



COUNCIL MINUTES

October 19, 2023

The City Council of the City of Mesa met in a Study Session in the lower-level meeting room of the Council Chambers, 57 East 1st Street, on October 19, 2023, at 7:30 a.m.

COUNCIL PRESENT

Francisco Heredia
Jennifer Duff
Mark Freeman
Alicia Goforth
Scott Somers
Julie Spilsbury

COUNCIL ABSENT

John Giles

OFFICERS PRESENT

Christopher Brady
Holly Moseley
Jim Smith

Vice Mayor Heredia conducted a roll call.

Vice Mayor Heredia excused Mayor Giles from the entire meeting.

(Items on the agenda were discussed out of order, but for the purpose of clarity will remain as listed on the agenda.)

1-a. Hear a presentation, discuss, and receive an update on Mesa's Balanced Housing Plan.

Development Services Director Nana Appiah introduced Senior Economic Development Project Manager Jeff Robbins and Consultant Susan Becker, Vice President of Zion Public Finance, and displayed a PowerPoint presentation. **(See Attachment 1)**

Mr. Appiah illustrated the continued growth in Mesa which makes it challenging to provide housing and basic needs for the community and the population. He explained the Balanced Housing Plan (BHP) and how it will assist Mesa plan for future growth. He said that the data obtained will be used to create policies that align with the housing supply and demand, as well as the 2050 General Plan housing element. (See Pages 2 and 3 of Attachment 1)

Mr. Appiah described the status of land development as of 2022, indicating that 74% of the land in Mesa is developed. He pointed out the 12% of available land that is scattered throughout Mesa. (See Pages 4 and 5 of Attachment 1)

Responding to a question from Vice Mayor Heredia, Mr. Robbins explained that the county islands, which are shaded in gray on the map, are included in the numbers on the graphic.

City Manager Christopher Brady clarified that the existing county islands are all fully built out and do not impact the development planning area numbers.

Mr. Appiah gave a detailed explanation of the status of land development, with a breakdown of the current land use allocations. He pointed out that 47% of land is being used for residential housing and the importance of having a balanced allocation of land use. He stated that 63% of the residential units in Mesa are currently single-family residences (SFR) and that the trend is changing based on the approvals that are currently in the pipeline. (See Pages 6 through 8 of Attachment 1)

Mr. Appiah provided statistics from the Census Population and Housing Unit Estimates from 2022 which indicate that 65% of homes are owner occupied and 35% are renter occupied. He explained that Mesa is in line compared to the rest of the county and other cities in the area. He said that Mesa has one of the lowest median home prices in Maricopa County. He remarked that compared to other cities in the area, the rents in Mesa are the lowest and that could be a reflection of Mesa having a lower median income. He noted that the Economic Development Department has been working on ways to raise the median income in Mesa. (See Pages 9 through 13 of Attachment 1)

Mr. Appiah spoke about the distribution of income throughout Mesa, adding that families living in Mesa who make 100% of the area median income (AMI) spend 30% of their income on housing. He said that Mesa does not have enough housing stock available for people that want to rent or buy based on their income and provided examples of limited inventory in areas based on median income levels. He discussed the efforts being made by City departments to provide assistance for those that do not meet the lowest income category.

Mr. Brady commented on the limited stock of housing for the two-income workforce in Mesa. He mentioned that Mesa is bringing in businesses; however, the workforce will likely reside elsewhere due to lack of housing choices.

Mr. Appiah discussed the housing demand and supply for Mesa, noting that the current supply exceeds the demand for the upcoming years. He stated that while there is excess supply there is still an affordability gap indicating housing is available, but not everyone can afford it. (See Pages 14 through 16 of Attachment 1)

Mr. Appiah reviewed the Mesa housing analysis by AMI. He clarified that the housing demand and supply includes permitted units that have been approved, but the housing analysis by AMI does not. (See Page 17 of Attachment 1)

Responding to a question from Councilmember Goforth, Mr. Appiah said that the attainable housing gap is the difference between the household affordability and what is available.

Mr. Brady advised there is no housing available at an income of \$25,000 or less. He stated that costs have increased but the income has not, which compounds the gap.

Mr. Appiah summarized the key observations from the statistics that were discussed. (See Page 18 of Attachment 1)

Mr. Robbins explained the Metropolitan Statistical Area (MSA) is considered the Maricopa Metro Area. He indicated that the construction completions are reaching pre-recession levels. He commented that newly constructed apartment rent is 15% higher in the Phoenix MSA and provided rent statistics from 2001 to present. He highlighted the pipeline of Housing Development, showing active and platted units year to date. He mentioned that construction has shifted to multi-family development due to its higher return for investors. He identified the locations of multi-family

residence building permits issued in Mesa from 2020-2023. (See Pages 20 through 24 of Attachment 1)

Mr. Robbins continued by providing Housing Development Pipeline statistics for 2021 and 2023 year-to-date. He said that the Phoenix MSA sales transactions under \$300,000 have decreased 73% since 2011, indicating a dramatic rise in housing prices. He acknowledged a limited supply of rental units listed under 35% of the median renter income, adding that the multi-family rental vacancy rate has increased to 9.5%. He summarized the presentation with key observations, noting that the demand will remain strong for permits and the mix between multi-family and single-family construction will remain steady. (See Pages 25 through 29 of Attachment 1)

Mr. Appiah detailed the next steps for the Balanced Housing Plan. He stated that staff will present a draft plan with policy recommendations to Council, noting that the General Plan will guide the housing decisions. (See Page 30 of Attachment 1)

Vice Mayor Heredia thanked staff for the presentation.

1-b. Hear a presentation, discuss, and provide direction on establishing a speed limit on Williams Field Road between Crismon Road and the east City limits, and a speed limit on Williams Field Road between Ellsworth Road and Crismon Road, staff's recommendation and Transportation Advisory Board's recommendation.

Transportation Director RJ Zeder introduced Assistant Transportation Director Erik Guderian and displayed a PowerPoint presentation. **(See Attachment 2)**

Mr. Zeder provided an overview and stated that the staff is asking for Council direction on establishing a speed limit on Williams Field Road. He noted Mesa City Code requires that speed limits be established by approval from the City Council and adoption of an ordinance. (See Pages 2 and 3 of Attachment 2)

Mr. Guderian outlined the approach the City uses to set speed limits and the factors considered. He reported that research shows that drivers will travel at the speed they feel comfortable with based on the setting, rather than follow the posted speed. He pointed out the section of Williams Field Road under discussion, which the City of Mesa (COM) will maintain and illustrated the newly constructed roadway. He explained that City staff has broken the road into two segments; Segment 1 goes from Ellsworth Road to Crismon Road and Segment 2 goes from Crismon Road to the east City limits. (See Pages 4 and 5 of Attachment 2)

City Traffic Engineer Ryan Hudson provided details and characteristics of both segments of the road. He mentioned that Segment 1 has three different curves, which were designed as recommended in the alignment study. He said the design is meant to interact with the land uses on both the north and south sides of the road. He discussed the elevation of the curves, indicating that the design speed is 45 miles per hour (mph) and does not require additional elevation. He pointed out that this stretch of road runs beside the Legacy Sports Park, which can create different traffic patterns during events. He said the recommendation for Segment 1 is to establish a speed limit of 40 mph which would be less than the City Code and current speed limit of 45 mph. (See Pages 6 and 7 of Attachment 2)

Mr. Hudson said that Segment 2 goes from Crismon Road to the east city limit and advised that this section has no curves, adjacent street network, or planned future development. He said that the recommendation is to continue with the existing speed limit of 45 mph. He spoke about the

horizontal geometry which is the key factor of the speed limit recommendations. (See Page 8 through 10 of Attachment 2)

Mr. Zeder summarized the staff recommendations, noting that the Transportation Advisory Board (TAB) did not support staff recommendations and provided the rationale behind the board decision. He reiterated that staff is looking for Council direction of which speed to use on the ordinance that will be presented at a later date. He reviewed the next steps in the process. (See Pages 11 and 12 of Attachment 2)

Responding to a question from Councilmember Goforth, Mr. Guderian explained that there are sections of the road that are complete and have bike lanes. He said that the speed of 45 mph is consistent with the rest of the arterial network in the city. He stated that staff is working on addressing the existing roadway network speeds in the Transportation Master Plan and will consider changing some of the standards in certain locations.

Additional discussion ensued regarding the speed limit recommendation.

Mr. Brady said that the area between State Route 24 and Williams Field Road is residential, and the goal is to create safe roads and protection for the citizens. He expressed his opinion that when roads are long and straight, people will naturally drive faster than the posted speed.

Mr. Appiah commented that because this section of road was already constructed, land use is coming in after the street network was already laid out. He reiterated that the staff is working on adjusting the speed limits in the General Plan to make sure the roads are safe for people to walk and bike.

Responding to a question from Councilmember Spilsbury, Mr. Zeder stated that staff has not requested community input but said that citizens are invited to the TAB meetings. He said that this is the first time there has been a recommendation from TAB that differs from staff.

Councilmember Somers pointed out that the streets in this area are designed for cars; however, the large residential area nearby invites many people riding bikes on this road on the weekends. He reported that he did an informal poll and by a margin of 8 to 1, citizens would like to see a 45 mph speed limit in that area.

Responding to a question from Councilmember Duff, Planning Director Mary Kopaskie-Brown explained the land zoning in that area.

Additional discussion ensued regarding the existing zoning and potential future zoning in the area.

Responding to a question from Councilmember Freeman, Mr. Hudson confirmed that a traffic count and historic speed data has been collected specifically in the area from Crismon Road to the east city limits. He reported the average speed in this section of road was approximately 55 mph and that the average speed on other sections of the road was about 50 mph.

Councilmember Freeman stated that he will support the staff recommendation but hopes to see another presentation in the future about possible safety options for multi-modal transportation.

Responding to a question from Councilmember Goforth, Mr. Zeder explained that when setting the speed on a roadway, staff reviews the characteristics of the road. He indicated that the

Transportation Master Plan is referenced to identify the type of development in the area and use of the streets.

Mr. Brady explained that the plan for the main roads, such as Williams Field Road, are intended to move large volumes of traffic to the nearby highway and that the pedestrian plans are centered in the communities with multi-modal transportation to the parks and basins.

Additional discussion ensued about the safety of the bike lanes at the 45 mph speed limit.

Vice Mayor Heredia said that the larger discussion should be how to use the larger arterial roads like Crismon Road to connect more people to the nearby neighborhoods while incorporating multi-modal transportation.

Mr. Brady explained that this topic will be covered in the General Plan with the goal of improving connectivity of the neighborhoods and increasing safety.

Vice Mayor Heredia noted that it was the consensus of the Council that staff move forward with the recommendation.

Vice Mayor Heredia thanked staff for the presentation.

2. Acknowledge receipt of minutes of various boards and committees.

2-a. Economic Development Advisory Board meeting held on September 5, 2023.

2-b. Housing and Community Development Advisory Board meeting held on September 7, 2023.

It was moved by Councilmember Spilsbury, seconded by Councilmember Duff, that receipt of the above-listed minutes be acknowledged.

Upon tabulation of votes, it showed:

AYES –Heredia–Duff–Freeman–Goforth–Somers–Spilsbury
NAYS – None
ABSENT – Giles

Vice Mayor Heredia declared the motion passed unanimously by those present.

3. Current events summary including meetings and conferences attended.

Mayor Giles and Councilmembers highlighted the events, meetings and conferences recently attended.

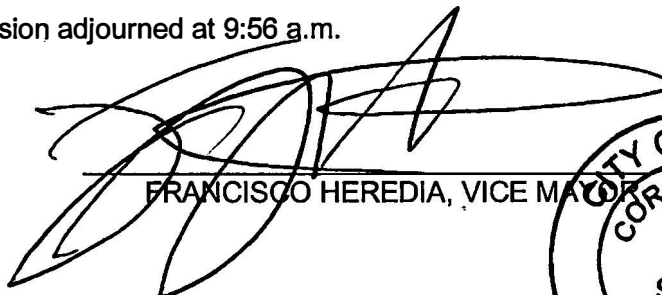
4. Scheduling of meetings.

City Manager Christopher Brady stated that the schedule of meetings is as follows:

Thursday, October 26, 2023, 7:30 a.m. – Study Session

5. Adjournment.

Without objection, the Study Session adjourned at 9:56 a.m.



FRANCISCO HEREDIA, VICE MAYOR

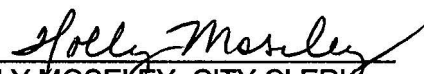


ATTEST:



HOLLY MOSELEY, CITY CLERK

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Study Session of the City Council of Mesa, Arizona, held on the 19th day of October 2023. I further certify that the meeting was duly called and held and that a quorum was present.



HOLLY MOSELEY, CITY CLERK

sr
(Attachments -2)

Balanced Housing Plan

City Council October 19th, 2023



Nana Appiah, PhD, AICP

Development Services Director

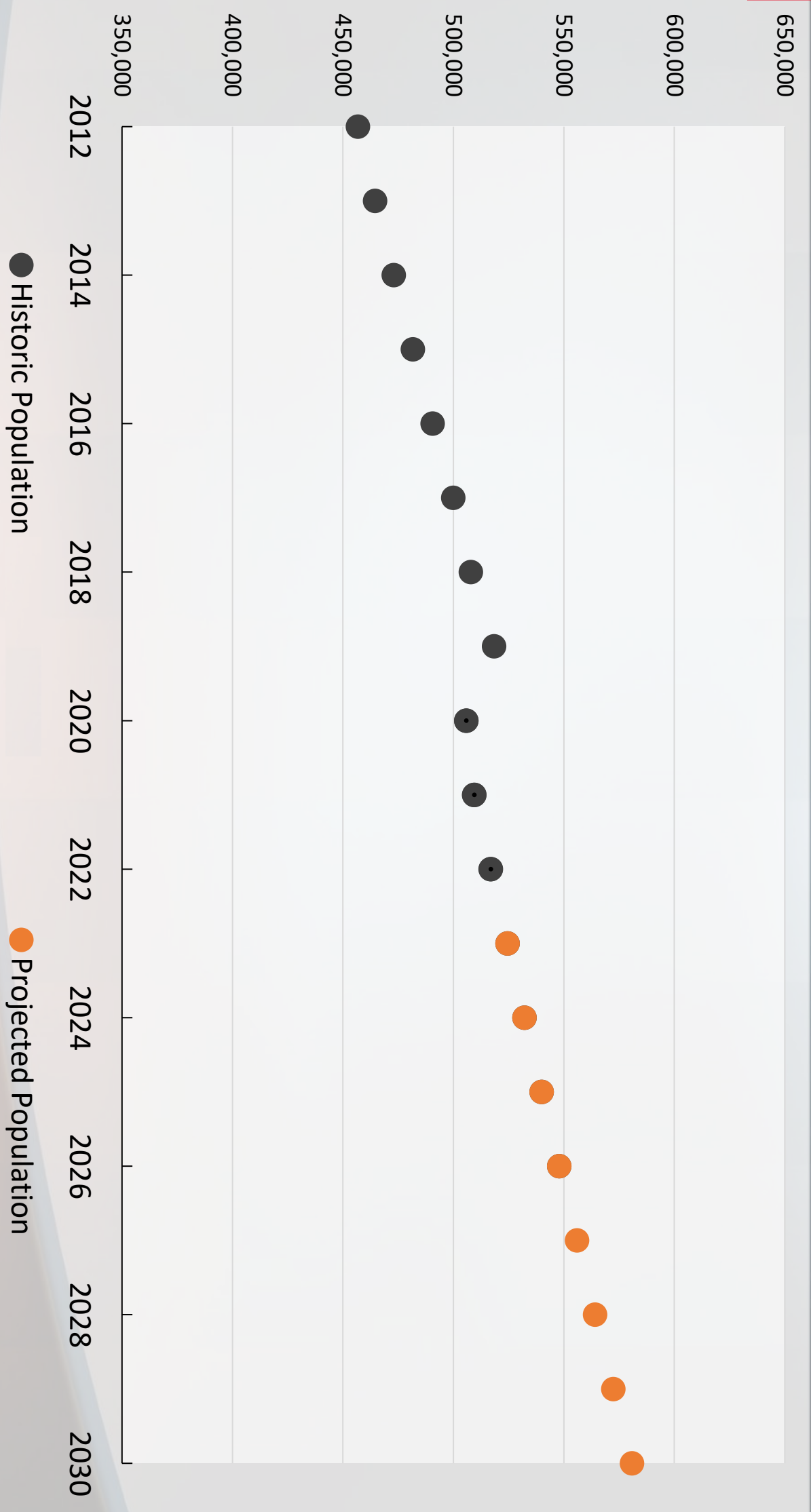
Jeff Robbins, CECD

Senior Project Manager

Consultant Susan Becker, AICP

Vice President Zions Public Finance

Mesa Population (2012-2030)

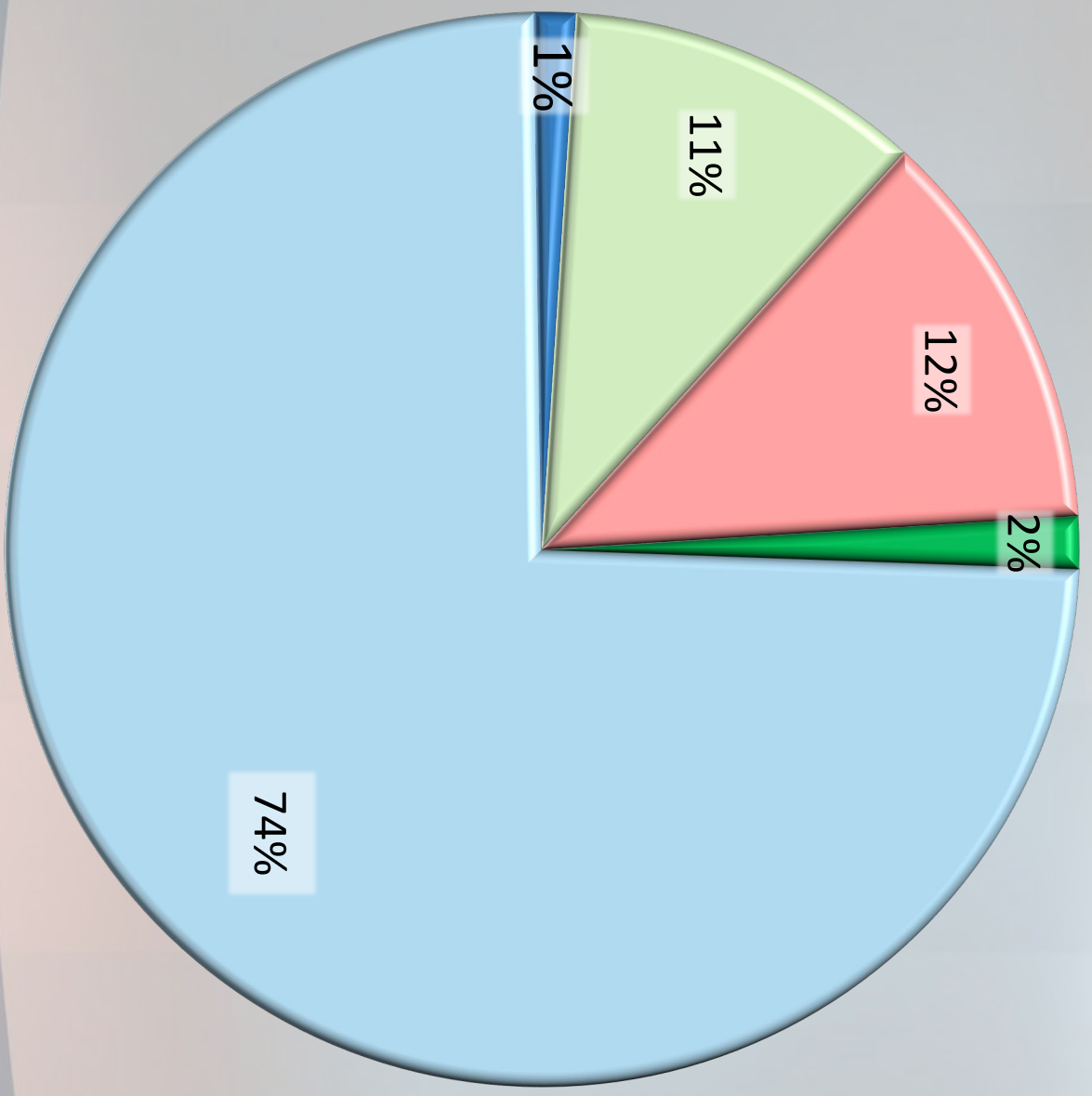


Why a Balanced Housing Plan?

