

TRANSPORTATION ADVISORY BOARD MINUTES

APPROVED

HELD ON May 19, 2020

The Transportation Advisory Board of the City of Mesa met online via Zoom, on May 19, 2020 at 5:30 p.m.

<u>TAB Members Present</u>	<u>TAB Members Absent</u>	<u>Others Present</u>
David Camp (Chairperson)	Sam Gatton	Ryan Hudson
Ian Murray (Vice Chairperson)	Vern Mathern	Sabine Ellis
Chris Scott	Georgina Marin	Erik Guderian
Megan Neal		Al Zubi
Ryan Wozniak		Stephanie Derivan
Melissa Vandever		
David Winstanley		
Dave Bergner		

Chairperson David Camp called the May 19, 2020 Transportation Advisory Board meeting to order at 5:37pm.

Item 1. Approval of the minutes of the Transportation Advisory Board meeting held on January 21, 2020.

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

Upon tabulation of votes, it showed:

AYES – Murray – Scott – Wozniak – Vandever – Bergner – Winstanley – Neal - Camp

NAYS – None

Item 2. Acknowledge outgoing Board Members David Camp and Ian Murray.

David Camp acknowledged himself and Ian Murray as outgoing board members.

Item 3. Items from citizens present.

None

Item 4. Discuss and take action on staff recommendation to approve the installation of speed cushions on 2nd Street between Stapley Drive and Lazona Drive (Council District 4).

Ryan Hudson, Senior Transportation Engineer, introduced himself and indicated that he would be presenting a staff recommendation to approve the installation of speed cushions on 2nd Street between Stapley Drive and Lazona Drive.

Mr. Hudson presented a location map for the proposed speed cushions, the speed data collected, the survey results and feedback received from the respective neighborhood.

Board member Wozniak asked about other possible tools that could be used to address these issues.

Mr. Hudson explained that speed cushions and speed humps are the primary tools used. Some driver feedback signs have been utilized but data indicates that the speed humps and speed cushions are the most effective, especially in situations where retrofitting an existing street.

Ms. Ellis, City Traffic Engineer, added that other options cost more money and time plus cause a large impact on parking in front of homes. She also advised that speed cushions on this street would be the quickest, most effective and makes the most sense because of this street length and geometry.

Board Member Bergner asked if there are any schools or other institutions that cause more traffic on 2nd Street. He also questioned if other streets in the neighborhood were experiencing the same problems. He asked what the impetus of this request for speed cushions was.

Mr. Hudson indicated that the other streets may be experiencing the same issues, but the City only goes through this process when residents request that speed cushions or humps be placed on their street.

Ms. Ellis also advised that the City does not initiate the process, residents do. She went on to explain the steps of the speed cushion and speed hump process.

Board Member Burger understood the process but asked why the traffic volume and speed was so high because there did not appear to be anything in the area that would generate these numbers. He questioned if this would push traffic to adjoining streets.

Ms. Ellis confirmed that traffic may use the other streets.

Chairperson Camp asked if there was an incident that caused the community to request the speed cushions.

Mr. Hudson indicated that he was not aware of any single incident and would have to ask the residents that initiated the process for speed cushions. However, the recorded traffic data on this street section has met all warrants for speed cushions.

Chairperson Camp mentioned that over the years, most requests came through because the neighborhood street was used as a cut through and this street does appear that it should have that issue.

Resident Eric Jacobson explained that once the light rail came in, several left-hand turns into the neighborhood were blocked off so people started using 2nd to get from Stapley Drive to apartments and businesses on Guthrie Street. He indicated that auto parts trucks use it all day and not only volume, but speed has increased on the street.

Vice Chairperson Murray voiced his support of speed cushions on this street.

Laura Baer, 1235 E 2nd Street, supports of the proposed speed cushions.

Eric Jacobson, 1235 E 2nd Street, supports the proposed speed cushions.

It was moved by Board Member Winstanley, seconded by Board Member Bergner, to approve the installation of speed cushions on 2nd Street between Stapley Drive and Lazona Drive.

Upon tabulation of votes, it showed:

AYES – Murray – Scott – Wozniak – Vandever – Bergner – Winstanley – Neal - Camp

NAYS – None

Chairperson Camp thanked the residents that joined in.

