

# SUSTAINABILITY AND TRANSPORTATION COMMITTEE MINUTES

March 17, 2025

The Sustainability and Transportation Committee of the City of Mesa met in the Study Session room at City Hall, 20 East Main Street, on March 17, 2025, at 4:30 p.m.

## COMMITTEE PRESENT

Jennifer Duff, Chairperson  
Rich Adams  
Alicia Goforth

## COMMITTEE ABSENT

None

## STAFF PRESENT

Candace Cannistraro  
Holly Moseley  
Kelly Whittemore

Chairperson Duff conducted a roll call.

### 1. Items from citizens present.

There were no items from citizens present.

### 2-a. Hear a presentation, discuss, and receive an update on the City's Transportation Comprehensive Safety Action Plan.

Assistant Transportation Director Erik Guderian introduced Supervising Engineer Sabine King and displayed a Power Point presentation. **(See Attachment 1)**

Ms. King identified the importance of the Comprehensive Safety Action Plan (CSAP). She pointed out that 1,359 people were seriously injured or killed on City of Mesa (COM) streets between 2017 and 2022. She confirmed the progress towards meeting Council's goal to reduce fatalities and serious injuries 30% by 2030. (See Pages 4 through 6 of Attachment 1)

Ms. King explained that the safety analysis for the high-risk network took place in segments and accounted for collisions and risk factors. She described the data captured and the road safety focus areas. (See Pages 7 through 11 of Attachment 1)

Ms. King recalled the public engagement activities and highlighted the feedback received during the events, including a group of high school students who would like to participate further. She confirmed that the public outreach group received over 900 in-person and online outreach responses. (See Pages 12 through 15 of Attachment 1)

Responding to a question from Chairperson Duff, Ms. King indicated that Governor Hobbs would be reviewing the referendum to remove photo enforcement.

Ms. King outlined the process and strategies used to determine the priorities related to infrastructure and non-infrastructure. She confirmed that this process helped drill down the data

to determine what is realistic and what information will produce the best result. She provided examples of each strategy and the effectiveness that the action could have on the amount and severity of accidents in the COM. (See Pages 16 through 23 of Attachment 1)

In response to a question from Chairperson Duff, Ms. King pointed out that protective lanes allow for left turns, but the driver must yield to oncoming traffic, and protective lanes have a green light or green arrow. She explained what a doghouse-type streetlight looks like.

Responding to a question from Committeemember Adams, Mr. Guderian stated that national research shows that the overall number and severity of accidents has decreased by adding roundabouts which reduce the overall traffic speeds. He pointed out that the COM has no roadway systems with intersections that can utilize a roundabout.

Ms. King highlighted the factors considered when the CSAP projects were identified and reported the project totals by tier. She reviewed an example of a Tier 1 High-Risk Network (HRN) project sheet and stated that there are 16 project sheets in the CSAP. She provided details about the intersections chosen for evaluation for left turn phasing and said that some projects required simple changes, such as signal timing, while others were more complex and needed more time and money to complete. (See Pages 24 through 26 of Attachment 1)

Ms. King provided an overview of how progress toward the goal of a 30% decrease in traffic fatalities and severe injuries by 2030 will be measured and when the results will be published. She said that the next steps include pursuing grant opportunities, and she announced that the next public engagement phase will consist of an initiative with the tagline Arrive Alive. (See Pages 27 through 30 of Attachment 1)

Additional discussion ensued regarding funding and other traffic-calming options.

Chairperson Duff thanked staff for the presentation.

### 3. Adjournment.

Without objection, the Sustainability and Transportation Committee meeting adjourned at 5:12 p.m.

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Sustainability and Transportation Committee meeting of Mesa, Arizona, held on the 17<sup>th</sup> day of March 2025. I further certify that the meeting was duly called and held and that a quorum was present.

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HOLLY MOSELEY, CITY CLERK



# Comprehensive Safety Action Plan

Sustainability and Transportation Committee  
March 17, 2025

Erik Guderian, Assistant Transportation Director  
Sabine King, Supervising Engineer



mesa·az





## AGENDA

1. CSAP Report Overview
2. Safety Analysis
3. Public Engagement
4. CSAP Strategies and Actions
5. Tracking and Monitoring
6. Next Steps
7. Q&A



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# 07

CSAP Report  
Overview

# Why is the plan important?

# 1,359

This number represents the total number of people seriously injured or killed on Mesa Streets between 2017 - 2022.

That's enough to fill up three whole sections behind the dugout at Sloan Park.



