TRANSPORTATION ADVISORY BOARD MINUTES

APPROVED

HELD ON May 20, 2025

The Transportation Advisory Board of the City of Mesa met in the Lower Council Chambers, 57 East 1St Street, on May 20, 2025, at 5:31 p.m.

TAB Members Present	TAB Members Absent	Others Present
David Winstanley (Chairperson)	Tara Bingdazzo	Ryan Hudson
Melissa Vandever (Vice Chairperson)	Michelle McCroskey	Ryan Stokes
Dana Alvidrez	Daniel Laufer	Jack Vincent
Lea Bertoni		Erik Guderian
Rob Crist		
Daniel Hartig		
Mike James		
Melissa Leon		

Chairperson Winstanley called the May 20, 2025, Transportation Advisory Board meeting to order at 5:31 pm.

Item 1. Approval of the minutes of the Transportation Advisory Board meeting held on February 18, 2025.

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

Upon tabulation of votes, it showed:

AYES – Winstanley – Vandever – Alvidrez – Bertoni – Crist – Hartig – James – Leon

NAYS – None

Item 2. Acknowledge outgoing Board Members David Winstanley, Melissa Vandever, and Rodney Jarvis.

Chairperson Winstanley explained to the group that his and Vice Chair Member Melissa Vandever terms' have ended for the Transportation Advisory Board. He also advised that Board Member Rodney Jarvis has resigned from the board.

Item 3. Acknowledge incoming Board Member Melissa Leon.

Chairperson Winstanley welcomed the new incoming Board Member Melissa Leon. He then explained how the decisions and recommendations from the Transportation Advisory Board are ultimately sent to the City Council for consideration, whether through meeting minutes or action, depending on the items. He explained that the board's opinions are important and are heard.

Item 4. Annual election of Chairperson and Vice Chairperson.

Mesa City Code requires that the Transportation Advisory Board select their own Chairperson and Vice Chairperson from among their members to serve a one-year term. By-laws state that no board member shall serve more than two consecutive full terms as Chairperson or Vice Chairperson. Board members who have served two consecutive full terms as an officer may be reelected to that office after at least one intervening year on the Board during which he/she does not serve as that officer. Partial terms as an officer shall not be counted towards term limits. The term of Chairperson and Vice Chairperson will begin at the July 2025 Transportation Advisory Board meeting.

Board Member James nominated Board Member Daniel Hartig for Chairperson.

Vice Chairperson Vandever nominated Board Member Mike James for Chairperson.

No other nominations were made by the board.

Ryan Hudson, City of Mesa City Traffic Engineer, stated that since there are two people nominated for Chairperson, the board could choose to do anonymous votes which staff would calculate.

The board chose to proceed with the anonymous voting.

Jack Vincent from the City Attorney's Office advised the board it would be best to ultimately take a motion to accept the election results once the anonymous votes were tabulated.

Mr. Hudson advised the board, after counting the votes, that Board Member Hartig had most votes for the election of Chairperson.

It was moved by Board Member Bertoni, seconded by Vice Chairperson Vandever, to approve the election result for Chairperson, electing Board Member Hartig as Chairperson for next fiscal year, starting July 2025.

Upon tabulation of votes, it showed:
AYES – Winstanley – Vandever – Alvidrez – Bertoni – Crist – Hartig – James – Leon

NAYS – None

Chairperson Winstanley asked for Vice Chairperson nominations.

Board Member Bertoni nominated Board Member Mike James as Vice Chairperson.

Board Member Hartig seconded the motion.

Chairperson Winstanley asked for any other nominations and none were received. Therefore, Chairperson Winstanley asked for a vote on the motion.

Upon tabulation of votes, it showed:

AYES – Winstanley – Vandever – Alvidrez – Bertoni – Crist – Hartig – James – Leon

NAYS – None

Item 5. Items from citizens present.

None

Item 6. Discuss and take action on the staff recommendation to modify the speed limit on Extension Road between Southern Avenue and Baseline Road (Council Districts 3 and 4).

Ryan Hudson, City Traffic Engineer, introduced himself and indicated that he would be giving a presentation on staff's recommendation to modify the speed limit on Extension Road between Southern Avenue and Baseline Road.

Mr. Hudson explained the characteristics of Extension Road from south of Baseline Road to north of Southern Avenue. He pointed out where a school, park, and fire station were along the corridor. He explained the staff recommendation to reduce the speed limit on Extension Road between Baseline Road and Southern Avenue from 40 miles per hour down to 35 miles per hour because of the upcoming pavement reconstruction and bike lane project which will introduce a new street cross-section and add enhanced bike lanes. Ultimately, the proposed speed limit of 35 miles per hour will be in line with the new characteristics of the corridor and will be more consistent with the existing posted speed limit on other sections of Extension Road north of Southern Avenue and south of Baseline Road.

Currently, Extension Road has a posted speed limit of 40 mph between Baseline Road and Southern Avenue, 35 mph between Southern Avenue and University Drive, and 30 mph south of Baseline Road. Given the proposed lane configurations and respective tapers, transitions, and characteristics and adjacent segments of Extension Road to the north and south, it is proposed for the posted speed limit to be reduced from 40 mph to 35 mph on Extension Road between Southern Avenue and Baseline Road.

Mr. Hudson explained that speeds of 40 mph and 35 mph are covered in Mesa City Code Sections 10-4-4 and 10-4-5, respectively. The proposed speed limit reduction would require modification, by means of Ordinance and amendment of the respective sections. Mr. Hudson concluded the presentation and asked for Chairperson Winstanley to facilitate any questions/discussion and ultimately act on staff's recommendation.

Chairperson Winstanley asked for any questions from the board.

Board Member Hartig asked if the new street cross-section was for the whole stretch between Baseline Road to Southern Avenue or less than the full mile.

Mr. Hudson detailed that with the project there will be a transition from the existing five-lane cross-section to the new configuration (two southbound lanes, one northbound lane, a center turn lane, and separated bike lanes in each direction) and this transition starts north of Baseline Road. He referred to Figure 2 which is on page 9 of the presentation. He explained that the section from Baseline Road to the white box is to account for the proper transitions, supporting the necessary distance for the needed lane reductions and tapers.

Board Member Hartig asked if the start of the new section is just south of the US-60 bridge.

Mr. Hudson confirmed that was correct.

Board Member Hartig then asked if it goes all the way north of Southern Avenue.

