

SUSTAINABILITY AND TRANSPORTATION COMMITTEE MINUTES

May 2, 2024

The Sustainability and Transportation Committee of the City of Mesa met in the lower-level meeting room of the Council Chambers, 57 East 1st Street, on May 2, 2024, at 9:33 a.m.

COMMITTEE PRESENT

Alicia Goforth, Chairperson
Francisco Heredia
Jennifer Duff

COMMITTEE ABSENT

None

STAFF PRESENT

Candace Cannistraro
Holly Moseley
Jack Vincent

Chairperson Goforth conducted a roll call.

1. Items from citizens present.

There were no items from citizens present.

2-a. Hear a presentation, discuss, and receive an update on the Transportation Master Plan.

Assistant Transportation Director Erik Guderian introduced Sr. Transportation Engineer Mark Venti and displayed a PowerPoint presentation. **(See Attachment 1)**

Mr. Guderian defined the Transportation Master Plan (TMP) and reviewed the vision and goals. He noted that five overarching goals were developed based on community input. (See Pages 2 and 3 of Attachment 1)

Mr. Venti provided an overview of the steps involved in building the TMP and some of the elements that will be included in the final plan. He discussed the two phases of the public outreach conducted and integrated into the General Plan (GP). (See Page 4 of Attachment 1)

Mr. Venti described the factors that define travel sheds and presented a map illustrating the locations of the 11 travel sheds within the City of Mesa (COM). He mentioned that the City uses the travel sheds for both analysis and future needs for various projects. (See Page 5 of Attachment 1)

Mr. Venti summarized the results of the public outreach and the priorities of the community. He indicated there was a high interest in alternative modes of transportation. He noted that the highest priority recommendation for the City was improvements to reduce vehicle congestion. (See Pages 6 and 7 of Attachment 1)

Mr. Venti provided an overview of the process used to determine future conditions of streets and congestion levels. He reported that the future needs of the TMP are the bulk of what the City is researching and what the department will use moving forward. He discussed the transportation vision for the 2050 TMP is to provide every possible alternative mode of transportation for a complete network. He outlined the steps involved in determining how the City prioritizes its needs. (See Pages 8 through 10 of Attachment 1)

Mr. Venti highlighted the widening, reconstruction, and new bicycle facility needs within the city. He shared a map illustrating near-term, mid-term and long-range projects. (See Pages 11 and 12 of Attachment 1)

Mr. Venti explained that the Transportation Department developed a concept of street typology as a means of potentially integrating the needs and actions of the GP and the Transportation Plan. He noted that 11 placetypes have been converted to six street contexts. He described the process for street typologies and use of the networks that are being impacted or that can influence a specific street type. (See Pages 13 and 14 of Attachment 1)

Mr. Venti reviewed the schedule for the final stage of the TMP Development. (See Page 15 of Attachment 1)

Discussion ensued relative to the growth of transportation, right-sizing streets, City standards, design guidelines, street priorities and street typology.

Chairperson Goforth thanked staff for the presentation.

2-b. Hear a presentation, discuss, and receive an update on the Safe Streets and Roads for All (SS4A) Grant.

Assistant Transportation Director Erik Guderian introduced Supervising Engineer Sabine King and displayed a PowerPoint presentation. **(See Attachment 2)**

Mr. Guderian provided an outline of the agenda topics for the presentation. He shared that the Transportation Department (TD) collaborates with the Transportation Advisory Board (TAB) on the Safe Streets for All (SS4A) project. (See Page 2 of Attachment 2)

Mr. Guderian reviewed the comprehensive safety action plan goals and noted that the City is examining safety across all modes of transportation throughout the city. He indicated after collaborating with the Mesa Police Department (MPD) regarding safety, vehicular and safety crashes, and traffic issues, improvements were made to traffic signal timing and the operation of traffic signals. He commented that the COM is continuously exploring options to improve safety. He summarized the scope of work for the comprehensive safety plan process. (See Pages 4 and 5 of Attachment 2)

Ms. King discussed citywide crashes and a systemic analysis regarding safety. She explained the travel sheds identified in the TMP are used to analyze collisions and determine the needs in in each area. She presented a map illustrating the locations of the travel sheds. (See Pages 7 and 8 of Attachment 2)

Ms. King reviewed the analysis of speed-related crashes and mentioned that there is overrepresentation. (See Page 9 of Attachment 2)

In response to multiple questions from Chairperson Goforth, Mr. Guderian answered that the data relating to collisions encompasses any crashes that occur within the City's network. He commented typically crashes involve at least one vehicle; however, motorcycles, bicycles, and pedestrian collisions are also included in the data. He explained that 19% of the network reflected in speed-related collisions is calculated using center line miles, which means a six-lane arterial will be counted the same as a residential street, distance-wise.

Ms. King advised that an equity analysis is required by the Federal Government. She discussed the public outreach and efforts by the City to build connections and understand the specific needs of each community. (See Page 10 of Attachment 2)

Ms. King reviewed the 11 collision profiles and noted several factors that would need to be evaluated in order to mitigate them. (See Page 11 of Attachment 2)

In response to multiple questions from Chairperson Goforth, Mr. Guderian advised that the information for the collision profiles reflects six years' worth of crash data, specifically for fatal or serious injury crashes. He mentioned each one of the profiles represents a 4% share out of the total and there is overlap. He reported that the top four profiles have at least a 20% share and are not necessarily additive since a crash could fall between a few profiles. He indicated the major contributors to fatalities and serious injury crashes are the top four profiles. He stated prior to this project, staff identified that the number of fatalities due to motorcycle crashes have increased significantly since 2020. He commented that Mesa has followed the trends nationally over the past five years.

Ms. King stated the predictive safety analysis examines existing crash data and risk factors to determine where crashes are likely to occur in the future. She indicated that the City uses traffic volumes and roadway geometry to examine where crashes have occurred to invest its funds for the greatest impact. She noted the map is a working draft. (See Page 12 of Attachment 2)

Ms. King described public engagement as an important part of the process with regards to development and street design for safety. She mentioned the safe system approach, which is based on the Department of Transportation (DOT) recommendations, while using data from the outreach that has already been completed. (See Page 14 of Attachment 2)

Ms. King shared the various events and activities that were attended by staff. She mentioned staff are currently developing a social media video to promote the different platforms. She indicated once this plan is in place, staff can utilize the plan to apply for grants. She asked everyone to participate and share with others. She presented an image of the current online survey available at www.mesasafeststreets.com, which includes an interactive map for public comments and concerns. (See Pages 15 and 16 of Attachment 2)

Ms. King reviewed the next steps, including applying for SS4A grants in 2025. (See Page 18 of Attachment 2)

In response to a question from Councilmember Duff, Ms. King stated that the grant is 80% and the City must provide a 20% match.

Chairperson Goforth thanked staff for the presentation.

2-c. Hear a presentation, discuss, and receive an update on the Center Street Connector Design Concept: A Safer Street Project.

Assistant Transportation Director Erik Guderian displayed a PowerPoint presentation. **(See Attachment 3)**

Mr. Guderian provided background information on the 2020 Mesa Moves project and the Center Street Connector design concept, A Safer Street project. He commented that the goal of the project is to enhance travel for people walking to and from Downtown and providing Downtown residents with access to Mesa's Shared Use Path system. (See Pages 2 and 3 of Attachment 3)

Mr. Guderian reviewed the timeline for the project and mentioned that the process can take nine months. He emphasized that staff collaborates across departments to coincide with other department's visions. (See Page 4 of Attachment 3)

Mr. Guderian highlighted the recommendations of the study. He emphasized that as projects are reviewed, especially bicycle and pedestrian enhancements, the City wants to ensure that the projects selected can be successful and are in the right locations. He discussed the analysis of Center Street and Mesa's Downtown area. He provided an overview of the project construction, including reducing speed limits, widening sidewalks, and some of the challenges of providing a separate useable street for pedestrians and bicyclists. He noted the City does not intend to remove parking spaces and plans to have a bike lane against the curb as part of the project. (See Page 5 of Attachment 3)

In response to an inquiry from Chairperson Goforth related to the choice of streets for the project, Mr. Guderian explained that 1st Avenue to 2nd Streets were selected since the curb lanes could be moved with existing infrastructure. He indicated Center Street is a good candidate for the project due to its connectivity of north/south for more than one mile, and the connection to the Stadium Connector Shared Use Path that leads to other parts of the city. He added Center Street also has an existing wide street with excess capacity; and the City does not have to buy additional right-of-way (ROW) for any construction.

Mr. Guderian described the proposed cross section and street once someone travels outside of the core of Downtown. He emphasized staff have been working with maintenance crews to ensure that if the City decides to have buffered bike lanes, with vertical delineation, that the City can maintain them. (See Page 6 of Attachment 3)

Mr. Guderian provided an overview of the two different concepts, an interim and ultimate concept, and presented images of the bike lanes for both. He illustrated a rendering of the entrance to the Convention Center that would allow vehicles to travel through a roundabout, while providing a good entryway to Downtown. (See Page 9 of Attachment 3)

Mr. Guderian reviewed the next steps and stated the feasibility study was completed in March. He reported that the City does not have the funding for the project, nor all the funding for the Mesa Moves project, but is exploring funding options. He stated there is a possibility of receiving the SS4A Grant and that the project has been identified as feasible. He mentioned that the public will have an opportunity to provide feedback before construction begins. (See Page 10 of Attachment 3)

Discussion ensued relative to enhanced continuous bike lanes, safety options for bike lanes, traffic, roadway design, and delineators.

Chairperson Goforth thanked staff for the presentation.

3. Adjournment.

Without objection, the Sustainability and Transportation Committee meeting adjourned at 11:18 a.m.

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Sustainability and Transportation Committee meeting of Mesa, Arizona, held on the 2nd day of May 2024. I further certify that the meeting was duly called and held and that a quorum was present.



HOLLY MOSELEY, CITY CLERK

lr
(Attachments – 3)

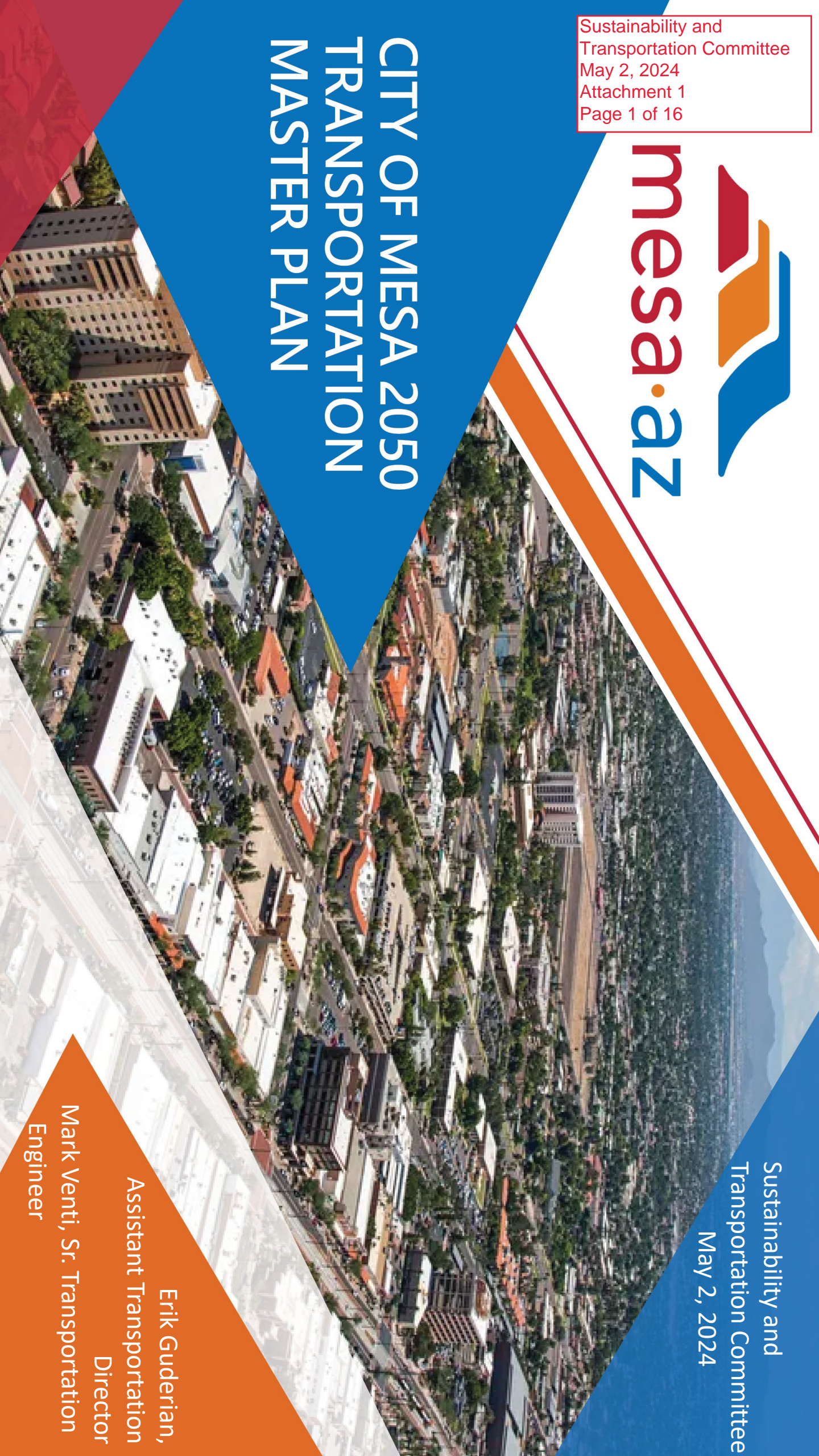


mesa·az

CITY OF MESA 2050 TRANSPORTATION MASTER PLAN

Sustainability and
Transportation Committee
May 2, 2024

Erik Guderman,
Assistant Transportation
Director
Mark Venti, Sr. Transportation
Engineer



What is a Transportation Master Plan?

*A Transportation Master Plan describes the existing transportation system and the **projects, programs, and policies** that will allow a community to meet its transportation needs and aspirations now and into the future.*

- *A Transportation Plan is Visionary, Comprehensive and Community Responsive.*
- *A Transportation Plan is not Legal Code, Standard Specifications or Compliant Actions.*
- *Mostly, a Transportation Plan is a tool to help City staff, management, elected officials and residents determine future transportation needs.*

TRANSPORTATION VISION and GOALS

Mesa's transportation network is a safe, efficient, and interconnected multimodal system that supports and strengthens the community and economy."



MANAGE AND MAINTAIN

Promote stewardship of a **sustainable and efficient transportation system** through strategic system management and preservation.



CONNECTIONS AND CHOICES

Develop an integrated and **complete multimodal transportation network** that provides improved and accessible mobility options for all modes.



THRIVE AND PROSPER

Strengthen the city, its residents, and its businesses, by **advancing equity and economic competitiveness** through improved transportation access to jobs, education, services, and goods.



SAFETY FIRST

Create a transportation network that consists of **safe and comfortable** mobility options for all current and future users.



ANTICIPATE AND ADAPT

Adapt to emerging technologies, land use changes, and transportation mobility demands by being innovative and flexible to ensure a **resilient and responsive transportation system**.