# Why is the plan important?

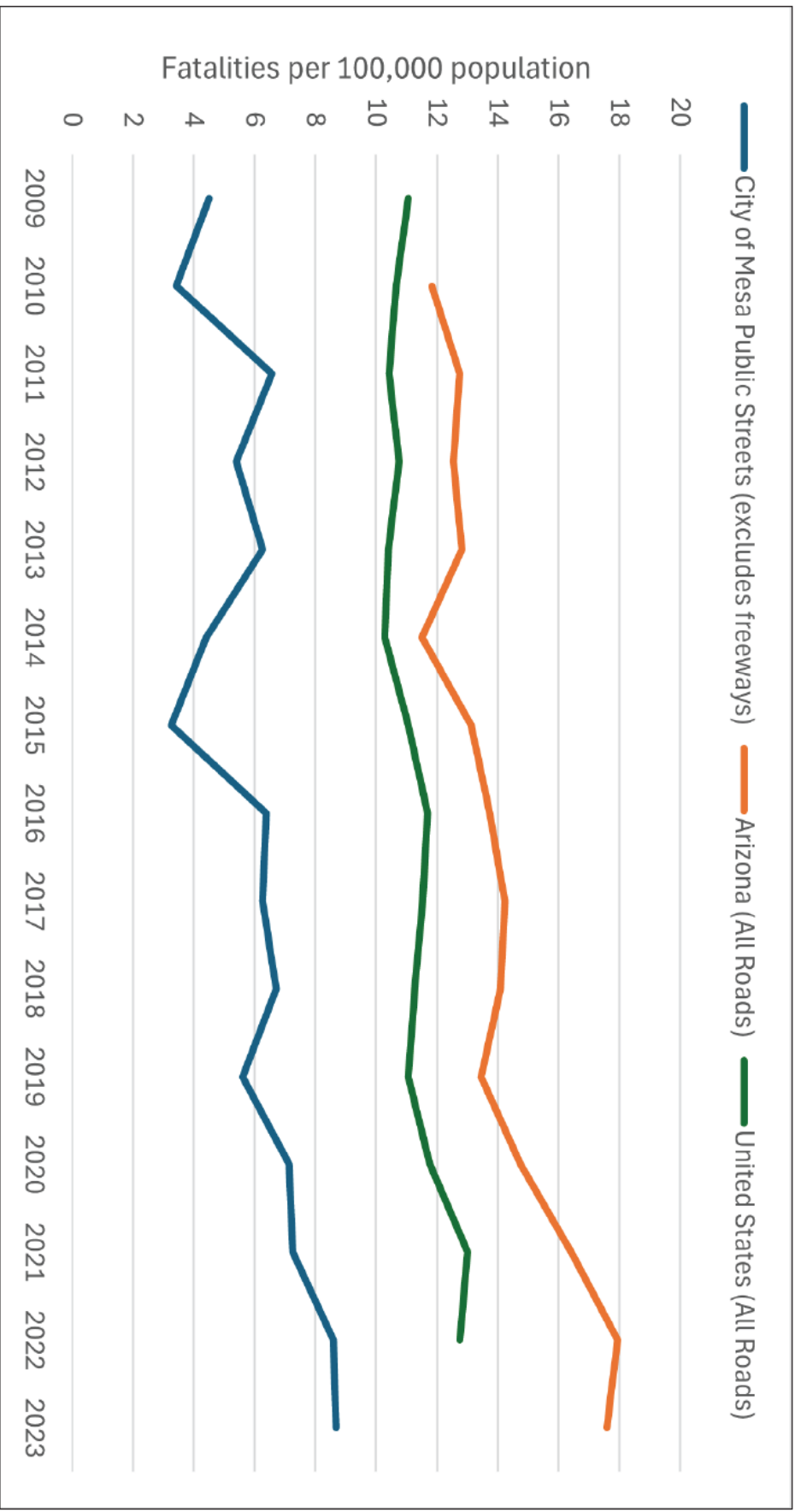


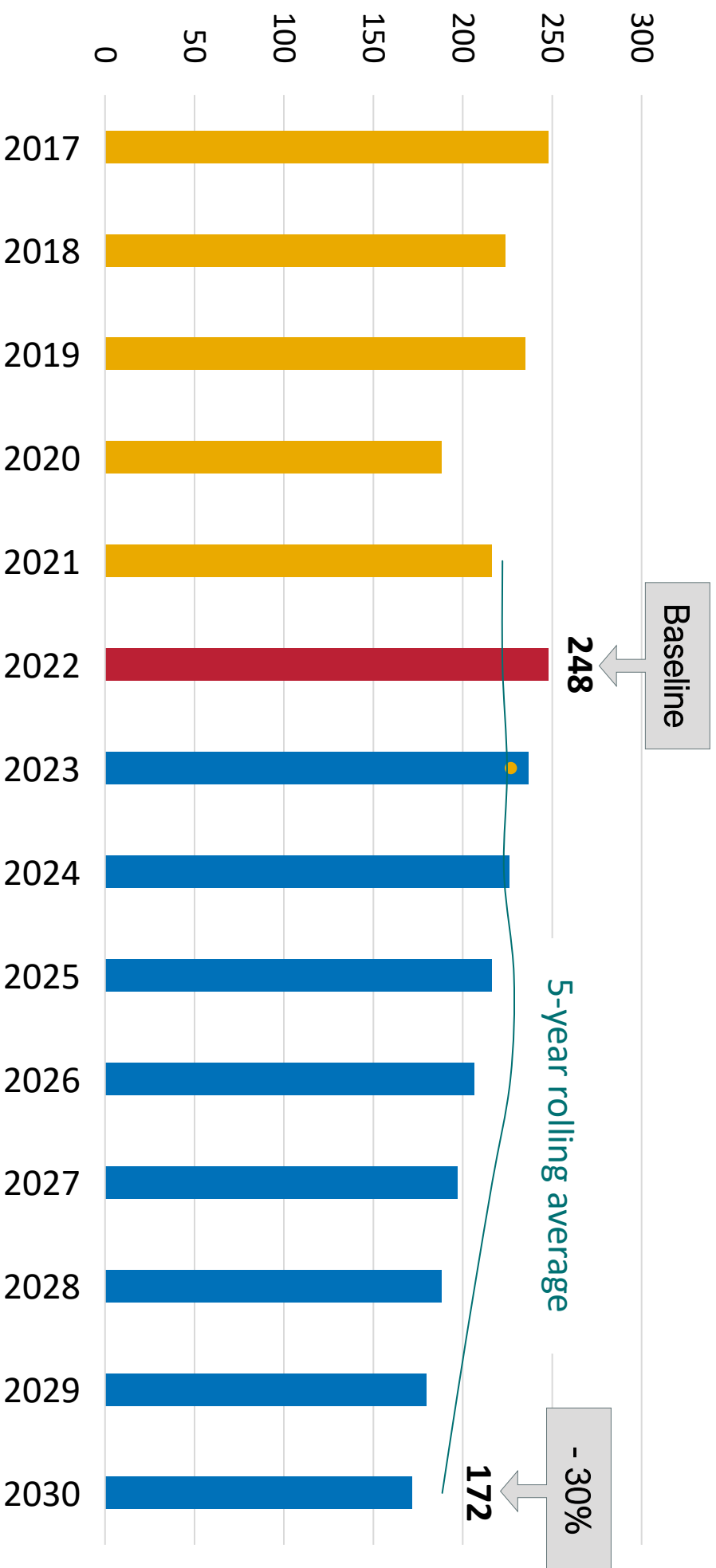
Figure 10: Fatalities Per 100,000 Population

Sources: City of Mesa - 2023 Annual Crash Report, Arizona - 2023 ADOT Crash Facts and ACS 1-year estimates from Census, United States - FARS.



