

GLENWOOD TRAFFIC CALMING MEETING #1

DISCUSSION SUMMARY



Date: August 12, 2020

Time: 6:00 to 8:00 p.m.

Location: Virtual Meeting held through Zoom

Attendees

Public Present: 5

Councilmembers Present: Council Member Lumm (Ward 2)

City Staff Present: Cynthia Redinger (Program Manager), Andrea Wright (Program Facilitator), Kayla Coleman (Public Engagement Specialist), Cyrus Naheedy (Transportation Engineer), Raymond Hess (Transportation Manager) and Anne Watza (Engineering Intern)

Meeting Notes

Questions or comments from attendees were submitted both by computer and phone audio (live) which were paraphrased or through the Zoom Chat feature (Chat) 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.*"

Overview

An electronic meeting through Zoom was held to provide a brief overview of the Traffic Calming process, to discuss the starter idea specific to Glenwood as well as modifications to the starter idea. Refer to the Traffic Calming Guidebook available at a2gov.org/TrafficCalming for additional information on the Traffic Calming process. Considering the starter idea shared at Meeting #1, community feedback, street conditions, utility locations, and engineering practices, staff will develop a preliminary plan for Meeting #2.

General:

We have two properties on Glenwood rd. (1811 and 1801) will we get two votes? (live and Q&A)

- a. Final polling is one per household per address.

Most traffic on Glenwood is cut through traffic, it is not neighborhood generated. Since the Geddes Avenue project there has been a large increase in traffic previously not present. (live)

How far apart are devices put? (chat)

- a. Typically, devices are spaced between 250-500 feet apart.

How many devices do you recommend installing on Glenwood? (live)

- a. This will be addressed later in the presentation when staff present the starter idea.

Post Meeting Note: The preliminary plan now includes six devices. The development of this device list was based on the conversations and feedback the traffic calming team received during Meeting #1 and from separate communications received from the neighborhood. The Preliminary Plan includes a combination of devices you drive over and devices you drive around to create a slower driving environment along the corridor.

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Do you have any experience with using devices you drive around and devices you drive over? (live)

- a. We like to use a combination of these two types of devices. Some people do not like devices you drive over because of the wear and tear on the car so we try to use a combination of both.

Which device slows down traffic the most? (chat)

- a. Studies have found that there is a 12-25% reduction in speed when a combination of things you drive over and things you drive around are implemented. The most important factor to consider is how the devices work together to create change throughout the corridor rather than how effective devices are individually.

Have you considered putting a stop sign on the side streets that comes into Glenwood so vehicles must come to a complete stop? (live)

- a. Stop signs are not a part of the Traffic Calming toolbox. See page 13 of the Traffic Calming Guidebook for more information.

The bump outs could exacerbate the pedestrian problem which is our biggest concern, it seems like since pedestrians must navigate more around these devices, they are more exposed to harmful traffic. (live)

Completely agree about bump outs! (Chat)

Prob. too early to ask, but do you know how many devices you would recommend installing on Glenwood, if this is what is recommended/preferred? (chat)

- a. *Post Meeting Note: As discussed above, the Preliminary Plan includes 6 devices. Typically Traffic Calming devices are not placed closer than 250 feet apart from each other. This would correspond to a maximum of 7 devices on Glenwood Drive. Note: this maximum number does not reflect site specific design details.*

Redirect traffic FROM Glenwood. (chat)

Could Glenwood be considered for speed reader signage (e.g., similar to the signs that were recently installed on Arlington)? (chat)

- a. *Post Meeting Note: The speed feedback signs are not part of the traffic calming program. The signs are portable, with limited exceptions, and are used by the Police Department. If you are interesting is requesting the speed feedback sign from the Police Department fill out their [Traffic Complaint Questionnaire](#).*

Who pays for the traffic calming devices? (chat)

- a. *Post Meeting Note: The City has an established Traffic Calming budget. Expenses for community engagement, program management, engineering, and construction are covered through this budget.*

