

TRANSPORTATION ADVISORY BOARD MINUTES

APPROVED

HELD ON November 19, 2024

The Transportation Advisory Board of the City of Mesa met in the Lower Council Chambers, 57 East 1st Street, on November 19, 2024, at 5:30 p.m.

<u>TAB Members Present</u>	<u>TAB Members Absent</u>	<u>Others Present</u>
David Winstanley (Chairperson)	Michelle McCroskey	Ryan Hudson
Melissa Vandever (Vice Chairperson)	Tara Bingdazzo	Anna Janusz
Dana Alvidrez	Rodney Jarvis	Ryan Stokes
Lea Bertoni		Erik Guderian
Rob Crist		Sabine King
Daniel Hartig		Yung Koprowski
Mike James*		
Daniel Laufer		
<i>*arrived at 5:41 pm</i>		

Chairperson Winstanley called the November 19, 2024, Transportation Advisory Board meeting to order at 5:31 pm.

Item 1. Approval of the minutes of the Transportation Advisory Board meeting held on September 17, 2024.

It was moved by Board Member Laufer, seconded by Board Member Vandever, that receipt of the above-listed minutes be approved.

Upon tabulation of votes, it showed:

AYES – Winstanley – Vandever – Alvidrez – Bertoni – Crist – Hartig – Laufer

NAYS – None

Item 2. Items from citizens present.

None

Item 3. Hear and discuss a presentation on the Mesa Safe Streets for All Safety Action Plan.

Sabine King, Supervising Engineer, introduced herself and indicated that she would be presenting the Mesa Safe Streets for All Safety Action Plan in collaboration with Yung Koprowski from Y2K.

**Board Member Mike James arrived at 5:41pm.*

Ms. Koprowski began the presentation by updating the board on Phase II public engagement efforts and proceeded to outline the plan's key components, which included safety analysis, engagement and collaboration, equity considerations, policy and processes, strategies & projects, and the path moving forward.

Chairperson Winstanley asked Ms. Koprowski to remind the board of the specific requirements and details of the Safe Streets and Roads for All (SS4A) Grant.

Ms. Koprowski explained that the federal government has allocated funds through the SS4A grant program for planning, demonstration, and implementation of safety projects. She noted that the grant requires the city to contribute 20 percent of the project costs and demonstrate progress by providing information on how the plan is developed. The Mesa Comprehensive Safety Action Plan (CSAP) is being developed in compliance with the federal grant requirements and will allow for Mesa to pursue implementation funds in the future.

Chairperson Winstanley asked if the 80/20 funding split applies to all project phases.

Ms. Koprowski confirmed that it did. She then elaborated on the project's framework, which includes 44 'super' segments divided into short-, mid- and long-term projects.

Board Member Bertoni inquired about the criteria for determining short-term versus mid-term projects and asked whether decisions were based on risk or cost.

Ms. Koprowski responded that cost was not considered; instead, they prioritized areas with the greatest opportunity for improvement. These areas included those with the highest number of serious injury or fatal crashes per mile, disadvantaged communities (equity considerations), and locations with frequent collisions involving pedestrians, bicyclists or motorcycles. She continued with her presentation with an example from Project A, highlighting its potential to reduce KSI crashes in this area.

Chairperson Winstanley asked Ms. Koprowski to clarify what KSI stands for.

Ms. Koprowski explained that KSI refers to crashes resulting in someone being killed or seriously injured (KSI). She then discussed the project boundaries, proposed recommendations, and cost estimates.

Chairperson Winstanley asked if Project A was just an example project.

Ms. Koprowski confirmed that it was and added that the final plan would include 16 such projects.

Board Member James noted that the project area has a high concentration of multifamily developments and asked whether crash rates were higher in these areas.

Ms. Koprowski responded that while they did not analyze crashes in this specific context, the high concentration of multifamily housing correlated with an increase in pedestrian crashes, leading to a focus on pedestrian safety in this project.

Vice Chairperson Vandever asked if the project area was near the old Fiesta Mall.

Ms. Koprowski confirmed that the example project being shown on the screen was and added that, while the Fiesta Mall's redevelopment was not directly factored into the project, the proposed safety measures would serve as best practices for any type of land use. These recommendations could be referenced during future redevelopment of the area.

Ms. King added that the plan includes data that will help the city guide developers in the future projects.

Ms. Koprowski continued her presentation by discussing the evaluation of left turn phasing at intersections with the highest rates of left-turn related crashes resulting in severe injuries and/or fatalities. She explained the difference between permissive, protected and protected-permissive left turns and noted that the team recommended protected left turn phasing at 13 intersections. This would expand upon current Mesa progress to identify such intersections and make left turn phasing improvements based upon safety trends.

Chairperson Winstanley asked whether the recommendation favored leading or lagging left turns and inquired about the use of flashing yellow arrow versus the solid green indication.

Ms. Koprowski clarified that the decisions regarding leading or lagging left turns would depend on the context and would be determined by city staff.

Chairperson Winstanley then asked whether the data supported it one approach over the other.

Ms. Koprowski stated that, from the safety perspective, the data does not favor one approach over the other, noting that simply converting from permissive mode into protected mode is beneficial. She explained that the flashing yellow arrow is the new standard for the protected permissive phasing. She then asked Ms. King whether all the protected permissive phasing in the city used flashing yellow arrows.

Ms. King explained that while not all existing intersections have flashing yellow arrows, the city has installed them at all new intersections over the last 5+ years.

