

TRANSPORTATION ADVISORY BOARD MINUTES

APPROVED

HELD ON September 21, 2021

The Transportation Advisory Board of the City of Mesa met in the Lower Council Chambers, 57 East 1st Street and online via Zoom, on September 21, 2021, at 5:30 p.m.

<u>TAB Members Present</u>	<u>TAB Members Absent</u>	<u>Others Present</u>
Megan Neal (Chairperson)	Dave Bergner	Ryan Hudson
David Winstanley (Vice Chairperson)	Melissa Vandever	Sabine Ellis
Georgina Marin	Quintin Evans	Lieutenant Jason Coon
Michelle McCroskey – on phone		Erik Guderian
Mike James – in person		David Rico
Rodney Jarvis		RJ Zeder
Ryan Wozniak		
Sam Gatton – on phone		

Chairperson Neal called the September 21, 2021, Transportation Advisory Board meeting to order at 5:33 pm.

Item 1. Approval of the minutes of the Transportation Advisory Board meeting held on May 18, 2021.

It was moved by Board Member Wozniak, seconded by Board Member McCroskey, that receipt of the above-listed minutes be approved. Board Member James asked to abstain since he was not present at the last meeting or on the board at the time.

Upon tabulation of votes, it showed:

AYES – Neal – Winstanley – Marin - McCroskey – Jarvis - Wozniak – Gatton

NAYS – None

ABSTAINED – James

Item 2. Acknowledge outgoing Board Member Chris Scott.

Board member Chris Scott was not present at the meeting. Chairperson Neal acknowledged Board Member Scott's participation and appreciated his service.

Item 3. Acknowledge new Board Members Mike James and Quintin Evans.

Board Member Mike James introduced himself to the Board. Chairperson Neal welcomed Board Member James. Board Member Evans was not present at the meeting.

Item 4. Items from citizens present.

Ryan Hudson informed that there are three submitted blue cards for item number 4 on the agenda.

Craig Vossler, resident of 1451 N 71st St Mesa 852070 – Mr. Vossler discussed that he was bringing an issue to the Board's attention, a problem that his neighborhood has been facing since December 2020. He explained that the neighborhood is in the shape of a U, Halifax Dr on the South and Hobart St on the north, both connecting to 71st Street. Power Food Park (PFP) was using the future site for the public safety facility for overflow parking but then the city fenced that off, so then attendees of PFP started using Halifax Dr. This created a scenario where both sides of Halifax Dr had vehicles parked on it. Drivers parking on Halifax are walking down the street with no concern for safety and crossing wherever they want to, with no designated crosswalk or sidewalk.

Chairperson Neal thanked Mr. Vossler for bringing it to the Board's attention.

Roger Jenkins, resident of 6834 E Halifax Dr – Mr. Jenkins discussed challenges of coming south on Power Road to turn east onto Halifax due to all the traffic generated by PFP. The traffic makes it hard for residents of the neighborhood to leave due to all the extra vehicles parked, especially between the hours of 5PM-9PM. The street is approximately 22 feet wide and when vehicles are parked it is dangerous, especially if there was an emergency vehicle trying to get down the road.

Chairperson Neal thanked Mr. Jenkins.

Ted Sparks, resident of 7016 E Halifax Dr – Mr. Sparks explained that he lives on Halifax and his main concern is there is no right turn lane going north on Power to Halifax. To do that you have to turn immediately into the parking lot (vacant lot). This is causing delays and people are getting stuck out on Power Road. When visitors to the park are leaving, they are going through the neighborhood to get back out to Power.

Chairperson Neal thanked Mr. Sparks. She informed them once again the staff cannot discuss the issues but thank you for bringing the comments to the Board.

Item 5. Discuss and take action on staff recommendation to approve the installation of speed cushions on Inverness Avenue between Lindsay Road and 24th Street (Council District 3).

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

Mr. Hudson explained speed humps vs. speed cushions as a refresher to the TAB members. He also gave a high-level overview of the Mesa Speed Hump Policy.

Board Member Ryan Wozniak asked why in the secondary affected properties at the west end beyond 300 feet was not included?

Ryan Hudson explained what was shown was an example and the street is the ending termination point for the subject street.

Board Member McCroskey asked Ryan to explain step three of the policy process.

Ryan Hudson said step three is focused on warranting criteria. The 85th percentile speed is to be 8 mph over the posted speed limit and the volume must be under 5,000 vehicles per day.