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Washtenaw Related Concerns:

Does it include that pedestrian crosswalk on Washtenaw? (chat)

- a. No, this program cannot address concerns with the crosswalk at Washtenaw and Glenwood because it is controlled by Michigan Department of Transportation

Pedestrians crossing from the South to the North across Washtenaw at the intersection of Washtenaw and Glenwood may not be seen by vehicles exiting Glenwood. (live)

- a. The City will share this feedback with the Michigan Department of Transportation (MDOT), but the City of Ann Arbor is not in control of Washtenaw Avenue. If you would like to reach out to MDOT directly to provide feedback their contact information is 810-227-4681.

I appreciate comment re: pedestrians crossing S. to N. across Washtenaw at this intersection, Leaving Glenwood, and turning East (as described) does present some safety challenges for pedestrians as vehicles exiting Glenwood may not see the pedestrians approaching from the South. I have experienced/witnessed this challenge many x's. (chat)

Thanks for the feedback. It is also dangerous when pedestrians cross from the S. To N. Across Washtenaw. The traffic from the south turning left often do not see the pedestrians crossing from the south to the north. (chat)

Thanks as well. B/c Washtenaw is a State Trunkline, any safety improvements will need to be advanced and coordinated with MDOT. Cynthia said this would be brought to MDOT's attn., and I appreciate that this will be followed-up on and will pass along any information that's provided. (chat)

Agree, and will just share that other neighbors in our neighborhood have also asked about a traffic light at Arlington/Washtenaw as a way to alleviate/redirect traffic from Glenwood. (chat)

We get a lot of traffic on Glenwood because of the light on Glenwood and Washtenaw. There is no light on Arlington vehicles are diverted onto Glenwood. Put a light at Arlington to help cut the traffic and divert the flow to Arlington. (live)

- a. There are several reasons that installing a traffic signal could not be accomplished as part of this project. Washtenaw Avenue is a road managed by the state of Michigan (the Michigan Department of Transportation, rather than the City of Ann Arbor).

Post Meeting Note: Traffic signals and stop signs are not a part of the Traffic Calming toolbox. More information is available on this via the [Traffic Calming Guidebook, page 13](#).

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Traffic Concerns:

From Exmoor to Glenwood there is a downhill slope to the road, this is a nasty place to be walking as a pedestrian, the foliage on the West side of the road is also very dense.

- a. 'We have raised this concern to the City's Forestry Department and will coordinate with them on completing trimming work. At this time the time frame for this to be addressed is unknown.

Post Meeting Note: Schedule is currently being determined by the Forestry Department and notification will be sent before work begins.

From 1001 Glenwood Road to Washtenaw the road is very narrow.

Curb Extension:

The median/island at Override/Glenwood is maintained by neighborhood volunteers. ~ 2 yrs. ago the City replaced the dead trees, and this required a fair amt. of work/time to accomplish. (chat)

- a. *Post Meeting Note: If the Curb Extension was installed it would incorporate the existing foliage into its new configuration. This has been addressed and a visual aid added on Meeting #2 Preliminary Plan.*

I am not voting on any of these Glenwood options, as I do not think it's appropriate for me to participate -- I live on Override, not Glenwood. However, did vote (no) for the curb extension at Glenwood/Override. I think any contemplation of a change to this intersection, because it equally impacts Override, must obtain feedback from Override property owners. (chat)

- a. *Post Meeting Note: The Traffic Calming Program is established by City Council action and administered by staff. The program specifies the way public engagement occurs, and the area of influence invited to attend public meetings. This topic is covered in the program [Frequently Asked Questions](#) document: "The Traffic Calming program defines project area as all addresses adjacent to the area of interest (as defined by the petitioner) and addresses 100 feet from where the project street intersects a local cross street." Residents within this defined project area (Glenwood from Override to Washtenaw) have been invited to participate while other residents are welcomed to attend.*

Traffic Circles:

How much difference in size is there between a mini circle and mini roundabout? (live)

- a. Both devices vary in size, depending on the geometry of the intersection and width of the streets. Mini traffic circles are smaller: there is enough room to move around without removing curb. Mini roundabouts are bigger: they require a driver to deflect (that is, to adjust their steering) as the driver moves within the roundabout.

