

2023 Traffic Calming Pilot Program City of Akron Evaluation Report



March 2024

2023 Traffic Calming Pilot Program

City of Akron

Evaluation Report

Table of Contents

Executive Summary	3
Project Continuation and Expansion	4
Site Selection	4
Public Involvement	5
Installation and Removal	6
Data Collection	6
Data Summary	7
Partner Feedback	10
Survey Results	11
Recommendations	12
Appendix	

Executive Summary

Speeding in residential neighborhoods continues to be a common concern City of Akron officials hear from residents. Implementing various traffic calming measures where appropriate is one way to improve the safety of our streets.

In 2020, the City of Akron and the Akron Metropolitan Area Transportation Study (AMATS) conducted a pilot project to determine the effectiveness of speed tables on reducing vehicle speeds along residential streets. The pilot demonstrated that the installation of speed table was effective at reducing speeds by 6 to 8 mph. Those reductions were also seen during the 2022 expanded pilot program.

In 2023, 21 speed tables were deployed on 11 streets in 10 wards.

Location selection for the speed tables was based on resident input, Akron Police Department (APD) feedback and Traffic Engineering speed and roadway data.

Public outreach was performed before installation, and data was collected at some of the installed locations during installation, and after removal. The city conducted a survey of residents in 2023 for the speed tables. Over 74% of survey respondents believed speeding was an issue in the corridor and over 60% believed that the speed table was effective in slowing down traffic. Over 60% of the surveyed residents supported traffic calming at these locations.

Data collected showed that on average, speeds were almost 3 mph lower during installation of the speed tables, but speeds increased after the tables were removed.

Public feedback included 149 completed online surveys, and over 600 traffic calming requests in 2023.

The traffic calming program in 2023 included the installation of 40 solar radar signs that were deployed on 20 streets in 10 wards. The effectiveness of these signs will be evaluated in an addendum to this report. Data collection and surveys are still being conducted for the solar radar signs.

Speed tables were effective in reducing speeds at installation locations, but not as effective as in 2020 or 2022. However, speed tables are just one tool to reduce speeds. Solar radar feedback signs are currently being tested. It will be useful to continue to test different types of traffic calming measures and determine their effectiveness.

Project Continuation and Expansion

In 2023, it was decided to continue the speed table program, as well as to pilot solar radar feedback signs.

A speed table is a raised area placed across the roadway that is designed to physically limit the speed at which a vehicle can traverse it.

A solar radar feedback sign includes a speed measuring device and a message sign that displays feedback to drivers.

After the pilot speed table program with three tables in 2020, it was decided to expand the speed table pilot program in 2021, and 31 speed tables were installed in 2022, and 21 speed tables were installed in 2023.

Site Selection

Since the 2020 speed table pilot program began, traffic calming requests have been accepted through an online form. These requests were used to inform streets for traffic calming consideration. These roadway recommendations were evaluated, along with historic complaint areas identified by Traffic Engineering and APD, and previously collected speed data.

All locations received two speed tables except Maple Street. Maple Street did not have two tables because of the proximity of the roadway curve. The selected locations for speed tables evaluated posted speed limits, roadway widths, number of lanes, and historic speed data. Slopes, drainage and utilities were also considered. Only streets with a posted speed limit of 25 mph are currently being considered for speed table locations.

For 2023, locations were (addresses in parenthesis):

- Ward 1 – Crosby St. (561 and 442)
- Ward 1 - Maple St. (90 S. Maple)
- Ward 2 – Evans Ave. (604 and 663)
- Ward 3 – Rhodes Ave. (481 and 421)
- Ward 4 – Storer Ave., north of Copley Rd. (590 and 530)
- Ward 5 – Baird St. (922 and 960)
- Ward 6 – Benton St. (2425 and 2472)
- Ward 7 - Glenmount Ave. (1812 and 1866)
- Ward 8 - Ridgewood Rd. (2368 and 381 Inverness)
- Ward 9 - Clearview Ave. (896 and 804)
- Ward 10 – Caddo Ave. (828 and 894)

Public Involvement

The City of Akron developed a comprehensive public outreach program. Outreach included Akron City Councilmembers, letters to residents in the vicinity of the speed tables, and engagement with Akron Public Schools, Metro RTA, APD and AFD. Signage was installed at each speed table location providing a date of planned installation. Postcards were also sent to residents prior to removal.

A press release in May 2023 detailed the program, which prompted an article in the Akron Beacon Journal and Cleveland Plain Dealer and local tv news outlets. Social media was also used to share the information.

The Akron Engage website included information on the Traffic Calming program: <https://akron-oh.civilspace.io/en/projects/2023-traffic-calming-program>

A survey link (<http://www.akronohio.gov/2023trafficalmingsurvey>) was created for residents on and near the corridor, as well as pass through travelers. See the Survey Results section for more information.

Additional speed table media coverage is listed below:

<https://www.akronohio.gov/cms/news/2141526690d3703c/index.html>

<https://www.beaconjournal.com/story/news/2023/05/24/akron-to-install-speed-tables-again-to-slow-residential-traffic-speed-bumps/70248763007/>

<https://www.cleveland.com/akron/2023/05/akron-to-install-21-speed-tables-to-reduce-speeding-in-neighborhoods-see-when-work-starts.html>

<https://www.news5cleveland.com/news/local-news/oh-summit/akron-installs-new-speed-tables-to-prevent-reckless-driving-in-neighborhoods>

<https://www.news5cleveland.com/news/local-news/akron-canton-news/akron-residents-praise-speed-tables-call-for-more-permanent-traffic-calming-methods-in-the-city>

<https://www.wkyc.com/article/news/local/akron/akron-installing-speed-tables-11-locations-traffic-calming-program/95-1b9d62d3-87b0-49a6-a099-e2b40c9758be>

<https://spectrumnews1.com/oh/columbus/news/2022/03/23/installation-speed-tables-akron-speeders>

<https://www.ideastream.org/community/2023-05-23/akron-will-install-21-speed-tables-to-curb-speeding-in-neighborhoods>

Installation and Removal

A contractor was hired to install the speed tables and signage in 2023. Installation of speed tables began in June 2023, and was completed by July 1. Speed table removal began October 30, and was completed in 2 weeks, before snow and ice season.

