traffic circle at our T junction so I will address that first. The way it is currently drawn it will be a VERY tight squeeze for cars to 'go around' it on the Exmoor side. If this is simply going to be a painted picture of a circle it won't take many days for every driver to just ignore it and drive over it. We lived in England for a long time and even proper raised mini roundabouts are regularly driven over. Don't put one in. People living on corners are right, their corner lots will become extensions of the road.**

**Regarding the triangle with 3 way stop at Override and Glenwood: No convincing argument has been made for how this is going to slow things down. It seems an enormous waste of \$ for little benefit. And it will make driving unnecessarily tricky. You will probably be exchanging one set of safety problems for another.**



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The best solution is adding a pedestrian / bike lane on both sides of the street, (and down Exmoor and Override), all WELL Marked. When people drive too quickly from the turn at Override, they will immediately see the well marked pathway and proceed warily. Increasing signage along the way and a speed table or raised intersection at Exmoor and possibly Warwick will help as described in your handbook.

Respondent 2

**Is the project area considered to be for residents on Glenwood alone?**

- a. The Traffic Calming Project area is determined by the petitioner. Once the area has been set the City Council approved process in the [Traffic Calming Guidebook](#) outlines what addresses are involved in the process (page 8). All neighborhood residents are welcomed to join in the public meeting but will not be notified. *Post-meeting note: Any community member can request to be added to the project email distribution list. Everyone on the email distribution list will receive meeting notifications and other updates.*

Respondent 3

**People at the corner of Bedford and Override are less than 1 min walk away and should be considered affected**

Respondent 4

**Will Exmoor residents be allowed to vote for the mini 'traffic circle' at the T junction with Override?**

- a. As outlined in the [Traffic Calming Guidebook](#), the only residents who are included in the project area are those properties that touch the petitioned project area or are 100 feet from the project limits. The only residents on Exmoor who will be included in the polling process are 2916 Exmoor and 2925 Exmoor.

Respondent 5

**I am a resident who lives on Override. Was not aware of this project. Very disturbed by the work on the triangle. I don't understand why this is going to make the intersection any better than it is now. I don't really understand what the problem is except possibly the pedestrians are not safe on Glenwood. What I see is there is poor sight distance where Glenwood comes off onto Override especially on the right-hand side there is a blind corner. It will be worse because there is a problem with the street light.**

Respondent 6

**Going to be out of town. Wanted to share that we liked many of the ideas. The platforms and the intersection at Override and Glenwood. That should be a nice improvement because many people do not stop when they come to that stop sign. We do think that the traffic islands are over kill and might distract drivers by making sure they don't hit the island and might hit a pedestrian. Would prefer the islands are not put in. All in all the project is a good project and think it would make a great addition.**



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Respondent 7

**When is the Traffic Calming project on Glenwood Road (Override to Washtenaw) expected to start? How long is the construction expected to take place?**

- a. The Traffic Calming engagement process is still on-going with the Glenwood (Override to Washtenaw) designated project area. The project is currently on step 4: Meeting #2 which is scheduled for Thursday, September 17 from 6:00 – 8:00 PM on Zoom. At this time, the potential installation of traffic calming devices has not been decided. The project area still needs to complete step 5: final polling, receive support from the Transportation Commission and approval from City Council for construction. The anticipated construction date, if approved, would not be until 2021. If you would like to know more about this process please refer to the [Traffic Calming Guidebook](#). All information related to the Glenwood (Override to Washtenaw) project area can be found on the project website: [a2gov.org/TCGlenwood](http://a2gov.org/TCGlenwood).

