



# mesa·az Transportation Advisory Board Report

**Date:** July 16, 2024  
**To:** Transportation Advisory Board  
**From:** Joe Draper, Traffic Studies Analyst  
**Subject:** Eighth Street 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 8<sup>th</sup> Street between Harris Drive and Gilbert Road from 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 the warranting criteria that make it eligible for the installation of speed cushions, the Transportation Advisory Board (TAB) must decide to approve or not approve the installation.

Staff recommends approval of the installation of speed cushions on 8<sup>th</sup> Street between Harris Drive and Gilbert Road.

## Background

Eighth Street is a collector type street that serves as a connection between the arterial and local neighborhood streets and serves as a direct connection to some residential driveways. 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, there must be less than 70% opposition from the secondarily affected property owners, and the Fire Department and the TAB must approve of the installation.

## Discussion

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

Eighth Street between Harris Drive and Gilbert Road has a posted speed limit of 25 mph, 85<sup>th</sup> percentile speed of 35 mph, and daily traffic volume of 1,595 vehicles. The Fire Department does not object to the installation of speed cushions in this street

section.

The survey of the 160 affected property owners confirmed at least 70% approval. Affected properties include all that are within 300 feet of this segment of 8<sup>th</sup> Street.

One hundred and twenty-three (123) or 77% of the 160 affected property owners approve of the speed cushions. Eleven (11) property owners are not in favor and twenty-six (26) property owners could not be reached and therefore, thirty-seven (37) are considered to not approve.

The survey of the one hundred and seven (107) secondarily affected property owners confirmed less than 70% opposition. Secondarily affected properties include all that are over 300 feet and within 600 feet of this segment of 8<sup>th</sup> Street. Since no neighborhood liaison was identified for the denial survey, the City conducted a mail-out survey with postcards sent out in February 2024 and the denial survey concluded in May 2024.

We received four (4) responses from the one hundred and seven (107) secondarily affected property owners. One (1) is in favor, three (3) are not in favor and one hundred and three (103) did not respond. Therefore, one hundred and four (104) are considered to approve.

Comments from other road users were generated through the placement of information signs on 8<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 May of 2024.

Thirty-one (31) comments were received from people who live outside the affected areas (i.e., the properties not included in the neighborhood acceptance and denial surveys). Seven (7) supported the installation of speed cushions saying drivers speed on this road constantly, speed limit signage appears to have no effect, and the devices are needed for the protection of children walking to/from school. Twenty-four (24) were opposed to the installation stating that speeds are not excessive, speed cushions do not reduce speeds, and the devices increase noise around them, and they are unsightly.

**Table 1: Speed Cushion Survey Results**

<b>RESPONSES</b>	<b>IN FAVOR</b>	<b>OPPOSED</b>
Within affected area	123 (77%)	37 (23%)
Within secondarily affected area	104 (97%)	3 (3%)
Outside affected and secondarily affected areas	7 (23%)	24 (77%)

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**

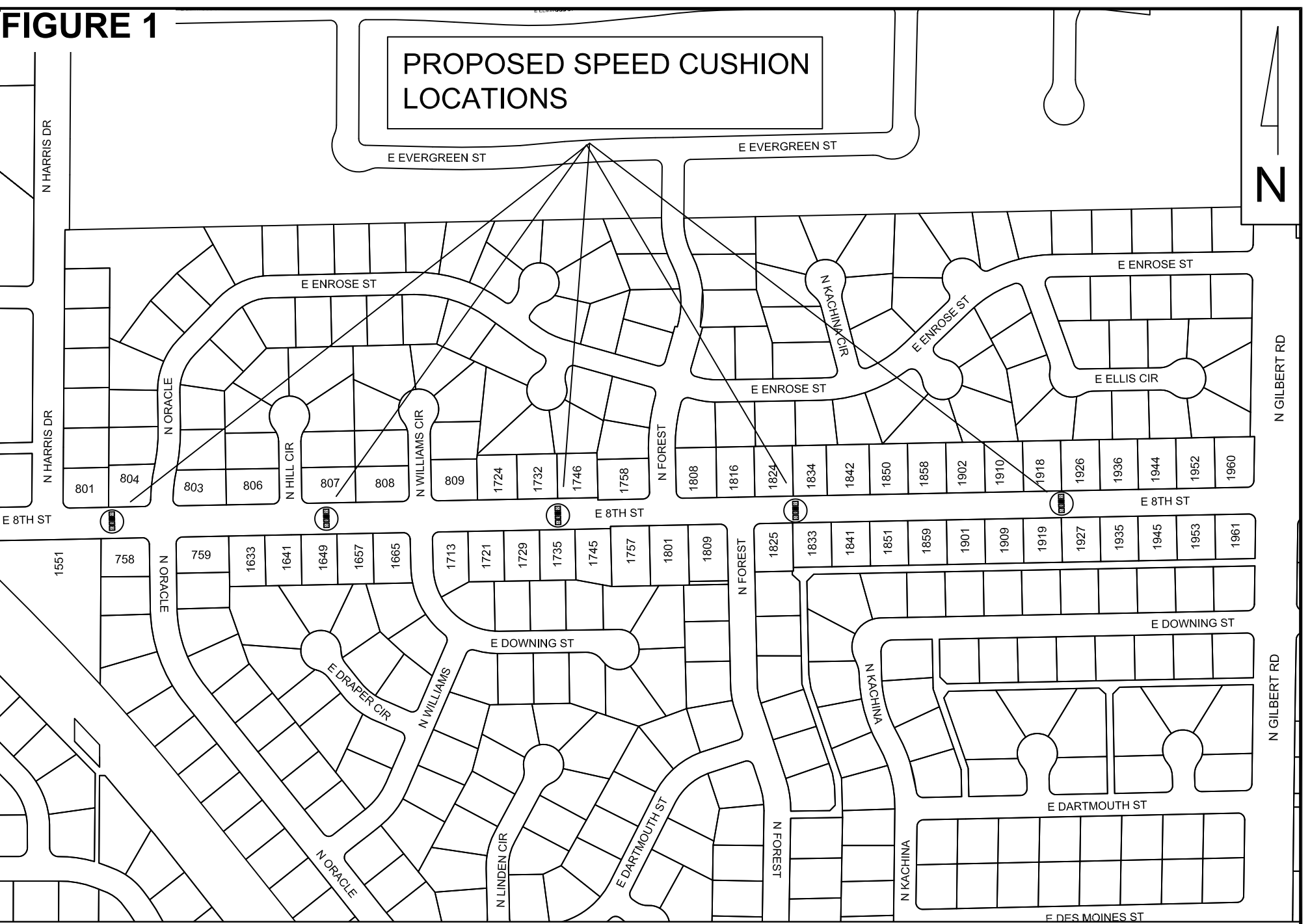
One alternative is to not approve the installation of speed cushions; however, this would be one less tool to address traffic speeds on this street.

### **Fiscal Impact**

Five sets of speed cushions on 8<sup>th</sup> Street are estimated to cost \$30,000 (\$6,000 each set on a 48-foot-wide road).

**FIGURE 1**

**PROPOSED SPEED CUSHION LOCATIONS**



**LOCATION MAP : 8TH ST FROM HARRIS DR TO GILBERT RD**