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Cc: [Rummel, Marsha](#)
Subject: Letter to Transportation Commission re: Spaight Street Speed Humps (Legistar 56722)
Date: Wednesday, July 24, 2019 10:18:48 AM

Mr McGuigan,

Please find the below letter and photo attachments for the Transportation Commission. If you would upload them to Legistar and forward to all Commission members for tonight's meeting, I'd be most appreciative.

Thanks in advance.

*Best regards,
Lance Lattimer*

Dear Transportation Commission Members,

My name is Lance Lattimer and I live at 1350 Spaight Street; I am the resident who originally contacted Tom Mohr at Traffic Engineering about traffic calming. Mr Mohr guided me through the Neighborhood Traffic Management Program (NTMP). The NTMP is important in that it is made available to residents who might otherwise have no recourse to address dangerous traffic situations in their neighborhood.

It's clear that a lot of study and time went into creating a well-structured program with clear guidelines and steps to follow. Spaight Street residents have followed the process according to guidelines and gotten approval for three speed humps to be installed this year. The next step should be construction of the approved plan. I urge the City to install this needed traffic calming *as already approved*.

Motorists, cyclist, and pedestrians — many of them children — encounter dangerous traffic situations daily on our street. As you know, Spaight Street runs alongside the schoolyard of Marquette Elementary and O'Keeffe Middle School. Hundreds of children cross the street on a daily basis. On the other side of the schoolyard runs Jenifer Street, which has 3 speed humps in 900 feet (photos attached).

Spaight Street is unfortunately more dangerous than Jenifer and has no traffic calming as that street does. If the city has determined that three speed humps in 900 feet of narrow Jenifer is necessary, three speed humps for our blocks are certainly warranted. Many motorists unfortunately treat Spaight like a thoroughfare for many reasons:

- The street is 38 feet wide. Neighboring Jenifer, Rutledge, and Dickinson Streets are 28 feet wide, which seems to be the neighborhood standard.
- There is no street parking on the westbound side of the 1400 block of Spaight Street, further widening the drivable area of the street
- Much of our tree canopy has been cut down, making for a clear view for several blocks.

All of this leads to a wide, obstruction-free street that many commuters use to bypass congested Williamson Street. A comprehensive traffic study, completed in Fall 2018, found proof of consistent speeding on Spaight Street and suggested the need for traffic calming. In response, the speed hump proposal was designed in accordance with NTMP guidelines that Metro helped create. Following the steps of the NTMP, the plan was approved by the Transportation Commission and subsequently by residents of the street.

Below are three excerpts of communication with Tom Mohr at Traffic Engineering discussing the NTMP process and traffic engineering principles:

For greatest effectiveness, "We try to space speed humps every 300 feet"

(Email from Tom Mohr, January 4)

Our two-block stretch of Spaight Street is nearly 1,400 feet long. If traffic is to be effectively calmed according to Traffic Engineering principles (every 300 feet), we would have four-to-five speed humps in this two-block section. Despite this, a plan with only three speed humps was brought forth in a seeming compromise to Metro. We should *not* go down to just two.

- The three speed hump plan passed Transportation Commission on February 13th. The next step was to present the plan to neighbors via a survey.

"If neighbors approve via the survey, the plan will be implemented."

(Email from Tom Mohr, February 19)

- "Spaight Street speed humps passed the survey by a vote of 20-6. The speed humps will be installed sometime this summer/fall."

(Email from Tom Mohr, March 29)

I do not support an 11th-hour attempt by Metro to circumvent the process that hopeful residents have followed throughout this past year. Residents should know what to expect when beginning the NTMP process. The positive impact of the NTMP would be significantly diluted if it cannot follow its own steps, guidelines, and Traffic Engineering principles.

The NTMP and Metro should operate under the guidelines set forth in a 2001 resolution, which reads:

"...staff has worked with and adopted a speed hump design which at reasonable speeds does not jolt Metro coaches or its riders. This design has been used both on Manitou Way and Yuma Drive.

Traffic Engineering staff have met with Metro staff to discuss concerns they may have with operating over local streets with speed humps. A field trial was conducted with a Metro coach on both Manitou Way and Yuma Drive and the coach was driven over these speed humps at varying speeds. From this trip, it was the consensus of Metro staff that operating over the standard 22 ft. long speed hump at a speed between 20 and 25 mph did not pose problems to their operation.

Recognizing that on local streets Metro can be accommodated, the current policy is felt to be overly restrictive. Therefore, staff is recommending the policy be changed to allow speed hump application to select streets which also serve as Metro routes."

Subs. Resolution No. 58579

ID Number 29873

For context, the four-block stretch of Manitou Way is approximately 2900 feet long and has *ten* speed humps, or one every 290 feet. If that same math were applied to our two-block, approximately 1400 linear feet of Spaight Street, we would receive five speed humps. The Spaight Street plan put forward (and approved) with only three speed humps is already a big concession to Metro without having to further reduce that number.

Once again, I reiterate that speed humps were determined by Metro staff to "*not pose problems to their operation*" if "***operating over the standard 22 ft. long speed hump at a speed between 20 and 25mph***" Metro buses travelling on Spaight Street should operate within this speed range, as the speed limit on the street is 20mph when children are present and 25mph at other times. Claiming that these speed humps would be detrimental to on-time operation implies that buses would travel faster than 25 miles per hour. If Metro drivers need to operate faster than the speed limit to keep on schedule, the Metro timetable should be reevaluated, not bus speed.

The Neighborhood Traffic Management Program is meant to be neighborhood-driven. Neighbors have approved this plan in hopes of making our street safer. There are guidelines in the program that take Metro's concerns into account, and those are already being followed with the current approved plan. Please continue the process by proceeding to the construction phase. Thank you in advance.

Kind Regards,

Lance Lattimer
1350 Spaight Street