CONDUCTED PUBLIC OUTREACH

Conducted in Spring and Summer 2023

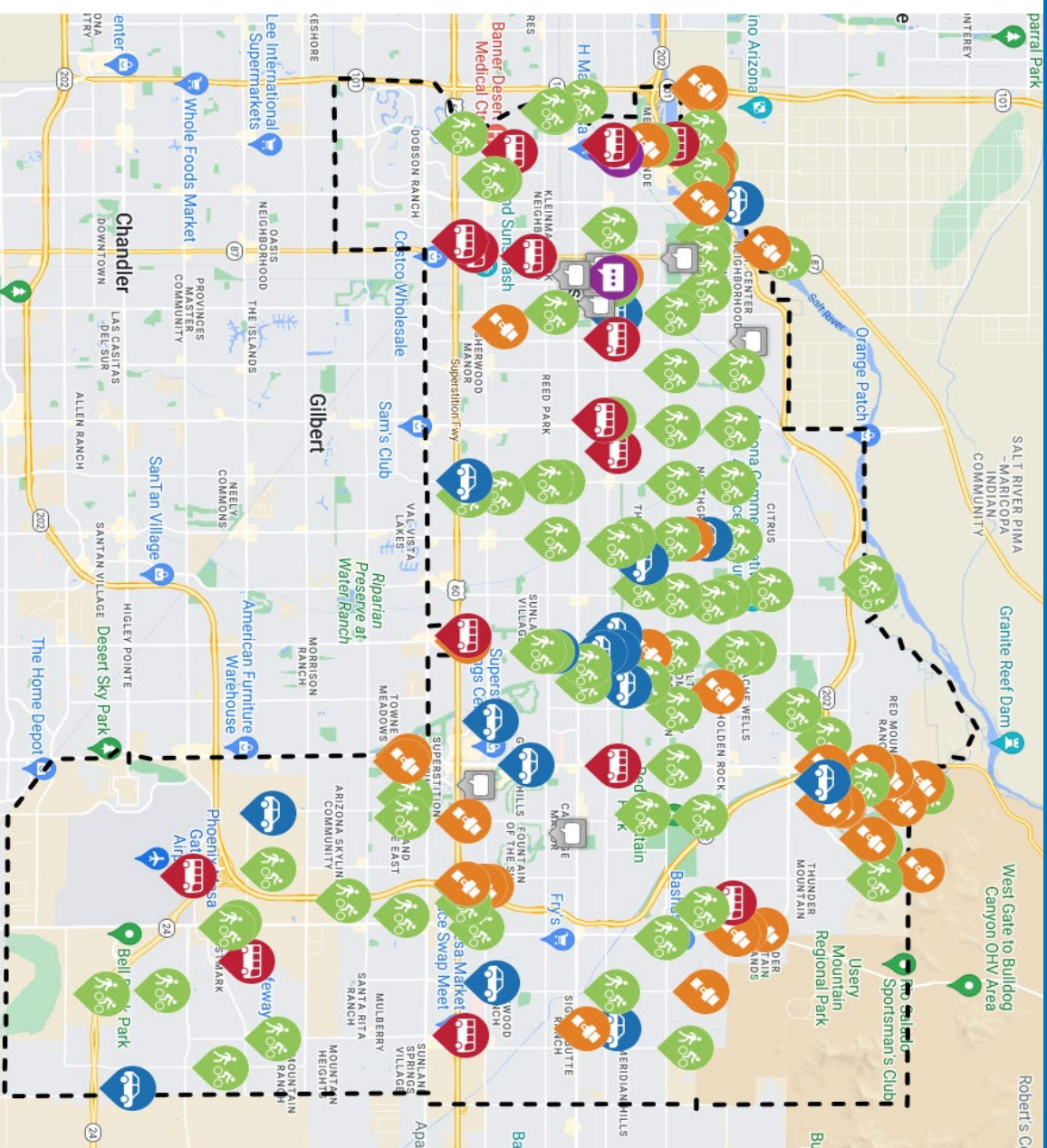
Outreach Methods:

- **In-Person Events alongside the General Plan**
- **Online Surveys**

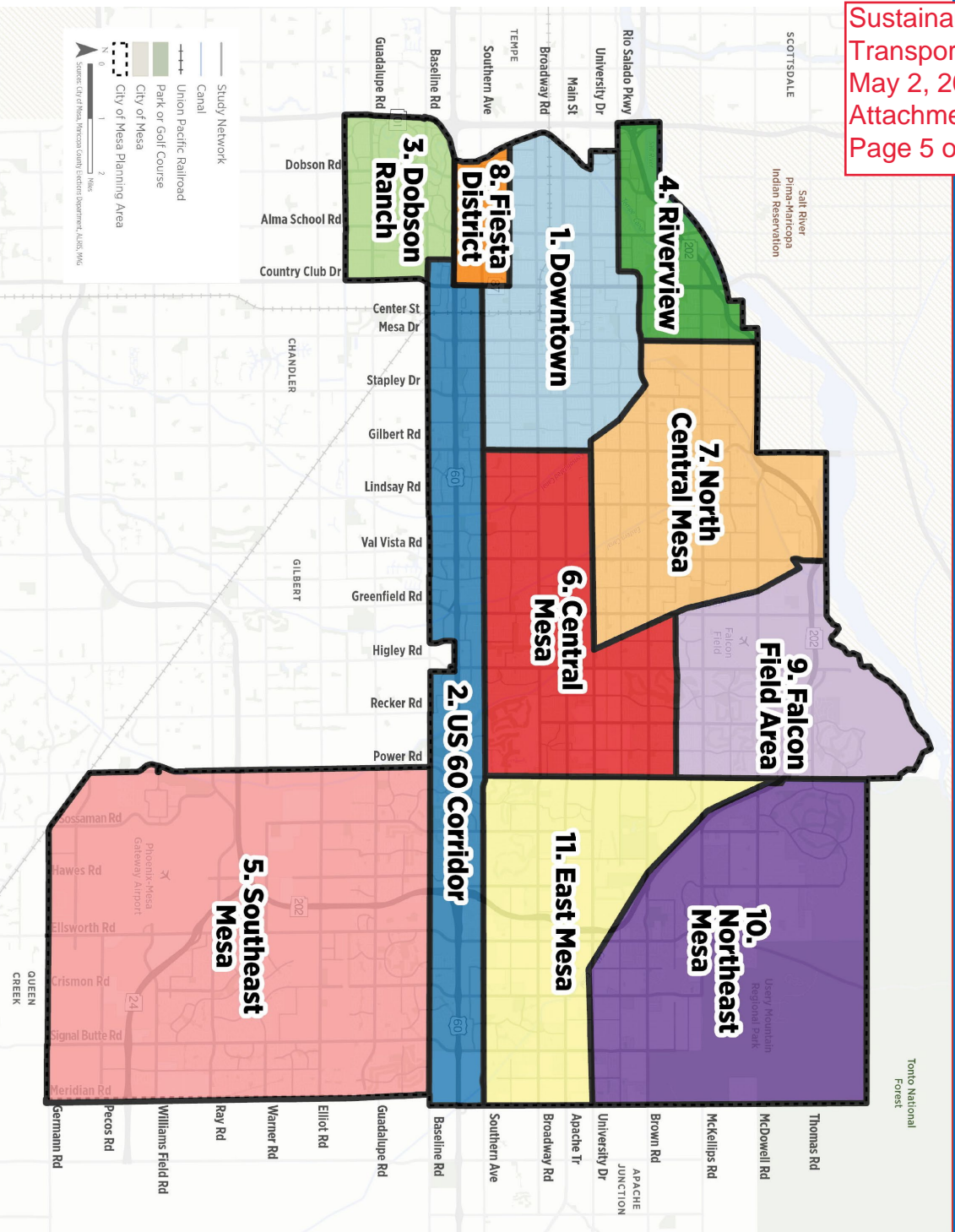
Phase II Conducted in Fall 2023 and Winter 2024

Outreach Methods:

- **Informational booths at community events**
- **Focus group meetings**
- **Project website**
- **Online Survey and Interactive Map**
- **Social media posts**



RAVEL SHEDS



Travel Sheds: Each Mesa area is unique and has unique transportation needs

- **Travel Sheds** are geographic areas that have similar socioeconomics and trip making characteristics; and tend to have similar transportation needs
- **Factors used to define travel sheds**
 - Socioeconomics (income level, household size, age, poverty status, zero-car households, minority concentrations, etc)
 - Future land use (General Plan)
 - Travel characteristics (predominant modes used, average travel distances, travel purposes, etc)

ASE II PUBLIC OUTREACH SUMMARY

What We Heard – By Travelshed: Transportation Investment Goals by Importance

	Highest Priority	2nd	3rd	4th	Lowest Priority
1. Downtown Mesa	Manage and Maintain	Connections and Choices	Safety First	Thrive and Prosper	Anticipate and Adapt
2. US 60 Corridor	Manage and Maintain	Connections and Choices	Safety First	Thrive and Prosper	Anticipate and Adapt
3. Dobson Ranch	Manage and Maintain	Safety First	Thrive and Prosper	Connections and Choices	Anticipate and Adapt
4. Riverview	Safety First	Connections and Choices	Manage and Maintain	Thrive and Prosper	Anticipate and Adapt
5. Southeast Mesa	Manage and Maintain	Safety First	Connections and Choices	Thrive and Prosper	Anticipate and Adapt
6. Central Mesa	Manage and Maintain	Safety First	Connections and Choices	Thrive and Prosper	Anticipate and Adapt
7. North Central Mesa	Safety First	Connections and Choices	Manage and Maintain	Anticipate and Adapt	Thrive and Prosper
8. Fiesta District	Manage and Maintain	Safety First	Connections and Choices	Thrive and Prosper	Anticipate and Adapt
9. Falcon Field Area	Safety First	Connections and Choices	Manage and Maintain	Thrive and Prosper	Anticipate and Adapt
10. North East Mesa	Manage and Maintain	Connections and Choices	Safety First	Anticipate and Adapt	Thrive and Prosper
11. East Mesa	Manage and Maintain	Connections and Choices	Safety First	Thrive and Prosper	Anticipate and Adapt

ASE II PUBLIC OUTREACH SUMMARY

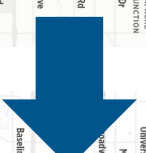
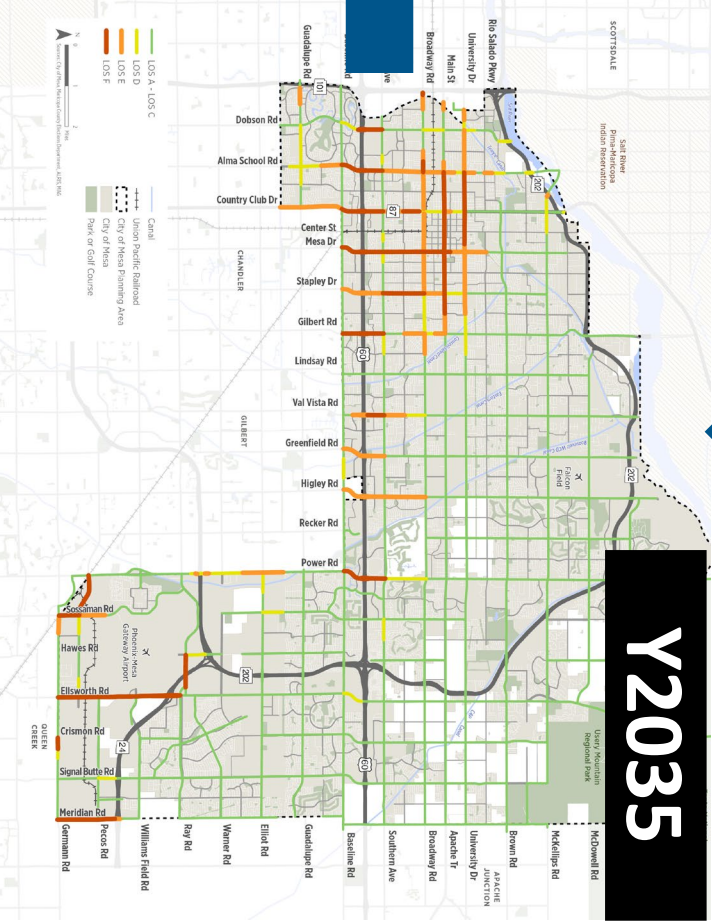
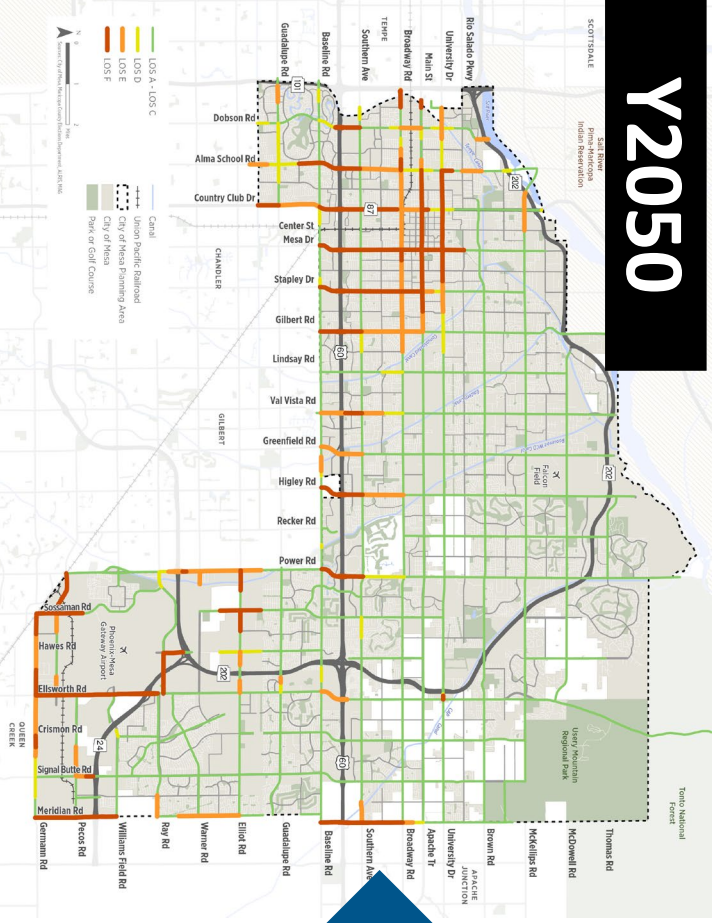
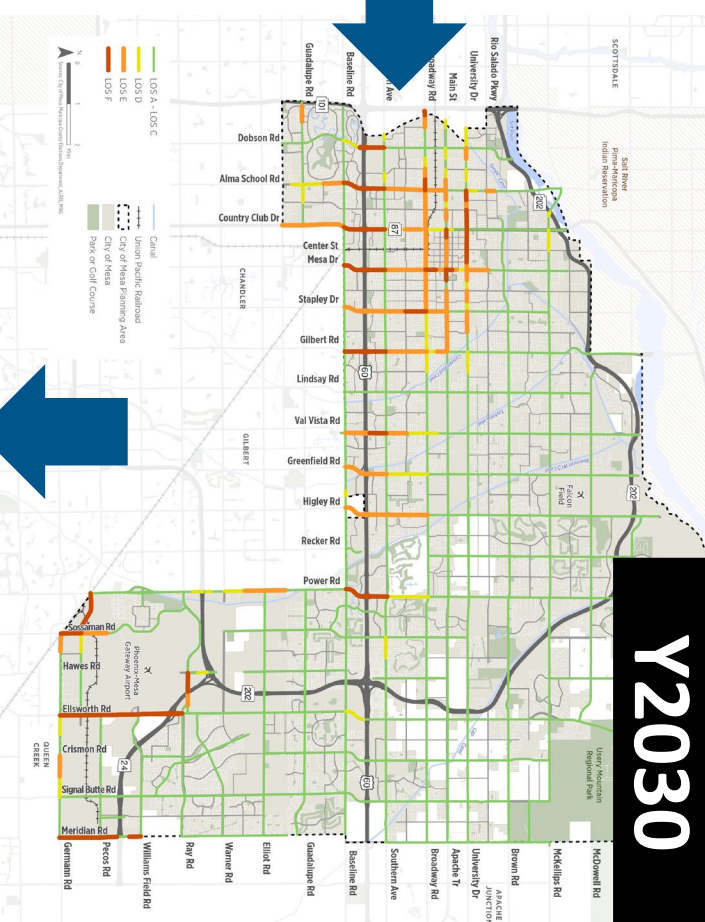
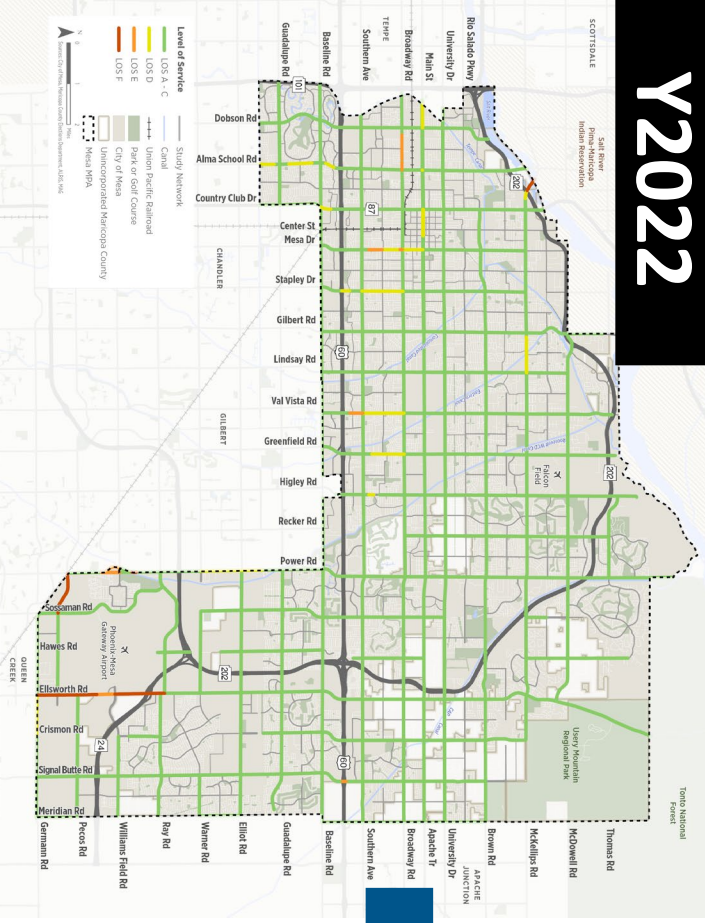
Heard – By Travelshed:

What transportation investments would you like to see?

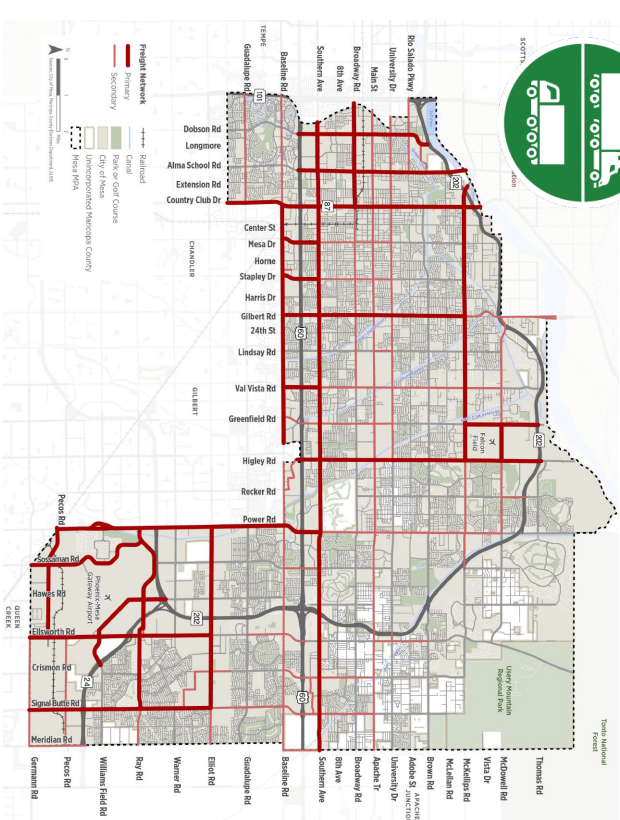
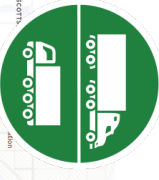
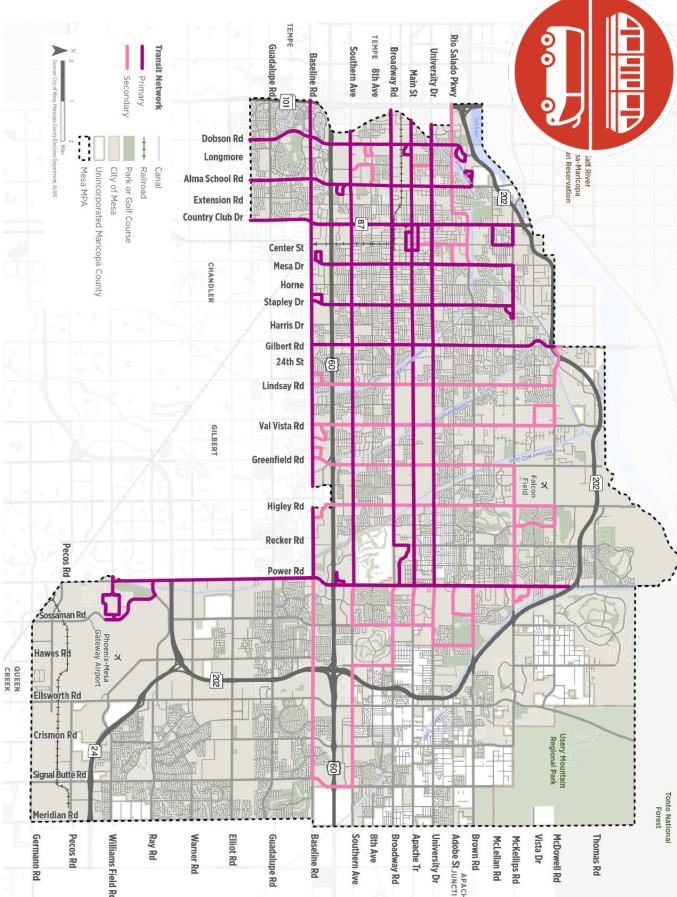
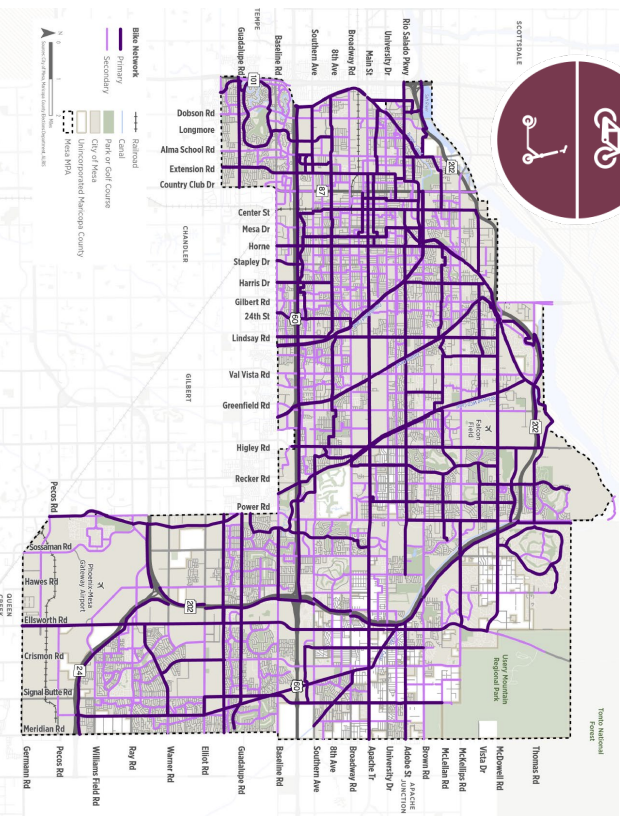
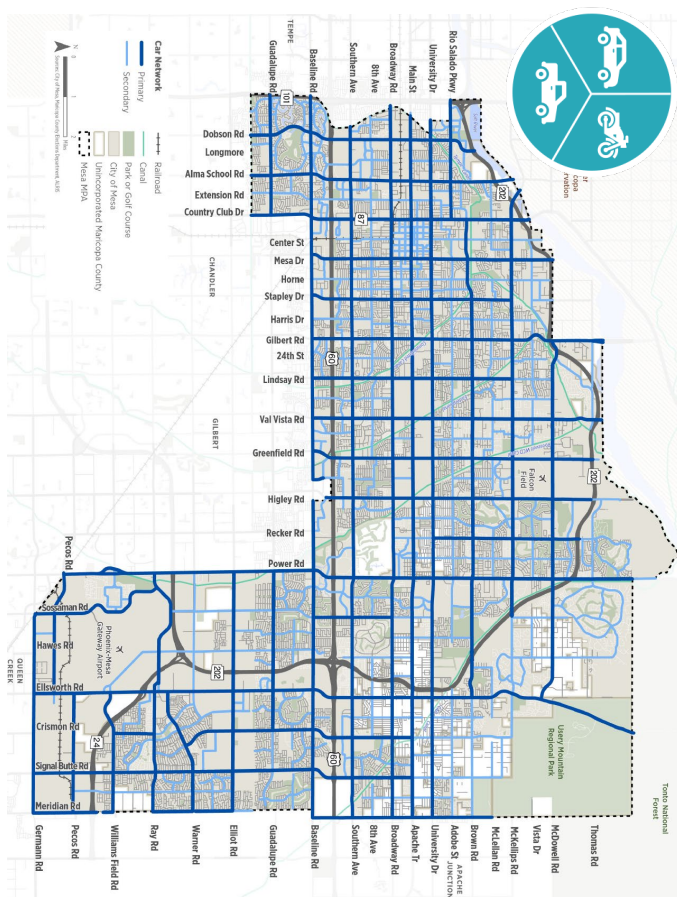
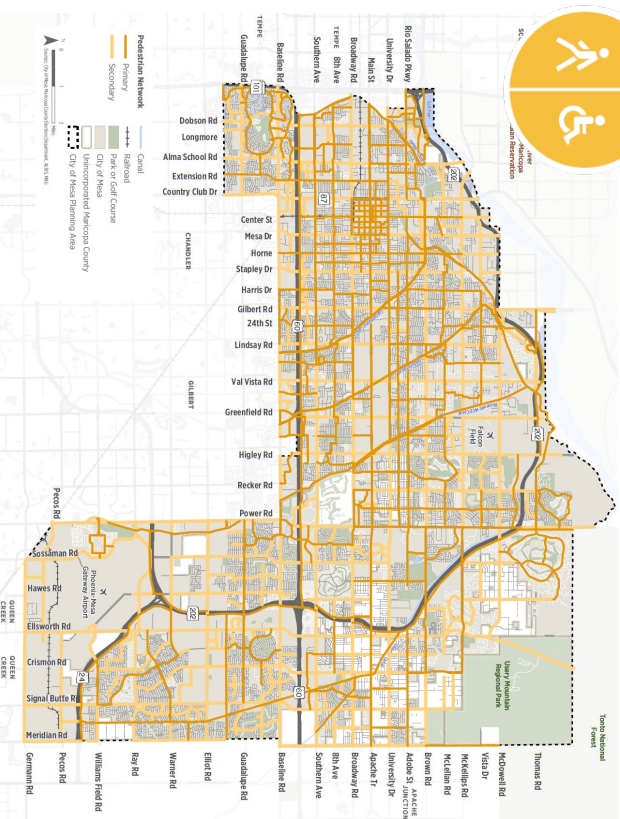
	Highest Priority	2nd	3rd	4th	5th	Lowest Priority
1. Downtown Mesa	Improvements to reduce vehicle congestion	Pedestrian and bicycle safety improvements	More sidewalks and bike lanes	Improvements to enhance safety for travel by vehicles	Expand public transit service	Technology improvements
2. US 60 Corridor	Improvements to reduce vehicle congestion	Improvements to enhance safety for travel by vehicles	Expand public transit service	More sidewalks and bike lanes	Pedestrian and bicycle safety improvements	Technology improvements
3. Dobson Ranch	Improvements to reduce vehicle congestion	Improvements to enhance safety for travel by vehicles	More sidewalks and bike lanes	Pedestrian and bicycle safety improvements	Expand public transit service	Technology improvements
4. Riverview	Improvements to reduce vehicle congestion	More sidewalks and bike lanes	Pedestrian and bicycle safety improvements	Improvements to enhance safety for travel by vehicles	Expand public transit service	Technology improvements
5. Southeast Mesa	Improvements to reduce vehicle congestion	Improvements to enhance safety for travel by vehicles	Expand public transit service	Pedestrian and bicycle safety improvements	More sidewalks and bike lanes	Technology improvements
6. Central Mesa	Improvements to reduce vehicle congestion	Pedestrian and bicycle safety improvements	More sidewalks and bike lanes	Improvements to enhance safety for travel by vehicles	Expand public transit service	Technology improvements
7. North Central Mesa	Pedestrian and bicycle safety improvements	More sidewalks and bike lanes	Improvements to reduce vehicle congestion	Improvements to enhance safety for travel by vehicles	Expand public transit service	Technology improvements
8. Fiesta District	Improvements to reduce vehicle congestion	Improvements to enhance safety for travel by vehicles	Pedestrian and bicycle safety improvements	Expand public transit service	More sidewalks and bike lanes	Technology improvements
9. Falcon Field Area	Improvements to enhance safety for travel by vehicles	Pedestrian and bicycle safety improvements	Technology improvements (i.e., electric charging stations, etc.)	Improvements to reduce vehicle congestion	More sidewalks and bike lanes	Expand public transit service
10. North East Mesa	Improvements to enhance safety for travel by vehicles	More sidewalks and bike lanes	Improvements to reduce vehicle congestion	Pedestrian and bicycle safety improvements	Expand public transit service	Technology improvements
11. East Mesa	Improvements to reduce vehicle congestion	Pedestrian and bicycle safety improvements	More sidewalks and bike lanes	Expand public transit service	Improvements to enhance safety for travel by vehicles	Technology improvements

REVISIONS

• Congestion Levels, if NO Road Improvements Made



Complete Streets Works

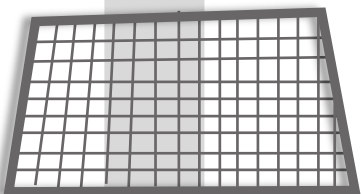


Future Needs



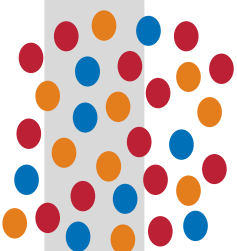
Step 1. Collect a Universe of Ideas

- Staff, community and stakeholder feedback
- Transportation Advisory Board input
- General Plan growth strategies
- Comprehensive data analysis



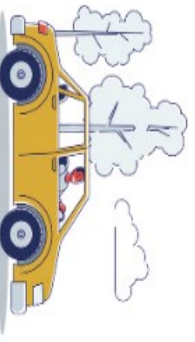
Step 2. Evaluate Needs

- Needs were grouped into categories and evaluated to confirm that they:
- Address specific issue/gap
 - Achieve the TMP vision and goals
 - Support General Plan's growth strategies



Step 3. Determine Priority/Phasing

Based on the evaluation results, needs were further screened to confirm implementation feasibility and then categorized by priority/phasing tiers for implementation.