Data Collection

Data during and after the speed table installation was collected by Akron Metropolitan Area Transportation Study (AMATS) at 5 of the 11 locations: Rhodes Ave., Storer Ave., Glenmount Ave., Ridgewood Rd. and Caddo Ave. Due to the number of speed tables and limited resources for data collection, not all locations had data collection.

Data Summary

The following data sets show the speed data while the speed tables were installed and the speed increase that occurred after the speed tables were removed. Data collection did not occur before the speed tables were installed. All locations have a posted 25 mph speed limit.

Ward 3 - Rhodes Ave				
During Speed Table				
	ADT	Average Speed (mph)	85% Speed (mph)	Max Speed (mph)
Rhodes (S of Bishop)	3318	32.4	37	63
Rhodes (S of Lillian)	3314	28.3	32	49
After Speed Table Removal				
	ADT	Average Speed	85% Speed	Max Speed
Rhodes (S of Bishop)	3265	35.3	40	67
Rhodes (S of Lillian)	3368	33.6	38	60

Ward 4 - Storer Ave				
During Speed Table				
	ADT	Average Speed	85% Speed	Max Speed
Storer (N of Copley)	1610	26.2	31	46
Storer (S of Bye)	1315	26.7	32	52
After Speed Table Removal				
	ADT	Average Speed	85% Speed	Max Speed
Storer (N of Copley)	1208	30.9	36	72
Storer (S of Bye)	1593	28.2	34	57

Ward 7 - Glenmount Ave				
During Speed Table				
	ADT	Average Speed	85% Speed	Max Speed
Glenmount (at Seldon)	1442	27.3	32	47
Glenmount (at Ralston)	1751	25.3	29	49
After Speed Table Removal				
	ADT	Average Speed	85% Speed	Max Speed
Glenmount (at Seldon)	1540	26.8	32	47
Glenmount (at Ralston)	1954	25.9	31	45

Ward 8 - Ridgewood Rd				
During Speed Table				
	ADT	Average Speed	85% Speed	Max Speed
Storer				
Ridgewood (E of Inverness)	3709	27.2	32	50
Ridgewood (W of Inverness)	3165	30.5	35	49
After Speed Table Removal				
	ADT	Average Speed	85% Speed	Max Speed
Ridgewood (E of Inverness)	3384	32.9	37	55
Ridgewood (W of Inverness)	3296	33.3	38	61

Ward 10 - Caddo Ave				
During Speed Table				
	ADT	Average Speed	85% Speed	Max Speed
Caddo (N of Yuma)	518	27.2	32	53
Caddo (N of Tioga)	609	20	24	52
After Speed Table Removal				
	ADT	Average Speed	85% Speed	Max Speed
Caddo (N of Yuma)	343	27.1	33	44
Caddo (N of Tioga)	409	25.6	31	46

Data was gathered in both directions on the roadway and to determine the change in average speed and the change in 85th percentile speed, the speed data for both directions was averaged.

The summary of the change in average speed and the change in 85th percentile speed is below.

	change in average speed (mph)	% change in average speed	change in 85th percentile speed (mph)	% change in 85th percentile speed
Ward 3 - Rhodes Ave	4.1	14%	4.5	13%
Ward 4 - Storer Ave	3.1	12%	3.5	11%
Ward 7 - Glenmount Ave	0.05	0%	1.0	3%
Ward 8 - Ridgewood Rd	4.25	15%	4.0	12%
Ward 10 - Caddo Ave	2.75	12%	4.0	14%

It is assumed that post speed table speeds were equal to pre speed table speeds, and it can be inferred that across these locations, the average speed decreased 2.8 mph (11%) and the 85th percentile dropped 3.4 mph (11%).

Partner Feedback

Speed tables affect all users of the roadway and comments were requested from multiple partners including Akron Marathon, Akron Public Schools, Metro RTA, Akron Fire, Akron Police, Akron 311, Traffic Engineering and Public Works. The following are comments that were received:

Akron Public Schools APS drivers did not provide any feedback.

Metro RTA did not receive feedback from their drivers on these locations.

Akron Fire Department did not receive any negative feedback from the line staff or maintenance staff pertaining to fire engines, ladders, SUV and ambulances.

Survey Results

A survey was released in May 2023 and 149 survey responses were received, 40% of respondents were residents on the corridor, 74% believed speeding was an issue in the corridor, 60% believe the speed table is effective in slowing down traffic, and 64% support traffic calming at these locations. These are the aggregated results for the 2023 program and are included in the Appendix.

The questions included in the survey were:

- Which speed table corridor are you interested in?
- Which best describes you?
- Do you believe speeding on the corridor is currently an issue?
- Do you believe the speed table is effective in slowing down traffic?
- Which answer best fits your current opinion of traffic calming at this location?
- Please provide any additional recommendations or other comments to help improve this traffic calming project.

A summary of detailed survey results for each location is tabulated below.

