

TRANSPORTATION ADVISORY BOARD MEETING

APPROVED

HELD ON OCTOBER 21, 2014

TAB Members Present

Jennifer Love
Mike Schmidt
Kay Henry
Jim LeCheminant
Ian Murray
Troy Peterson
Ron Wilson
David Camp

TAB Members Absent

Dawn Fortuna, Chairperson
(Excused)
Bruce Hallsted, Vice Chairperson
(Excused)
Ian Bennett (Excused)

Others Present

Alan Sanderson
Renate Ehm
Sabine Ellis
Lt. Michael Bellows
Lenny Hulme
Haley Estelle

Board Member Troy Peterson called the October 21, 2014 Transportation Advisory Board meeting to order at 5:30 p.m.

Item 1. Approval of the minutes of the Transportation Advisory Board meeting held on August 19th, 2014.

Board Member Kay Henry requested a revision to the August 19th, 2014 Transportation Advisory Board minutes. Board Member Ron Wilson moved to accept the August 19th, 2014 minutes with Board Member Henry's revision. Board Member Mike Schmidt 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 96th Street between Baseline Road and Idaho Avenue, (Council District 6)

Senior Transportation Engineer Sabine Ellis introduced herself to the Board and began giving background on the speed cushion program. She outlined the steps involved and the requirements that must be met in order for street segments to be considered for speed cushions.

Ms. Ellis then began describing the details of the proposal for speed cushions along 96th Street between Baseline Road and Idaho Avenue. She explained that 96th Street met all of the requirements for speed cushion installation with an 85th percentile speed of 34.8 miles per hour (the posted speed limit on the street is 25 miles per hour), a daily traffic volume of 2,500 vehicles and approval from the City of Mesa Fire Department. 79% of 98 affected property owners who are either adjacent to 96th Street or within 300 feet of each side of the connecting

streets are in favor of the installation of speed cushions and 21% are opposed. Ms. Ellis explained that 96th Street is a collector street therefore a public comment phase for other road users was opened for a period of two-weeks in August, 2014. Signs soliciting public feedback were posted along 96th Street directing citizens to fill out an online survey or call a phone number to provide their comments. During the public comment phase, a total of 57 comments were received from individuals who do not live in the affected area. 42% of the comments received were in favor of speed cushion installation and 58% were opposed. Four comments were collected from citizens whose areas were not identified. Two of those four comments were in favor of speed cushion installation and two were opposed. In total, 158 comments were collected with 65% in favor of the installation and 35% opposed.

Ms. Ellis concluded by stating that staff was recommending the installation of three speed cushions along 96th Street between Baseline Road and Idaho Avenue for a fiscal impact of approximately \$15,000.00.

Board Member Troy Peterson asked the Board for questions. There were no questions from the Board. Board Member Peterson invited members from the public in attendance to address the Board.

Resident Brooke Jerde spoke in favor of the speed cushions.

Resident Don Gerkin spoke in opposition of the cushions. Mr. Gerkin suggested installing speed-feedback signs.

Board Member Ian Murray explained that speed humps play an important role in addressing safety concerns by slowing traffic down in affected areas. Board Member Murray explained that speed-feedback signs have not proven to be as successful as speed cushions.

Resident Tracy Smith spoke in favor of the cushions.

Board Member Troy Peterson invited Sabine Ellis to address the Board. Board Member Peterson asked about extreme speeds on 96th Street that were 10 or 15 miles per hour over the posted speed limit for the street and asked about the time period in which traffic counts and speed data were collected.

Ms. Ellis stated that the traffic counts and speed data were collected over a period of 48 hours. During the speed study, 3% of vehicles traveled between 41 and 65 miles per hour. One vehicle was recorded going between 61 and 65 miles per hour. 83 vehicles were going 15 miles or more over the speed limit.

Board Member Kay Henry asked about the height of the speed cushions as compared to speed humps.

Ms. Ellis explained that speed cushions are three inches high, which is the same as speed humps. Ms. Ellis went on to state that a speed hump is one continuous hump across the entire street where speed cushions have space between to allow fire trucks to get through the roadway. She went on to explain that when there is a designated fire route, cushions are

installed to accommodate fire trucks and the installation of those speed cushions does require approval from the City of Mesa Fire Department.

Board Member Ron Wilson observed that the overall percentage of comments received seemed lower than what the Board has seen in the past with only 65% in favor of the speed cushions.

Ms. Ellis explained that in the past support outside the affected area has typically been the opposite of that within the affected area.

Deputy Department Director/Traffic Engineer Alan Sanderson stated the majority of the time the affected area is closer to 70% supporting install and 30% opposed, but in this case the support is much higher at 79%. Mr. Sanderson explained that the outside areas tend to be the inverse of that, which is to be expected from those who do not experience the impact throughout the day.

Board Member Kay Henry expressed her support of the installation of speed humps on 96th Street after having driven the neighborhood and observing the number of vehicles coming and going from the neighborhood.

Board Member Ian Murray motioned to approve the installation of speed cushions on 96th Street between Baseline Road and Idaho Avenue. Board Member Jim LeCheminant seconded the motion and it passed unanimously.

Item 4. Discuss and take action on staff recommendation for revisions to Mesa City Code related to restrictions on vehicle weights, emergency or construction speed limits, and speed limits adjacent to schools.

Deputy Transportation Director/Traffic Engineer Alan Sanderson began by discussing how the City Code had been written in the past with a variety of ways in which traffic regulations were implemented. He explained that City Council has since changed the Code to make most traffic regulations implemented through the Traffic Engineer, however a few remain that identify the Development Services Manager as the position through which traffic regulations are implemented. The Development Services Manager position no longer exists in the City. Mr. Sanderson explained that Staff's recommendation would be to change Development Services Manager to Traffic Engineer in the Code. The affected sections are Mesa City Code Chapter 4, Section 10-4-9 "Emergency or Construction Speed Limits" and 10-4-11 "Speeds of 35 Miles Per Hour Permitted on Certain Streets During Certain Hours".

Mr. Sanderson went on to explain another recommended revision to Mesa City Code giving the City of Mesa authority to establish vehicle weight limits for commercial vehicles on City streets. He expressed that it would be beneficial for the City to establish weight limits to help mitigate damage on the roadways. Mr. Sanderson provided examples of situations where commercial vehicles traveling over the same roadways repetitively have caused damaged.

Board Member Troy Peterson asked the Board if there were any questions.

Board Member Ian Murray asked for the definition of a commercial vehicle.

Mr. Sanderson advised Board Member Murray that the definition of a commercial vehicle could be found in the City code. (*Mesa City Code Chapter 3 Section 10-3-18, O defines a commercial vehicle as "having a manufacturer's rating of one and one-half [1-1/2] tons or more or any commercial vehicle having a length of twenty-two feet [22'] or more, inclusive of front and rear bumpers, or a commercial vehicle coupled to a trailer or semi-trailer having a length of twenty-two [22'] or more inclusive of the front and rear bumpers."*)

Board Member Ron Wilson asked if there was a need to include regulations for width or hazardous material in the City Code.

Mr. Sanderson explained that those regulations are covered under federal regulations.

Board Member David Camp asked if moving vans would fit into the code with the weight restrictions.

Mr. Sanderson explained that any commercial vehicle in the neighborhood for business is permitted to drive on City streets but must take the most direct route into and out of the neighborhood.

Board Member Ian Murray motioned to accept staff's recommendation for revising Mesa City Code related to restrictions on vehicle weights, emergency or construction speed limits, and speed limits adjacent to schools. Board Member Kay Henry seconded the motion and it passed unanimously.

This meeting was adjourned at 6:10 p.m.