



mesa·az Transportation Advisory Board Report

Date: July 16, 2024
To: Transportation Advisory Board
From: Rose Voyles, Traffic Studies Analyst
Subject: Norwood Street between Lindsay Road and 32nd Street
Speed Cushion Installation

Purpose and Recommendation

This report presents the level of support for the proposed installation of speed cushions on Norwood Street between Lindsay Road and 32nd 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 Norwood Street between Lindsay Road and 32nd Street.

Background

Norwood Street is a local/collector street that serves as a connection between the arterial streets and other major collector streets and residential streets throughout the neighborhood, as a primary connection to public schools in the neighborhood, and as a direct connection to 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

Norwood Street between Lindsay Road and 32nd Street has met all the warranting criteria that make it eligible for speed cushions.

Norwood Street between Lindsay Road and 32nd Street has a posted speed limit of 25 mph. The recorded 85th percentile speed was 34.7 mph and daily traffic volume

was 510 vehicles per day. The Fire Department does not object to the installation of speed cushions on Norwood Street between Lindsay Road and 32nd Street.

The survey of the one hundred and fifty-five (155) affected property owners confirmed at least 70% approval. Affected properties include all that are within 300 feet of this segment of Norwood Street. One-hundred and nine (109) or 70% of the one hundred and fifty-five (155) affected property owners approve of the speed cushions. Thirty-two (32) property owners are not in favor, and fourteen (14) property owners could not be reached and therefore, forty-six (46) are considered to not approve.

The survey of the ninety-eight (98) 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 Norwood 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 ninety-eight secondarily affected property owners. One (1) is in favor, two (2) are not in favor, and ninety-five (95) did not respond. Therefore, ninety-six (96) are considered to approve.

Comments from other road users were generated through the placement of information signs on Norwood 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.

Eighteen (18) comments were received from people who live outside the affected areas (i.e., the properties not included in the neighborhood acceptance and denial surveys). Sixteen (16) supported the installation of speed cushions saying the devices make sense for this street because children walk/bike to and from Ishikawa Elementary School/Stapley Junior High School, there are too many fast drivers in the child-filled community, and it is difficult to pull into and out of driveways with the high-speed traffic.

Two (2) were opposed to the installation saying they do not want additional noise added to the street, the devices will slow emergency vehicles, traffic will divert to other residential streets, and speeding is not an issue on this street segment.

Table 1: Speed Cushion Survey Results

RESPONSES	IN FAVOR	OPPOSED
Within affected area	109 (70%)	46 (30%)
Within secondarily affected area	96 (98%)	2 (2%)
Outside affected and secondarily affected areas	16 (89%)	2 (11%)

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

Four sets of speed cushions on Norwood Street are estimated to cost \$24,000 (\$6,000 each set on a 40-foot-wide road).



**PROPOSED SPEED
CUSHION LOCATIONS**