Post Meeting Note: The traffic circles proposed for Glenwood Road are approximately 7.5 feet at Exmoor Road and 13.5 feet at Warwick Road in diameter. As noted above, both roundabouts and traffic circles vary in size, but for a point of comparison: the roundabout at Pittsfield Boulevard and Jeanne Avenue is ~47 feet in diameter.

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The lighting is poor on Glenwood even though there are street lights. At Exmoor cars have come up on my lawn multiple times. Will there be more accidents with the traffic circle? My mailbox and tree have been hit 3 or 4 times in the last 10 years. A police report was never made, most happen at night, so the vehicles are typically gone in the morning. (live)

- a. *Post-meeting note: The benefits of a traffic circle are an expected reduction in the number of angle and turning collisions and slowing high-speed traffic at the intersection. Streetlights are not part of the Traffic Calming Program. However, the new streetlight installation requests have been added to the City's streetlight asset management queue. Once lighting needs are assessed, these possible installations will be prioritized and programmed for installation. Due to considerations of cost and project scope (especially as related to the Traffic Calming program), the possible streetlight installations will occur on a timeframe separate from this project.*

Will the traffic circles be large enough so that people must go around them? The road is not wide so with the circle you would just have to go straight into it. Is it going to be a narrow (small diameter) island?

- a. Engineering designers have determined that the proposed traffic circles will fit within the existing road width. Traffic circles are designed at a size that physically and visually tightens the corridor by narrowing the street width. The design will allow enough space for emergency vehicles to get through.

Post Meeting Note: The design provides 18' of vehicle width on all sides of the traffic circle.

Will the Traffic Circles eat into the private owner's property?

- a. Roundabouts may require curb changes; however traffic circles can generally fit within the existing road width. For roundabouts and traffic circles there is generally enough public right-of-way available for installation, without infringing on private property. City right-of-way is generally present with or without the presence of a sidewalk. At most locations without sidewalks, the property lines end somewhere before the roadway, however there is typically no visible marker of where that point is located.

Post Meeting Note: The Preliminary Plan will have a purple line which indicates where the City's Right-Of- Way starts.

For Glenwood, my guess is that, were a mini-roundabout to be installed/recommended, it would be at Exmoor/Glenwood, correct? Can you please explain how this would impact the adjacent properties (e.g., Glenwood and Exmoor are relatively narrow, and assume easements would be required to install a mini-roundabout, and why I am raising this, so the homeowners are aware). (chat)

- a. *Post Meeting Note: The device proposed at Glenwood and Exmoor is a traffic circle. Traffic circles do not change traffic control at an intersection but creates a squeeze that makes it uncomfortable for motorists speeding through the corridor. More information can be found here:*

<https://www.ite.org/pub/?id=2c9b7dd8%2Dcaf9%2De149%2Df491%2D9f9790ba5f19>

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Speed Humps:

On Devonshire I know not to speed because of the first speed hump I hit. I feel like roundabouts are not as effective as speed humps. I am disappointed because I wanted speed humps. (live)

I do not want a speed hump right outside my house. (live)

I'm opposed to all the devices (devices you drive around) is there data that shows it is different from raised devices like speed humps? (live)

- a. *Post Meeting Note: Some individuals do not like devices that are driven over, and some individuals do not like devices that are driven around. However, all the devices included in the traffic calming toolkit have been shown to be effective at changing the way drivers choose to travel through a corridor. Each device is only as effective as the whole project working in concert. To find more information about these devices, please feel free to see the Institute of Transportation Engineers' Traffic Calming Measures website (<https://www.ite.org/technical-resources/traffic-calming/traffic-calming-measures/>) or the Federal Highway Administration's Traffic calming e-primer (https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm).*