# A Path Forward

## Fatalities and Serious Injuries



*Estimated annual reduction of 10 fatalities & serious injuries per year*





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# OZ

Safety Analysis

# High Risk Network

## ➤ Segments

## ➤ Collision History

- Severity (Fatal, Severe, Minor, Possible Injury)
- Vulnerable Mode (Ped, Bike, Motorcycle)
- Vulnerable Age (<18 or 65+)
- Federal Disadvantaged Community designation
- Results in a Collision Score

## ➤ Risk Factors

- Segments with 6 or more overlapping factors

Traffic Volume  
30K+

4+ Lanes

40+ MPH  
Posted Speed  
Limit

Within 1,000'  
of a School

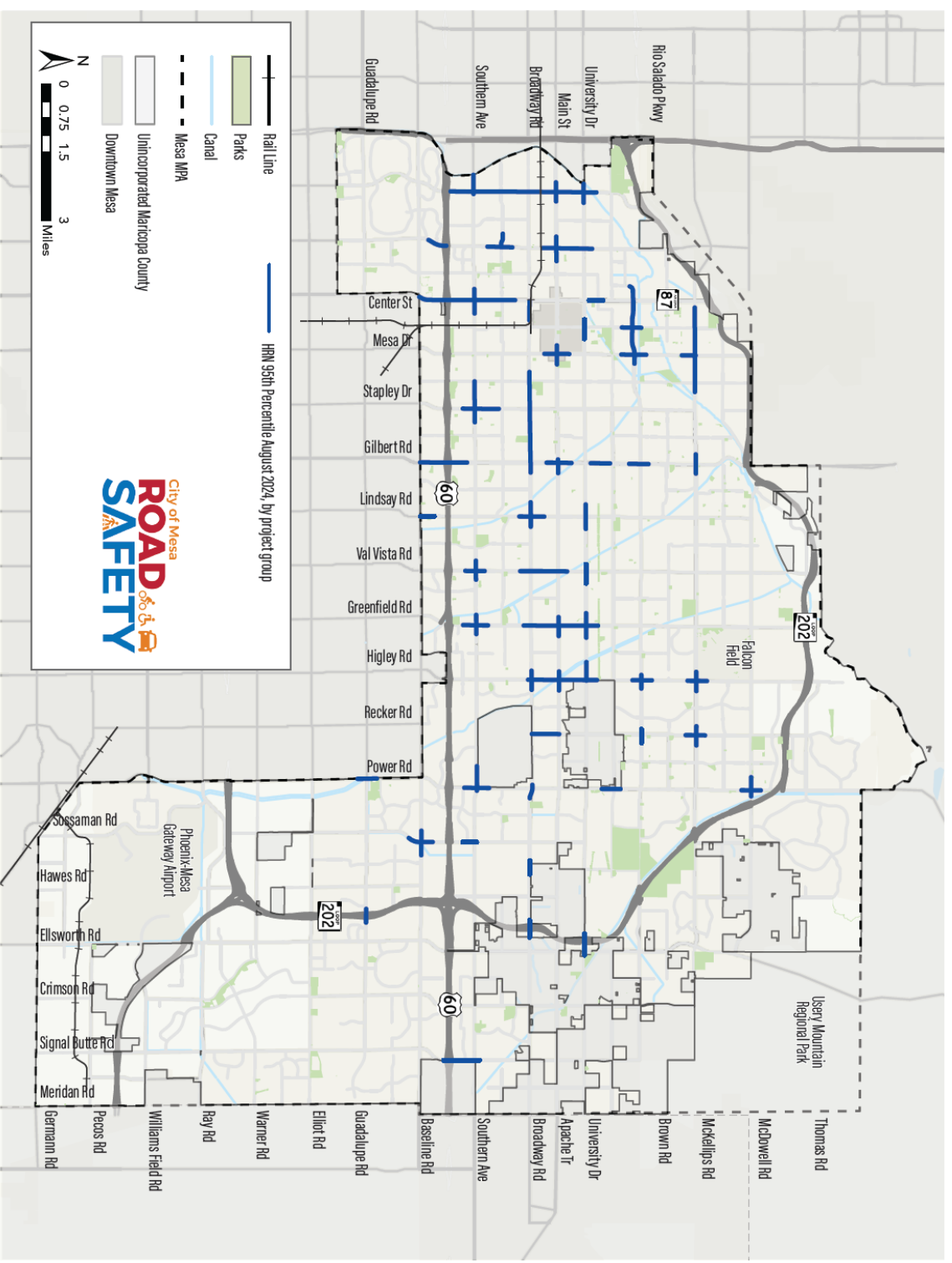
Two-Way-Left-  
Turn-Lanes

Commercial  
Land Use

Major  
Intersections

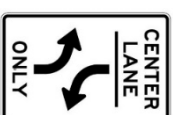
Traffic Signals

# High Risk Network





# Collision Profiles



Failed to Yield  
violations on streets  
with 40+ MPH posted  
speed

Head on collisions

Pedestrian collisions at  
signals on  
6+ lane streets

Pedestrian collisions  
between 6 PM and  
midnight in  
commercial areas

Collisions involving  
drivers age 65+

Collisions involving  
alcohol or drugs

Bike angle collisions at  
intersections  
(signalized and  
unsignalized)

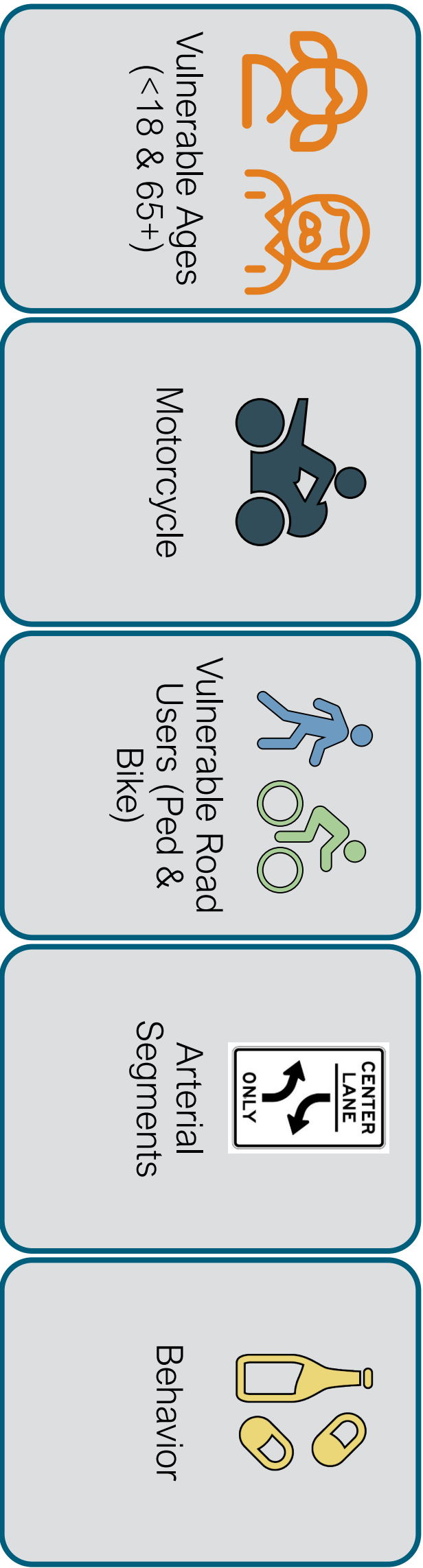
Bike and Pedestrian  
collisions involving  
people  
17 and under

