

TRANSPORTATION ADVISORY BOARD MEETING

APPROVED

HELD ON December 20, 2016

TAB Members Present

Kay Henry, Vice Chairperson
David Camp
Michael Schmidt
Jennifer Love
Michael Book
Ron Wilson
Dave Bergner
Vern Mathern
Louis Stephen

TAB Members Absent

Ian Murray
Troy Peterson

Others Present

Sabine Ellis
Erik Guderian
Renate Ehm
Ryan Hudson
Joe Draper
Mesa Police Lt. Gina Nesbit
RJ Zeder

Item 1. Approval of the minutes of the Transportation Advisory Board meeting held on September 20, 2016

Board Member Vern Mathern motioned to approve the minutes as written. Board Member David Camp seconded and the motion passed unanimously.

Item 2. Items from citizen present

None.

Item 3. Discuss and provide direction regarding the installation of speed cushions on McLellan Road and Harris Drive within the Candlelight Estates Community

City of Mesa Transportation Engineer Ryan Hudson reviewed past TAB discussions regarding this area on McLellan Road from Stapley Drive to Gilbert Road and on Harris Drive from McKellips Road to Brown Road. He moved on to studies that took place throughout 2016 and the results that were gathered. He ended this overview with options moving forward.

The past discussions portion started with the May 2016 TAB meeting which had two items on the agenda pertaining to the study area. First, the proposal to reduce the speed limit in the study area from 30 mph to 25 mph and secondly, the recommendation to approve the installation of speed cushions on McLellan Road between Harris Drive and Gilbert Road (the eastern portion of the study area). The TAB approved the speed limit reduction and tabled the installation of speed cushions until three months after the speed limit had been reduced. City Staff provided a summary of existing conditions on McLellan Road and Harris Drive. New features included striping of parking and bike lanes in the spring of 2016 and a reduction in the speed limit on McLellan Road to 25 mph in August 2016.

Ryan Hudson summarized the findings from studies that took place. First, three traffic count locations along McLellan Road and two traffic count locations along Harris Drive. Ryan

Hudson pointed out the reduction in the 85th percentile speeds, as well as the reduction in the percentage of vehicles going more than 40 mph, can be attributed to the changes made to the streets. A stop sign compliance study was performed at the new all-way stop that was implemented at the intersection of McLellan & Forest. Overall, eastbound and westbound drivers on McLellan Road displayed a 98% and 95% stop compliance rate (respectively); this included rolling stop and full stop actions.

Ryan Hudson concluded with the three options that were being proposed by staff to the Board for consideration:

- Option 1: Do nothing more with either of the roadways.
- Option 2: Proceed with the installation of speed cushions on McLellan Road between Harris Drive and Gilbert Road (eastern half of McLellan Road that had already been surveyed by the neighborhood and passed in favor with an 81% acceptance rate) and follow up with beginning the survey process for the remainder of McLellan Road to Stapley Drive and for Harris Drive between McKellips Road and Brown Road.
- Option 3: Proceed with the installation of speed cushions with clarification that another neighborhood survey would go out to verify the necessary acceptance rate, and beginning the survey process for the remainder of McLellan Road to Stapley Drive and for Harris Drive between McKellips Road and Brown Road.

Ryan Hudson finished by inviting questions and discussion from the Board.

Board Member David Camp asked if it is common when you've had a speed reduction that the average speed either changes not at all or very little between before and after speed limit signs have changed by 5 mph?

Ryan Hudson specified that you will not see a large decline in average speed.

City of Mesa Traffic Engineer Sabine Ellis added that driver speed is dependent on configuration of the roadway, in relations to width, and that is why striping was added because it can reduce higher speeds as is the case on McLellan Road where drivers going 40 mph and over was slightly reduced. However due to how wide the road is, there was not a drastic change in speed.

Board Member David Camp followed up asking if these numbers are usual.

Sabine Ellis confirmed.

Vice Chairperson Kay Henry called on Board Member Louis Stephen to ask his question.

Board Member Louis Stephen asked if there is any additional signage the City intends to put up in this area, specifically 15 mph signs.

Board Member David Camp pointed out that data collected on locations 1, 2, and 3 showed that the percentage of vehicles going 40 mph and above dropped greatly from 6% to 3.6% in location 1, and dropped from 9% to 2% in location 3. On McLellan Road from Stapley Drive to Gilbert Road speed consistently dropped away from 40 mph.

Vice Chairperson Kay Henry opened the floor to the public to speak on this topic. She first called on Justin Allen to speak.

Justin Allen, 1444 N. Harris Drive, had lived at this address for nearly five years and had witnessed many vehicles excessively speeding and mentioned there had been three accidents in front of his home. He expressed belief that speeds are very high and there are many kids in this neighborhood. He supported speed cushions.

