



Transportation Advisory Board Report

Date: September 17, 2024
To: Transportation Advisory Board
From: Rose Voyles, Traffic Studies Analyst
Subject: 25th Street between Adobe Street and Covina Street
Speed Cushion Installation

Purpose and Recommendation

This report presents the level of support for the proposed installation of speed cushions on 25th Street between Adobe Street and Covina 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 25th Street between Adobe Street and Covina Street.

Background

25th Street is a local street that serves as a connection between the arterial and neighborhood collector/local street network. It also serves as a direct connection to residential driveways and numerous school driveways on the east and west sides of the street segment, respectively. Under the current policy, the 85th 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

25th Street between Adobe Street and Covina Street has met all the warranting criteria that make it eligible for speed cushions.

25th Street between Adobe Street and Covina Street has a posted speed limit of 25 mph. The recorded 85th percentile speed is 34.4 mph and daily traffic volume is 2,178

vehicles per day. The Fire Department does not object to the installation of speed cushions on 25th Street between Adobe Street and Covina Street.

The survey of the fifty-five (55) affected property owners confirmed at least 70% approval. Affected properties include all that are within 300 feet of this segment of 25th Street. Forty (40) or 73% of the 55 affected property owners approve of the speed cushions. Fourteen (14) property owners are not in favor, and one (1) property owner could not be reached and therefore, fifteen (15) are considered to not approve.

The survey of the sixteen (16) 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 25th Street. Since no neighborhood liaison was identified for the denial survey, staff conducted a mail-out survey with postcards sent out in May 2024 and the denial survey concluded in August 2024.

We received one (1) response from the sixteen (16) secondarily affected property owners. The one (1) respondent is in favor and fifteen (15) did not respond. Therefore, sixteen (16) are considered to approve.

Comments from other road users were generated through the placement of information signs on 25th 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 2024.

Twenty-one (21) comments were received from people who live outside the affected areas (i.e., the properties not included in the neighborhood acceptance and denial surveys). Eight (8) supported the installation of speed cushions saying the devices make sense for this street because children walk/bike to and from Poston Junior High School/Field Elementary School, the number of daily speeders is outrageous, and too many drivers use 25th Street as a high-speed short cut between the neighborhood and the two adjacent schools.

Thirteen (13) 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, and speeding down this street is not an issue.

Table 1: Speed Cushion Survey Results

RESPONSES	IN FAVOR	OPPOSED
Within affected area	40 (73%)	15 (27%)
Within secondarily affected area	16 (100%)	0 (0%)
Outside affected and secondarily affected areas	8 (38%)	13 (62%)

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 25th Street are estimated to cost \$18,000 (\$6,000 each set on a 40-foot-wide street).

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N

E COVINA ST

N 25TH ST

N 25TH ST

CITY OF MESA
TRANSPORTATION

FIGURE 1: LOCATION MAP