2023 Speed Table Survey Summary

Ward	Street	Responses	Resident or Resident in vicinity or Pass Thru		Do you believe speeding on the corridor is currently an issue?	Do you believe the speed table is effective in slowing down traffic?	Which answer best fits your current opinion of traffic calming at this location?
1	Maple St	13	Pass Thru	46%	Yes	Yes	Support
1	Crosby St	11	Resident on Corridor / Resident in vicinity	36%/36%	Yes	Yes	Support
2	Evans Ave	9	Resident on Corridor / Resident in vicinity	44% / 44%	Yes	Yes/No	Support
3	Rhodes Ave	7	Pass Thru	42%	Yes/No	No	Support/Do Not Support
4	Storer Ave	9	Resident on corridor	67%	Yes	Yes	Support
5	Baird St	4	Resident in vicinity	50%	Yes	Yes	Support
6	Benton St	9	Resident on corridor	56%	Yes	Yes	Support
7	Glenmount Ave	19	Resident on corridor	42%	Yes	Yes/No	Do Not Support
8	Ridgewood Rd	44	Resident in vicinity	43%	Yes	Yes	Support
9	Clearview Ave	14	Resident in vicinity	50%	Yes	Yes	Support
10	Caddo Ave	10	Resident on corridor	70%	Yes	Yes	Support

Recommendations

Speed tables are one type of traffic calming device. Other traffic calming measures include road diets, roundabouts, speed trailers, speed limit radar signs, speed limit reduction, and others. Selection of appropriate traffic calming measures are dependent upon many roadway characteristics.

The following links are resources for traffic calming measures:

US Department of Transportation Federal Highway Administration
<https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer>

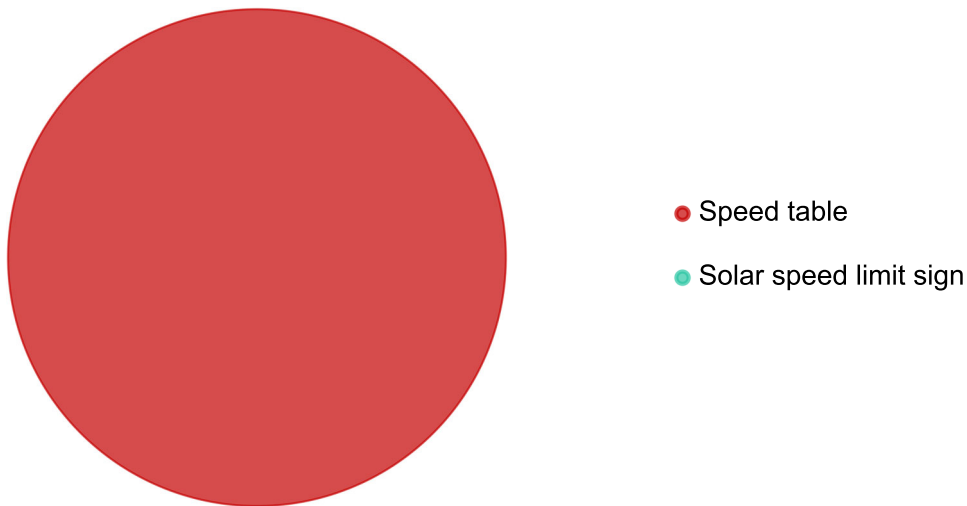
Institute of Transportation Engineers - Traffic Calming Fact Sheets
<https://www.ite.org/pub/?id=2c8edbf3%2D0c48%2Db1f3%2Dc506%2D9e8e72d3992>

Based on the data from 2023, speed tables do slow traffic while they are installed, but speeds increase once they are removed.

It is recommended to continue to perform outreach and collect data as additional locations are considered for traffic calming in the future.

City of Akron 2023 Traffic Calming Survey

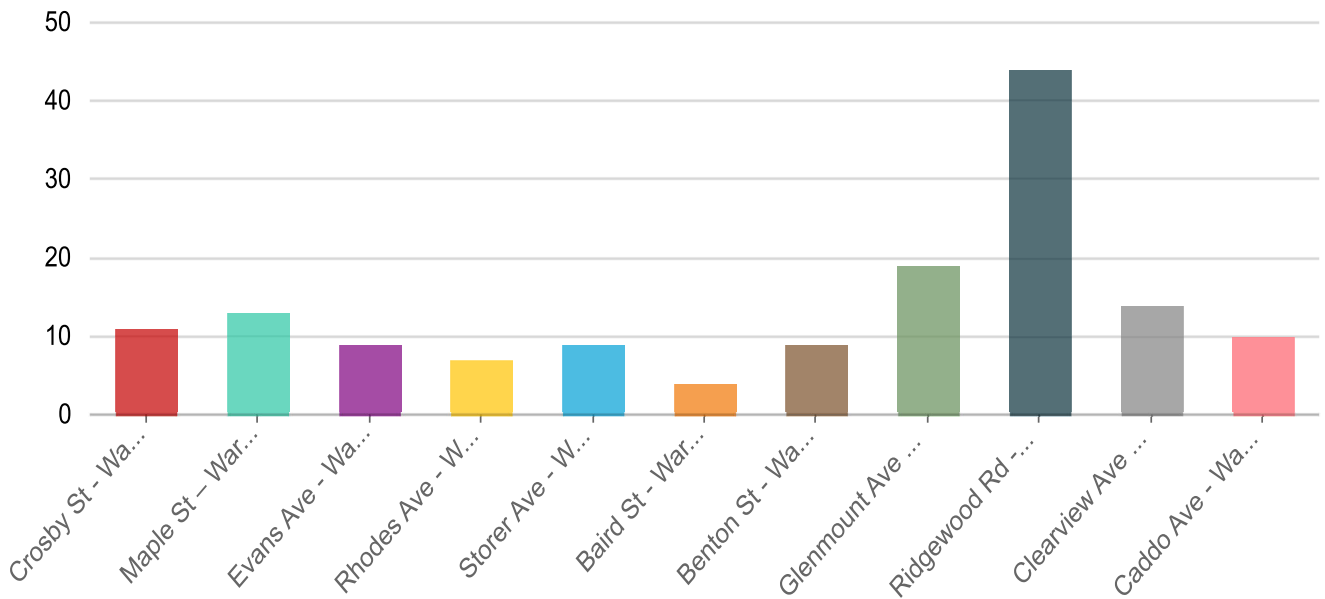
What existing traffic calming measure would you like to provide feedback... *



