

# TRANSPORTATION ADVISORY BOARD MINUTES

## APPROVED

HELD ON March 15, 2022

The Transportation Advisory Board of the City of Mesa met in the Lower Council Chambers, 57 East 1<sup>st</sup> Street, on March 15, 2022, at 5:30 p.m.

<u>TAB Members Present</u>	<u>TAB Members Absent</u>	<u>Others Present</u>
Daniel Laufer	David Winstanley (Vice Chairperson)	Ryan Hudson
Melissa Vandever	Michelle McCroskey	Anna Janusz
Mike James	Megan Neal (Chairperson)	Jason Coon
Rodney Jarvis	Sam Gatton	Erik Guderian
Ryan Wozniak		Sabine Ellis

Board Member Mike James called the March 15, 2022, Transportation Advisory Board meeting to order at 5:36 pm. Ryan Hudson, City of Mesa City Traffic Engineer, informed the Board that Chairperson Neal was unable to attend and requested that Board Member James chair the meeting in her place.

**Item 1. Approval of the minutes of the Transportation Advisory Board meeting held on February 15, 2022.**

It was moved by Board Member Wozniak, seconded by Board Member Jarvis, that receipt of the above-listed minutes be approved.

Upon tabulation of votes, it showed:

**AYES** – Laufer - Vandever – James – Jarvis - Wozniak

**NAYS** – None

**Item 2. Acknowledge outgoing Board Members Dave Bergner and Georgina Marin.**

Board Member James acknowledged the outgoing board members and thanked them for their service.

**Item 3. Items from citizens present.**

None

**Item 4. Hear and discuss a presentation on the Extension Road Bike Lane Project.**

Sabine King, Supervising Engineer, introduced herself and indicated that she would be giving a presentation on the Extension Road Bike Lane Project.

Ms. King explained the project background, existing conditions on Extension Road, design concepts, preferred alternative for proposed improvements, project evaluation criteria, and community outreach efforts.

Ms. King gave an overview of how Extension Road, from Baseline Road to Main Street, was identified and prioritized as a proposed bike lane improvement project and provided information on the corridor's existing conditions. She explained the street's physical characteristics and the traffic analysis and observations that have been done at key locations along the corridor. Ms. King then discussed the design alternatives for installing buffered/separated bike lanes on Extension Road between the limits of Baseline Road and Main Street. She detailed each alternative design with respective pros and cons.

Ms. Ellis discussed the preferred alternative to remove one northbound travel lane and reallocate the cross-section width to install separated bike lanes which include a three- and half-foot buffer and vertical delineators between the bike lanes and adjacent vehicular travel lanes. She discussed the traffic analysis with the preferred design concept and that all signalized intersections will still operate at an acceptable level of service, there will be minimal impact to the school traffic, and that the design considers the higher peak hour volumes for the southbound direction.

Ms. Ellis discussed how this project will be a pilot project and is therefore subject to an extensive before and after evaluation considering vehicle volumes and speeds, traffic flow, bike volumes, bike crashes, and user input.

Next, she highlighted the community outreach efforts to gain input for the proposed project and that there is a public meeting scheduled for 04/25/2022 at 6 pm.

Board Member Wozniak talked about the measure of success with this change and said he would like to see how it is broken out. He shared his thoughts that a bike lane on a collector like Extension did not provide as much access to businesses and jobs like an arterial street.

Ms. King explained that they look at the whole network. She said while there is more access on arterials, it is tough to take space away from an arterial street for items like delineators to separate bikes and vehicles. She said it is difficult to provide a useful separation with all the driveways on an arterial road. Additionally, it would be a much larger impact to take away a travel lane from an arterial road to accommodate bike lanes. She said this location was easier to implement without creating too much conflict and while still providing a key north-south route.

Board Member Jarvis asked with these bike lanes in place, would bicyclist be in violation if they traveled in vehicle lanes.

Ms. King replied that if there is a bike lane, the bicyclist must use the bike lane.

Police Lieutenant Coon confirmed that is the law and added that if signage states the direction of travel, then they must go with the flow of traffic in bike lane.