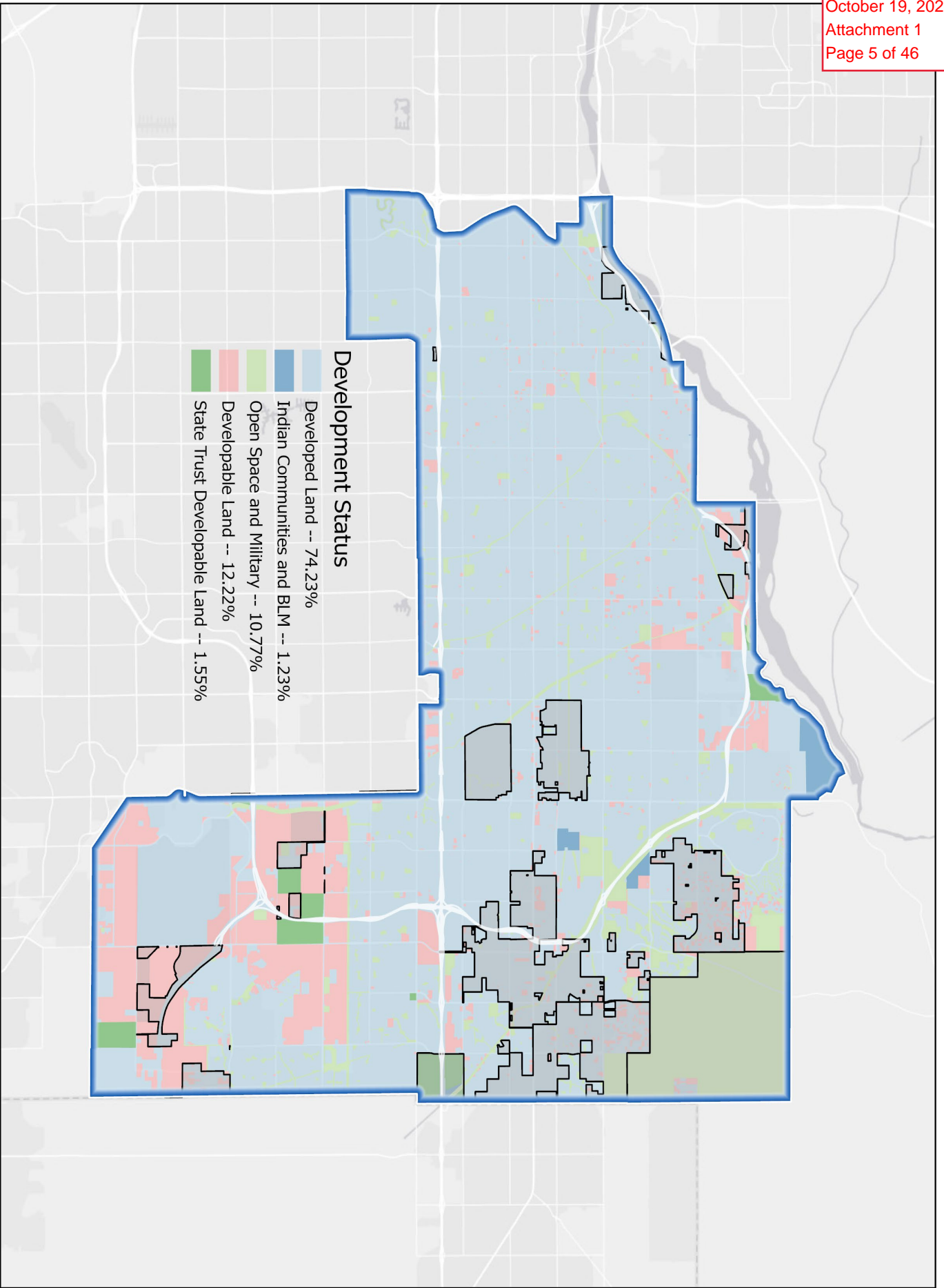
- ✓ Use data to help inform city policy
- ✓ Ensure city policy aligns with housing needs and supply
 - Identify housing trends and gaps
 - Create strategies to close housing gaps
 - Foster public-private partnership for housing supply
- ✓ Element of The 2050 General Plan



Status of Land Development in Mesa Planning Area (2022)

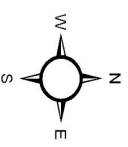


- Developed Land
- Indian Communities and BLM Land
- Open Space and Military Land
- Developable Land
- State Trust Developable Land



Status of Land
 Development in Mesa
 Planning Area (2022 Data)

Total Developed Land: 86.2%
 Total Undeveloped Land: 13.8%



Created By: City of Mesa Planning GIS

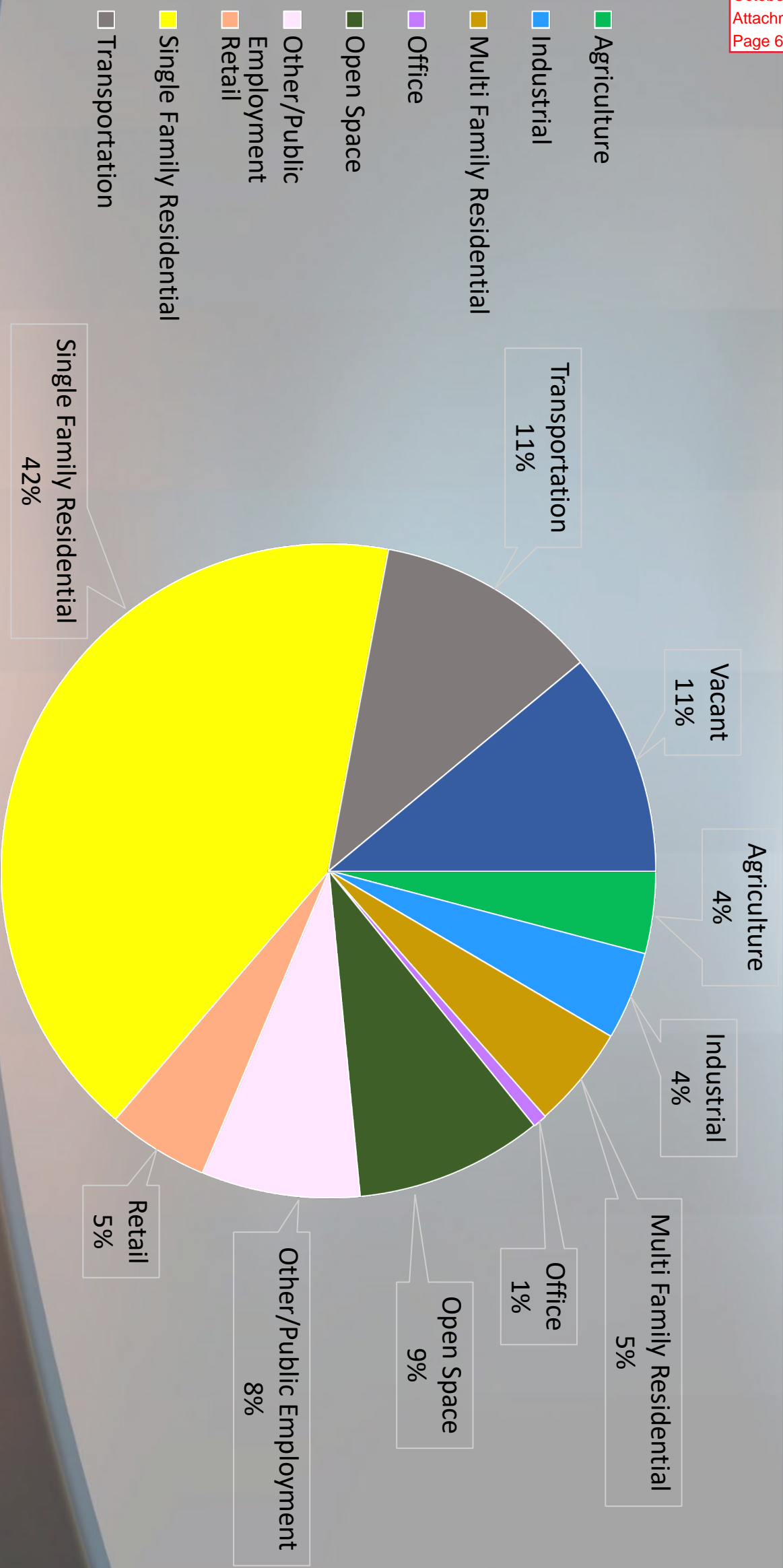
Created Date: 10/16/2023

Source: City of Mesa

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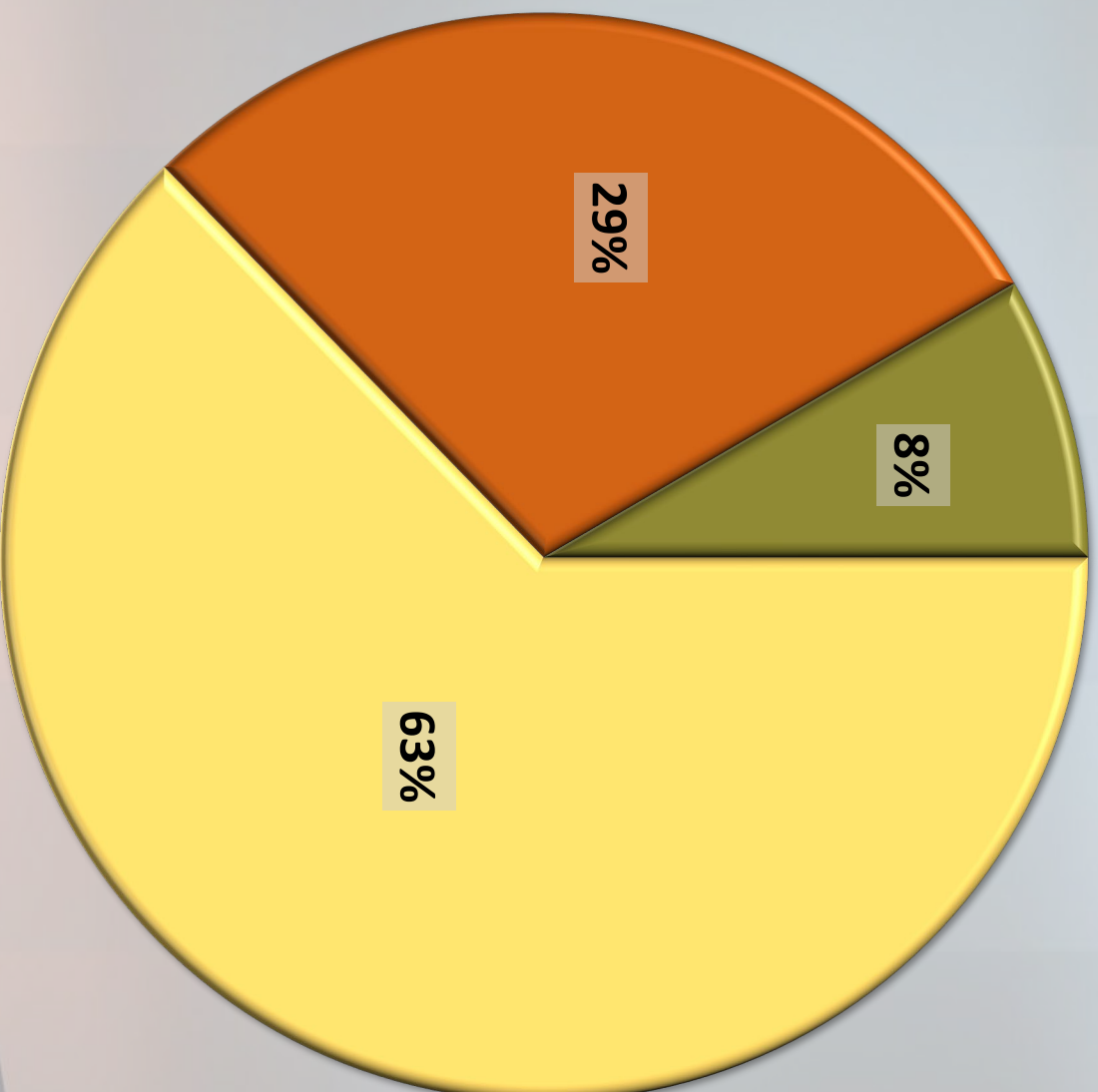
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Land Area Developed by Land Use (2022)

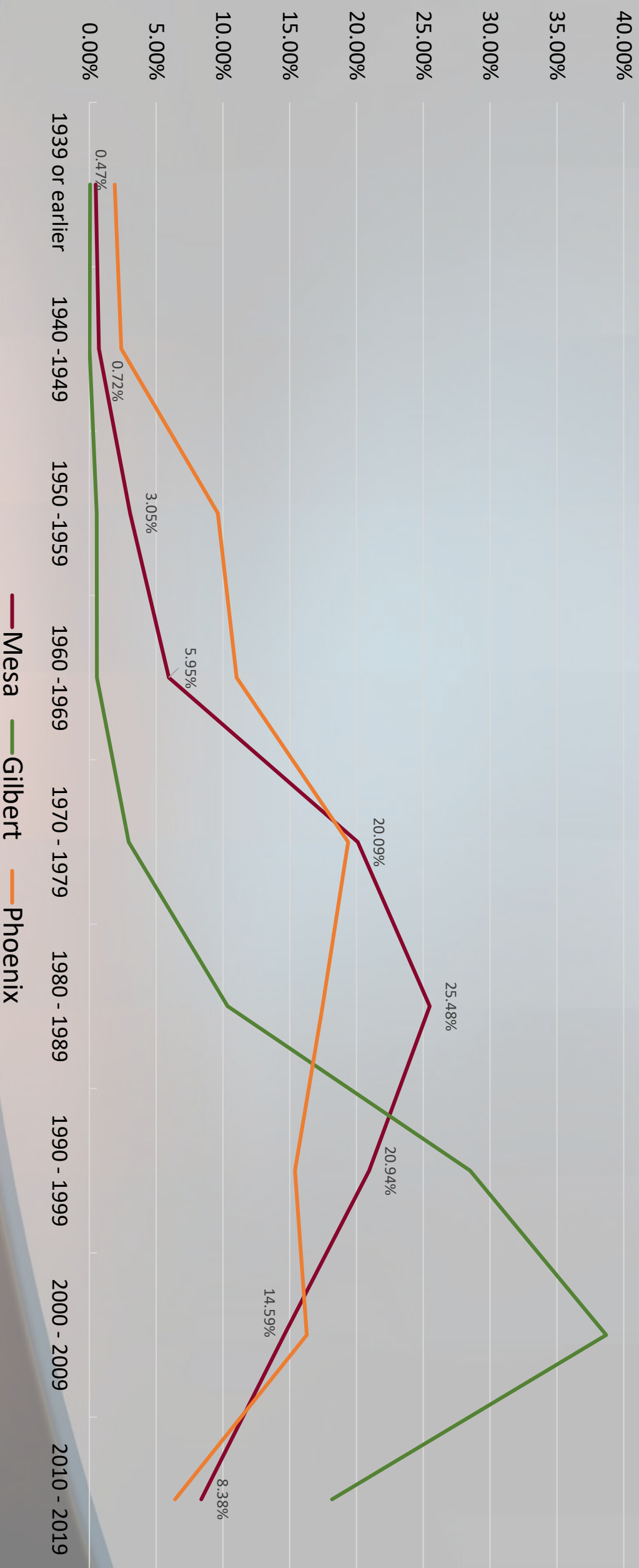


Residential Units in Mesa by Type (2022)

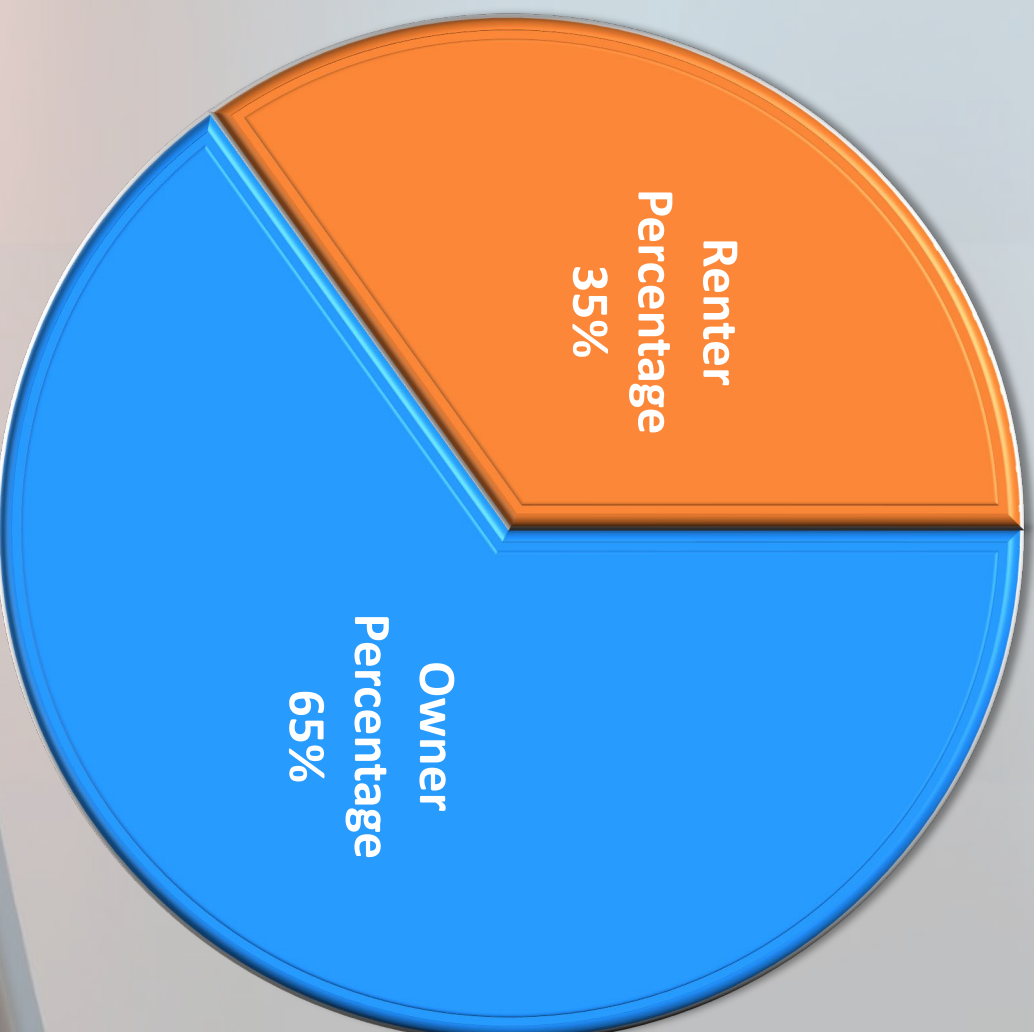
- Single Family Residence (SFR)
- Multi-family Residences (MFR) and Other Rentals
- Condos and Townhomes