Mr. Hudson said that south of Broadway Road is where they will transition back to the five-lane cross section.

Board Member Bertoni asked if there was a reason for the decision to do one lane northbound while there are two lanes southbound.

Mr. Hudson confirmed that there was reasoning that was supported by various studies conducted by staff. He said it has a lot to do with the green space highlighted on Figure 2, which represents the high-activity, land use areas, including two schools and parks. He said since the schools are on the west/southbound side of Extension and the associated traffic impacts that are generated by the schools, the ultimate recommendation was to maintain two southbound lanes. The directional split is nearly 50/50 for northbound and southbound daily traffic volumes on the Extension Road corridor, yet the peak hours show this school-generated traffic which is heavier in the southbound direction.

Chairperson Winstanley said he assumes that all the turning in and out of the school affects the traffic flow.

Mr. Hudson said that is correct and explained how this supported the ultimate street cross-section, lane configuration that was going to be implemented.

Vice Chairperson Vandever said based on the city's past studies, she is surprised that the speed limit is only being lowered by 5 miles per hour. She asked why not 10 miles per hour.

Mr. Hudson said 35 miles per hour is the most appropriate speed for the design of the road, the characteristics around the area, and the land use of the adjacent areas. Additionally, the proposed 35 miles per hour aligns with the proposed, buffered bike lane facilities that will be integrated into the street cross section.

Chairperson Winstanley asked if it would be enforceable or are people just going to go 45 miles per hour.

Mr. Hudson said the road design changes, and new lane configurations will bring new characteristics and feel to this corridor and will ultimately reinforce the proposed speed limit.

Board Member Crist said there is a protected bike lane from Baseline Road to Southern Avenue and what happens north of Southern Avenue. He asked why the city is only protecting that little area.

Mr. Hudson explained that the transition space needs to be accounted for, and that is why it does not go all the way down to Baseline Road. He added that there are also some commercial land uses with heavier use driveways and heavier demand just north of Baseline Road. As you move north and get into the middle section of the corridor, this is where the transition to the new cross section can occur which aligns very well with activity centers like the Fiesta District, the two schools, and Kleinman and Fiesta Parks. Mr. Hudson discussed the need to ultimately taper back out to align with the cross-section north of Broadway. Additionally, north of Broadway, there are a few items to contend with, including the existing land uses that generate different types of traffic patterns/modes of traffic and the railroad crossing. All these factors and characteristics between Baseline Road and Main Street are the ultimate drivers of how the new street cross-section is introduced, integrated, and properly connected.

Chairperson Winstanley said the railroad is a nightmare because it is up a hill. He asked if it was part of the pavement rehabilitation project.

Mr. Hudson said the pavement itself will be updated but the city will not be touching the railroad right-of-way and trackway.

Board Member James said he loves the reallocation with more space for bikes. He asked how the buffer was going to the railroad crossing.

Mr. Hudson explained that at Broadway Road the lane configurations will transition back to two lanes in each direction with a center turn lane. He said north of Broadway will be the same, but the vehicular travel lanes will narrow to allow for some buffer space between the outermost travel lanes and bike lanes.

It was moved by Board Member Crist, seconded by Board Member Alvidrez, to approve modifying the speed limit on Extension Road between Southern Avenue and Baseline Road per the staff recommendation.

Upon tabulation of votes, it showed:

AYES – Winstanley – Vandever – Alvidrez – Bertoni – Crist – Hartig – James – Leon

NAYS – None

Item 7. Hear and discuss a presentation on the Farmdale Avenue Traffic Calming Project.

Ryan Hudson, City Traffic Engineer, introduced himself and indicated that he would be giving a presentation on the Farmdale Avenue Traffic Calming Project.

Mr. Hudson gave a recap on how this project was originally identified. It was from a city-wide traffic calming study done in 2021, and the specific street corridor is Farmdale Avenue from Cheshire to Signal Butte. He explained that in the study, all the traditional traffic calming tools like speed humps, driver speed feedback signs, narrowing travel lanes through striping, and school zone flashers were assessed with other strategies. This included how the different traffic calming features can be integrated into the street design and their overall, respective impacts to vehicular speeds. He then explained horizontal deflection, vertical deflection and street width reductions. He added that the Farmdale Avenue traffic calming project used these three types of traffic calming strategies. It used the chicane lateral shift, which is a horizontal deflection, the raised crosswalk which is a vertical deflection, and pavement markings which is a street width reduction. He explained what the road looked like before the project and that the recorded, average 85th percentile speed was well above the posted speed limit. He showed the cost of the project, the schedule from public outreach until completed construction, and before/after views of the street corridor. Then he went over speed counts before and after construction showing an overall reduction in vehicular speeds along the corridor. He explained the project conclusions and lessons learned. Mr. Hudson discussed how it was a two-year project that cost over $300,000 and compared this to typical speed hump/speed cushion installations. He also showed specific elements that were integrated into the design including enhanced pavement markings, RPM's, and the striped horizontal curves.

Chairperson Winstanley asked what RPMs were.

Mr. Hudson explained that RPM stands for raised pavement markers, which are the raised rectangular features that can be seen in the pictures on his presentation. He discussed that they are traffic control features that supplement the roadway striping.

Mr. Hudson then explained the positive conclusions which included a 5+ mph reduction in the 85th percentile speed, reduced percentage of vehicles driving 10+ mph over the posted speed limit and pointed out other traffic calming projects which have seen a similar reduction in speeds.

Board Member James asked if the city tries to discourage new subdivisions from building roads like Farmdale Avenue before the construction.

Mr. Hudson said yes. He added that staff assess these types of streets as they are being brought in for design review. He explained the strategies to prevent long, straight, wide residential street designs. He said they work with the developers to design and construct streets that self-reinforce the posted speed limit.

Board Member Hartig asked if the city can make the developer add traffic calming devices.

Mr. Hudson said the short answer would be yes. He explained they may have to work through different options for traffic calming devices to determine which can integrate best with the

street design and overall area context. He added that staff work with developers to promote slower speeds by using traffic calming features other than speed humps/cushions, and the typical items they control are street width and how long straight sections are.

Board Member Alvidrez asked Mr. Hudson to explain a little more about the price difference and why the cost was high. Did they have to work around drainage issues?

Mr. Hudson explained that they were able to use the same gutter flow line which saved on drainage costs. Ultimately, the higher cost was due to material expenses for asphalt and concrete along with the costs of temporary traffic control. He explained how this compares to speed cushion installations, which are at a significantly lower overall cost. This is largely due to the ability for them to be constructed by in-house crews, and the impact to the infrastructure is much less.