Device #1 Curb Extension:

I don't think device 1 will slow down because people just go after they make the turn onto Glenwood. (live)

- a. *Post-meeting note: This will remain a 3-way stop, so all approaching vehicles will have to stop to turn. Stop sign locations would be evaluated for relocation to provide better sightline of the other legs of the intersection.*

I'm worried device 1 will put pedestrian traffic in more harm. In winter the driving conditions cause cars to slide up onto the island, this change could cause people siding up onto lawns. Can we put a speed hump closer to Override intersection to slow drivers down more?

- a. *Post-meeting note: Installation of the curb extension, and the resulting reconfiguration of the intersection, would result in narrowed street width. Narrower streets have several safety effects, including slowing traffic down and reducing the distance pedestrians would need to cross the intersection. The revised plan has placed an additional speed table close to the Override and Glenwood Intersection.*

It seems like a waste to take away the island already at the intersection of Override and Glenwood because we have worked hard on making it look aesthetically pleasing. (live)

- a. *Post-meeting note: Installation of the curb extension at Override and Glenwood would allow the existing trees and landscape to remain. Those features from the existing island would not be removed.*

Sidewalk Related:

B/c we don't have sidewalks in this area, the easements in this area extend onto what is now "private" property. (chat)

- a. *Post Meeting Note: To clarify, the Right-of-Way is clearly marked on the Preliminary plan for Meeting #2.*

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Would getting a side walk, maybe on west side of the road, be an option? (chat)

- a. *Post Meeting Note: Sidewalks are outside the scope of the Traffic Calming Program. More information on new sidewalk installation is available via this [FAQ](#) from the City's Traffic Calming website.*

Who pays for sidewalks? (chat)

- a. New sidewalk installation is paid via a special assessment to the adjacent property owners.

Post Meeting Note: More information on new sidewalk installation is available via this [FAQ](#) from the City's Traffic Calming website.

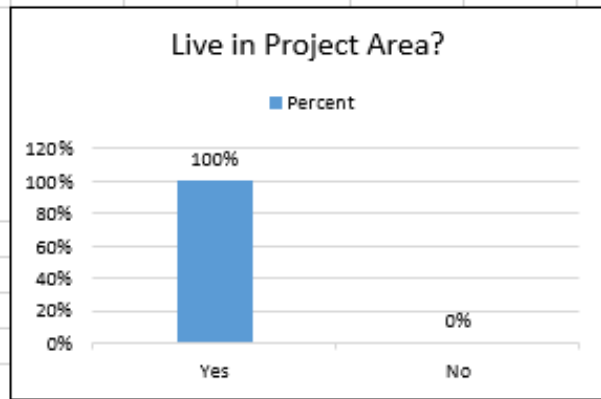
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Appendix A: Polling Results

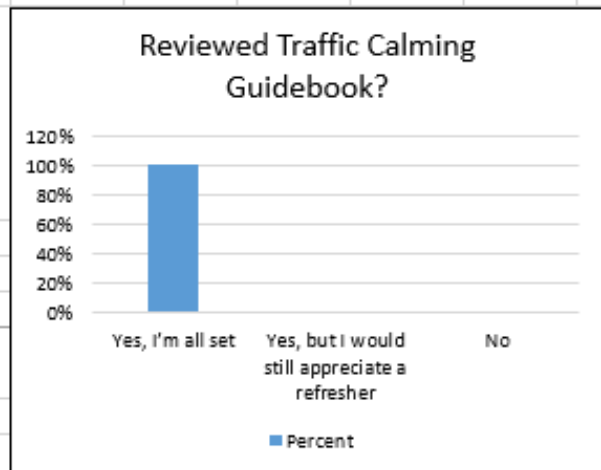
Do you live in the designated project area?
(Glenwood (Override - Washtenaw)) (Multiple Choice)