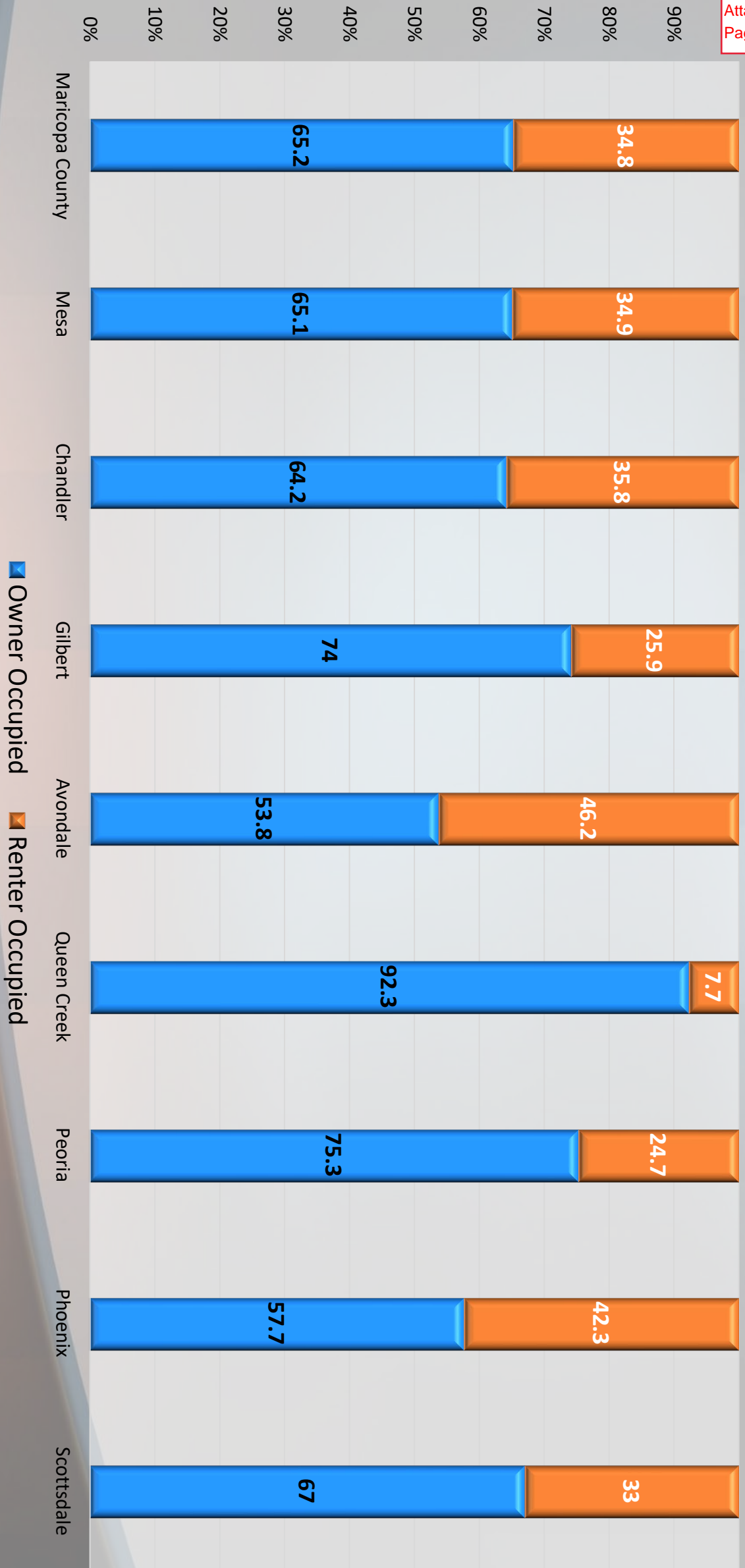
Proportion of Housing Built (1939-2019)



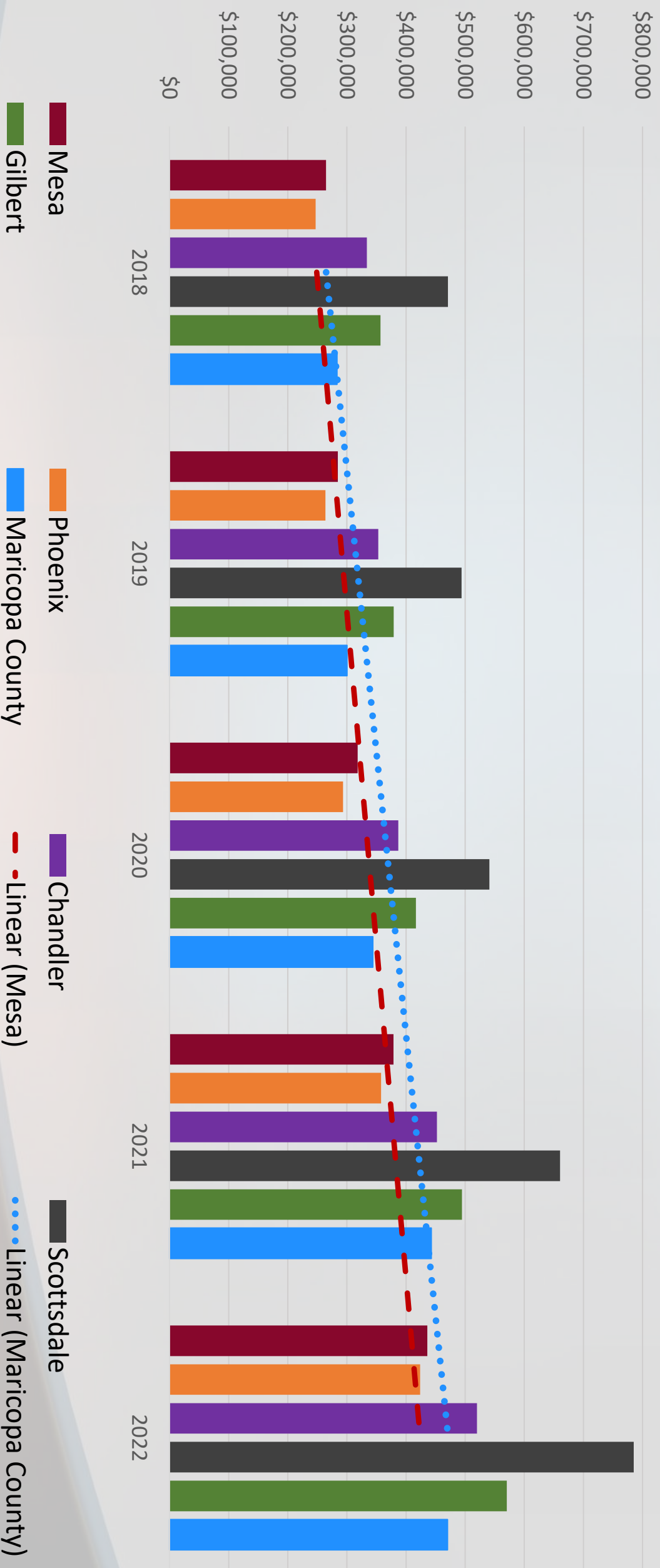
Owner and Renter Occupied Households (2022)



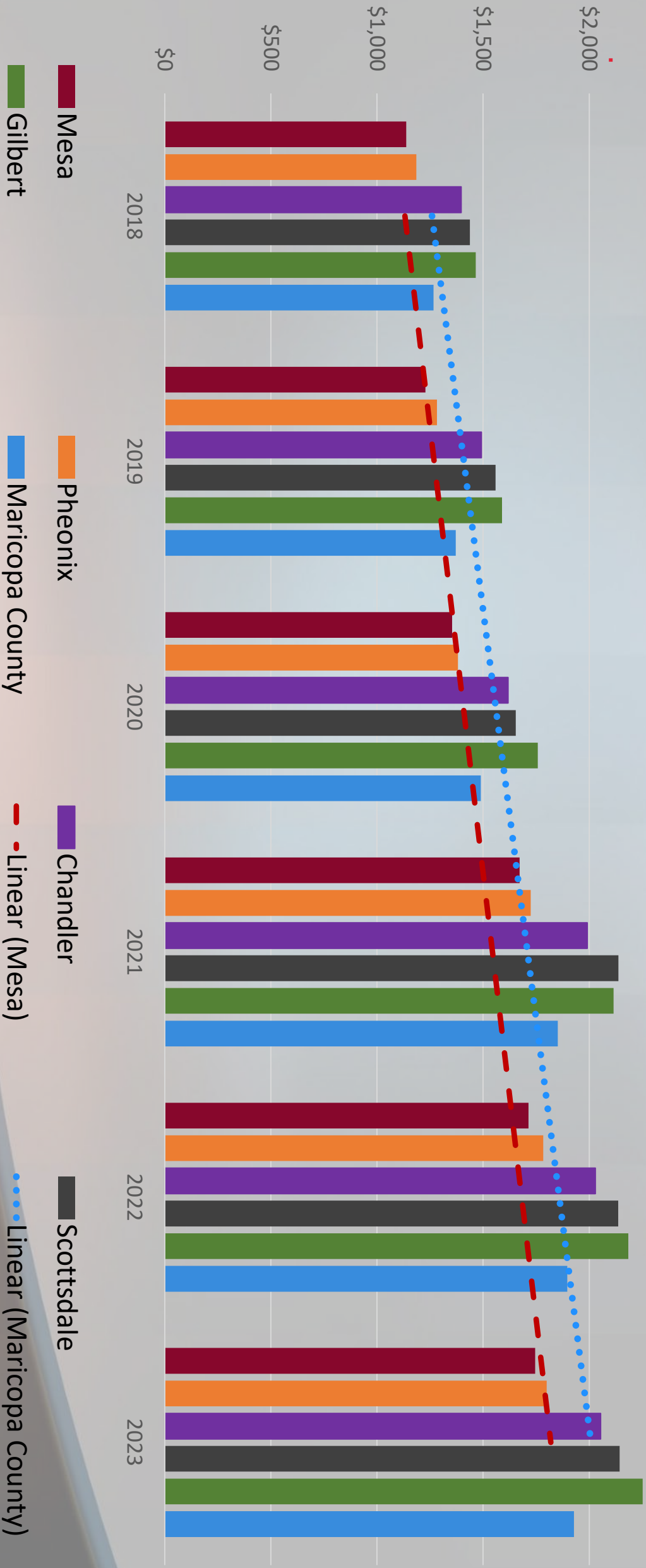
Owner and Renter Occupied Households (2022)



Median Home Price (2018 – 2022)

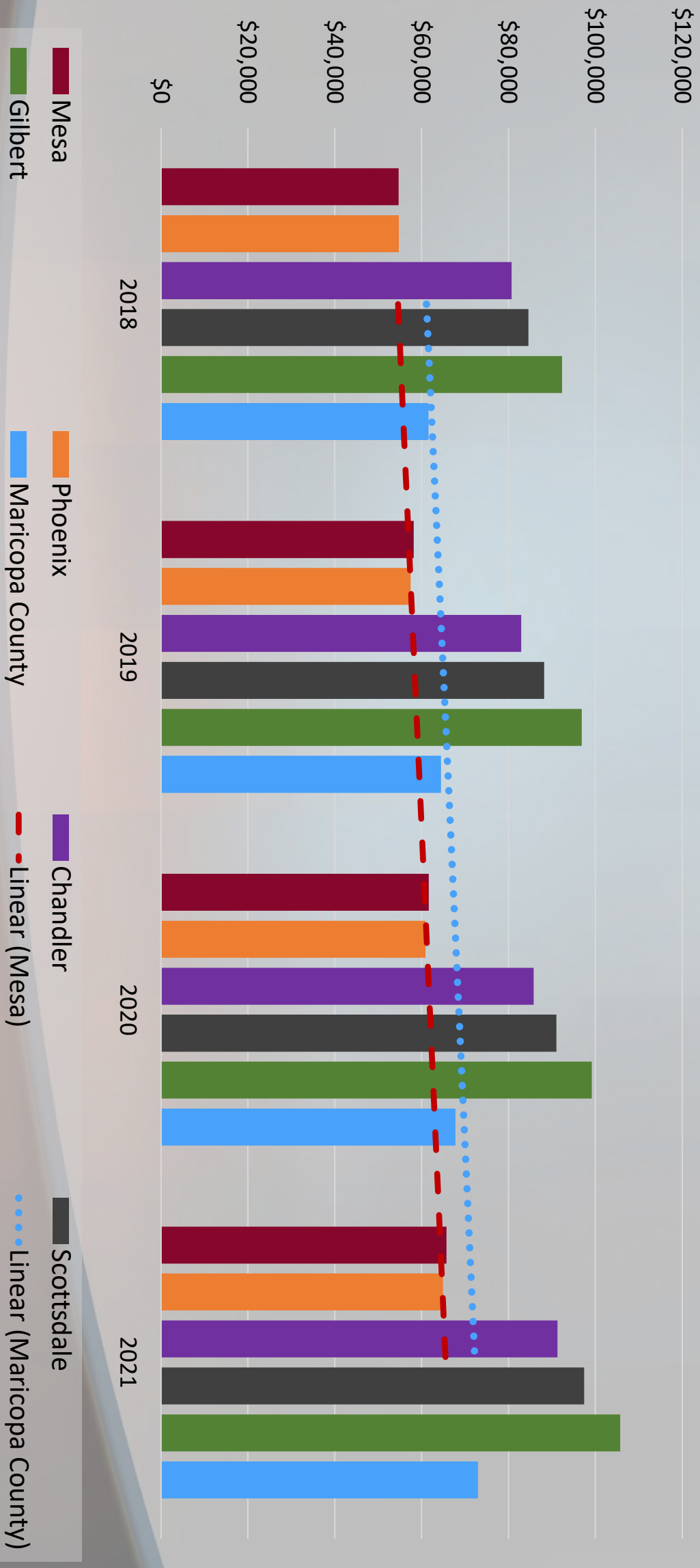


Monthly Rent (2018 - 2023)

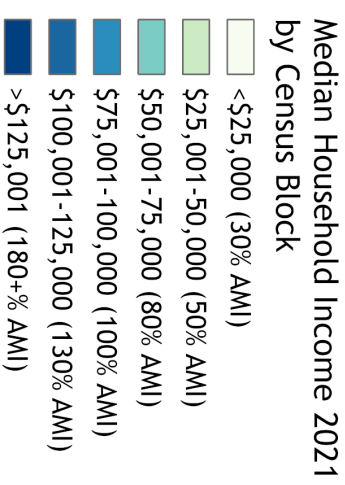
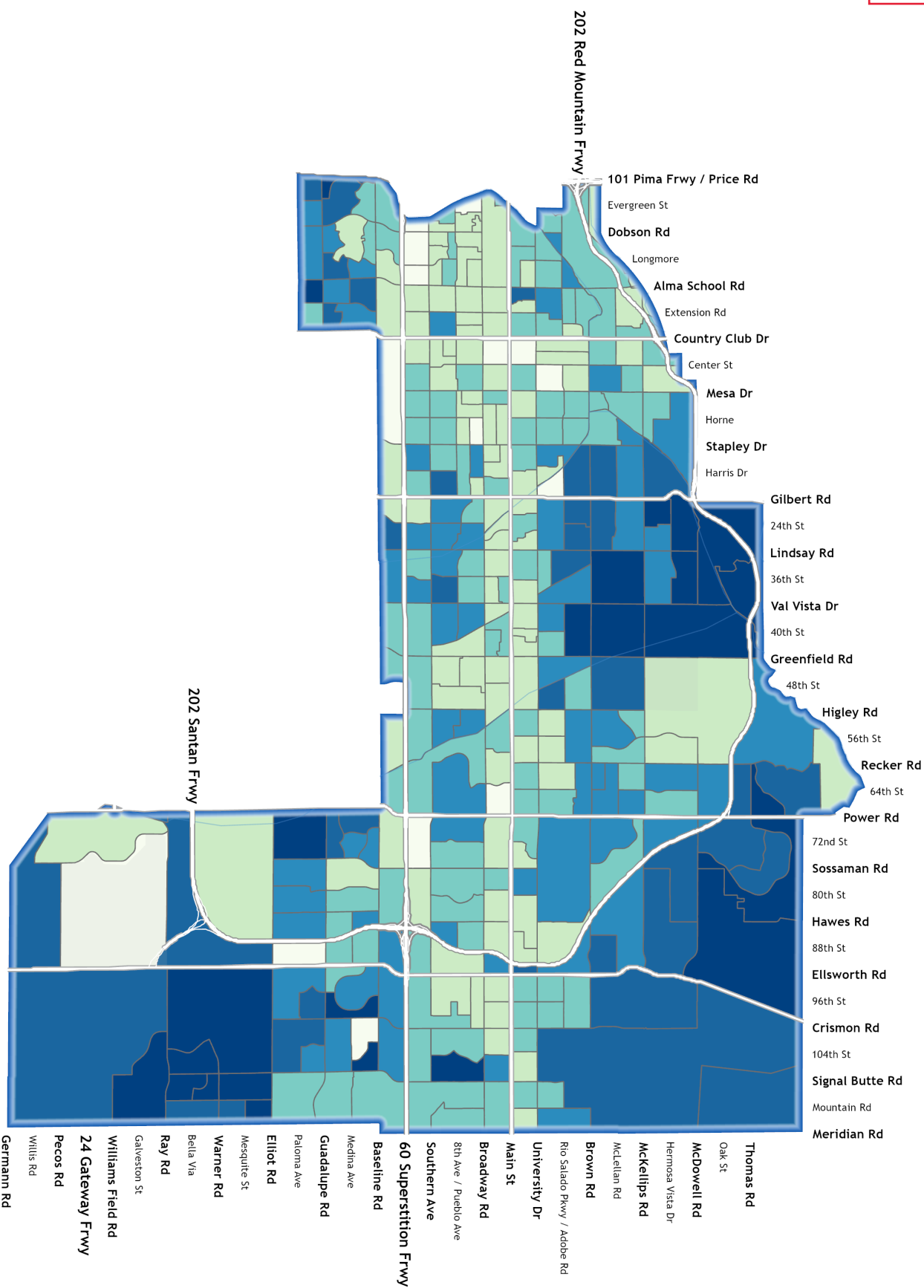


Source: Zillow Observed Rent Index: All Homes Plus Multifamily Time Series, 2018 – August 2023

Median Income For Mesa Statistical Area (MSA)



Median Household Income by Census Block (2021)



