

Fernwood Avenue (Lorraine Street – Packard Road) Traffic Calming Initial Questionnaire Responses

Project area addresses: 120

Questionnaire responses received: 27 electronic + 3 Mailed = 30 total

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	25
No, I do not support participating in the Traffic Calming Program	5
Not indicated	0

Ages represented in household:	
0-3	4
4-6	3
7-11	3
12-17	4
18-29	3
30-45	14
46-59	10
60+	9

How do you travel?	
Walking	20
Biking	15
Driving	30
Other:	6
Skateboards, Running, Scooters and Electric wheel chair	

Observed modes of transportation within the project area:	
Pedestrians	29
Bicyclists	28
Buses	8
School Buses	28
Personal Vehicles	30
Commercial Vehicles	26
Other:	14
Skateboards, motorcycles, Scooters, Rollerblading and e-bikes	

Do you have specific concerns related to traffic along the project area?
<ul style="list-style-type: none"> I live on the “straight away” where parents and sometimes staff speed to get to Mitchell and Scarlett on time between 7am-9am and 3pm-5pm. Bumpouts will cause major problems. I don't want anything in front of my house! I am concerned that the measures will restrict on street parking, school buses already have a hard time maneuvering around parked cars and school kid pick up traffic. There is a curve near the north of the selected project area that vehicles travel way to fast through. There is a high volume of traffic and as the schools (Mitchell and Scarlett) grow (Yahoo!), the traffic grows as well. Cars drive way too fast down our street close to the school. Yea your taking to long to get this done. Install the system so we can stop the speeding. We got kids, animals, neighbor's outside and people fly down the street and no cops are ever around. Cars going too fast and missing the curve and going up on our lawn (happened twice in past year), cars passing moving cars because they are in a hurry, cars being side swiped, joggers and bikers in the street, young children who live on our street. This is an extremely heavy traveled street and some days it is impossible to get out of our driveway because of the traffic. The cars travel too fast and drivers won't yield people driving too fast 1)Fernwood has many children walking to school at Scarlett/Mitchell and people often exceed the speed limit even during school hours 2)The driveway that leaves the Scarlett Mitchell school and goes to Fernwood Ave has a stop sign. The cross traffic on Lorraine Street does not. On several occasions I have nearly had an accident when people leaving the school have not realized that the traffic on Lorraine does not stop and they pull out directly into my path.

- People accelerate hard to high speeds and do not stop at the stop sign. Traffic is very busy at the beginning and ending of school hours more so now than ever because of the school of choice programs.
- 1. Parents dropping off children in the morning for school and some residents traveling at a high rate of speed. 2. Have witnessed multiple cars slide off the road and hit trees and mailboxes during icy conditions on or south of the curve at 3120-3135 Fernwood.
- Just speed - mainly of nearby school related traffic
- Cars often speeding on Fernwood between Packard and LaSalle in both directions. Last week I was driving north at the speed limit and a car illegally passed me in order to speed through. We had a car traveling north hit our car (traveling south) just outside our driveway at 3110 Fernwood and damage that driver's side mirror. Speeding cars make pedestrian walking dangerous. Drivers use Fernwood to travel north and south between LaSalle and Packard as a cut-through, presumably because of the light at Packard and / or straight fast stretch. Also, the left hand turn from westbound Packard onto southbound Fernwood is treacherous. A left turn light would be safe and assist with the traffic backup (at peak times it takes two or three cycles of the light to turn left). Often eastbound drivers on Packard ignore the yellow or red light going straight through. On one occasion a friend was leaving our house on Fernwood and was in an accident when a driver eastbound on Packard went through the red light and totaled our friend's car.
- We call it the "Fernwood 500" before and after school. Residential street with many children and pets. Cars & school buses often exceed speed limit.
- Primarily speeding, and people illegally passing (I have been passed while driving 22-23 mph). People do really whip around the curve on the north end of the block, where there is less visibility.
- People drive too fast especially going to and from the schools at regular school times as well as before and after school events. I believe our street is also used as a cut through at other times. Also, the curve closer to Packard is difficult at times because of vehicles including a trailer being parked on both sides. It isn't always easy to see vehicles coming in the opposite direction and someone must stop to allow the other to pass.
- The light exiting Fernwood onto Packard should be turned off during non-busy hours.
- People drive too fast.
- the street is used as a commute to Mitchell Elem. and Scarlett MS and not a neighborhood. So, speeding and aggressiveness in driving occurs without seeming regard for the local residents or children travelling by foot or bicycle to school.
- traffic moves to fast, both to Scarlett-Mitchell and as a cut-through to Platt. It might also be nice to have a designated (possibly raised) crosswalk or 2 along the length of the project area
- Speeding, and parking congestion, some people have purposely parked cars to bottleneck traffic flow.
- The speed bumps need to start at about the 3100 address of Fernwood close to Packard and then continue on the long straight away up to Lorraine. This will alert the traffic going South on Fernwood of the speed bumps prior to the long straight away on Fernwood where they speed up
- A sign indicating  Slow School Zone
- The initial curve near Packard is dangerous. Also, the intersection at Lorraine and Fernwood is dangerous. People don't always stop and there are often children present. In general, people drive way too fast down the street, which makes me nervous for my 1 yr old, my 2.5 year old, and my dog.
- no concerns just that an arrow traffic light should be added to the fernwood/packard intersection
- Traffic is consistently at higher velocity than the 25mph limit

Where are the important pedestrian crossings located within the project area, including those with high volume or use by vulnerable populations (e.g., children, elderly, or disabled)?