Responses		
	Percent	Count
Yes	100%	5
No	0%	0
Totals	100%	5



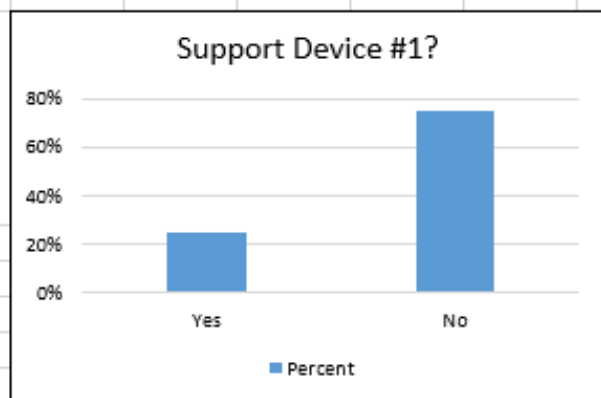
Have you reviewed the Traffic Calming Guidebook, specifically the Device Toolbox found on pages 9-12?

Responses		
	Percent	Count
Yes, I'm all set	100%	5
Yes, but I would still appreciate a refresher	0%	0
No	0%	0
Totals	100%	5



Do you support device #1 Curb Extension?
(Multiple Choice)

Responses		
	Percent	Count
Yes	25%	1
No	75%	3
Totals	100%	4



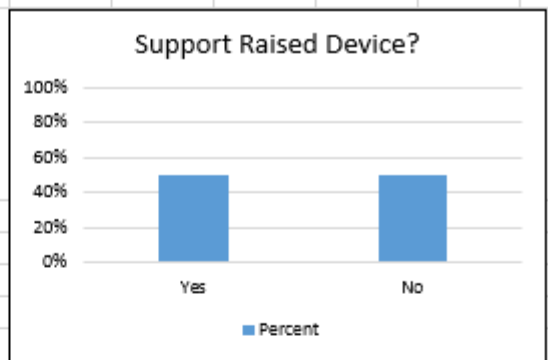
Post Meeting Note: This device was kept and shown to incorporate the participants concerns surrounding the existing foliage.

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Do you support a raised device between Override and Exmoor? (Multiple Choice)

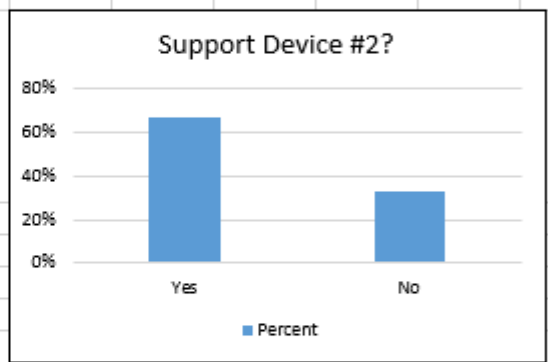
Responses		
	Percent	Count
Yes	50%	2
No	50%	2
Totals	100%	4



Post Meeting Note: Based on polling results, input and engineering judgement a speed table has been added to the Preliminary Plan.

Do you support device #2 Residential Traffic Circle? (Multiple Choice)

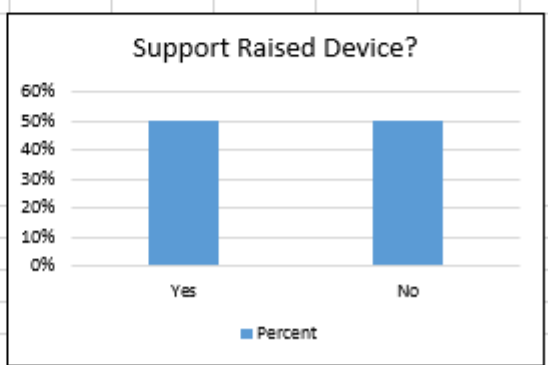
Responses		
	Percent	Count
Yes	67%	2
No	33%	1
Totals	100%	3



Post Meeting Note: Based on polling results, input and engineering judgement this device was kept and is on the Preliminary Plan.

