



mesa·az Transportation Advisory Board Report

Date: July 21, 2009
To: Transportation Advisory Board
From: Renate Ehm, Senior Transportation Engineer
Subject: Wildrose between Baseline Road and the Crismon Creek Village Roundabout
Speed Cushion Installation

Purpose and Recommendation

This report presents the level of support for the proposed installation of speed cushions on Wildrose between Baseline Road and the Crismon Creek Village Roundabout from immediately affected property owners and from other road users. See Figure 1 for location map. Under the current Speed Hump Policy, the Transportation Advisory Board must approve the installation.

Staff recommends approval of the installation of speed cushions on Wildrose between Baseline Road and the Crismon Creek Village Roundabout.

Background

On February 5, 2009, the City Council approved a revision to the Speed Hump Policy that would permit the use of speed cushions on streets designated as fire routes. This policy change followed a pilot project whereby speed cushions were installed on Hermosa Vista Drive between Lindsay Road and Gilbert Road.

City Council approved \$150,000 for the speed hump program in the 2009-2010 fiscal year.

Wildrose is a collector type street that serves as a connection between the arterial and local neighborhood streets. No homes front onto Wildrose. Under the current Speed Hump Policy, when a street functions as a collector street, all road users shall have an opportunity to comment so as to determine the level of support/opposition from the broader community for speed cushions.

Discussion

Wildrose has met all of the warranting criteria that make it eligible for speed cushions. It has a posted speed limit of 25 mph, the 85th percentile speed is 34 mph, which is at least 8 mph over the posted speed limit, the daily traffic volume is 1,400 vehicles per day, and the Fire Department does not object to their installation on this street. The survey of the 27 affected property owners confirmed at least 70% approval. Affected

properties include all that abut this segment of Wildrose, and three properties or a minimum of 300 feet on each side of the connecting streets.

Twenty-one (21) of the 27 affected property owners approve of the speed cushions and six (6) did not answer or could not be reached and are therefore considered not to approve.

Comments from other road users were generated through the placement of information signs on Wildrose. The signs indicated that speed cushions were coming, and directed the public to a webpage, or a phone number, for more information. The signs were up from June 11 to July 7.

Fifteen (15) comments were received from people who did not live in the affected area (i.e., the properties included in the neighborhood survey). Eleven (11) were opposed to the installation saying they were not needed, there is no problem, the devices are a nuisance, generate noise, are hard on vehicle suspension and are a waste of money.

Comments from another five (5) people were received; however, these people did not provide their address. Two (2) respondents said they were opposed to the speed cushions while three (3) respondents said they were in favor.

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 use but 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 not to approve speed cushions; however, this would be one less tool to address traffic speeds on this street.

Fiscal Impact

Two sets of speed cushions on Wildrose are estimated to cost \$7,000.