Answers	Count	Percentage
Speed table	149	100%
Solar speed limit sign	0	0%

Answered: 149 Skipped: 0

Which speed table corridor would you like to provide feedback about? *



Answers	Count	Percentage
---------	-------	------------

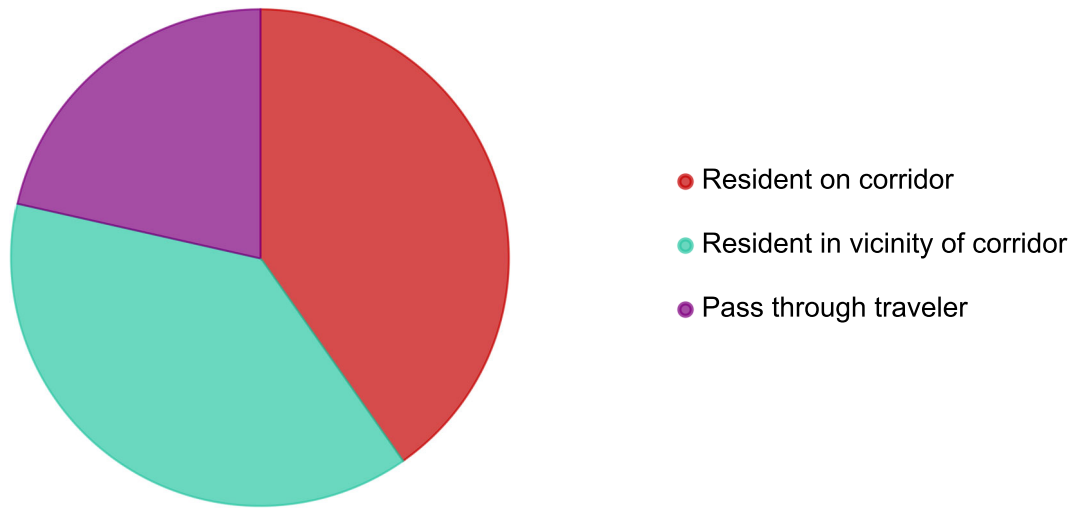
Crosby St - Ward 1	11	7.38%
Maple St - Ward 1	13	8.72%
Evans Ave - Ward 2	9	6.04%
Rhodes Ave - Ward 3	7	4.7%
Storer Ave - Ward 4	9	6.04%
Baird St - Ward 5	4	2.68%
Benton St - Ward 6	9	6.04%
Glenmount Ave - Ward 7	19	12.75%
Ridgewood Rd - Ward 8	44	29.53%
Clearview Ave - Ward 9	14	9.4%
Caddo Ave - Ward 10	10	6.71%

Answered: 149 Skipped: 0

Which solar speed limit sign would you like to provide feedback about? *

There are no answers to this question yet.