Do you support a raised device on Glenwood between Exmoor and Warwick? (Multiple Choice)

Responses		
	Percent	Count
Yes	50%	2
No	50%	2
Totals	100%	4



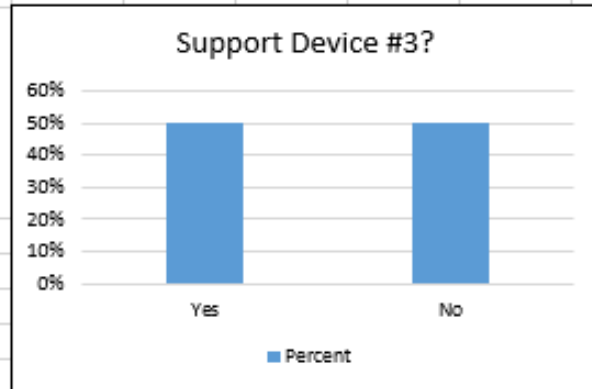
Post Meeting Note: Based on polling results, input and engineering judgement a speed table has been added to the Preliminary Plan.

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Do you support device #3 Residential Traffic Circle? (Multiple Choice)

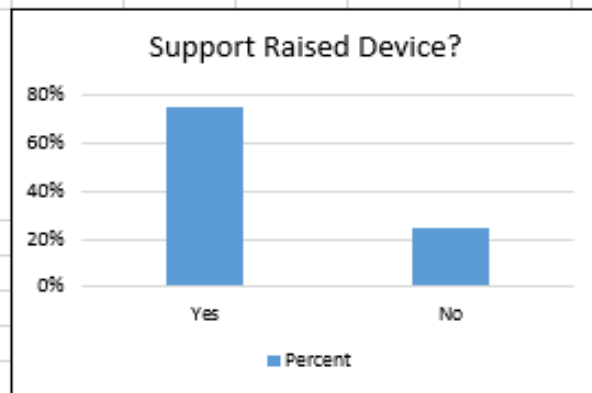
Responses		
	Percent	Count
Yes	50%	2
No	50%	2
Totals	100%	4



Post Meeting Note: Based on polling results, input and engineering judgement this device was kept and is on the Preliminary Plan.

Do you support a raised device on Glenwood between Warwick and Washtenaw? (Multiple Choice)

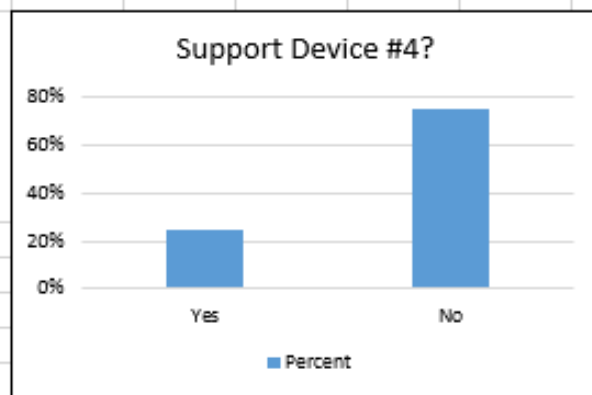
Responses		
	Percent	Count
Yes	75%	3
No	25%	1
Totals	100%	4



Post Meeting Note: Based on polling results, input and engineering judgement a speed table has been added to the Preliminary Plan.

