



## mesa·az Transportation Advisory Board Report

**Date:** June 16, 2015  
**To:** Transportation Advisory Board  
**From:** Randi Davis, Traffic Studies Analyst  
**Subject:** 8th Street between Mesa Drive and Horne  
Speed Cushion Installation

### **Purpose and Recommendation**

This report presents the level of support for the proposed installation of speed cushions on 8th Street between Mesa Drive and Horne from immediately affected property owners and from other road users. See Figure 1 for the location map. Under the current Speed Hump Policy (Policy), once a street meets all of the warranting criteria that make it eligible for the installation of speed cushions, the Transportation Advisory Board (TAB) must make a decision to approve or not approve the installation.

Staff recommends approval of the installation of speed cushions on 8th Street between Mesa Drive and Horne.

### **Background**

Eighth Street is a collector type street that serves as a connection between the arterial and local neighborhood streets. Under the current Policy, the 85<sup>th</sup> percentile speed must be at least 8 mph over the posted speed limit, traffic volumes must be less than 5,000 vehicles per day, at least 70% of the affected property owners must support the installation, and the Fire Department and the TAB must approve of the installation.

### **Discussion**

Eighth Street between Mesa Drive and Horne has met all the warranting criteria that make it eligible for speed cushions.

Eighth Street between Mesa Drive and Horne has a posted speed limit of 25 mph, 85<sup>th</sup> percentile speed of 33.9 mph, and a daily traffic volume of 1,080 vehicles. The Fire Department does not object to the installation of speed cushions on this street segment. The survey of the 80 affected property owners confirmed at least 70%

approval. Affected properties include all that abut this segment of 8th Street, and a minimum of 300 feet on each side of the connecting streets.

Fifty-nine (59) or 74% of the 80 affected property owners approve of the speed cushions. Eight (8) property owners are not in favor and thirteen (13) property owners could not be reached and therefore, 21 are considered to not approve.

Comments from other road users were generated through the placement of information signs on 8th Street. The signs indicated that speed cushions may be coming, and directed the public to a webpage, or a telephone number, for more information. The signs were up for two weeks in May of 2015.

Thirteen (13) comments were received from people who live outside the affected area (i.e., the properties included in the neighborhood survey). Six (6) supported speed cushions saying 8<sup>th</sup> Street is a major thoroughfare with a signed bicycle route where significant cut through traffic and speeding happens on a daily basis, numerous children walking and playing along 8<sup>th</sup> Street, the close proximity of Porter Park and Eisenhower Elementary School and high speed traffic on this street endangers pedestrians, bicyclists and makes backing out of driveways difficult. Seven (7) were opposed to the installation saying that speeding is not an issue, there are not any children that live along 8<sup>th</sup> Street, speed cushions are a waste of money and resources, ineffective and a nuisance, and speed cushions alter traffic patterns and are damaging to vehicles.

**Table 1: Speed Cushion Survey Results**

<b>RESPONSES</b>	<b>IN FAVOR</b>	<b>OPPOSED</b>
Within affected area	59 (74%)	21 (26%)
Outside affected area	6 (46%)	7 (54%)
Area not known	0 (0%)	0 (0%)
Total	65 (70%)	28 (30%)