Board Member Leon asked about feedback from the residents whether it was positive or negative.

Mr. Hudson detailed the extensive public outreach efforts and feedback that was received before and after the project. Some feedback was centered around observations that drivers were ignoring the double yellow striping, crossing over the centerline, to avoid slowing down to negotiate the horizontal curves. Also, some feedback was received from those towing larger trailers or operating larger vehicles, citing that it is too constraining. However, there has also been positive feedback from the neighborhood and significant support for the raised crosswalk feature.

Board Member Alvidrez asked what the lane width was next to the chicanes.

Mr. Hudson said after getting through the chicanes, they are 11-foot-wide travel lanes.

Chairperson Winstanley asked if they have compared notes with other cities.

Mr. Hudson said they have been able to present this project at conferences and have received great feedback from other agencies with similar interests.

Board Member Alvidrez said being someone that works for another agency they see about the same results of a five mile per hour reduction or less depending on traffic calming features used.

Board Member Bertoni said if the residents are still seeing those challenges with calming traffic, is there anything that can be done from a law enforcement perspective for those hot spots.

Mr. Hudson said yes, enforcement must supplement any changes they make from an infrastructure standpoint. He then asked for Lt. Ryan Stokes to weigh in on the question.

Lt. Stokes, Mesa Police Department Traffic Division, stated that they will assign officers out there and will dedicate morning and afternoon resources when the traffic demand is the highest. He said sometimes it is educational contact and other times it is a ticket.

Vice Chairperson Vandever asked who pays for the traffic calming measures when a developer comes in and the city asks for calming measures.

Mr. Hudson said it is the developer that covers that cost when they are constructing a public street as part of the development's offsite roadway improvements.

Chairperson Winstanley confirmed that there were no other questions from the Board.

It was moved by Board Member Hartig, seconded by Vice Chair Vandever, to adjourn the meeting.

AYES – Winstanley – Vandever – Alvidrez – Bertoni – Crist – Hartig – James – Laufer – Leon

NAYS – None

Without object, the meeting adjourned at 6:26 pm.

X Daniel J Hartig

DANIEL HARTIG
CHAIRPERSON

ATTEST:

X

RYAN HUDSON
CITY TRAFFIC ENGINEER

ITEM NO. 6

Discuss and take action on staff recommendation to modify the speed limit on Extension Road between Southern Avenue and Baseline Road (Council Districts 3 & 4).

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Extension Road

Major Collector Street

- Access over US-60

Adjacent Land Uses

- Residential, schools, parks, Fire Station 204 & commercial

Existing Conditions

- 5-lane street cross-section from Baseline Rd to Main St

Extension Rd – South of Baseline

Extension Rd
(Looking South)

Extension Rd – North of Baseline Rd

Extension Rd
(Looking North)

Extension Rd – At US-60

Extension Rd
(Looking North)

