



COUNCIL MINUTES

January 11, 2018

The City Council of the City of Mesa met in a Study Session in the lower level meeting room of the Council Chambers, 57 East 1st Street, on January 11, 2018 at 7:31 a.m.

COUNCIL PRESENT

John Giles
David Luna
Mark Freeman
Christopher Glover
Francisco Heredia
Kevin Thompson
Jeremy Whittaker

COUNCIL ABSENT

None

OFFICERS PRESENT

Christopher Brady
Dee Ann Mickelsen
Jim Smith

Mayor Giles excused Councilmember Heredia from the beginning of the meeting; he arrived at 7:34 a.m.

1-a. Hear a presentation, discuss, and provide direction on a proposed decorative tree lighting policy.

Transportation Director RJ Zeder introduced Deputy Director of Engineering Erik Guderian and Deputy Director of Field Operations Gordon Haws, and displayed a PowerPoint presentation (**See Attachment 1**) related to providing direction on a proposed decorative tree lighting policy.

Mr. Zeder advised the Transportation Department was asked to create a decorative tree lighting policy. He provided examples of past decorative tree lighting projects. (See Pages 2 and 3 of Attachment 1)

In response to a question posed by Councilmember Thompson, Mr. Zeder pointed out that one of the review criteria in the suggested policy is to bring any requests for decorative tree lighting through the budget process, which would give Council the opportunity to decide if there is value in the request. He added that another option is to no longer provide decorative lighting at the City's expense.

In response to a question posed by Councilmember Glover, Mr. Haws advised the cost to install decorative tree lighting at the Hilton Hotel was \$80,000 and the cost for the EVIT project was approximately \$108,000.

City Manager Christopher Brady advised if a policy is not implemented and a request is submitted it will be sent to the Council for consideration. He added that past requests were considered on an individual basis as there was no policy in place.

Councilmember Whittaker suggested that the standard be set that the City will not pay for installation of decorative tree lighting on private property.

Mayor Giles stated the opinion that decorative tree lighting is attractive for the City and the best option is to take each request as it comes.

Mayor Giles thanked staff for the presentation.

1-b. Hear a presentation, discuss, and provide direction on proposed modifications to the speed hump policy.

Transportation Director RJ Zeder introduced Deputy Director of Engineering Erik Guderian and Deputy Director of Field Operations Gordon Haws, and displayed a PowerPoint presentation (**See Attachment 2**) related to providing direction on proposed modifications to the speed hump policy.

Mr. Zeder advised over the last couple of months there has been a lot of discussion regarding the City's current policy on speed humps and cushions in neighborhoods. He explained the largest part of the conversation involved the petition process and expanding the survey area.

Mr. Zeder identified the common traffic calming requests that are submitted. He pointed out that the Transportation Department receives a lot of requests for installation of stop signs in neighborhoods and staff spends a fair amount of time educating citizens that the primary purpose of stop signs is not traffic control, but to regulate the flow of vehicles at intersections. He explained that driver feedback signs are radar signs posted throughout the City that provide a driver the speed limit on that roadway and their actual speed. (See Page 2 of Attachment 2)

Mr. Zeder commented that if a petition fails, driver feedback signs are installed on the street, which gives drivers some measure on the speed they are driving through neighborhoods.

Councilmember Freeman stated the opinion that the decision making should be more democratic and supports the proposed process.

Mayor Giles commented that traffic calming devices are necessary for the safety of citizens and the proposed process was well thought out with good modifications.

It was moved by Vice Mayor Luna, seconded by Councilmember Glover, that staff's modifications to the speed hump policy be approved.

Carried unanimously.

1-c. Hear a presentation, discuss, and provide direction on a proposed pedestrian hybrid beacon policy.

Transportation Director RJ Zeder introduced Deputy Director of Engineering Erik Guderian and Deputy Director of Field Operations Gordon Haws, and displayed a PowerPoint presentation (**See Attachment 3**) related to providing direction on a proposed pedestrian hybrid beacon policy.

Mr. Zeder stated the Transportation Department will periodically receive requests for installation of Pedestrian Hybrid Beacons (PHB), also known as a High Intensity Activated Crosswalk (HAWK).

