



## Fernwood Avenue (Lorraine Street – Packard Road) Traffic Calming Installation Feedback Summary

Project area addresses: 120

Questionnaire responses received: 14

This summary is a direct transcription of the Installation Feedback Survey results and comments.

<b>Please only one:</b>	
Yes, I am satisfied with the Traffic Calming devices installed on Fernwood Avenue	5
No, I am NOT satisfied with the Traffic Calming device installed on Fernwood Avenue	9
<b>Comments:</b>	
<p>Speed bumps have done nothing to affect traffic, since all traffic goes down the street to the school. People still cut through the street. We also seem to get plowed far less often. We have two cars that are very low to the ground, and going over the speed bumps requires us to come to a near complete stop. The median in the beginning of the street is an eyesore and does not serve an apparent function.</p>	
<p>The speed bumps have calmed traffic closest the school. However, most drivers still speed on the stretch between Packard and the first speed bump on Fernwood, especially coming around the curve in the road. There are many children and other pedestrians who live and walk in this area, and the speeding still poses a risk around the blind curve.</p>	
<p>I am disappointed in the implementation of the speed tables on Fernwood. I honestly was expecting much better. The shape does not seem to be fitting the state's guideline for a speed table, and they are not consistent to one another. Did the outside contractor not have the experience and expertise with these types of road features? The tables added do seem to have slowed down the average, but it still feels to me that the people that were excessively speeding are still traveling at the same high speeds. It looks that most SUVs have no issues or discomfort at speeds of 45mph or greater with these tables. When this project was in its planning phase, I was honestly expecting tables or impediments similar to that on Yost Blvd, or even better would be the concrete solutions put in at 498 Fairfield St in Ypsilanti, Michigan. Does the city not maintain a template or a guide on what is an acceptable shape for their traffic calming designs? Lastly, I am still disappointed that there are no tables near the Fernwood curve. The reasonings cited by the city was flooding concerns and the fact that this curve already acts like a traffic calming. The issue is, yes, reasonable people slow down for this curve, but the issue of speeding is not do to with reasonable people. The unreasonable people that travel at high speeds down our road do NOT slow down for this curve. The reckless and careless in their behavior, and there needs to be a physical impediment prior to this curve that forces them to slow down. Please reconsider this stance. The speed bump designs I saw have openings at the end of the tables where they meet the curb, so I do not see a flooding issue, nor would drainage be hindered.</p>	
<p>They don't stop speeders. If they drive fast over them it's just a slight bump.</p>	
<p>I would have good to have better signage for the speed bumps. Very difficult to see with the snow</p>	
<p>Overall, I am satisfied. However, I have two issues I'd like to mention. 1) I strongly wish there could have been more done at/near the curve on the north end of Fernwood. I know options were limited due to resident feedback and the proximity to the creek (i.e. no speed tables), but it would be wonderful if engineering could come up with a solution to installing speed tables into this condition in</p>	

<p>the future. The north side really feels like a missed opportunity. 2) The speed table/crosswalk mid block still lacks any signage and drivers have no way of identifying this as a crosswalk until right on top of it. Crosswalk signs must be installed if this is going to be a viable safe crossing point.</p>
<p>The installation was poorly done and as a result they are more like rumble strips than speed tables. They are also inconsistent.</p>
<p>I like the island in the street</p>
<p>We still get big trucks using Fernwood + Lorraine as a shortcut to avoid turning left from Packard onto Platt. In September/October this would occur several times per day. Narrowing the road by putting in a parking-protected bikeway here would improve things significantly. Kids (and adults) on bikes would be able to more safely travel the street, parking would be clearly marked (preventing people from parking in front of mailboxes, driveways and especially fire hydrants), and the narrowed road would make trucks less likely to repeat their noisy, diesel pollutant filled "shortcut".</p>
<p>It's better than nothing, but it really doesn't slow traffic down as much as I was expecting. The humps are too wide and low.</p>
<p>I originally was uneasy about the little island proposed for Fernwood just below Packard because I thought it would interfere with traffic going north on Fernwood or turning right or left from that stretch of Fernwood onto Packard, especially during morning rush hour. Because of the pandemic, I am no longer working, so it is not an issue for me; I don't know how it is affecting others. In general, the various traffic calming devices have slowed down my driving, and I like them.</p>
<p>The three speed humps, are clustered in the mid section of the block. When you are on the northern end in the 3100 to 3080 area they still speed as fast as possible through the curve there. I am just repeating my initial suggestions, so nothing will really result in this comment sadly.</p>

*Note: Staff have reviewed the concerns related to the installed devices and will be addressing them in conjunction with planned work on Fernwood Avenue as part of the city's Fiscal Year 2023 Street Preventative Maintenance Project that is expected to begin in July 2022 and continue through June 2023.*

<b>How did you feel about the Public Engagement process related to this program? Please only answer if you participated.</b>				
Not good	Between not good and neutral	Neutral	Between neutral and excellent	Excellent
1	1	3	4	4
<b>Comments:</b>				
Traffic calming plans were clearly explained and shown visually. There were plenty of opportunities to provide feedback. Feedback was used to make alterations to the original plan.				
I think Ann Arbor needs to be more proactive to traffic manangement. Look at the traffic enforcement requests and speeding issues on our side streets. Speeding on the side streets as a form of shortcuts has become way common. There are too few resources for effective traffic enforcement, and it doesn't matter that a road is posted 25 MPH if it is not enforced. Ann Arbor needs to embrace traffic calming as a proactive deterrent on our side streets, and not a reactive solution that is subject to a majority vote after a problem has already been identified.				
Took way to long to install and they arnt doing the job. Install the bumps like the other streets. You installed some new bump because it was bad politics to install the corrects ones. The city of Ann Arbor is full of corrupt liberal trash. Liberals wreck everything.				
I would have liked to have explored more options on the north end, and not necessarily have an all-or-nothing approach to the street design when presented with just the second plan. It's possible there was more public engagement between the first presentation (at Cobblestone Park) and the final presented plan (painted on the street), but if there was, I missed it.				
I feel there was a minority of total households on the street that was interested in this project and that a small number of individuals pluses this through. The actual meetings were done as well as could be expected.				
N/A				
I did not really feel as though any of the issues that myself and many other people raised were addressed at all, especially that regarding the median. Not only did many people feel that that was entirely unnecessary, but people also felt it would be very unsightly, and that if it must be placed, it should have some other purpose, such as some vegetation, etc. This feedback was entirely ignored and I don't see any benefit to it having been placed.				