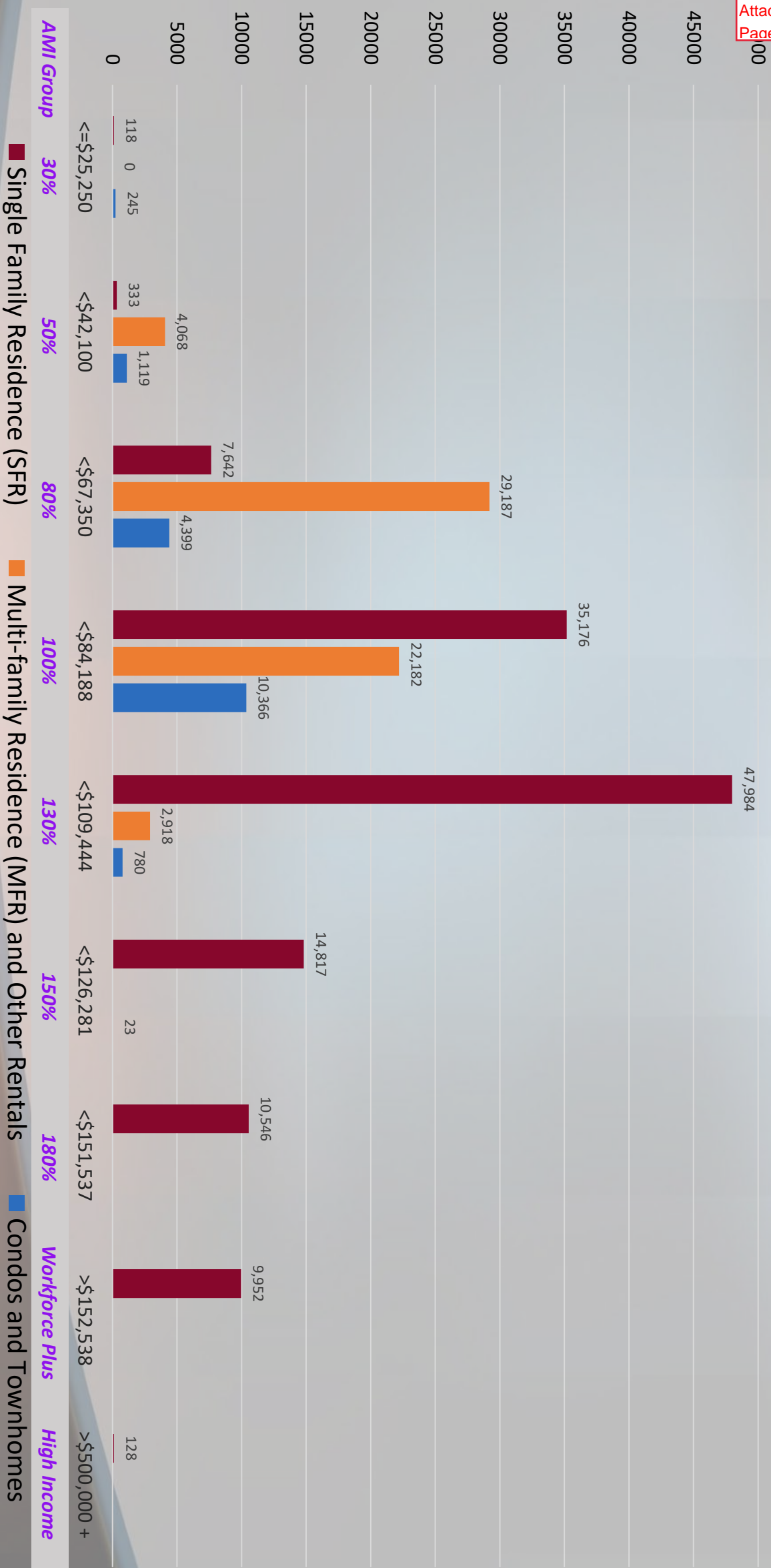
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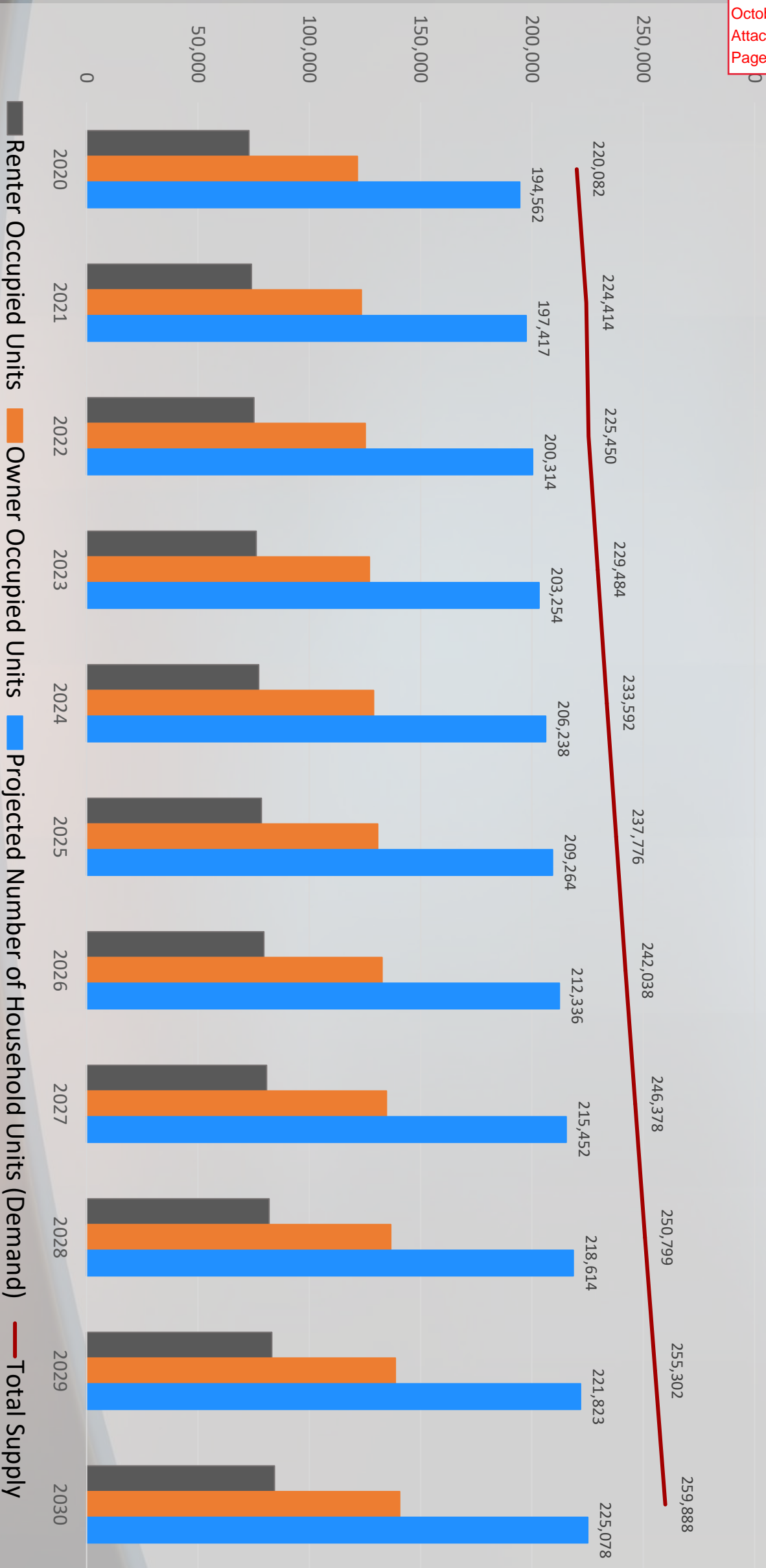
Created Date: 10/12/2023

Source: City of Mesa

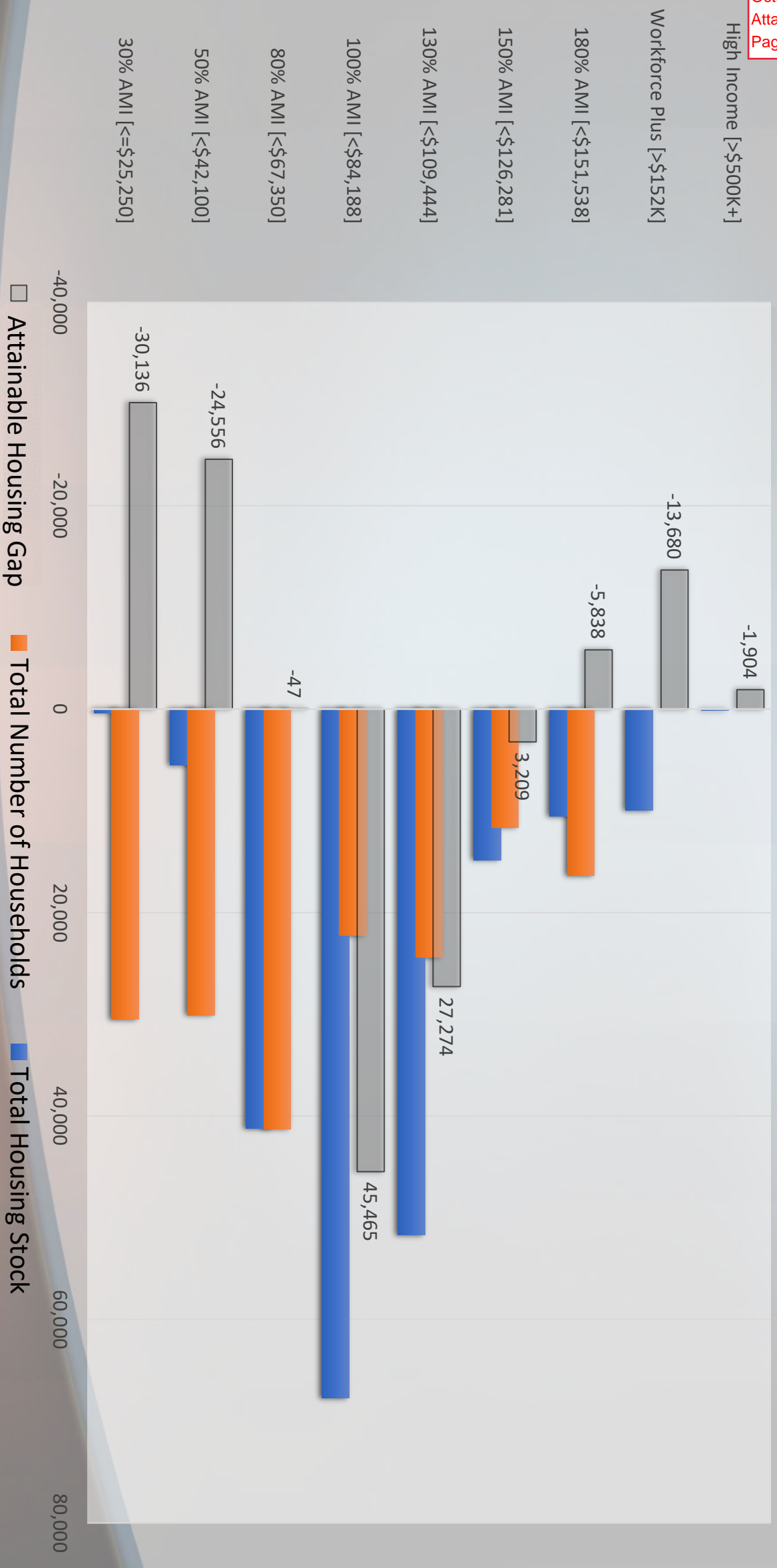
Housing Stock by Area Median Income (AMI)



Housing Demand and Supply



Mesa Housing Analysis by Area Media Income (AMI)



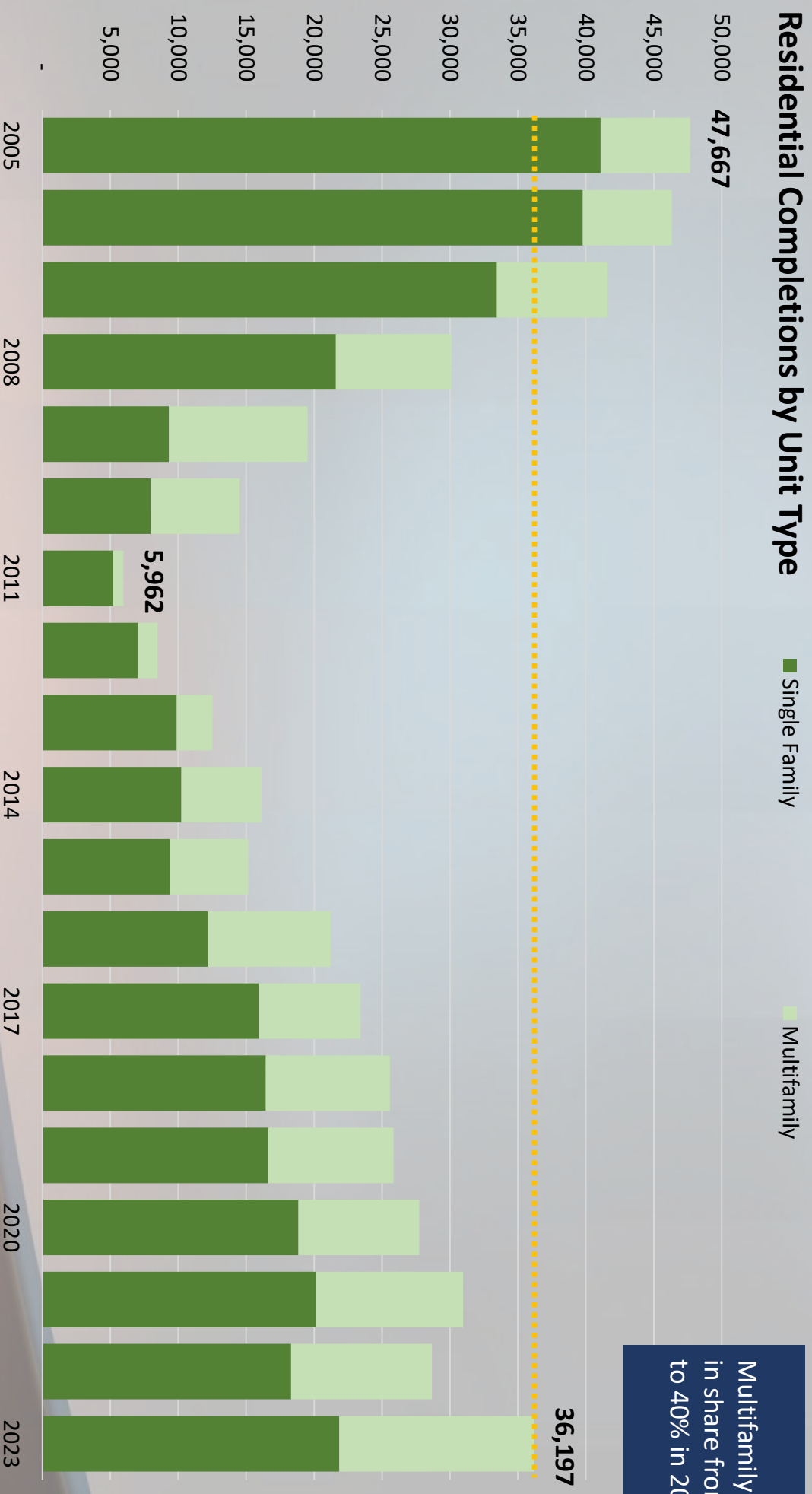
Source: ACS 5 Year Estimates, 2017 to 2021, Axios (for the executive housing category)

Key Observations (Mesa)

- ✓ Limited land remaining for development
- ✓ Homeownership and renting are mostly at par with Maricopa County Average, and surrounding cities
- ✓ Mesa has one of the lowest median home prices and rents in Maricopa County
- ✓ Mesa has significant housing supply available for median income earners
- ✓ There is a shortage of housing supply for workforce (Plus) and high income earners
- ✓ There is a shortage of housing supply for low-income earners (50% AMI and Below)
- ✓ Projected housing supply exceeds demand in the majority of attainable housing ranges

Phoenix MSA (Regional) Trends

Maricopa County residential completions are reaching pre-recession levels



Multifamily has increased in share from 14% in 2005 to 40% in 2023

Source: Maricopa Association of Governments, Residential Completions by Fiscal Year



Newly-built apartment rent is 15% higher (Phoenix MSA)

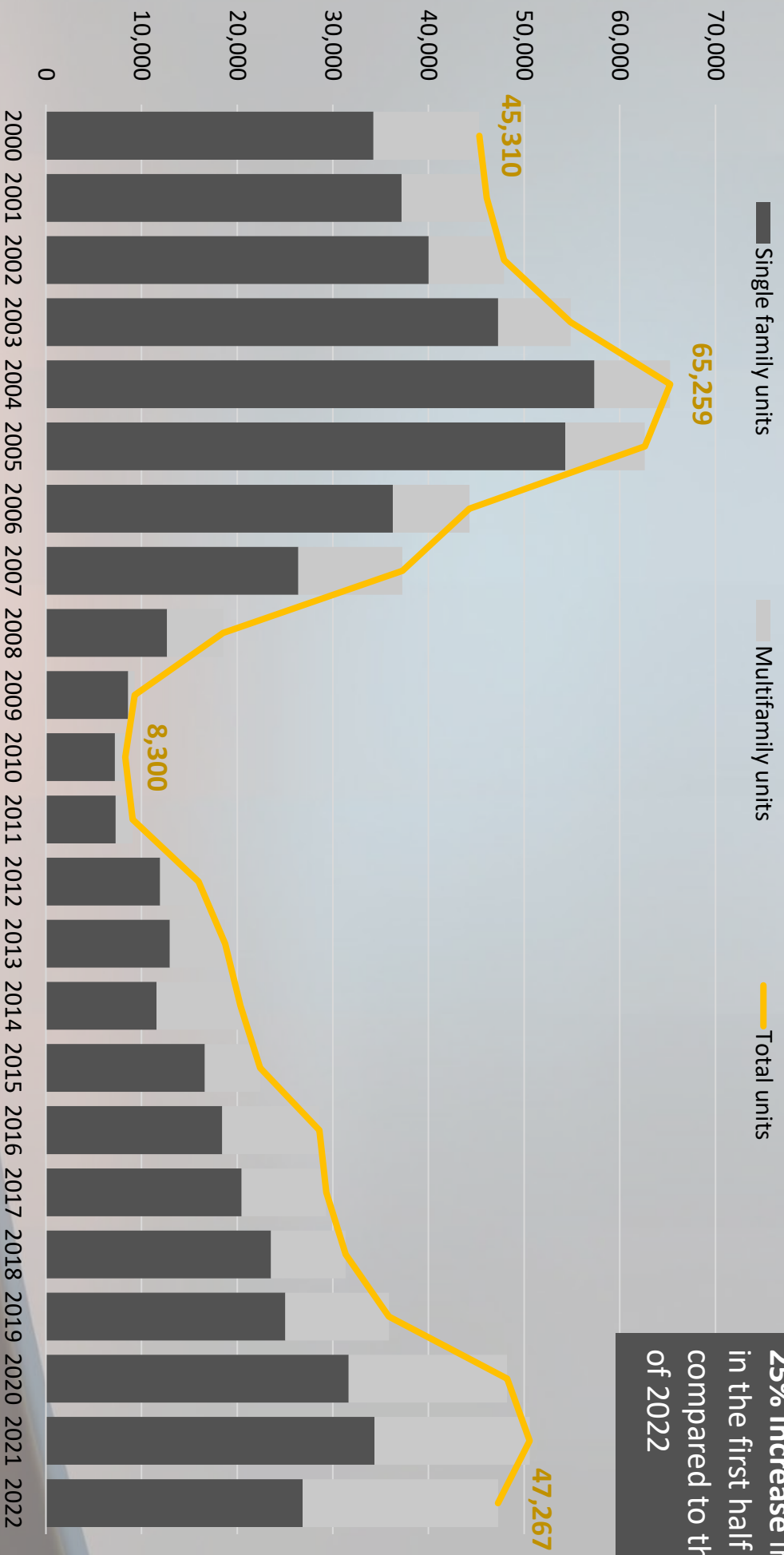


Submarket Trends:
 15-28% higher than 2020, but
 in the past year, 2-4% decline
 across all submarkets