Mr. Zeder advised it is being proposed that if a request meets the minimum threshold for installation that the request be brought through the budget process for Council input and that the department is setting aside funds for one installation each year.

In response to a question posed by City Manager Christopher Brady, Mr. Zeder advised the last installation of a PHB cost \$225,000. He pointed out that one of the larger expenses for this type of project is the potential of having to extend power to the area, as well as any sidewalk modifications that are required on both sides of the street.

In response to a question posed by Councilmember Freeman, Mr. Zeder pointed out that there are two existing signals, one on Brown Road and one on Sossaman Road, that would not meet the current criteria for installation.

Mr. Guderian clarified that the Transportation Department looked at the eight existing locations, noted the successful locations, and used that information to develop the scoring criteria.

Mr. Zeder advised that as future path projects are proposed, installing a PHB at those locations will be considered as any location where citizens might need to cross arterial streets is a good place to consider a signal installation.

In response to a question posed by Councilmember Whittaker, Mr. Zeder advised the Transportation Department has the ability to track the number of times a citizen pushes the button to cross, however there are times when citizens don't push the button and simply cross when it is safe to do so.

In response to a question posed by Councilmember Whittaker, Mr. Guderian stated that it is more cost effective to use a traditional power source for the signals, as opposed to using solar batteries because the batteries would need to be replaced every three to five years.

At the request of Mayor Giles, Mr. Zeder provided the sequence of events for drivers once a pedestrian pushes the button to cross at a PHB; the traffic light turns to a solid red and drivers must stop. After approximately 7 to 10 seconds the solid red light turns to a flashing red light and if the path is clear a driver can proceed.

Mayor Giles thanked staff for the presentation.

It was moved by Councilmember Glover, seconded by Councilmember Thompson, that the Pedestrian Hybrid Beacon Policy be approved.

Carried unanimously.

2. Hear reports on meetings and/or conferences attended.

Mayor Giles and Vice Mayor Luna: Sprouts Ribbon-Cutting

3. Scheduling of meetings and general information.

City Manager Christopher Brady stated that the schedule of meetings is as follows:

Monday, January 15, 2018, 11:00 a.m. – Martin Luther King Parade

Thursday, January 18, 2018, 9:00 a.m. – The Rise of Mesa's Innovation District at the Mesa Arts Center

4. Convene Executive Session.

It was moved by Vice Mayor Luna, seconded by Councilmember Freeman, that the Study Session adjourn at 8:08 a.m. and the Council enter into an Executive Session.

Carried Unanimously.

- 4-a Discussion or consultation for legal advice with the City Attorney. (A.R.S. §38-431.03A 3)) Discussion or consultation with designated representatives of the City in order to consider the City's position and instruct the City's representatives regarding negotiations for the purchase, sale, or lease of real property. (A.R.S. §38-431.03A (7)) Discussion or consultation with the City Attorney in order to consider the City's position and instruct the City Attorney regarding the City's position regarding contracts that are the subject of negotiations. (A.R.S. §38-431.03A(4))
1. Acquisition of two parcels of land (approximately 4.2 acres) in the 2000 block of East Lehi Road, between the Red Mountain 202 Freeway and Lehi Road.

5. Adjournment.

Without objection, the Study Session adjourned at 8:43 a.m.

JOHN GILES, MAYOR

ATTEST:

DEE ANN MICKELSEN, CITY CLERK

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Study Session of the City Council of Mesa, Arizona, held on the 11th day of January 2018. I further certify that the meeting was duly called and held and that a quorum was present.

DEE ANN MICKELSEN, CITY CLERK

mh
(Attachments – 3)