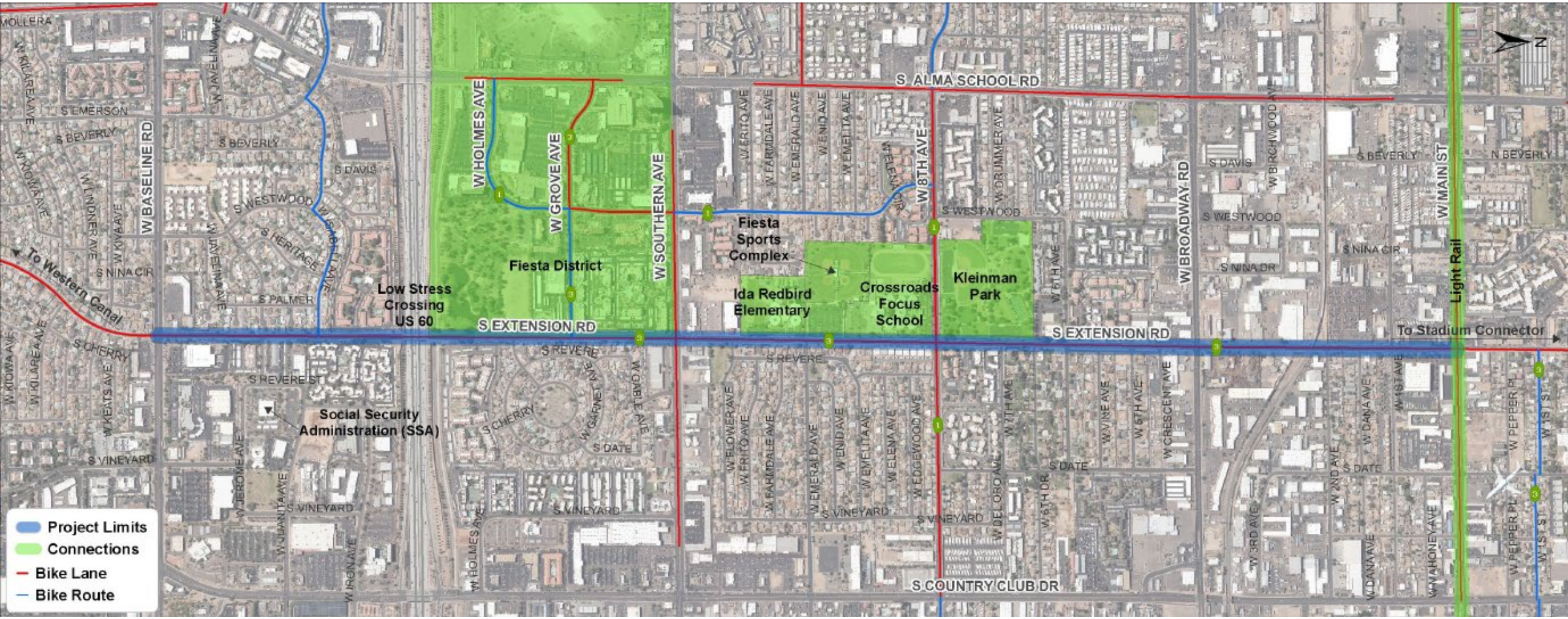
Extension Rd – North of Grove Ave

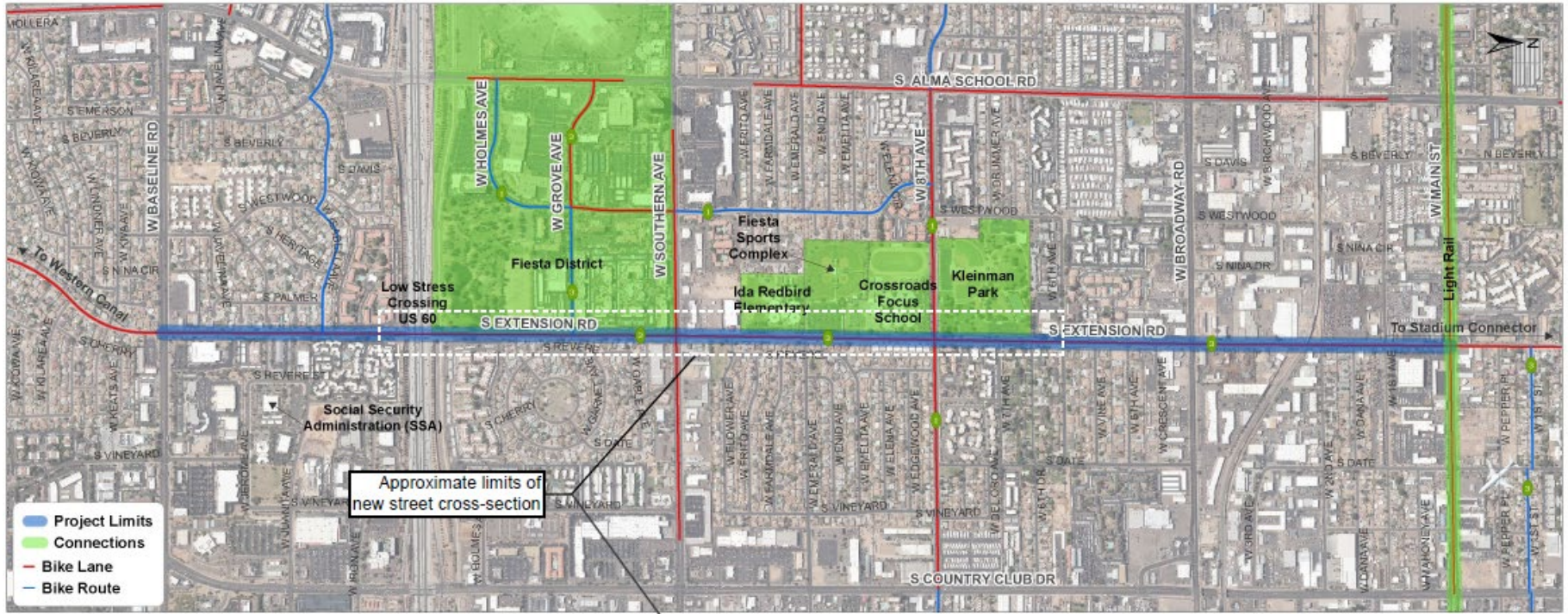
Extension Rd
(Looking North)

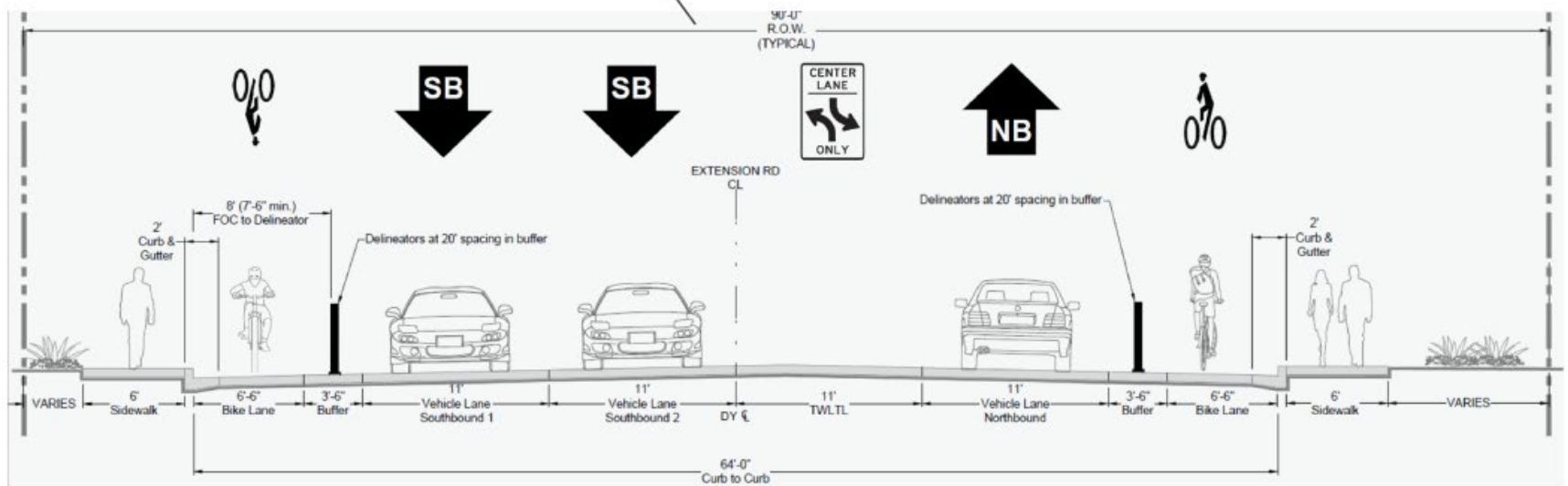
Extension Rd – North of Southern Ave

Extension Rd
(Looking South)

Pavement Reconstruction Project







ITEM NO. 6

CITY OF MESA
TRANSPORTATION

FIGURE 2: PROJECT LIMITS & STREET CROSS-SECTION

Southern Avenue to Baseline Road

Recommendation:

To account for the updated lane configurations and pavement marking features, consider new street characteristics, and better align with posted speed limits to the north and south, it is proposed for the posted speed limit to be reduced from 40 mph to 35 mph.

- Existing in City Code: 40 mph from Southern Ave to Baseline Rd, 35 mph from University Dr to Southern Ave & 30 mph from Baseline Rd to south City limits.