Motorcycle and  
vehicle-only collisions  
involving left turns at  
signals without fully  
protected lefts

Motorcycle collisions at  
unsignalized  
intersections on  
arterials

Motorcycle single  
vehicle collisions

# Road Safety Focus Areas





Public  
Engagement



# Phase Two Public Engagement Elements

Event Name	Day and Date	Location	Attend / Distribute
<b>Multi-Cultural Fair – Hispanic Chamber</b>	Saturday, September 14	Pioneer Park	Attend In-Person
<b>College and Career Fair</b>	Monday, September 16	Mesa Convention Center	Attend In-Person
<b>COM Benefits Fair</b>	Thursday, October 5	Convention Center	Distribute Materials
<b>Celebrate Mesa</b>	Saturday, October 12	Red Mountain Sports Complex	Attend In-Person
<b>Dia de Los Muertos</b>	October 19 & 20	Mesa Arts Center	Attend In-Person
<b>GAIN Event</b>	Saturday, November 2	Multiple Locations	Distribute Materials

- In-person events
  - Bookmarks & Selfie Boards
  - Survey Boards
  - Updated Fact Sheet
  - Online Survey
    - Sept 16 through Nov 15






# In Person Feedback

**Do you agree with the proposed safety strategies?**

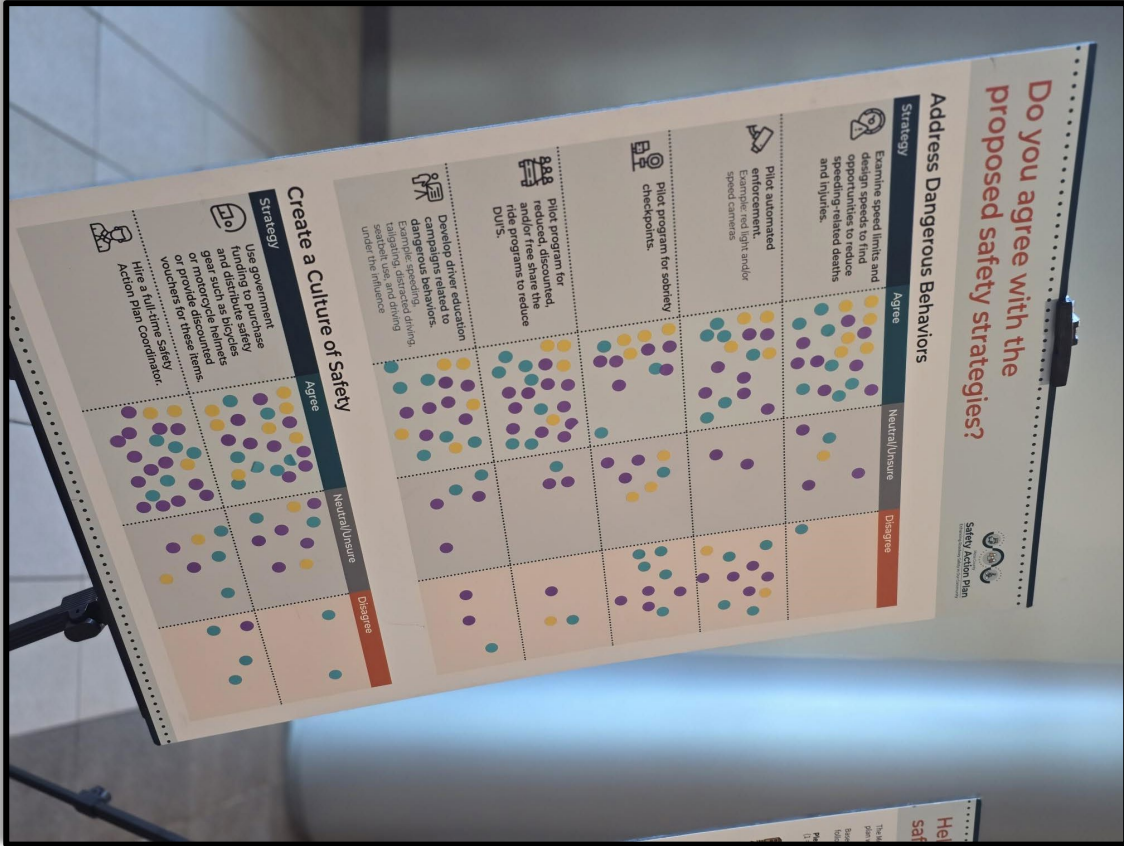
City of Mesa  
**ROAD SAFETY**  
Helping Mesa's Tomorrow Safer Streets

Please review the following strategies and rank them based on your level of agreement: disagree, neutral or agree. Your feedback on these strategies will help us prioritize and refine our road safety efforts.

### Non-Infrastructure

Strategy	Agree	Neutral/Unsure	Disagree
 <b>Promote Safer Speeds:</b> Mesa will promote safer speeds through enforcement, including expanding the use of automated enforcement systems, such as red light and speed cameras.			
 <b>More Severe Penalties:</b> Mesa will advocate for more severe penalties for dangerous driving behaviors, especially in cases where someone is seriously injured or killed.			
 <b>Increase Road Safety Awareness:</b> Mesa will increase awareness through education campaigns for community members under 25 and over 65, and motorcyclists.			
 <b>Prevent Driving Under the Influence (DUI):</b> Mesa will strengthen our enforcement and education programs to prevent driving under the influence of alcohol, drugs and prescription medications.			
 <b>Improve Data Analysis:</b> Mesa will continue to publish an annual crash report with new data to better understand crash types and how to prevent them.			