Roadway and Safety Needs



Pedestrian Needs



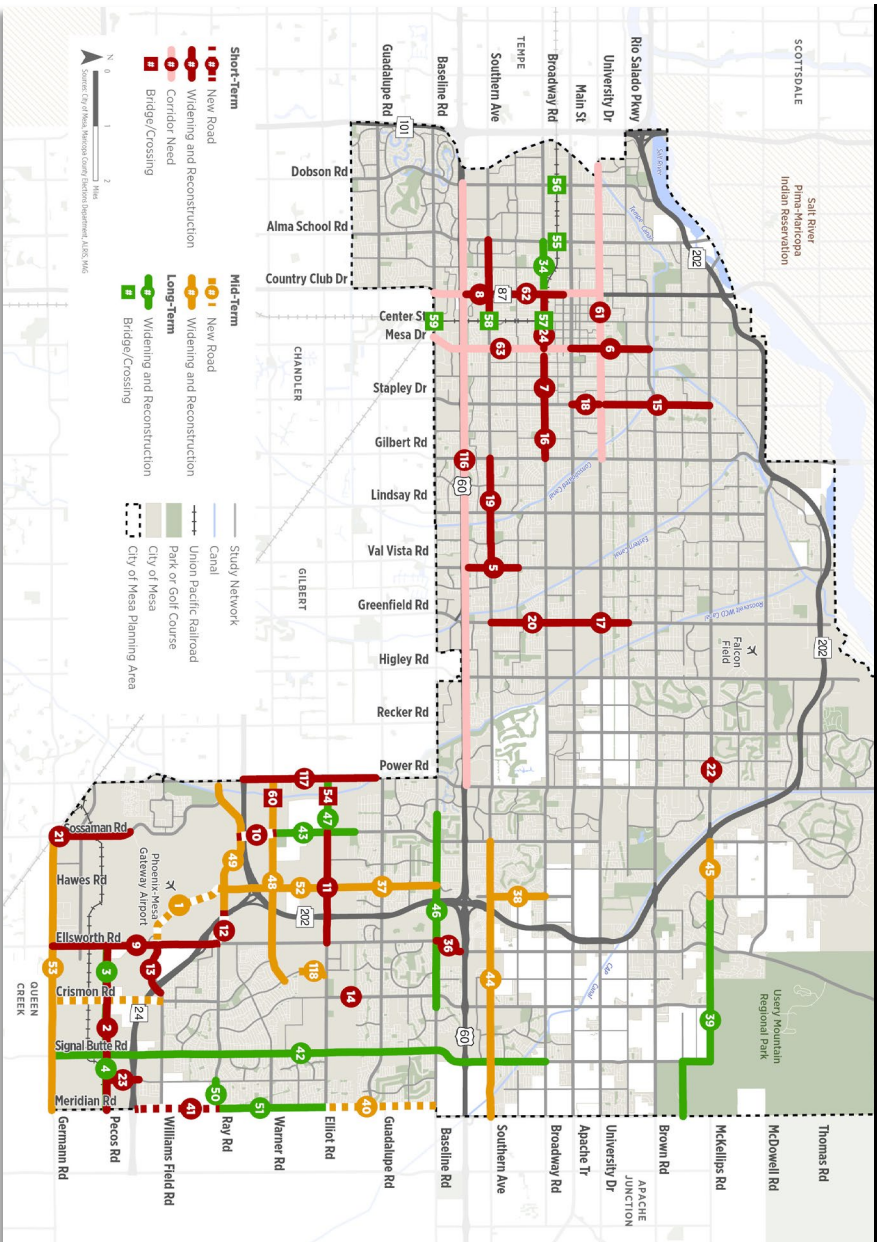
Bicycle Needs



Transit Needs

Future Needs

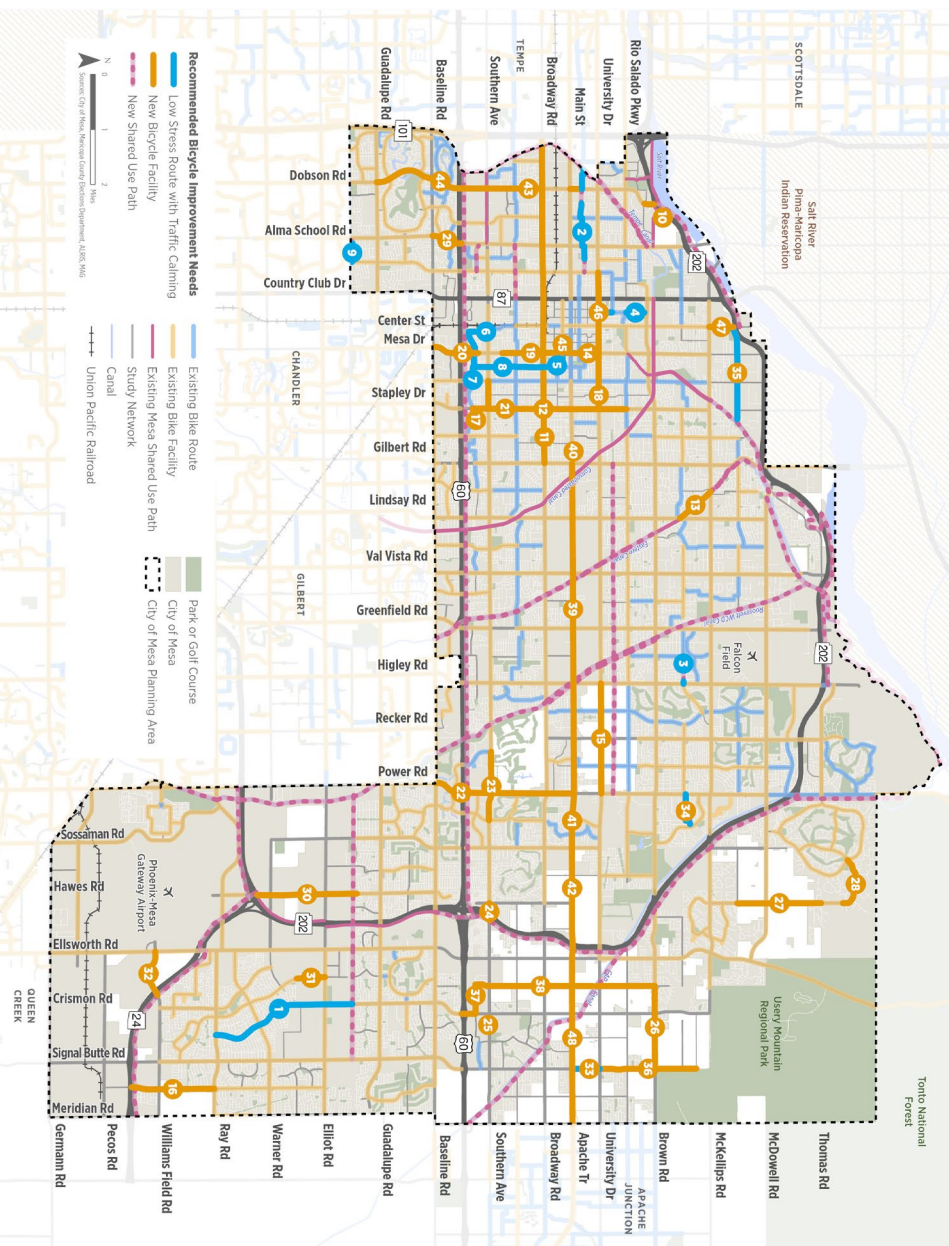
Planning and Reconstruction Needs



- **Widening and Reconstruction**
- **New Roads**
- **Bridge and Crossing Needs**
- **Intersection Improvements**
- **Safety Improvement Needs**
- **Corridor Studies**

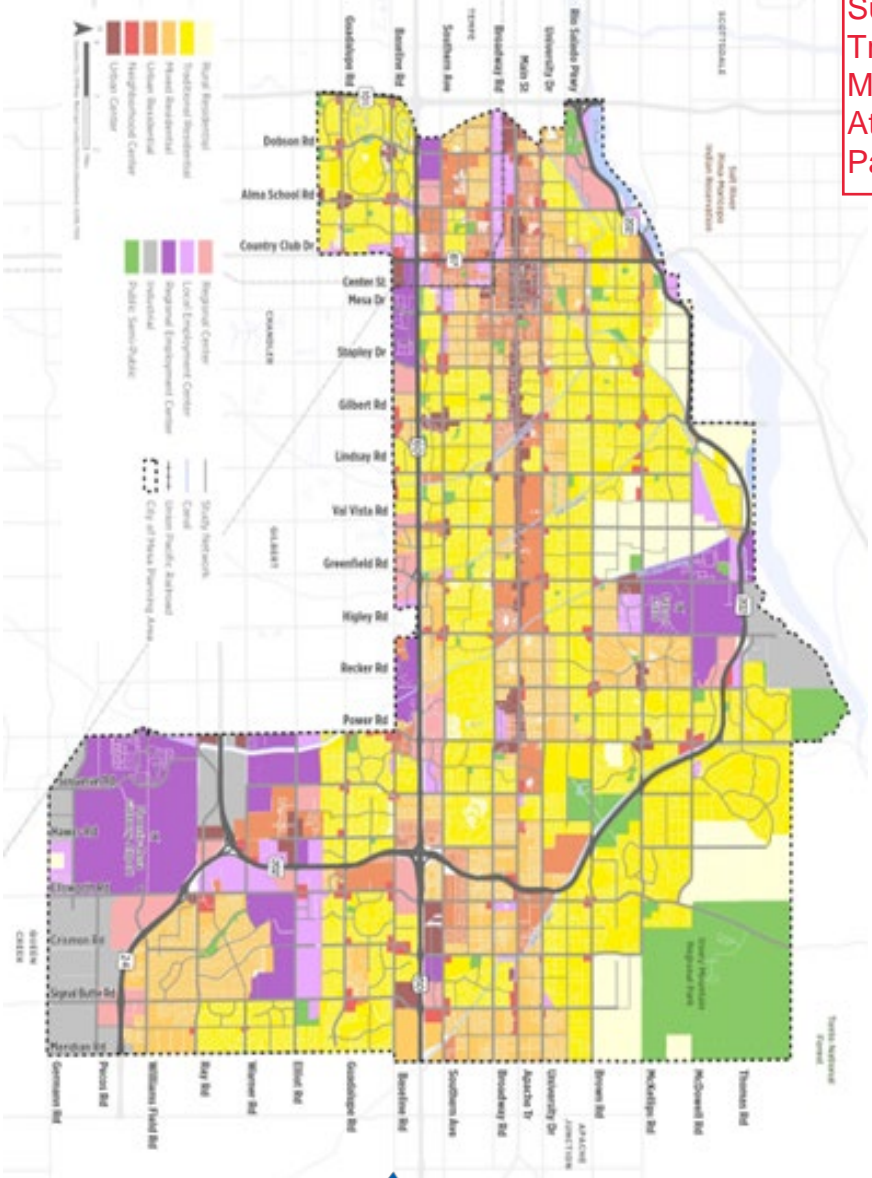
Future Needs

Bicycle Facility Needs



- **Shared Use Path Network Needs**
- **Sidewalk Gaps on Collectors and Arterials**
- **Bicycle Gaps and Extensions**
- **Upgrades to Existing Bicycle Facilities**
- **Crossing Improvement Needs**

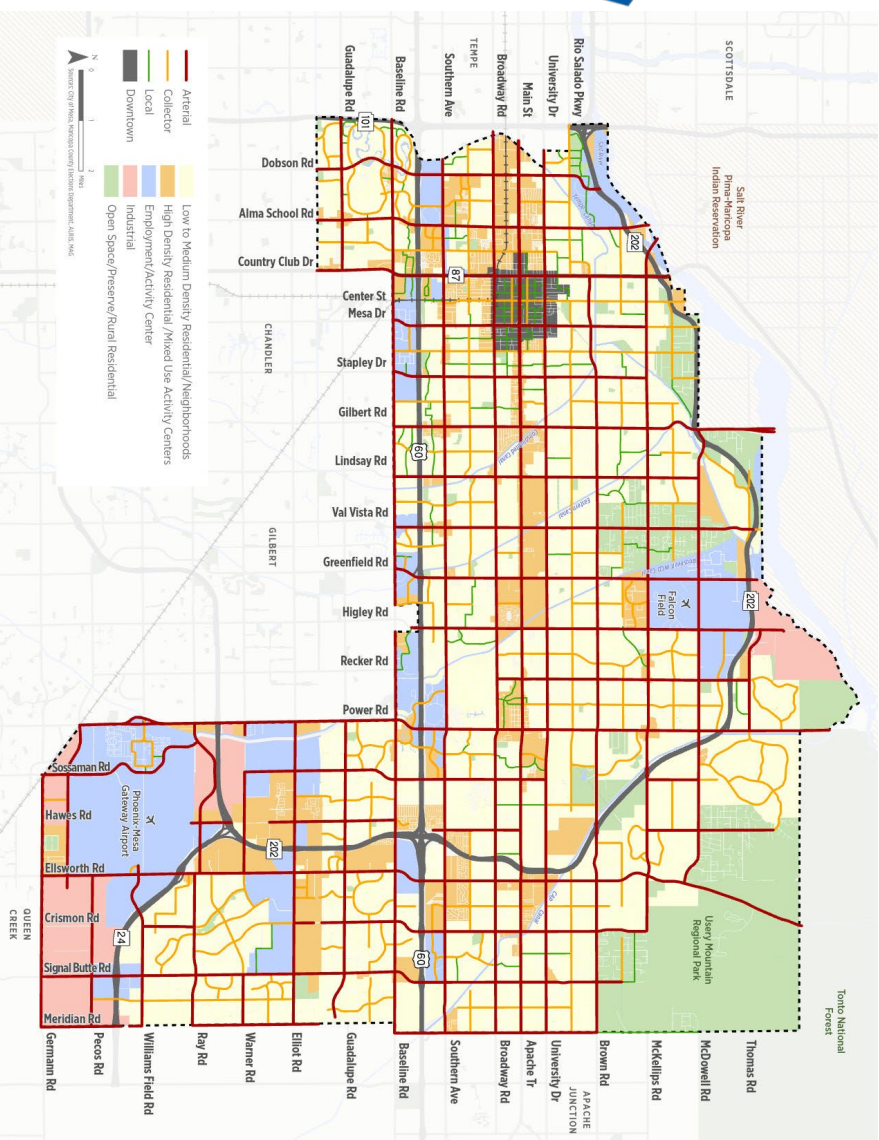
Aggregation with the General Plan



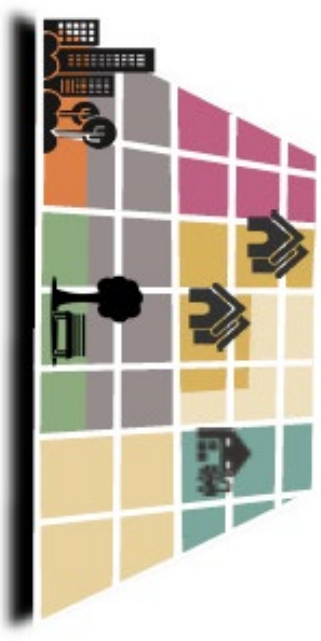
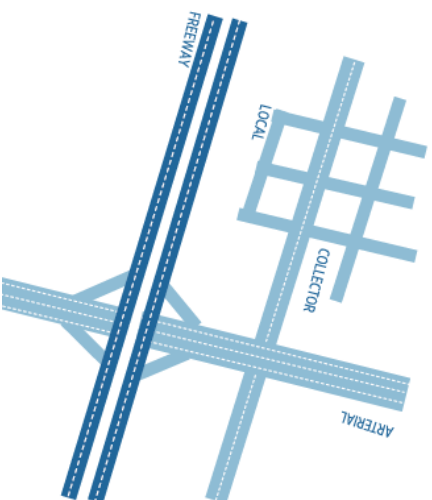
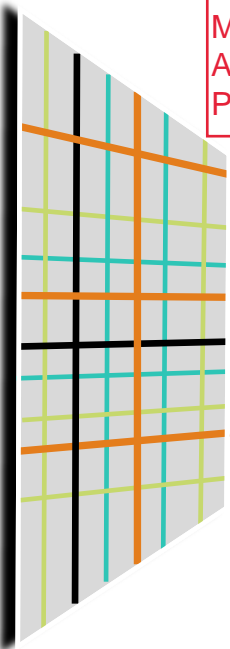
General Plan Placetypes



