

TRANSPORTATION ADVISORY BOARD MINUTES

APPROVED

HELD ON July 21, 2020

The Transportation Advisory Board of the City of Mesa met online via Zoom, on July 21, 2020 at 5:30 p.m.

<u>TAB Members Present</u>	<u>TAB Members Absent</u>	<u>Others Present</u>
Christopher Scott	Steven McCance	Ryan Hudson
Megan Neal	Sam Gatton	Sabine Ellis
Vern Mathern	Georgina Marin	Stephan Bach
Dave Bergner		Ray Parmigiani
Ryan Wozniak		Stephanie Derivan
Melissa Vandever		RJ Zeder
David Winstanley		
Rodney Jarvis		

Board Member Mathern called the July 21, 2020 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 19, 2020.

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

Upon tabulation of votes, it showed:

AYES – Scott – Neal – Mathern - Bergner - Wozniak – Vandever – Winstanley – Jarvis

NAYS – None

Item 2. Acknowledge new Board Members Steven McCance and Rodney Jarvis.

Board Member Mathern welcomed new Board Member Rodney Jarvis.

Board Member Steven McCance was not able to attend this meeting.

Item 3. Annual election of Chairperson and Vice Chairperson.

Board Member Mathern explained that Board Member Megan Neal was nominated for the Chair position and asked that the group vote on it.

AYES – Scott – Neal – Mathern - Bergner - Wozniak – Vandever – Winstanley – Jarvis

NAYS – None

Megan Neal was approved as Chair.

Board Member Mathern explained that Board Member David Winstanley was nominated for the Vice Chair position and asked that the group vote on it.

AYES – Scott – Neal – Mathern - Bergner - Wozniak – Vandever – Winstanley – Jarvis

NAYS – None

David Winstanley was approved as Vice Chair.

Item 4. Items from citizens present.

None

Item 5. Discuss and take action on staff recommendation to approve the installation of speed cushions on Recker Road between Star Valley Street and Teton Circle (Council District 5).

Sabine Ellis, City Traffic Engineer, introduced herself and gave refresher on speed hump policy before the presentation. She explained how the speed humps are one continuous hump that goes from gutter to gutter without any breaks and typically these are put on smaller neighborhood streets that have less traffic. Speed cushions are typically used on collector streets and have a break in them every six feet for emergency vehicles. Emergency vehicles still must slow down but they are able to straddle the speed cushions.

Ms. Ellis then explained the steps taken to install speed humps. First, a resident initiates the request for speed humps or speed cushions on their streets. Next, staff will evaluate the street to see if qualifies for speed humps. If the road qualifies, then staff will reach out to the Fire Department to get their approval. After that, a speed study is done on the requested road which the residents have to pay for. Next a neighborhood survey is done by a neighbor liaison. The survey includes everyone that lives around the street withing 300 feet and it must have 70% approval from the neighborhood. The residents are given three months to complete the survey. Then staff will do a neighborhood denial survey via mail which includes homes farther away from the street. After that is a public comment period for two weeks, signs are put out near the proposed speed hump site asking the public for their input. Last, staff will bring the speed hump request to the TAB for approval before installing them.

Ryan Hudson, Senior Transportation Engineer, introduced himself and explained that he will present items 5 and 6.

Mr. Hudson stated that item number five is staff's recommendation to install speed cushions on Recker Road between Star Valley Street and Teton Circle. He provided a map for the proposed speed cushions, the speed data collected, and the survey results. He explained that proposed area is in the northern part of the City and runs through the Red Mountain Ranch Neighborhood. He pointed out that there are existing speed cushions on Recker Road north of the proposed area. He explained that there are homes that front Recker Road on the east side of the street along this stretch of road. Mr. Hudson then gave results of the study which are in favor of the speed cushions on Recker Road.

Board Member Winstanley asked what was planned for the vacant space west of Recker Road.

Mr. Hudson explained that there is a private subdivision planned for that area.

Board Member Winstanley asked if there would be any schools facing the road.

Mr. Hudson confirmed that there are no schools planned.

Board Member Winstanley asked if there would be any shopping centers.

Mr. Hudson confirmed that it is strictly a private, gated residential subdivision.

Mr. Hudson read four comments from residents.