The United States Department of Transportation has adopted the Safe System Approach to help address the safety crisis on America's roadways. The Safe System Approach is the guiding paradigm of Mesa's Comprehensive Safety Action Plan, that will help move us closer to our shared safety goals.

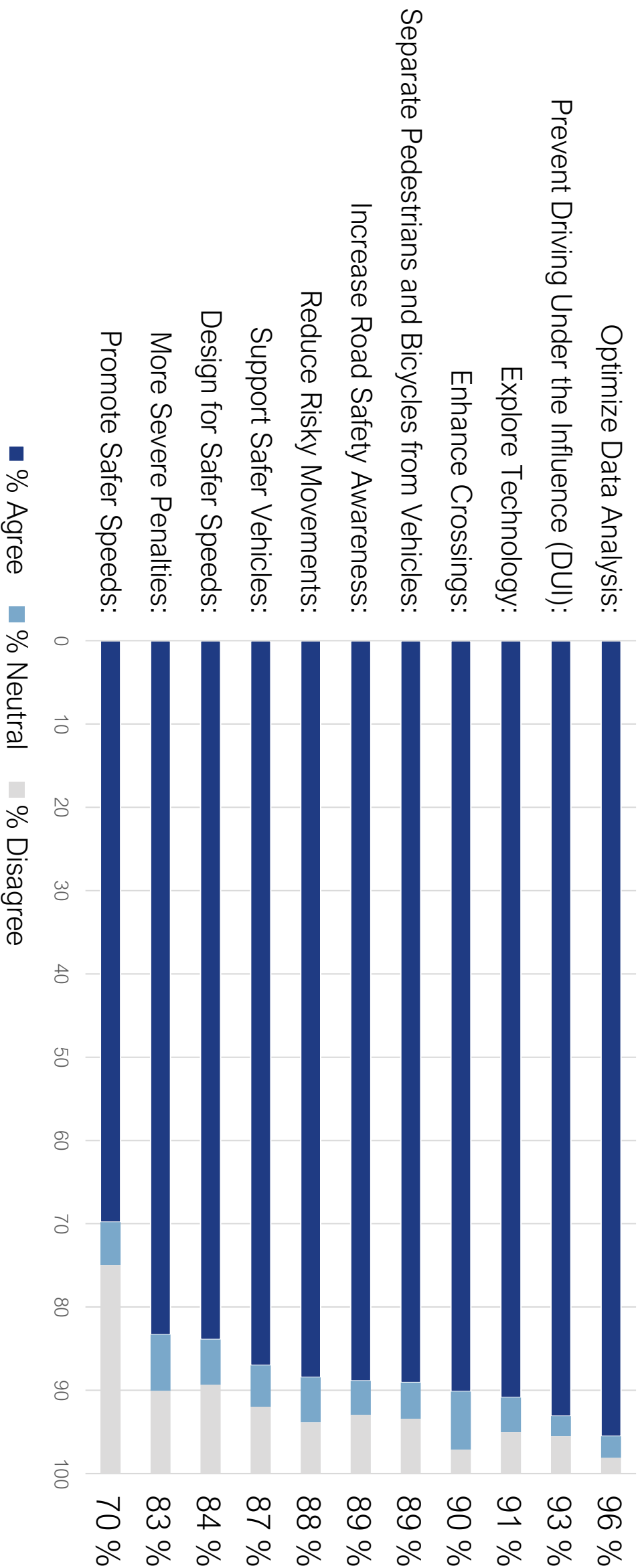


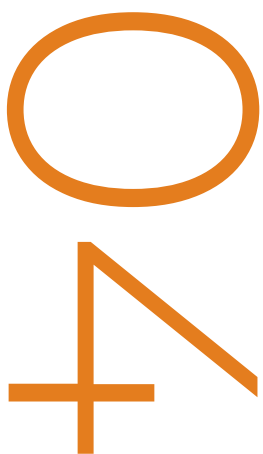




# Phase Two Survey Results

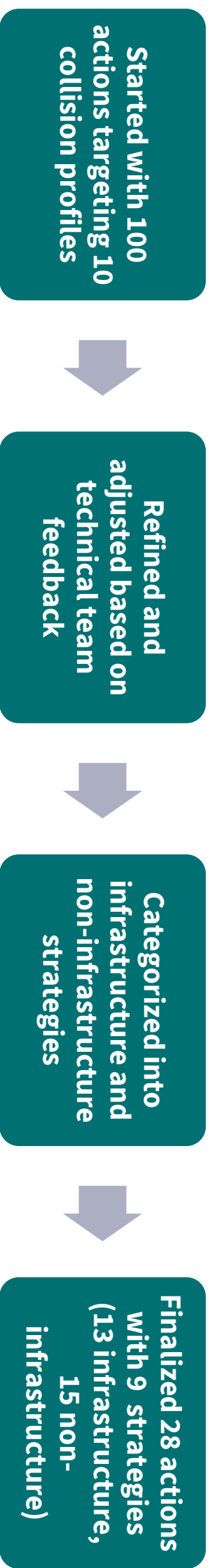
## Strategy Support





CSAP Strategies  
and Actions

# Strategy Refinement Process



# Strategy Prioritization

Identified and established metrics to prioritize strategies tailored to infrastructure and non-infrastructure.

