



mesa·az Transportation Advisory Board Report

Date: January 16, 2024
To: Transportation Advisory Board
From: Joe Draper, Traffic Studies Analyst
Subject: 32nd Street between McKellips Road and McDowell Road
Speed Cushion Installation

Purpose and Recommendation

This report presents the level of support for the proposed installation of speed cushions on 32nd Street between McKellips Road and McDowell Road from affected property owners and from other road users. See **Figure 1** and **Figure 2** for the location maps. 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 32nd Street between McKellips Road and McDowell Road.

Background

Thirty-second 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 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

Thirty-second Street between McKellips Road and McDowell Road has met all the warranting criteria that make it eligible for speed cushions.

Thirty-second Street between McKellips Road and McDowell Road has a posted speed limit of 30 mph. Two count locations are generally necessary for street

segments over one-half mile in length, such as this one-mile segment of 32nd Street. For the purposes of this report Segment 1 refers to 32nd Street between McKellips Road and Hermosa Vista Drive and Segment 2 refers to 32nd Street between Hermosa Vista Drive and McDowell Road. See **Figure 1** and **Figure 2** for more details.

For Segment 1, the recorded 85th percentile speed was 43.3 mph and daily traffic volume was 1,567 vehicles per day. The survey of the 107 affected property owners confirmed at least 70% approval. Affected properties include all that are within 300 feet of this segment of 32nd Street. Eighty-three (83) or 78% of the 107 affected property owners approve of the speed cushions. Five (5) property owners are not in favor, and nineteen (19) property owners could not be reached and therefore, twenty-four (24) are considered to not approve.

The survey of the one hundred and thirty-five (135) 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 32nd Street. Since no neighborhood liaison was identified for the denial survey, staff conducted a mail-out survey with postcards sent out in September 2023 and the denial survey concluded in December 2023.

We received three (3) responses from the 135 secondarily affected property owners. Two (2) are in favor, one (1) is not in favor, and one hundred and thirty-two (132) did not respond. Therefore, one hundred and thirty-four (134) are considered to approve.

For Segment 2, the recorded 85th percentile speed was 42.5 mph and daily traffic volume was 1,322 vehicles per day. The survey of sixty-five (65) affected property owners confirmed at least 70% approval. Fifty-five (55) or 85% of the 65 property owners approve of the speed cushions. Five (5) property owners are not in favor, and five (5) property owners could not be reached and therefore, ten (10) are considered to not approve.

The survey of the forty-eight (48) 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 32nd Street. Since no neighborhood liaison was identified for the denial survey, staff conducted a mail-out survey with postcards sent out in September 2023 and the denial survey concluded in December 2023.

We received five (5) responses from the 48 secondarily affected property owners. One (1) is in favor, four (4) are not in favor, and forty-three (43) did not respond. Therefore, forty-four (44) are considered to approve.

The Fire Department does not object to the installation of speed cushions on 32nd Street between McKellips Road and McDowell Road.

Comments from other road users were generated through the placement of information signs on 32nd 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 from November 27th to December 11th of 2023 for both Segment 1 and Segment 2.

Sixty-two (62) comments were received from people who live outside the affected areas (i.e., the properties not included in the neighborhood acceptance and denial surveys). Eighteen (18) supported the installation of speed cushions saying the devices make sense for this street segment which has two schools and children walking/biking to and from the campuses, the number of daily speeders is outrageous, and too many drivers use 32nd Street as a high-speed short cut between McKellips Road and McDowell Road. Forty-four (44) were opposed to the installation saying it's a heavy trafficked road with speed restrictions already in place during school hours, the devices will be hard on vehicles that drive every day, it will slow traffic down too much, and speeding down this street is a non-issue.

**Table 1: Speed Cushion Survey Results –
McKellips Road to Hermosa Vista Drive (Segment 1)**

RESPONSES	IN FAVOR	OPPOSED
Within affected area	83 (78%)	24 (22%)
Within secondarily affected area	134 (99%)	1 (1 %)

**Table 2: Speed Cushion Survey Results –
Hermosa Vista Drive to McDowell Road (Segment 2)**

RESPONSES	IN FAVOR	OPPOSED
Within affected area	55 (85%)	10 (15%)
Within secondarily affected area	44 (92%)	4 (8%)

**Table 3: Speed Cushion 2-Week Public Survey Results –
McKellips Road to McDowell Road (Segment 1 & Segment 2)**

RESPONSES	IN FAVOR	OPPOSED
Outside affected and secondarily affected areas	18 (29%)	44 (71%)

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

Eight sets of speed cushions on 32nd Street are estimated to cost \$48,000 (\$6,000 each set on a 48-foot wide road).