Erin Duth – 3941 N Recker Rd – supports speed cushions

Charles Jay – 3921 N Recker Rd – supports speed cushions

Jennifer Bass – 6260 E Saddleback St – supports speed cushions

Patrick Crowley – 3945 N Recker Rd – supports speed cushions

Board Member Winstanley asked where the other speed humps were on Recker Road in relation to the proposed area.

Mr. Hudson said they are north of the proposed area.

Board Member Winstanley asked if this would be a continuation of the cushion along Recker Road.

Mr. Hudson responded that is correct.

Board Member Winstanley asked about a park mentioned in one of the resident comments.

Mr. Hudson explained the resident was citing the development of a former Mesa park land on the west side of Recker Road where the new private residential subdivision will be going in.

Board Member Wozniak asked if the spacing of the current speed cushions with the addition of the proposed speed cushions be all the speed cushion that could be placed in this stretch of Recker Road.

Mr. Hudson said yes, with all the variables in the area there would not be enough room to add additional speed cushion starting north of Star Valley Street.

Board Member Wozniak asked if there would be room to add speed cushions south of Star Valley Street down toward Thomas Road

Mr. Hudson explained that section of Recker Road could be pursued in the future if a resident that lives in the affected area wanted to pursue them.

Board Member Wozniak asked if there are any driveways that face Recker Road in that segment.

Mr. Hudson answered no.

It was moved by Board Member Scott, seconded by Board Member Bergner to approve the installation of speed cushions on Recker Road between Star Valley Street and Teton Circle.

Upon tabulation of votes, it showed:

AYES – Scott – Neal – Mathern - Bergner - Wozniak – Vandever – Winstanley – Jarvis

NAYS – None

Item 5 approved

Item 6. Discuss and take action on staff recommendation to approve the installation of speed cushions on 8th Street between Stapley Drive and Miller Street (Council District 1).

Ryan Hudson, Senior Transportation Engineer, reintroduced himself and explained that he will present item 6.

Mr. Hudson stated that item number six is staff's recommendation to install speed cushions on 8th Street between Stapley Drive and Miller Street. He provided a map for the proposed speed cushions, the speed data collected, and the survey results. He pointed out that 8th Street between Mesa Drive and Horne has existing speed cushions. Also, there are speed cushions on 8th Street east of Stapley Drive.

Board Member Winstanley asked if there are speed cushions on any of the residential streets north or south of 8th Street.

Mr. Hudson did not believe there were any on 8th Place or 7th Place but noted he was not sure without checking.

Board Member Winstanley asked if putting speed cushions on 8th Street could divert traffic to one of the other streets.

Mr. Hudson explained that diversion of traffic is a possibility when there is an installation of speed humps or speed cushions.

Sabine Ellis, City Traffic Engineer, explained that people may not use the street to the north because it stops at Horne. She believes people are more likely to use 6th Street to get to Mesa Drive.

Board Member Winstanley asked if diversion of traffic happens frequently with the installation of speed cushions.

Mr. Hudson explained that a study was done on this subject in one neighborhood. It was determined that there was no significant increase or decrease of traffic volume on the adjacent streets.

Ryan read three comments from the public
Steve Vankirk - 1062 E 8th St – supports speed cushions
Beca Borum - 1109 E 8th St – supports speed cushions
Paul Weg - 1068 E 8th St – supports speed cushions

Board Member Wozniak asked if there was a bike route along this 8th street segment.

Mr. Hudson said yes, this section of 8th St is identified as a bike route.

Board Member Wozniak asked if addition signs and markings could be added to this segment reminding drivers to share the road when the speed cushions are installed.

Mr. Hudson explained the width of the road is 40 feet which restricts the ability to formally install bike lanes while preserving on-street parking in front of the houses. Therefore, bike lanes are not currently signed and striped on this street because it would restrict people from parking in front of their homes.

Sabine Ellis, City Traffic Engineer, added that the installation of sharrows is something that could be looked at in the future to be installed along designated bike routes within neighborhoods.

It was moved by Board Member Neal, seconded by Board Member Winstanley, to approve the installation of speed cushions on 8th Street between Stapley Drive and Miller Street.

