Redwood-Rosedale-Springbrook Neighborhood Traffic Calming
Initial Questionnaire Responses

Project area addresses: 51
Questionnaire responses received: 23

This summary is based on 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	17
No, I do not support participating in the Traffic Calming Program	3
Not indicated	3

Ages represented in household:	
0-3	5
4-6	2
7-11	1
12-17	3
18-29	6
30-45	11
46-59	7
60+	11

How do you travel?	
Walking	22
Biking	16
Driving	23
Other	3

Observed modes of transportation within the project area:	
Pedestrians	23
Bicyclists	23
Buses	6
School Buses	16
Personal Vehicles	23
Commercial Vehicles	20
Other	15

Do you have specific concerns related to traffic along the project area?

- Cut-through traffic to avoid Packard St and Platt Rd
- Pedestrian safety (vulnerable users, sidewalk gaps)
- Traffic calming does not address/adds to root problem at Packard/Platt
- Speeding
- Disregarding Stop signs

Where are the important pedestrian crossings located within the project area, including those with high volumes or used by vulnerable populations?

- Springbrook and Butternut
- Springbrook and Redwood
- Rosedale and Redwood
- Packard and Nordman (outside project area)
- Packard and Springbrook (outside project area)
- Packard and Rosedale (outside project area)

- Nordman and Redwood (outside project area)
- Nordman and Springbrook (outside project area)
- Nordman and Rosewood (outside project area)

Have you reviewed the Traffic Calming Guidebook?	
Yes	22
No	1

How familiar are you with the range of options available through the program?	
5 – Very Familiar	4
4 – Somewhat Familiar	11
3 – Familiar	6
2 – Somewhat Not Familiar	1
1 – Not Familiar	1

Have you visited traffic calming device installations at other locations within Ann Arbor?	
Yes	20
No	3

Have you had any positive experiences with traffic calming devices (within Ann Arbor or other communities)? If so, where? Please explain:

- Easy Street traffic circle
- Speed humps on Yost, Brandywine, Forestbrooke area
- Pedestrian gateway near “The George”
- Curb extensions on Gloucester Way
- Pedestrian island/median landscaping on Packard by Buhr Park
- Speed humps do not impede bike travel
- Speed tables are more manageable

Have you had any negative experiences with traffic calming devices (within Ann Arbor or other communities)? If so, where? Please explain:

- Too many speed humps (Iroquois)
- Speed humps discourage bike users
- Speed humps difficult for drivers with chronic pain
- Narrowing the roadway is scary for bike users (Sandalwood Cir is too narrow)
- Emergency vehicles can’t make turns