

TRANSPORTATION ADVISORY BOARD MEETING

APPROVED

HELD ON December 15, 2015

TAB Members Present

Bruce Hallsted, Chairperson
Troy Peterson, Vice Chairperson
Kay Henry
Ian Murray
Michel Schmidt
Ron Wilson

TAB Members Absent

Ian Bennett
Jennifer Love
David Camp
Vern Mathern
Louis Stephen

Others Present

Erik Guderian
Sabine Ellis
Renate Ehm

Vice Chairperson Bruce Hallsted called the December 15, 2015 Transportation Advisory Board meeting to order at 5:31 pm.

Item 1. Approval of the minutes of the Transportation Advisory Board meeting held on September 15th, 2015.

Board Member Ron Wilson moved to approve the minutes as written. Board Member Michael Schmidt seconded and the motion passed unanimously.

Item 2. Items from citizens present.

None.

Item 3. Hear a presentation on Mesa's ADA Transition Plan.

Transportation Deputy Director Erik Guderian presented to the Board an update on the City of Mesa's ADA Transition Plan. ADA Transition Plans are required in order to be compliant with ADA standards. The goal of the Transition Plan is to identify locations and infrastructure owned by the City of Mesa that is not compliant with ADA regulations so the areas can be scheduled into a project to bring the areas up to compliance. The Transition Plan will also identify a way to prioritize the areas that must be brought up to ADA standards. City of Mesa Engineering Standards and Details will be reviewed to ensure new construction is compliant with ADA. The areas that will be impacted include curb ramps, sidewalks, pedestrian crossing locations around schools, bus stops, and pedestrian push buttons on traffic signals. Between now and the end of June 2016, City of Mesa staff will develop the Transition Plan and provide policies to address ADA complaints, develop prioritization, and implementation methodologies. Throughout the process, progress updates will be brought to the Board. After June 2016, inventory will be taken on curb ramps and sidewalks to establish an understanding of where those assets lie with compliance to ADA. Between July 2016 and June of 2017, a database will be developed in order to assess where the infrastructure stands with meeting ADA

standards. The Transition Plan will be brought back to the Board for review in the winter of 2016 and again in the spring.

Board Member Kay Henry asked for clarification on whether the Transition Plan is new or is existing and being revised to incorporate recent changes to ADA. Board Member Henry also inquired as to whether or not new developments have been held to ADA standards.

Mr. Guderian explained that part of the original ADA acts included Transition Plans and many agencies are beginning to work on or completing their Transition Plans as there has been a renewed focus on these types of plans. He went on to explain that the Transition Plan being presented to the Board is new to the City of Mesa, however all Standards and Details that new development must abide by are compliant with ADA standards.

Chairperson Bruce Hallsted asked what the expectations are for bringing the network up to compliance.

Mr. Guderian explained that the Transition Plan is being developed as one of the requirements the Department of Justice and other governmental agencies will look to when identifying municipalities in compliance with ADA. There is no requirement or timeline on when the network must come into compliance, but the City must be able to prove that it has developed a Transition Plan to work towards total compliance. The Transition Plan is required to address prioritization criteria, areas of focus, and how complaints are mitigated through funding and other various tools.

Board Member Ron Wilson asked if there is any federal or state funding available for assistance.

Mr. Guderian informed the Board that as far as the City knows, there are no monies available through Federal or State funds.

Board Member Troy Peterson commented that funding may be available in the future.

Mr. Guderian explained that there may be future funds available to pursue, but could be difficult to attain and that it may be in the best interest of the City to fund improvements with local funding.

Board Member Peterson asked if the City has fully vetted out directional ramp placement and construction.

Mr. Guderian explained that all standards and details currently in place that are compliant with ADA regulations will be included in the Transition Plan. The directional ramp details are currently under review and will be included in the 2016 City of Mesa Engineering Details.

Item 4. Discuss and take action on staff recommendation for revisions to Mesa City Code related to sidewalk width and flashing yellow arrows.

City Traffic Engineer Sabine Ellis presented to the Board two suggested revisions to Mesa City Code related to sidewalk width and flashing yellow arrows.