Respondent 8

**I live on Exmoor Road and I am calling to provide my opinion on the traffic calming measures that have been proposed on Glenwood Road bumps are a fantastic idea. I think the traffic circles are a very bad idea because when I walk my dog that will narrow the amount of space there is for me and the cars to get by together since there are no sidewalks in our neighborhood. I would like to say very supportive of the speed humps not sure how many you would need without the traffic circles. I think the traffic circles and the closure of the lane at Glenwood and Override would be especially rough. My other concern besides the safety of pedestrians which I think would be a problem with the traffic circles is the cost of that. If you go down Exmoor you will see a series of filling the same potholes for the last 20 years, the street needs to be repaved. I would much rather see my tax money towards speed bumps and repaving Exmoor road than putting in the circles.**

Respondent 9

**Resident on Override. With regards to the traffic calming program. This I a terrible idea. Our property taxes are already so high and that will lower them, these speed calming measures. Everything says that the speed tables increase the volume of sound especially as trucks go over them and there are plenty of trucks on Glenwood. You definitively need to contact the neighbor at 1657 Glenwood about the speed table in front of their house.**

**Have you contacted 1657 Glenwood about the device in front of their house?**

- a. All residents in the project area have received a minimum of three mailings to date.

**What is the data on the truck traffic?**

- a. <1% from counts done in October 2019.

**Property values go down and this needs to be addressed.**

- a. *Post meeting note: The available research shows there may be either no effect or a marginal increase in property values resulting from the installation of traffic calming devices, see below:*

- <http://www.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=23862>
- <http://www.vtpe.org/calming.pdf>

**Is this intended that homeowners must pay for as if it is a benefit to them instead of a further burden on the property value of the house and the maintenance?**



## GLENWOOD TRAFFIC CALMING MEETING #2 DISCUSSION SUMMARY

- a. The City's Traffic Calming Program has a budget for installation of traffic calming devices.

**Impacted by the proposed traffic calming our backyard runs parallel to Override into the triangle that meets Glenwood. A few questions:**

**Will this new green space become my property? Would I be taxed on this property?**

- a. No; it will remain public right of way.

**Who will maintain and landscape this? Currently maintained by a volunteer.**

- a. Public Works would continue to mow the area currently mowed. Forestry would plan new street trees, and restoration would be done with a wildflower seed mix.

**Feel like people will be cutting through the new extension.**

**The curb that allows for the service road from Override proper is the original curb and is very narrow and trucks always go over it and is chipped away and always looks terrible. While you are doing this can you fix the curb?**

- a. The curb would be outside of the Traffic Calming Program's scope.

Respondent 10

**I am in favor of roundabout and speed table at Override & Glenwood, but I am against roundabouts at Glenwood & Exmoor and Warwick. It is ok to put speed table at all 3 locations.**

**1). Device #1 Curb Extension:**

**I do NOT support this device. It would make this intersection more dangerous for cars in the winter and also pedestrians walking from Override making a sharp left turn onto Glenwood. What I would suggest is keeping the island and intersection as is. Painting a pedestrian line/lane on the road that indicates that pedestrians have a designated place to turn left onto Glenwood would make it much safer.**

**2). Device #2 Speed Table 1650 Glenwood**

**I DO support the speed table as currently marked.**

**3). Device #3 Traffic Circle at Glenwood and Exmoor Intersection**

**I do NOT support this device. It would make it more dangerous as there would be limited room for pedestrians and cyclists that are walking either on Glenwood and/or Exmoor. There would be less room for them on both sides of the street, and the cars would be headed towards them, rather than having room to stay clear of them.**

**4). Device #4 Speed Table at 1720 & 1721 Glenwood**

**I DO support the speed table as currently marked.**

**5). Device #5 Traffic Circle at Glenwood and Warwick**

**I do NOT support this device for the same reasons as I do NOT support the Traffic Circle at the Glenwood/Exmoor intersection.**

**6). Device #6 Speed Table at 1180 & 1885 Glenwood**

**I DO support this device.**

**A group of us did a walk down the street and discussed each device. Instead of the Traffic Circles at Glenwood/Exmoor and Glenwood/Warwick, we thought a raised intersection would be a better idea in both locations.**

**Also, I do NOT support a Speed Table at any point along my property that runs from the intersection of Glenwood/Exmoor to 1720 Glenwood. My street address is Exmoor but this area is the view directly out my back window that is comparable to a view out a front window.**



