

TRANSPORTATION ADVISORY BOARD MEETING

APPROVED

HELD ON JULY 21, 2009

TAB Members Present

Ken Cole, Chairman
Ron Barnes
Ian Bennett
Jerel Campbell
Dawn Fortuna
Matt Tolman
Grady Van Noy
David Wier

TAB Members Absent

Nick Camillone (excused)
Travis Cunningham (excused)
Larry Woolf (excused)

Others Present

Dan Cleavenger
Alan Sanderson
Renate Ehm
Danny Martinez
Victoria Kerr
Randi Davis
Benny Rodriguez
Sanja Grujakovic
Melissa Randazzo
Sgt. Bruce Jones
Fred Rustam
Christopher Scott
Steven Stettler
Glenn Gorke

Chairman Ken Cole called the July 21, 2009 Transportation Advisory Board meeting to order at 5:30 pm.

Item 1. Approval of the minutes of the Transportation Advisory Board meeting held on April 21, 2009.

David Wier moved to approve the minutes as written. Ron Barnes seconded and the motion passed unanimously.

Item 2. Approval of the minutes of the Transportation Advisory Board meeting held on May 19, 2009.

Ron Barnes moved to approve the minutes as written. Grady Van Noy seconded and the motion passed unanimously.

Item 3. Acknowledge outgoing Board Member, Ms. Heather Moos.

Chairman Cole expressed appreciation for the contributions of outgoing Board Member Heather Moos and thanked her for her service.

Item 4. Acknowledge incoming Board Member, Ms. Dawn Fortuna.

Chairman Cole welcomed incoming Board Member Dawn Fortuna. Ms. Fortuna, a Project Manager for Jacobs Engineering, said she is pleased to be serving on the Board, and while the next years will be challenging, she anticipates they will also be exciting.

Item 5.

Annual election of Chairman and Vice Chairman. Mesa City Code requires that the Transportation Advisory Board select their own Chairman and Vice Chairman from among their members to serve a one-year term. By-laws state that no board member shall serve more than two consecutive full terms as Chairman or Vice Chairman. Board members that have served two consecutive full terms as an officer may be reelected to that office after at least one intervening year on the Board during which he/she does not serve as that officer. Partial terms as an officer shall not be counted towards term limits. The term of Chairman and Vice Chairman will begin at the August 2009 Transportation Advisory Board meeting.

Ron Barnes moved to nominate Ken Cole to serve as Chairman. David Wier seconded. There were no additional nominations and with a show of hands, Mr. Cole was selected to serve as Chairman.

Grady Van Noy nominated David Wier to serve as Vice Chairman. David Wier nominated Ron Barnes to serve as Vice Chairman. With a paper ballot vote, Mr. Barnes was selected to serve as Vice Chairman on a vote of five to three.

Item 6.

Items from citizens present.

None.

Item 7.

Discuss and take action on staff recommendation to approve the installation of speed cushions on Rochester between Delta Avenue and Calypso Avenue.

Renate Ehm presented a report detailing the level of support for the proposed installation of speed cushions on Rochester between Delta Avenue and Calypso Avenue from affected property owners and from other road users. She provided information describing what speed cushions are, how they are different from speed humps, and explaining that they can be installed on streets that are designated as fire routes. The majority of the affected property owners were in support of the speed cushions, and the majority of comments from respondents who did not live in the affected area opposed the installation of the speed cushions. This is a typical response to proposed traffic calming measures on collector streets.

Ron Barnes asked what initiated the recommendation to install the speed cushions. Ms. Ehm explained that the project was initiated by a resident on Rochester, and the street met all of the warranting criteria to make it eligible. The resident then could petition the other residents on the street for support. Matt Tolman asked if anyone verifies the residents' signatures; Ms. Ehm said they do not go to that length – the affected property owners can change their mind up to the contract being let, and the speed cushions can be removed through the same process if the residents are unhappy with them. Mr. Tolman asked if the effect on nearby streets had been studied, and if the problem just moves to neighboring streets. Ms. Ehm said it appears to have little impact. Ian Bennett asked if any speed humps or speed cushions had been removed after the installation, and Ms. Ehm said only when drainage issues had arisen.

Ms. Ehm then paraphrased a letter from resident Betty Knudson, who felt the petitioner had put pressure on the residents to sign, and suggested the installation wait until the winter visitors come back.

David Wier moved to accept staff recommendation to approve the installation of speed cushions on Rochester between Delta Avenue and Calypso Avenue. Ron Barnes seconded and the motion passed unanimously.

Item 8. Discuss and take action on staff recommendation to approve the installation of speed cushions on Wildrose between Baseline Road and Crismon Creek Village Roundabout.

Renate Ehm presented a report detailing the level of support for the proposed installation of speed cushions on Wildrose between Baseline Road and the Crismon Creek Village roundabout from affected property owners and from other road users. The majority of the affected property owners were in support of the speed cushions, and the majority of comments from respondents who did not live in the affected area opposed the installation of the speed cushions. This is a typical response to proposed traffic calming measures on collector streets.

Matt Tolman asked what is considered as an adjacent property. Ms. Ehm said any property that backs up to Wildrose, and the common areas also get one vote.

Resident Bob Lemberger, President of the Crismon Creek HOA, stated that the request made most often by residents is to slow the traffic down.

Ron Barnes moved to accept staff recommendation to approve the installation of speed cushions on Wildrose between Baseline Road and the Crismon Creek Village roundabout. David Wier seconded and the motion passed unanimously.