Ryan Hudson continued with showing a map of the specific corridor of Inverness Ave and the proposed locations for speed cushions. He explained that the street cross section narrows east of Glenview creating a unique situation. At the west end this corridor on Inverness Ave, just past 24th Street, the cross section is 44 feet and at the east end, just west of Lindsay Road, the cross section is 40 feet. The posted speed limit is 25 mph on this segment of Inverness Ave. The recorded 85th percentile speed was 37 MPH, and daily volume was just over 1,100 vehicles per day. Mesa Fire does not object to speed cushions on this segment. The survey for 200 affected properties showed at least 70% approval and the secondarily affected property owners confirmed less than 70% opposition.

Ryan Hudson read the comments sent in by residents.

Katherine Daley, resident of 2411 E Inverness Ave, is in support of speed cushions.

Darla Blowers, resident of 2407 E Inverness Ave, is in support of speed cushions.

Chairperson Neal asked for any questions.

Board Member Ryan Wozniak commented speed humps/cushions are a tool that does not give any opportunity to provide creative solutions to the problem. He also commented about research on the use of yellow centerlines may actually induce speeding rather than reduced speeding so it might be something else to try out.

Board Member McCroskey asked about removable speed bumps or temporary devices. She asked when those would be an option or would be used or if they are a part of the toolkit?

Ryan Hudson responded that Mesa had some in a few locations, but they are a maintenance issue so now permanent devices are the only options under the policy.

Board Member Michele asked if they are ever used or even when you have a temporary event/basis.

Ryan Hudson replied there was one application in the downtown area but that has since gone away.

Sabine Ellis replied they used them on Pepper Place when they had a bike race. The devices would be removed during the event and then put them back in. Permanent devices are recommended in neighborhoods because if there is substantiated speeding today, that needs to be addressed permanently. Also, they disintegrate and can be unsafe to use for long periods of time unless they are regularly maintained or replaced.

Chairperson Neal asked how long the speed and volume counts are held for.

Ryan Hudson responded that it is a 48-hour count on consecutive weekdays. Also, once the devices are installed, Mesa will perform another speed study to determine the impact of the devices.

Board Member Wozniak asked if any other board members want to see temporary devices or other creative measures added to the toolbox?

Chairperson Neal asked does staff ever do an overview of different techniques?

Sabine Ellis replied staff does entertain other measure, but speed humps and cushions are effective options from a fiscal and time perspective for retrofit situations.

Chairperson Neal asked for any other discussion on Inverness and asked for a motion.

It was moved by Board Member Mike James, seconded by Board Member Georgina Marin, to approve the installation of speed cushions on Inverness Avenue between 24th Street and Lindsay.

Upon tabulation of votes, it showed:

AYES – Neal – Winstanley – Marin - McCroskey – James – Jarvis - Gatton

ABSTAIN - Wozniak

NAYS – None

Item 6. Hear and discuss a presentation on Mesa's Crash Analysis.

Ryan Hudson, Sr Transportation Engineer, introduced himself and indicated that he would be giving a presentation on Mesa's Crash Analysis along with David Rico.

Ryan showed where crash data originates: a crash occurs, and a police officer onsite completes an Arizona Crash Report. That report gets sent to the Arizona Department of Transportation Traffic Records and how crash data gets to staff. It can take 5-6 months to get back to City of Mesa Staff. We have access through our data management system to view the report as soon as it is uploaded in order to look at specific areas/intersections without having to wait for the mass data back from the state.

We categorize the crashes into locational and annual. Locational is an in depth look into a specific location, corridor or area and can stem from to a traffic study request, safety concern, or development coming to the area. Annual crash reports are to identify year to year trends.

Mr. Hudson presented early estimated data of 2020 national fatal crashes from National Highway Traffic Safety Administration (NHTSA). Preliminary data showed that over 38,000

people died in motor vehicle crashes in 2020, the largest number of projected fatalities since 2007. He explained that this is despite the fact that early estimates of national vehicle miles traveled in 2020 decreased by approximately 13%. He added that the top contributing factors for national fatal crashes in 2020 were impaired driving, speeding, and failure to wear a seatbelt.