Decorative Tree Lighting Policy Transportation Department

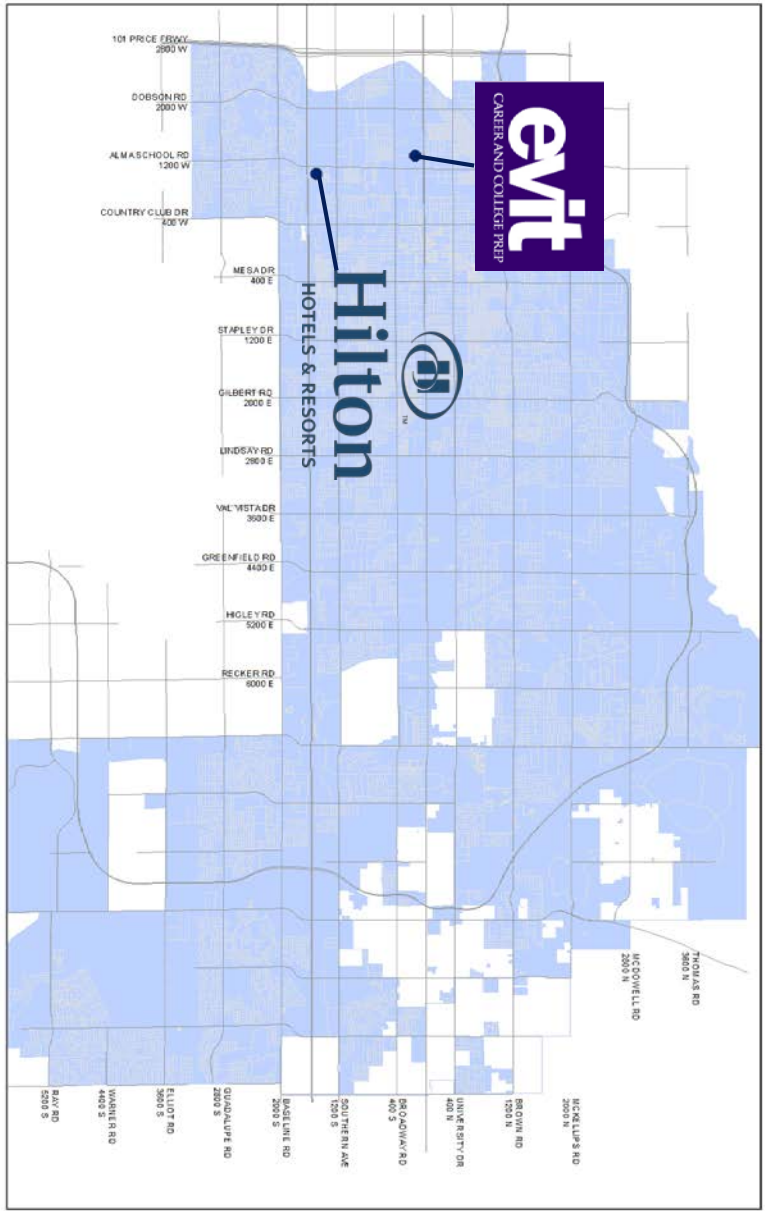
RJ Zeder, Transportation Director
Gordon Haws, Deputy Transportation Director



What are Decorative Tree Lights?



Current Locations



Evaluation Criteria

Overview

- **Located on the property of another governmental agency or publicly-owned**
- **Demonstrate tree lighting will have some benefit for the City of Mesa**
- **Not meant to offset normal lighting requirements**
- **Located within existing City of Mesa right-of-way/easement or property owner must dedicate necessary right-of-way/easement to the City of Mesa**

Responsibilities

City of Mesa is responsible for:

Work and Costs associated with:

- Design
- Construction
- Bringing electricity to site for lights

Property Owner is responsible for:

After Construction:

- Maintenance costs
- Utility costs
- Other associated costs
- Expansion and/or modifications *

** All aspects of design, construction, processes, and permit fees*

Staff is seeking Council approval of the Decorative Tree Lighting Policy

Questions



Speed Hump Policy

Transportation Department

RJ Zeder, Transportation Director
Erik Guderian, Deputy Transportation Director
Sabine Ellis, City Traffic Engineer



Traffic Calming 101

Common Requests

- Speed Humps
- Speed Cushions
- Stop Signs
- Driver Speed Feedback Signs
- Striping



History of Current Speed Hump Policy

December 1997 – Policy formally adopted, typically only properties adjacent to the street included in survey and along cul-de-sacs or looping streets intersecting the subject street

January 2000 – Policy revised to expand survey area and include three properties or a minimum of 300 feet on side streets