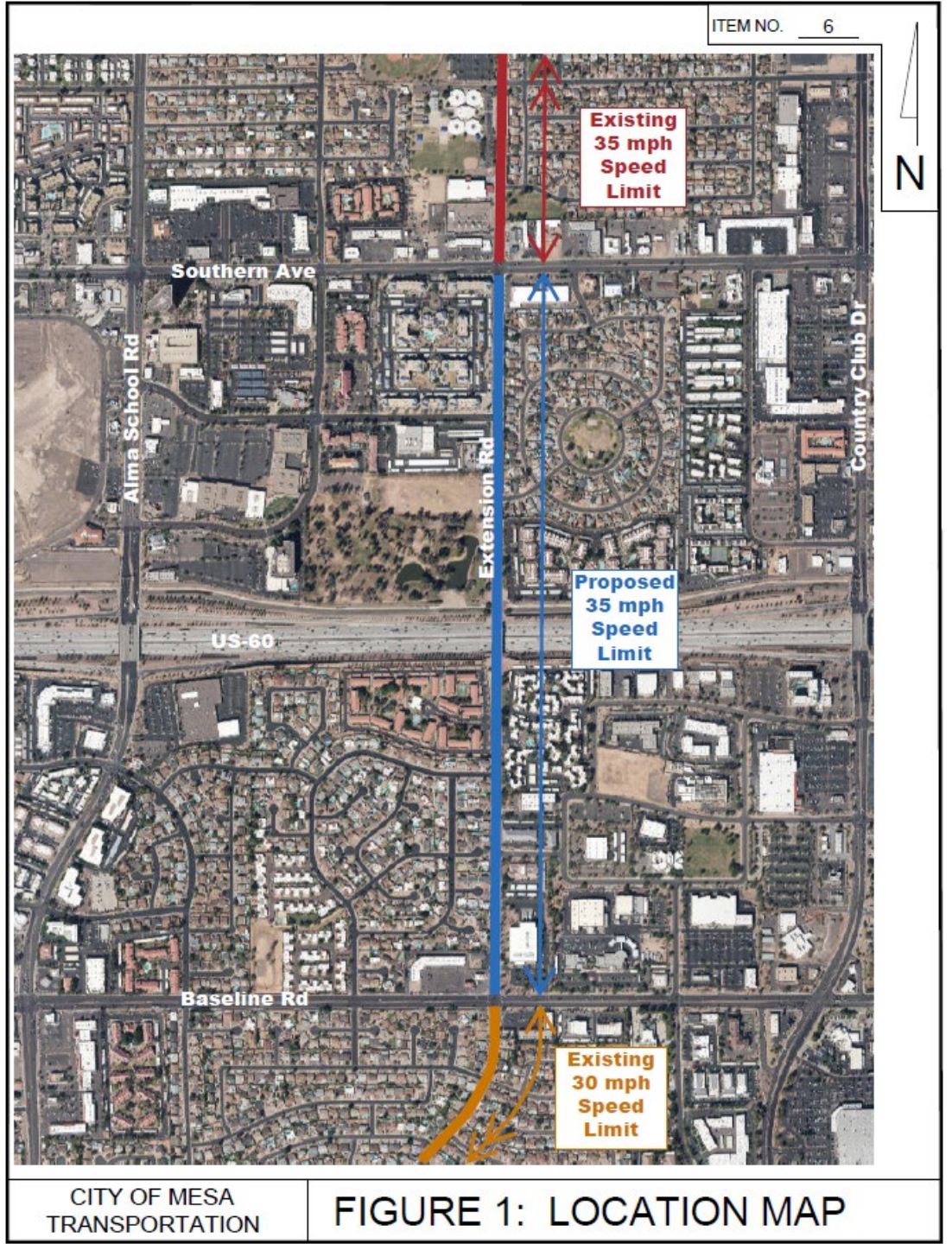
Extension Road Speed Limit

Recommendation:

- Reduce the speed limit from 40 mph to 35 mph on Extension Road between Baseline Road and Southern Avenue.

TAB:

- Discuss & take action

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Farmdale Avenue

Cheshire to Signal Butte Road
Traffic Calming Project
Ryan Hudson – City Traffic Engineer

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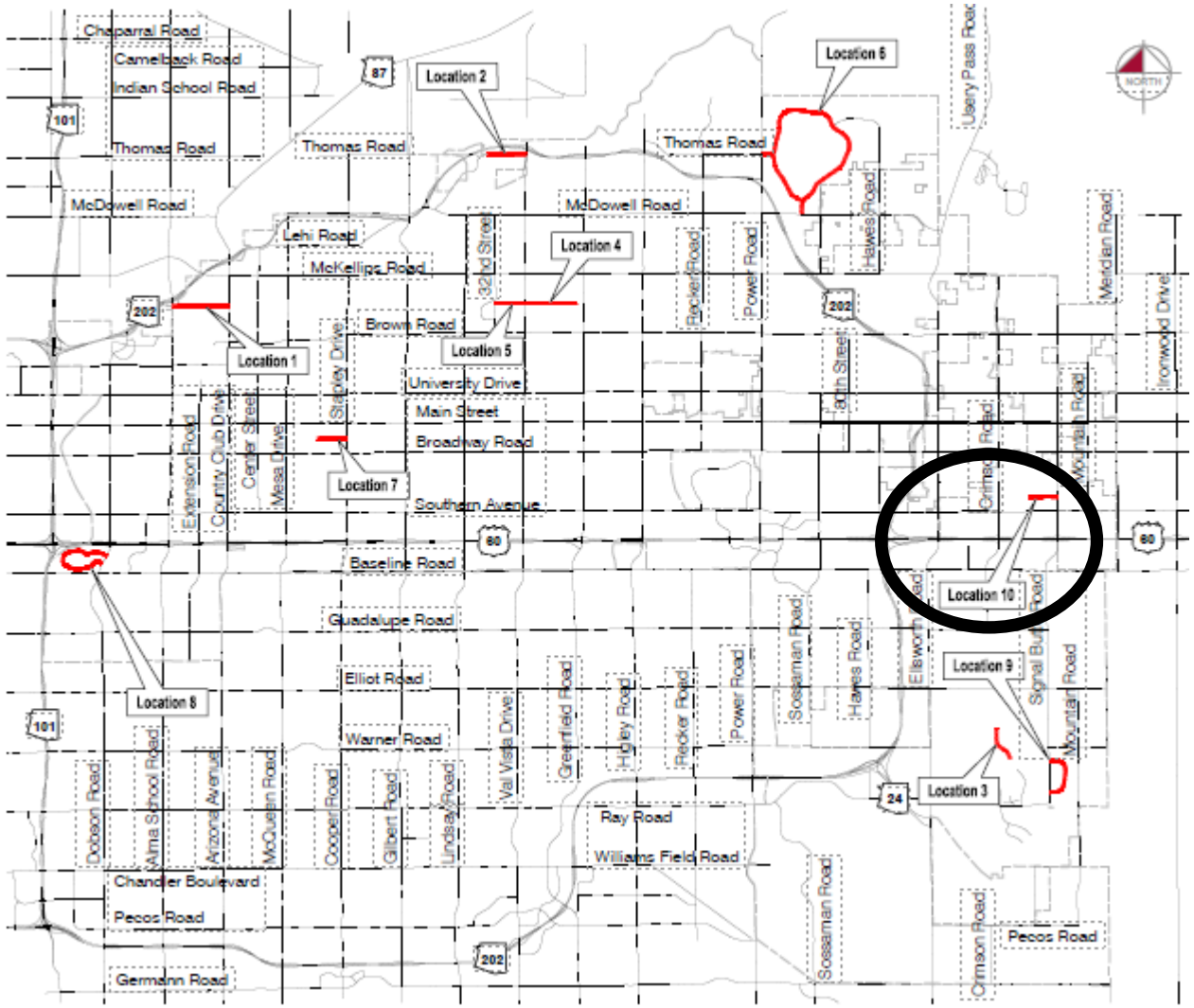
Overview

