



# mesa·az Transportation Advisory Board Report

**Date:** January 17, 2023  
**To:** Transportation Advisory Board  
**From:** Elizabeth Valdez, Traffic Studies Analyst  
**Subject:** Delta Ave between Higley Rd and Sunnyvale  
Speed Cushion Installation

## Purpose and Recommendation

This report presents the level of support for the proposed installation of speed cushions on Delta Ave between Higley Rd and Sunnyvale 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 Delta Ave between Higley Rd and Sunnyvale.

## Background

Delta Ave, between Higley Rd and Sunnyvale, is a 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

Delta Ave between Higley Rd and Sunnyvale has met all the warranting criteria that make it eligible for speed cushions.

Delta Ave between Higley Rd and Sunnyvale has a posted speed limit of 25 mph, 85<sup>th</sup> percentile speed of 35 mph, and daily traffic volume of 1,050 vehicles. The Fire Department does not object to the installation of speed cushions on this street

section.

The survey of the 78 affected property owners confirmed at least 70% approval. Affected properties include all that are within 300 feet of this segment of Delta Ave.

Fifty-six (56) or 72% of the 78 affected property owners approve of the speed cushions. Eleven (11) property owners are not in favor and eleven (11) property owners could not be reached. Therefore, twenty-two (22) are considered to not approve of the speed cushions.

The survey of the seventy-three (73) 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 Delta Ave. Since no neighborhood liaison was identified for the denial survey, the City conducted a mail-out survey with postcards sent out in September 2022 and the denial survey concluding in December 2022.

We received six (6) responses from the 73 secondarily affected property owners. Six (6) do not approve of the speed cushions, zero (0) are in favor, and sixty-seven (67) did not respond. Therefore, sixty-seven (67) are considered to approve.

Comments from other road users were generated through the placement of information signs on Delta Ave. 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 December of 2022.

Thirteen (13) comments were received from people who live outside the affected areas (i.e., the properties not included in the neighborhood acceptance and denial surveys). One (1) supported the installation of speed cushions citing regularly observed high traffic speeds on Delta Ave including morning commuters, people taking children to school, school buses, and people using the retention area. Twelve (12) were opposed to the installation saying the devices cause undue wear and tear on vehicles, do not make a big enough difference, become a bother for those who follow the speed limit, are an eyesore and damage housing values, and restrict ingress/egress of some homeowners' driveways.

Comments from another person were received but, this person did not provide their address. This person was opposed to the speed cushions on Delta Ave.

**Table 1: Speed Cushion Survey Results**

<b>RESPONSES</b>	<b>IN FAVOR</b>	<b>OPPOSED</b>
Within affected area	56 (72%)	22 (28%)
Within secondarily affected area	67 (92%)	6 (8%)
Outside affected and secondarily affected areas	1 (8%)	12 (92%)
Area not known	0 (0%)	1 (100%)

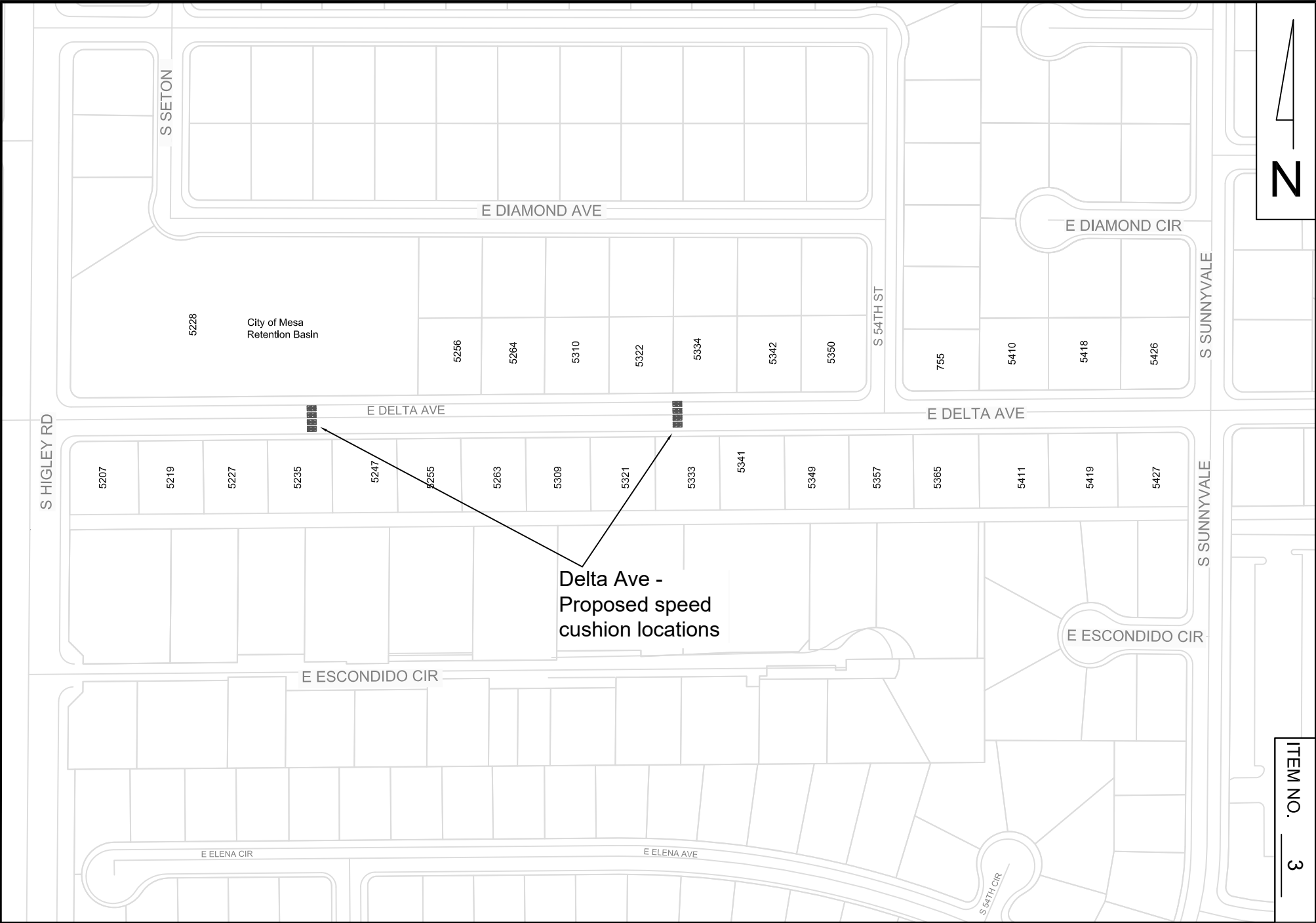
When dealing with potential traffic calming measures on collector streets, staff's experience has been that support for traffic calming largely comes from those who live on the affected streets, while there is little or no support from others who do not live on or adjacent to the affected streets. This 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**

Two sets of speed cushions on Delta Ave are estimated to cost \$12,000 (\$6,000 each set on a 40-foot-wide road).



**FIGURE 1: DELTA AVE SPEED CUSHIONS**