Item 9. Discuss and take action on staff recommendation to approve the installation of speed cushions on 8th Street between Stapley Drive and Harris Drive.

Renate Ehm presented a report detailing the level of support for the proposed installation of speed cushions on 8th Street between Stapley Drive and Harris Drive from affected property owners and from other road users. The majority of the affected property owners were in support of the speed cushions, and the majority of comments from respondents who did not live in the affected area opposed the installation of the speed cushions. This is a typical response to proposed traffic calming measures on collector streets.

Dawn Fortuna asked why the street was not evaluated from Harris to Gilbert as that seems to have more of a speed problem; Ms. Ehm said that no one on that segment of the street paid for a study.

Resident Nathan Ricks said he did not believe he had notification, and that he is opposed to the speed cushions because they are unnecessary and an undue burden. He pointed out that from his house there is no egress out of the subdivision without going over the speed cushions. Resident Bill Close also said he is opposed to the speed cushions and instead recommends that two stop signs be installed. Ian Bennett asked both residents if they travelled at the speed limit on that street; they both indicated they sometimes exceeded the limit.

Resident Alan Ramsdell spoke in favor of the speed cushions due to excessive traffic and speed on that road, possibly resulting from the construction at Gilbert and University. Ms. Fortuna agreed the traffic is fast in that area.

Ian Bennett asked if the City had considered installing stop signs to slow the traffic down. Ms. Ehm explained that if there isn't an actual reason for the stop, drivers don't. Stop signs are used in locations where they are needed for safety. Alan Sanderson added that studies have shown that you do not get compliance if the sign is not necessary. Ron Barnes asked if speed checks had been done on the other end of the street. Ms. Ehm explained they had not because a half mile is the smallest section checked.

Mr. Barnes moved to accept staff recommendation to approve the installation of speed cushions on 8th Street between Stapley Drive and Harris Drive. Ms. Fortuna seconded and the motion passed unanimously.

Item 10. Hear staff update on the progress of the Dobson Road Bicycle and Pedestrian Route Improvement Project from Main Street to Broadway Road.

Fred Rustam and Steve Stettler presented a report on the progress of the Dobson Road Bicycle and Pedestrian Route Improvement Project from Main Street to Broadway Road. The original alignment proposed for the project was along the Longmore Street alignment from Broadway to Main Street. However, land acquisition and other costs resulted in Dobson Road being accepted as the alternative alignment. This project will widen the existing roadway to create both northbound and southbound dedicated bike lanes within the roadway cross section, include widened pedestrian sidewalks on both sides of the road with new landscaping, and could also be extended to become a major link to the light rail.

The project was introduced to the community at the 2008 Transportation Fall Festival on November 22, 2008. There was strong public enthusiasm expressed for the project. Construction is anticipated to begin in the summer of 2010 with completion later that fall.

Matt Tolman asked how much additional right-of-way would be required and how much it would cost. Mr. Rustam said maybe five to six feet additional and the cost would not be major. Mr. Tolman also asked if the project would change anyone's access to Dobson; it would not. Mr. Stettler said staff has been working with the railroad on the right-of-way acquisition. Ian Bennett asked if the bus stop had been taken into account; it has.

Item 11. Discuss and take action on staff recommendation to approve the alignment and direct staff to proceed with detailed design on the Power Road improvements from Pecos Road to the Loop 202 (Santan) Freeway.

Dawn Fortuna declared a conflict.

Fred Rustam and Chris Scott provided information on the recommended alignment for the Power Road Improvements from Pecos Road to the Loop 202 (Santan) Freeway, and to convey information related to that public meeting held on April 28, 2009. Staff is requesting the Board recommend that City Council approve the alignment and direct staff to proceed with detailed design.

The project includes an Inter-Governmental Agreement (IGA) between the City of Mesa, the Town of Gilbert, and Maricopa County Department of Transportation (MCDOT), with Mesa acting as the lead agency for design and right-of-way acquisition. The IGA is being reviewed by the agencies, and would provide for MCDOT to be responsible for approximately 50% of the project costs, and Mesa and Gilbert to be responsible for approximately 25% each. A public meeting was held on April 28, 2009 to provide the public with an opportunity to comment on the proposed alignment.

Matt Tolman asked at what stage staff would know how much right-of-way will be needed. Mr. Rustom said that would be known at the 60% design level, approximately five to six months from now. Mr. Scott said this alignment required the least amount of right-of-way acquisition.

Mr. Tolman said he had been contacted by a property owner that day saying they had not been contacted. Glenn Gorn said that 1,173 invitational flyers had been mailed out to the public, and that property owner was on the mailing list. In addition, all the businesses had notices hand delivered to them the week before the meeting. He advised Mr. Tolman that staff would meet with that property owner at any time to provide them with information.

Reese Anderson, from Pew and Lake, spoke of behalf of Giovanna Muscarello, whose father owned Cosmos Restaurant and whose family owns all the businesses affected except for the apartments. He said that they did not receive the notices and only learned of the proposed alignment the day before. He asked that the decision be put off for one month to allow the property owner to meet with the consultant and review the proposal. Mr. Tolman asked if the project would be jeopardized if delayed for 30 days; it would not.

Dwight Udall spoke in support of the request to delay the decision as he feels the median openings could affect traffic significantly and he would like to review it further.

Mr. Tolman moved to table the recommendation until next month. David Wier seconded and the motion passed unanimously.

The meeting was adjourned at approximately 7:22 pm.