Which best describes you? *



Answers

Count

Percentage

Resident on corridor

60

40.27%

Resident in vicinity of corridor

57

38.26%

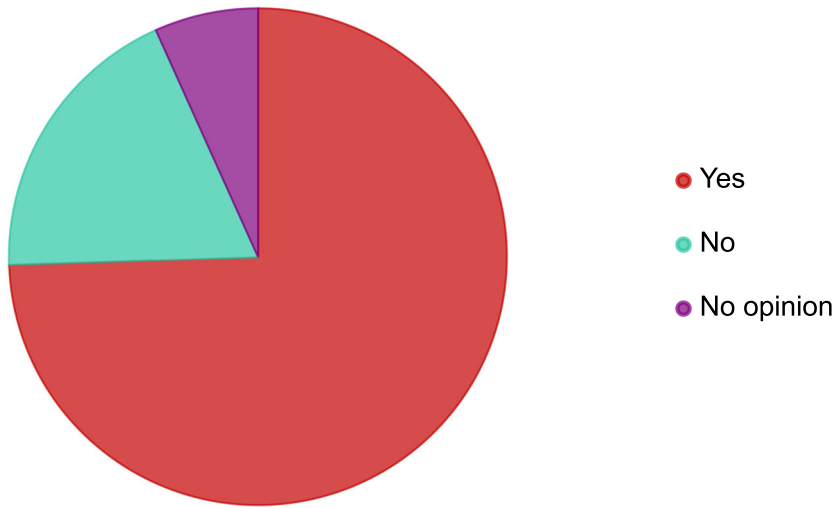
Pass through traveler

32

21.48%

Answered: 149 Skipped: 0

Do you believe speeding on the corridor is currently an issue? *



Answers

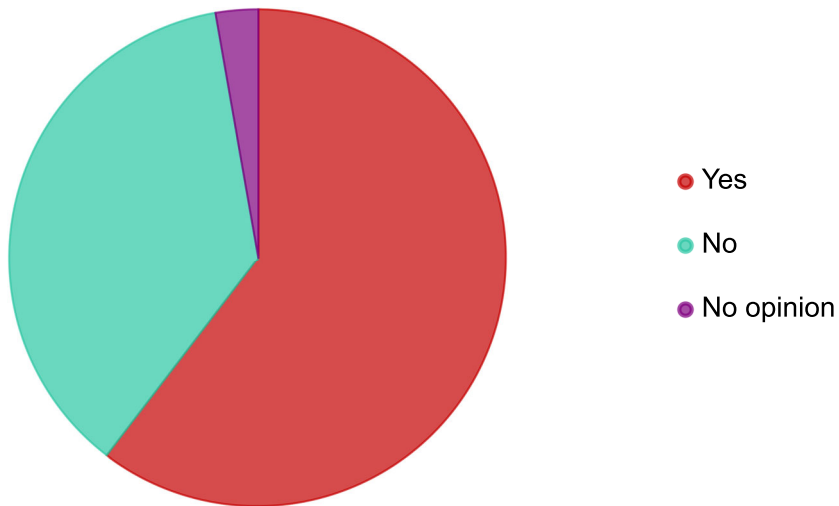
Count

Percentage

Yes	111	74.5%
No	28	18.79%
No opinion	10	6.71%

Answered: 149 Skipped: 0

Do you believe speed tables are effective in slowing down traffic? *



Answers

Count

Percentage

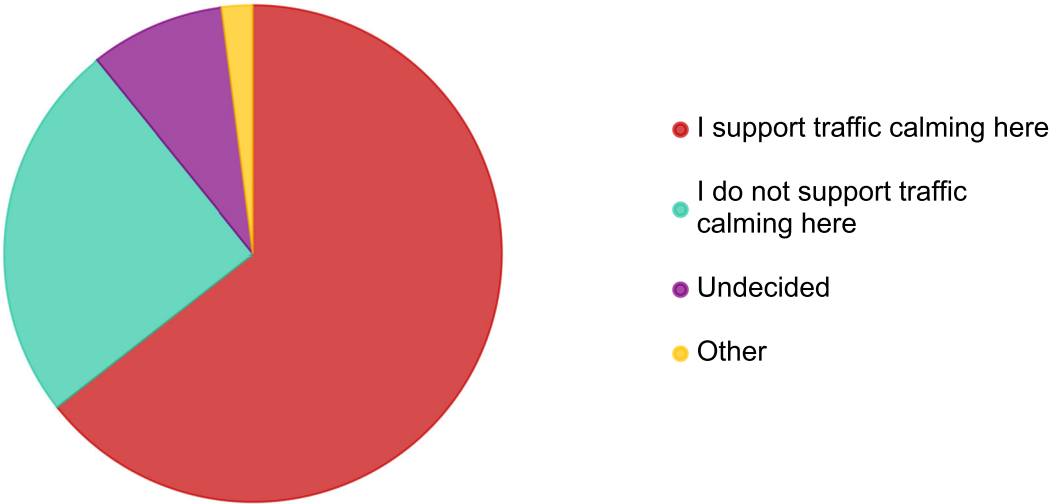
Yes	90	60.4%
No	55	36.91%
No opinion	4	2.68%

Answered: 149 Skipped: 0

Do you believe solar speed limit signs are effective in slowing down traffic? *

There are no answers to this question yet.

Which answer best fits your current opinion of traffic calming at this... *



Answers

Count

Percentage

I support traffic calming here	96	64.43%
I do not support traffic calming here	37	24.83%
Undecided	13	8.72%
Other	3	2.01%

<p>We're @ 2359 Ridgewood & have a speed table in our front yard. It has made the "problem children" worse! Watched numerous vehicles pass ON the table to avoid rear-ending a slowing vehicle. Some go in between & after tables--noisy! Yard & tree trucks w trailers are really noisy; guys don't own the equipment so don't care. Please please consider STOP signs: 3-ways @ Barnstable & Inverness, 4-way @ our Ridgewood/Somerset driveway. MUCH cheaper AND year round for walker/biker safety. Thank you.</p>	1
<p>We need speed bump on Hancock Av ward 9. Like a race track even worse since they repaved. Please help us! Stop these crazy speeders, dirt bikes, 4 wheelers, cars and trucks! They need to slow down.</p>	1
<p>We need more speed tables on these streets,I totally agreed</p>	1
<p>We live by the speed bump and we have kids and our neighbors has kids. Speeding is a HUGE issue on our street and it has slowed down with the speed bump. I hope it returns after winter</p>	1
<p>We drove at a decent pace before, now I must drive faster to make up for lost time on the speed tables</p>	1
<p>Watch people slow down to go over then really speed up afterwards</p>	1
<p>Unfortunately once the driver has passed the area they continue to speed. We need dedicated traffic police to issue tickets. I know the equipment is expensive but until they are on every residential road in Akron, I don't think we will see an improvement.</p>	1
<p>Two slowing tables are on Crosby Street. One of them right before a curve, cars slow down anyway. Please move one or add one to nearby Hall St. Cars reach over 35 regularly, it is a connector between Maple and Crosby. We are afraid about our children and pets. Thank you for this program.</p>	1
<p>Traffic calming??? The noise these tables create is deafening! I hope we're the first street for removal. Thank you</p>	1
<p>This speed bumps should be installed on neighborhoods streets as well. Where I reside cars are dragging race in these Hemi cars and kids are playing. They fly up and down the street.</p>	1
<p>This has been a game changer. People fly down the street and this has prevented so many accidents. It was every day there were squealing tires around the curve and weekly accidents. Please continue with this!</p>	1
<p>This area was a cut through from Hilbish on Cramer to Benton. This has not only slowed the traffic but also see fewer vehicles.</p>	1
<p>They make turning from Woodsdale difficult and force you to go well BELOW the speed limit.</p>	1

