

TRANSPORTATION COMMITTEE MINUTES

January 17, 1997

The Transportation Committee of the City of Mesa met in the lower level meeting room of the Council Chambers, 57 East 1st Street, on January 17, 1997, at 8:47 a.m.

COMMITTEE PRESENT

Pat Gilbert, Chairman
John Giles
Dennis Kavanaugh

COMMITTEE ABSENT

None

COUNCIL PRESENT

Mayor Wayne Brown
Jim Stapley

STAFF PRESENT

C.K. Luster
Wayne Balmer
Cindy Barris
Neal Beets
Mike Hutchinson
Harry Kent
Ron Krosting
Jeff Martin
Tom Remes
Denise Samuel
Alan Sanderson
Debbie Vickman
Jim Wright
Others

OTHERS PRESENT

Ralph Pew
Robbie Sherwood
Others

1. Discuss and consider a proposed speed hump policy.

Traffic and Streets Director Ron Krosting outlined a proposed speed hump policy for the City of Mesa. Mr. Krosting stated that speed humps are recommended as a supplemental tool since traditional measures such as reevaluating the speed zoning in an area, posting speed limit signs, and implementing selective enforcement by the Police Department are often limited and may not completely/permanently address speeding concerns in all areas.

Mr. Krosting explained that the proposed policy would include speed humps that are 3 inches high and 12 feet long. Mr. Krosting said that before a speed hump could be installed in a neighborhood, the City and neighborhood would need to agree that a speed hump is necessary and a petition would be required reflecting a minimum of 70 percent approval from individuals residing within the affected neighborhood and 100 percent approval from individuals residing within 100 feet of the proposed speed hump.

Mr. Krosting advised that in an effort to promote partnerships between neighborhoods and the City, neighborhoods would be responsible for the installation of speed humps/initial signing and striping costs and the City would assume future annual maintenance costs. Mr. Krosting estimated the installation cost at \$1,500 per hump (\$1,000 for materials/installation and \$500 for the initial signing/striping) and the annual maintenance cost at \$150 to \$200 per hump.

Committeemembers Kavanaugh and Giles stated appreciation to staff for the proposal but expressed concern relative to assessing neighborhoods the installation cost.

In response to a question from Committeemember Giles, Mr. Krosting explained that under the proposal, neighborhoods would secure their own contractor and pay the City only the cost of signing and striping. Mr. Krosting stated that staff is receptive to negotiating with the neighborhoods regarding the costs of speed humps.

Committeemember Giles suggested that staff consider waiving the City's initial \$500 signing and striping fee.

In response to questions from Chairman Gilbert, Mr. Krosting advised that staff currently has an extensive backlog of requests for the City's photo radar gun. Mr. Krosting indicated that speed humps do not have to be removed to accommodate slurry seal projects.

Chairman Gilbert expressed support for a monetary partnership with neighborhoods but said that if finances preclude neighborhoods from obtaining speed humps, staff should determine if funding assistance is available. Chairman Gilbert encouraged the Committee to proceed with the policy.

City Manager Charles Luster expressed concern pertaining to the proposal and issues of safety, effectiveness, and liability/risk. Mr. Luster commented that if it is the City's responsibility to provide traffic safety devices, speed humps should be installed at no cost to neighborhoods. Mr. Luster stated that an alternative may be to install speed humps in selected neighborhoods on a trial basis before proceeding with the proposal.

City Attorney Neal Beets noted concern regarding liability and effectiveness. Mr. Beets reported that research conducted approximately two years ago revealed that the cities of Phoenix, Scottsdale, and Portland, Oregon, initiated the use of speed humps and as a result, experienced legal claims due to damaged vehicles. Mr. Beets indicated that the speed humps were not conclusively proven to be effective in reducing traffic speeds and in some cases were subsequently removed. Mr. Beets commented that if speed humps are initiated within Mesa, the City can expect to receive damage claims.

In response to a question from Chairman Gilbert, Mr. Krosting stated that other cities have identified speed humps as a useful tool in addressing the issue of speed control. Mr. Krosting noted the Police Department's limited resources to continually enforce speeding in individual neighborhoods.

Chairman Gilbert spoke in favor of the speed hump concept and suggested that speed humps be installed and subsequently evaluated to determine effectiveness. Chairman Gilbert indicated

support for a monetary partnership between the City and neighborhoods but commented that it may be necessary to consider speed hump installations/costs on a case-by-case basis.

