

TRANSPORTATION ADVISORY BOARD MINUTES

DRAFT

HELD ON May 17, 2022

The Transportation Advisory Board of the City of Mesa met in the Lower Council Chambers, 57 East 1st Street, on May 17, 2022, at 5:30 p.m.

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

Chairperson Neal called the May 17, 2022, Transportation Advisory Board meeting to order at 5:34 pm.

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

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

Upon tabulation of votes, it showed:

AYES – Neal – Laufer - McCroskey – James – Wozniak

NAYS – None

Item 2. 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 2022 Transportation Advisory Board meeting.

Mr. Hudson explained that since Chairperson Neal and Vice Chairperson Winstanley have both served for two years, a new Chairperson and Vice Chairperson must be elected.

Chairperson Neal asked for nominations.

Board Member McCroskey nominated herself for Chairperson and it was seconded by Board Member Laufer.

Upon tabulation of votes, it showed:

AYES – Neal – Laufer - McCroskey – James – Wozniak

NAYS – None

Board member McCroskey nominated Board Member Wozniak for Vice Chairperson and it was seconded by Board Member Laufer.

Upon tabulation of votes, it showed:

AYES – Neal – Laufer - McCroskey – James – Wozniak

NAYS – None

Item 3. Items from citizens present.

None

Item 4. Hear and discuss an update 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 subject for Item 4, an update on the Farmdale Avenue Traffic Calming Project.

Mr. Hudson explained that he would be giving updates that have happened since the last TAB meeting when this project was discussed. He first gave brief background information about the street and showed pictures to refresh the board on the subject.

Mr. Hudson then explained the public outreach that the city has done. He said that postcards were sent to approximately 1,200 properties, there were social media posts, coordination with the neighborhood's HOA, a virtual public meeting in February, then following the public meeting was a web survey that was open for two weeks. The results showed that approximately two-

thirds were in favor of the traffic calming project and respective features being installed on Farmdale Avenue.

Mr. Hudson said that follow-up communications were sent back to the neighborhood letting them know of the survey results in favor of the traffic calming and the City of Mesa is moving forward with the design phase. He said the city will continue to maintain the webpage and update it with any project communications along the way. Part of the design process is to go back out the neighborhood for more feedback. Once the design process is complete, then the city will go into construction.

Board Member McCroskey asked what percentage of people responded.

Mr. Hudson said that out of the 1,200 postcards that were sent, there were under 40 responses.

Board Member McCroskey questioned about those that thought the speed should be increased.

Mr. Hudson explained that it was mentioned a few times by those that were against the traffic calming features.

Board Member McCroskey asked if the chicanes are raised or flat.

Mr. Hudson stated that they are raised, like a typical raised median with 6-inch vertical curb.

Board Member McCroskey questioned bicyclist going through this area and how it would affect them.

Mr. Hudson said that was something that came up in survey results, concerns about bicyclists having to merge with traffic. In the design process they are looking at having a space level with the road next to the curb for bicyclists.

Board Member McCroskey questioned making the chicanes flat with the road instead of raised. She said drivers could still hear that they are on the chicanes instead of the road.

Mr. Hudson explained that having the vertical element vs. not having it, would affect the effectiveness of the traffic calming. The point is that vehicles will have to traverse it instead of going right over it. He also stated that the road is very wide and should accommodate a path for bicyclists.

Board Member McCroskey stated that she worried about a bicyclist hitting the chicanes.

Mr. Hudson explained that during the design phase they are planning to have something that works for the neighborhood and still accommodates bicyclists.

Chairperson Neal asked if they foresee using all the traffic calming measures or just one.

Mr. Hudson explained that all the proposed traffic calming features will be installed. He said the chicanes, raised crosswalk, and pavement markings are a cohesive traffic calming design for the half-mile corridor.

Board Member Mike James asked if a street was developed today, what would be the general way to calm traffic.

Mr. Hudson responded by stating the city urges developers not to design and build straight, wide roads through subdivisions and to promote lower speed street segments through geometry and use.

Board Member Wozniak asked about the city requiring developers in their design standards to make the roads smaller and not so straight instead of encouraging them. He added that curving of the road has been a suburban way of traffic calming but he would like to see more easier to navigate traffic calming for new development comes in.

Mr. Hudson said there are design standards for local, neighborhood streets and the city is also aware that every neighborhood has its own unique characteristics. He said the feedback is always something they are looking at. Plus, traffic calming features like this, even though it is a retrofit, will assist with showing what works best and is helpful for future neighborhood designs.

It was motioned by Board Member Laufer, seconded by Board Member McCroskey, to adjourn the meeting.

AYES – Neal – Laufer - McCroskey – James – Wozniak

NAYS – None

Meeting adjourned at 5:57 pm