Mr. Hudson, Mesa City Traffic Engineer, explained that flashing yellow arrows enhance safety by encouraging extra caution when drivers make left turns, per national studies supported by the FHWA, also noting the positive outcomes observed from a signal timing perspective.

Ms. Koprowski then discussed performance monitoring, highlighting the City of Mesa's goal to reduce motor vehicle related fatalities and serious injuries by 30 percent by 2030.

Board Member Bertoni inquired whether the data show what percentage of KSI crashes are associated with left turn crashes.

Ms. Koprowski confirmed this and explained the use of a crash dashboard to summarize crash types at intersections.

Ms. King explained that the city collects detailed crash data, including factors such as lighting conditions, weather, and driver demographics. She emphasized that safety measures like raised medians would only be implemented if proven effective for specific problems.

Ms. Koprowski elaborated on crash modification factors in evaluating safety improvements, ensuring that crashes addressed by one modification are not double counted in analyses and that a true representation of expected crash reductions is achieved.

Vice Chairperson Vandever inquired about the City of Mesa's performance compared to other municipalities in the state regarding KSI crashes.

Ms. Koprowski acknowledged that while she did not have specific data on hand, the City of Mesa performs well compared to benchmark communities and even national statistics. However, she emphasized that there is always room for improvement.

Mr. Hudson added that a recent report from the Maricopa Association of Governments (MAG) listed the top 100 intersections in the region with the highest potential for safety improvements and crash risk, and only one was in the City of Mesa.

Chairperson Winstanley observed that red light cameras were not explicitly listed as a strategy.

Ms. Koprowski clarified that red light cameras are included under the plan's "Promoting safer speeds" category. She then went on to explain the next steps.

Board Member James inquired if the crash dashboard data would be made available to the public on the city's website.

Mr. Hudson said that aspect has not really been discussed nor is it fully determined at this stage, but there will be an update to how the Mesa Transportation Department is publishing annual crash reports, which are currently published and publicly accessible on the Mesa website.

Mr. Guderian, Assistant Transportation Director, introduced himself and added that crash reports contain sensitive information, and staff is working to determine how to safely share cleaned and summarized data. He added that discussions are ongoing, though no timeline is set for publication.

Board Member James asked whether reports are published annual or every two years.

Ms. Koprowski clarified that the reports are issued every two years.

Item 4. Hear and discuss a presentation on the Mesa Moves Bond Program Update.

Erik Guderian, Assistant Transportation Director, introduced himself and indicated that he would provide an annual update on the Mesa Moves Bond Program.

Mr. Guderian began by summarizing the 2020 Mesa Moves Bond, noting that rising costs for material, labor and real estate have significantly impacted the program's budget. While the initial estimate in 2020 was \$162 million, the projected cost in 2024 ballooned to \$305 million. He explained that the team is prioritizing projects based on urgency and potential reimbursement opportunities. Mr. Guderian also mentioned the recent passage of Proposition 479, which extends the sales tax in the Maricopa region, enabling additional funding. Despite these efforts, he acknowledged that not all originally planned improvements projects will be feasible. Mr. Guderian highlighted key regional roadway improvement projects, noting that he would not address each of them in detail but invited questions.

Board Member James asked about the planned improvements at the intersection of Stapley Drive and University Drive, observing that the intersection seems to operate well as it is.

Mr. Guderian explained that the introduction of the light rail on Main Street had reduced available lanes, diverting more traffic to University Drive and Broadway Road. The planned improvement at the intersection of Stapley Drive and University Drive involves adding dedicated right turn lanes in each direction to separate turning vehicles from through traffic.

Continuing his presentation, Mr. Guderian discussed Arterial Roadway Reconstruction Projects, Active Transportation Projects and the anticipated progress for the upcoming year.

Board Member James inquired whether there were regional plans to recalibrate project costs under Proposition 479 and whether the city was considering another bond in 2026.

Mr. Guderian expressed optimism about another bond initiative but noted that no formal discussion had taken place yet. Regarding Proposition 479, he explained that the city's primary focus had been securing its approval, and there had not yet been detailed discussions about cost adjustments.

Chairperson Winstanley asked about SRP's material storage near the site of the Ray Road to Ellsworth Road Regional Roadway Improvements area. He inquired about when the area would be cleared.

Mr. Guderian explained that the Engineering Department oversees the Ray Road to Ellsworth Road Regional Roadway Improvements project and plans to open it for public bidding by the end of the year, with construction expected to begin in Spring or Summer 2025.

When Chairperson Winstanley asked whether the city would use a previous design for the project, Mr. Guderian confirmed that the design was finalized this year.

Chairperson Winstanley remarked that he thought that the design had been completed a year earlier.

Mr. Guderian added that the project will realign Ray Road at Ellsworth Road, replacing the current 600-foot offset and allowing traffic to flow directly through the intersection in the east-west directions.

Chairperson Winstanley commented on the lengthy timeline for the project.

Mr. Guderian acknowledged the delay, noting that ongoing construction activity in southeast Mesa requires substantial coordination, as closing multiple roadways simultaneously is not feasible. Additionally, the project required coordination with several other agencies including the Arizona Department of Transportation and Maricopa County.

Chairperson Winstanley thanked Mr. Guderian for the update and presentation.

It was motioned by Board Member Hartig, seconded by Board Member Laufer, to adjourn the meeting.

AYES – Winstanley – Vandever – Alvidrez – Bertoni – Crist – Hartig – James – Laufer

NAYS – None

Meeting adjourned at 6:33 pm