- Project Identification History
- Farmdale Avenue Before Project
- Proposed Traffic Calming Features
- Traffic Calming Design, Construction & Results

Project identification

- Traffic Calming Study
  - 10 Locations
  - Data Collection
  - Evaluation of treatments
  - Renderings
  - Cost estimate
  - Completed in August 2021



Mesa Traffic Calming Practice

Traffic Calming Tools Previously Used

- Speed humps/cushions
  - Average speed reduction > 5 mph
- Dynamic speed feedback signs (DSFS)
  - Average speed reduction < 1 mph
- Lane Narrowing through striping
  - Negligible speed change
- School Zone Flashers
  - Arterial dual speed limit zones

Proposed Traffic Calming Measures

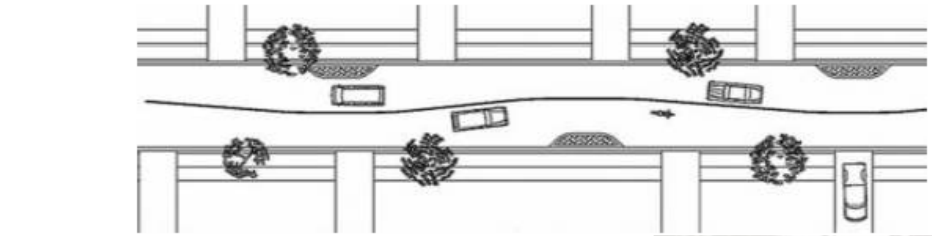
Categories

- Horizontal Deflection
  - Creates horizontal shift in roadway to force motorist to slow the vehicle to comfortably navigate the measure.

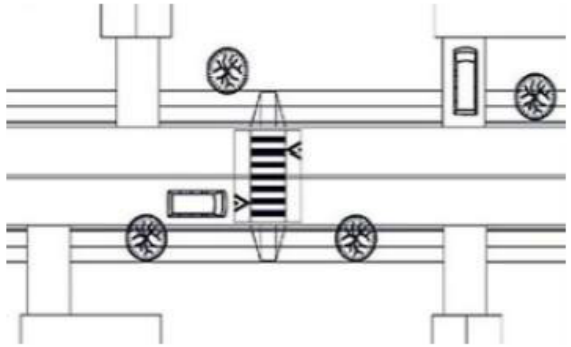
- Vertical Deflection
  - Creates change in height of the roadway that forces a motorist to slow down to maintain an acceptable level of comfort

- Street Width Reduction
  - Narrows the width of a vehicle travel lane promoting slower speeds to maintain an acceptable level of comfort and safety.

Proposed Traffic Calming Measures

TRAFFIC CALMING MEASURE	DESCRIPTION[1]	CATEGORY	OBSERVED SPEED REDUCTION (MPH)	DIAGRAM / SAMPLE IMAGES
Chicane Lateral Shift	Realignment of street that causes travel lanes to shift in one direction. Chicane shifts or realigns traffic more than once along the segment.	Horizontal Deflection	3 - 9[1]	  

Proposed Traffic Calming Measures

TRAFFIC CALMING MEASURE	DESCRIPTION[1]	CATEGORY	OBSERVED SPEED REDUCTION (MPH)	DIAGRAM / SAMPLE IMAGES
Raised Crosswalk	Variation of a flat-topped speed table that is marked and signed as a pedestrian crossing. Typically 3 to 6 inches above street level and 22 feet in length, with the 10-foot flat top conforming to a desired crosswalk width.	Vertical Deflection	11[2]	 
Pavement Markings (On-Street Parking, Narrow Lanes/Shoulder, Centerline/Edgeline)	Narrows roadway travel lanes by adding side friction to traffic flow. Parking can be allowed on one or both sides of roadway.	Street Width Reduction	1 - 5[1]	 

Farmdale Before Project

Farmdale Avenue – Cheshire to Signal Butte Road

- Two-lane 40 ft wide & ½ mile long local street
- Posted speed limit 25 mph
- No pavement markings
- Lighting
- Parking opportunities along north and south side of roadway
- Public park & retention area along north side of roadway
- History of traffic calming requests

Farmdale Before Construction

Farmdale Avenue – Cheshire to Signal Butte Road

- Posted speed limit: 25 mph
- Historic Traffic Counts:

Year	Average Daily Traffic (ADT)	85th % Speed (mph)		Speed Differential from Posted Speed (mph)	
		EB	WB	EB	WB
2014	1,126	*Not available*	39.3	*Not available*	***14.3***
2021	1,200	38.0	35.5	***13.0***	***10.5***
2023	1,252	38.2	35.3	***13.2***	***10.3***