July 2012 – Transportation Advisory Board (TAB) rejected to reduce the level of neighborhood support to something less than 70% and to only include properties adjacent to the street

January 2013 – Policy revised to remove the “or” clause to ensure consistent application: properties within a minimum of 300 feet on side streets to be included in survey

June 2016 – TAB rejected request to expand neighborhood survey area to include everyone who potentially drives the subject street

Current Process

Speed Cushions

Step 1: Traffic calming request made

Step 2: Staff evaluation; Fire Department Approval

Step 3: Conduct Speed Study (speed & volume)

Step 4: Neighborhood survey conducted

*If speed and volume criteria have been met
At least 70% of affected owners must approve*

Step 5: Public comment period

Step 6: Transportation Advisory Board (TAB)
Approval

Step 7: Installation

Speed Humps

Step 1: Traffic calming request made

Step 2: Staff evaluation; Fire Department Approval

Step 3: Conduct Speed Study (speed & volume)

Step 4: Neighborhood survey conducted

*If speed and volume criteria have been met
At least 70% of affected owners must approve*

Step 5: Installation

Proposed Process

No Change
New/Modified
Process
Mirrored

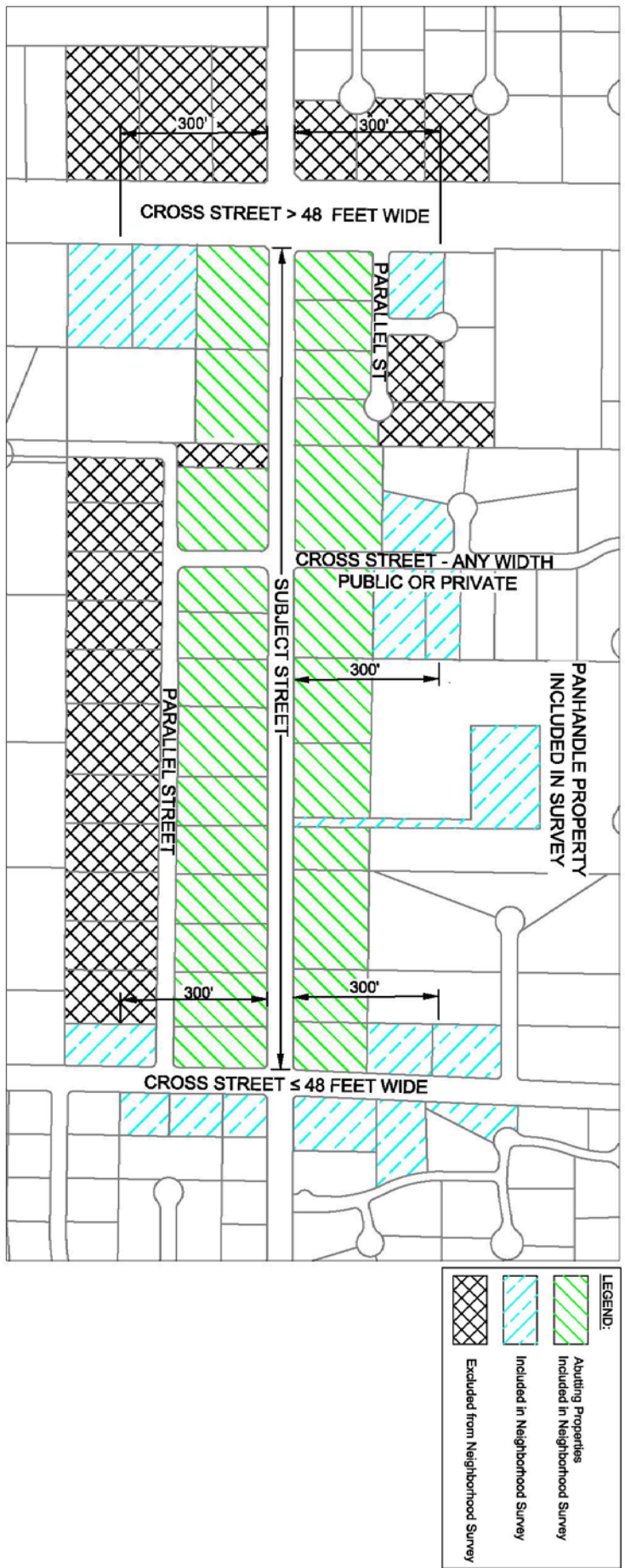
Speed Cushions

Step 1: Traffic calming request made
Step 2: Staff evaluation; Fire Department Approval
Step 3: Conduct Speed Study (speed & volume)
Step 4: Neighborhood Acceptance Survey (300') <i>If speed and volume criteria have been met At least 70% of affected owners must approve</i>
Step 5: Neighborhood Denial Survey (600') <i>If 70% of affected owners approved Less than 70% of affected owners are opposed</i>
Step 6: Public comment period
Step 7: Transportation Advisory Board (TAB) Approval
Installation

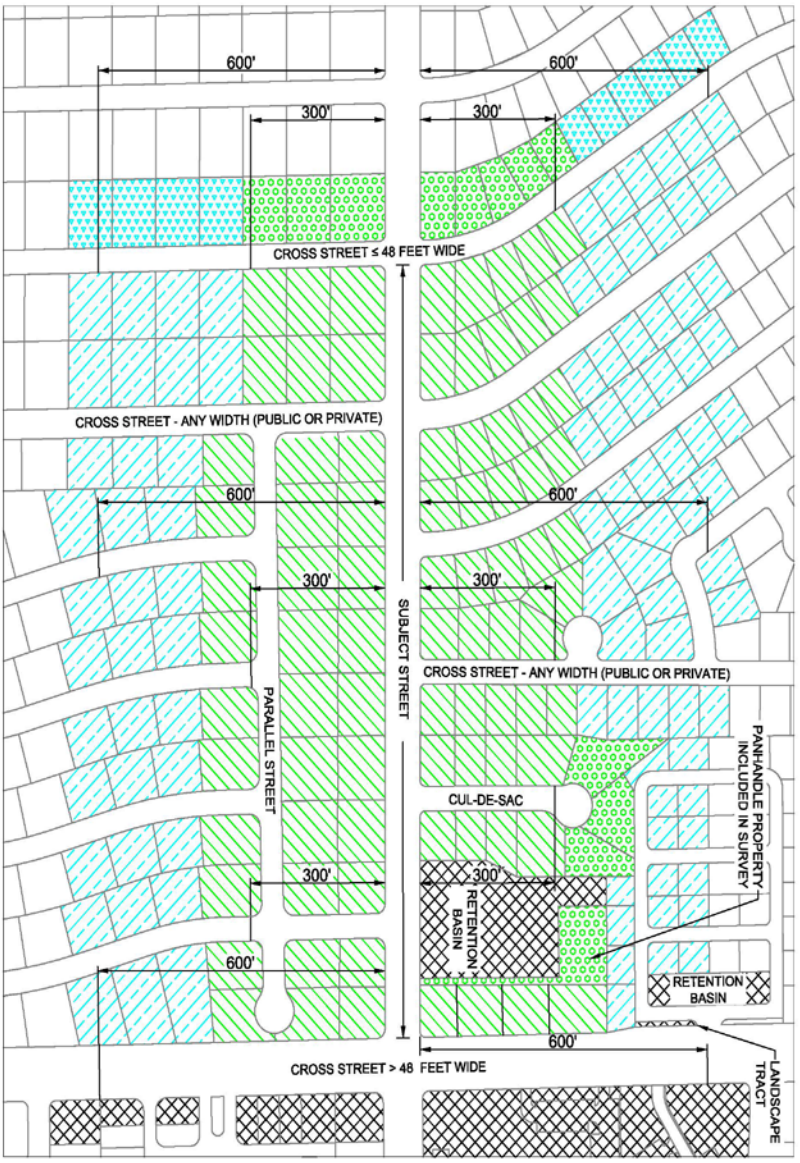
Speed Humps

Step 1: Traffic calming request made
Step 2: Staff evaluation; Fire Department Approval
Step 3: Conduct Speed Study (speed & volume)
Step 4: Neighborhood Acceptance Survey (300') <i>If speed and volume criteria have been met At least 70% of affected owners must approve</i>
Step 5: Neighborhood Denial Survey (600') <i>If 70% of affected owners approved Less than 70% of affected owners are opposed</i>
Step 6: Public comment period
Step 7: Transportation Advisory Board (TAB) Approval
Installation