Mr. Hudson presented state-level crash statistics from ADOT for 2020. He explained that there was a decrease in total crashes and injury crashes in 2020, but there was an increase in fatal crashes, consistent with national numbers. The increase in fatalities was notable for pedestrians, bicyclists, and lane-departure crashes per the ADOT report.

Mr. Hudson presented 2020 regional data from Maricopa Association of Governments (MAG). He explained that, per MAG publications, there were increases in fatal crashes on arterial and local roads in the region with continued increase in fatal and injury pedestrian crashes. He noted that this continued trend has been a driving factor for MAG's "See Me AZ" campaign, which focuses on raising awareness on pedestrian laws.

Mr. Hudson presented local 2020 crash data highlights, referencing the published 2020 Annual Report. He explained that the annual report is broken down into sections and that data is verified against the vehicle crash reports. He explained that within Mesa in 2020, pedestrian crash fatalities were 44% of the total crash fatalities. He noted that "failure to yield", "disregarded signal", and "speed too fast" were the predominant violations for pedestrian fatal collisions. The total number of vehicle crashes declined negligibly from 2019, while fatalities increased by 29%. He noted that this is consistent with the results seen in the state and national level. Low seatbelt usage was noted in 2020 fatal crashes with less than 15% utilization. Additionally, 46% of fatal crashes were impairment related from either drugs or alcohol.

Vice Chairperson David Winstanley asked if there was any indication of reduced vehicle miles traveled to correlate the data to national statistics.

Ryan Hudson explained that while the City of Mesa does not collect a vehicle miles traveled metric, traffic volumes were gathered during the Spring and Fall seasons to gauge road capacity in 2020. He noted that there was an average daily traffic volume (ADT) reduction of about 30% within the City of Mesa in 2020.

Vice Chairperson David Winstanley said that the presented ADT counts seemed consistent with national and regional data. Mr. Hudson agreed.

Ryan Hudson presented a preliminary snapshot of 2021 fatal crashes within the City of Mesa.

Mr. Hudson explained the importance of gathering a reasonable sample size of data to properly capture trends.

David Rico presented on the utilization of trends to gain a holistic view of the city and make targeted improvements. Mr. Rico presented a comparison of national and City of Mesa total fatalities over a multi-year range.

Vice Chairperson David Winstanley asked if Mesa's population increased relatively during the given range.

Ryan Hudson mentioned that the City of Mesa did see a population increase which is noted in the City of Mesa Annual Report.

David Rico mentioned that the City of Mesa Transportation Department supplements serious injury crash data to increase the sample size. He noted that over the past 10 years, there has been a slight decline in serious injury crashes. 2020 serious injury crashes also saw a decline compared to the trendline.

Mike James asked which year the City of Mesa began installing HAWK beacons.

Sabine Ellis said that she believes the first HAWK was installed around 2014.

Michelle McCroskey asked what "HAWKS" were.

Sabine Ellis clarified that HAWKS, also known as Pedestrian Hybrid Beacons (PHB) are signalized pedestrian-activated crosswalks that force vehicles to stop/yield for crossing pedestrians.

Ryan Hudson added that there would be photo examples of HAWKS further in the presentation.

Michelle McCroskey asked how the serious injury crashes that the City of Mesa gathers compare to national injury statistics.

Ryan Hudson explained that he doesn't have national serious injury data to compare to local crashes.

David Rico added that national statistics on injury crashes include possible, minor, and serious injuries, whereas the City of Mesa adds serious injury data to fatal data due to similar behaviors.

Michelle McCroskey mentioned that there were perceptions that the City of Mesa was not tracking red light runners. She asked if the City of Mesa has removed red light cameras from intersections.

Lieutenant Jason Coon, supervisor of the photo safety program, mentioned that speed and red-light cameras are still in place at certain location across the city. He noted that sites that have gone down were due to construction in the area. He mentioned that he can also provide the number of citations issued from the program if requested.

Sabine Ellis said that the City of Mesa Police Department has been adding new camera locations; most recently at Guadalupe & Carriage Lane east of the 101 and at Ellsworth and Pecos (north) within the last couple of years.

David Rico continued the presentation with a 10-year trendline of bicycle crashes. The City of Mesa has seen a decrease in the number of bike crashes. This is possibly attributed to more bike facilities be provided as well as more people driving motor vehicles. He noted that from 2017 to 2020 there has also been a decrease in bicycle crashes on a state level.

