

# TRANSPORTATION COMMITTEE MINUTES

November 23, 1999

The Transportation Committee of the City of Mesa met in the lower level meeting room of the Council Chambers, 57 East 1st Street, on November 23, 1999 at 3:30 p.m.

**COMMITTEE PRESENT**

Keno Hawker, Chairman  
John Giles  
Pat Pomeroy

**COMMITTEE ABSENT**

None

**COUNCIL PRESENT**

None

**STAFF PRESENT**

C.K. Luster  
Jan Amdahl  
Anthony Araza  
Neal Beets  
Linda Crocker  
Jack Friedline  
Mike Hutchinson  
Ron Krosting  
Jeff Martin  
Tom Remes  
Alan Sanderson  
Kim West  
Jim Wright  
Others

**OTHERS PRESENT**

Mary Kay Myers  
Mori Farmer

1. Discuss and consider the three-way stop at Harris Drive and Lockwood Street.

Traffic Engineer Alan Sanderson addressed the Committee relative to this agenda item. Mr. Sanderson informed the Committee that staff has received a request from Ms. Mary Kay Myers, a local resident, to remove the northbound and southbound stop signs at the subject intersection. Mr. Sanderson informed the Committee that Ms. Myers has stated the opinion that the signs are unnecessary.

Mr. Sanderson referred to an overhead map and photos of the area and provided the Committee with a brief overview of the agenda item. Mr. Sanderson advised that in 1996, Mori Farmer, a resident in the neighborhood, appeared before the Traffic Safety Committee (currently the Transportation Advisory Board) requesting assistance in reducing the speed of traffic on Harris Drive following a fatal bicycle/vehicle accident which had occurred at that location. Mr. Sanderson noted that as a result of a study conducted by Transportation staff which included traffic and pedestrian conditions on Harris Drive, it was recommended that stop signs not be utilized and also that the periodic enforcement of the existing 25 mph speed limit be continued. Mr. Sanderson added that the report also recommended the use of the radar trailer program, the radar gun lending program and the distribution of safety-related educational materials to area residents and children. Mr. Sanderson remarked that the possibility of placing speed humps on Harris Street was also discussed; however, due to City policy which states that certain streets which are designated as fire routes are not eligible for the installation of speed humps, which included Harris Drive, that was not considered a viable option.

Mr. Sanderson added that it was the desire of the neighborhood residents to have an all-way stop at the intersection, and due to the fact neither staff nor the Traffic Safety Committee made that recommendation, the residents approached the City Council. Mr. Sanderson said that on February 3, 1997 the City Council unanimously approved an all-way stop for Harris Drive and Lockwood Street.

In response to a question from Chairman Hawker, Mr. Sanderson clarified that the Traffic Safety Committee voted unanimously in opposition to the all-way stop.

Discussion ensued relative to the fact that in March of 1997, Ms. Myers notified staff that drivers were not yielding to the stop signs; the fact that staff conducted a stop sign compliance study of the subject intersection which revealed that 11% of the surveyed drivers did not stop and the fact that the test data was presented to the Traffic Safety Committee and the Committee declined to recommend the removal of the signs.

Mr. Sanderson stressed that the City has received positive support from the surrounding residents relative to the installation of the stop signs and added that it is the recommendation of staff that the stop signs remain in place.

Chairman Hawker provided the audience with an opportunity to provide input.

Mary Kay Myers, 1605 East Lockwood, informed the members of the Transportation Committee that the automobiles are not yielding to the stop signs at the subject intersection and that excessive speed continues to be a major problem on Harris Drive. Ms. Myers advised that other alternative enforcement solutions have been discussed with Mori Farmer, a proponent of the subject stop signs, including removing the stop signs and replacing them with painted crosswalks.

Ms. Myers expressed appreciation to the Transportation Committee and to staff for their efforts.

Mori Farmer, 1559 East Bates, addressed the Committee regarding this agenda item. Ms. Farmer stated the opinion that the primary purpose in maintaining the stop signs at Harris Drive and Lockwood Street is to provide a safe crossing mechanism for the neighborhood children. Ms. Farmer added that she has canvassed the surrounding area and has acquired the signatures of 45 residents who support the retention of the stop signs.

In response to a question from Committeemember Giles relative to the implementation of painted crosswalks as a compromise to deter speeding, Ms. Farmer advised that she is not prepared to speak for all of the neighborhood residents, but would endorse whatever solution is the most effective to assure the safe crossing of the neighborhood children.

Mr. Sanderson emphasized the fact that marked crosswalks do not improve safety and that staff would not support the replacement of the stop signs with marked crosswalks.

Committeemember Giles recommended that the petition, which contained the signatures of the local residents, be made a part of the record.

Chairman Hawker expressed appreciation to the citizens for their presentations.

Chairman Hawker expressed concerns relative to the lack of visibility at the intersection of Harris Drive and Lockwood Street and the fact that 11% of the surveyed drivers at the subject intersection violate the law and do not stop.

In response to a question from Committeemember Pomeroy, Mr. Sanderson noted that a possible speed-reduction alternative in this area would include the re-stripping of Harris Drive. Mr. Sanderson stated that the re-stripping would create one traffic lane in each direction and said that the edge lane would be restricted to parked vehicles and bicycles.

Committeemember Pomeroy concurred with the opinions of Committeemember Giles and recommended that staff pursue alternative solutions to the all-way stop.

It was moved by Committeemember Giles, seconded by Committeemember Pomeroy, that the all-way stop at Harris Drive remain unchanged and that staff be directed to evaluate the feasibility of re-stripping Harris Drive in an effort to reduce the width of the street and enhance public safety.

Upon tabulation of votes it showed:

AYES - Giles-Pomeroy

NAYS - Hawker

Chairman Hawker declared the motion carried by majority vote.

Chairman Hawker clarified that he would support alternative options including landscaping or the creation of a center median.

Public Works Director Jack Friedline informed the Transportation Committee that staff is currently in the process of studying "neighborhood calming designs" which would incorporate various physical designs such as speed humps and other devices to reduce the speed of vehicles on neighborhood streets.

Chairman Hawker and Committeemember Giles expressed appreciation to Mr. Friedline for his input. Committeemember Giles recommended to staff that an updated safety compliance study be conducted and also that the Committee be supplied data relative to the history of accidents on Harris Drive since the installation of the all-way stop.

Chairman Hawker thanked everyone for their input.

## 2. Adjournment.

Without objection, the Transportation Committee Meeting adjourned at 4:30 p.m.

Carried unanimously.

Transportation Committee Meeting

November 23, 1999

Page 4

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Transportation Committee meeting of the City of Mesa, Arizona, held on the 23rd day of November, 1999. I further certify that the meeting was duly called and held and that a quorum was present.

Dated this \_\_\_\_ day of \_\_\_\_\_ 2000

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BARBARA JONES, CITY CLERK