Item 5. Discuss and take action on the staff recommendation to increase the speed limit from 40 mph to 45 mph on Signal Butte Road from Guadalupe Road to a point 450 feet south of Elliot Road (Council District 6).

Ryan Hudson, Senior Traffic Engineer, introduced himself and indicated that he would be giving a presentation on staff's recommendation to approve an increase in the speed limit from 40 mph to 45 mph on Signal Butte from Guadalupe Road to a point 450 feet south of Elliot Road.

Mr. Hudson shared information about the development and growth in the area plus details about a recent capital improvement project on Signal Butte Rd. Through past development on both the west and east sides of Signal Butte, the street cross section was largely widened to a fully improved arterial street width. Also, the capital improvement project scope included the installation of additional asphalt pavement along the west side of Signal Butte which ultimately allowed for two lanes in each direction. This was a modification to the existing conditions which included shifting lane tapers that reduced the southbound direction to a single travel lane. Therefore, through the development half-street improvements and the recent capital improvement project, it became possible to eliminate and/or modify shifting lane tapers and ultimately allow for a 50 mph design speed, which correlates with a posted speed limit of 45 mph. The recommendation is to remove this section of Signal Butte Road from City Code Section 10-4-4, which covers posted speed limits of 40 mph, and add it to City Code Section 10-4-3 for posted speed limits of 45 mph. This will establish a consistent 45-mph speed limit from Broadway Road to south City limits.

Board member Wozniak asked if a charter school was at this intersection.

Mr. Hudson confirmed that there is an existing charter school near the southwest corner of the Signal Butte Road and Guadalupe Road intersection.

Board member Wozniak said there are children probably crossing Signal Butte Road to attend school. He asked if anyone checked the safe route to school ramifications of this proposal.

Mr. Hudson said this school is largely parent drop off and pick up so only a few students are crossing but any crossings are facilitated at the signalized intersection of Signal Butte Road and Guadalupe Road.

Board member Wozniak asked if there is any drop in speed on Signal Butte Road for school drop off and pick up times.

Mr. Hudson explained that the school does not currently meet requirements for a dual speed limit zone because of low walking volumes and high parent drop off. It also only has a small frontage on Guadalupe Road, with no frontage on Signal Butte Road.

Board member Wozniak voiced his concerns about the increase in speed on Signal Butte Road without a dual speed limit near the school. Mr. Wozniak explained concerns for maintaining a safe environment for those students that do walk to the Legacy Charter school.

Chairperson Camp asked about the development plans for property between the school and Signal Butte Road.

Ms. Ellis said she believes a storage facility will go there.

Chairperson Camp inquired about access to the school from Signal Butte Road.

Ms. Ellis replied that there is driveway access to the school from Signal Butte Road near the southern property line.

Chairperson Camp asked if there is a turn lane available for those entering off Signal Butte Road.

Ms. Ellis responded that yes, there is. She added that there is also a turn lane on Guadalupe for access to the school. She explained that the volume of students walking to school is continually monitored. If it increases, then they could meet the warrants and ultimately have the dual speed limit zone in the future.

Board member Winstanley asked if the bicycle striping on the west side of Signal Butte Road was up to date with City Code and procedures.

Mr. Hudson did some research to confirm that it is signed and marked as a bike lane on the west side of Signal Butte Road from Guadalupe Rd to Elliot Rd.

Board member Winstanley asked if this would make it the same speed limit all the way along Signal Butte Road or would there be variances as you approach Ray or south of Ray.

Mr. Hudson indicated that this change would make it 45 mph all the way to the south City limits. He said the only section of Signal Butte Road that would continue to have a 40-mph posted speed limit is in the north City limits, north of Main Street.

Board member Winstanley was concerned about a school south at the corner of Ray Road and Signal Butte Road. He said since it is currently 45 mph in that area, it is not relevant to this discussion.

Ryan Hudson confirmed that the existing speed limit is 45 mph south of Elliot Road all the way to south City limits.

It was moved by Board Member Scott, seconded by Board Member Winstanley, to increase the speed limit from 40 mph to 45 mph on Signal Butte Road from Guadalupe Road to a point 450 feet south of Elliot Road.