Do you support device #4 Median Island? (Multiple Choice)

Responses		
	Percent	Count
Yes	25%	1
No	75%	3
Totals	100%	4

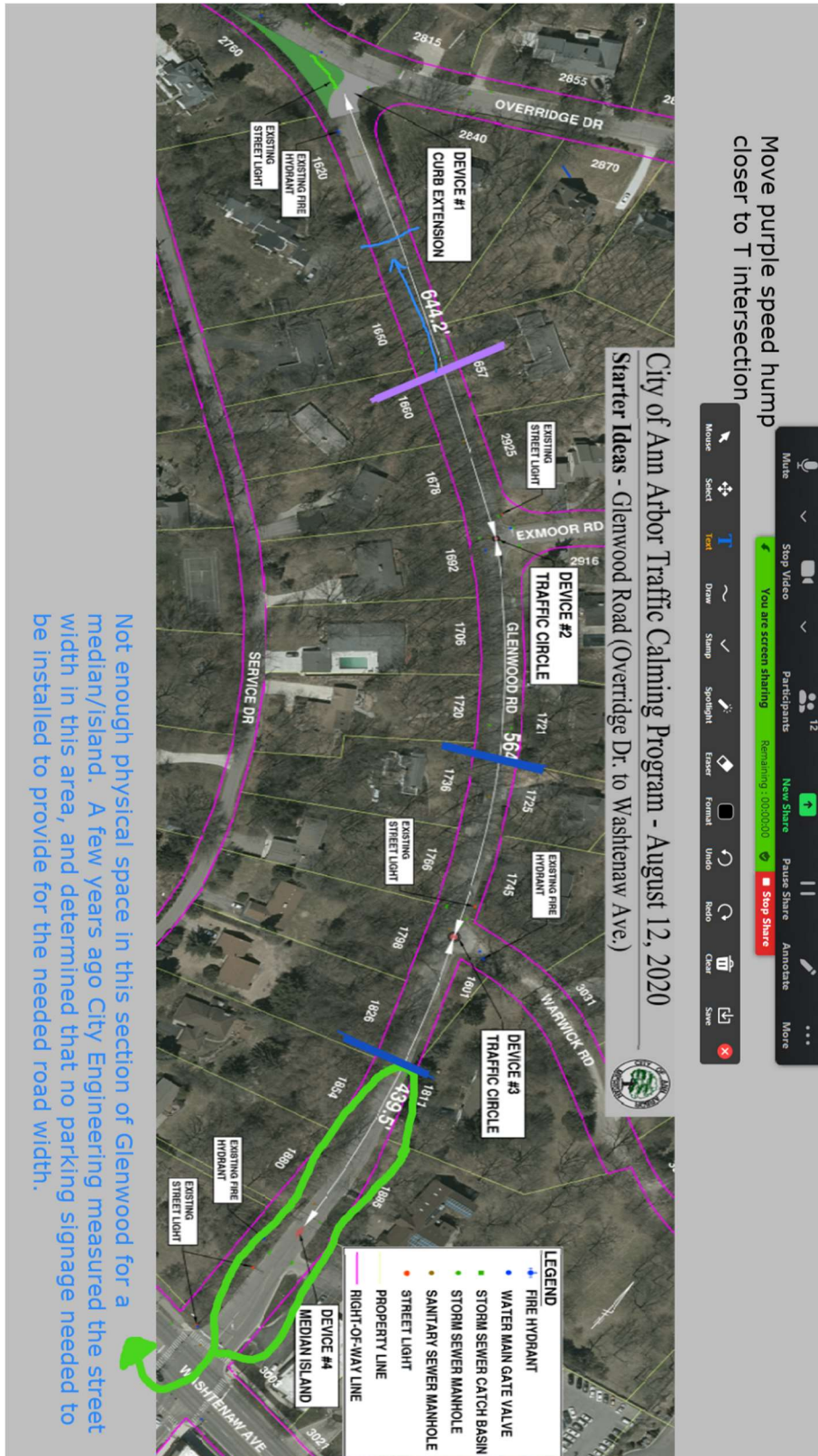


Post Meeting Note: Based on polling results, input and engineering judgement this device was removed from the Preliminary plan.

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Appendix B: Annotated Starter Idea



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Appendix C: Demographic Survey Report

The City is trying to gain a better understanding of who we are reaching to find ways we can continuously improve public engagement efforts and support inclusivity.

