

TRANSPORTATION ADVISORY BOARD MEETING

DRAFT

HELD ON November 21, 2017

<u>TAB Members Present</u>	<u>TAB Members Absent</u>	<u>Others Present</u>
Kay Henry, Chairperson	Louis Stephen	Sabine Ellis
Jennifer Love	Mike Schmidt, Vice Chairperson	Erik Guderian
David Camp	Ron Wilson	Renate Ehm
Ian Murray		Ryan Hudson
Dave Bergner		Lt. Stephanie Derivan
Vern Mathern		
Michael Book		
Ryan Wozniak		

Chairperson Kay Henry called the November 21, 2017 Transportation Advisory Board meeting to order at 5:32 pm.

Item 1. Approval of the minutes of the Transportation Advisory Board meeting held on September 19, 2017.

Board Member Ian Murray motioned to approve the minutes as written. Board Member Dave Bergner seconded, and the Motion passed unanimously.

Item 2. Items from citizens present.

None.

Item 3. Discuss and take action on staff recommendation to establish a speed limit of 35 mph and 30 mph on Cadence Parkway from Ellsworth Road to a point 1,200 feet east of Ellsworth Road and from a point 1,200 feet east of Ellsworth Road to Williams Field Road, respectively. (Council District 6)

Ryan Hudson, Senior Transportation Engineer, introduced himself and shared that he would be presenting and seeking Board direction on a staff recommendation to establish a speed limit of 35 mph and 30 mph on Cadence Parkway from Ellsworth Road to a point 1,200 feet east of Ellsworth Road and from a point 1,200 feet east of Ellsworth Road to Williams Field Road, respectively.

Mr. Hudson shared some road design specifics for Cadence Parkway, and explained that the roadway is a median divided collector street that requires a speed limit to be established per City Code. Mr. Hudson shared that staff recommends establishing a speed limit of 35 mph on Cadence Parkway from Ellsworth Road to a point 1,200 feet east of Ellsworth Road, since the adjacent land uses are proposed to be primarily commercial, and a speed limit of 30 mph from a point 1,200 feet east of Ellsworth Road to Williams Field Road, since the roadway changes to two-lanes and the adjacent land uses are proposed to be primarily residential.

Board Member Ian Murray asked staff to define a raised median.

Mr. Hudson explained that the raised median will be a vertical curb with a landscaped interior.

Chairperson Kay Henry asked for some clarification on the length of Cadence Parkway.

Mr. Hudson explained that the proposed full build-out of Cadence Parkway would run from Ellsworth Road to Williams Field Road.

Board Member Ian Murray motioned to approve the Motion as written. Board Member Vern Mathern seconded, and the Motion passed unanimously.

Item 4. Discuss and take action on staff recommendation to establish a speed limit of 35 mph on Crismon Road from Ray Road to Williams Field Road. (Council District 6)

Ryan Hudson, Senior Transportation Engineer, shared that he would be presenting and seeking Board direction on a staff recommendation to establish a speed limit of 35 mph on Crismon Road from Ray Road to Williams Field Road.

Mr. Hudson shared some road design specifics for Crismon Road, and explained that the roadway is a median divided collector street that requires a speed limit to be established per City Code. Mr. Hudson shared that this segment of, about 1,200 feet, has already been constructed, and the remaining segment, which is proposed, will continue to Williams Field Road.

Board Member David Camp asked if Crismon Road will connect to Pecos Road.

Mr. Hudson explained that there are no current plans to connect to Pecos Road.

Board Member Michael Book asked what the intersection of Cadence Parkway and Crismon Road will look like.

Sabine Ellis, City Traffic Engineer, explained that the Cadence Parkway and Crismon Road intersection will likely be a standard intersection, but staff has not yet seen plans for that intersection.

Board Member Ian Murray asked what the speed limit is on Ellsworth Road.

Mr. Hudson shared that the speed limit is 50 mph.

Board Member David Camp asked if there is currently a traffic signal at the intersection of Ray Road and Ellsworth Road.

Mr. Hudson shared that there is a traffic signal at the intersection of Ray Road and Ellsworth Road.

Board Member David Camp asked for some clarification on the street called Point Twenty-Two Boulevard.

Mr. Hudson shared that Point Twenty-Two Boulevard is a collector roadway built within Eastmark that currently connects Signal Butte Road with Eastmark Parkway and will eventually connect to Ellsworth Road.

Board Member David Camp shared his concern for traffic management on Ellsworth Road, given that there will eventually be four roads, Point Twenty-Two Boulevard, Cadence Parkway and both segments of Ray Road, intersecting with Ellsworth Road.

Ms. Ellis shared that Ellsworth Road will widen to a six-lane arterial street as development on either side progresses, and that both Point Twenty-Two Boulevard and Cadence Parkway will have new traffic signals at their respective intersections with Ellsworth Road, which, in combination with signal timing, will help manage traffic in the area.

Board Member David Camp reiterated that all four intersecting roads will be a lot of traffic.

Ms. Ellis explained that the future extension of State Route 24 will help to alleviate some traffic on Ellsworth Road.

Board Member Ryan Wozniak asked if the conclusions have been verified with the Eastmark Master Transportation Plan.

Mr. Hudson explained that the recommended speed limit for Crismon Road is consistent with the Eastmark Master Community Plan as it was designed as a 40 mph roadway.

Board Member Ryan Wozniak noted that the Eastmark Transportation Master Plan indicates several intersections where signalization is not allowed, and asked if signalization is allowed at the Ellsworth Road and Point Twenty-Two Boulevard intersection.

Ms. Ellis noted that there are several intersections that indicate no signalization, but this intersection is not one of them.