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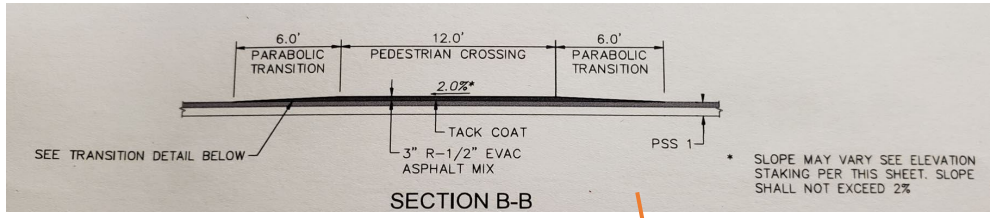
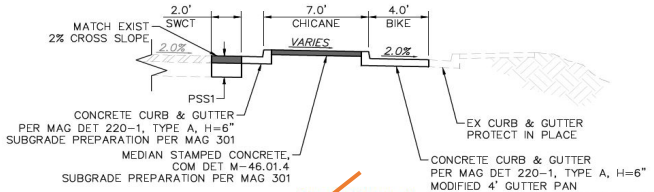
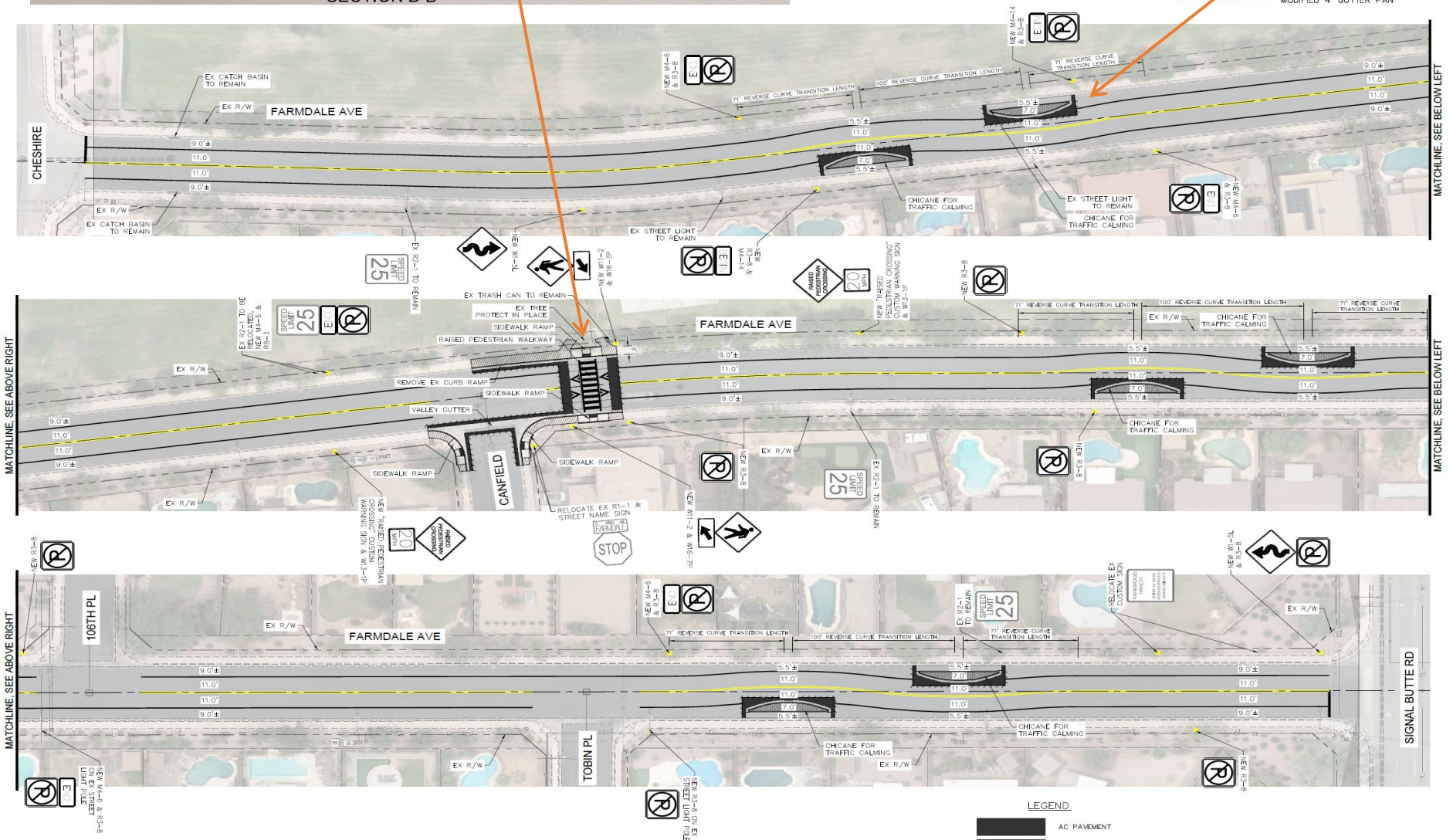
Traffic Calming Design







LEGEND

AC PAVEMENT

STAMPED CONCRETE MEDIAN PAVEMENT

NOTES:

1. ALL DIMENSIONS ARE FROM CENTER OF STRIPE TO FACE OF CURB OR CENTER OF DOUBLE YELLOW TO CENTER OF STRIPE.
2. ALL EXISTING SIGNING TO REMAIN UNLESS OTHERWISE SPECIFIED.

GRAPHIC SCALE IN FEET 0 15 30 60

NORTH

FARMDALE TRAFFIC CALMING
CHESHIRE TO SIGNAL BUTTE

Kimley»Horn

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Renderings

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Renderings

Project Details

Cost

- Design - $31,000
- Construction - $373,000

Schedule

- Public Outreach – Winter/Spring 2022
- Project Initiation - Spring 2022
- Final Design - January 2023
- Construction:
  - November 2023 to January 2024