They are to close together and people just went in the yards to bypass the tables or they went don't a different street.	1
They are to close together and people are driving in the yards to go around.	1
These work. We just need more of them,	1
These speed tables were wonderful and provided the safest summer since living here. How can they become permanent fixtures?	1
These have been a huge waste of money since day one of the program starting. Temporarily slowing traffic in some areas hasn't made enough difference in the long run. Nice try though 🤖	1
These are causing an issue because people don't slow down, they come to a complete stop before going over them and cause traffic problems. I realize why they are placed there I just don't really think they are helping the issue the way you think they do/should.	1
There needs to be more stable poles on the sides of the speed tables because they are being knocked down and the tables need to be a little closer in distance from each other because people are still speeding in between speed table but yes this has helped to slow down 30-40% of traffic	1
There is only one speed table on Maple close to St Vincent parish school and I really wish there were more. Drivers, especially in the afternoon, do not respect the fact that Maple between W Market and Crosby is actually a school zone. If there was a way to reduce the speed around that area it would make it a safer street to cross kids to school and to pull out of school at 3pm. Also... who decided, a while back, it was a good idea to remove the traffic light at Maple and Glendale Ave? Dumb!	1
There are still some cars going over the tables at full speed, so perhaps a little higher when they're installed permanently.	1
There are blind residents living on the street and the speed tables calmed the traffic tremendously! We hope to see them in 2024!	1
The traffic tables only slow traffic in the immediate area. People speed back up once they go over the tables. Not really a solution unless you have more to cover an extended area.	1
The traffic tables do not slow traffic much. Most of the cars and trucks just speed over it. Gets a bit noisy when they do. Maybe cameras that issue tickets would be the goal here on Rhodes Ave where the speed limit is 25mph and the cars and trucks go 35 plus. I'm at 424 Rhodes Ave in case you wanted to know. Right in front of the speed table.	1

<p>The traffic on this street has increased in the last couple of years. The speed tables didn't slow speeding down. Cars just drove around them, some at a faster speed to knock the barriers down, putting children that are outside playing and property in danger. I support traffic calming. Maybe another type of device would work better.</p>	1
<p>The speed tables work while they are in place. When they are removed cars just continue to speed up and down the streets!!!</p>	1
<p>The speed tables on Ridgwood are too far from Miller Rd and the Ridgewood/Halifax ends, and then too close together. Cars may slow down between the tables, but pick up speed after that....from what I have seen.</p>	1
<p>The speed bumps made a huge difference in reducing the speed of drivers on this street. It made me feel much safer as I work in my front lawn. It also slowed the amount of traffic coming on the street - I guess those that wanted to keep speeding decided to take a different route to their destination. Please bring them back after winter!</p>	1
<p>The people who don't speed go over table slowly, speeders just keep going over fast!</p>	1
<p>The intent is good but speed table wasn't as effective as I had hoped. People would go as fast as they could repeatedly. The table did not go to the edge of the pavement and people would drive two wheels off the table and two wheels on which really reduced the effectiveness of the table.</p>	1
<p>Taking opinions from the public is ridiculous.</p>	1
<p>Stupid bitch, just leave people the fuck alone. Dumb mother fuckers.</p>	1
<p>Stop being liberal people and just drive. Stop adding speed bumps in the middle of the roads for NO reason whatsoever. Lucky for me, I own a truck. But I have seen several cars scrap the bottoms of the cars going over these. You guys should be the ones fixing them due to putting these up around the area. They are not necessary at all. You are using tax dollars all wrong with these and need to use the tax money for other things. More important things to use tax money towards.</p>	1
<p>Speed tables on Ridgewood Rd should be a permanent fixture, they serve as a crucial long-term solution for ensuring the safety and well-being of our community. These traffic-calming measures have consistently proven their effectiveness in reducing speeding and</p>	1
<p>Speed tables are dangerous for low riding vehicles and completely ineffective for controlling speed beyond several yards from where they are placed. They should not be used anywhere.</p>	1
<p>Someone lost car parts at this site. Looks like a bumper</p>	1

Slows traffic till they are over the table then its pedal to the floor . cars, trucks, motorcycles turn off In man on to Baird St. and fly up to the stop sign at Hudson sometimes going right thru it, not sure if they continue to the table or turn off before. I still Thank You for trying to prevent a major accident "one of these days" due to these idiots.	1
Since the speed table was installed I have noticed a substantial decrease in speeding vehicles up and down Caddo Ave. The tables I didn't think would be the answer to the speeders but it has been greatly noticed to have reduced the noise of speeding traffic, and turning the pass thru from Brittian road to Eastwood Ave, it has forced drivers to slow down. Installing them again!	1
Since the Elmdale realignment, I strongly support calming speed tables on Kenilworth Drive.	1
Should run tables curb to curb. This would eliminate numerous callbacks to replace stantions the kerp getting ripped out	1
Seems to slow down so no damage to cars but speed up when removed. Doesn't change the speedin g issue.	1
Ridgewood Rd, ward 8, is very busy, drivers come down from the freeway and want to continue with the same speed! The speed bumps helped a lot. I wish they would stay permanently. lsh is not the perfect solution but it surely make things calmer. In the past we had our mailbox destroyed by reckless drivers 3 different times, no fun. Please consider keeping them. This road needs them.	1
Police patrols will slow down speeders AND reduce crime. These 'calming devices' simply reroute the problem to other streets. Wasteful spending. GET MORE PATROLMEN!	1
Please stop this stupid program. Or is a waste of money. Maybe shift the money to the APD to teach them to not assault, batter, and kill minorities.	1
Please install speed tables, traffic calming tools or increase police enforcement on Battles Ave Ward 9. Stop signs are now being treated as "suggestions" by many vehicles. Some cars do not even slow down. The entire corridor from Immaculate Concepcion Church to East Ave has become a "travel at your own RISK" throughfare. Please increase enforcement in Ward 9. Thank you. davidmhoppe01@gmail.com, 990 Chester Ave, 44314	1
Please bring back traffic calming on Castle Blvd. Due to Firestone HS, I witness lots of speeding getting kids to/from school. Need permanent, not temporary, speed tables installed. I cycle daily around many areas in Akron; speeding vehicles are a major concern for me. Tactics like the signs which show a vehicle's speed vs. the speed limit are not effective; unless forced to slow down by objects like speed humps, many people won't. Need more law enforcement issuing tickets.	1
People routinely drive around it as it doesn't cover the entire roadway	1