Board Member Vern Mathern asked how this would help his concerns as he lives on Hope and Harris, but the proposed cushions are to be placed on McLellan Road not on Harris Drive.

Justin Allen said he was told there would be a survey to consider putting cushions in on Harris Drive as well.

Vice Chairperson Kay Henry explained that would be taken into consideration at a later date once the current proposed cushions were implemented.

Sabine Ellis reiterated the proposed options presented by the City.

Vice Chairperson Kay Henry called on Board Member Louis Stephen to ask his questions.

Board Member Louis Stephen asked if the police have ever been contacted to patrol or monitor speed in the area.

Justin Allen was unsure but says the police had tried using radar guns to deter speeding.

Sabine Ellis said speed trailers were used.

Mesa Police Lt. Nesbit explained how the traffic unit is deployed and said it takes a request from a resident for them to deploy resources to specific areas.

Board Member Louis Stephen inquired as to what it would take for the people of this neighborhood to receive these resources.

Mesa Police Lt. Nesbit said the meeting is all it takes in this instance because now the police are getting direct information on the issue.

Board Member Louis Stephen asked if the data will be made available for the people to see.

Mesa Police Lt. Nesbit confirmed this and said all it takes is a phone call.

Justin Allen mentioned some tools he thought may be useful and Mesa Police Lt. Nesbit explained some of the tools and methods Mesa Police were actively using.

Vice Chairperson Kay Henry called on Robert Allen (no relation to Justin Allen) to speak.

Robert Allen explained that he lives on the corner of McLellan and Harris. He was present because when the first meeting regarding the installation of the speed cushions took place on May 17, 2016, he was left out of the initial survey. He pointed out that per policy he should have been included and he had only been notified the day of the meeting that this was taking place. He said he was there to raise concern about the policy not being followed saying that his home falls well within the neighborhood survey boundary. He asked Sabine Ellis why a third option was included in those posed to the Advisory Board.

Sabine Ellis explained that was due to the neighborhood survey being done before striping changes, speed limit change, and installation of the all-way stop at McLellan & Forest were given time to affect the area. Given that eight months have passed since these were implemented, staff wanted to give the Board the option to have the area re-surveyed with the changes in effect.

Robert Allen asked if staff had received any feedback from the neighborhood supporting or opposing.

Sabine Ellis responded that another survey had not been done yet and no responses had been received.

Robert Allen said he attended the meeting to encourage staff to follow the proper step as stated in the policy so that the survey is correctly conducted. He also voiced an issue with the current inclusion distance of 300 feet because that is only approximately three homes. He believes that if he had been missed in the initial surveying then it is highly possible others were missed as well. He mentioned he believed someone had in fact changed their vote away from approval of the speed cushions at the May 2016 meeting once they were informed of the other new traffic control measures being applied to the study area. He offered the idea of placing the stop signs in the center of the road with a barrel around them rather than behind the sidewalk. He explained that the stop signs, in their current positions, are hard to see because of how far from the traffic lanes they are.

Board Member Louis Stephen asked if there are signs preceding the intersection, warning of the upcoming stop signs.

Robert Allen responded that there were none that he is aware of.

Vice Chairperson Kay Henry said she had recently driven through the area that underwent the study and agrees that the stop signs are very difficult to notice and thanked Robert Allen for bringing this idea up.

Robert Allen said he was supportive of Option 3.

Sabine Ellis added that a compliance study was performed to make sure drivers were complying with the new all-way stop.

Board Member Louis Stephen asked if temporary warning "Stop Ahead" signs could be put out.

Sabine Ellis said that based on the stop compliance study that recorded compliance rates of 95% westbound and 98% eastbound, no temporary changes will be made.

Vice Chairperson Kay Henry called on Summer Allen to speak.

Summer Allen, 1444 N. Harris Drive, said her driveway directly accesses Harris and gave examples of excessive speeding that she had witnessed on Harris. She supported speed cushions on McLellan in the hopes they will be added to Harris as well.

Board Member Michael Book asked if she has noticed a change after the other stop signs were installed.

She said there was a difference for around two weeks, but speeds went back to how they had been.

Vice Chairperson Kay Henry called on Jim Rector to speak.

Jim Rector, 1854 E. Hale Street, said his home backs up to McLellan and he claimed he can hear vehicles speeding along McLellan behind his home. He thought the stop signs at Forest & McLellan have helped and he supports speed cushions.

Vice Chairperson Kay Henry called on Dan Schreeve to speak.

Dan Schreeve, 1443 E. Halifax Street, said his home does not directly access Harris or McLellan, but he has lived in this neighborhood since he was young and claimed the issue of

speeding has only gotten worse. He supports speed cushions.

Vice Chairperson Kay Henry called on CJ Eagar to speak.