Current Neighborhood Survey Area



Proposed Neighborhood Survey Area



LEGEND:

-  Properties within 300' of Subject Street or Otherwise Deemed an Affected Property - Included in Neighborhood Acceptance Survey
-  Properties within 600' of Subject Street or Otherwise Deemed a Secondarily Affected Property - Included in Neighborhood Denial Survey
-  Excluded from Neighborhood Surveys

Recommendation

Staff is seeking Council approval of the following modifications to the Speed Hump Policy:

- Increase survey area to include all properties within 300 feet of the subject street for speed humps and speed cushions
- Provide an appeal process in the form of a second neighborhood survey including all properties located over 300 and within 600 feet of the subject street
- Use the same process for speed humps and speed cushions

Discussion & Questions



mesa•az
TRANSPORTATION

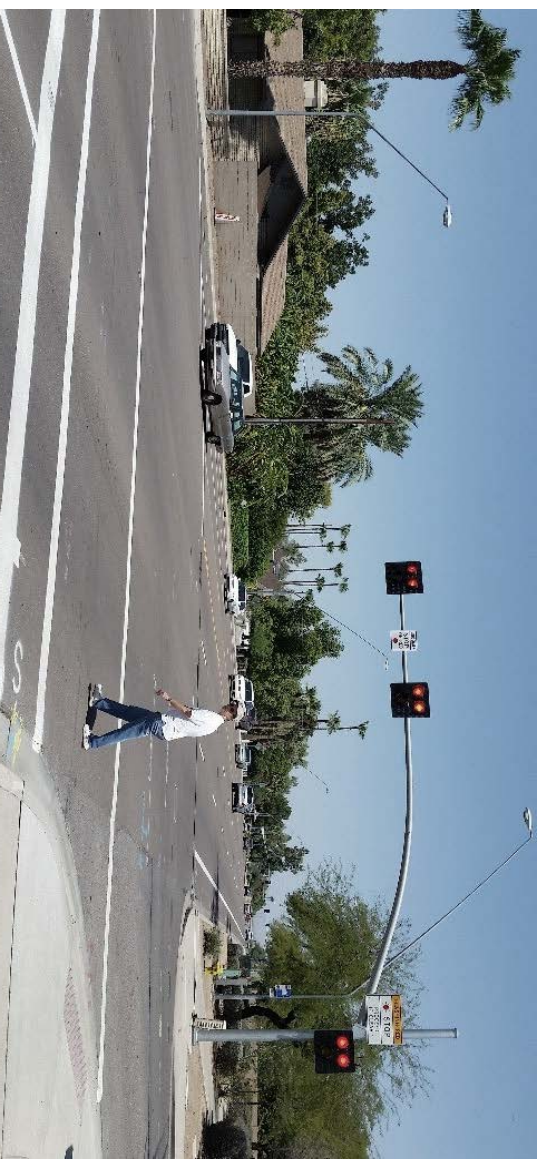
Pedestrian Hybrid Beacon Warrant Policy Transportation Department

RJ Zeder, Transportation Director
Erik Guderian, Deputy Transportation Director



What is a Pedestrian Hybrid Beacon

Pedestrian Hybrid Beacon (PHB) is a traffic control device used to stop vehicular traffic and allow pedestrians and bicyclists to cross safely