## GLENWOOD TRAFFIC CALMING MEETING #2 DISCUSSION SUMMARY

Respondent 11

I am in favor of all devices provided with the exception of Device #1 Curb Extension at Overridge and Glenwood. I do not think that if people stop at the stop sign, they will get going much faster than if you do that work. I do not think that work would be advantageous or worth any kind of money. It seems that if people come out of that intersection too fast that device #2 speed table would slow them down very quickly. My driveway is off the service drive, but my windows look down onto Glenwood. There are a lot of pedestrians on Glenwood and with the exception to the installation of a sidewalk which I do not think is economically feasible I think this is a very important manner. I am in favor of all devices calming measures with the exception of device #1. By the way your presentation on this is excellent and I do not often see my tax dollars being used so successfully and congratulate you on your presentation.

Respondent 12

To whom it may concern at Traffic Calming:

As instructed in the mailing I just opened last night, I have left a detailed voicemail @ 734-794-6429 and am following up with this email to convey the same information I left on the voicemail. I reside on Glenwood and I do not currently have access to internet and have never used Zoom before and therefore do not believe I am able to participate in the planned city's Zoom meeting tomorrow.

Pertaining to the proposed traffic calming on Glenwood Road, the following are my thoughts:

1. We are definitely in favor of the proposed speed bumps on Glenwood Road which will definitely help to slow down speeding motorists on Glenwood Road
2. The proposed traffic circles (currently marked with red paint on the ground) at Exmoor and Warwick are much too small to allow for safe traffic along Glenwood Road for the many bicyclists, pedestrians and motorists that travel on Glenwood Road
3. The proposed change to the Overridge Drive and Glenwood Road intersection will serve very little purpose as the motorists who speed down Glenwood Road to get through the green light at Washtenaw do NOT begin their speeding to any significant degree in general, based on my observations having lived on Glenwood Road for 32 years, at the Overridge Drive / Glenwood Road intersection.

4. Consideration should be given, in my family's opinion, to another speed bump very close to Washtenaw, perhaps between the 2 driveways of the office building at the corner of Glenwood Road and Washtenaw Ave or even at the traffic light intersection, since speeding motorists tend to see the green light and speed up to get through it before it turns red, which poses great hazard to pedestrians, bicyclists and motorists along the roads, in the intersection and coming out of the 3 driveways between the current proposed speed bump closest to Washtenaw and the Washtenaw Avenue intersection.

- a. It would not be appropriate to place a traffic calming device within a taper opening up a lane, additionally it is too close to the traffic signal and may not have sufficient sight distance.

**Device #1 – does not support the change at the intersection. Does not see what value this would bring.**

**Device #2 – Supports the speed table.**





## GLENWOOD TRAFFIC CALMING MEETING #2 DISCUSSION SUMMARY

**Device #3** – would support the traffic circle if there were more space provided for the travel lanes. The circle as currently proposed does not appear to provide enough space for cars, peds, bikes to safely get through. Too tight.

**Device #4**– Supports the speed table.

**Device #5** – would support the traffic circle if there were more space provided for the travel lanes. The circle as currently proposed does not appear to provide enough space for cars, peds, bikes to safely get through. Too tight.

**Device #6**– Supports the speed table.

**Supplemental request**- supports an additional raised device closer to Washtenaw.

Respondent 13

I am writing to oppose the referenced traffic calming proposal. I live on Exmoor Street.

The first thing that bothers me is that my address is not on the inclusion list. I use both streets to go anywhere and return to my house. Both streets are gateways for me.

I do not understand how the circles at Glenwood and Warwick at Glenwood do anything but make turning onto Glenwood more difficult. And there is the issue about whether you will maintain the circles' inner space in an adequate manner. The planted space at the Glenwood Override intersection is maintained by a neighbor because the city did not do it.

The proposed changes at the Glenwood and Override seem unnecessary, in the extreme.

What useful purpose is served by making the right turn onto Glenwood from Override tighter and more constrained? This almost looks like a project in search of a location.

