

TRANSPORTATION ADVISORY BOARD MEETING

APPROVED

HELD ON January 16, 2018

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

Chairperson Kay Henry called the January 16, 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 November 21, 2017.

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

Item 2. Items from citizens present.

None.

Item 3. Discuss and take action on staff recommendation to approve the installation of speed cushions on Pueblo Avenue between Lindsay Road and 24th Street (Council District 2).

Ryan Hudson, Sr. Transportation Engineer, introduced himself and indicated that he would be presenting a staff recommendation to approve the installation of speed cushions on Pueblo Avenue between 24th Street and Lindsay Road.

Mr. Hudson shared an overview of the Pueblo Avenue speed cushion timeline, presented a location map for the proposed speed cushions, the speed data collected, road conditions for Pueblo Avenue, and the survey results and feedback received. In addition, Mr. Hudson explained the difference between speed cushions and speed humps, and shared that the proposed speed cushions received the necessary support from the residents living within the affected area and noted there were no objections from the Fire Department.

Mr. Hudson also informed the Board that City Council recently changed the Speed Hump Policy and that staff would be giving the Board an update on the changes at the next Board meeting. He did note that proposed speed cushions on Pueblo Avenue are moving forward under the previously approved Policy, and that Transportation staff stopped accepting new requests for speed humps and speed cushions in September 2017, since the Policy was under review.

Board Member Ian Murray asked about the size of the new survey area.

Mr. Hudson gave a brief overview of the modifications to the Speed Hump Policy and noted that the Board will be receiving an official update at the next Board meeting.

Board Member Vern Mathern asked if the survey distance is measured from the center of the subject street.

Mr. Hudson indicated that the survey is measured from either side of the street, and that staff would like to give the Board an update on the Speed Hump Policy at the next meeting.

Board Member David Camp asked if Item 3, proposed speed cushions for Pueblo Avenue, should be considered under the previously approved Speed Hump Policy.

Mr. Hudson indicated that was correct, and clarified that any modifications to the policy were not considered for the proposed speed cushions on Pueblo Avenue.

Chairperson Kay Henry asked if new speed humps or speed cushions would go through the updated process.

Mr. Hudson confirmed that all new requests would go through the new process.

Board Member Ian Murray shared that City Council reviewed the Speed Hump Policy to give neighbors in the area more input.

Board Member Ron Wilson asked if there are any speed humps or speed cushions on the adjoining streets in this area.

Mr. Hudson shared that there have been requests for other speed cushions or speed humps in the area, but he was unsure if any other streets in the area had speed humps or speed cushions installed.

Chairperson Kay Henry shared that this area seemed to have several Stop signs installed.

Board Member Ryan Wozniak asked if the Board only reviews requests that meet warranting criteria.

Mr. Hudson indicated that was correct.

Board Member Michael Book asked how the number of speed cushions for Pueblo Avenue was determined.

Mr. Hudson shared that staff tries to locate speed cushions at a spacing of approximately 500' and locate them 300'-500' from Stop signs.

Board Member Ron Wilson asked if there were any law enforcement activities in the area related to speed.

Mr. Hudson indicated that there were none that he was aware of.

Board Member David Camp asked for details regarding Pueblo Avenue's road conditions.

Mr. Hudson shared that Pueblo Avenue had a cross-section of 48' and is currently not striped.

Chairperson Kay Henry asked if there would be any issues with the proposed location of the speed cushions in regard to previously installed Stop signs.

Mr. Hudson shared that staff would take Stop signs into consideration, if the speed cushions were approved.

Sabine Ellis, City Traffic Engineer, explained that speed cushions are placed at some distance from intersecting streets so that drivers entering Pueblo Avenue can straighten their vehicle before encountering the first speed cushion.

Claudia Regalia, 2604 E Emelita Avenue, is opposed to the proposed speed cushions.

Jim Lunt, 2537 E Edgewood Avenue, is opposed to the proposed speed cushions.

Jerry Smith, 2443 E Emelita Avenue, is opposed to the proposed speed cushions.

Jeff Seivert, 2444 E Pueblo Avenue, supports the proposed speed cushions.

Darcia Morgan, 2609 E Pueblo Avenue, supports the proposed speed cushions. Did not speak.

Barbara Bishop, 2532 E Pueblo Avenue, supports the proposed speed cushions.

Tom Bishop Jr., 2532 E Pueblo Avenue, supports the proposed speed cushions.

Julia Manke, 2401 E Emelita Avenue, is opposed to the proposed speed cushions.

Doug Jones, 2551 E Emelita Avenue, is neutral to the proposed speed cushions.

Board Member Dave Bergner asked if staff knew what direction the vehicles on Pueblo Avenue were coming from.

Ms. Ellis explained that counts are taken from both directions but do not indicate how a vehicle gets to a certain street.

Board Member Ian Murray asked for the locations of Stop signs that are already installed on Pueblo Avenue.