Our house is directly in front of the speed table, 589 Storer Ave, and the traffic has slowed down TREMENDOUSLY! Whoever pushed for this to happen should get a raise. I have lived in this house since birth, 50 years ago, and this summer has been the quietest that I can remember in decades. My wife feels a lot safer backing out of the driveway without the fear of getting hit at high speed. Cars also don't go around other cars now. Please keep the speed tables. Thank you sincerely! Your neighbor	1
OPEN THE EAST AVE EXIT , please 😊	1
Only problem is once they go over the speed table they speed off lol. It has slowed traffic down. Maybe put another right near Beebee Cir. Which would deter them from speeding around the curves	1
On this long stretch of road you could add 6 more speed tables . It's better than nothing as is though	1
Of course people will slow down to go over the speed bump. It's not permanent. As soon as it's gone, people will speed. Big waste of money.	1
Needs expanded to all busy residential streets.	1
Needed on newly paved Kenilworth. It's a raceway with young children living there. Makes parking and passing dangerous	1
Need 2 more tables on this road and a 4 way stop at caddo and Tioga. Still too many speeders in this area. Please put an officer at least once a month at the above intersection as this is a no stop zone.	1
My deck/patio is directly beside the table and it is noisy due to engine noise as vehicles speed up after slowing down for the table. As a result, it has been a noisy, irritating summer for my family. Their placement should take this into consideration. Some drivers blow their horn every time they go over a table, I assume in protest to them. Others make a big point of flooring the accelerator after slowing to cross the tables. Also, I assume, as some sort of juvenile protest.	1
Most people slowed down when they saw the corridor, but some did not. I am glad that the city is doing something. I think speed cameras that issue tickets would slow down the traffic and if the penalty is progressive, up to and including losing driving privileges if tickets are not paid would help the situation.	1
Maybe traffic tables have their place but the Crosby/Oakdale intersection isn't one of them. Just make the intersection a 4 way stop. Put up 2 more stop signs for a total cost of \$200? and leave the area alone. Even if people run the stop sign they will usually slow down a bit like the traffic table sort of does, and half the time people stop there even though there isn't a stop sign making it weird anyway. This table has been such a waste of Akron's money. High cost to buy and high install labor	1

<p>Like last year, the grade of the speed tables is too high (steep). Either the height of the tables needs reduced or the ramp extended so that regular passenger vehicles can drive over at the speed limit without bottoming out. With the current design, you have to slow to 10-15 mph to cross, which makes it a traffic hindering, not calming, device. You should be able to safely cross at 25 mph without damage to your vehicle.</p>	1
<p>It slowed some for sure, but I am not sure the placement was optimal. Some people just sped up between the two. I don't think 25mph is realistic for that portion of Ridgwood, but I would love to see the people going 60 get more tickets</p>	1
<p>It saddens me to see my city devoting resources to fearful "Not in my backyard" types. Akron has an epidemic of petty drivers who deliberately block the passing lane and shortcut merge-lines. For proof look no further than our new interchange. Even with 4 lanes people miss their exit and slam on the brakes. There's accidents every day caused by people driving too slow but the city doesn't care. Why? Because it was slow drivers causing the accidents? If they cared about safety they'd address that.</p>	1
<p>It has been very helpful having this speed table on our street. When the traffic circle at Market and 91 was being constructed drivers began to use this street as a pass through. People have continued to use this street despite the sign indicating this is not a short cut. I believe the speed tables has improved both the number of drivers who cut through and has helped slow down drivers. Would like to see it continue and better road markings turning left on Benton from 91 to help this area.</p>	1
<p>It has become a game to race between the tables. It has had a positive effect in slowing traffic overall. Why remove them so soon? Not going to snow for another 2 months. Removal is now going to make it worse than ever. When reinstalled, they need to be taller. More police presence in the area would be nice.</p>	1
<p>Installation caused concrete dust requiring cleaning at our expense and time. Impact on the street surface from the number of holes bored which will cause cracking and breakup of the concrete. Increased traffic noise due to vehicles and trailers and acceleration/deceleration. Impact was negligible. Only half of vehicles slowed, then they would accelerate back up to their normal excessive speed. Posts prevented routine street cleaning. I will be emailing my complete comments.</p>	1
<p>In addition to this area, S Balch, where it curves south of the Crosby intersection, is an incredibly high trafficked area where people do not slow down for the curve, nor the speed limit of 25. I live on the curve and have nearly been hit several times while walking my dog by people who were excessively speeding and refuse to slow down. Please address this area!!!</p>	1
<p>If the speed tables were the actual width of the street so that people had to drive completely over them it be better usage of them</p>	1