The proposed speed bumps are the only reasonable part of the whole project.

I would like to humbly propose that you scrap the whole project and redirect the money to be used to repave Exmoor which is in terrible shape.

The Traffic Calming team appreciates your feedback! All feedback received is incorporated into the meeting #2 summary. I took the initiative in breaking down your concerns below and addressing them:

**Why wasn't your address included in the project area?**

- a. The Traffic Calming Program is a resident initiated and resident driven process. The Project area is determined by the petitioner. Once the area has been set the City Council approved process in the [Traffic Calming Guidebook](#) outlines what addresses are involved in the process (reference page 8). However, all neighborhood residents outside the petitioned project area are welcomed to join in the public meeting but are not mailed notifications.

**What is the purpose of the Traffic Circle at Warwick and Glenwood?**

- a. The purpose of Traffic Circles is to reduce speed by creating an uncomfortable environment for the driver. This device was proposed to slow traffic.

**Who will maintained the Traffic Circles inner space?**

- a. The Traffic Circle will have a concrete intersection which will be maintained by the City, as necessary.

**Who actually maintains the Glenwood Override intersection?**

- a. The current island is mowed, under contract, by Public Works. Landscaping in the island is performed through the City's Adopt-a-Median program. If the proposed intersection



## **GLENWOOD TRAFFIC CALMING MEETING #2 DISCUSSION SUMMARY**

is constructed Public Works has committed to continuing to maintain the mowed area, and we anticipate the Adopt-a-Median participants will choose to continue to do so.

**What useful purpose is served by making the right turn onto Glenwood from Override more tight and constrained?**

- a. Creating a tighter intersection will slow turning traffic. This reduces the initial start speeds entering the corridor, meeting the program goals of slowing vehicular traffic.

**Is it possible to redirect the funds for Glenwood to resurface Exmoor?**

- a. The Traffic Calming Program budget is established by City Council and is separate from the Public Works street repair fund and Engineering capital maintenance funds which means that these specific funds are not eligible for anything but Traffic Calming Projects. However, currently Exmoor is tentatively scheduled to be resurfaced in 2023 and if you have any questions or concerns related to resurfacing please don't hesitate to reach out to the resurfacing Project Manager David Dykman at [DDykman@a2gov.org](mailto:DDykman@a2gov.org).

Respondent 14

**I have lived on Exmoor Road for 25 years. I was delighted to have the lights put in. I have noticed increased traffic on Glenwood, and I can see where neighbors would be concerned for speeding. I think the plan you have described is overkill. I think that speed tables and speed bumps would be reasonable, but I think the traffic circles, especially the one at the end of Glenwood, are overkill. We have also been asking for the trees and branches to be trimmed for many years now, and this would be a good place to start. The long branches also make it hard to walk and drive down the street. Exmoor has not been paved in many years, I think money should be spent on upgrades such as paving streets instead of something as expensive as you have planned.**

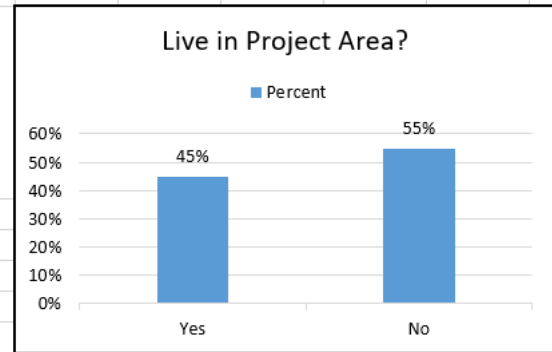


## GLENWOOD TRAFFIC CALMING MEETING #2 DISCUSSION SUMMARY

### Appendix A: Polling Results

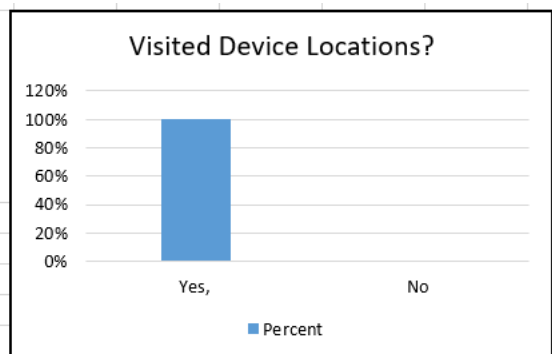
Do you live in the petitioned project area of Glenwood from Override to Washtenaw?