Source: CoStar



Phoenix MSA saw a significant increase in number of residential permits since 2010



25% increase in permits in the first half of 2023 compared to the first half of 2022

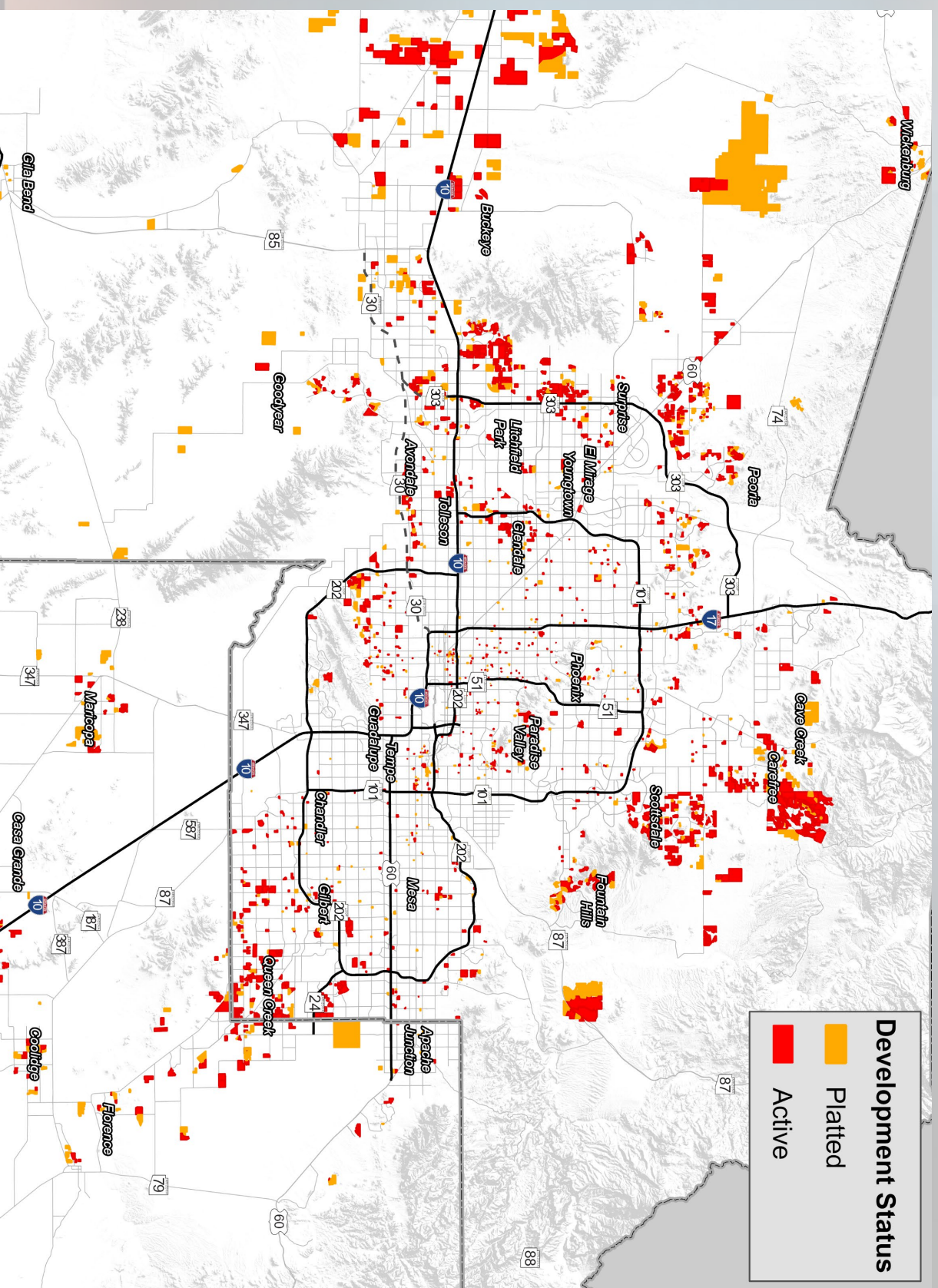
Source: U.S. Census Bureau, Building Permits Survey



Housing Development Pipeline

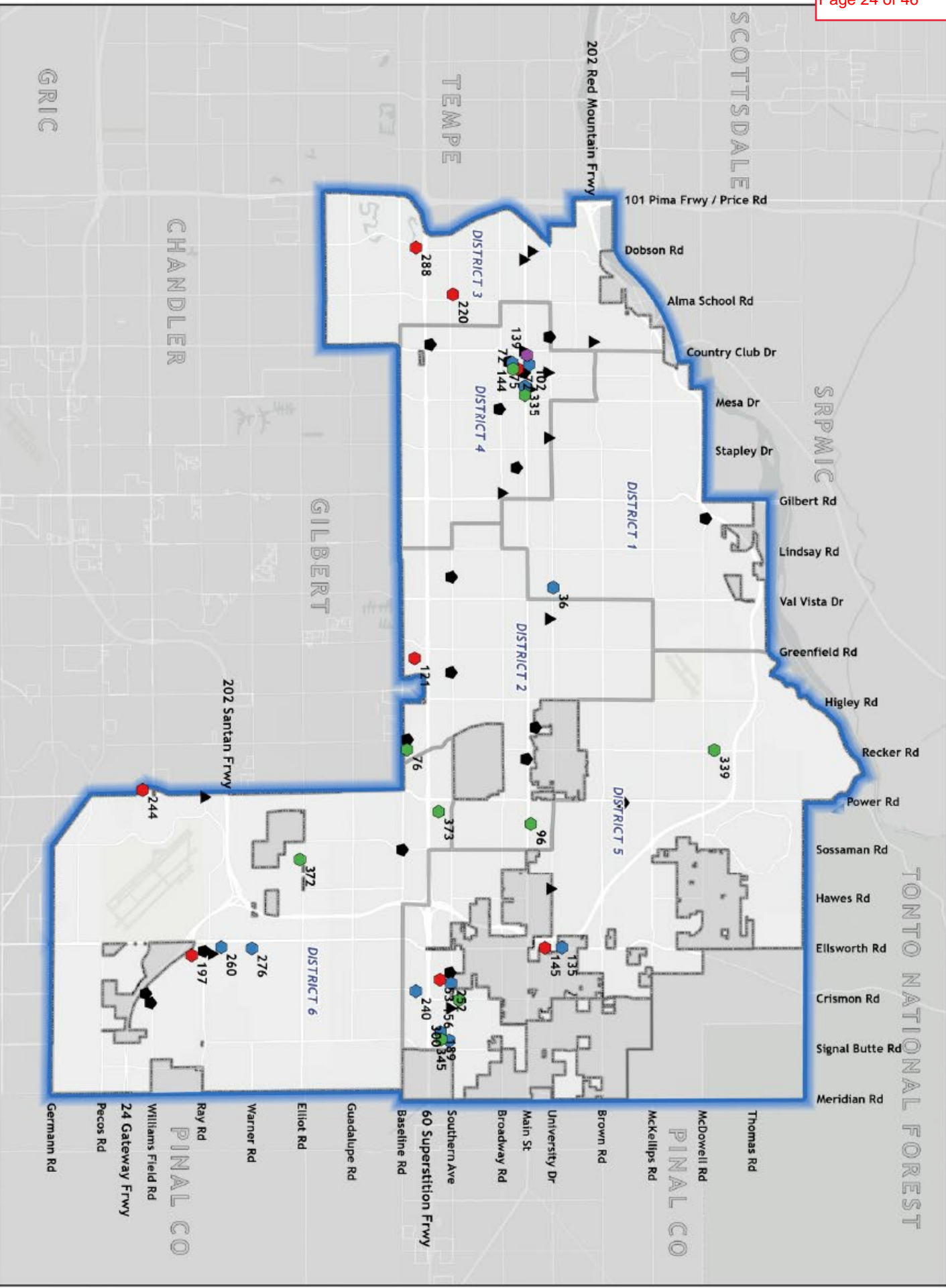
Active and Platted Units, 2023 YTD Phoenix MSA

- ▶ 275,000 housing units are in the pipeline
- ▶ 178,000 housing units in Active Projects
- ▶ 106,000 units in the active projects remain unbuilt – nearly 3 years' worth of units
- ▶ Additional 97,000 housing units are in projects that have not started yet



Source: Maricopa Association of Governments, September 2023





Multi-Residence Permits Issued (2020-2023)

Year (dwelling units)

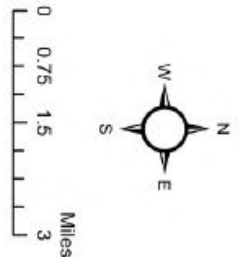
- 2020 (1340)
- 2021 (2269)
- 2022 (2239)
- 2023 (139)

5987 total dwelling units*

Permits Not Yet Issued (dwelling units)

- ▲ Building / Construction Plan Review (1703)
 - ◆ Site Plan / Zoning Approved (2548)
- 4251 total dwelling units

*2023 number is building permits issued year-to-date



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Housing Development Pipeline Phoenix MSA

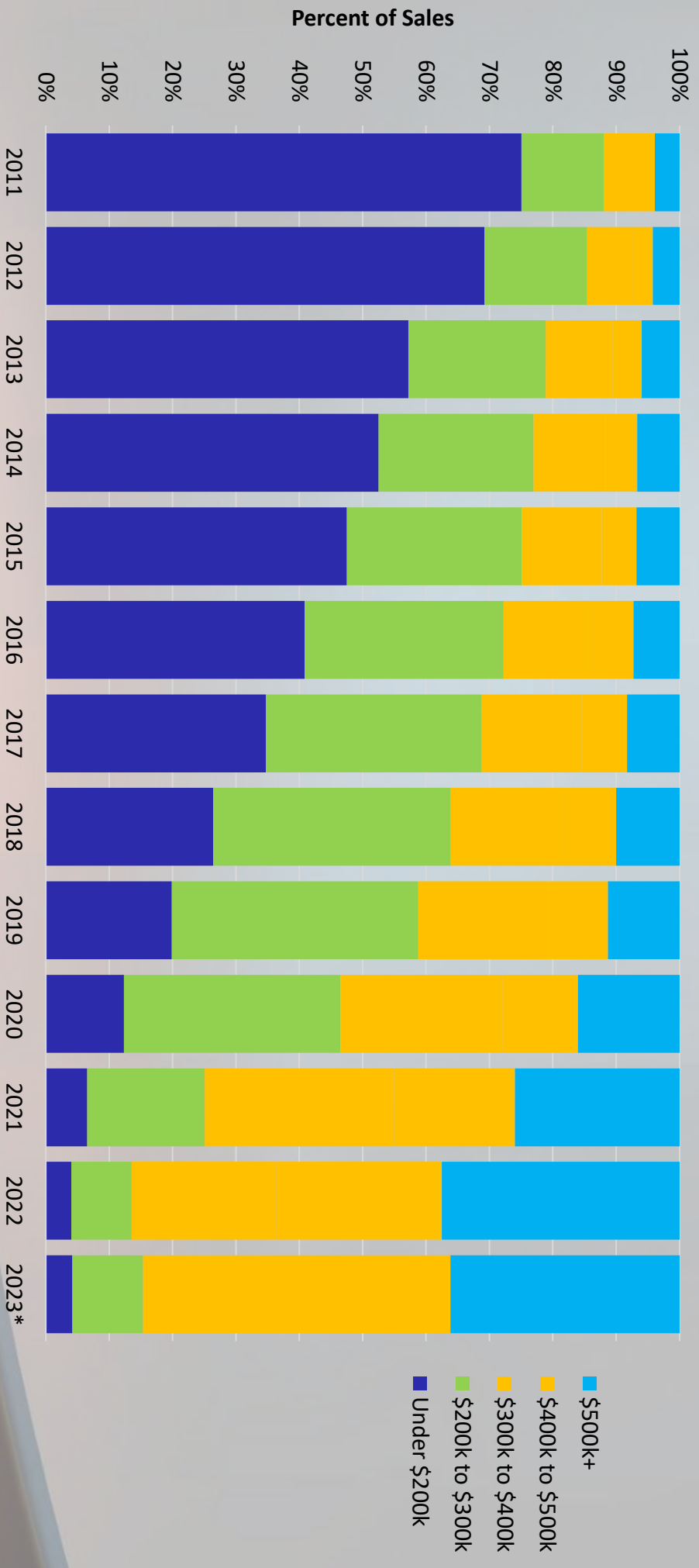
Pipeline	2021	2023 YTD
Total Pipeline	239,000	275,000
Platted Not Started	63,400	97,000
Unbuilt Units in Active Developments	119,300	106,000

Source: Maricopa Association of Governments, September 2023



In the Phoenix MSA, sales transactions under \$300k have decreased 73 percentage points since 2011

Sales Transactions, 2011-2023



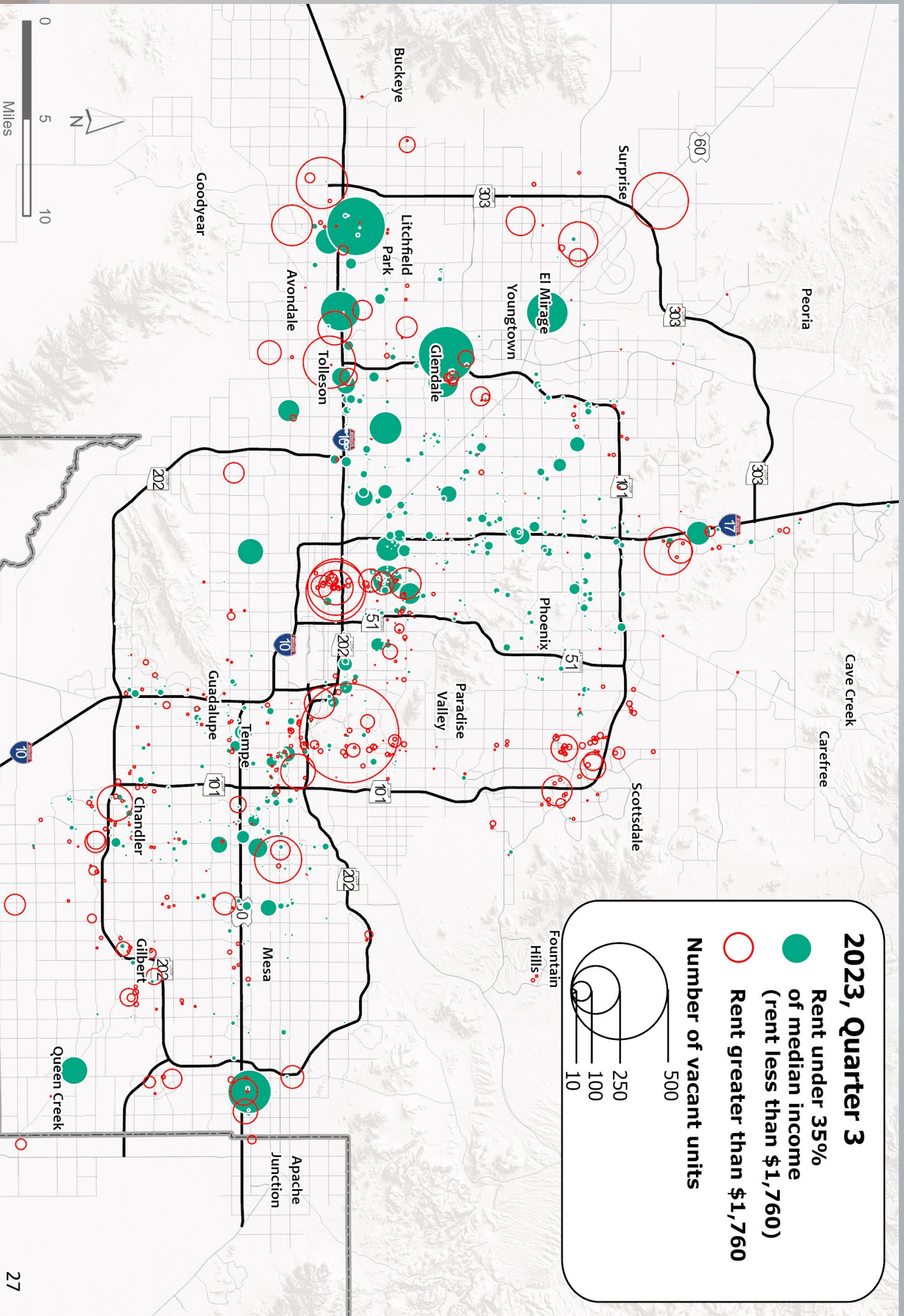
Source: The Information Market
 Adjusted for inflation, *2023 data through Q2 only



2023 Vacant Apartment Units

19,990 units with
 rent under 35% of
 median renter
 income

Each circle represents
 an apartment complex



Multifamily vacancy rate has increased to 9.5% (Phoenix MSA)



Source: CoStar



Key Observations (Phoenix MSA)

- ✓ Housing completions return at 2007 peak level
- ✓ Increased residential permit activity
- ✓ Increased in residential vacancy rate
- ✓ **Affordability** easing in some submarkets
- ✓ Increase in approved residential permits

Next Steps

- ❑ Review findings with stakeholders and solicit input on policy recommendations
 - ❑ Meetings with developers, bankers, non-profit groups, and city departments
- ❑ Develop Balanced Housing Plan with policy recommendations
- ❑ Present draft Plan with policy recommendations to City Council

Questions?