Board Member Vern Mathern motioned to approve the Motion as written. Board Member Ian Murray seconded, and the Motion passed unanimously.

Item 5. Discuss and take action on staff recommendation to establish a speed limit of 35 mph on Inspirian Parkway from Elliot Road Road to Ray Road. (Council District 6)

Ryan Hudson, Senior Transportation Engineer, shared that he would be presenting and seeking Board direction on a staff recommendation to establish a speed limit of 35 mph on Inspirian Parkway from Elliot Road to Ray Road.

Mr. Hudson shared some road design specifics for Inspirian Parkway, and explained that the roadway is a median divided collector street that requires a speed limit to be established per City Code. Mr. Hudson shared that this segment of Inspirian Parkway, about 1,400 feet, has already been constructed, and the remaining segment, which is proposed, will continue onto Elliot Road. Mr. Hudson also noted that Inspirian Parkway is a unique street name specific to Eastmark.

Board Member Ryan Wozniak asked for more information about the surrounding land uses off Inspirian Parkway.

Mr. Hudson explained that the land uses off the constructed segment of Inspirian Parkway are primarily a mixture of both single family and high-density residential. He also noted that high-level plans for future development along the Inspirian Parkway alignment appear to indicate residential and mixed-use commercial developments.

Board Member Ryan Wozniak asked if there are schools or parks located off Eastmark Parkway and Inspirian Parkway.

Mr. Hudson shared that there are currently two schools off Eastmark Parkway and a park.

Board Member Ryan Wozniak asked if staff predicts a high volume of pedestrians crossing Inspirian Parkway from the surrounding residential land uses to the school and park sites.

Mr. Hudson shared that staff has seen pedestrians crossing Eastmark Parkway and would also anticipate pedestrians crossing Inspirian Parkway with the appropriate pedestrian connections.

Ms. Ellis also shared that staff has seen some pedestrian activity crossing Eastmark Parkway to the schools.

Board Member Ryan Wozniak asked if there are plans for special pedestrian crossing signals on Inspirian Parkway.

Ms. Ellis indicated there were no current plans for signalization, but that staff would monitor the area.

Board Member Ryan Wozniak asked if there was language in the Eastmark Master Community Plan that referenced speed limits for zones with specific characteristics.

Ms. Ellis indicated that there was a plan that did originally set some speed limits in the area for 30 mph, but those speed limits have since been overruled, since the activity in the area does not warrant a 30 mph speed limit. As the area evolves, staff will revise the speed limit if necessary.

Board Member Ian Murray shared his dislike for unique street names, like Inspirian Parkway, that do not match the surrounding segments of the alignment, and asked if the Board could change the name.

Ms. Ellis shared that those unique street names are part of Eastmark's branding, and are platted as such, but a street name could be changed if there is approval amongst the property owners abutting the street.

Board Member Ian Murray motioned to approve the Motion as written. Board Member Vern Mathern seconded the Motion.

Chairperson Kay Henry asked if there are plans for any additional connecting streets.

Ms. Ellis clarified that Eastmark Parkway, Inspirian Parkway, and Point Twenty-Two Boulevard are the collector streets for the arterials, Ray Road, Signal Butte Road, and Warner Road. She also noted that the collector streets are designed to help control traffic with curves and other roadway design elements.

Chairperson Kay Henry called for a vote on the Motion that had been moved and seconded, and the Motion passed unanimously.

Item 6. Discuss and take action on staff recommendation to establish a speed limit of 45 mph on Ray Road from Power Road to the East City Limits. (Council District 6)

Ryan Hudson, Senior Transportation Engineer, shared that he would be presenting and seeking Board direction on a staff recommendation to establish a speed limit of 45mph on Ray Road from Power Road to the East City Limits.

Mr. Hudson explained that the segment of Ray Rd between Ellsworth Road and Signal Butte Road was constructed with the development of Eastmark and requires that a speed limit be established in City Code. He also explained that by establishing a 45 mph speed limit from Power Road to the East City Limit, it would cover any possible future segments east of Mountain Road.

Board Member Ian Murray asked if there have been any speed studies conducted previously on Ray Road between Ellsworth Road to Signal Butte Road.

Mr. Hudson explained that this is still a new segment of Ray Road, and that he is not aware of any speed studies conducted on this segment.

Board Member David Camp asked if there have been speed studies conducted on Ray Road, west of Ellsworth Road.

Mr. Hudson shared that staff has monitored the area and analyzed crash studies, but he is not aware of any speed studies conducted on this segment.

Board Member David Camp shared his concern with high vehicle speeds along Ray Road, specifically west of Ellsworth Road, and indicated that the Mesa Police Department may want to monitor this area.

Ms. Ellis explained that as more development comes to the area and additional signals are added, vehicle speeds should decrease naturally.

Stephanie Derivan, Mesa Police Lieutenant, shared that the Mesa Police Department is aware of the vehicle speeds along Ray Road and monitors it.

Chairperson Kay Henry asked why Ray Road does not follow the same alignment across Ellsworth Road.

Erik Guderian, Deputy Transportation Director, explained that Ray Road, west of Ellsworth Road, will undergo a re-alignment and “S” down to meet Ray Road, east of Ellsworth Road, when development occurs on Ray Road, west of Ellsworth.

Board Member Michael Book motioned to approve the Motion as written. Board Member Jennifer Love seconded, and the Motion passed unanimously.

Erik Guderian, Deputy Transportation Director, gave the Board a brief update on State Route 24.

Chairperson Kay Henry thanked everyone for attending.

Meeting was adjourned at 6:08 pm.