Responses		
_	Percent	Count
Yes	45%	9
No	55%	11
<b>Totals</b>	<b>100%</b>	<b>20</b>



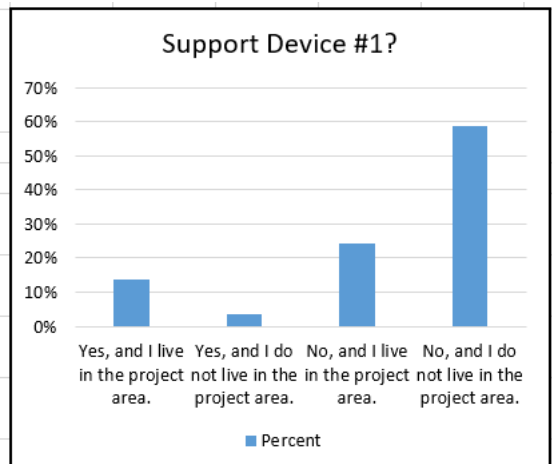
Did you visit the device locations marked in the petitioned area?

Responses		
_	Percent	Count
Yes,	100%	20
No	0%	0
<b>Totals</b>	<b>100%</b>	<b>20</b>



Do you support device #1 Curb Extension?

Responses		
_	Percent	Count
Yes, and I live in the project area.	14%	4
Yes, and I do not live in the project area.	3%	1
No, and I live in the project area.	24%	7
No, and I do not live in the project area.	59%	17
<b>Totals</b>	<b>100%</b>	<b>29</b>

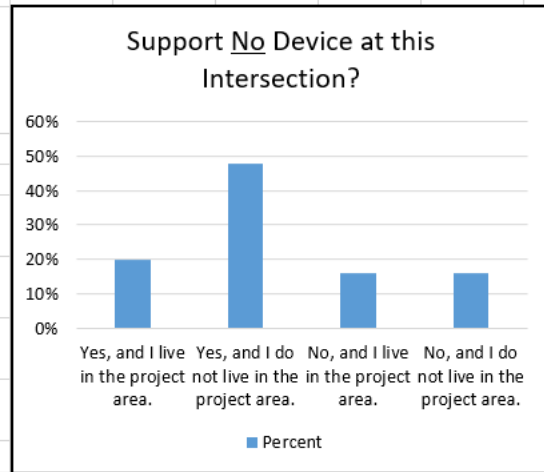




## GLENWOOD TRAFFIC CALMING MEETING #2 DISCUSSION SUMMARY

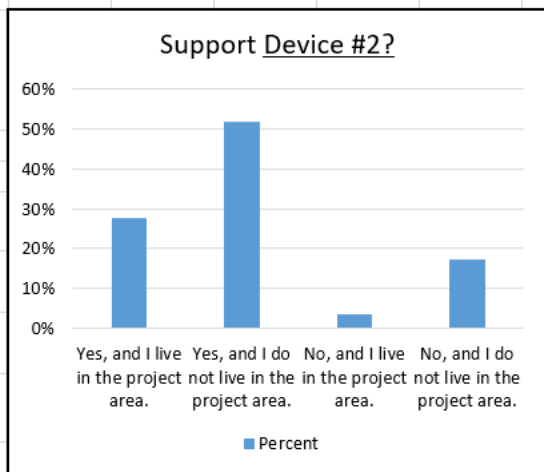
ALTERNATIVE 1A: Do you support no traffic calming device at the Glenwood and Override intersection?