Ms. Ellis explained to the Board that currently, sidewalks along residential streets are required to be four feet wide per Mesa Standards. ADA regulation requires that five-foot by five-foot passing spaces are provided at least every 200 feet along the sidewalk to allow wheelchairs to pass safely. The ordinance will require all sidewalks along residential streets within the public right of way to be five feet wide. The five-foot requirement will be included in all City of Mesa Standards and Details as well as the Transition Plan.

Ms. Ellis explained to the Board that the flashing yellow arrow signal legend of the City's traffic signals have not been included in City Code although they have been used throughout the City since 2011. The flashing yellow arrows are in place at 28 intersections throughout the City and will continue to be used. City Code needs to be updated to reflect current practices.

Ms. Ellis explained that doing nothing equates to the City not being in compliance with ADA regulations and current practices.

Board Member Murray inquired as to whether or not the sidewalk regulation applies only to new sidewalks or if existing infrastructure will be updated to accommodate the regulation.

Ms. Ellis explained that new sidewalks will be built at the five-foot width and that existing sidewalks, which are included in the Transition Plan, will be retrofitted to the five-foot wide standard or will provide ADA compliant passing spaces. Ms. Ellis went on to explain that the requirement has been in place since 2012 however the City Code was not updated to reflect the standard.

Chairperson Bruce Hallsted asked if subdivisions built since 2012 have been required to install five-foot wide sidewalks or passing spaces. Ms. Ellis confirmed that they have.

The Board began discussing concerns with the five-foot wide requirement that would be incorporated into City Code. The Board would like to see the 200-foot passing option in the City Code as well so as to allow flexibility for developers to meet compliance. The Board expressed that housing products and lifestyles change quickly and housing has become denser. Incorporating the 200-foot passing option would allow developers another option for compliance with ADA. Additionally, the Board wants to ensure that there will be no utility conflicts with the wider sidewalks.

Mr. Guderian and Ms. Ellis responded to the Board's concerns. They explained that not many developers have had issue with the five-foot wide requirement, only one had a viable complaint and the City offered the developer to install five-foot passing spaces at least every 200 feet. Mr. Guderian explained that addressing sidewalks from the City's perspective with consideration taken for aesthetic and maintenance, the five-foot passing spaces are not ideal. Research has been conducted in neighboring Cities and it was decided that the five-foot wide sidewalks was the best choice for the City of Mesa. Mr. Guderian explained that the five-foot standard allows for sidewalk uniformity and what the City wants its neighborhoods and sidewalks to look like. He explained that the wider sidewalks will support the more walkable communities that have been expressed in the Transportation Plans. Mr. Guderian went on to explain that the five-foot requirement is not only being put in place to meet ADA standards, but to also bring forward the master planning processes to make the network more walkable as

development becomes more dense. Mr. Guderian explained that the Transportation Department is currently working with the Engineering Department in review of the details. Mr. Guderian offered to bring the request back to the Board once it has been vetted through Engineering. Mr. Guderian did clarify that the requirement would apply only to the public sidewalks and that private streets would not be required to meet the standards.

Board Member Henry asked for clarification on the flashing yellow arrows, inquiring as to whether or not the public pays more attention and to confirm that the flashing yellow is not replacing the green arrow.

Ms. Ellis explained that the signals have several phases that change color and that the flashing yellow does not replace the green arrow, that it is another phase of the signal. Ms. Ellis also explained that the occurrence of accidents have not shown significant improvement, however they have not been getting worse.

Mr. Guderian explained that the Code is being updated to include the flashing yellow arrows and the description will match that of the green ball.

Board Member Ian Murray asked if it was possible to hold on a decision on the sidewalks and move forward on the flashing yellow arrow update.

Chairperson Hallsted approved the request to separate the issues.

Board Member Murray motioned to separate the two items, the first item being the sidewalk ordinance update and the second item being the flashing yellow arrow ordinance update. Chairperson Hallsted seconded and the motion passed unanimously.

Board Member Murray motioned to table the sidewalk ordinance update. Chairperson Hallsted seconded the motion and it passed unanimously.

Board Member Murray motion to approve the flashing yellow arrow ordinance update. Board Member Henry seconded the motion and it passed unanimously.

The meeting was adjourned at 6:17 p.m.