Board Member Jarvis clarified that if there is signage they must go with the flow of traffic and be in the bike lane.

Police Lieutenant Coon confirmed.

Board Member Jarvis asked what we are hoping for by increasing the bike lanes throughout the city. What kind of bike usage is staff hoping for and what would success look like?

Ms. King responded by stating that the city is hoping to see an increase in bicyclist activity, but it is not tied to a specific number.

Mr. Hudson also confirmed that they are looking for an increase in bicyclist activity but that it is not tied to any specific number. He reiterated that this is a pilot project, and a key focus is to identify good measures, whether looking to industry standards or through input. For Mesa and this specific project, we are looking to broaden our ability to collect key data, such as bike volumes, and are focused on trying to make connections for bicyclists to key destinations like the light rail connection that will be made with this project.

Mr. Guderian, Deputy Transportation Director, introduced himself and added that the city is trying to determine what success would look like. He said they don't have a defined target yet. He said this is why they are looking for public feedback. He said the ultimate goal is to build a network like Tempe, NY or Portland. He said they would love to hear what the Board's input on what they think success would look like.

Board Member Laufer stated that he would like less cars on the road, a decrease in bike crashes, more signage, and maybe asking parents of school children for their input.

Board Member Jarvis asked if the city looked at putting in flexible poles to separate traffic and bicyclists.

Ms. King said they are called delineators and yes, the city plans to put in these flexible posts with this project.

Mr. Guderian added that the bike lanes would need to be 8 ½ feet wide from curb to the delineator so the smallest sweeper would be able clean the bike lane. The standard bike lanes are 5 ½ feet wide which is too small for the sweeper, that is why there are not delineators along most bike lanes.

Ms. King added that she forgot to add that from north of Broadway Road to Main Street they can't put in delineators because of the railroad tracks. Broadway Road down to Baseline Road would have the delineators.

Board Member Vandever wanted to know if the upcoming survey would ask parents if their children will ride more to school.

Ms. King stated that the survey questions have not been created yet but are planning to add questions about how it will affect the public and if it will increase ridership.

Board Member James would like to know what the comfort level is for walkers and bikers, as well as drivers. He suggested focusing on questions such as how comfortable is the speed, separation of drivers and bicyclists, is there enough shade and how comfortable is it to drive? He feels that if it is a comfortable street more drivers, bicyclists, and walkers will want to use it.

Board Member Wozniak asked about the Safe Routes to School Program and if it had an education element to it.

Ms. King stated that yes it includes bicycle education, and they work with schools to promote walking and biking to school. She added that they used to do Bike Rodeos prior to 2020 which was focused on teaching bicycle safety education for students. She explained that bicycle education events for children and adults are slowly starting to pick back up.

Board Member Wozniak stated that he assumes we cannot reach all schools with these education efforts, and he asked if the school on this Extension Road corridor will be a key focus location for future safety education efforts.

Ms. Ellis stated that was a great idea and that the two schools on this corridor, Ida Redbird Elementary and Crossroads Focus, will be great candidates to focus safety education efforts.

Board Member Wozniak added that he would encourage increased communications and outreach to the schools and not only about the proposed project but also about what impacts may arise for increased bike use on the corridor. Mr. Wozniak explained that the schools may need more bike racks and may have other needs surface as the additional bike lane features are deployed. He added that it may be helpful to keep in close coordination with the schools and to include them in the evaluation criteria. This may identify needs for them to add more bike racks or other items.

Ms. Ellis thanked Board Member Wozniak for his input and mentioned that the Transportation Department does also give out helmets and that could be tied into this project and respective outreach to the schools.

Board Member Laufer added that he would like to see other projects like this and that it would be great to see the design alternative with raised medians on a different corridor where it made sense from a space and impact perspective. He explained that the increased protection for users and the possibility of adding some landscape and shade would be some major benefits.

It was moved by Board Member Laufer, seconded by Board Member Vandever, to adjourn the meeting.

Upon tabulation of votes, it showed:

**AYES** – Laufer - Vandever – James – Jarvis - Wozniak

**NAYS** – None

The meeting was adjourned at 6:12 pm.