



# City Council Report

**Date:** May 19, 2025  
**To:** City Council  
**Through:** Candace Cannistraro, Deputy City Manager  
**From:** Erik Guderian, Interim Transportation Director  
Sabine King, Supervising Engineer  
**Subject:** City of Mesa Comprehensive Safety Action Plan  
Citywide

## Purpose and Recommendation

The purpose of this report is to present the City of Mesa (City) Comprehensive Safety Action Plan (CSAP) to the City Council for information, discussion and adoption. Staff recommends the adoption of this document to be eligible to apply for a federal grant as part of the Safe Streets and Roads for All (SS4A) Grant Program.

## Background

Mesa has experienced a 97% increase in roadway fatalities since 2014 (55% since 2019), prompting staff to secure a \$750,000 SS4A grant from the United States Department of Transportation (USDOT) to create the CSAP. As part of the grant application, former Mayor John Giles signed a proclamation on August 11, 2022, committing the City to a 30% reduction in fatal and serious injury crashes by 2030.

## Discussion

Since the Winter of 2023, the City's Transportation Department has teamed up with the consulting firm Y2K Engineering LLC to create the CSAP. This plan provides an actionable framework to reduce crashes, improve safety and keep Mesa successful and economically prosperous. This effort included data analysis, public outreach, benchmarking and targeted solution development.

To understand the current state of safety on Mesa's roadway system, an analysis of crash data from 2017 to 2022 was performed. This plan specifically focuses on crashes involving one or more individuals who were killed or severely injured (KSI) because they are the most devastating and impactful type of crash. The project team identified 11 collision profiles that represent systemic risk factors found in the data. This allowed the project team to develop targeted recommendations to address their underlying causes and improve safety. As an example, two of the collision profiles are involving drivers aged 65 and older and vehicle-vehicle (including motorcyclists) collisions at signals without protected left turns.

Through the safety analysis, the project team identified a High Risk Network (HRN). The HRN identifies roadway characteristics that are associated with KSI crashes representing the locations where they are more likely to occur, even though they might not have happened there yet. This is a proactive approach to transportation safety, where crash history alone is not the primary indicator of where investments should be allocated. HRN maps 37 miles of roadways accounting for 39% of KSI crashes, with 95% in disadvantaged communities.

Based on the safety analysis and HRN, over 100 potential actions were identified and refined through interdepartmental workshops to 28 targeted, feasible actions. These actions directly address Mesa's most severe crash trends and are organized into eight strategies aligned with the Safe System Approach, focusing on both infrastructure (such as installing raised medians to reduce risky vehicle movements) and non-infrastructure solutions (like education and enforcement campaigns to promote safer driving behaviors).

Community engagement efforts, in person and online, were a vital part of the creation of the plan and will continue beyond the plan's adoption, ensuring that safety remains a core priority for the City and its residents. Outreach was conducted in three phases. Phase 1 (Feb–May 2024) focused on educating stakeholders, gathering input, and encouraging support for safety initiatives. Phase 2 (Sept–Nov 2024) updated materials with new data, sought feedback on proposed strategies, and provided ongoing information and engagement opportunities. Phase 3, continuing through June 2026, will deepen public awareness and collaboration, support implementation of non-infrastructure actions, including incorporating policy, education and enforcement strategies alongside infrastructure improvements. Additionally, monitoring will begin to track progress and develop key performance indicators to assess the effectiveness of initiatives.

## **Alternatives**

The alternative would be to not adopt this plan, which would result in not being eligible to apply for grants funds as part of the SS4A Grant Program.

## **Fiscal Impact**

There is no fiscal impact with the adoption of this plan. However, there will be fiscal impacts as strategies and actions recommended in the plan are carried out over time.

## **Coordinated With**

The Mesa Transportation Department has coordinated this effort with the Police Department and the Transportation Master Plan Team. Informational materials, survey information and status updates have been shared with the public on the [mesasaferstreets.com](https://mesasaferstreets.com) website. Staff presented frequent updates to the TAB, receiving input and direction along the way. On March 5, 2024, and March 17, 2025, Transportation delivered presentations to the Sustainability and Transportation Subcommittee.