mesa·az
DEVELOPMENT SERVICES

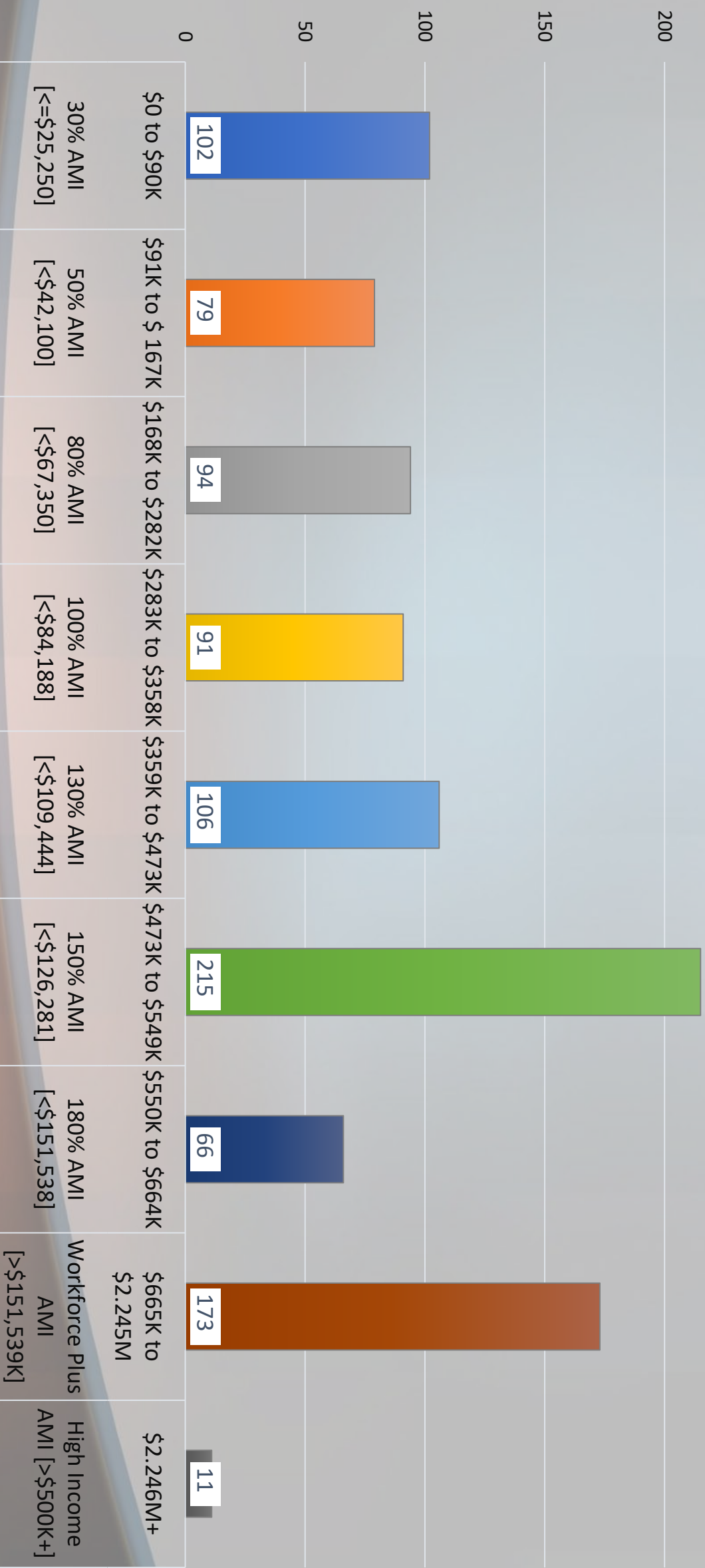


Mesa Sector Employment

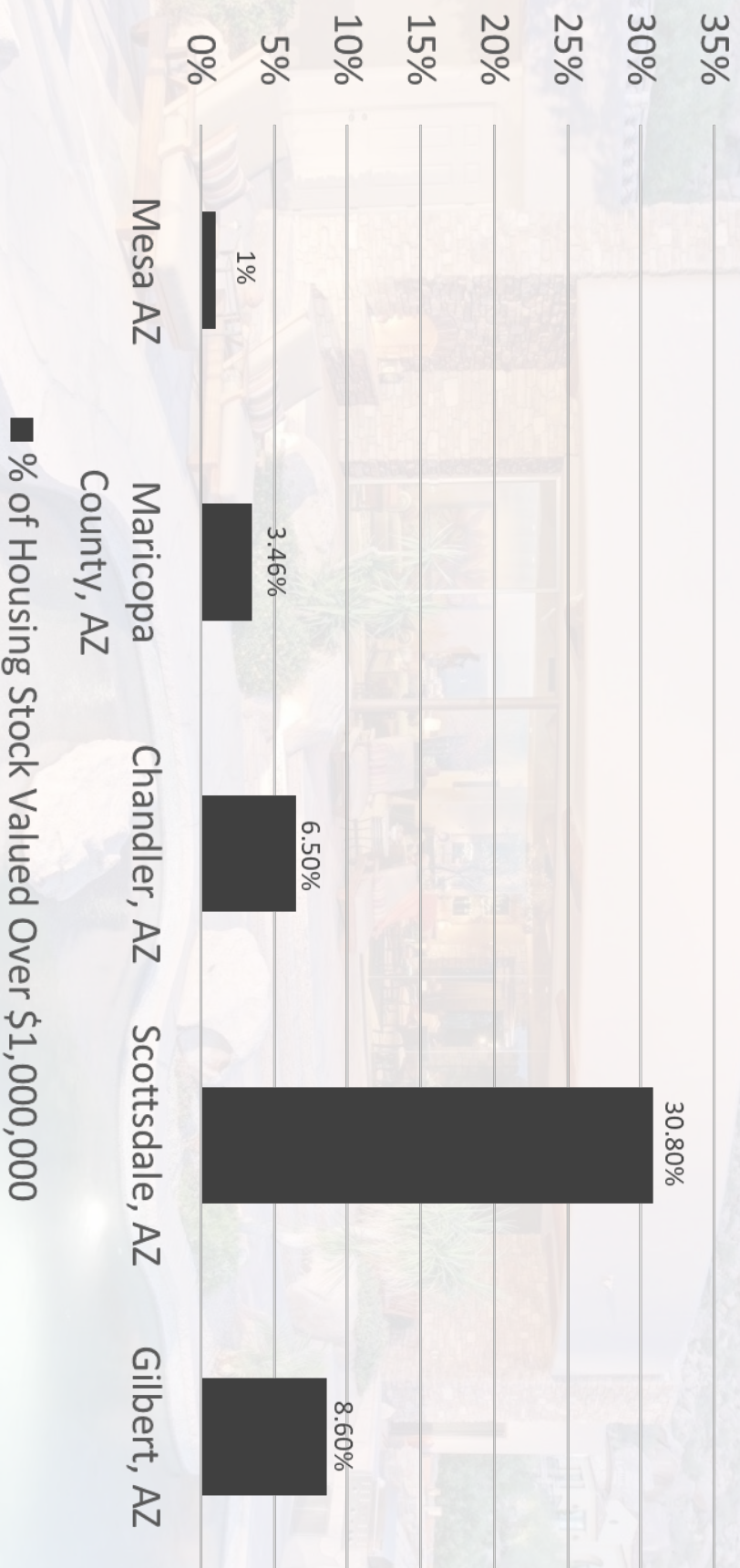
Industry Cluster	Annual Wage	Dual Income Household Wage Adjustment	Maximum Affordable Home Price (HUD Guidelines for Max. Gross Income)
Management	\$94,949	\$148,292	\$648,506
Business and Finance Operations	\$68,100	\$106,359	\$458,210
Computer and Financial Operations	\$87,302	\$136,349	\$594,307
Architecture and Engineering	\$70,312	\$109,814	\$473,888
Life, Physical, and Social Science	\$46,108	\$72,011	\$302,339
Legal	\$74,675	\$116,628	\$504,811
Educational Instruction and Library	\$47,625	\$74,807	\$315,026
Arts, Design, Entertainment, Sports, and Media	\$47,898	\$74,807	\$315,026
Healthcare Practitioners and Technical	\$78,663	\$122,856	\$533,077
Healthcare Support	\$28,868	\$45,086	\$180,149
Protective Services	\$48,324	\$75,472	\$318,045
Food Preparation and Serving Related	\$27,288	\$42,524	\$168,525
Building and Grounds Cleaning and Maintenance	\$31,565	\$49,298	\$199,264
Personal Care and Service	\$32,402	\$50,605	\$205,196
Sales and Related	\$32,357	\$50,535	\$204,877
office Administrative Support	\$39,519	\$61,719	\$255,632
Farming, Fishing and Forestry	\$28,106	\$43,869	\$174,748
Construction and Extraction	\$47,677	\$74,462	\$313,460
Installation, Maintenance, and Repair	\$48,076	\$75,085	\$316,288
Production	\$37,975	\$59,309	\$244,696
Transportation and Material Moving	\$33,529	\$52,365	\$213,184
Military-only	\$36,776	\$57,437	\$236,197

Source: City of Mesa, Lightcast 2023 Q2, US Census Bureau ACS 5 – Year Estimates, 2017 - 2021

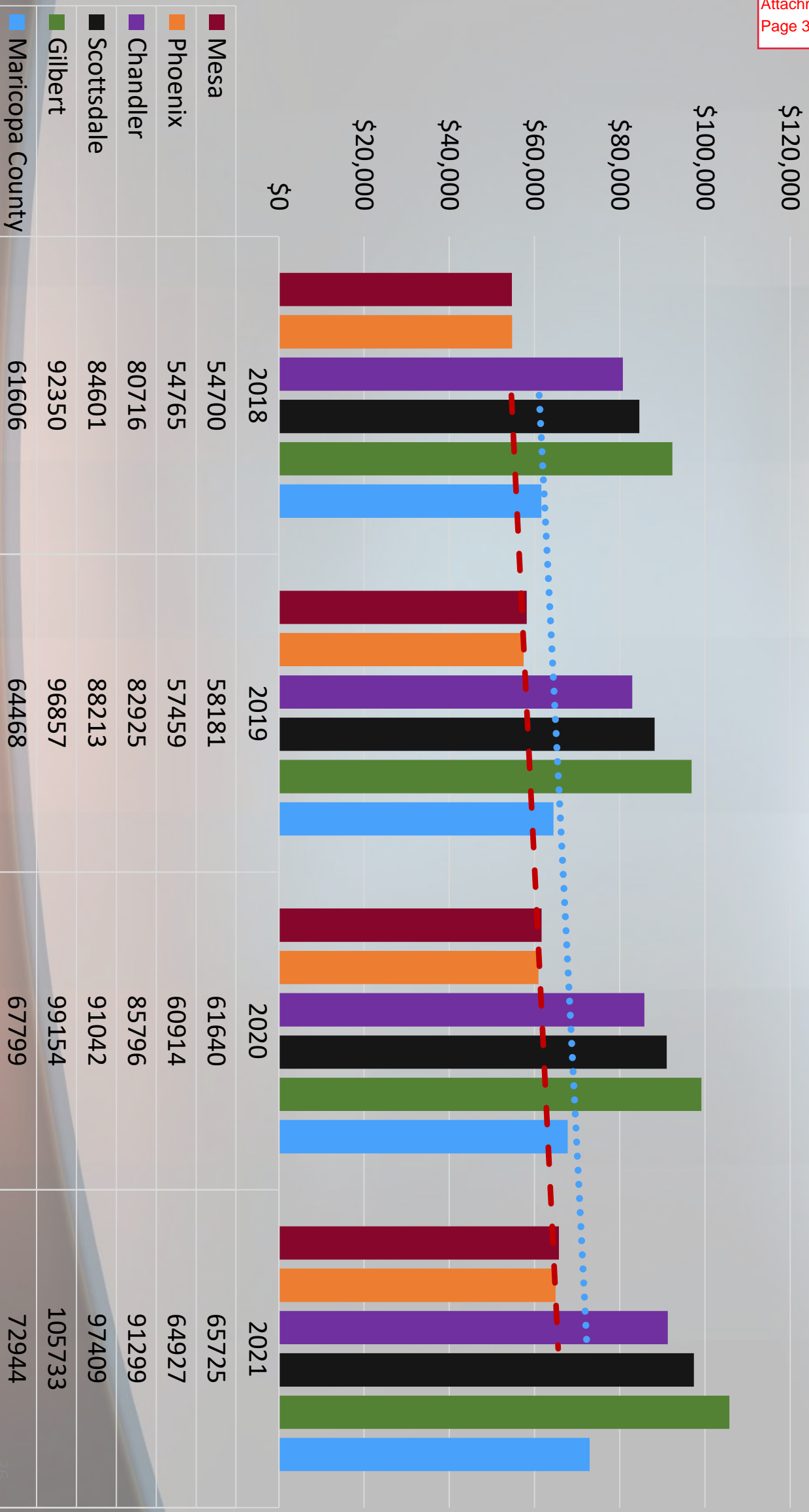
Number of Listing by Price (Oct 2023)



Executive Housing as a Percentage of Total Housing Stock

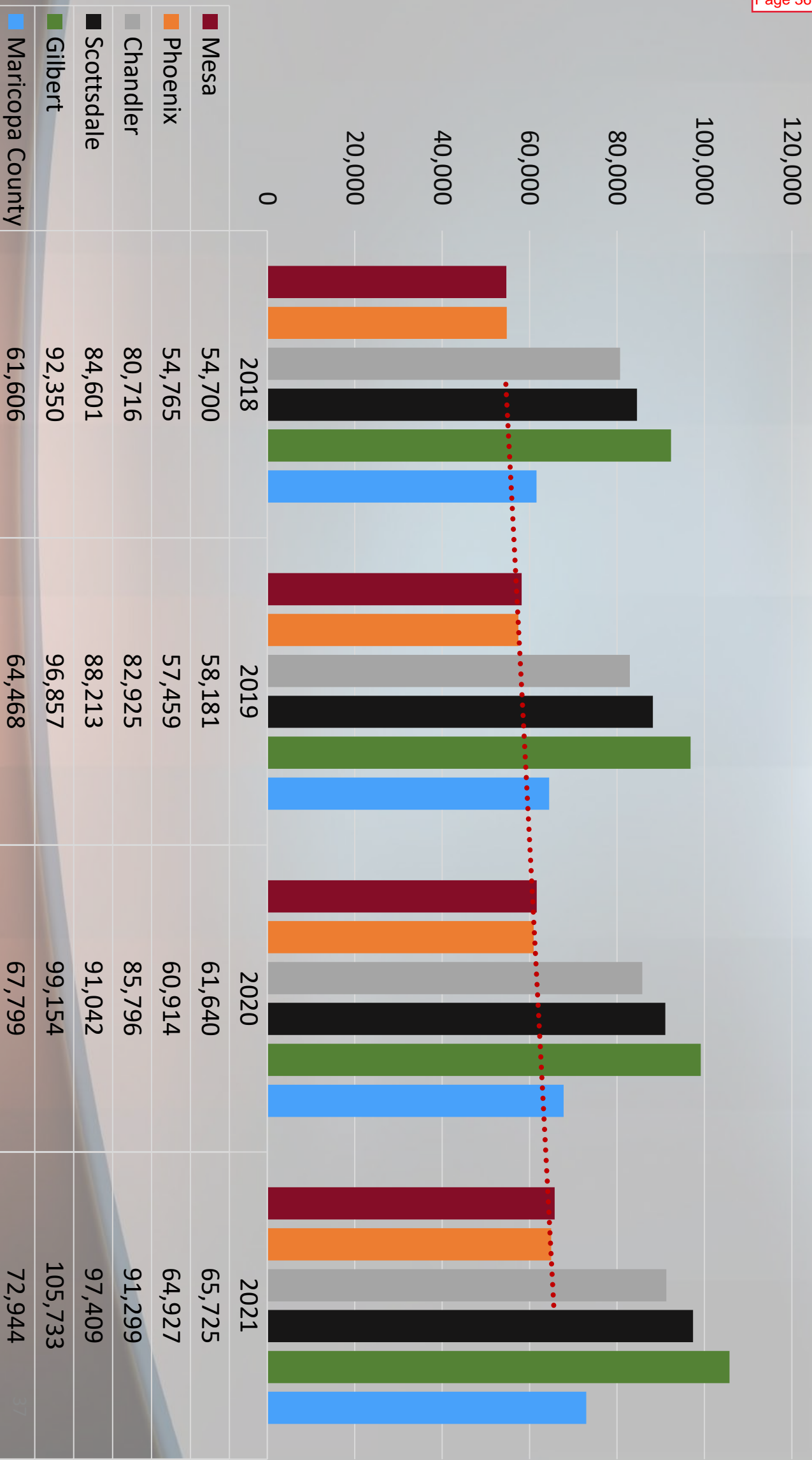


Median Income For Mesa Statistical Area (MSA)

