



# mesa·az Transportation Advisory Board Report

**Date:** May 16, 2023  
**To:** Transportation Advisory Board  
**From:** Randi Davis, Traffic Studies Analyst  
**Subject:** Date between University Drive and Main Street  
Speed Cushion Installation

## Purpose and Recommendation

This report presents the level of support for the proposed installation of speed cushions on Date between University Drive and Main 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 Date between University Drive and Main Street.

## Background

Date is a quarter-mile collector type street that serves as a connection between the arterial and local neighborhood streets and serves as a direct connection 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

Date between University Drive and Main Street has met all the warranting criteria that make it eligible for speed cushions.

Date between University Drive and Main Street has a posted speed limit of 25 mph, 85<sup>th</sup> percentile speed of 33.4 mph, and daily traffic volume of 1,301 vehicles. The Fire Department does not object to the installation of speed cushions on this street

section.

The survey of the 197 affected property owners confirmed at least 70% approval. Affected properties include all that are within 300 feet of this segment of Date.

One Hundred fifty-four (154) or 78.2% of the 197 affected property owners approve of the speed cushions. Fourteen (14) property owners are not in favor and twenty-nine (29) property owners could not be reached; therefore, forty-three (43) are considered to not approve.

The survey of the one hundred twenty-two (122) 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 Date. Since no neighborhood liaison was identified for the denial survey, the City conducted a mail-out survey with postcards sent out in August 2022 and the denial survey concluding in November 2022.

We received two (2) responses from the secondarily affected property owners who do not approve of the speed cushions. Therefore, one hundred twenty (120) are considered to approve.

Comments from other road users were generated through the placement of information signs on Date. 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 November/December 2022.

One (1) comment was received from a person who lives outside the affected areas (i.e., the properties not included in the neighborhood acceptance and denial surveys). The one respondent (1) supports the installation of speed cushions saying traffic has gotten dangerous and speed cushions would be a great benefit for neighborhood safety and to preserve the historic district integrity of the neighborhood. Other comments in favor that were received indicated that drivers have no regard for the posted speed limit, people speed down Date every single day, the church, charter school and the entire neighborhood is in danger, and speed cushions need to be installed as soon as possible. Zero respondents (0) were opposed to the installation of speed cushions.

No other comments were received.

**Table 1: Speed Cushion Survey Results**

<b>RESPONSES</b>	<b>IN FAVOR</b>	<b>OPPOSED</b>
Within affected area	154 (78.2%)	43 (21.8%)
Within secondarily affected area	120 (98.4%)	2 (1.6%)
Outside affected and secondarily affected areas	1 (100%)	0 (0%)

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 (4) sets of speed cushions on Date are estimated to cost \$24,000 (\$6,000 each set on a 34-foot wide road).