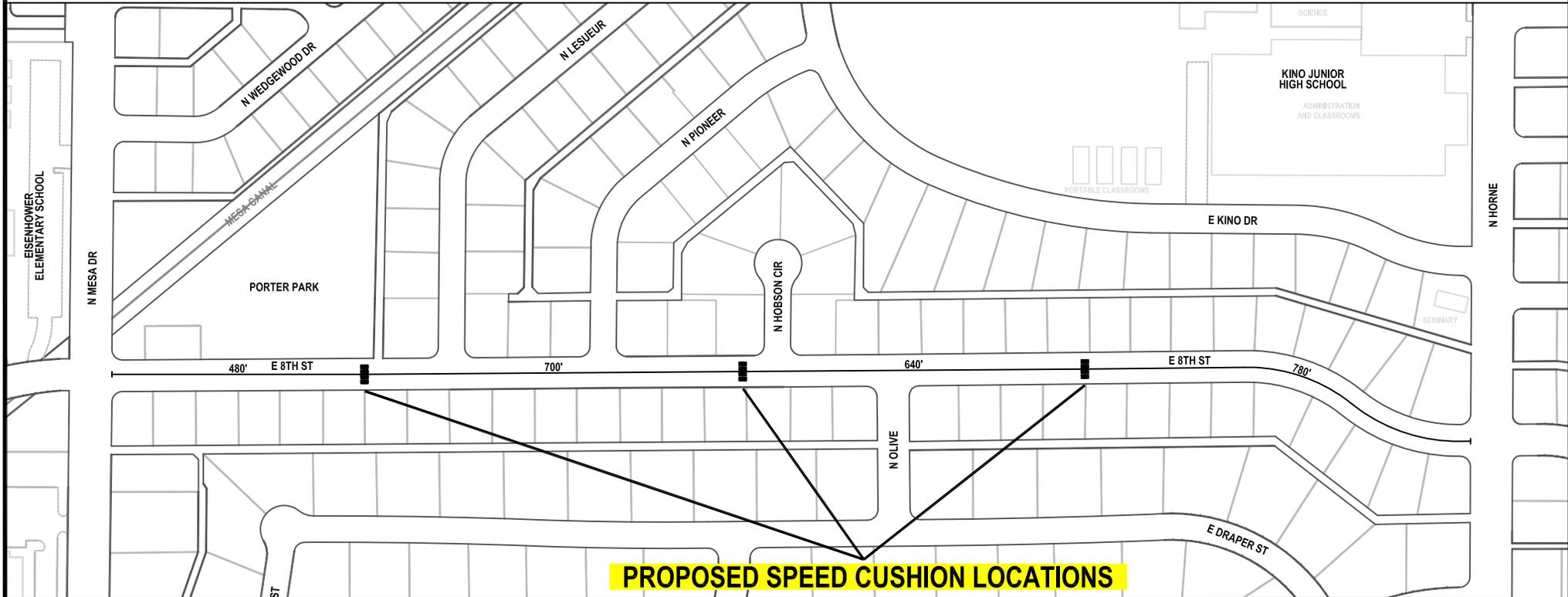
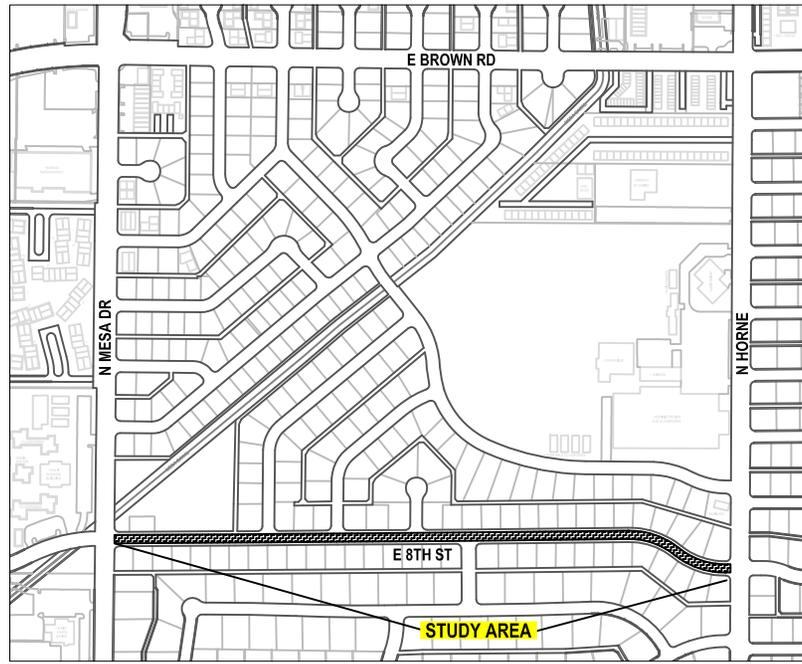
When dealing with potential traffic calming measures on collector streets, staff's experience has been that support for traffic calming largely comes from those who live on the affected streets, while there is little or no support from others who do not live on or adjacent to the affected streets. This is not unexpected since traffic has a larger impact on the quality of life for the adjacent residents than for drivers who use a particular street, but live elsewhere. Thus, historically more weight has been given to the desires of the residents of a street in implementing traffic calming, while still leaving the street available to all drivers.

**Alternatives**

One alternative is to not approve the installation of speed cushions; however, this would be one less tool to address traffic speeds on this street.

**Fiscal Impact**

Three (3) sets of speed cushions on 8th Street are estimated to cost \$16,500 (\$5,500 each set on a 40-foot wide road).



**PROPOSED SPEED CUSHION LOCATIONS**