Mr. Rico presented a 10-year City of Mesa trendline for pedestrian crashes. He noted that pedestrian crashes have steadily increased, with a particularly large increase in 2020. He added that ADOT is reporting a similar trend for pedestrian crashes.

Mr. Rico presented on fatalities by unit type and explained that pedestrian crashes were the highest percentage of motor vehicle fatalities in 2020 for the City of Mesa.

Mr. Rico presented on crash manner and user behavior/actions are analyzed and are used to identify most prominent factors leading to collisions. From 2017 to 2020 over one-third of crashes involved a pedestrian. He also noted the most common violations for pedestrian crashes, including "failure to use crosswalk", "failing to yield to oncoming traffic", or "disregarding signal". He added that left turn crashes and angle crashes were the next highest leading crash manner for motor vehicle fatalities from 2017 to 2020 in the City of Mesa.

Mr. Rico presented on most common violations in fatal collisions from 2017 to 2020. Over one-quarter of fatal crashes in the City of Mesa had a reported violation of "failure to yield". Over half of those "failure to yield" collisions were motor-vehicle-on-motor-vehicle collisions, over one-third were pedestrian collisions, and 6% were bicyclist collisions. Mr. Rico mentioned that over half of "disregarded signal" violations were caused by pedestrians crossing outside of their crossing phase.

Michelle McCroskey asked how someone would know from looking at the chart that a large portion of disregarded signal crashes were pedestrian-caused. She thought that "disregarded signal" was used only for motor vehicles running red lights.

David Rico said that over one-third of the violations were indeed red-light runners, but a majority.

David Rico presented on serious injury crashes, reiterating the point that serious injuries are added to increase the sample size of data. He referenced a chart showing most motor vehicle-motor vehicle left turn crashes were intersection related. Of those, most were at a signalized intersection. He added that most predominant violation of the fatal and serious injury crashes were "pedestrian did not use crosswalk", "bicyclist rode against traffic", and "motorist failure to yield".

David Rico presented on how the data is analyzed and combined to determine crash behaviors which led to a collision. He mentioned that the most common bicyclist crash behavior was a motor vehicle failing to yield while making a right turn. Additionally, most of those behaviors involved a bicyclist traveling against the flow of traffic.

Mr. Rico continued with the second most common behavior being motor vehicle failing to yield from a driveway, with a large portion of those crashes involving a bicyclist traveling against the flow of traffic. He compared this behavior to a lower percentage of bike crashes involving a bicyclist traveling with the flow of traffic.

Mike James asked what the latest thinking was in addressing these common behaviors.

Ryan Hudson mentioned a regional analysis by MAG that produced similar results. He mentioned that actionable items from that report included providing additional crossing facilities.

Sabine Ellis added that there are certain corridors in the City of Mesa where signs have been installed that notify bicyclists to ride with traffic. She noted that these signs have not significantly improved behaviors due to bicyclists traveling based on what side of the road they need to be without any additional crossing facilities. Since the signs have not seen significant success, the City of Mesa will focus on adding appropriate crossings.

Michelle McCroskey asked if these offending bicyclists are being cited.

Lieutenant Jason Coon explained that in order to cite bicyclists for riding against traffic that the corridor has to be signed accordingly.

Ryan Hudson added that there is a focus on educating bicyclists to ride with the flow of traffic.

Michelle McCroskey asked what the plan was for educating bicyclists.

Lieutenant Jason Coon informed the board that Mesa PD started a fatal accident reduction program in January 2021 which targeted areas most likely to have a fatal crash. This program includes educating the homeless population and providing selective enforcement.

Ryan Wozniak expressed that he felt education can only go so far and that he would like to see more focus on design and engineering to address the behaviors.

Ryan Hudson noted that engineering and design plans will be touched on further in the presentation.

David Rico presented on the most common behaviors associated with pedestrian crashes. Between 2016 and 2020, the most prominent pedestrian crash behaviors were due to a pedestrian crossing outside of a crosswalk. The next most common pedestrian crash behaviors were a motor vehicle colliding with a crossing pedestrian while performing a left or right turn.

Ryan Hudson presented on the MAG crash risk report from 2015 to 2019. MAG takes five years of regional crash data and gives each intersection a safety score. Ryan noted the three City of Mesa intersections on the MAG list have already been improved or are going to be improved shortly. Mr. Hudson noted that City of Mesa intersection improvements projects need to be funded on a local level since there are many other intersections in the MAG region which take priority. Mr. Hudson presented the MAG preliminary report for 2016 to 2020. Only one intersection was on that list, and it is under construction currently to be improved.

