Traffic Calming Project Report

Dennis Ave between Automotive Way and Mossbank Rd



Table of Contents:

Project Overview and Existing Conditions 1

Desired Outcomes 2

Project Timeline & Engagement 3

Touchpoint 1: Preliminary Layout & Feature Options and Resident Feedback 4

Touchpoint 2: Advanced Layout & Feature Selection and Resident Feedback 6

Touchpoint 3: Final Design and Design Recommendations 8

1) Project Overview and Existing Conditions

Project Overview:

The Dennis Ave traffic calming project focuses on addressing the identified speeding and speed related crash issues identified through engineering evaluations along the street.

This project is along Dennis Ave between Automotive Way and Mossbank Rd.

Dennis Ave was prioritized as #17 out of the highest-ranking propriety traffic calming projects that meet warrants for action. This priority list was presented to City Council with the Neighborhood Traffic Management Program's Annual Report and approved to begin design and engagement work at the May 5, 2026 City Council meeting.

Existing Conditions:

- 85th Percentile Speed: 32 mph in the 25 mph zone
    - This is the speed at which 85% of drivers are going at or under.
- Volume: 559 average daily vehicle trips
- Crashes: 0 speed related crash in the previous 3 years

2) Desired Outcomes

The goal of this project is to slow drivers down to approximately the speed limit and work to eliminate/minimize future speed related crashes. This will be measured with an after-study to be performed approximately 6 – 9 months after the project's completion.

Staff will define the project as successful if the 85th percentile speed of the street is within 3 mph of the posted speed limit and secondarily a 95th percentile speed of the street within 8 mph of the posted speed limit.

A second after-study will be performed approximately 3 years after the project has been completed to compare crash rates along the street to measure if speed related crashes have decreased.

3) Project Timeline & Engagement

City Council Approval for Design/Engagement: May 5, 2026

Touchpoint 1 – Learn & React: September 14, 2026 – October 2, 2026

- Views: 191
- Participants: 47
- Responses: 156
- Comments: 37

Touchpoint 2 – Review: October 12, 2026 – October 30, 2026

- Views: 212
- Participants: 9
- Responses: 0
- Comments: 9

Touchpoint 3 – View Final Design: November 10, 2026

Construction: Construction bidding spring 2028

4) Touchpoint 1: Preliminary Layout & Feature Options and Resident Feedback

Preliminary Layout:



The preliminary layout recommended 9 vertical devices along the street spaced at approximately 500' intervals.

Resident Feedback:

The general sentiment was supportive of traffic calming measures on Dennis Avenue due to residents' concerns about speeding, reckless driving, and pedestrian safety. The most common comment was a desire for speed humps over speed cushions with residents believing they would be more effective at slowing vehicles and improving safety for people walking and cycling. Multiple comments expressed the desire for sidewalks for safety and comfort when walking on Dennis Ave. Residents also suggested adding bike lanes to Dennis Ave as a way to slow down drivers instead of speed humps or cushions.

Residents voted 53% for speed cushions and 47% for speed hump.

Updated Design Considerations:

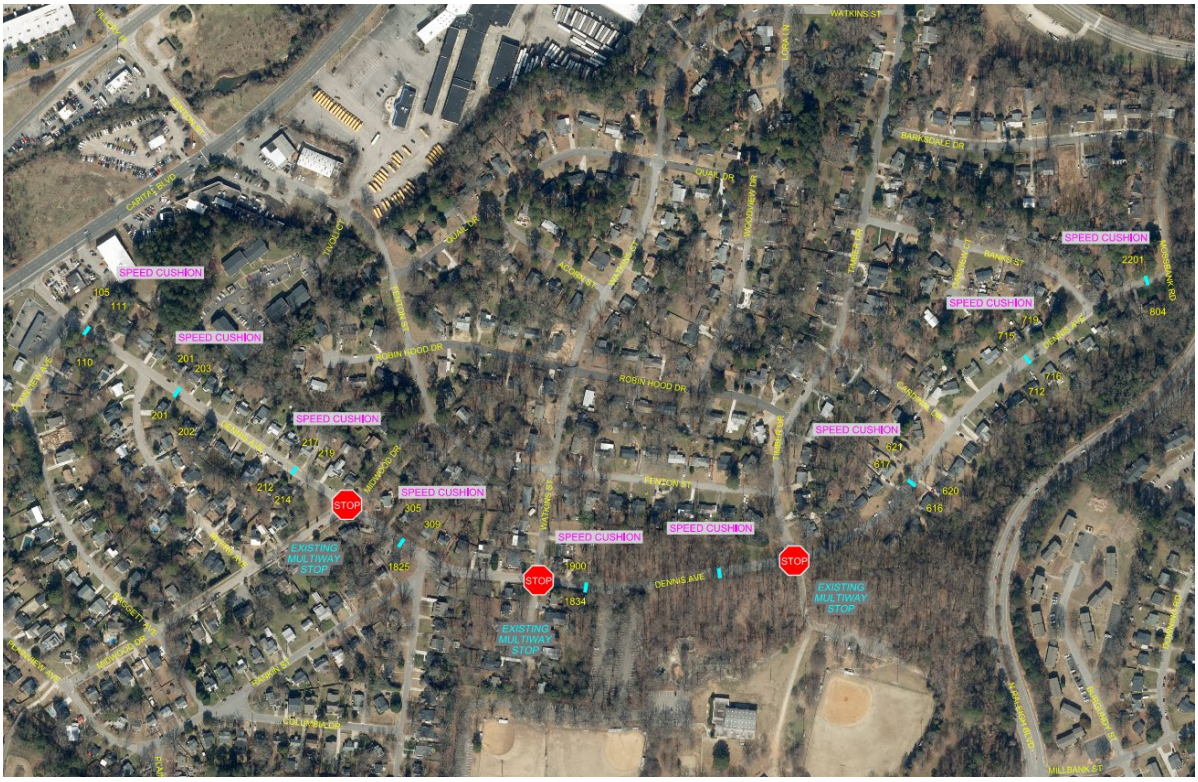
Staff is not recommending adjusting the proposed device locations or quantity based on resident feedback. Staff is also recommending Speed Cushions be the device that advances.

Staff is not recommending installing bike lanes on Dennis Ave as the traffic calming measure for this project. Bike lanes can be used as a tool to slow down drivers, but in the context of Dennis Ave, it would likely not be as effective for reducing speeds as other measures and would have larger impacts on the neighborhood, such as the removal of on-street parking. Speed cushions meet the core needs of the neighborhood by slowing drivers down, while its segmented design allows for minimal impacts to cyclists.

Staff have noted the neighborhood's desire for sidewalks; however, the construction of sidewalks is beyond the project's scope. With the introduction of traffic calming to Dennis Ave, the devices will increase driver awareness, slow vehicles speeds, and provide greater safety for pedestrians and cyclists.

5) Touchpoint 2: Advanced Layout & Feature Selection and Resident Feedback

Revised Layout:



The revised layout kept the recommended 9 vertical devices along the street spaced at approximately 500' intervals.