## Strategies Prioritized By:

**Infrastructure**

FHWA Hierarchy:

1. Remove Severe Conflicts
2. Reduce Vehicle Speeds
3. Manage Conflicts in Time
4. Increase Attentiveness and Awareness

+

Collision Profile Score

**Non-Infrastructure**

Public Sentiment:

1. Enforce Existing Laws
2. Driver Education
3. Encouragement

+

Collision Profile Score



# Infrastructure Strategies

## 1. Enhance Crossings

2 Actions

## 2. Reduce Risky Movements

4 Actions

## 3. Separate Peds & Bikes from Vehicles

2 Actions

## 4. Design for Safer Speeds

3 Actions

## 5. Support Safer Vehicles

2 Actions

# Non-Infrastructure Strategies

## 1. Increase Road Safety Awareness

10 Actions

## 2. Prevent DUIs

2 Actions

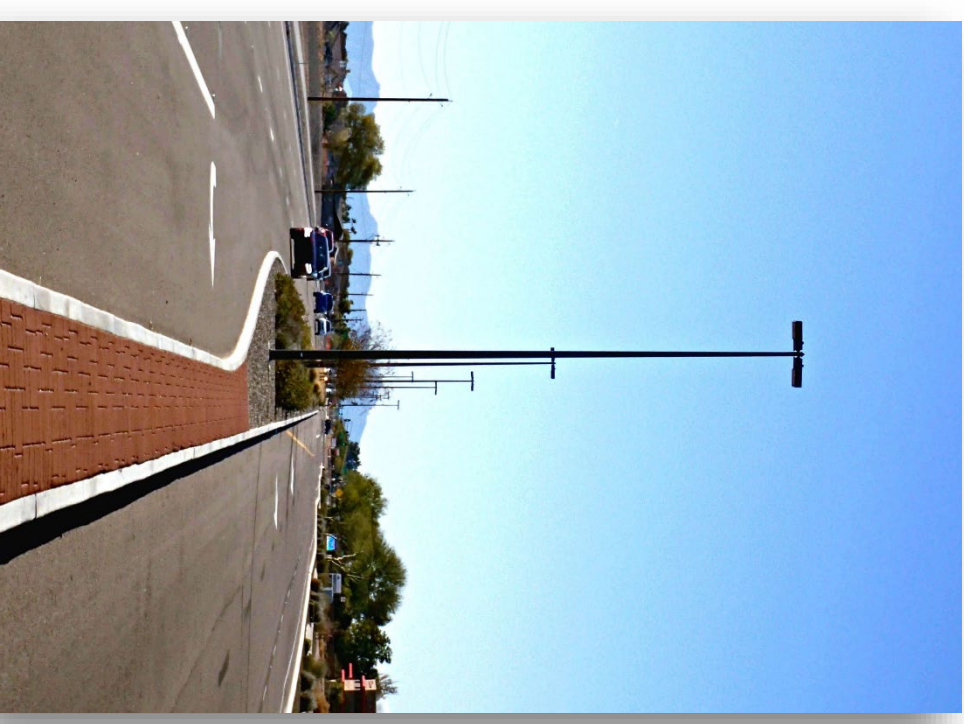
## 3. Optimize Data Analytics

3 Actions

# Sample Strategy & Action - Infrastructure

## Reduce Risky Movements

*Action: Install raised medians to reduce conflict points on arterial roads.*



# Sample Strategy & Action - Non-Infrastructure

## Increase Road Safety Awareness

*Action: Continue to publish an annual crash report with more data to better understand crash types and how to prevent them.*







# Strategy and Action Effectiveness

Action #	Action Name	Source	Description	Estimated Crash Reduction	Applicable Crashes
<b>Reduce Risky Movements</b>					
1	Raised Medians for Access Control	CMF ID 2220	Install Raised Medians	55%	Angle/LT crashes, Principal Arterials
	Left-in Left-out Operations	CMF ID 11064	Install left-in left-out treatment	33%	Angle/LT crashes
2	Implement Roundabouts	CMF ID 4868	Conversion of intersection to roundabout	42%	All crashes
<b>Protect Left Turn Movements</b>					
6	Permissive to Protected-Permitted	CMF ID 4270	Change permissive left-turn phasing to protected/permissive	14%	LT Crashes
	Permissive to Protected	CMF ID 333	Change from permissive to protected	99%	Angle/LT Crashes
	Change 5 - section "doghouse" signal head	CMF ID 7697	Change from 5-section "doghouse" protected/permissive left turn to flashing yellow arrow protected/permissive left turn	25%	LT Crashes
11	Straight Arrows at Freeways	CMF ID 11507	Install/modify wrong way signage	49%	Other (assumed related to on-ramp turning activity)