Responses		
	Percent	Count
Yes, and I live in the project area.	20%	5
Yes, and I do not live in the project area.	48%	12
No, and I live in the project area.	16%	4
No, and I do not live in the project area.	16%	4
<b>Totals</b>	<b>100%</b>	<b>25</b>



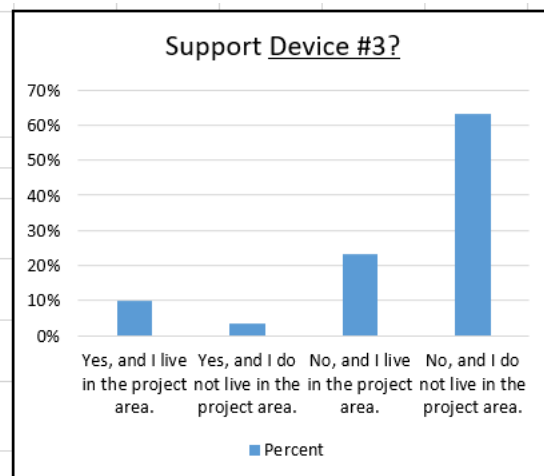
Do you support Device#2 Speed Table at 1650?

Responses		
	Percent	Count
Yes, and I live in the project area.	28%	8
Yes, and I do not live in the project area.	52%	15
No, and I live in the project area.	3%	1
No, and I do not live in the project area.	17%	5
<b>Totals</b>	<b>100%</b>	<b>29</b>



Do you support Device#3 Traffic Circle at Glenwood and Exmoor?

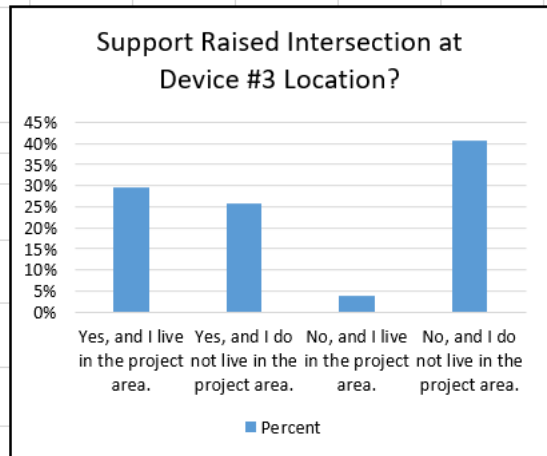
Responses		
	Percent	Count
Yes, and I live in the project area.	10%	3
Yes, and I do not live in the project area.	3%	1
No, and I live in the project area.	23%	7
No, and I do not live in the project area.	63%	19
<b>Totals</b>	<b>100%</b>	<b>30</b>