Mr. Hudson presented on the Safety Performance Function (SPF) Tool that the City of Mesa uses to help identify intersections with the highest potential for improvement. This predictive tool helps categorize crashes based on multiple factors to provide a higher basis for prioritization. Notably, the program was used to identify improvements for Baseline and Sossaman.

Mr. Hudson continued that the City of Mesa Transportation Department is looking to create more useful platforms that can assist in identifying trends and target improvement locations. Additional data sources that can be integrated into data analysis include surrounding land uses, facility types, demographics, and more. Properly combining this data can help the City of Mesa find locations or corridors that need improvement without relying only on crash data.

Mr. Hudson provided an example by combining pedestrian/bicyclist crossing behaviors overlayed on a map with zero car households and active transportation generators such as transit stops, residential areas, and commercial areas.

Mr. Hudson provided examples of safety projects which are currently underway or have been completed and what the City of Mesa has done with the data. He split it into major corridor improvement projects which are combined into the Capital Improvement Project (CIP) program and spot improvements. Examples included Southern and Stapley, Baseline and Sossaman, a PHB on Rio Salado Pkwy near Westwood High School, and a Rectangular Rapid Flashing Beacon (RRFB) on 8th Ave west of Extension. Mr. Hudson added examples of school zone improvements such as dual speed limits and enhanced crossing zones. Mr. Hudson added examples of signal modifications such as left turn arrows, flashing yellow arrows, improved signal head visibility, and signal timing modifications.

Mr. Hudson explained that there are efforts to reengage the educational programs within the Transportation Department which were put on a brief hold in 2020. These education initiatives would educate children within schools.

Mr. Hudson opened for discussion on this topic.

Chairperson Megan Neal mentioned the Vision Zero initiative and asked if that was something that the City of Mesa has considered.

Sabine Ellis acknowledged Vision Zero and mentioned that the City of Mesa Transportation Department practices it every day and noted that there are funds allocated to safety improvements through the Photo Safety Program.

Ryan Wozniak expressed that he felt Vision Zero should be embraced aggressively in the City of Mesa. He requested the presentation go back one slide. He noted a “bump out” crossing improvement and suggested that future projects go a step further such as narrowing lanes and recusing road width throughout a larger area where appropriate. He felt that transportation engineering tends to prioritize vehicular movement over other, more vulnerable road users.

Michelle McCroskey said that Tempe has had some success with Vision Zero and that the City of Mesa should compare their data with City of Mesa data.

Ryan Hudson informed the TAB that the City of Mesa does look at other municipalities’ data to see how they are performing in comparison to Mesa.

Michelle McCroskey added that she would like to see bicycle education start at the school level. She said that the Transportation Department should collect data around junior high and high schools to see if bike laws are being observed.

Erik Guderian said that the Transportation Department agrees with that statement and that in the school year before Covid-19 outreach was done to over 4,000 students in Mesa Public Schools for bicycle and pedestrian programs. He added that students in the 3rd through 5th grade level were very receptive to the educational initiatives and that the City of Mesa hopes to continue the initiatives soon.

Mike James mentioned that he'd like to see the City of Mesa explore more methods of neighborhood speed calming and traffic safety that are being experimented with in other cities. He added that other cities with the Vision Zero initiative have tried quick and cheap improvements to improve spot locations without going through long processes.

Chairperson Megan Neal asked if the City of Mesa goes back to measure success of an implemented safety measure after it has been installed.

Ryan Hudson explained that performance measures are tracked and/or observed at a location dependent on the type of feature that is installed.

Chairperson Megan Neal said that she'd like to see which projects have been successful to determine if they can be replicated at other locations.

Ryan Wozniak added that he saw some benefit to combining the quick and cheap installments mentioned by board member James with the performance metric gathering mentioned by Chairperson Neal.

Chairperson Megan Neal asked if there was any more discussion. This section was not an action item

It was motioned by Board Member Mike James, seconded by Vice Chairperson David Winstanley, to adjourn the meeting.

AYES – Neal – Winstanley – Marin - McCroskey – James – Jarvis - Wozniak – Gatton

NAYS – None

The meeting was adjourned at 7:02PM.