



## mesa·az Transportation Advisory Board Report

**Date:** September 16, 2025  
**To:** Transportation Advisory Board  
**From:** Rose Voyles, Sr. Traffic Studies Analyst  
**Subject:** Second Street between Lazona Drive and Harris Drive  
Speed Cushion Installation

### Purpose and Recommendation

This report presents the level of support for the proposed installation of speed cushions on Second Street between Lazona Drive and Harris Drive from affected property owners and from other road users. See **Figure 1** for the location map. Under the current Speed Hump 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 whether to approve or not approve the installation.

Staff recommends approval of the installation of speed cushions on Second Street between Lazona Drive and Harris Drive.

### Background

Second Street is a residential street that serves as a connection for other local neighborhood streets and provides direct connections to 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

Second Street between Lazona Drive and Harris Drive has met all the warranting criteria that make it eligible for speed cushions.

Second Street between Lazona Drive and Harris Drive has a posted speed limit of 25 mph. The recorded 85<sup>th</sup> percentile speed is 33 mph and daily traffic volume is 1,105 vehicles per day. The Fire Department does not object to the installation of speed cushions on Second Street between Lazona Drive and Harris Drive.

The survey of the ninety-seven (97) affected property owners confirmed at least 70% approval. Affected properties include all that are within 300 feet of this segment of Second Street. Seventy-one (71) or 73% of the 97 affected property owners approve of the speed cushions. Five (5) property owners are not in favor, and twenty-one (21) property owners could not be reached and therefore, twenty-six (26) are considered to not approve.

The survey of the sixty-four (64) 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 Second Street. Since no neighborhood liaison was identified for the denial survey, staff conducted a mail-out survey with postcards sent out in May 2025 and the denial survey concluded in July 2025.

We received four (4) responses from the sixty-four (64) secondarily affected property owners. Two (2) are in favor, two (2) are not in favor, and sixty (60) did not respond. Therefore, sixty-two (62) are considered to approve.

Comments from other road users were generated through the placement of information signs on Second 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 three weeks in July/August 2025.

Nine (9) 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 they continuously notice vehicles traveling at high rates of speed, there is a high population of children in the neighborhood, and slowing down speeds would be ideal for overall neighborhood safety.

Two (2) were opposed to the installation, saying the speed cushions would not slow down faster drivers, the devices only delay average speed drivers, and enforcement would be more beneficial.

**Table 1: Speed Cushion Survey Results –  
Second Street between Lazona Dr to Harris Dr**

<b>RESPONSES</b>	<b>IN FAVOR</b>	<b>OPPOSED</b>
Within affected area	71 (73%)	26 (27%)
Within secondarily affected area	62 (97%)	2 (3%)
Outside affected and secondarily affected areas	7 (78%)	2 (22%)

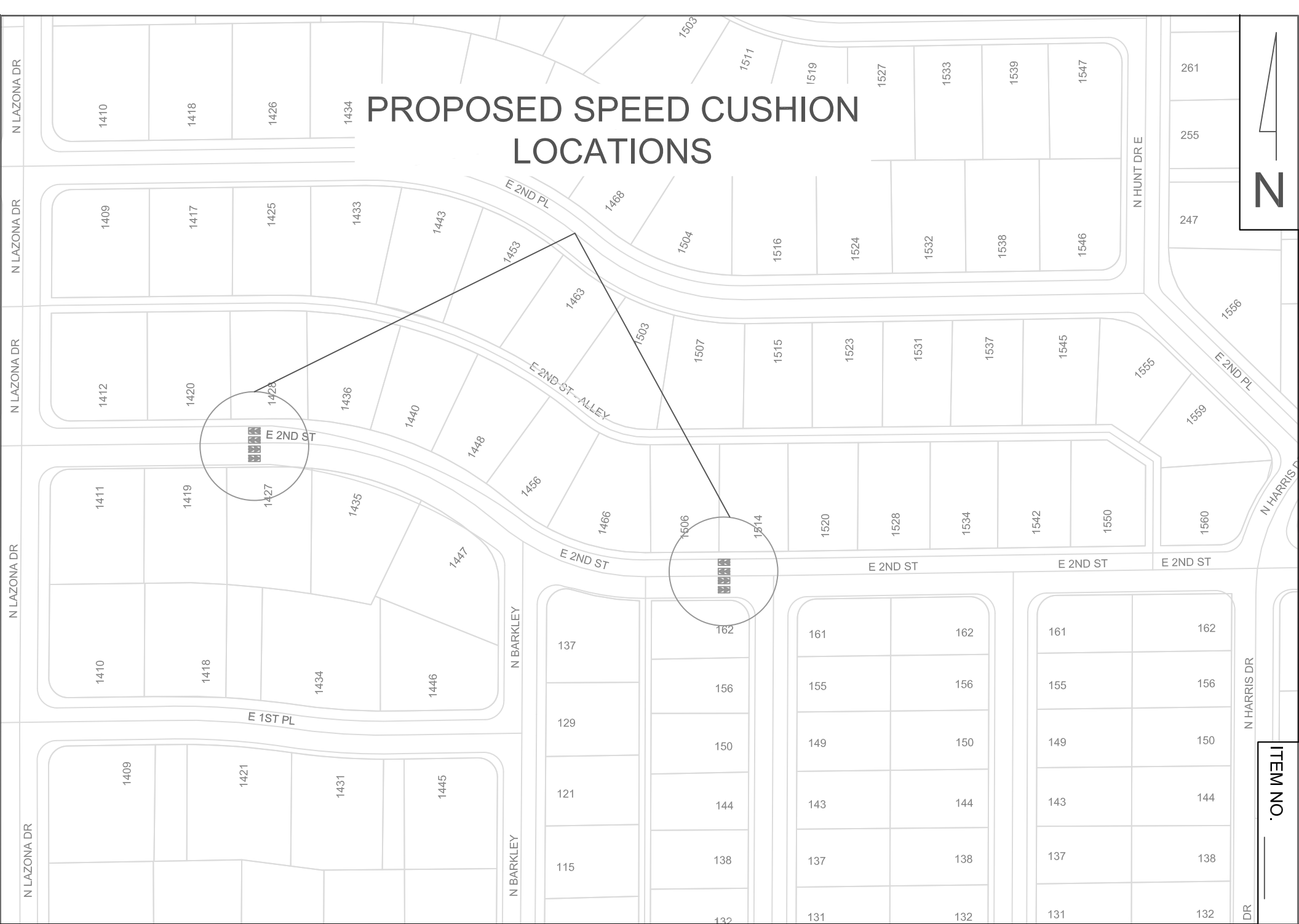
When dealing with potential traffic calming measures on collector and residential streets, staff's experience has been that support for traffic calming largely comes from those who live on the affected streets, while there is little or no support from others who do not live on or adjacent to the affected 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. Historically, greater importance has been placed on the preferences of street residents when implementing traffic calming measures, while still keeping the street accessible 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 Second Street are estimated to cost \$12,000 (\$6,000 each set on a 40-foot wide road).



# PROPOSED SPEED CUSHION LOCATIONS