It was moved by Committeemember Kavanaugh to recommend to Council approval of the speed hump policy as presented by staff.

Committeemember Giles expressed concern regarding the neighborhoods' monetary responsibility to install speed humps and stated that an option may be to subsidize a portion of the cost.

Committeemember Giles amended the motion to recommend to Council approval of the speed hump policy as presented by staff with the stipulation that the City pay for the initial signing/stripping. Committeemember Kavanaugh seconded the amendment.

Mr. Luster suggested that the Committee allow staff to install speed humps in selected neighborhoods on a trial basis to assist the Committee in determining the effectiveness and costs of speed humps. Following brief discussion, the Committee concurred with Mr. Luster's suggestion.

Committeemember Giles withdrew the amended motion. Committeemember Kavanaugh withdrew the second to the motion.

It was moved by Committeemember Kavanaugh, seconded by Committeemember Giles, to recommend to Council that the speed hump proposal be tabled until the next meeting of the Transportation Committee to allow staff time to install and evaluate speed humps in selected neighborhoods on a trial basis.

Carried unanimously.

Chairman Gilbert expressed appreciation to Mr. Krosting and staff for their efforts.

2. Discuss North Harris Street traffic issues.

Mr. Krosting advised that residents have expressed concern relative to the speed of vehicles and number of car-pedestrian accidents on Harris Street north of McKellips Road and have requested that a crosswalk and multi-way stop sign be installed at the intersection of Lockwood and Harris Streets. Mr. Krosting explained that the necessity of crosswalks and multi-way stop signs are determined by factors such as locations of schools/school routes, traffic volumes, and number of accidents. Mr. Krosting stated that based on established criteria, a crosswalk and multi-way stop sign are not warranted on Harris Street but said that staff recommends that speed humps be installed on Harris Street upon the completion of roadway improvements.

In response to a question from Chairman Gilbert, Public Works Manager Harry Kent outlined the time frame for completion of the street improvements, noting that design plans are expected to be finalized in March 1997, bids are anticipated during April, and construction should commence during May or June.

Mr. Krosting commented that staff does not expect pedestrian traffic in the area to increase substantially and does not anticipate that a stop sign will deter traffic from the neighborhood.

Discussion ensued relative to potential locations of speed humps on a trial basis, existing traffic volume on Lockwood Street, and the safety of pedestrians and bicyclists on Harris Street.

Committeemember Giles stated support for locating a three-way stop sign at the intersection of Lockwood and Harris Streets.

Chairman Gilbert spoke concerning the importance of installing speed humps on Harris Street once improvements have been completed. Chairman Gilbert expressed support for placing a three-way stop sign at the intersection of Lockwood and Harris Streets.

It was moved by Committeemember Giles, seconded by Committeemember Kavanaugh, to recommend to Council that a three-way stop sign be installed at the intersection of Lockwood and Harris Streets and that following the installation of speed humps in other selected neighborhoods on a trial basis, speed humps be installed on Harris Street as part of the City's investigation of that process.

Carried unanimously.

Chairman Gilbert thanked Mr. Krosting and staff for their efforts.

3. Review regional freeway issues.

a. Toll road proposal.

Government Relations Coordinator Jeff Martin briefly outlined a toll road proposal presented by MetroRoad whereby express toll lanes would be established in an effort to accelerate freeway construction. Mr. Martin stated that the toll road proposal is presently under review by a technical committee and upon completion is to be considered for conditional approval at the February meeting of the Arizona Department of Transportation (ADOT). Mr. Martin said that HDR Projects Services Corporation of Arizona (MetroRoad) could then negotiate an agreement with ADOT concerning the proposed toll roads and initiate the public input/local approval process. Mr. Martin anticipated that Mesa will be contacted concerning the proposal in late Spring/early Summer 1997.

b. Five-year plan update.

Mr. Martin advised that an additional \$650 million has been allocated for the Maricopa Association of Governments (MAG) freeway construction program, which will provide funding for all freeway segments and will accelerate the completion of funded freeway segments by two to three years. Mr. Martin outlined revised freeway completion dates, including the McKellips Road segment of the Red Mountain Freeway in November 1997, the Gilbert Road segment in 2003, and the Power Road segment in 2006. Mr. Martin noted efforts to accelerate construction of the San Tan Freeway to Williams Gateway Airport.