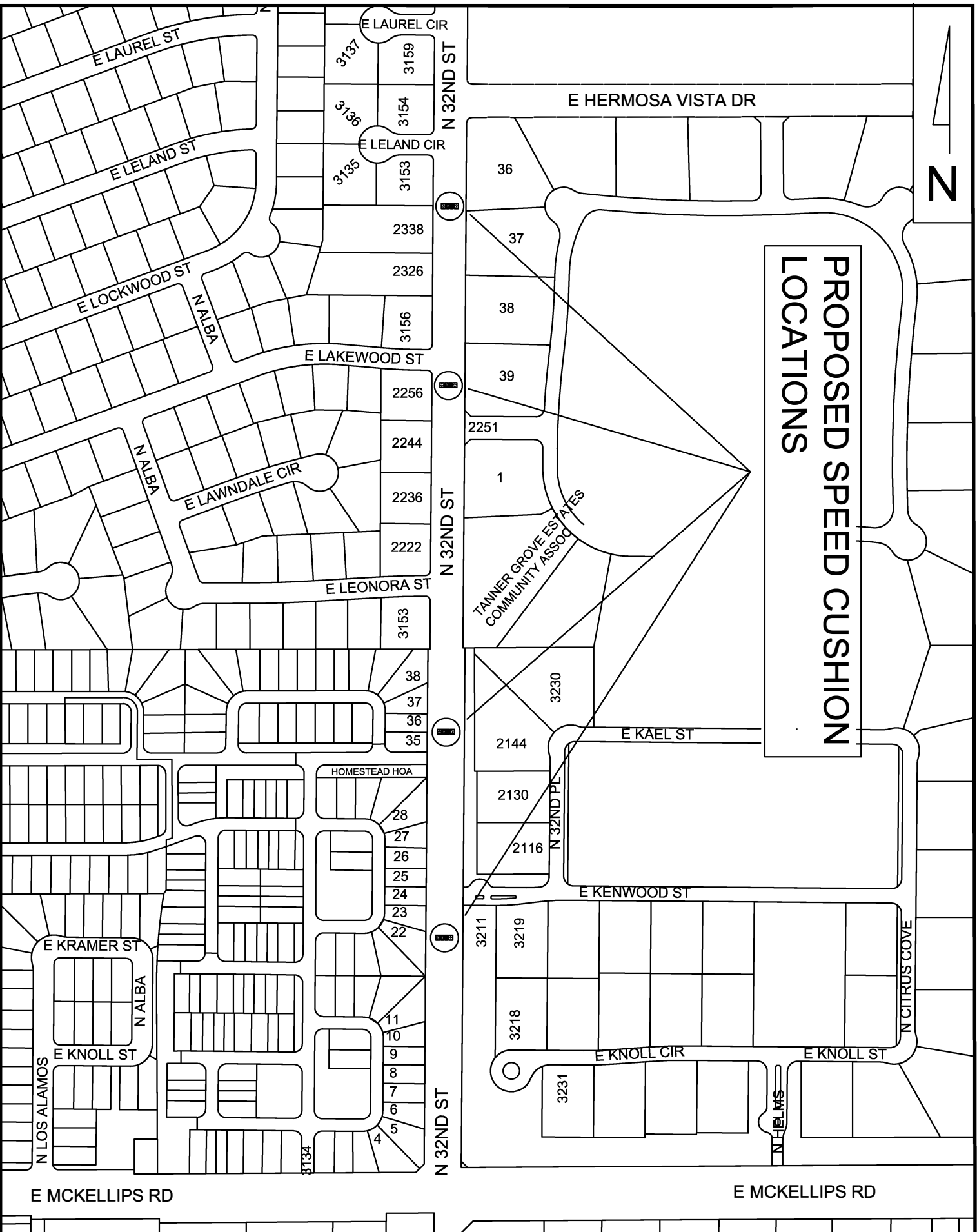


FIGURE 1: 32ND ST SEGMENT 1



**PROPOSED SPEED