TRANSPORTATION ADVISORY BOARD MEETING
DRAFT
HELD ON March 20, 2018

TAB Members Present	TAB Members Absent	Others Present
Kay Henry, Chairperson		Sabine Ellis
Mike Schmidt, Vice Chairperson		Erik Guderian
David Camp		Renate Ehm
Ryan Wozniak		Ryan Hudson
Ron Wilson		Lt. Stephanie Derivan
Dave Bergner		David Rico
Vern Mathern		
Michael Book		
Ian Murray		
Jennifer Love		

Chairperson Kay Henry called the March 20, 2018 Transportation Advisory Board meeting to order at 5:30 pm.

Item 1. Approval of the minutes of the Transportation Advisory Board meeting held on January 16, 2018.

Board Member Vern Mathern motioned to approve the minutes as written. Board Member Mike Schmidt seconded and the Motion passed unanimously.

Item 2. Items from citizens present.

None.

Item 3. Hear a presentation and discuss Utilizing Crash Data to Shape Mesa's Streets.

Ryan Hudson, Sr. Transportation Engineer, and David Rico, Traffic Studies Analyst, introduced themselves and indicated that they would be presenting a report on the City of Mesa Transportation Department's crash data analysis process and how staff utilizes that data.

Mr. Hudson began the presentation by sharing Transportation's Mission Statement, noting the importance of the City of Mesa's commitment to safety. He then explained how staff obtains crash data and briefly described the different types of annual crashes that staff analyze; including fatal, serious injury, bicycle-related, and pedestrian-related crashes. Mr. Hudson also explained the other types of crash reviews that staff conducts, including study requests, safety reviews, and crash rankings.

Mr. Hudson continued the presentation by sharing statistics and trends for the different types of annual crashes that staff evaluates. Mr. Hudson shared that fatal crashes in Mesa have shown an uptick over the last few years, but are still below the national average. In addition, he reviewed 2016's serious injury crashes, and explained that the majority of "at fault" citations for serious injury crashes were due to Speed Too Fast for Road Conditions and a Failure to Yield.

Board Member David Camp asked if staff has information about crashes related to distractedive drivers.

Mr. Hudson explained that staff does not always receive that information; however, the new crash report has a section to collect data on distracted driving.

Stephanie Derivan, Mesa Police Lieutenant, confirmed that the new crash report has a section for distracted driving, but it requires the driver to self-report, which rarely occurs.

Mr. Hudson continued the presentation and shared data on Mesa's pedestrian-related fatalities, which, he noted, have also increased over the last few years.

Board Member Ryan Wozniak asked if staff can compare pedestrian-related fatalities against the number of pedestrian trips taken citywide.

Mr. Hudson explained that staff does not have the ability to count all pedestrian trips citywide. Currently, staff can count pedestrians in areas like the Shared-Use Pathways.

Mr. Hudson continued the presentation and reviewed 2016's pedestrian-related crashes, and explained that the majority of "at fault" citations for pedestrian-related crashes were due to a Failure to Yield and Did Not Use Crosswalk.

Mr. Hudson briefly shared information on bike-related crashes, and explained that, for the most part, crash numbers have stayed consistent, and, if consideration is given to increases in population, per capita measures could indicate a decrease. He also explained that staff annually ranks and evaluates each intersection by crash data.

Mr. Rico continued the presentation and shared an example scenario of how staff would use crash data to evaluate a request for a left turn arrow at an intersection. He also explained how staff uses crash data to identify safety improvements or initiatives related to engineering, education, or enforcement. He shared some examples of these including: Engineering improvements, such as separated bike lanes and traffic signal phasing/timing, Education, such as events and publications like the magazine Spoke Life Mesa, and Enforcement, such as public service announcements and targeted enforcement by Mesa PD.

Mr. Rico then shared an overview of how staff is looking to have a more proactive and holistic approach to crash data analysis. He explained that the City is using predictive crash analysis to supplement traditional methods.