Mr. Hudson explained that Pueblo Avenue is defined as a Collector street. All streets that intersect with Pueblo Avenue have Stop signs. Pueblo Avenue has Stop signs at 24th Street, since the intersection of Pueblo Avenue and 24th Street is an all-way Stop controlled intersection, and at Lindsay Road.

Board Member Ian Murray asked if Stop signs could also be installed at S Windsor and S Glenview.

Mr. Hudson explained that Stop signs must meet certain criteria to be warranted.

Board Member Ian Murray asked if Stop signs were used as traffic calming on McLellan Road.

Ms. Ellis explained that Stop signs are not used for traffic calming, and that the Stop sign that was installed on McLellan Road was adjacent to a park and did not have a significant impact on speed reduction.

Stephanie Derivan, Mesa Police Lieutenant, shared that Mesa Police would monitor the area.

Board Member David Camp asked if a speeding issue exists on 24th Street.

Ms. Ellis shared that staff would approach speeding concerns from residents along 24th Street in the same manner they approached similar streets.

Board Member Ryan Wozniak asked if staff has considered any other traffic calming measures that were more effective or more cost-effective.

Ms. Ellis explained that speed humps and speed cushions are the City of Mesa's most effective and cost-effective traffic calming measure, and shared that striping and roundabouts are less effective. In addition, roundabouts are more expensive.

Board Member Dave Bergner asked if staff noticed speeding occurring at certain times.

Mr. Hudson indicated that he was not aware of speeding occurring at certain times outside of the normal morning and evening commute hours.

Board Member Ian Murray asked if this area would receive sidewalks.

Ms. Ellis shared that the City of Mesa prioritizes sidewalk installations, but was unsure where this type of request would fall on the list.

Chairperson Kay Henry asked if speed cushions or speed humps cause vehicle damage.

Ms. Ellis indicated that staff was not aware of any substantiated evidence that speed humps or speed cushions cause vehicle damage.

Chairperson Kay Henry asked if there were any motions from the Board.

Board Member Vern Mathern made a Motion to move forward with the proposed speed cushion installation on Pueblo Avenue. Board Member Michael Book seconded the Motion. The Motion passed with a vote of 7-2. Board Member Ian Murray and Board Member Dave Bergner were opposed.

Chairperson Kay Henry thanked Mr. Hudson for the presentation.

Item 4. Hear a presentation and discuss the Fiesta District Alternatives Analysis Study.

Jodi Sorrell, Transit Services Director, introduced herself and Deron Lozano, Project Manager – Valley Metro, and shared that they would be presenting an update on the Fiesta District Alternatives Analysis.

Mr. Lozano began the presentation with an overview of Valley Metro, its ridership, and its operations, and indicated that 91% of Valley Metro's fleet is alternately fueled.

Board Member David Camp asked if alternative fuel means Compressed Natural Gas.

Mr. Lozano indicated that was correct. Valley Metro's fleet runs off Compressed Natural Gas and electricity.

Mr. Lozano continued the presentation and presented a map outlining Valley Metro's current and future high capacity program, specifically highlighting the proposed extensions in and around Mesa. Mr. Lozano also provided the Board information about the Arizona Avenue High Capacity Transit Study, the Fiesta Downtown Chandler Transit Corridor Study, and the Fiesta District Alternatives Analysis.

Board Member David Camp asked if the line could connect to the Chandler Mall.

Ms. Sorrell indicated that those types of connections are decided at a city-level, and would be a City of Chandler decision.

Board Member David Camp asked if a connection to the Chandler Mall would increase ridership.

Mr. Lozano indicated that the City of Chandler would like to look at similar types of connections later this year, but that those types of findings would occur under a City of Chandler study.

Mr. Lozano continued his presentation and explained Valley Metro's approach for short, mid, and long-term transit and land-use strategies. He shared key recommendations from the route evaluations for the Dobson Road corridor, the Country Club/Arizona Ave corridor, and their public outreach efforts.

Board Member Michael Book asked if street cars are being considered as part of this study.

Mr. Lozano indicated that street cars are being considered.

Ms. Sorrell shared that the City of Mesa is also looking to join a City of Tempe study that will look at bringing street cars to Mesa.

Board Member Dave Bergner asked how high capacity development would affect land use policies.

Mr. Lozano indicated land use policies would most likely include increased residential and employment density.

Board Member Ryan Wozniak asked if the General Plan supports that type of land use developments.

Mr. Lozano indicated that City of Mesa Planning was involved in the discussions.

Ms. Sorrell explained that the General Plan has areas that are identified as Transit Priority Corridors.

Board Member Ryan Wozniak asked what types of transit options have been considered along Southern Avenue, since light rail may not be viable for that area.

Mr. Lozano explained that Southern Avenue is still being looked at to see what transit options could work for that area.

Ms. Sorrell noted that these projects can take 20-30 years from study to completion, so future funding and roadway design can play a factor in the long-term view of these projects.

Board Member Ron Wilson asked if Valley Metro considers other forms of data, such as surveys.

Mr. Lozano indicated that Valley Metro considers many sources of data.

Board Member David Camp asked how changes in technology might affect these projects.

Ms. Sorrell explained that Valley Metro is actively considering changes to technology and what effect they might have on these projects.