TMP Street Contexts



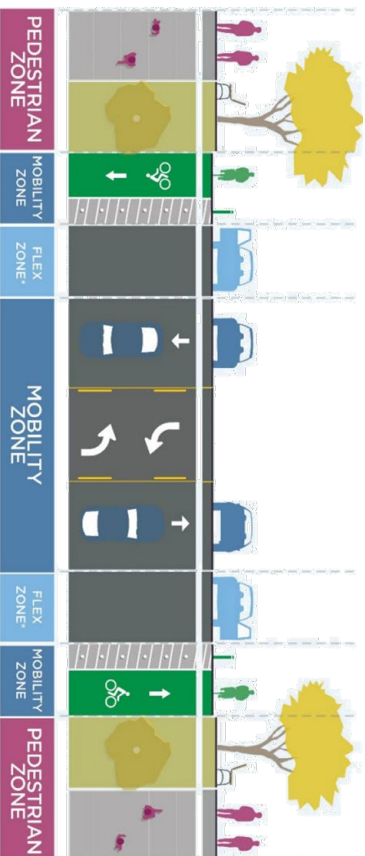
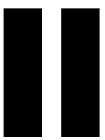
REET TYPOLOGIES PROCESS



Complete Networks

Functional Classification

Street Context



Street Typologies
 Defines Street Elements
 (Travel lanes, transit
 infrastructure, sidewalks, bike
 lanes, etc.)

Final Stage of TMP Development

Currently Finalizing Future Needs and Street Typologies

- *Draft Report Document (May-June)*
- *Phase III Community Engagement (June-July)*
- *Final Approved Document Anticipated (July-August)*
 - *Executive Summary*
 - *Main Document*
 - *Appendices for Technical Items*
 - *Implementation Strategies*



QUESTIONS?

Safe Streets For All (SS4A): Comprehensive Safety Action Plan

Sustainability and Transportation Committee

Erik Cuderian, Assistant Transportation Director

Sabine King, Supervising Engineer

May 2, 2024





AGENDA

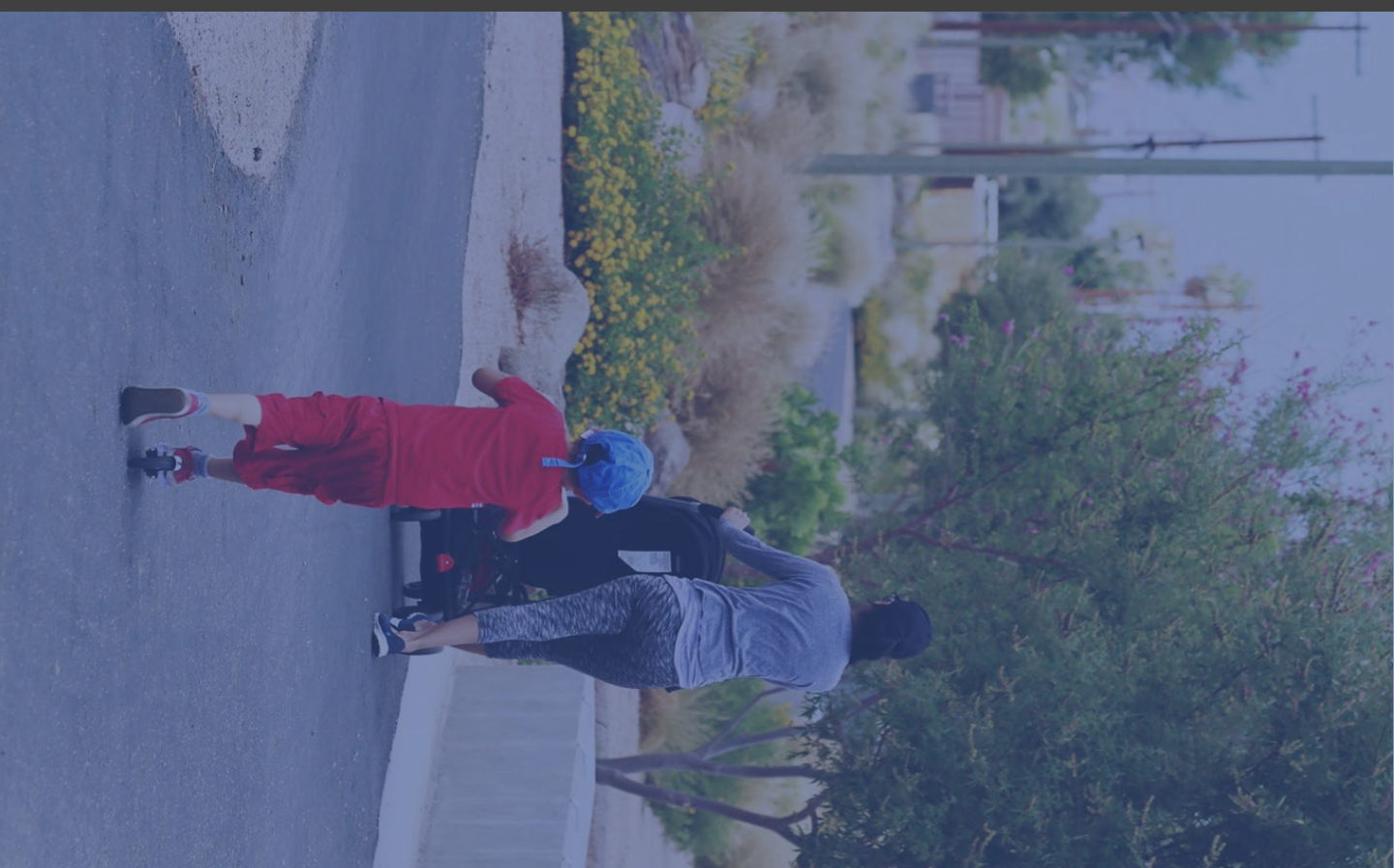
- Project Overview
- Work Accomplished To Date
- Public Engagement
- Next Steps
- Q&A

01

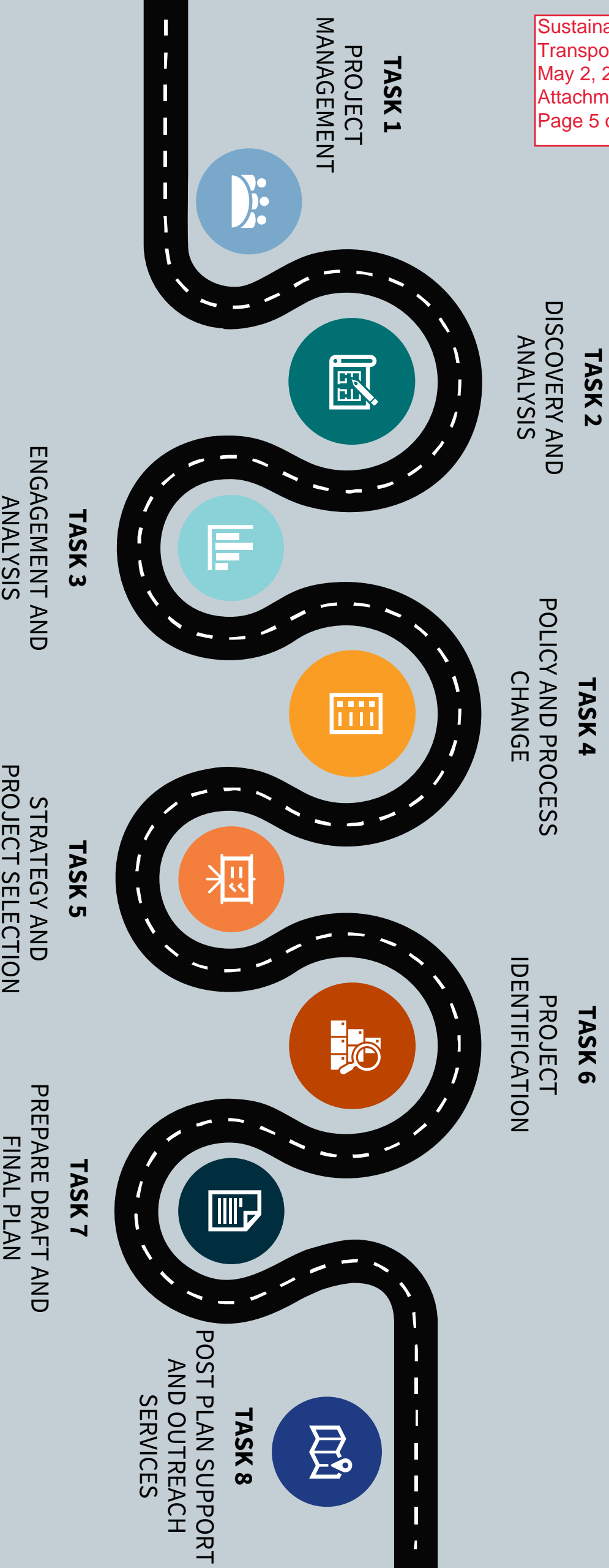
Project
Overview

Comprehensive Safety Action Plan Goals

1. 30% Reduction in motor vehicle crash fatalities and serious injuries by 2030
2. Develop a Culture of Safety through collaboration, sharing responsibility for safety in the transportation system
3. Achieve SS4A Planning Grant certification and position Mesa for future SS4A Implementation Grants