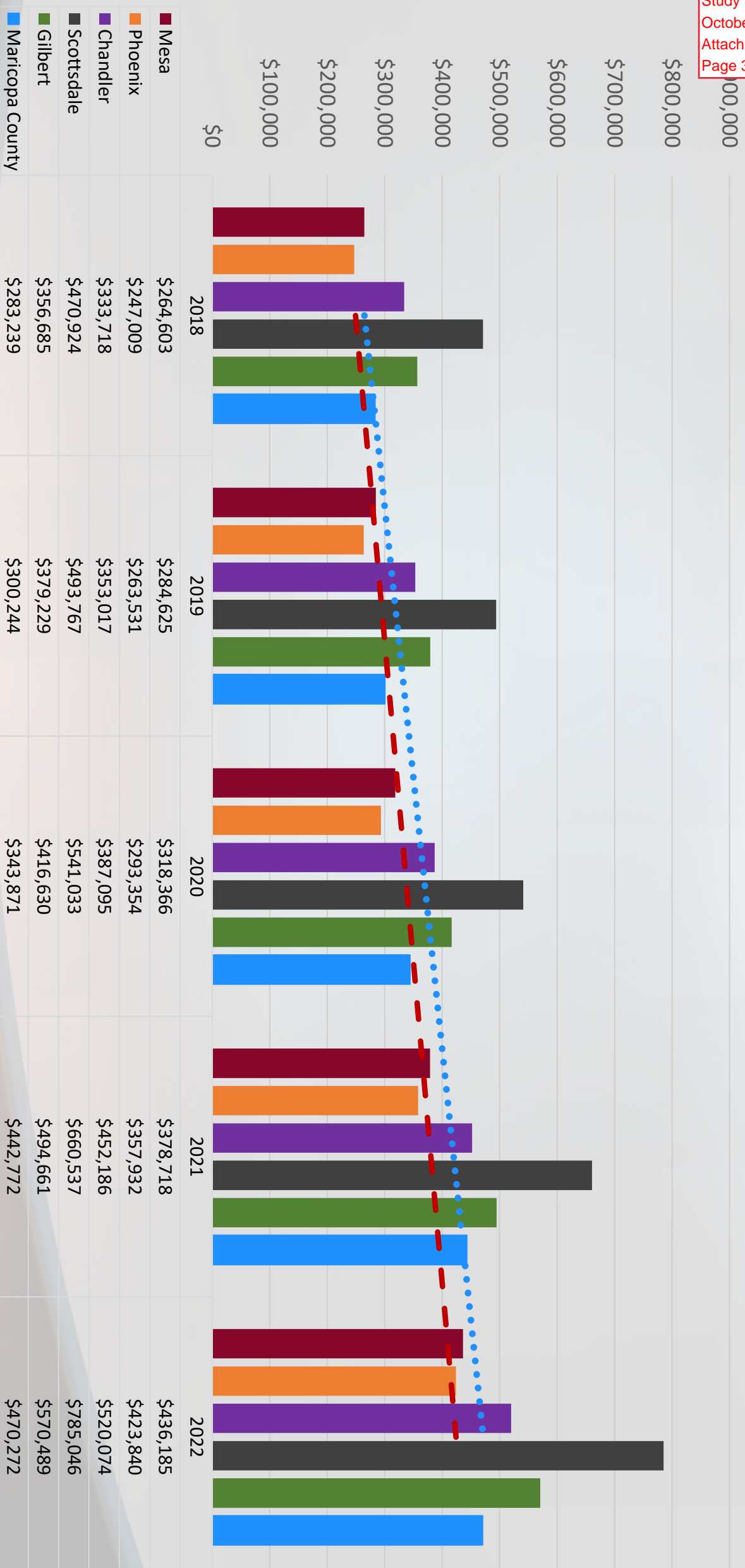


Source: Census ACS 5 Year Projections 2017 to 2021

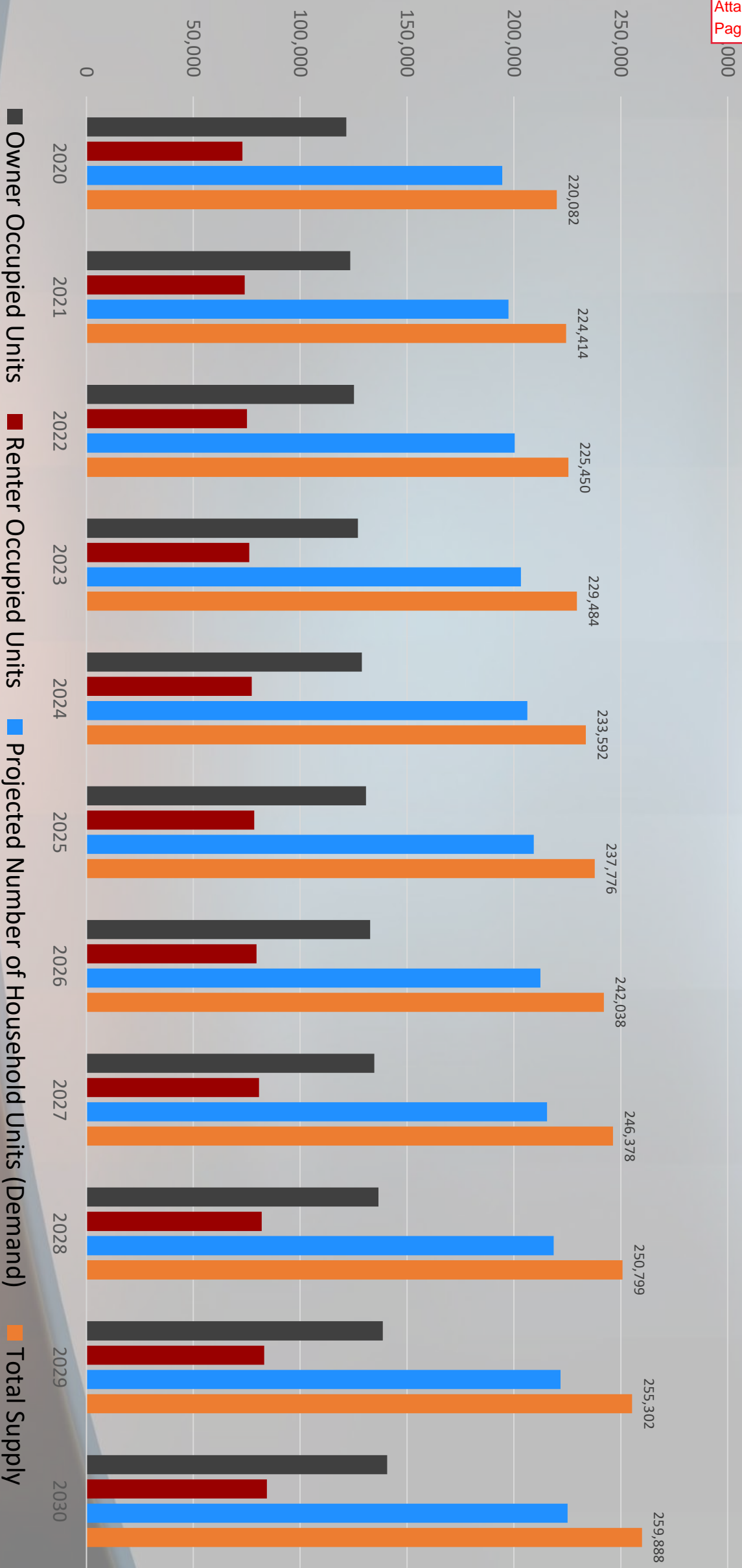
Median Incomes for Mesa and Surrounding Regions



Median Home Price (2018 – 2022)



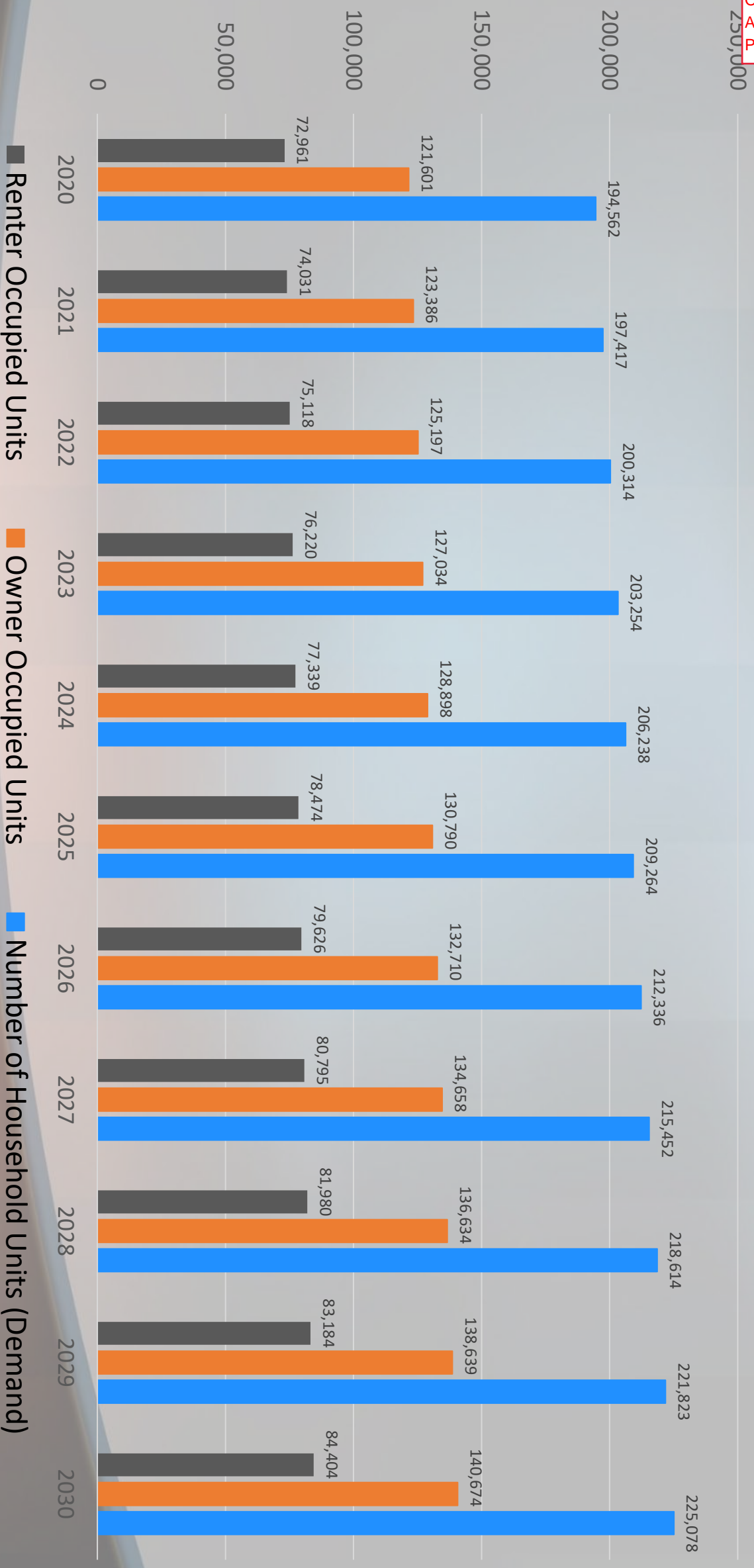
Total Housing Demand and Supply



Building Permits Issued in Mesa (2013 to 2023)



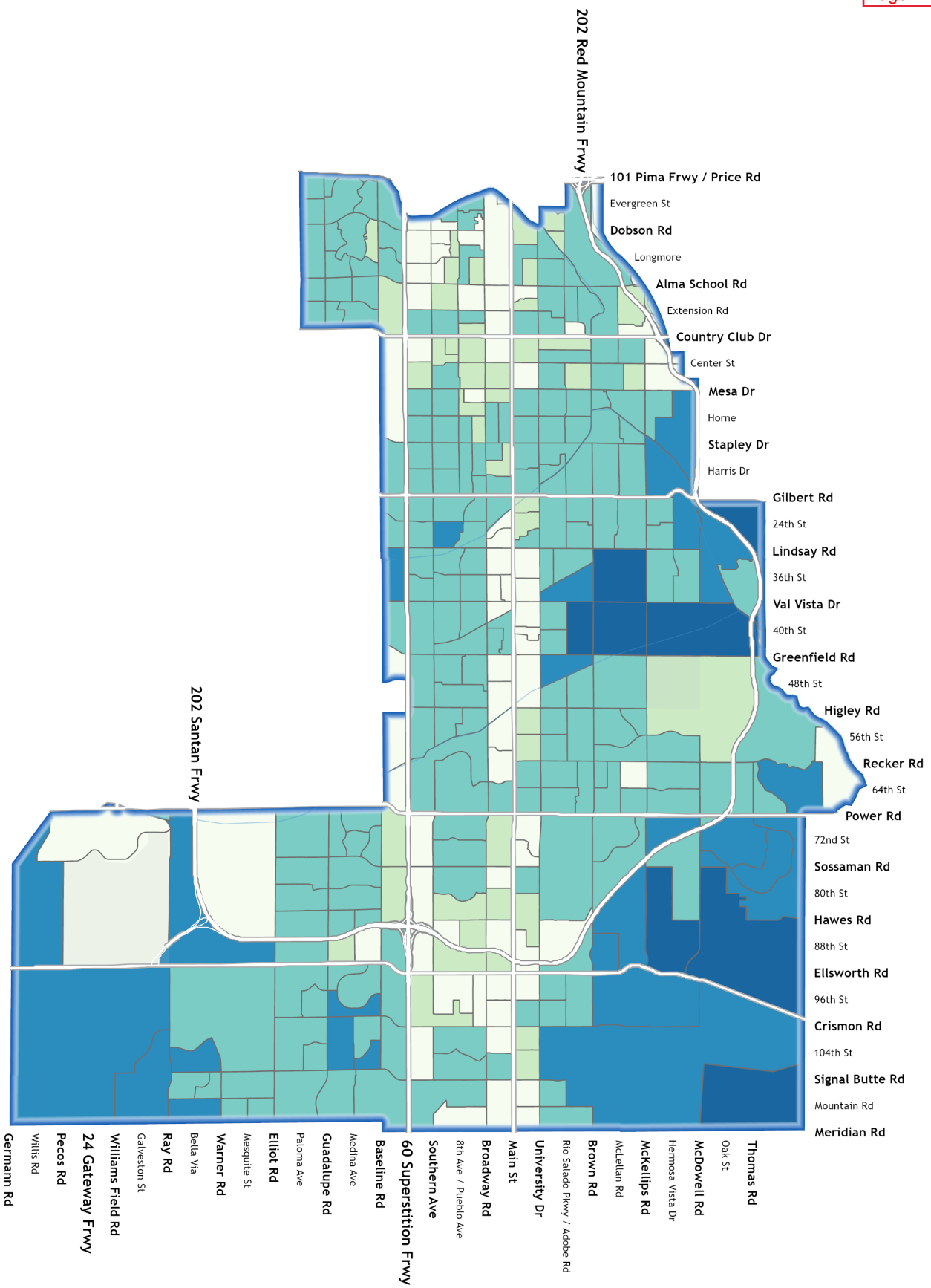
Total Number of Household Units (Demand 2020-2023)



Housing Demand and Supply

Year	Number of Household Units (Demand)	Total Supply	Difference	Percentage Difference
2020	194,562	220,082	25,520	11.6%
2021	197,417	224,414	26,997	12.0%
2022	200,314	225,450	25,136	11.1%
2023	203,254	229,484	26,229	11.4%
2024	206,238	233,592	27,354	11.7%
2025	209,264	237,776	28,512	12.0%
2026	212,336	242,038	29,702	12.3%
2027	215,452	246,378	30,926	12.6%
2028	218,614	250,799	32,185	12.8%
2029	221,823	255,302	33,479	13.1%
2030	225,078	259,888	34,810	13.4%

Median Home Value by Census Block (2021)



Median Home Value 2021 by
 Census Block

- <\$100,000
- \$100,001 - 200,000
- \$200,001 - 400,000
- \$400,001 - 600,000
- \$600,000 - 1M
- >\$1M

Created By: City of Mesa Planning GIS
 Created Date: 10/12/2023
 Source: City of Mesa

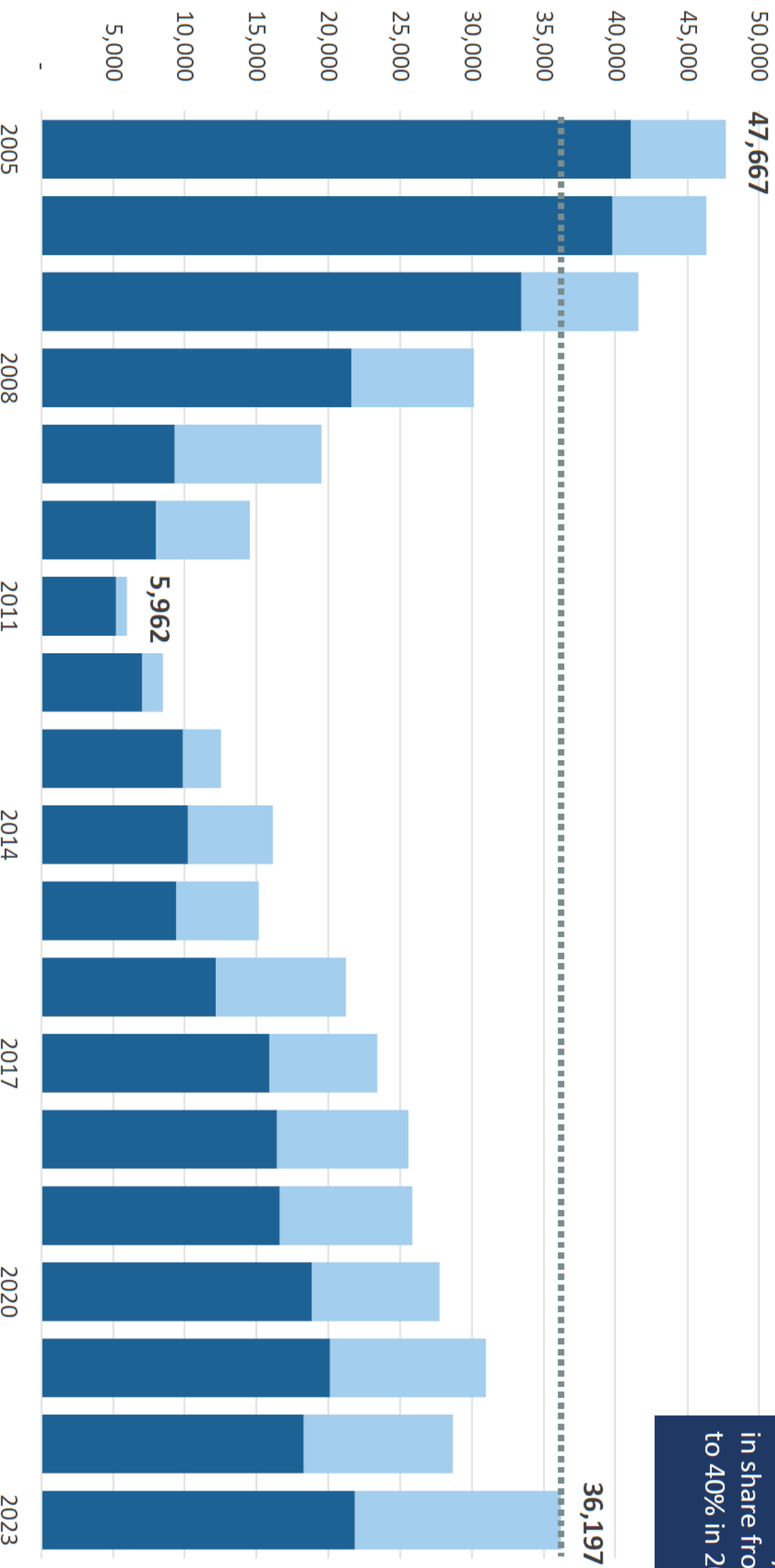
The City of Mesa makes no claims concerning the accuracy of the data provided nor assumes any liability resulting from the use of the information herein.