CUSHION
LOCATIONS**

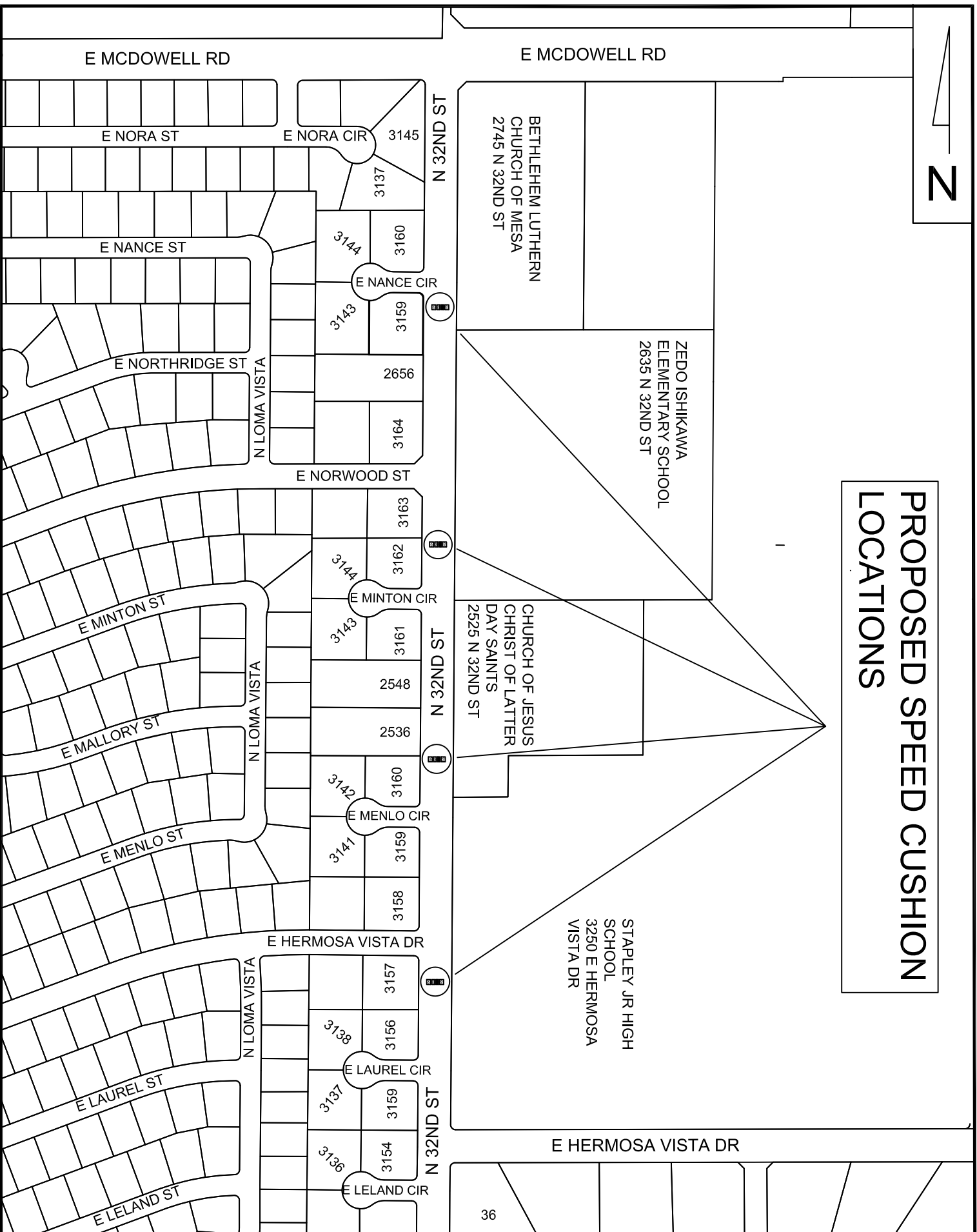


FIGURE 2: 32ND ST SEGMENT 2