



## mesa·az Transportation Advisory Board Report

**Date:** May 17, 2016  
**To:** Transportation Advisory Board  
**From:** Joe Draper, Traffic Studies Analyst  
**Subject:** McLellan Road between Harris Drive and Gilbert Road  
Speed Cushion Installation

### **Purpose and Recommendation**

This report presents the level of support for the proposed installation of speed cushions on McLellan Road between Harris Drive and Gilbert Road 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 McLellan Road between Harris Drive and Gilbert Road.

### **Background**

McLellan Road 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**

McLellan Road between Harris Drive and Gilbert Road has met all the warranting criteria that make it eligible for speed cushions.

McLellan Road between Harris Drive and Gilbert Road has a posted speed limit of 30 mph, 85<sup>th</sup> percentile speed of 38.6 mph, and daily traffic volume of 1,228 vehicles. The Fire Department does not object to the installation of speed cushions in this street section. The survey of the 52 affected property owners confirmed at least 70%

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

Forty-two (42) or 81% of the 52 affected property owners approve of the speed cushions. Eight (8) property owners are not in favor and two (2) property owners could not be reached and therefore, ten (10) are considered to not approve.

Comments from other road users were generated through the placement of information signs on McLellan Road. 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 April of 2016.

One hundred twenty-four (124) comments were received from people who live outside the affected area (i.e., the properties included in the neighborhood survey). Eighty-two (82) supported speed cushions saying speed cushions would slow drivers down, speed cushions are a must because of the children in the area and residents that live on the street regularly see drivers speeding. Forty-two (42) were opposed to the installation saying there are other ways to control speeding without the expense of speed humps, speed humps are not needed to regulate or protect kids, speed humps damage vehicle suspensions, and speed humps will shift traffic to other residential streets that will put more kids at risk.

Comments from another ten (10) people were received; however, these people did not provide their addresses. One (1) person was in favor and nine (9) people were opposed to the speed cushions.

**Table 1: Speed Cushion Survey Results**

<b>RESPONSES</b>	<b>IN FAVOR</b>	<b>OPPOSED</b>
Within affected area	42 (81%)	10 (19%)
Outside affected area	82 (66%)	42 (34%)
Area not known	1 (10%)	9 (90%)
Total	125 (67%)	61 (33%)

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 sets of speed cushions on McLellan Road are estimated to cost \$15,000.00, (\$5,000.00 each set on a 48-foot wide road).

