



# mesa·az Transportation Advisory Board Report

**Date:** October 21, 2014  
**To:** Transportation Advisory Board  
**From:** Dave Barrier, Traffic Studies Analyst  
**Subject:** Ninety-Sixth Street between Baseline Road and Idaho Avenue  
Speed Cushion Installation

## Purpose and Recommendation

This report presents the level of support for the proposed installation of speed cushions on 96<sup>th</sup> Street between Baseline Road and Idaho Avenue from immediately affected property owners and from other road users. See Figure 1 for the location map and Figure 2 for the proposed speed cushion locations. 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 96<sup>th</sup> Street between Baseline Road and Idaho Avenue.

## Background

Ninety-Sixth Street is a 40-foot wide fully developed residential street between Baseline Road and Idaho Avenue with curb and gutter on both sides. It 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 eight 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

Ninety-Sixth Street between Baseline Road and Idaho Avenue has met all the warranting criteria that make them eligible for speed cushions.

Ninety-Sixth Street between Baseline Road and Idaho Avenue has a posted speed limit of 25 mph, 85<sup>th</sup> percentile speed of 34.8 mph, and daily traffic volume of 2,500 vehicles. The Fire Department does not object to the installation of speed cushions

in this street section. The survey of the 98 affected property owners confirmed at least 70% approval. Affected properties include all that abut this segment of 96<sup>th</sup> Street, and a minimum of 300 feet on each side of the connecting streets.

Seventy-seven (77) or 79% of the 98 affected property owners approve of the speed cushions. Twelve (12) property owners were not in favor and nine (9) property owners could not be reached and therefore, twenty-one (21) are considered to not approve.

Comments from other road users were generated through the placement of information signs on 96<sup>th</sup> 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 August of 2014.

Fifty-seven (57) comments were received from people who live outside the affected area (i.e., the properties included in the neighborhood survey). Twenty-four (24) supported speed cushions, stating safety concerns for those who live off of 96<sup>th</sup> Street, especially the children, and one owner noted that their property has been hit three times by a speeding vehicle. Thirty-three (33) were opposed to the installation saying that the traffic volumes and speeds are low and that speed cushions damage the car's suspension.

Comments from another four (4) people were received; however, these people did not provide an address or provided an incorrect address. Two (2) people were in favor and two (2) 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	77 (79%)	21 (21%)
Outside affected area	24 (42%)	33 (58%)
Area not known	2 (50%)	2 (50%)
Total	103 (65%)	56 (35%)

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**

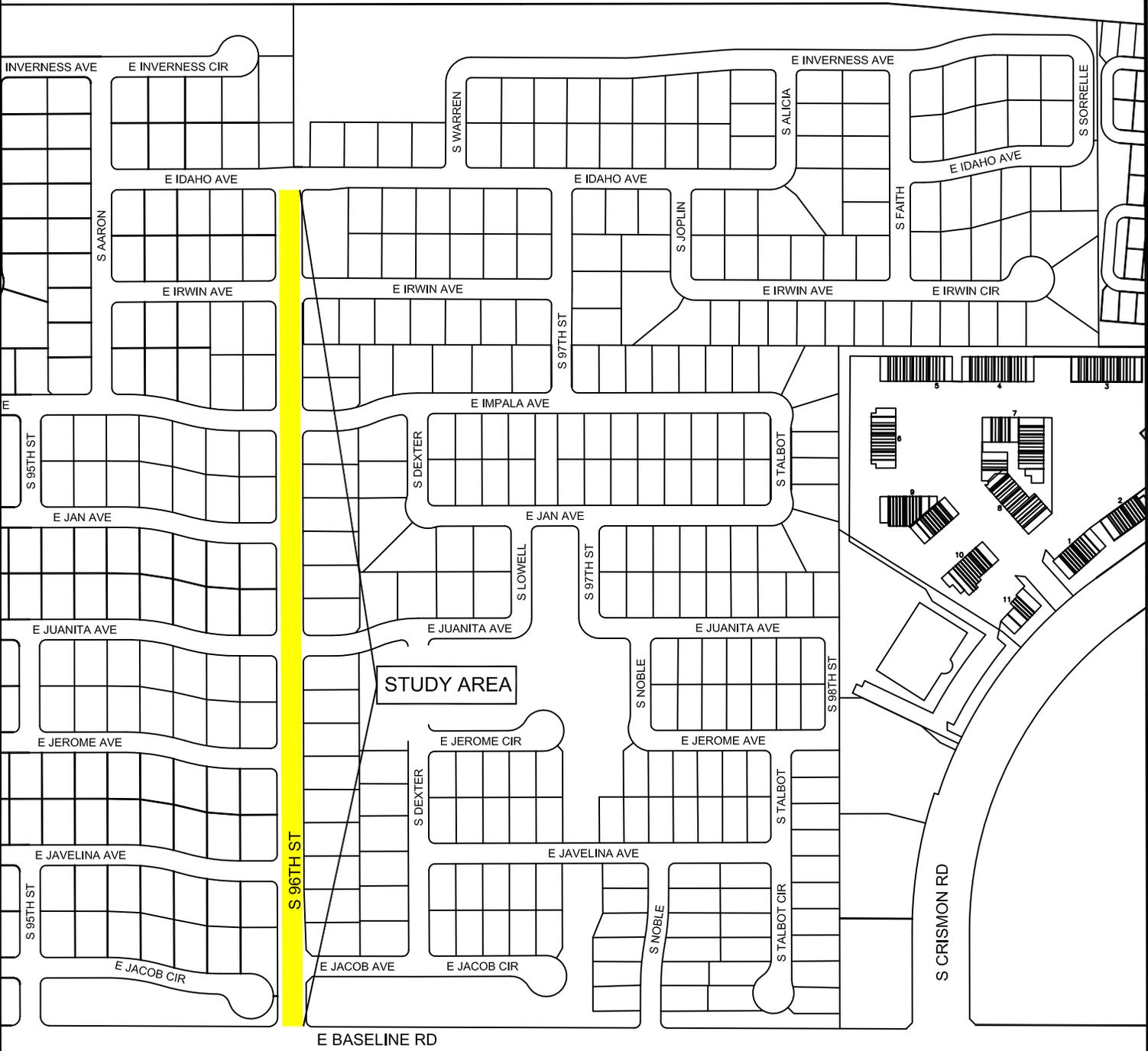
One alternative is not to approve the installation speed cushions; however, this would be one less tool to address traffic speeds on this street.

**Fiscal Impact**

Three sets of speed cushions on 96<sup>th</sup> Street are estimated to cost \$15,000 (\$5,000 each set on a 40-foot wide road).



SUPERSTITION FREEWAY



STUDY AREA