<p>If Crosby people have definitely slowed down. Wish we would have a couple of these on S Balch also. The idiots going down the street racing to the light is just stupid.</p>	1
<p>I would like one on 4th Ave because of Robinson School</p>	1
<p>I work in Stow; because of construction I have to take Russell Avenue from Dart to East Avenue to get to my home on Saxon. All the way from Stow this part (Russell Avenue) is the most dangerous, people fly past each other, run through signs and lights. I have seen maybe 1 police cruiser in this area in the last 3 months. Please post someone or increase patrols in this area.</p>	1
<p>I wish it was moved a little further south towards Copley Rd. People still go fast from the table to Copley. Place the table just north of 620 Storer, or add additional table.</p>	1
<p>I understand the intended thoughts to slow speeders. My concerns are that no matter how slow one may go, a vehicle seems to bottom out. When the speed tables are removed, the road is no longer in the same condition it was in prior to installation. Last year, the speed tables did not cover the entire width of wider roads. That would lead to the remaining road to be blocked thus causing a potential for accidents.</p>	1
<p>I totally support this. It's great for the neighborhood. The school traffic. I wish we could have on Brown Street between Wilbeth and Waterloo. It's like a raceway here</p>	1
<p>I think the tables are too close together. Should split the distance from stop sign to stop sign in thirds giving a wider range of slowing traffic.</p>	1
<p>I think the speed tables help when installed but only at that site and of course the speeding starts again as soon as they are removed.</p>	1
<p>I think the city needs to take a pragmatic approach to speeding. Using I-77 as a survey, most people speed. The focus should be on where that speeding endangers safety and resident comfort. I don't support the speed tables as they result in a very bumpy driving experience (hurt my tailbone last year it was *awful* going over those, even slow), and lots of folks stopping then *accelerating*. Smaller speed tables that people going the speed limit don't need to slow down for maybe, these NO.</p>	1
<p>I think it should only be put in school zone</p>	1
<p>I support it but if the speed limit is 25 you should be able to go over speed tables at 25. Not bunny hop in the air and fuck everything up. If you want people slow down then don't allow parking on both sides of streets to where we have to speed through before another car comes head on.</p>	1
<p>I live off Garmin and last years speed tables helped a lot.</p>	1

<p>I like it throughout the city. I also live on a corridor - Mull Ave. I hope these same measures will be taken once the construction is finished. We live on Mull near Mineola and people WILL speed through the re, faster than they already do. Thank you!</p>	1
<p>I hope you are putting it at Glenmount close to Woodsdale. I've seen two accidents here in the last two weeks.</p>	1
<p>I have witnessed several accidents in the past couple of weeks and I'm genuinely concerned for my safety and the safety of my neighbors. Drivers speed excessively down Glenmount and even blow through stop signs, especially the sign on Woodsdale. That's where the vast majority of accidents/almost accidents I've seen and I've lived here for over 10 years.</p>	1
<p>I have noticed a considerable amount of less speeding. When I walk the neighborhood, it has been scary. One doesn't feel safe, a driver may lose control & hit you. The speedbumps make me less concerned about someone losing control & landing on the sidewalk or worse in someone's house. The speed bump is not wide enough to cover entire street and people must be stealing the white cones from the one near Davis & Evans. I am all for permanent speedbumps all year long.</p>	1
<p>I have not seen much speeding along here but I believe it is an issue. My experience with speed tables last year though was mixed. It is a good idea that helped to reduce speeds. However, if the speed limit is 25 then the speed table should be able to be used at 25mph. One had to slow down to 10 or 15 mph to safely cross them which seems extreme. Also the placement was awkward to get all tires over them without veering into oncoming traffic. I hope these issues are addressed this year.</p>	1
<p>I feel as if it is a waste of city resources and revenue. There are many other areas our tax dollars could be used.</p>	1
<p>I do not believe the placement of the tables were the most effective. The one between 13th and Manchester need to be closer to the 13th street intersection as cars speed off from the stop sign. The deterrents placed on the side of the tables are ineffective as they get knocked down and cars go around the tables. I have even seen cars go on the opposite of the street to go around the table. This concerns me as cars coming up the hill from Manchester can not see the cars going around the tables.</p>	1
<p>I believe that the flashing speed indicator did a better job than the tables. But, unless there are consequences for speeding, running red lights and general disregard for the rules and laws people will continue to be indifferent regarding the laws. The tables caused more noisy commotion. Some people would lay on their horns at each table out of belligerence. The white guide stakes at the sides were constantly knocked down by vehicle pulling wider trailers. Residents had to remove them from road</p>	1

Although this has reduced the out right speed from Tioga to the speed tables, after slowing down for the tables most not all speeders tend to floor it after going over the table IF they slow down at all. I still feel the program is a move in the right direction 1

Alaho St should have a speed table or two as well there's a lot of pass through traffic that speeds 1

2 Accidents recently at Glenmount and Woodsdale. People always speeding down Glenmount from Waterloo through the school zone! Motorcycle cop busted some speeders couple weeks ago to protect children and crossing guard. Please place speed table near this intersection! 1

It has speeded up those trying to get air! Lawn care trailers consistently take out the pillars, are noisy & get on my lawn. It makes for a dangerous intersections as you can't tell speeders from brakers. THE NOISE OF BRAKING, ACCELERATION, RADIOS & LAUGHING SUCKS AT NIGHT! IT IS DANGEROUS TO WALKERS AND FAMILIES WITH STROLLERS/BIKES GETTING AROUND THEM. 1

Chittenden Street on the east side Of Akron we really need the speed things cars coming down this hill I almost crashes have crash somebody really going to get killed that's sad why are y'all putting the things all over the west side edges Barrett Street you need to think about some more streets 1

i live across the street from this speed table, it does not slow anyone down, they fly right over it and all i hear is thump, thump. they have knocked down the perimeter bars and just go around it. they are in the wrong place and should have been closer to the curve farther down the road, where they come flying up. i really don't think they are doing any real purpose 1

Answered: 110 Skipped: 39