Project Underway - Pictures

Project Underway - Pictures

Project Complete - Pictures

BEFORE

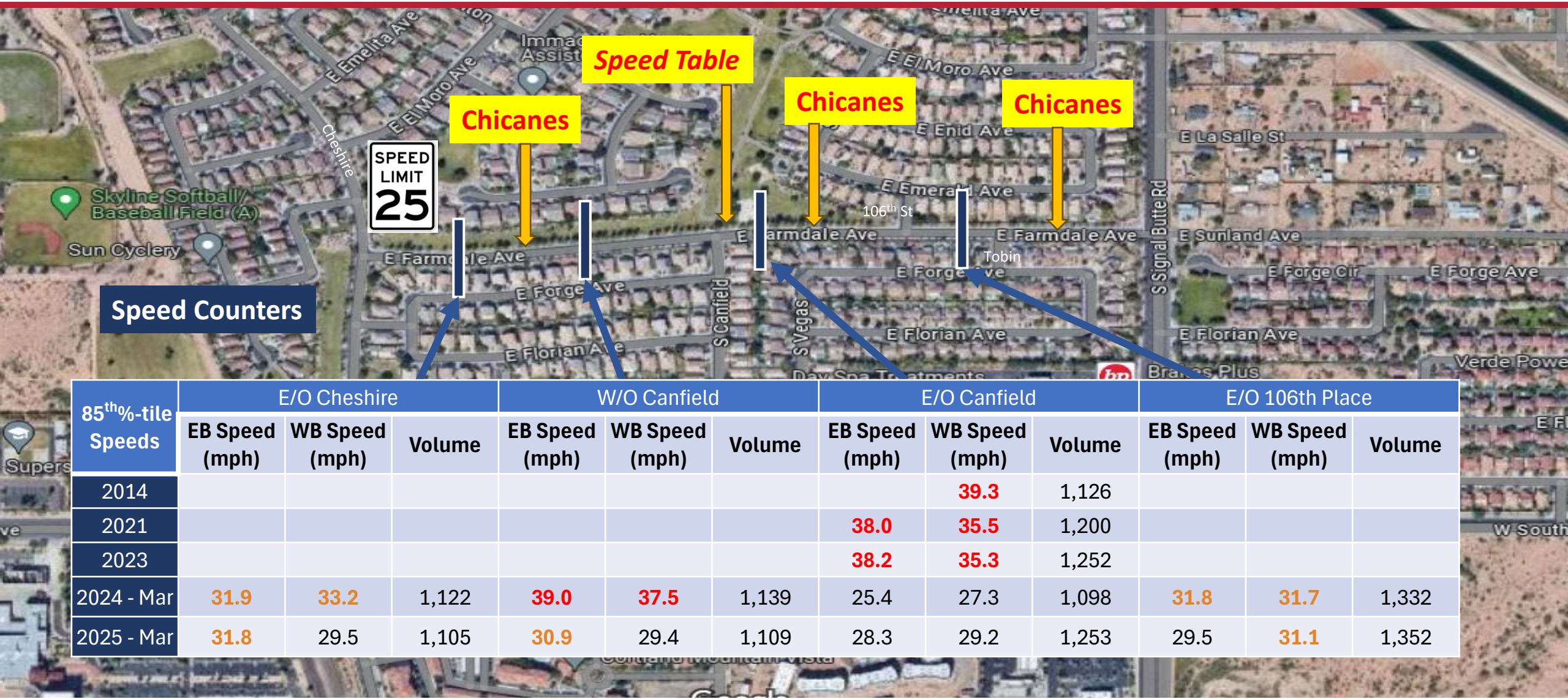
AFTER

Project Complete - Pictures

BEFORE

AFTER

Speeds Before and After Construction



85th%-tile Speeds	E/O Cheshire			W/O Canfield			E/O Canfield			E/O 106th Place		
	EB Speed (mph)	WB Speed (mph)	Volume	EB Speed (mph)	WB Speed (mph)	Volume	EB Speed (mph)	WB Speed (mph)	Volume	EB Speed (mph)	WB Speed (mph)	Volume
2014								39.3	1,126			
2021							38.0	35.5	1,200			
2023							38.2	35.3	1,252			
2024 - Mar	31.9	33.2	1,122	39.0	37.5	1,139	25.4	27.3	1,098	31.8	31.7	1,332
2025 - Mar	31.8	29.5	1,105	30.9	29.4	1,109	28.3	29.2	1,253	29.5	31.1	1,352

Location		Direction	Day	50th Percentile Speed (mph)	85th Percentile Speed (mph)	%>5mph above SL	%>10mph above SL	65+mph	Speed Limit (mph)
1	Farmdale Ave (E/O Cheshire)	EB	1	25.2	31.8	20%	6%	0	25
			2	25.3	31.8	21%	6%	0	
			AVG	**25.3**	**31.8**	**20%**	**6%**	0	
		WB	1	24.5	29.6	12%	1%	0	
			2	24.2	29.3	11%	2%	0	
			AVG	**24.4**	**29.5**	**12%**	**2%**	0	
		Overall AVG		**24.8**	**30.6**	**16%**	**4%**		
2	Farmdale Ave (W/O Canfield)	EB	1	26.0	30.8	17%	1%	0	25
			2	26.0	30.9	18%	3%	0	
			AVG	**26.0**	**30.9**	**17%**	**2%**	0	
		WB	1	25.4	29.5	11%	1%	0	
			2	25.1	29.3	9%	1%	0	
			AVG	**25.3**	**29.4**	**10%**	**1%**	0	
		Overall AVG		**25.6**	**30.1**	**14%**	**2%**		
3	Farmdale Ave (E/O Canfield)	EB	1	23.2	28.2	6%	2%	0	25
			2	23.3	28.4	7%	1%	0	
			AVG	**23.3**	**28.3**	**6%**	**2%**	0	
		WB	1	24.9	29.2	8%	1%	0	
			2	24.6	29.1	8%	1%	0	
			AVG	**24.8**	**29.2**	**8%**	**1%**	0	
		Overall AVG		**24.0**	**28.7**	**7%**	**1%**		
4	Farmdale Ave (E/O 106th Place)	EB	1	24.6	29.5	12%	6%	0	25
			2	24.4	29.5	12%	3%	0	
			AVG	**24.5**	**29.5**	**12%**	**4%**	0	
		WB	1	26.5	31.8	21%	5%	0	
			2	25.8	30.4	16%	4%	0	
			AVG	**26.2**	**31.1**	**18%**	**4%**	0	
		Overall AVG		**25.3**	**30.3**	**15%**	**4%**		

Project Conclusions

- Challenges:
  - Schedule/timeline
  - Costs
  - Displaced RPMs
  - Chicane Scuffing
  - Vehicles Crossing Travel Lanes
- Positive: Overall Speed Reduction
  - 5+ mph reduction in 85th%-tile speeds
  - Reduction in top percentile speeds (% driving over 35 mph)
  - Future traffic calming projects

Other Traffic Calming Projects

Raised Crosswalks

- Red Mountain adjacent to Las Sendas Elementary School
  - 5+ mph reduction in 85%-tile speeds
  - Large reduction in top percentile speeds
- Westwood adjacent to Emerson Elementary, Carson Junior High, and Westwood High Schools
  - Under construction

Questions