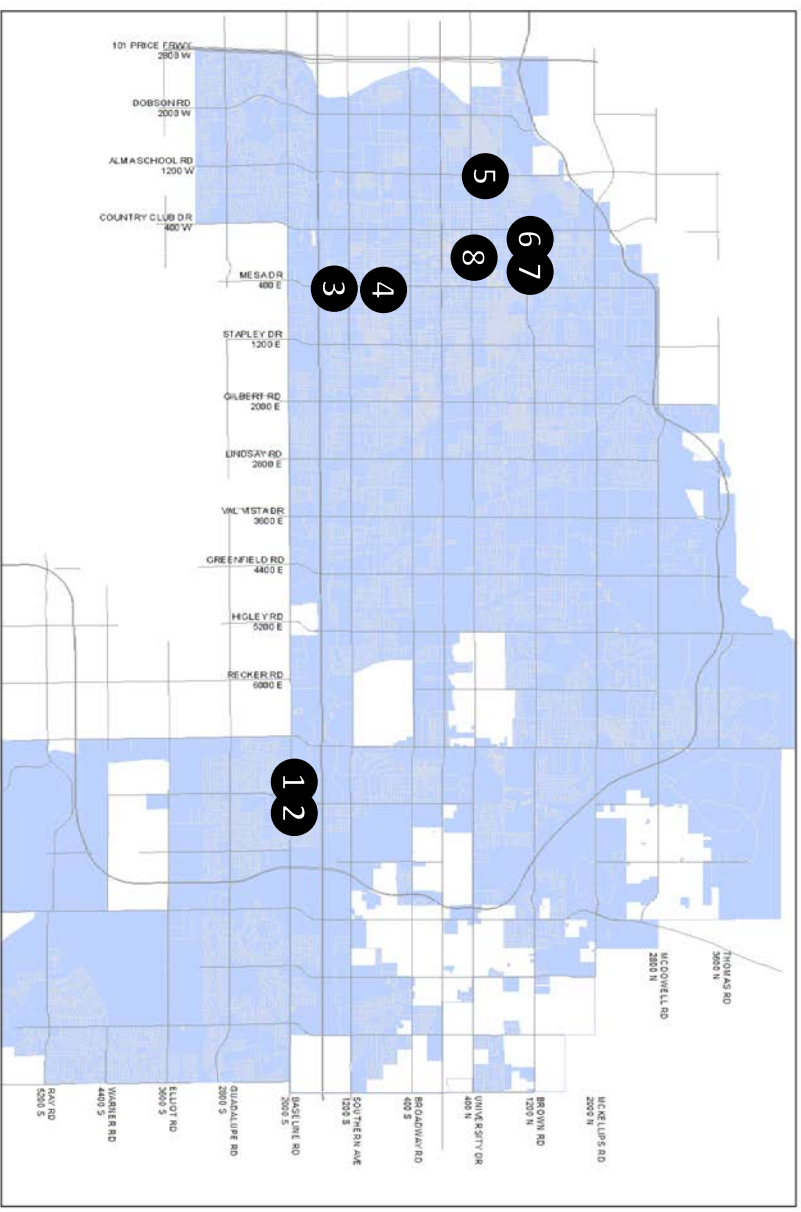
Intent of PHB Warrant Policy

Identify criteria used when evaluating the installation of PHBs within the City of Mesa

Locations

1. **Sossaman Rd**
between Baseline Rd and Juanita Ave
2. **Sossaman Rd**
between Iverness Ave and Irwin Ave
3. **Mesa Dr**
between Hampton and Glade Ave
4. **Mesa Dr**
between 10th Ave and 10th Dr
5. **Alma School Rd/7th St Intersection**
6. **Brown Rd**
between Mesa Dr and Pasadena
7. **Brown Rd**
between Center St and Grand
8. **University Dr/N Grand Intersection**

City of Mesa Pedestrian Hybrid Beacons



PHB Warrant Analysis Evaluation

The following factors are some items staff will evaluate prior to conducting a PHB Warrant Analysis

Consideration factors

- **Crash history**
- **Roadway layout**
- **Sight visibility**
- **Right-of-way**
- **Utility conflicts**
- **Adjoining sidewalks or pathways**
- **Existing signal network**
- **Cost to supply power**

PHB Warrant Analysis Evaluation

Staff will evaluate a PHB installation using the PHB Warrant Analysis. A minimum of **60 points** is recommended

PHB Warrant Analysis

Category	Points Possible
Average peak hour pedestrian/bicycle activity	25
Roadway traffic volume	25
Proximity to signalized/STOP controlled intersection	15
Proximity to pedestrian activity generator (senior center, medical facility, school, etc.)	15
Posted speed limit	12
Roadway number of vehicle travel lanes	8
Total	100

Refer to Attachment B in PHB Warrant Policy for point breakdown

Staff is seeking Council approval of the PHB Warrant Policy

Questions