Board Member Ryan Wozniak asked what the confidence level is for this type of data.

Mr. Rico explained that staff prefers at least three years of data, but more data is better.

Board Member David Camp asked if staff also considers human factors, such as inexperienced drivers or older drivers to reduce crashes.

Mr. Hudson explained that staff evaluates various factors during the crash review process.

Ms. Ellis shared that those types of details help guide staff to make changes or implement certain items, such as targeted education for bicycle safety.

Board Member David Camp asked if staff can correlate specific driver characteristics for a location to implement measures that reduce crashes.

Mr. Hudson explained that in recent years Transportation has worked closely with Mesa PD to mitigate pedestrian-related crash fatalities that were the result of mid-block crossings.

Board Member Ron Wilson asked if the predictive crash software gives staff the ability to overlay other types of data.

Mr. Hudson explained that staff evaluates many types of data with this software.

Board Member Ron Wilson asked how long it typically takes for staff to receive crash data.

Mr. Hudson shared that it can take several months to obtain crash data on a mass scale, but that fatality crash data, or specifically requested data, can typically be obtained within a few weeks.

Board Member Ryan Wozniak shared that staff should not substitute predictive data for hard numbers.

Mr. Hudson explained that staff only uses the predictive crash software as a supplement to hard numbers.

Board Member Ron Wilson indicated that the predictive crash software likely has a confidence level built into it.

Chairperson Kay Henry asked for the name of the predictive crash software.

Mr. Rico shared that the predictive crash software is called Safety Performance Function (SPF).

Mr. Hudson also explained that the software is based on methodologies from the Highway Safety Manual.

Chairperson Kay Henry thanked Mr. Hudson and Mr. Rico for the presentation.

Item 4. Hear a presentation and discuss the Revisions to the Speed Hump Policy.

Sabine Ellis, City Traffic Engineer, introduced herself and indicated that she would be presenting on recent revisions to the Speed Hump Policy.

Ms. Ellis began the presentation with a brief history of the Speed Hump Policy followed by a

step-by-step overview of the process under the previous Speed Hump Policy. Ms. Ellis shared that Council directed that both Speed Humps and Speed Cushions follow the same process, which added an additional public comment period step as well as a Transportation Advisory Board approval step to the overall process for Speed Humps. She also noted a slight change to the Neighborhood Acceptance Survey, which changed the process to include all affected property owners within 300 feet of the subject street. The survey still requires 70% approval from all affected property owners, given that speed and volume criteria are met.

Ms. Ellis also explained that if the Neighborhood Acceptance Survey is approved, both processes now include a Neighborhood Denial Survey, which is a survey that includes all secondarily affected property owners that are located over 300 and within 600 feet of the subject street. She noted that if the Neighborhood Denial Survey has 70% or more opposition from secondarily affected property owners, the devices will not be installed.

Ms. Ellis shared that the new Policy was approved by City Council on January 11, 2018.

Board Member Ron Wilson asked if the new Policy would have changed previous requests that followed the previous policy.

Ms. Ellis explained that it would depend on each neighborhood and request because all areas have unique characteristics.

Board Member David Camp asked who would circulate the Neighborhood Denial Survey.

Ms. Ellis explained that the City of Mesa would circulate the Neighborhood Denial Survey via mailers, if there are no residents from the area that are willing to circulate the survey.

Board Member Ian Murray asked if an affected property owner within 300 feet would receive both surveys.

Ms. Ellis explained that an affected property owner within 300 feet would only receive the Neighborhood Acceptance Survey, and all secondarily affected property owners that are located over 300 and within 600 feet would receive the Neighborhood Denial Survey.

Board Member Michael Book asked how long a neighborhood would have to wait to follow the new process, if speed humps were previously requested but not installed.

Ms. Ellis explained that there is no established waiting period, but neighborhood's typically wait one year before initiating a new request.

Chairperson Kay Henry asked if the process is over if the Neighborhood Denial Survey has 70% or more opposition.
Ms. Ellis indicated that was correct.