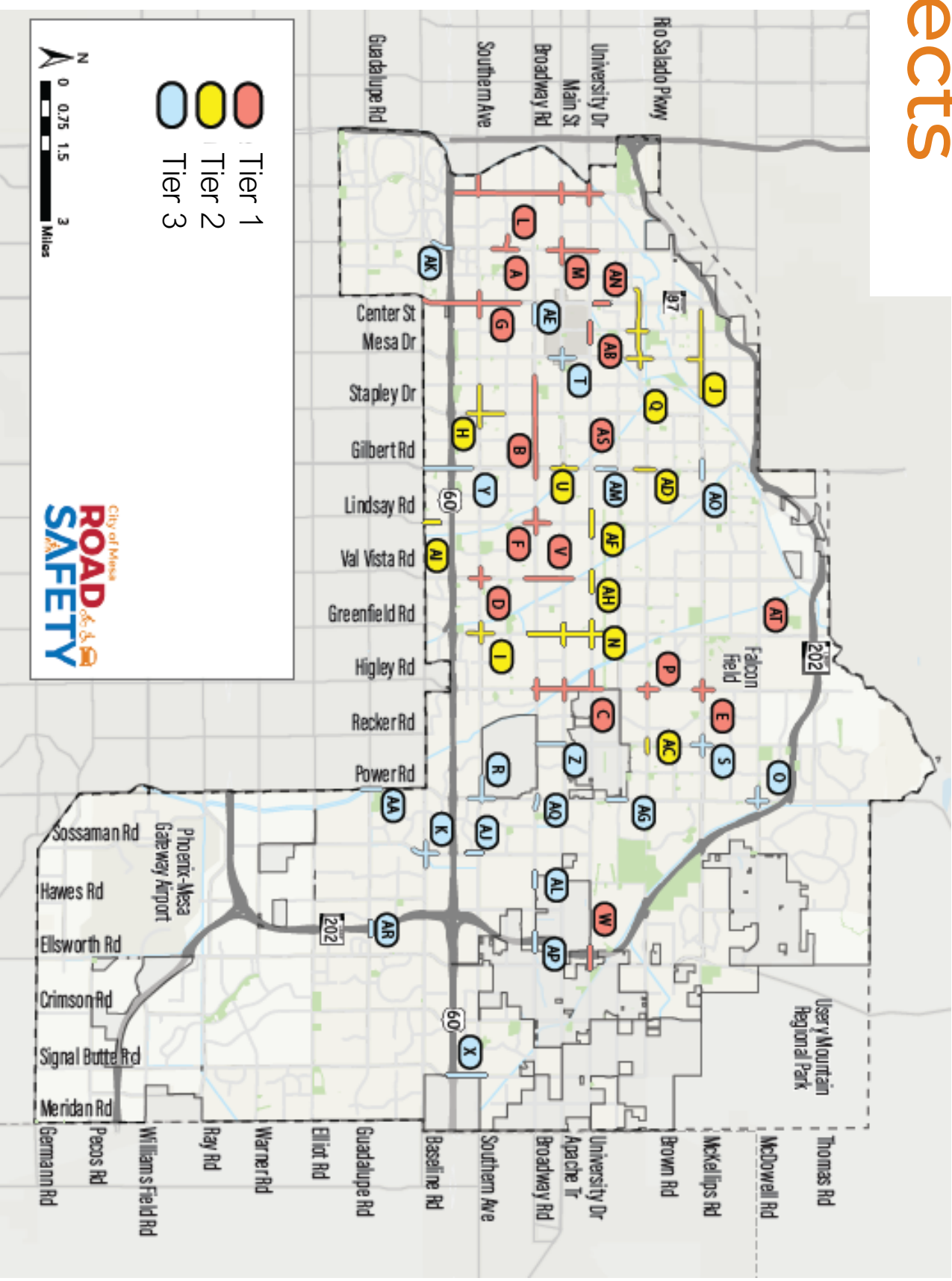
# CSAP Projects

Projects were identified, considering:

- HRN Score
- KSI/Mile
- Pedestrian, Bicycle, Motorcycle Crashes
- Predictive Safety Analysis

Project Totals:

- Tier 1 - 16
- Tier 2 - 11
- Tier 3 - 19





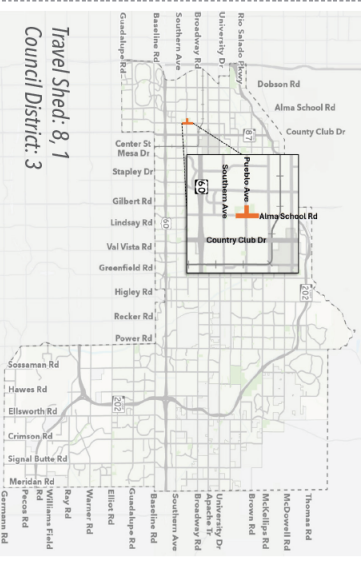
# Tier 1 HRN Project Sheets

## PROJECT A

### TIER 1

**Alma School Road (6th Avenue to Emerald Avenue) including Pueblo Avenue (Alma School Road to Standage)**

Alma School Road (0.47 miles) has three lanes in each direction, a two-way left-turn lane in the center of the roadway, and painted bike lanes. Pueblo Avenue (0.23 miles) is unstriped, with sufficient width for one lane in each direction and additional pavement. Alma School Road has fronting residential and commercial properties and is supported by transit service. Pueblo Avenue has fronting houses. Within the project limits, there are two signalized intersections and two all-way stops.



Travel Shed: 8, 1  
Council District: 3

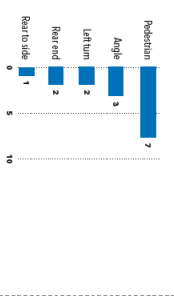
**SEVERE CRASH SUMMARY**  
Crashes by Year and Injury Severity

**SEVERE CRASHES PER MILE:** 21.43  
**DISADVANTAGED POPULATION:** 59%  
**CORRIDOR LENGTH THAT TOUCHES DISADVANTAGE:** 66%

**FEET & BIKE CRASHES PER MILE:** [Icon]  
**PEDESTRIAN CRASHES PER MILE:** [Icon]  
**TOUCHES DISADVANTAGE:** [Icon]



**Crashes by Collision Manner**



**PERIOD CRASH TOTAL**  
FATAL CRASHES: 4  
SERIOUS INJURY CRASHES: 11

**PERIOD CRASH TOTAL**  
PEDESTRIAN CRASHES: 7  
SERIOUS INJURY CRASHES: 11



PROPOSED PROJECT DEVELOPMENT SHEET  
PROJECT A



FEBRUARY 2025

### JUSTIFICATION

This project was selected for short term improvements because it has a HRN score above 9,000. Within the project limits, over the last 6 years evaluated there have been 4 fatal crashes, 11 serious injury crashes, 10 pedestrian crashes, 7 bicycle crashes and 3 motorcycle crashes.

### RAISED MEDIANS

Existing Medians: 0 LF  
TMP Proposed Medians: 0 LF  
CSAP Proposed Medians: 2,490 LF

### APPLIED STRATEGIES

- Reduce Risky Movements: 1, 2, 6
- Support Safer Vehicles
- Separate Beds and Bikes from Vehicles
- Enhance Crossings: 7, 12
- Design for Safer Speeds: 5, 8

### ROW WIDTH

Alma School Road: 80' - 120'  
Pueblo Avenue: 80'

### SPEED LIMIT

Alma School Road: 40 mph  
Pueblo Avenue: 25 mph

### ESTIMATED CRASH REDUCTION

- The estimated crash reduction for the top three applied strategies are:
- 60.8%, 1.52 KSI Crashes/Yr
  - 55%, 0.55 KSI Crashes/Yr
  - 43%, 0.14 KSI Crashes/Yr
  - 99%, 0.83 KSI Crashes/Yr

- Install raised median on Alma School Rd to reduce left turn conflict points, providing breaks as needed. Identify preferred location for median breaks and opportunities for driveway consolidation through access management plan.
- Evaluate feasibility for a roundabout and install if appropriate to correct intersection geometry, slow vehicles, and improve all-way stop control.
- Monitor vehicle speeds and update signal timing as needed to support vehicle progression.
- Operate left turns at signalized intersections with protected only phasing on approaches identified with left turn symbol. Feasibility has been evaluated through this study.
- Install PHB crossing to support access to commercial and provide signalized crossing opportunity at appropriate spacing. Verify location proposed.
- Construct curb bulb out at northwest corner of Alma School Rd and Pueblo Ave for southbound approach to reduce crossing distance and slow vehicles.
- Improve visibility of pedestrian crosswalks, providing continental style crosswalk markings and stop bar.
- Install pedestrian enhancements at traffic signals such as leading pedestrian intervals (LPI) and intersection lighting.
- Project limits