MariCopa County residential completions are reaching pre-recession levels

Residential Completions by Unit Type

■ Single Family

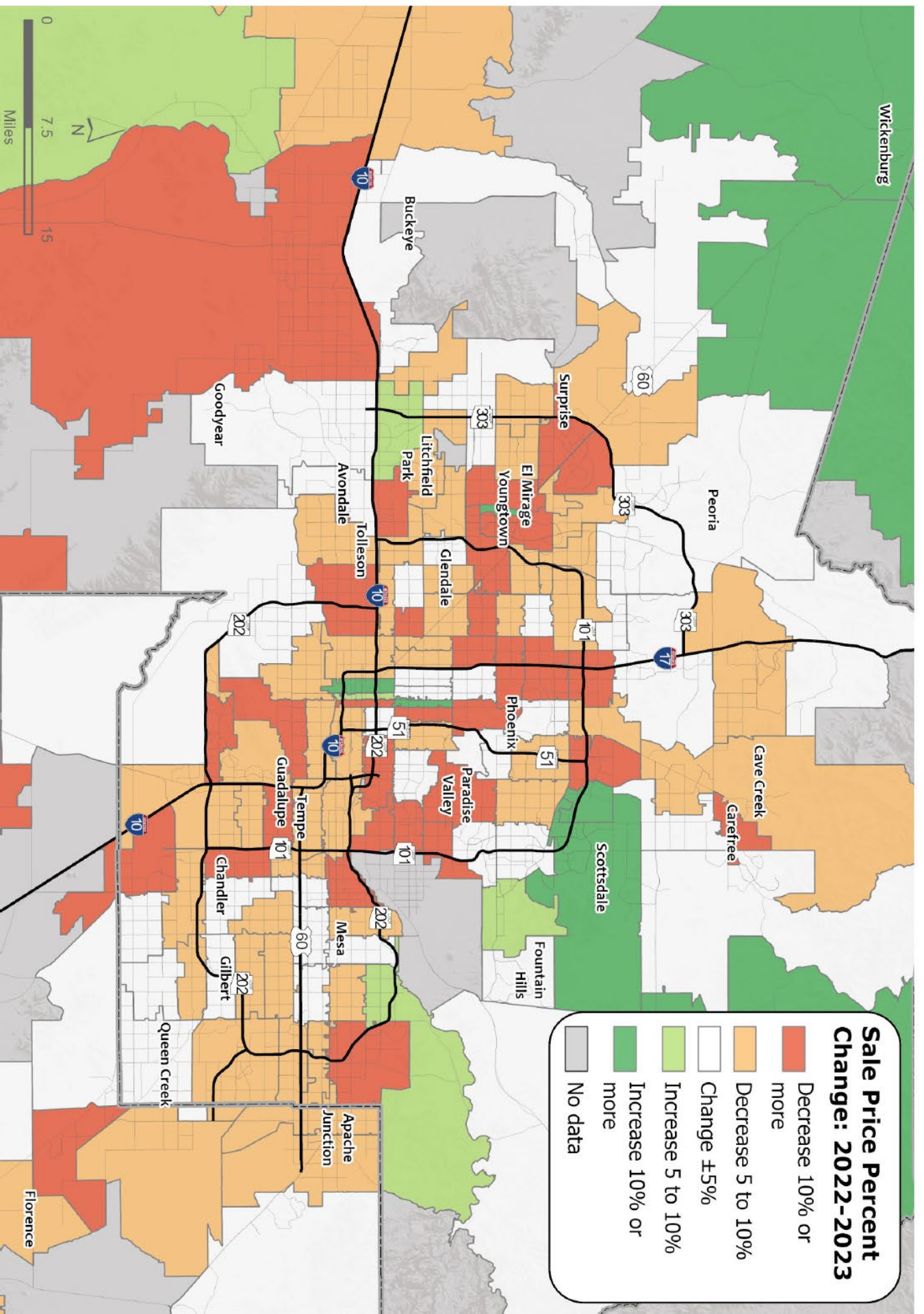
■ Multifamily



Multifamily has increased in share from 14% in 2005 to 40% in 2023

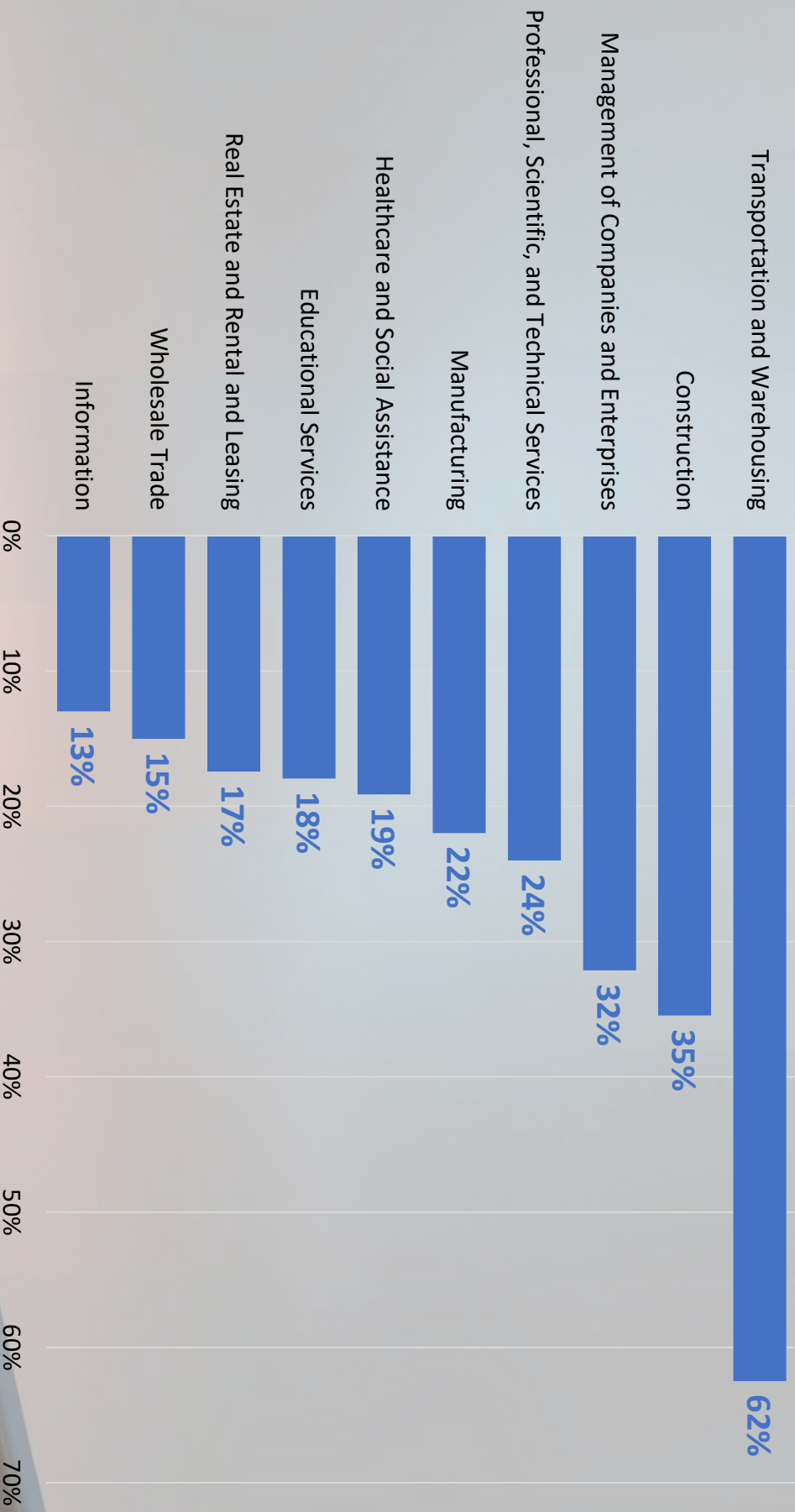
Median Sale Price Percent Change, 2022-2023

- ▶ 42 zip codes with decrease of 10% or more



Phoenix MSA diversifying economy

Top 10 Change in Employment by Industry, 2017-2023



Source: University of Arizona Economic and Business Research Center



Speed Limit Establishment – Williams Field Road

City Council Study Session
October 19, 2023



RJ Zeder, Transportation Director
Erik Guderian, Assistant Transportation Director
Ryan Hudson, City Traffic Engineer





Presentation Overview

- Mesa Speed Limit Establishment Process
- Factors to Setting Speed Limits
- Staff Recommendations for Williams Field Road
- Transportation Advisory Board Coordination
- Final Direction for Introduction to Council



Mesa City Code – Title 10

ORDINANCE NO. 5146

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MESA, ARIZONA, AMENDING SECTIONS 10-4-4 & 10-4-5 OF THE MESA CITY CODE PERTAINING TO SPEED LIMITS WITHIN THE CITY LIMITS ON WARNER ROAD, PROVIDING FOR SEVERABILITY, AND PROVIDING CIVIL SANCTIONS FOR THE VIOLATION THEREOF.

THEREFORE, BE IT ORDAINED by the Mayor and City Council of the City of Mesa, Maricopa County, as follows:

Text written in BOLD ALL CAPS indicates new language. Subsequent lines indicate deletions.

Section 1: That Section 10-4-4 of the Mesa City Code is amended by changing the following provision in alphabetical order and thereby describing streets on which a person shall not exceed a speed of forty (40) miles per hour:

WARNER ROAD	FROM A POINT SIX HUNDRED SEVENTY-FIVE FEET (675) WEST OF 80TH STREET TO ELLSWORTH ROAD.
--------------------	---

Section 2: That Section 10-4-5 of the Mesa City Code is amended by changing the following provision in alphabetical order and thereby describing streets on which a person shall not exceed a speed of thirty-five (35) miles per hour:

WARNER ROAD	FROM POWER ROAD TO A POINT ONE THOUSAND FIVE HUNDRED SIXTY FEET (1,560) EAST OF POWER ROAD.
	FROM ELLSWORTH ROAD TO EASTTANK PARKWAY.

Section 3: Severability. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance or any part of the material adopted herein by reference is for any reason held to be invalid or unconstitutional by the decision of a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

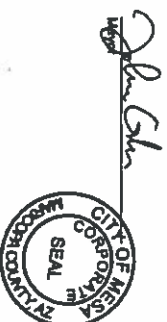
Section 4: Civil Traffic Violations. Any violation of or failure or refusal to do or perform any act required by the provisions of this ordinance or of the Mesa City Code as amended herein shall constitute a civil traffic violation and be subject to the provisions of Title 10, Chapter 7 of the Mesa City Code.

PASSED AND ADOPTED by the City Council of the City of Mesa, Maricopa County, Arizona, this 24th day of January, 2022.

APPROVED

ATTEST:

Debra Miller
 City Clerk



- Listing of street segments associated to posted speed limits
 - Speed limits established by means of Ordinance (City Council approval)

Title 10, Chapter 4

Factors to Speed Limits

Approach & Considerations

- Recognition that a range of factors should be considered:
 - Street use
 - Overall context & character
 - Conflict density
 - Geometry
 - Traffic characteristics
- National research has found that drivers will operate at the speed they are comfortable driving based on roadway characteristics.





Williams Field Rd Corridor

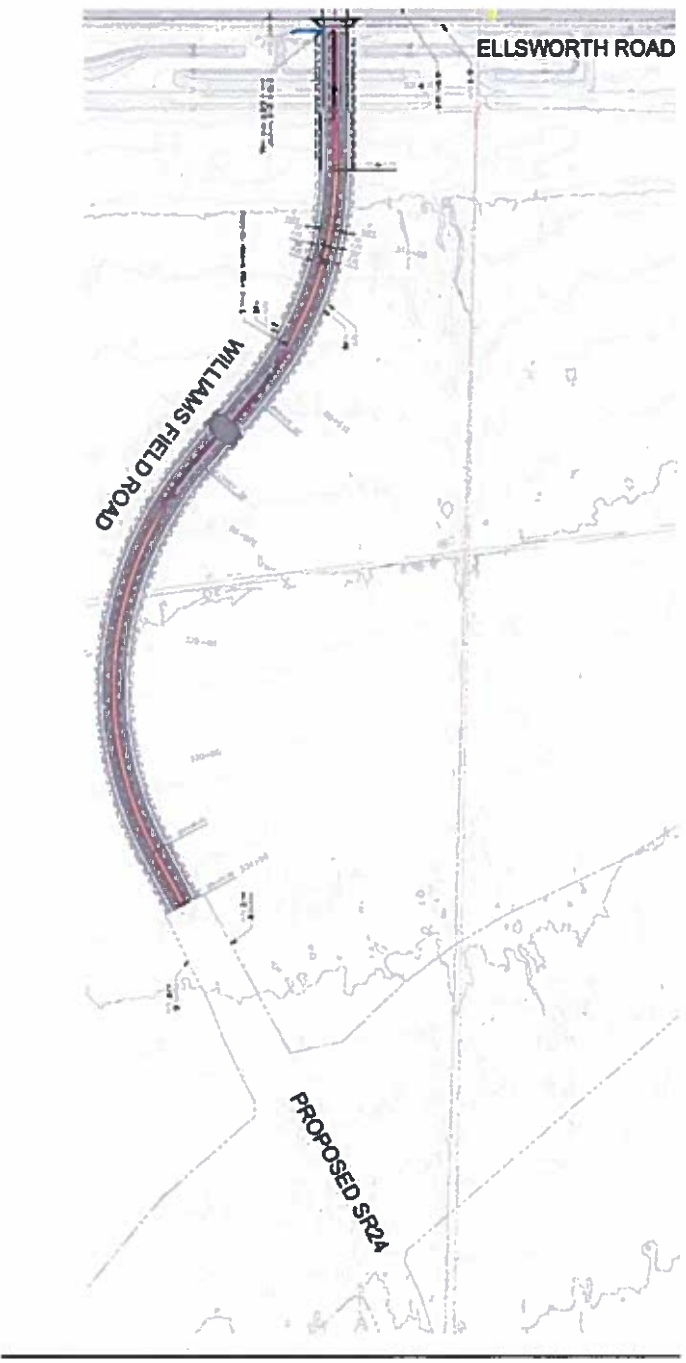




Segment 1 – Ellsworth to Crismon

Alignment Study:

- Horizontal curves
 - Super-elevation
- SR-24 alignment
- PMGA plans & Gateway Blvd
- Future development





Segment 1 – Ellsworth to Crismon

Staff Recommendation:

Establish a speed limit of 40 mph on Williams Field Rd from Ellsworth Rd to Crismon Rd by means of Ordinance & amendment of Section 10-4-4 of City Code.

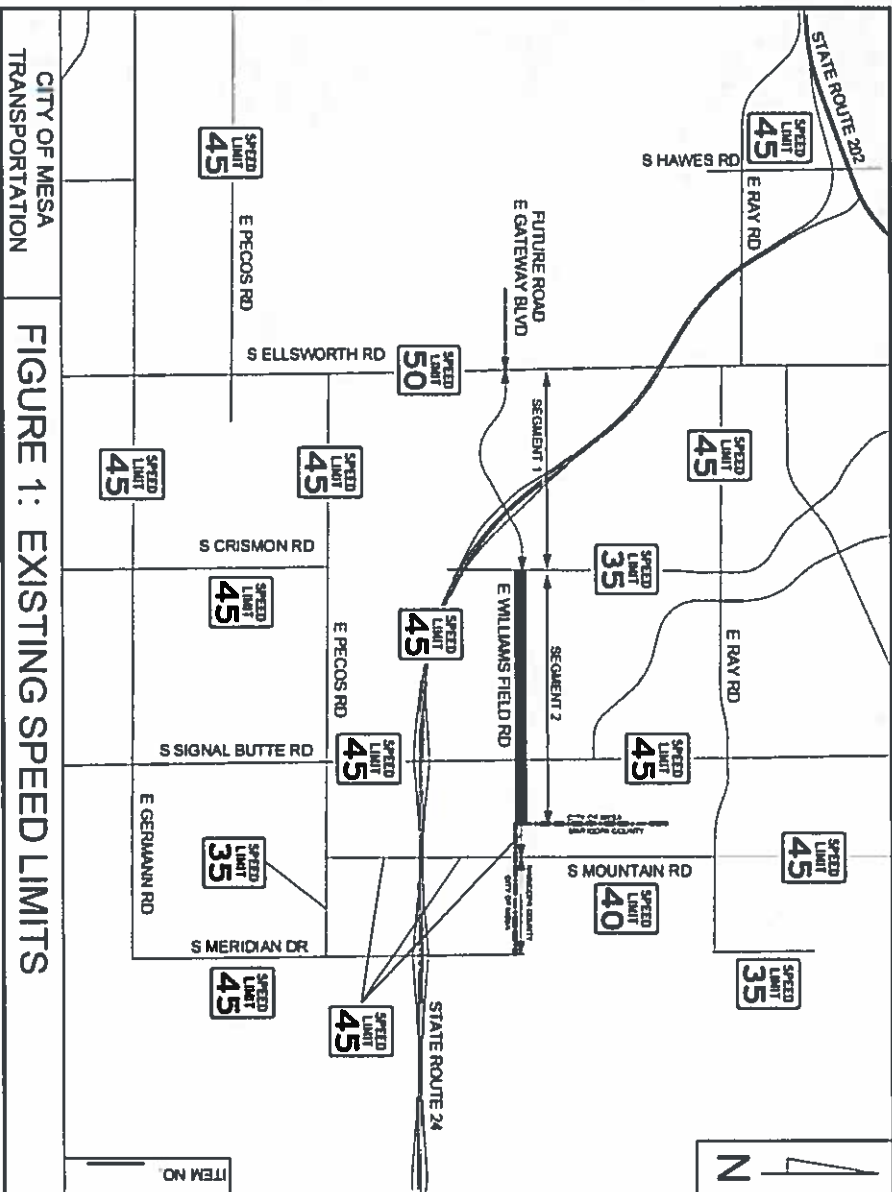
- Existing in City Code: 40 mph from west City limits to Innovation Way
- Existing posted speed limit of 45 mph



Segment 2 – Crismon to East City Limits

Williams Field Rd:

- No horizontal curves
- Adjacent street network
- Future development





Segment 2 – Crismon to East City Limits

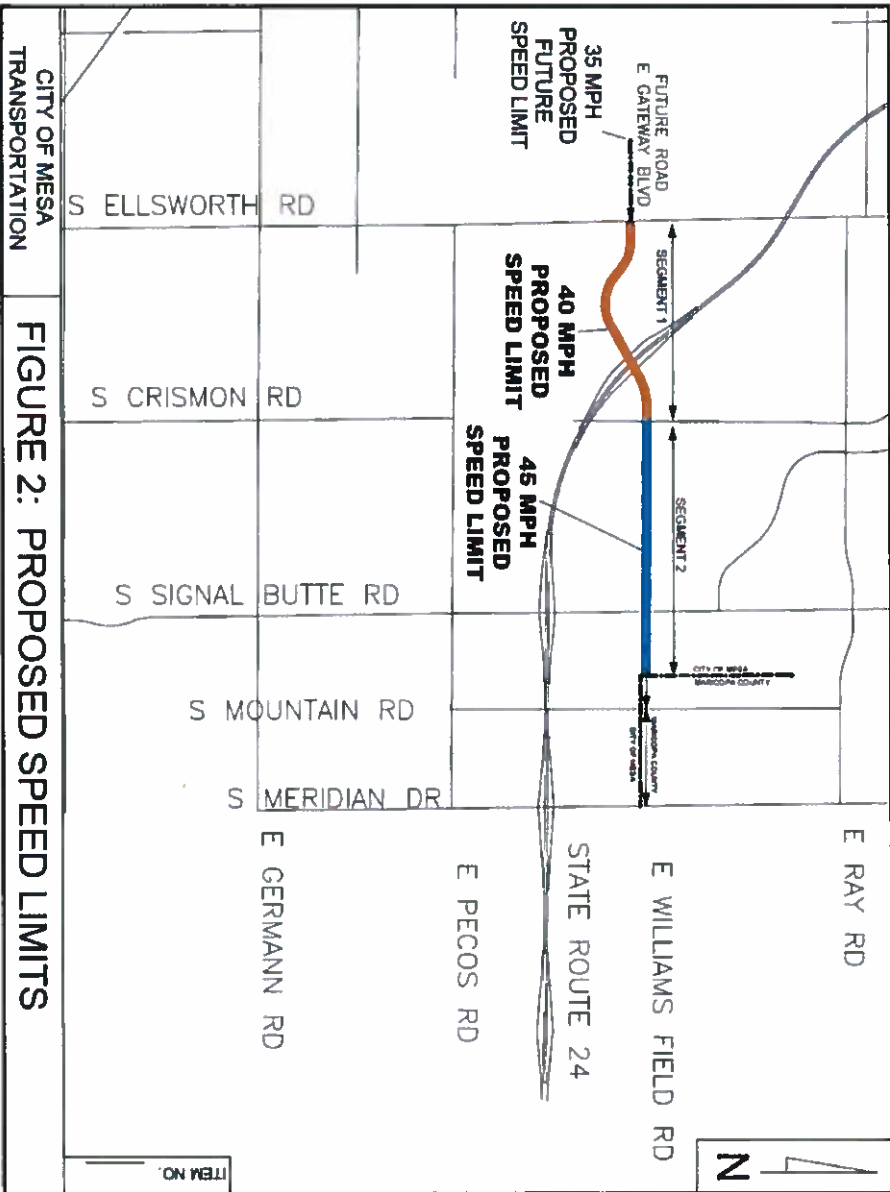
Staff Recommendation:

Establish a speed limit of 45 mph on Williams Field Rd from Crismon Rd to the east City limits by means of Ordinance & amendment of Section 10-4-3 of City Code.

- Existing posted speed limit of 45 mph



Williams Field Rd Speed Limits



CITY OF MESA
 TRANSPORTATION

FIGURE 2: PROPOSED SPEED LIMITS



Transportation Advisory Board (TAB)

May 2023 TAB Meeting:

The TAB made a motion with an amendment to staff's recommendation:

Staff's recommendation –

- Establish a speed limit of 40 mph on Williams Field Road from Ellsworth Road to Crismon Road (Segment 1).
- Establish a speed limit of 45 mph on Williams Field Road from Crismon Road to the east City limits (Segment 2).

TAB's motion –

- Establish a speed limit of 40 mph on Williams Field Road from Ellsworth Road to the east City limits.
 - Rationale
 - Williams Field Road does not have separated/buffered bike lane facilities
 - Slow traffic down
 - Keep a consistent posted speed limit of 40 mph to the west.

Direction from Council

Next Steps:

- Council direction
- Ordinance introduction
- Ordinance approval
- Speed limit goes into effect

Questions/Discussion