Chairperson Kay Henry asked why regional ridership has decreased over recent years.

Ms. Sorrell shared that there are several factors for the slight decrease in ridership like cheaper gas prices and popularity of ride sharing.

Chairperson Kay Henry asked if Valley Metro is planning to connect their transit options in Mesa.

Ms. Sorrell indicated that Valley Metro is looking at several options.

Board Member Ryan Wozniak asked if the City of Mesa tracks vehicle miles traveled per capita for new development.

Ms. Ellis indicated that the Transportation Department does not track this data and was not sure if it was tracked by any other department in the City.

Board Member Ryan Wozniak encouraged the City of Mesa to consider looking at vehicle miles traveled per capita for new development to increase transit-oriented development.

Board Member David Camp asked when the Board will hear another update on this item.

Ms. Sorrell shared that Valley Metro will likely share an update as the public meetings get closer.

Chairperson Kay Henry thanked Ms. Sorrell and Mr. Lozano for the presentation.

Item 5. Hear a presentation and discuss the Efficacy of Various Traffic Calming Measures in Mesa.

Ryan Hudson, Sr. Transportation Engineer, introduced himself and shared that he would be presenting results for several different types of traffic calming measures installed on Mesa streets.

Mr. Hudson provided an overview for each type of traffic calming measure, data collected for each specific study area, and staff's takeaways for each type of traffic calming measure. Mr. Hudson explained that staff found school zone flashers to be an effective means for speed mitigation, and noted that there was greater compliance to the 35-mph limit in the study area. He also shared that school zone flashers were most effective while activated, but still influenced driver speeds when not activated.

Mr. Hudson shared that staff found speeds overall stayed the same where driver speed feedback signs (DSFS) were installed and had a minimal effect on driver speeds at or near the sign, and noted that drivers tended to try and make up time once past the DSFS.

Mr. Hudson shared data for five street segments staff studied with speed cushion installations. He shared that overall staff found that speed cushions, on average, reduced driver speeds by 4.1 mph in the 85th percentile speeds for the street segments studied.

Board Member Ian Murray noted that the number of vehicles actually increased after the installation of some traffic calming measures.

Mr. Hudson continued his presentation and shared data for three speed hump installations staff studied. He noted that overall staff found that speed humps, on average, reduced driver speeds by 12.9 mph in the 85th percentile speeds for the street segments studied.

Board Member Ian Murray asked if previous speed cushion installations were accompanied by a reduction in the posted speed limit.

Mr. Hudson shared that all streets in these studies had posted speed limits of 25 mph, and noted that there were no reductions in posted speed limits on these streets.

Board Member Jennifer Love asked if staff has observed any increases in traffic volumes for streets that are adjacent to streets that receive speed humps or speed cushions.

Mr. Hudson indicated that tracking volumes for surrounding streets can be difficult to compare, if there is no before data, and that staff has not measured this.

Sabine Ellis, City Traffic Engineer, noted that, to her knowledge, staff has not received any significant complaints regarding increased traffic volumes along surrounding streets. She also shared that staff has not seen any reason to believe there have been significant shifts in traffic patterns.

Chairperson Kay Henry asked what the traffic study duration time is for before and after counts.

Ms. Ellis shared that both before and after traffic counts are taken during the week over a 48-hour period.

Board Member Ryan Wozniak commended staff's work on this report, and shared that a speed reduction of 4 mph can have a significant impact on accident severity, and that the City of Mesa should consider emphasizing the safety benefits of these reductions in speed.

Mr. Hudson shared that there are significant benefits to speed reductions for accidents; however, he also noted that staff understands the contentious nature of speed cushions and speed humps and simply presents data without conveying personal opinions.

Board Member Ron Wilson commended staff's work on this report, and asked how staff plans to use this data going forward.

Ms. Ellis shared that this data will help staff make assessments in the future, and that staff will continue to collect data.

Chairperson Kay Henry recommended compiling a summary sheet to share with interested individuals.

Board Member Jennifer Love recommended that staff should consider doing before and after traffic counts on surrounding streets when speed cushions or speed hump are proposed or installed.

Board Member Ryan Wozniak would like staff to be open to experimental traffic calming measures.

Ms. Ellis agreed that staff should consider different traffic calming measures.

Board Member Ian Murray noted that staff used experimental traffic calming measures on the 10th Street project.

Ms. Ellis noted that certain traffic calming measures take a lot of public outreach, but it is something staff will consider in the future.

Board Member Ryan Wozniak asked if the City of Mesa designs streets differently today, since they have learned that older streets have certain issues.

Ms. Ellis indicated that staff does design streets differently today.

Board Member David Camp asked if staff considers roundabouts.

Ms. Ellis explained that staff does consider roundabouts.

Board Member Ian Murray asked if speed cushions and speed humps cost the same when they are installed at the same time as roadwork.

Mr. Hudson shared that there could be some savings with economies of scale and labor costs.

Chairperson Kay Henry thanked everyone for attending.

Meeting was adjourned at 7:29 pm.