Chairperson Kay Henry asked if other local municipalities have a similar process.

Ms. Ellis explained that the overall process is similar, but no other local municipality has a Neighborhood Denial Survey.

Chairperson Kay Henry stated that this process seems like it will take much longer.

Ms. Ellis explained that the process will take longer, but that staff will adhere to timelines, so the process does not extend past deadlines laid out in the Policy.

Board Member Jennifer Love asked if staff is considering doing before and after studies on adjacent streets for future requested areas.

Ms. Ellis explained that staff does plan on studying before and after conditions for certain areas.

Board Member Ryan Wozniak asked if a resident who is interested in circulating the Neighborhood Denial Survey will be provided addresses for all property owners necessary to stop the device installation.

Ms. Ellis explained that interested residents will be provided with the addresses of the affected property owners.

Board Member Ryan Wozniak asked if staff will provide the Transportation Advisory Board with a map that shows all property owners who support or oppose device installation.

Ms. Ellis indicated that staff can share that information.

Board Member Jennifer Love asked if the public comment period still exists.

Ms. Ellis explained that the two-week public comment period is still part of the process.

Chairperson Kay Henry thanked Ms. Ellis for the presentation.

Item 5. Hear a presentation and discuss the Pedestrian Hybrid Beacon Warrant Policy.

Sabine Ellis, City Traffic Engineer, introduced herself and indicated that she would be presenting on the creation of a Pedestrian Hybrid Beacon Warrant Policy.

Ms. Ellis began the presentation by explaining that a Pedestrian Hybrid Beacon (PHB) is a traffic control device used to stop vehicular traffic and allow pedestrians and bicyclists to cross the roadway safely. She also shared that this Policy was created to help staff identify criteria to be used when evaluating the installation of PHBs within the City of Mesa. Ms. Ellis shared that PHBs can be installed midblock and drew attention to notable PHBs on Mesa Drive and at University Drive and North Grand. Ms. Ellis then gave a brief overview of each of the consideration factors that staff will use to evaluate a requested location, as well as the point categories on the PHB Warrant Analysis.

Board Member Ryan Wozniak asked when this Policy was adopted.

Ms. Ellis explained that it was adopted by City Council on January 11, 2018.

Board Member Ryan Wozniak asked if this Policy came before the Transportation Advisory Board prior to Council adoption.

Ms. Ellis explained that this Policy was reviewed by the Sustainability and Transportation Committee as well as City Management before going to City Council.

Board Member Ryan Wozniak asked if the PHB Warrant Analysis points are objective.

Ms. Ellis explained that the point categories used in the PHB Warrant Analysis are objective and were modeled after other municipalities then tailored for Mesa.

Board Member Ian Murray asked if PHBs would be used in place of future traffic signals.

Ms. Ellis explained that it depends on the location and situation, but it would be something staff would consider if a full traffic signal is not necessary.

Board Member Jennifer Love asked is staff considers allocating points for crashes in the PHB Warrant Analysis.

Ms. Ellis explained the staff will evaluate crashes during the consideration factors phase, but not during the PHB Warrant Analysis point process.

Board Member Ryan Wozniak asked if point allocation during the PHB Warrant Analysis can be appealed.

Erik Guderian, Deputy Transportation Director, explained that there is no formal appeal process, but five out of the six categories in the PHB Warrant Analysis are objective and that the Policy still gives staff flexibility.

Ms. Ellis continued the presentation and explained that staff will budget for one PHB each year and any additional PHBs will be brought before Council as a Budget Adjustment Request for the next fiscal year.

Board Member Michael Book asked how much the standard PHB costs.

Ms. Ellis shared that the most recent PHB was approximately $250,000.

Chairperson Kay Henry asked when PHB installations started in the City of Mesa.

Ms. Ellis explained that, to the best of her knowledge, PHB installations started in 2014.

Chairperson Kay Henry thanked everyone for attending.

Meeting was adjourned at 6:43 pm.