Chairman Gilbert requested information outlining funding sources for the freeway construction. Mr. Martin stated that the MAG Regional Council and ADOT are developing a report, copies of which will be forwarded to the Committee. Mr. Martin advised that ADOT has certified revenue projections.

c. Update on Red Mountain Environmental Impact Study.

Mr. Martin stated that the potential for an alternative alignment to the Red Mountain Freeway as a result of the environmental impact study has generated concern among citizens. Mr. Martin advised that a meeting regarding the alignment was held recently with residents from Fountain of the Sun. Mr. Martin expressed the opinion that sufficient flexibility exists in the area surrounding Fountain of the Sun and the Freeway alignment will not be a detriment to the subdivision.

Mr. Martin informed the Committee that a report relative to historical facilities located within the Lehi area has been completed. Mr. Martin noted that there are fewer historical properties than initially anticipated but said that the historical properties located within the area are more significant than originally believed. Mr. Martin stated that a copy of the report will be forwarded to the Committee. Mr. Martin added that the original alignment through the Lehi area may be retained if a reasonable and prudent alternative is unavailable that will bypass historical facilities.

Mr. Martin suggested that the Council meet with Entranco Engineering and ADOT to further review the Red Mountain Freeway alignment.

Discussion ensued regarding the Crismon homestead and the significance of real estate, improvements, and properties designated as 4F (historical).

In response to a question from Chairman Gilbert, Mr. Martin explained that the land for the Red Mountain District Park was acquired through a patent from the Bureau of Land Management (BLM) for recreational purposes but included a transportation corridor along the Central Arizona Project (CAP) canal. Mr. Martin stated that discussions between the City of Mesa and the Federal Highways Administration (FHWA) are currently underway to determine whether the property should be considered 4F.

The Committee spoke in favor of a meeting/tour with Entranco Engineering and ADOT.

d. Williams Gateway interchange.

Mr. Martin referred to a schematic and informed the Committee that staff is attempting to add an interchange on the San Tan Freeway at Hawes Road to improve access to Williams Gateway Airport. Mr. Martin stated that the Joint Legislative Military Airport Reuse Committee has indicated agreement regarding the importance of the interchange and will forward a recommendation to ADOT, MAG, and the Citizens Transportation Oversight Committee to add the interchange. Mr. Martin explained that assistance from the State, Maricopa County, and the Federal Economic Development Assistance Office will be necessary to obtain the approximately \$13 million needed to complete the interchange.

The Committee suggested that staff integrate the map presented by Mr. Martin with maps of zoning projects, potential park sites, and school boundaries.

Chairman Gilbert expressed appreciation to Mr. Martin for the presentation.

4. Update on proposed fixed guideway transit planning.

Mr. Martin provided a report regarding the fixed guideway transit plan and the inclusion of a starter corridor in the 1997 update to the MAG long-range transportation plan. Mr. Martin referred to a map and stated that the location of the starter corridor is significant based on the proximity to Dobson Road and the availability of land to develop a transit center. Mr. Martin spoke concerning anticipated funding.

Chairman Gilbert stated the opinion that the starter corridor should pass through the downtown area and that the rail line should be utilized for transit. Transit Coordinator Jim Wright informed the Committee that a meeting was held recently with representative from Union Pacific Railroad concerning a potential demonstration project during the Spring of 1997.

Chairman Gilbert expressed appreciation to Mr. Martin and Mr. Wright for the update.

5. Update on transit forum scheduled for February 5, 1997.

Mr. Martin advised that a transit forum to obtain public input regarding transportation issues will be held in the Community Center at 4 p.m. on Thursday, February 5, 1997. Mr. Martin stated that a mailer concerning the forum is being developed and will be distributed to various organizations and individuals.

The Committee suggested including interactive transportation data on the Internet and providing bus schedules, routes, etc. on Channel 11.

6. Adjournment.

It was moved by Committeemember Kavanaugh, seconded by Committeemember Giles, that the Transportation Committee meeting adjourn at 10:06 a.m.

Carried unanimously.

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Transportation Committee meeting of the City of Mesa, Arizona, held on the 17th day of January, 1997. I further certify that the meeting was duly called and held and that a quorum was present.

Dated this 7th day of February 1997

BARBARA JONES, CITY CLERK