Scope of Work

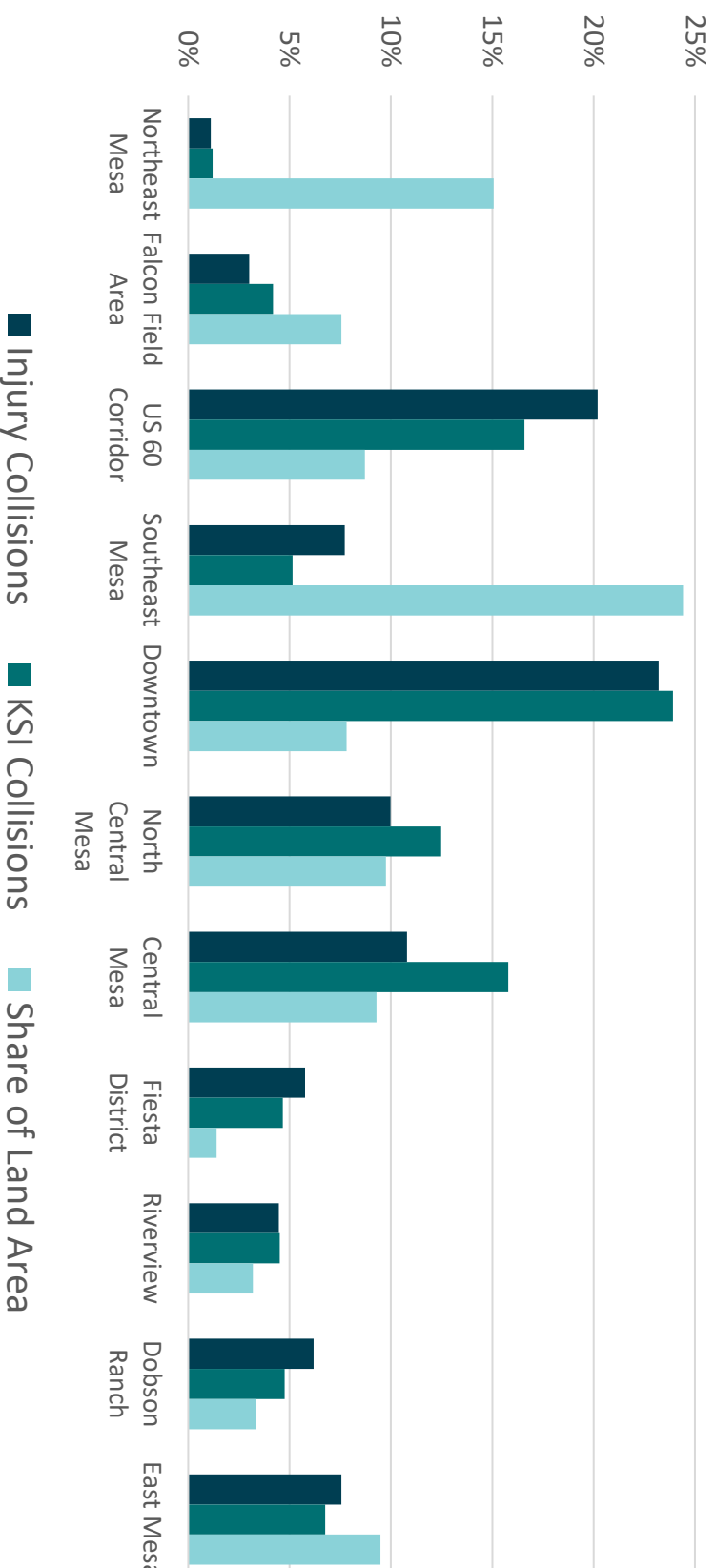


02

Work
Accomplished
To Date

Systemic Analysis

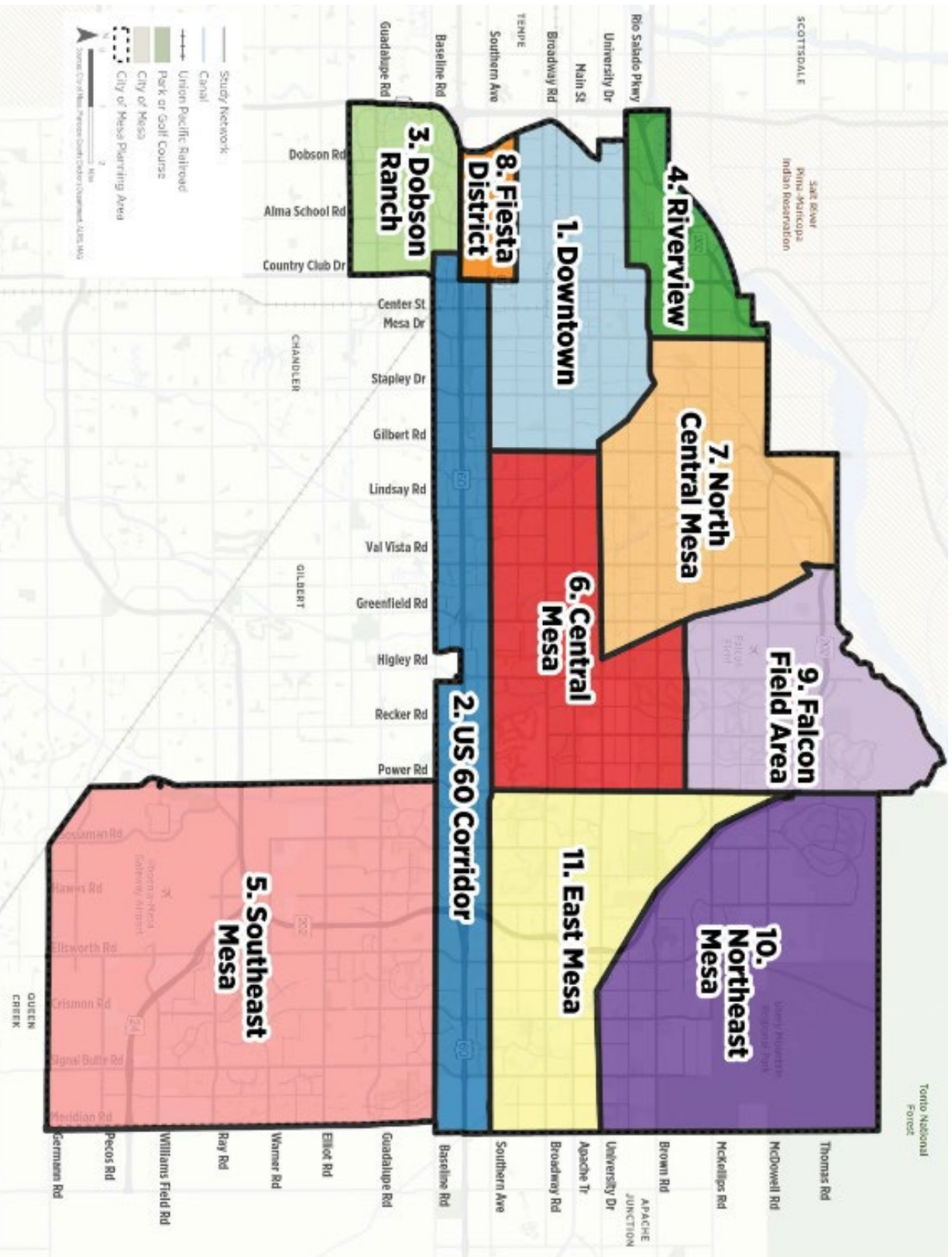
Contextual Factor: Travel Shed



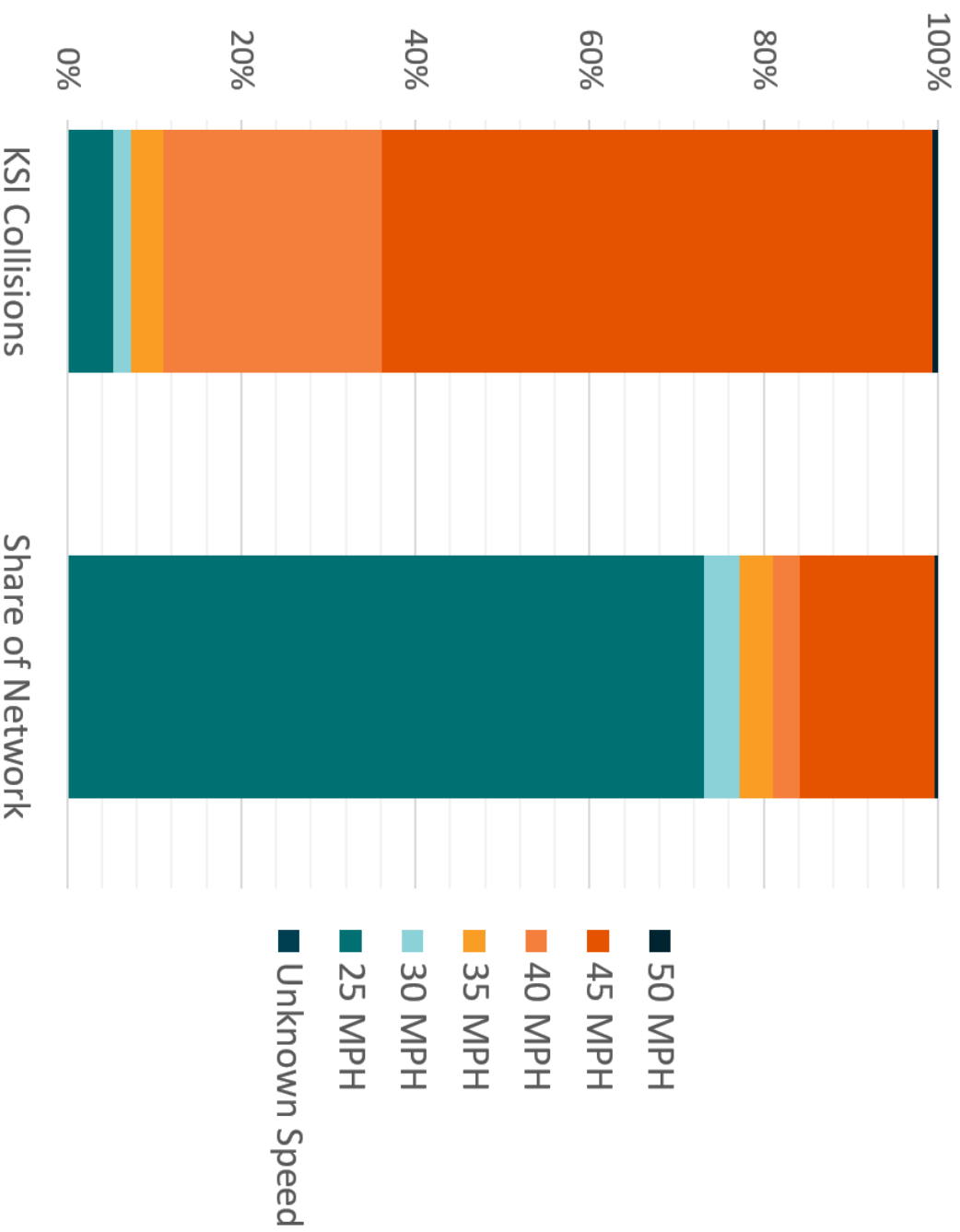
- 24% of KSI* collisions occur in the **Downtown travel shed**, which accounts for 8% of the City's land area
- 5% of KSI* collisions occur in the **SE Mesa travel shed**, which accounts for 24% of the City's land area

* Killed or Seriously Injured

Travel Sheds



Systemic Analysis Roadway Factor: Speed

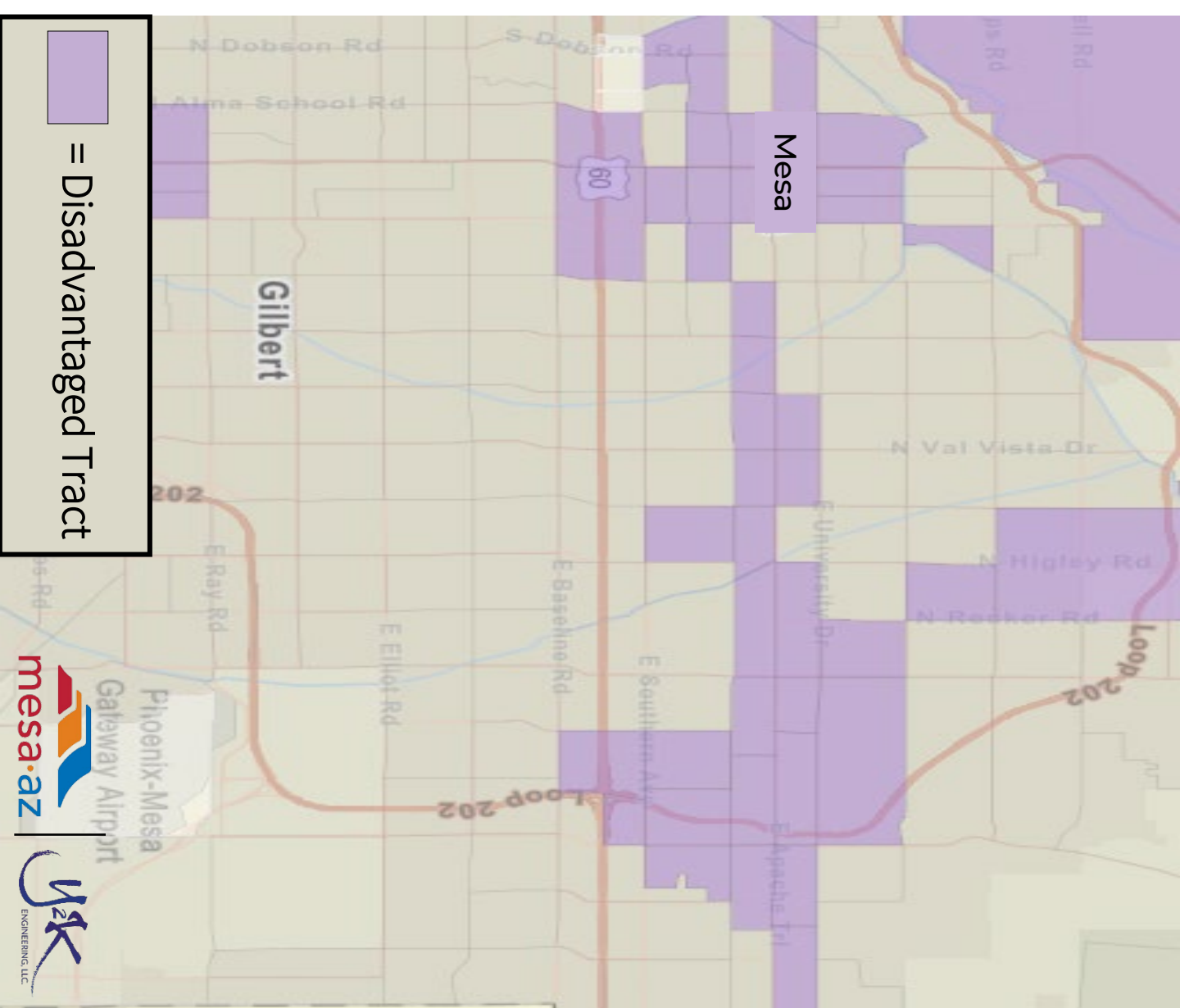


- 89% of KSI collisions on streets with 40+ mph posted speed
- These streets account for 19% of the network

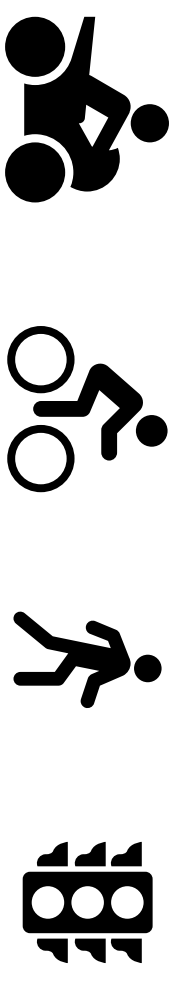
Equity Analysis

Half of KSI collisions occur within
federally defined Disadvantaged
Communities

- These communities account for
15% of Mesa's land area
- Equity will be a factor throughout
project tasks
 - Public Engagement
 - Project Prioritization

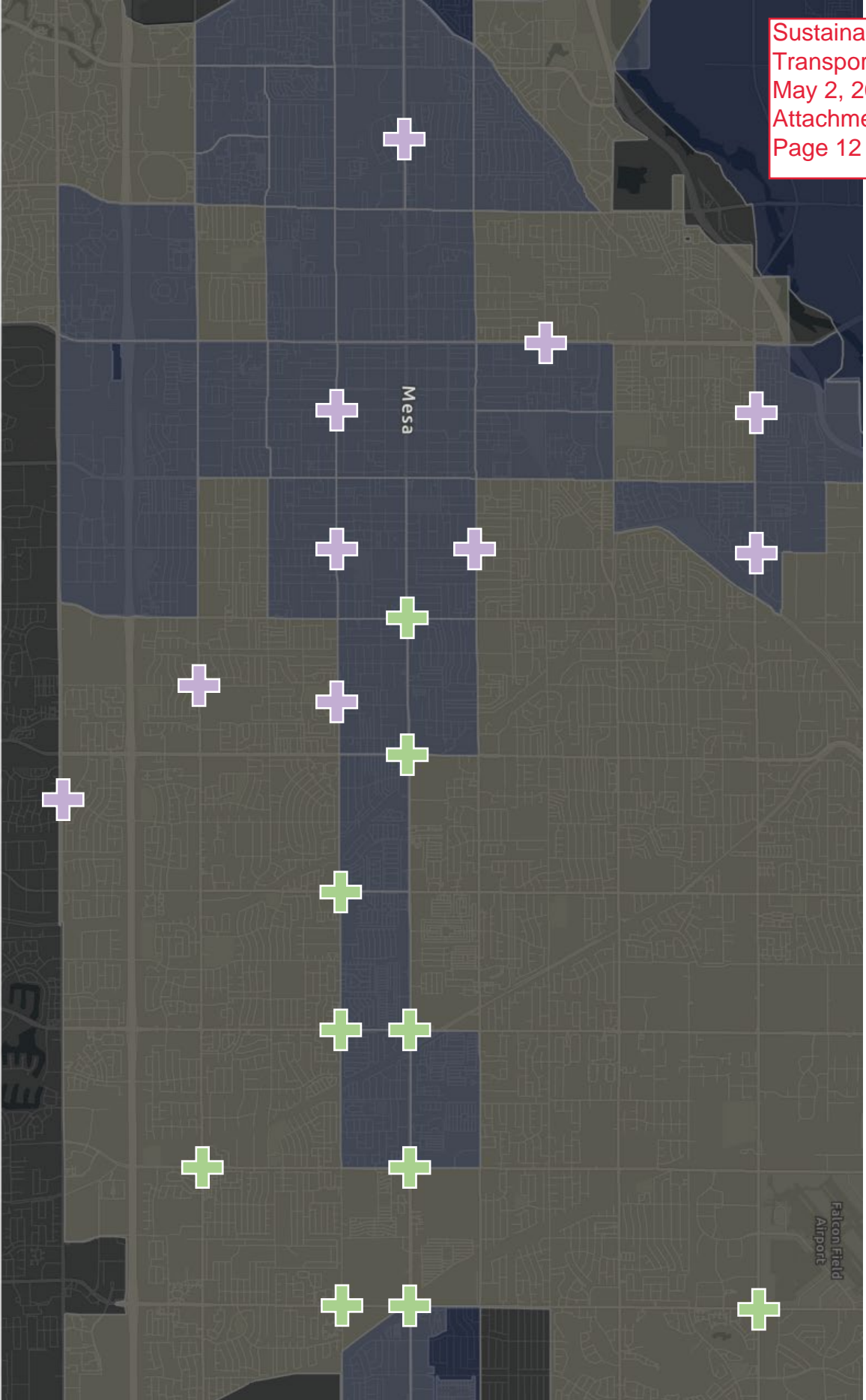


Collision Profiles



- Profile 1: Failed to Yield violations on streets
with 40+ MPH posted speed
- Profile 2: Vehicle-only collisions involving
drivers age 65+
- Profile 3: Collisions involving alcohol or drugs
- Profile 4: Motorcycle and vehicle-only
collisions involving left turns at signals
without fully protected lefts
- Profile 5: Bike angle collisions at intersections
(signalized and unsignalized)
- Profile 6: Motorcycle collisions at unsignalized
intersections on arterials
- Profile 7: Pedestrian collisions at signals on
6+ lane streets
- Profile 8: Pedestrian collisions between 6 PM and
midnight in commercial areas
- Profile 9: Head on collisions
- Profile 10: Motorcycle single vehicle collisions
- Profile 11: Bike collisions involving people
17 and under in residential areas