Upon tabulation of votes, it showed:

AYES – Gatton – Mathern – Neal – Scott – Vandever – Bergner – Marin

NAYS – Wozniak

Item 6. Hear and discuss a presentation on the Williams Field Road Alignment (Council District 6).

Al Zubi, Supervising Engineer, introduced himself and indicated that he would be giving a presentation on the Williams Field Road Alignment.

Mr. Zubi explained that ADOT plans to extend SR-24 from Ellsworth Road to Ironwood Drive. This stretch of SR-24 runs diagonally to the southeast, so it will connect with Williams Field Road at an angle. There were three proposed alignments to connect Williams Field Road to Ellsworth Road and through to the airport. One had the least curvature in it, which means it would have the highest speed, but this would connect by the airport facilities and be close to the runway. Another one would connect to the existing entrance into the airport off Ellsworth Road, but it has a very sharp curve which means lower design speed. The last (midrange) option has a small curve, lower design speeds and it brings it away from the airport infrastructure. The City worked with developers, landowners, stakeholders, and the airport to decide which alignment would work best. The group decided to go with the midrange option. By choosing a road alignment now, developers can start working on future designs around the proposed alignment.

Chairperson Camp asked if SR-24 was at ground level with Ellsworth and if this will raise SR-24 above Ellsworth.

Mr. Zubi said that it is at ground level with Ellsworth and explained that the SR-24 intersections will change over time. The upcoming SR-24 extension project will construct most of the interchanges at an interim condition. Some interchanges will be level, at grade, and others will be elevated in this interim condition. The Ellsworth Rd interchange will include an elevated/grade-separated mainline with this project.

Board member Winstanley asked if Gateway Blvd is a planned street to align with future airport facilities.

Mr. Zubi responded yes, there is a gate there but not an airport entrance.

Chairperson Camp asked if there would be direct access off the SR-24 into the airport.

Mr. Zubi said Williams Field Road will connect from SR-24 to Ellsworth and then there will be an airport street from Ellsworth Road into the airport. The lower speeds, because of the curve in the road, on Williams Field Road is beneficial because it will be surrounded by industrial and commercial facilities serving the airport which do not need higher speeds.

Board member Winstanley asked if everything to the east of SR-24 was residential.

Mr. Zubi explained that it might have some light commercial interest, but it is projected to be heavily residential.

Board member Wozniak asked if the midrange option was the final decision.

Mr. Zubi said yes because they needed to finalize everything so the developers and the airport could move forward with their projects.

Chairperson Camp asked Ms. Ellis if this was just a discussion and did not require a vote.

Ms. Ellis responded that yes, that it was just information for the group to know what the plans are for this roadway segment.

Chairperson Camp thanked Mr. Zubi for his presentation. He mentioned how he has been concerned about intersections on Ellsworth Road because of the high volume and speed of traffic coming from the south.

Mr. Zubi explained that the SR-24 with these additional exits may start to relieve some of the traffic on Ellsworth Road.

Ms. Ellis added that the SR-24 is planned to be completed in the fall of 2022. There is also a CIP (Capital Improvement Project) to connect Signal Butte with the SR-24 which will be another route south toward Germann Road.

Board member Winstanley asked if there would be a traffic signal on Signal Butte from the SR-24.

Ms. Ellis said yes, it will be another interchange which will help alleviate some of the traffic on Ellsworth Road.

Board member Wozniak discussed his view on smaller character streets, such as the segment of Williams Field Rd discussed as part of this presentation, and he felt that a four-way intersection with Ellsworth Rd may have been a worthy alternate that would potentially generate more placemaking and promote lower speeds.

Chairperson Camp thanked Mr. Zubi for his presentation.

Board member Winstanley asked if this gets posted on the website.

Ms. Ellis replied yes.

Chairperson Camp reiterated that this is his and Vice Chairperson Murrays last meeting.

It was motioned by Board Member Wozniak, seconded by Board Member Winstanley, to adjourn the meeting.

AYES – Murray – Scott – Wozniak – Vandever – Bergner – Winstanley – Neal - Camp

Meeting was adjourned at 6:39 pm.