Fernwood and Lorraine	23
Fernwood and Packard	11

Have you reviewed the Traffic Calming Guidebook?	
Yes	30
No	0

How familiar are you with the range of options available through the program?	
5 – Very Familiar	9
4 – Somewhat Familiar	15
3 - Familiar	3
2 – Somewhat Not Familiar	1
1 – Not Familiar	2

Have you visited traffic calming device installations at other locations within Ann Arbor?	
Yes	23
No	7

Have you had any positive experiences with traffic calming devices?	
Yes	17
No	7

Please Describe your positive experience:	
<ul style="list-style-type: none"> • Easy Street and anywhere there are speed bumps – no one likes speed bumps or at least I don't but I am grateful for what they do to keep our neighborhoods safe. • Traffic at Allen elementary must slow down on Easy St due to the speed humps, traffic circle, and narrowed road (brick on side) • All over. They slow speeders. • Curbs being bumped out and speed bumps. Those are two good calming ideas • speed bumps in nearby neighborhood at an intersection • The speed humps on Creek Drive a couple of streets over from Fernwood seem to do a good job in slowing traffic • Creek Drive and also Yost Blvd are two nearby streets with traffic calming measures. On both of these streets traffic is slowed to acceptable speeds in the areas with these measures in place. • Yost Blvd. The speed humps here are larger and do a reasonable job of slowly traffic without damaging vehicles with low clearance. • Speed bumps in the Manchester Road neighborhoods are useful. Traffic calming devices in Easy Street are especially effective. • We have visited several local streets with most types of traffic calming devices. Massachusetts large traffic circles • Not specifically, but I am always in support of speed bumps in residential neighborhoods. • I encounter many streets in Ann Arbor that have speed humps and I feel they serve the purpose well. I do occasionally go down Yost Blvd. where there is a traffic calming circle and that seems to be good also. I'm not so sure speed tables help that much as I see vehicles going over those at higher speeds. • There is a small roundabout within a neighborhood just north of here that performs well without feeling punitive, as speed bumps do. • I hate roundabouts. They are ok for low traffic areas. But in busy areas they are spirals of death!!! • I hate roundabouts. They are ok for low traffic areas. But in busy areas they are spirals of death!!! • I like having traffic slow down. I think it moves too fast inside the city • Speed bumps around our neighborhood, almost all the streets have them except Fernwood. We have thought about petitioning for years. 	

- Speed bumps are a necessary item in some areas. Fernwood in such an area. Some parents drive 40 MPH up fernwood to pick up their kids at Scarlett Mitchell.
- Near Mack/Open
- On Platt, near Lorraine there is a pedestrian crosswalk that is especially helpful to cross the busy street. There are also neighborhoods that have speed bumps that are near schools and it make so much sense

Have you had any negative experiences with traffic calming devices?	
Yes	12
No	12

Please Describe your negative experience:

- People seem unable to correctly navigate mini traffic circles increasing accidents. Speed bumps can negatively impact snow plowing making the street slippery and dangerous. And anything that narrows the street will make the already tight parking worse. Driving through the gateway signs is difficult with minivan and school buses drive down our street. I am concerned that these measures will make it difficult for disabled friend and family to visit me.
- Roud a bounts are not bring used properly
- AA - some speed bumps are too low and don't really slow cars down.
- Not in Ann Arbor, but I have seen poorly implemented speedbumps which shallow vehicles cannot properly traverse. The style used in Ann Arbor is reasonable and I have not had any issues in this city.
- Medford Rd. These speed humps are in very poor condition. Some are quite steep and others in disrepair.
- Don't like round a bout - confusing and annoying
- Local area: traffic circles are smaller, and many drivers do not know how to navigate them
- Speed bumps in many of the neighborhoods across Packard are bothersome.
- Roundabouts on State south of Eisenhower are impossible during rush hour. People will NOT let you enter.
- The roundabout at State and Ellsworth is a driving nightmare.
- Sure, they can be inconvenient at times, but now having kids and understanding how dangerous people drive, I'm all for it.
- Most devices that are deployed function as necessary at the point of deployment. After this point however, there is a common tendency for drivers to accelerate quickly until the next device is encountered