Predictive Safety Analysis



➤ **GREEN**

Highest Ranked
Arterial – Arterial
Intersections

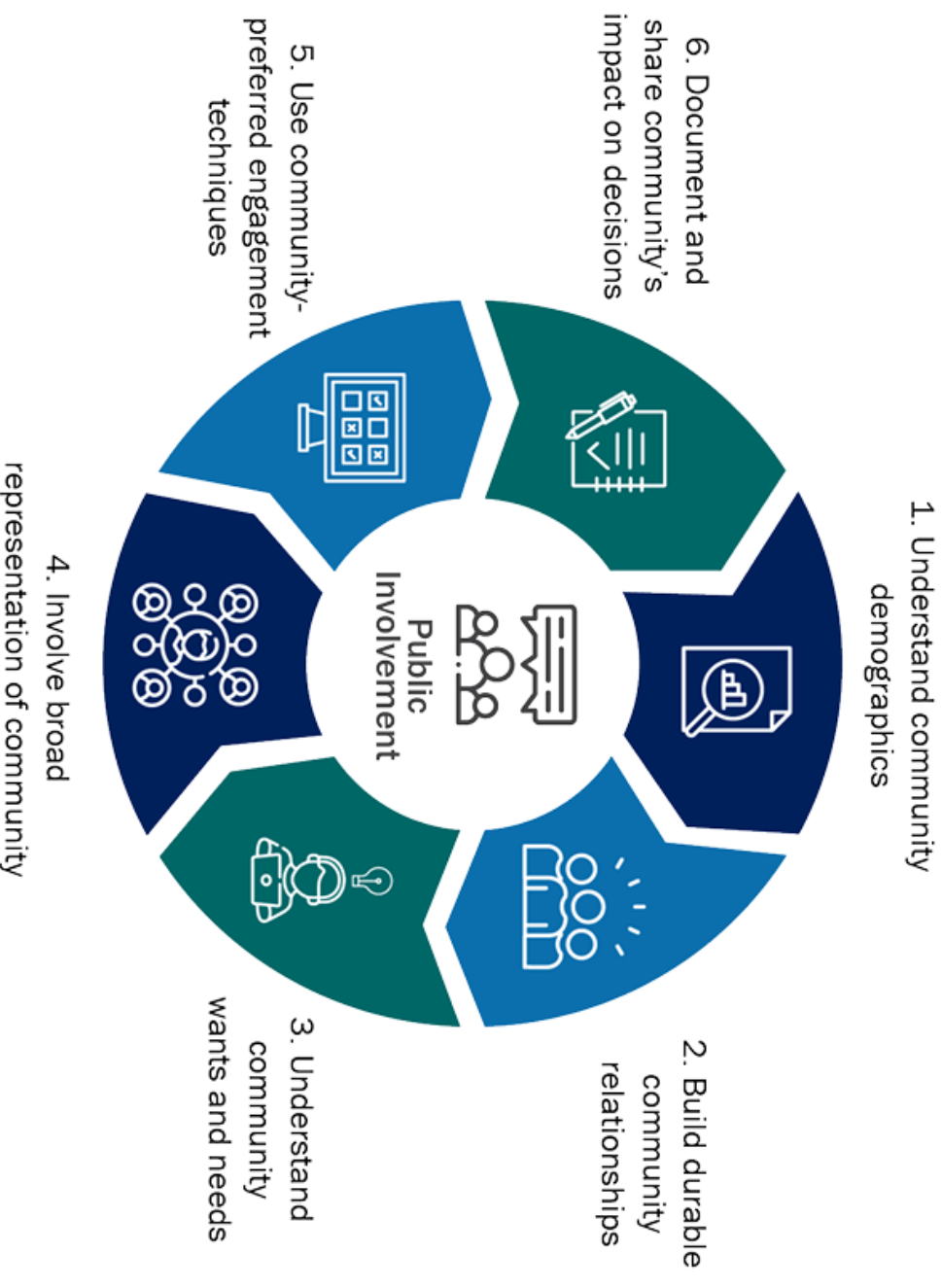
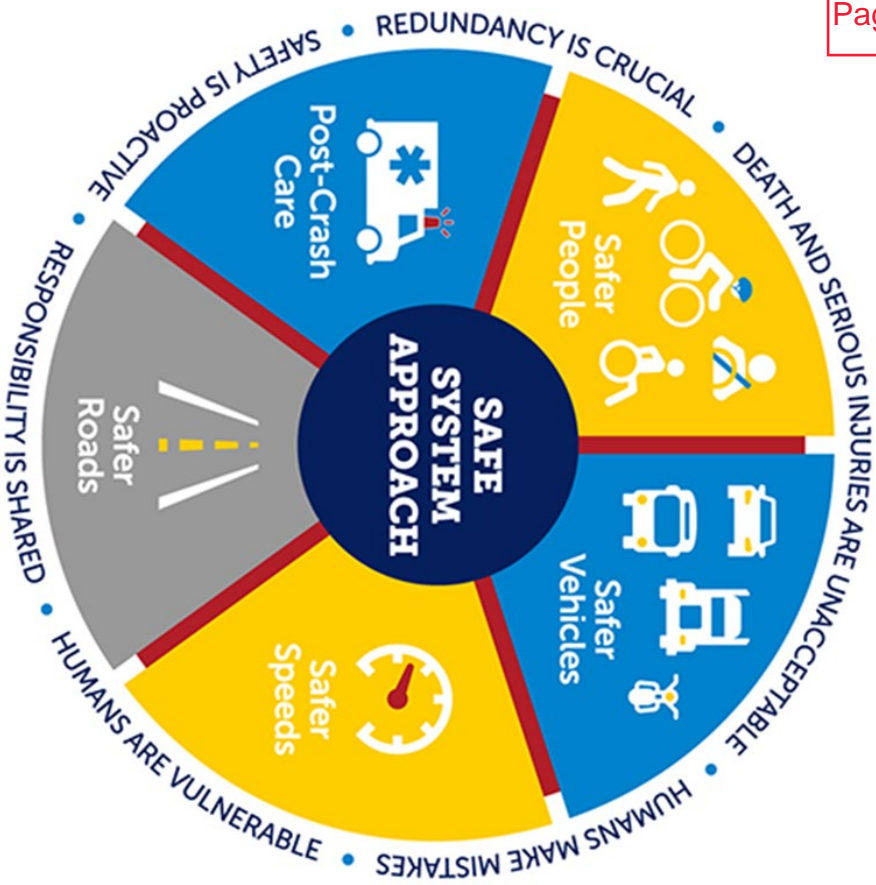
➤ **PURPLE**

Highest Ranked
Collector – Arterial
Intersections

03 Public Engagement



Approach





Events & Activities

Phase One: April – May

- Public Meetings (Bond Election):
April 3rd – April 17th
- CycloMesa – April 6th
- Celebrate Mesa – April 13th
- Bike to Work Day – April 19th
- Social Media Video – Early May

Phase Two: Fall 2024

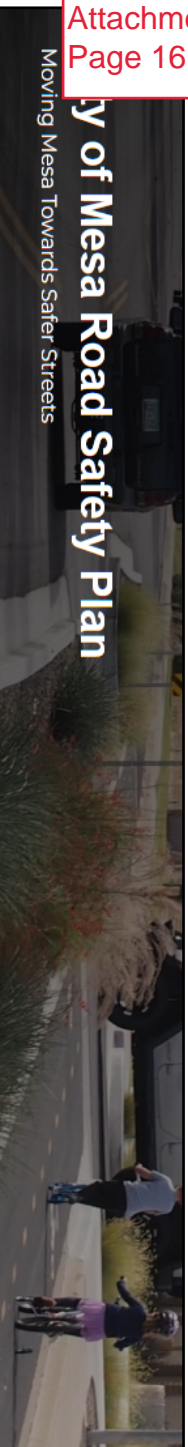
- Presentations: TAB & Council
- Draft strategies available For public feedback
- Safety Pledge

Phase Three: Post Plan Adoption

- Website management
- Quarterly engagement summaries



Online Survey



Open

City of Mesa Comprehensive Safety Action Plan

Please take this short survey to help the study team understand transportation and mobility safety concerns that are important to you.

Enter to win \$100 gift card! Fill out this survey and include your email address.

Please note this survey will close on May 31, 2024.

1. Thinking of your experience traveling in Mesa, do you agree that Mesa streets are safer?

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

2. Which areas are of greatest safety concern to you? Rank the following strategies in order from most concerning to least concerning by dragging the options from the left list to the right block.

Intersections

⋮



What is a Comprehensive Safety Action Plan?

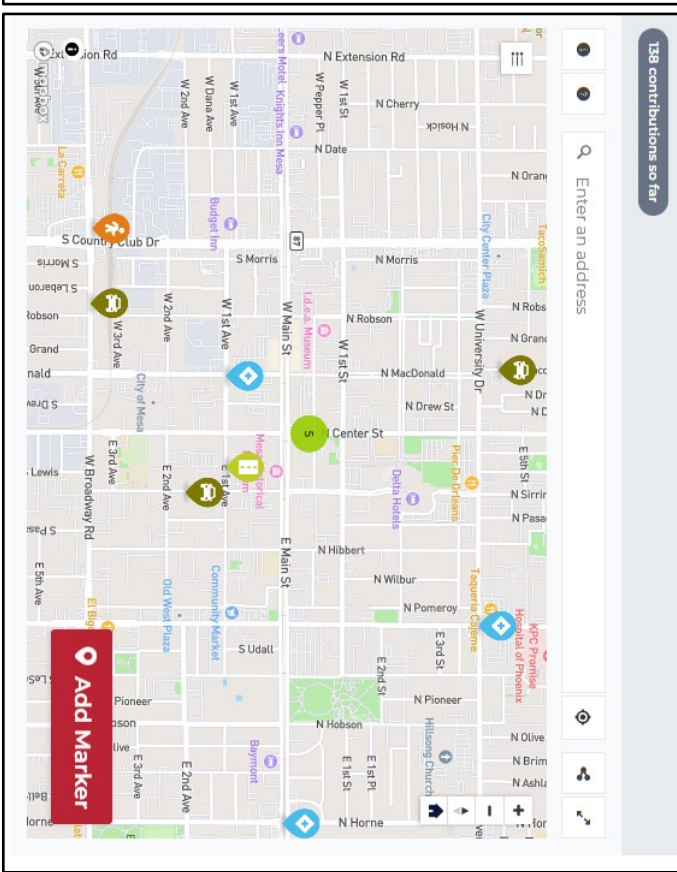
The Comprehensive Safety Action Plan (CSAP) will serve as a roadmap for *Moving Mesa Towards Safer Streets*, including identifying road safety strategies and projects, and fostering a community-wide culture of safety. The CSAP is assessing the main risk factors of deadly and serious crashes, using feedback from the public and detailed data analysis. This will enhance the city's efforts to prevent motor vehicle crashes through safety planning and education, redesigned streets and updates to policies and operations.

Map Safety Issues in Mesa

For additional information on how to use the interactive map, please click on the info or help icons which are located to the left of the address search bar.

Click the red "Add Marker" box and use your mouse to drop a marker on the map to share where you have safety concerns in Mesa. Then, select the topic of your comment from the drop down menu. You can also add a comment in the field that appears beneath the drop down menu.

For additional information on how to use the interactive map, please click on the instructions icon located to the left of the address search bar.



www.mesasafeststreets.com



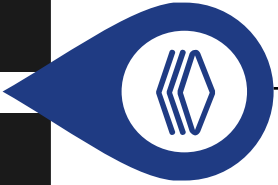
04 Next Steps

We are here

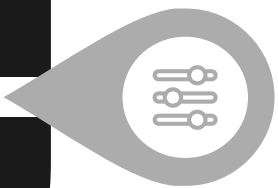
NEXT STEPS



**FY FOCUS
AS AND
STRATEGIES**



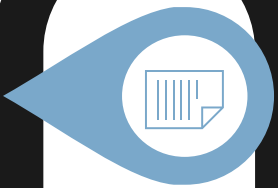
**DEVELOP AND
PRIORITIZE
PROJECTS**
Summer/Fall '24



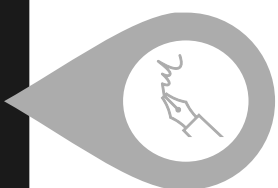
**PUBLIC
ENGAGEMENT
PHASE 2**
Fall '24



**POST PLAN
SUPPORT AND
OUTREACH**
2025



**PREPARE DRAFT
AND FINAL PLAN**
Winter '24/'25



SS4A GRANT
2025



Questions?