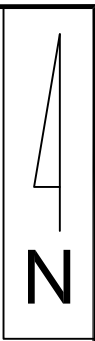
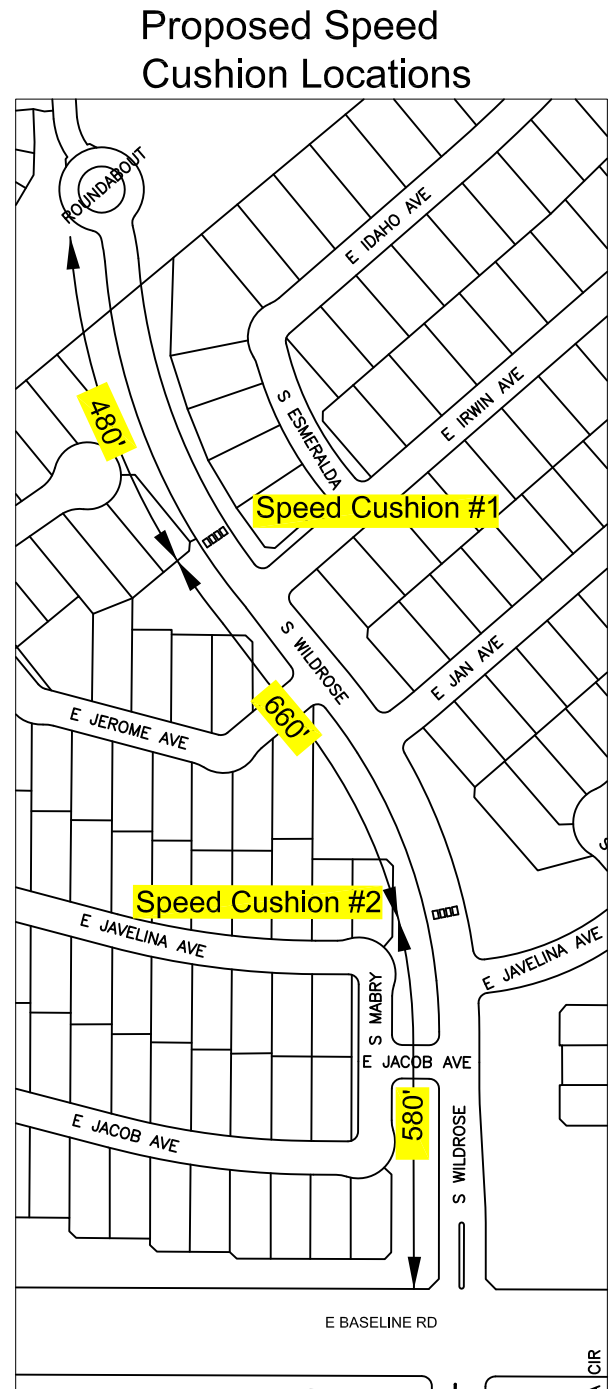
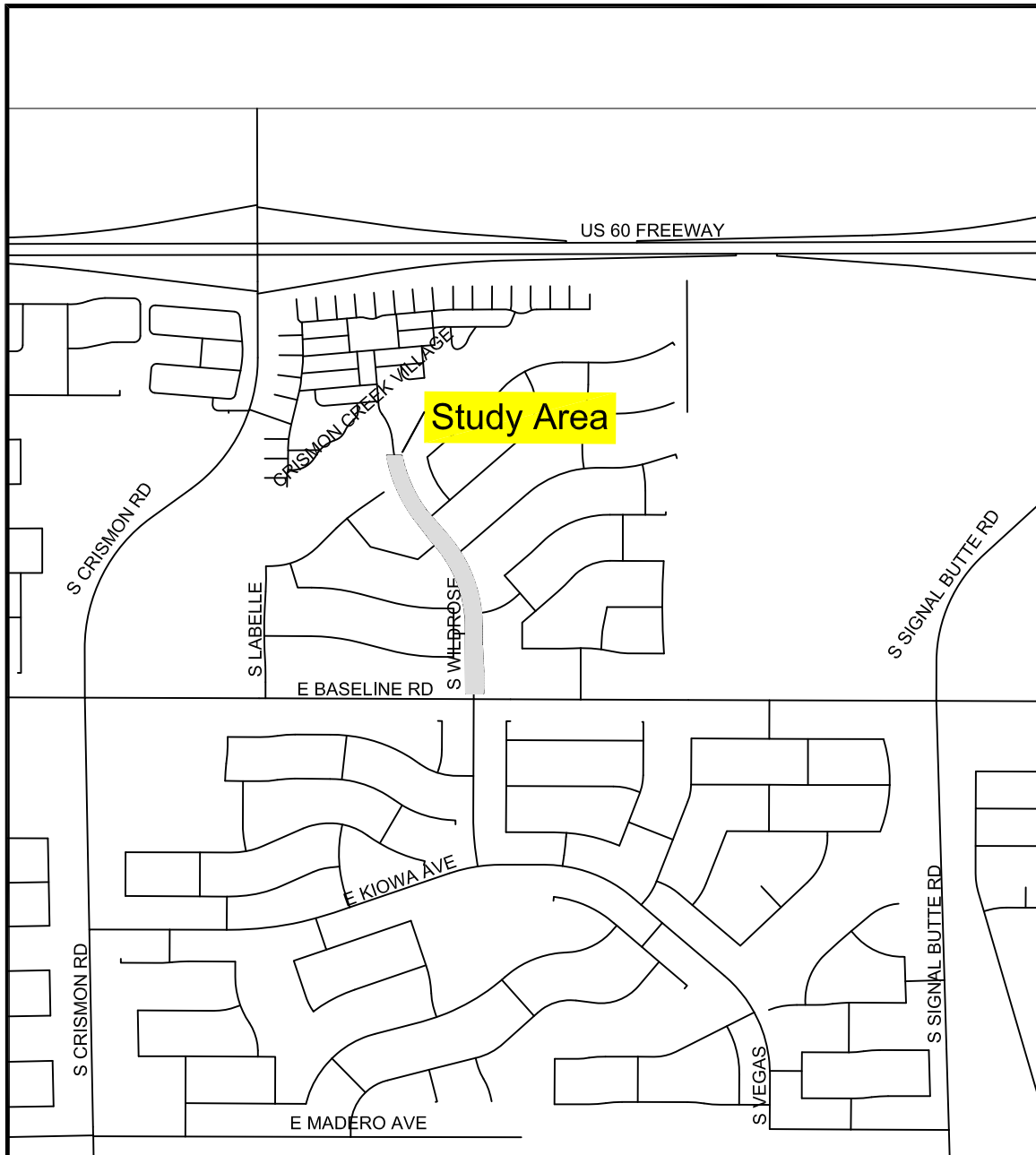


FIGURE 1: LOCATION MAP