Traffic Calming Project Report

Saddle Seat Drive between Western Blvd and Bashford Rd

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1) Project Overview and Existing Conditions

Project Overview:

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

Saddle Seat Dr was prioritized as #8 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: 35 mph in the 25 mph zone
    - This is the speed at which 85% of drivers are going at or under.
- Volume: 2546 average daily vehicle trips
- Crashes: 1 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: August 31, 2026 – September 18, 2026

- Views: 88
- Participants: 6
- Responses: 50
- Comments: 4

Touchpoint 2 – Review: September 28, 2026 – October 16, 2026

- Views: 55
- Participants: 1
- Responses: 2
- Comments: 0

Touchpoint 3 – View Final Design: October 26, 2026

Construction: Construction bidding spring 2028

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

Preliminary Layout:

The preliminary layout recommended 3 vertical devices along the street spaced at approximately 500' intervals.

Resident Feedback:

Residents expressed strong concerns about persistent speeding, especially near the curve, roundabout, and the downhill section toward Bashford Road. Many described drivers accelerating aggressively and treating the area like a "drag strip." There is broad support for traffic-calming measures, with commenters favoring speed humps or cushions to slow vehicles and improve safety for runners and cyclists. Some residents worry that drivers may try to maneuver around speed cushions, potentially creating new safety risks. The most

frequent observation involved hearing cars “flooring it” at all hours. Overall, residents support nearly any intervention that will meaningfully reduce speeding and increase safety.

Residents voted 60% for speed humps.

Updated Design Considerations:

Staff observed that some drivers are accelerating aggressively, particularly near the curve and the roundabout. Residents have shared concerns about vehicles traveling at unsafe speeds through the hills and the roundabout area. While questions about enforcement or installing cameras have come up, we note that traffic-calming efforts typically prioritize permanent physical measures that reduce speeds consistently without requiring ongoing police presence.

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

Revised Layout:

The revised layout kept the recommended 3 vertical devices along the street spaced at approximately 500' intervals. Based on the resident vote, Speed Humps are being recommended.

Resident Feedback:

No further resident feedback was provided during this engagement period.

Updated Design Considerations:

Staff is not recommending adjusting the proposed device locations or quantities based on the lack of comments in this round of engagement.

6) Touchpoint 3: Final Design and Design Recommendations

Final Design Recommendations:

Staff is recommending 3 vertical devices along the street spaced at approximately 500' intervals. Speed Humps are the preferred device based on the street's characteristics and feedback staff received.

General Sentiment Breakdown and how engagement informed the design:

First round of engagement found general project sentiment:

- Positive: ~50%
- Neutral: ~50%
- Negative: ~0%

Second round of engagement found general project sentiment:

- No comments

Based on the first round of engagement where there was overall support for traffic calming and support for Speed Humps, staff is recommending the advancement of the Speed Hump project along Saddle Seat Dr.