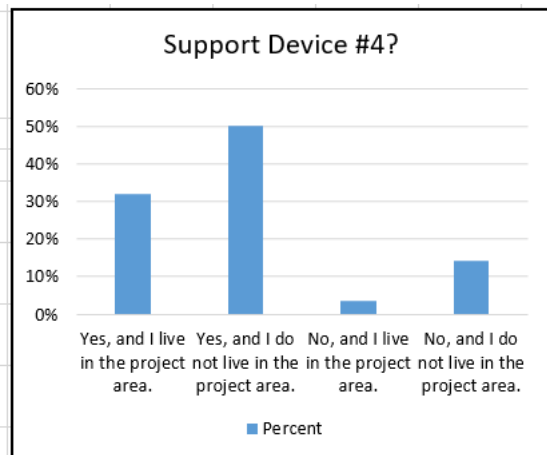


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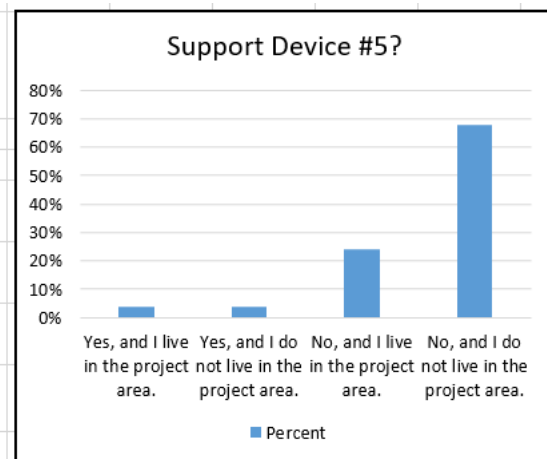
ALTERNATIVE 3A: Do you support a Raised Intersection in the Device#3 location (Glenwood and Exmoor)?		
Responses		
	Percent	Count
Yes, and I live in the project area.	30%	8
Yes, and I do not live in the project area.	26%	7
No, and I live in the project area.	4%	1
No, and I do not live in the project area.	41%	11
<b>Totals</b>	<b>100%</b>	<b>27</b>



Do you support Device#4 Speed Table at 1721 & 1720? location (Glenwood and Exmoor)?		
Responses		
	Percent	Count
Yes, and I live in the project area.	32%	9
Yes, and I do not live in the project area.	50%	14
No, and I live in the project area.	4%	1
No, and I do not live in the project area.	14%	4
<b>Totals</b>	<b>100%</b>	<b>28</b>



Do you support Device#5 Traffic Circle at Glenwood & Warwick? (Glenwood and Exmoor)?		
Responses		
	Percent	Count
Yes, and I live in the project area.	4%	1
Yes, and I do not live in the project area.	4%	1
No, and I live in the project area.	24%	6
No, and I do not live in the project area.	68%	17
<b>Totals</b>	<b>100%</b>	<b>25</b>

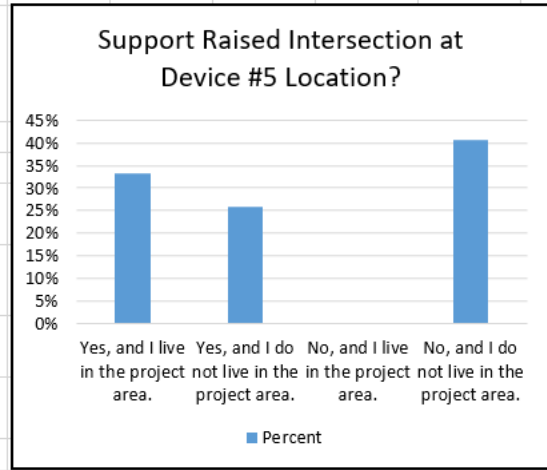




## GLENWOOD TRAFFIC CALMING MEETING #2 DISCUSSION SUMMARY

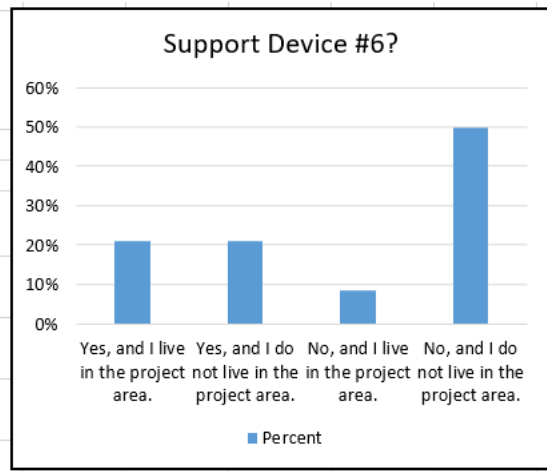
**ALTERNATIVE 5A: Do you support a Raised Intersection in the Device#5 location (Glenwood and Warwick)? (Glenwood and Exmoor)?**

Responses		
Response	Percent	Count
Yes, and I live in the project area.	33%	9
Yes, and I do not live in the project area.	26%	7
No, and I live in the project area.	0%	0
No, and I do not live in the project area.	41%	11
<b>Totals</b>	<b>100%</b>	<b>27</b>