CJ Eagar, 1806 E. Hale Street, commented on constant speeding problems in this neighborhood and how ready the neighborhood is to make changes. He mentioned the age demographic change in the neighborhood, reflecting younger and more family homes growing. He supports speed cushions.

Vice Chairperson Kay Henry called on Richard Bagley to speak.

Richard Bagley, 1610 E. Harris Drive, said that he supports speed cushions and has wanted to get speed cushions put in place for some time. His son was hit crossing the street before a crosswalk was in place. He also mentioned a high number of commercial vehicles (semi-trucks specifically) use this residential area to pass through and hoped speed cushions would discourage this. Richard Bagley echoed that the age demographic of the neighborhood is changing and that the neighborhood is becoming more and more active (walking, running, biking, etc.).

Board Member Louis Stephen asked Richard Bagley if people stop for school buses when their stop signs and flashers were activated or if people ignore them and speed around them.

Richard Bagley said that people do obey the buses.

Mesa Police Lt. Nesbit asked Richard Bagley for a more specific time frame on when he sees these commercial vehicles traversing the neighborhood, because the police traffic unit can send commercial vehicle inspectors to the area at these times to combat that.

Richard Bagley said he has not noticed a specific time, but that it is usually around midday. He also did not believe more police presence is necessarily the right long term solution, something more permanent like speed cushions would be.

Mesa Police Lt. Nesbit agreed but said enforcement will still be needed.

Richard Bagley believed in an 'Option 2.5' of sorts because with the overwhelming support from the initial survey, he did not feel another survey to be necessary.

Vice Chairperson Kay Henry called on Danny Court to speak.

Danny Court, 1756 E. Hope Street, explained the volunteer work to get the survey done and data collected. He explained that the policy requiring 70% approval in the survey was met with 81% of those who were polled expressed approval. He is happy with the work and progress that has been done so far, but still believes vehicles traveling 35 mph and over is much too fast for this neighborhood. Danny Court referenced the census data from the neighborhood showing the rise in ages 0-5 and the decline in the number of elderly members of the neighborhood. Danny Court began listing the locations the neighborhood desires speed cushions to be added. He supports speed cushions and Option 2.

Vice Chairperson Kay Henry mentioned that as she drove through the neighborhood, she realized why people choose McLellan and Harris; they are large, open short cuts from major street to major street.

Vice Chairperson Kay Henry called on Lindsy Court to speak.

Lindsy Court, 1756 E. Hope Street, also supported speed cushions and Option 2.

Vice Chairperson Kay Henry called on Stephanie Court to speak.

Stephanie Court, 1451 N. Del Mar, fully supported speed cushions.

Vice Chairperson Kay Henry opened the floor for comments by board members.

Board Member Louis Stephen thanked the neighbors for showing up to voice concerns.

Board Member Michael Book echoed sentiments of thanking the members of the neighborhood for showing up as it helps the Board be more effective in their work. He asked if there were to be a re-survey, would more people be added to survey.

Sabine Ellis responded that ultimately, the same people would be surveyed, but the official paperwork would include more addresses that were on the initial neighborhood survey.

Vice Chairperson Kay Henry commented that the speed cushions were tabled at the meeting in May 2016 because the Board wanted to give the changes that were put in place, a chance to take effect. After driving this area again, she agreed that speed cushions are necessary. She proposed a motion, but Board Member Dave Bergner first asked if staff have a recommendation.

Sabine Ellis said that the recommendation from staff was Option 2 which was the same as the initial recommendation from the May 2016 meeting.

Board Member David Camp made a motion that the Board adopt Option 2.

Board Member Michael Schmidt seconded the motion and the motion passed unanimously.

Item 4. Discuss and take action on staff recommendation for revisions to Mesa City Code related to signing and sight visibility requirements in subdivisions.

Sabine Ellis explained that as part of her job as the City Traffic Engineer, she is tasked with reviewing and updating standards and requirements the City must follow to properly build roadways in the City. In reviewing the City Code, she found that Figure 20 in the Subdivision regulation section, is out of date. Figure 20 specifies sight visibility requirements; however, sight visibility requirements are defined in the Engineering Procedures Manual. Rather than updating Figure 20 in City Code whenever the Engineering Procedures Manual is updated, it is recommended that Figure 20 in the City Code be removed and that the City Code make reference to the Engineering Procedures Manual. In addition, developers are currently required to install posts for street name signs, but the City must return later to install the street name sign itself. The recommendation made was that the developers take on adding the street name signs since they are already required to install all other traffic control devices.

Vice Chairperson Kay Henry asked if the task of installation is placed back on developers, will they use the same company as the City.

Sabine Ellis responded that developers will use their own company they contract with so long as they comply with the City's standards.

Board Member David Camp moved to accept the recommendation from staff. Board Member Vern Mathern seconded and the motion passed unanimously.

The meeting was adjourned at 6:53PM.