Upon tabulation of votes, it showed:

AYES – Scott – Neal – Mathern - Bergner - Wozniak – Vandever – Winstanley – Jarvis

NAYS – None

Item 6 approved

Item 7. Discuss and take action on the staff recommendation to decrease the speed limit from 45 mph to 35 mph on Guadalupe Road from Signal Butte Road to East City Limits (Council District 6).

Stephan Bach, Senior Transportation Engineer, introduced himself and explained that he will present staff's recommendation to decrease the speed limit from 45 mph to 35 mph on Guadalupe Road from Signal Butte Road to East City Limits.

Mr. Bach explained that this roadway segment goes through Sunland Springs Village which is a retirement community. Along this stretch of Guadalupe Road there are sections that have three lanes eastbound and three lanes westbound with no safe crossing. It dead ends at eastern border with no foreseeable plans to connect with Meridian Road. Staff has observed large amounts of pedestrian, bike, and golf cart traffic crossing Guadalupe Road mainly due to the clubhouse and other amenities. There is a low volume of vehicles that travel on this section of Guadalupe Road and most travel at or below the posted speed limit.

Mr. Bach said staff recommends a speed limit reduction to 35MPH, reduce travel lanes from three to one per direction and add an all way stop at Springwood Boulevard with marked crosswalks on all four legs.

Board Member Wozniak commented on the plan for westbound traffic between Wattlewood and Signal Butte Road. He asked if a buffer could be put between the travel lanes and bike lane during the restriping.

Mr. Bach responded that the three travel lanes will be maintained going towards Signal Butte to match up with the existing striping.

Board Member Wozniak asked what the existing travel lane widths were.

Mr. Bach responded that the current travel lane widths are 11 feet and those will not be modified.

Ms. Ellis added that the bike lane will stay against the curb and two of the travel lanes will be converted to create a 22-foot buffer from Wattlewood to the east. She said maintaining the existing width of the travel lanes will help in the future if it is decided to convert them back.

Board Member Wozniak asked that the possibility for an additional buffer for the bike lane be explored going westbound from Wattlewood. Next he inquired if there a way to look at a high contrast crosswalk like zebra stripe at Springwood Boulevard.

Mr. Bach said it is something that can be considered.

Ms. Ellis explained that high visibility crosswalks are normally at midblock where drivers are not expecting a crosswalk or at school crosswalks. It was determined that with the all-way stop that this would be enough for drivers to be aware of the crosswalk.

Board Member Wozniak felt that the intersection at Springwood Boulevard does not narrow as well as it could because of the right turn lane. He said traffic coming from Springwood onto Guadalupe Road seems to have a generous radius to turn onto Guadalupe Road which lessens the buffer at the intersection and exposes pedestrians to a wider area of traveling vehicles. He

would like to see staff make adjustments, so pedestrians have the least exposure to traveling vehicles when they are in the crosswalk.

Mr. Bach and Ms. Ellis confirmed that it is something that will be evaluated.

Board Member Winstanley inquired about the bike route if someone was traveling on Guadalupe, heading east through the intersection. He asked if the bicyclist would have to keep to left of the right turn lane then travel to the right after they passed the stop sign to get back in the bike lane on the other side.

Ms. Ellis said that was correct.

Board Member Winstanley felt that was dangerous.

Ms. Ellis said this is typically how an intersection is striped when there is a dedicated right turn. She said it is better to have a dedicated bike lane, so bicyclists know where to go instead of just stopping it and they have to find their way through the travel lanes.

Board Member Winstanley asked if the board was voting on the speed limit or the entire plan.

Board Member Mathern said it was just the speed limit.

It was moved by Board Member Wozniak, seconded by Board Member Scott to decrease the speed limit from 45 mph to 35 mph on Guadalupe Road from Signal Butte Road to East City Limits

Upon tabulation of votes, it showed:

AYES – Scott – Neal – Mathern - Bergner - Wozniak – Vandever – Winstanley – Jarvis

NAYS – None

Item 7 approved.

Ms. Ellis advised that the striping will be done at the same time as the speed reduction and that this will go before council in August. If it is approved, then it will be implemented in September or October.

Board Member Mathern congratulated Megan Neal and David Winstanley on their appointments.

Meeting was adjourned at 6:30 pm by Mathern.