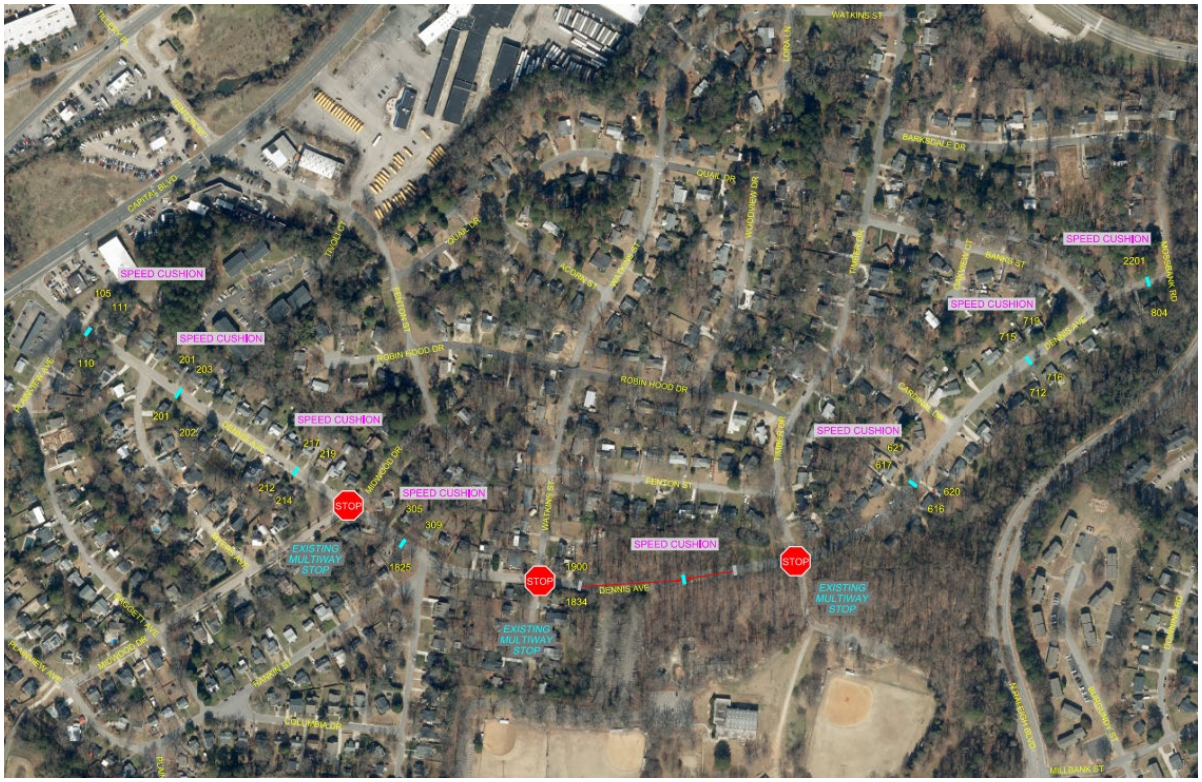
Resident Feedback:
The general sentiment is supportive of traffic calming measures on Dennis Avenue, with residents agreeing that speeding is a safety concern that needs to be addressed. Some residents shared their preference for speed humps and expressed concern that speed cushions would encourage drivers to swerve around them and potentially hit parked cars on the street.

Updated Design Considerations:
Staff is not recommending a change to the recommended device based on resident feedback. Of the residents who voted in the survey, speed cushions were the chosen preference of the majority. To discourage drivers from swerving around speed cushions,

cushions are intentionally spaced so that at least one side of the vehicle's wheels must drive over the device and are unable to drive around the device.

6) Touchpoint 3: Final Design and Design Recommendations

Final Design Recommendations:



Staff is recommending 8 vertical devices along the street spaced at approximately 500' intervals. One device was removed near the intersection of Dennis Ave and Watkins St and one device was shifted to be placed midways between the intersection of Dennis Ave at Watkins St and Dennis Ave at Timber Dr. Staff has made this adjustment to accommodate and maintain access to residential lots.

General Sentiment Breakdown and how engagement informed the design:

First round of engagement found general project sentiment:

- Positive: 41%
- Neutral: 52%
- Negative: 7%

Second round of engagement found general project sentiment:

- Positive: 22%

- Neutral: 44%
- Negative: 33%

Staff's continued conversations with the residents in this area have worked to research resident suggestions and have revised the design where available to meet the general sentiments and desires of those residents engaging in the design process. Those engaged in the process were split on the preferred traffic calming device; however general sentiment supported the project's goal of reducing driver speeds on Dennis Ave.