



# mesa·az Transportation Advisory Board Report

**Date:** July 16, 2024  
**To:** Transportation Advisory Board  
**From:** Rose Voyles, Traffic Studies Analyst  
**Subject:** 24<sup>th</sup> Street between Hermosa Vista Drive and Leonora Street  
Speed Cushion Installation

## Purpose and Recommendation

This report presents the level of support for the proposed installation of speed cushions on 24<sup>th</sup> Street between Hermosa Vista Drive and Leonora Street 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 24<sup>th</sup> Street between Hermosa Vista Drive and Leonora Street.

## Background

24<sup>th</sup> Street is a collector type street that serves as a connection between the collectors 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

24<sup>th</sup> Street between Hermosa Vista Drive and Leonora Street has met all the warranting criteria that make it eligible for speed cushions.

24<sup>th</sup> Street between Hermosa Vista Drive and Leonora Street has a posted speed limit of 25 mph. The recorded 85<sup>th</sup> percentile speed was 34.6 mph and daily traffic

volume was 973 vehicles per day. The Fire Department does not object to the installation of speed cushions on 24<sup>th</sup> Street between Hermosa Vista Drive and Leonora Street.

The survey of the sixty-six (66) affected property owners confirmed at least 70% approval. Affected properties include all that are within 300 feet of this segment of 24<sup>th</sup> Street. Fifty (50) or 76% of the 66 affected property owners approve of the speed cushions. Two (2) property owners are not in favor, and fourteen (14) property owners could not be reached and therefore, sixteen (16) are considered to not approve.

The survey of the fifty-seven (57) 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 24<sup>th</sup> Street. Since no neighborhood liaison was identified for the denial survey, staff conducted a mail-out survey with postcards sent out in February 2024 and the denial survey concluded in May 2024.

We received three (3) responses from the fifty-seven (57) secondarily affected property owners. One (1) is in favor, two (2) are not in favor, and fifty-four (54) did not respond. Therefore, fifty-five (55) are considered to approve.

Comments from other road users were generated through the placement of information signs on 24<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-seven (37) comments were received from people who live outside the affected areas (i.e., the properties not included in the neighborhood acceptance and denial surveys). Six (6) supported the installation of speed cushions saying the devices make sense for this street because children walk/bike to and from Hermosa Vista Elementary School, the street segment is used by traffic accessing the nearby school, and the number of daily speeders is outrageous.

Thirty-one (31) were opposed to the installation saying there are too many speed devices within the neighborhood, the devices will be hard on vehicles that drive every day, speed humps are not effective, and speeding down this street is not an issue.

**Table 1: Speed Cushion Survey Results**

<b>RESPONSES</b>	<b>IN FAVOR</b>	<b>OPPOSED</b>
Within affected area	50 (76%)	16 (24%)
Within secondarily affected area	55 (96%)	2 (4%)
Outside affected and secondarily affected areas	6 (16%)	31 (84%)

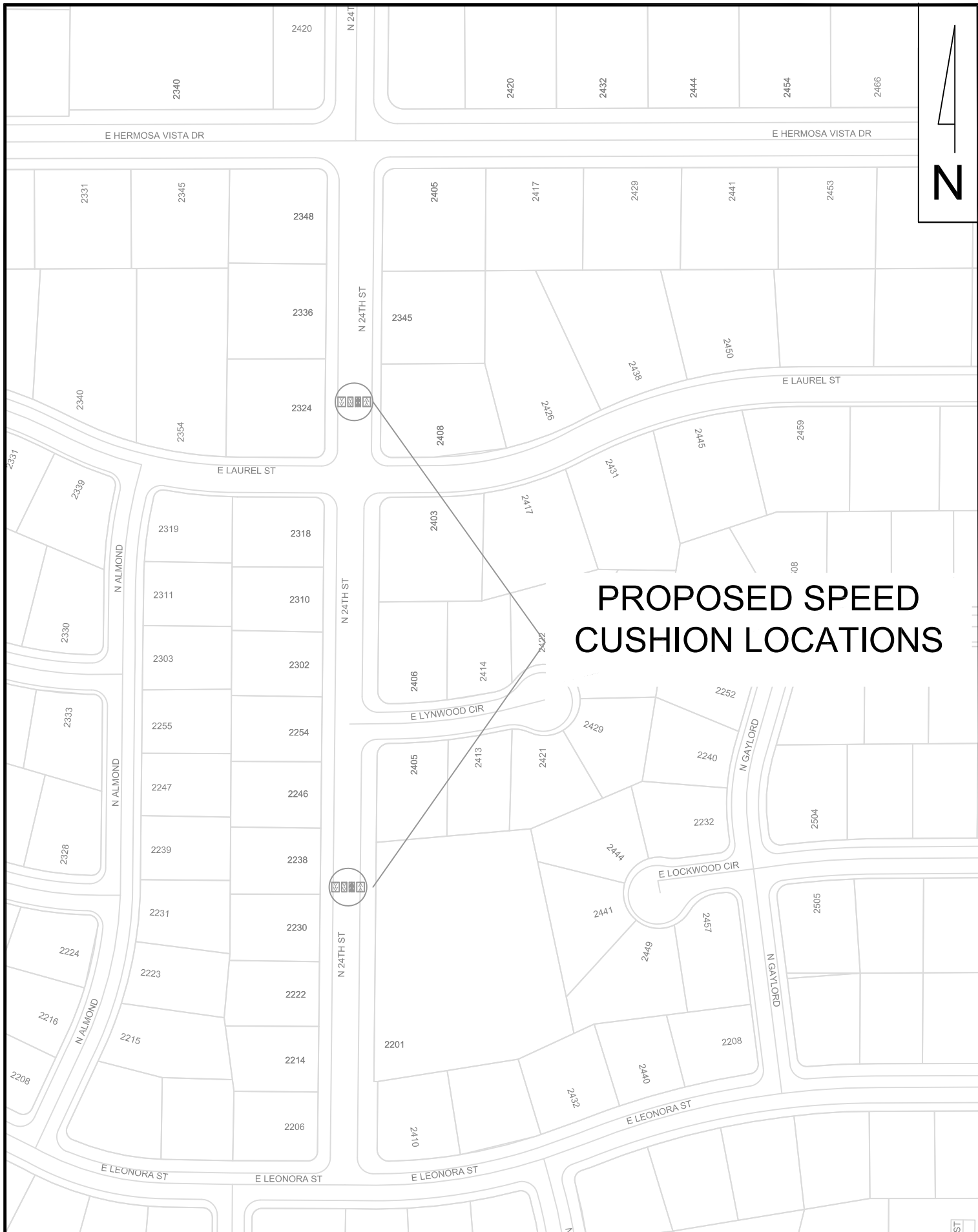
When dealing with potential traffic calming measures on collector streets, staff's experience has been that support for traffic calming largely comes from those who live on the affected streets, while there is little or no support from others who do not live on or adjacent to the affected streets. This 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**

Two sets of speed cushions on 24<sup>th</sup> Street are estimated to cost \$12,000 (\$6,000 each set on a 48-foot-wide road).



# PROPOSED SPEED CUSHION LOCATIONS