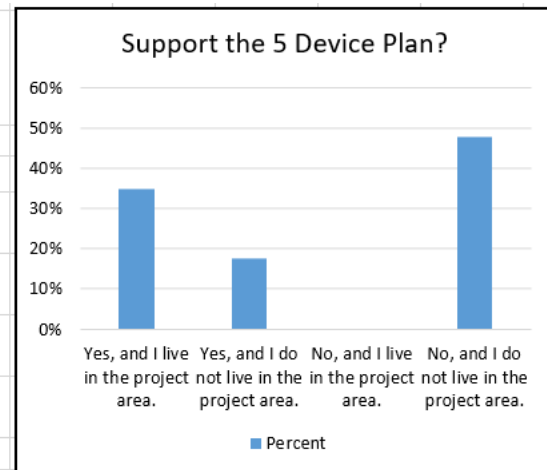
**Do you support Device#6 Speed Table at 1880 & 1885?**

Responses		
Response	Percent	Count
Yes, and I live in the project area.	21%	5
Yes, and I do not live in the project area.	21%	5
No, and I live in the project area.	8%	2
No, and I do not live in the project area.	50%	12
<b>Totals</b>	<b>100%</b>	<b>24</b>



**Do you support a plan for Glenwood that includes 3 speed tables and 2 raised intersections?**

Responses		
Response	Percent	Count
Yes, and I live in the project area.	35%	8
Yes, and I do not live in the project area.	17%	4
No, and I live in the project area.	0%	0
No, and I do not live in the project area.	48%	11
<b>Totals</b>	<b>100%</b>	<b>23</b>





## GLENWOOD TRAFFIC CALMING MEETING #2 DISCUSSION SUMMARY

### Appendix B: How to request Sidewalks

#### How can residents request a new sidewalk installed where none currently exists?

- a. The City has completed an inventory, assessment, and prioritization of all the locations in the public right-of-way where sidewalks do not currently exist. The prioritization model includes such factors as: proximity to schools, transit, affordable housing, and other pedestrian attractors; classification of adjacent road; citizen requests; length of the gap; and safety. This model has been used to identify the highest priority sidewalk gaps and create specific sidewalk construction projects for inclusion in the City's Capital Improvements Plan (CIP). Smaller segments of high priority sidewalk which are too short to justify a standalone project may be addressed through a generalized "Sidewalk Gap Elimination" program.

Since citizen requests are one of the criteria to prioritize sidewalk gaps, if new sidewalk is desired in an area, a written request may be submitted which may help move the location forward in the prioritized list. Submit requests for new sidewalks to [nhutchinson@a2gov.org](mailto:nhutchinson@a2gov.org) or mail to:

Nick Hutchinson, City Engineer  
City of Ann Arbor, Larcom City Hall  
301 E. Huron Street, P.O. Box 8647  
Ann Arbor, MI 48107-8647

#### How does the process work once a project is created?

- a. Once a project is created, it gets scheduled for a particular year as part of the [City's Capital Improvements Planning process](#). City Council will then vote on authorizing City Staff to begin design work on the special assessment project. After the preliminary design and cost estimates are completed, [City Council](#) will establish the Special Assessment District (the list of properties that would be assessed, and the estimated assessments for each property), and also establish a Public Hearing date. After the Public Hearing, City Council will vote to confirm the Special Assessment District roll. Ultimately, the decision as to whether to build and assess for the cost of a new sidewalk lies with [City Council](#).  
Once the assessment is approved and the project has been constructed, the adjacent property owners may, in most cases, pay off their assessments in installments as set up with the Assessor's Office.

For additional Frequently asked questions related to sidewalks refer to [Sidewalk FAQ](#).

*Note: There is a ballot measure coming up at November 2020 election for a New Sidewalk Millage. If this is approved by voters, it would provide a dedicated funding source for constructing new sidewalks and City Code would then be modified to do away with special assessments for new sidewalks.*



# GLENWOOD TRAFFIC CALMING MEETING #2 DISCUSSION SUMMARY

## Appendix C: Demographic Results