Center Street Connector Design Concept Report

Sustainability and Transportation Committee

Erik Guderian, Assistant Transportation Director

Sabine King, Supervising Engineer

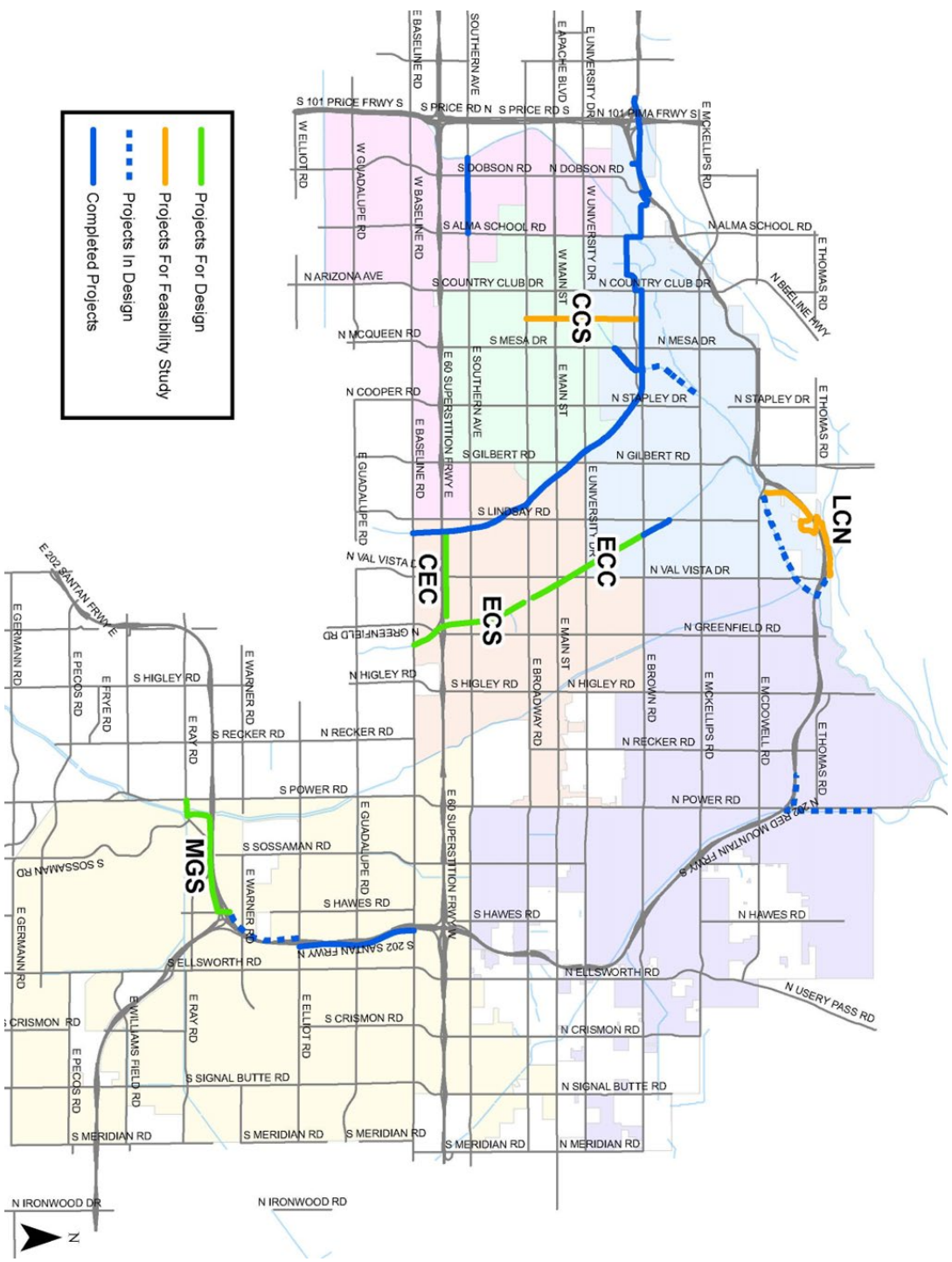
May 2, 2024





Project Background

Mesa Moves

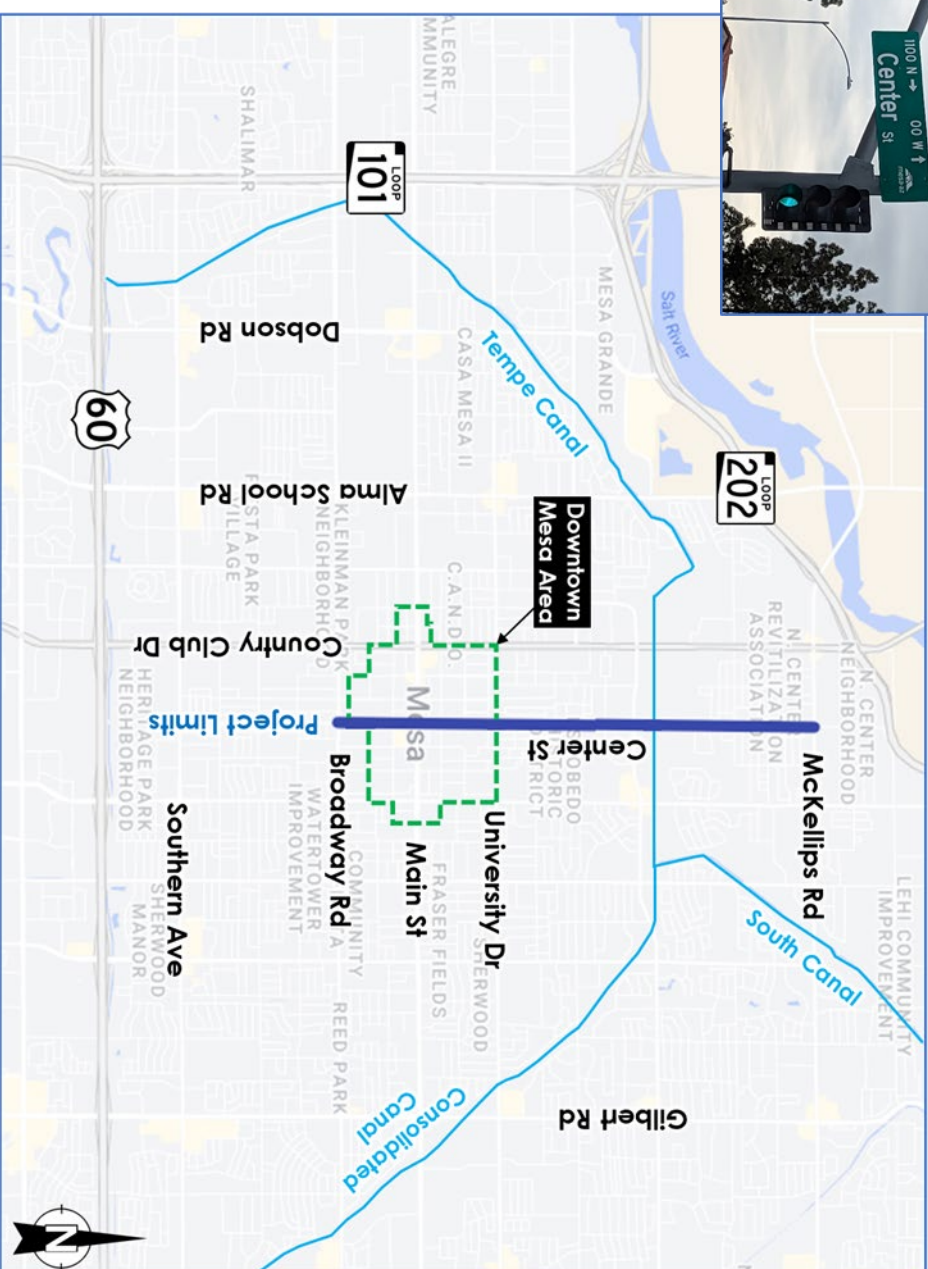




Project Background

1.5 Miles - Broadway Road to McKellips Road

- Focus on Stadium Connector to Broadway
- Enhancing Travel for People Walking and Bicycling to/from Downtown



Timeline

July 2023

Assessment
of Existing
Conditions

- Field Walk
- Traffic Analysis
- Crash Analysis
- Previous
Planning Efforts

Development
of Retrofit
Alternatives

- Coordination with:
- Transit
 - Downtown
Transformation
 - Engineering
 - Transportation

Development
of Downtown
Core
Concepts

- Presentation to:
- TAB
 - City Manager

March 2024

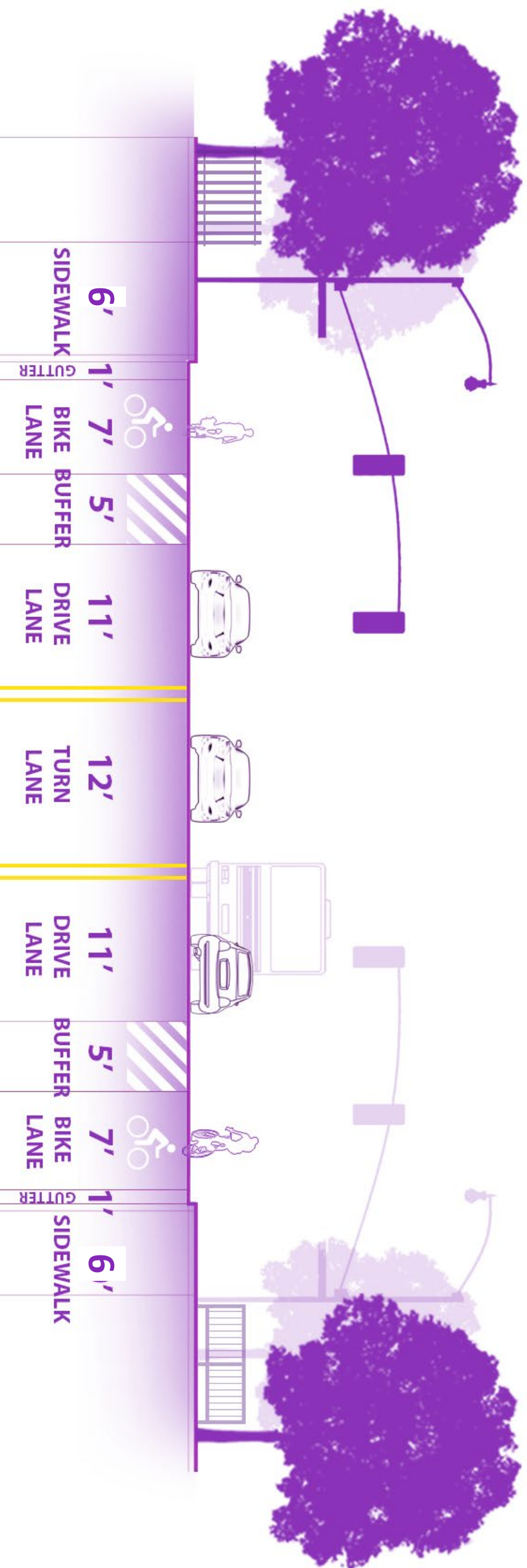
Design
Concept
Report



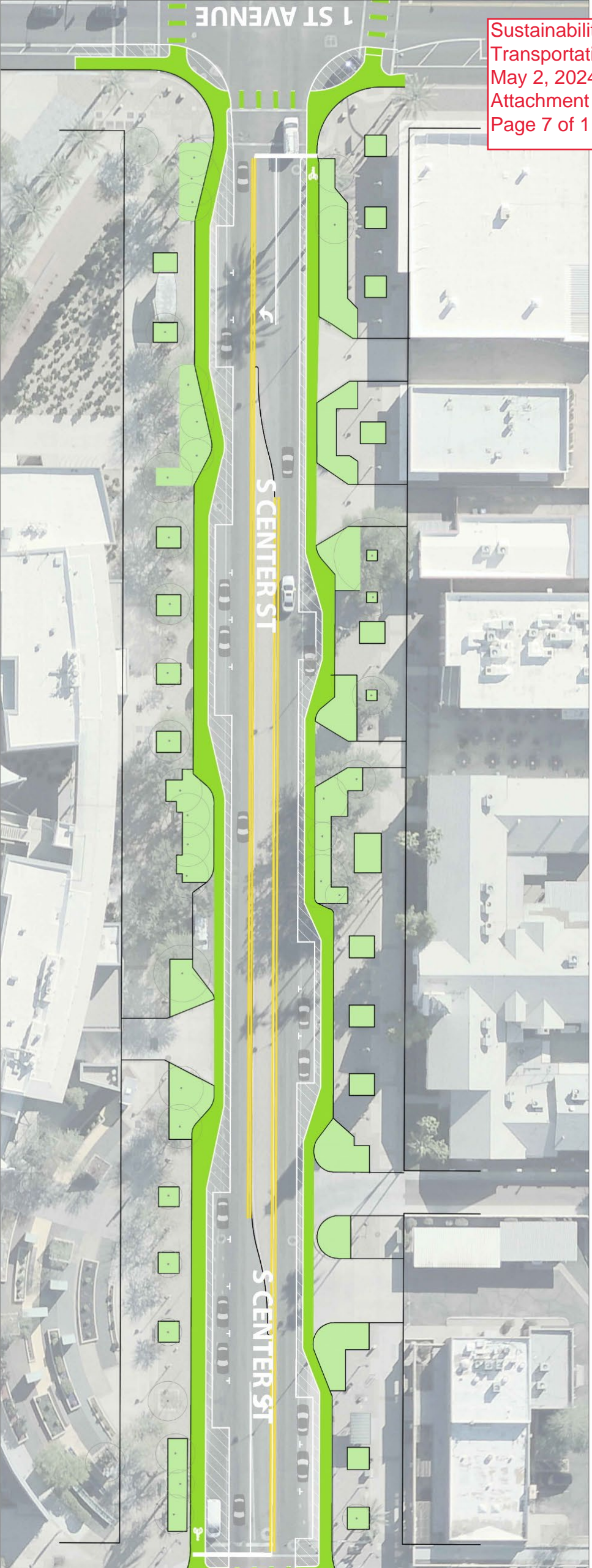
Study Recommendations

- Remove 1 NB and 1 SB lane
- Provide 8-foot bike lane and 4'-5' buffer
- Reduce speed limit to 25mph between 2nd Ave and University
- Widen sidewalks between 1st Ave and 2nd St
- Majority of Construction: 1st Ave to 2nd St
- Roundabout at 2nd St

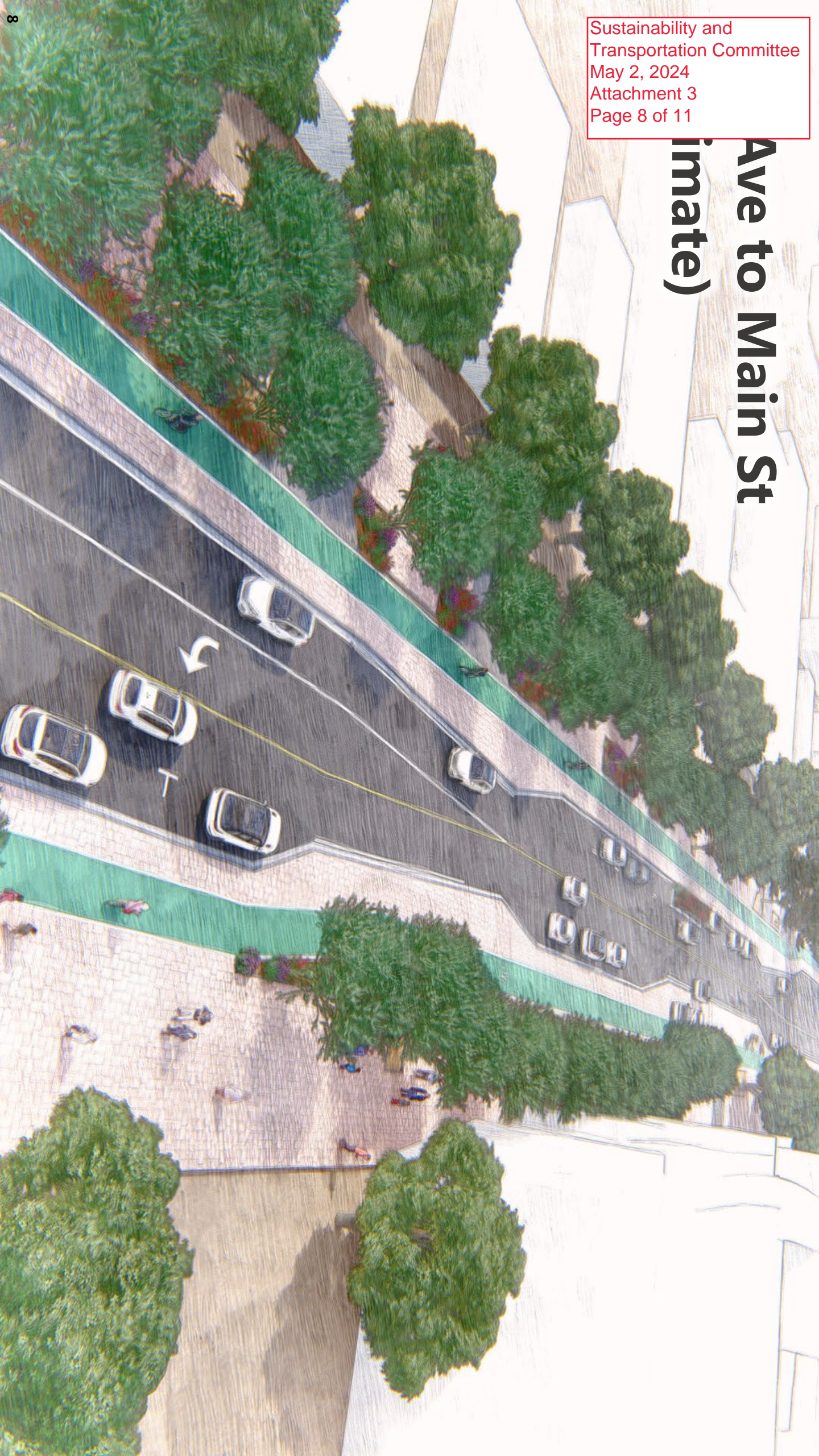
Proposed Typical Section University Dr to Stadium Connector (Interim)



Ave to Main St (Interim)



Ave to Main St (Climate)



1st St (estimate)





Next Steps

- Project Estimate \$14.8M
- Explore Funding Options
- Public Outreach/buy-in





Questions?