DESCRIPTION	SCALE	QTY	UNIT	% OF TOTAL	AMOUNT
Round Median		2,900	LF	15%	\$1,265,000
Roundabout		1	EA	1%	\$723,200
Signal timing improvements		2	EA	1%	\$18,000
Convert to Protected Left Turn Phasing		1	EA	1%	\$16,000
Pedestrian Hybrid Beacon (PHB)		2	EA	1%	\$850,000
Curb Bulb Out		1	EA	1%	\$22,000
Pedestrian Crosswalk Improvements		8	EA	1%	\$94,400
Pedestrian Lighting Improvements		1	EA	1%	\$45,000
Leading Pedestrian Interval		1	EA	1%	\$2,000
Signage and Pavement Marking		1	EA	1%	\$71,000
<b>Subtotal</b>					<b>\$3,015,000</b>
Contingency				3%	90,500
Planning, Design, Development Activities				2%	503,000
<b>TOTAL</b>					<b>\$4,528,000</b>
Annual Cost					\$543,600
Annual Benefit					\$5,246,071
Benefit:Cost Ratio					3.7

DISCLAIMER: THE CONCEPT AS SHOWN WILL NEED TO BE FURTHER DEVELOPED FOLLOWING STANDARD CITY PROJECT DEVELOPMENT PROCESSES, INCLUDING PUBLIC ENGAGEMENT ACTIVITIES.



PROPOSED PROJECT DEVELOPMENT SHEET  
PROJECT A

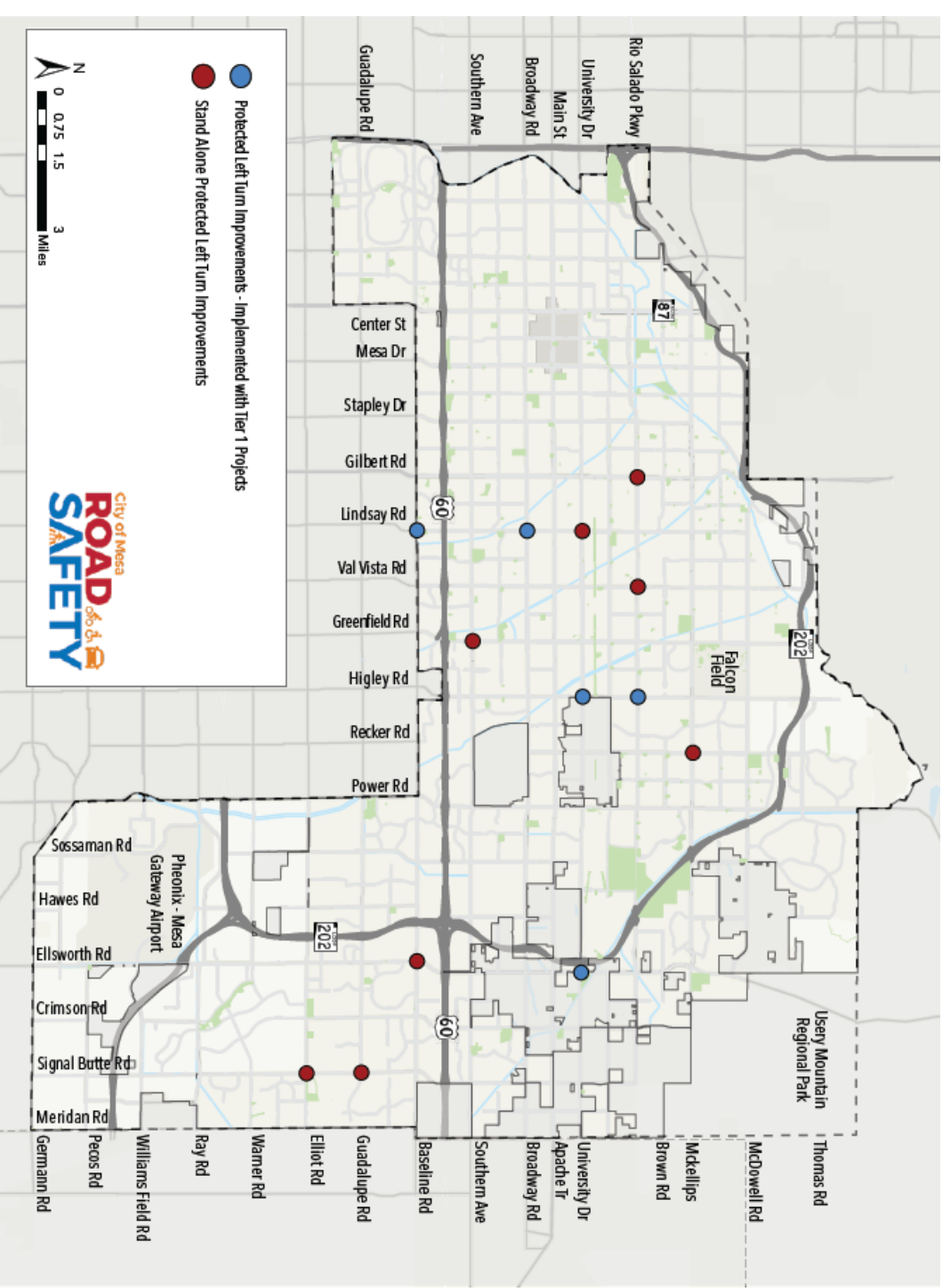


FEBRUARY 2025



# Left-Turn Phasing Evaluation

- Currently 61 of Mesa's 501 signals are fully protected
- **28 intersections** in the City were selected for left-turn phasing evaluations
- **13 intersections** are recommended for protected left turn phasing implementation
- These intersections account for **35 KSI** crashes in the past 3 years





# OS

Tracking and  
Monitoring

# Tracking Towards The Goal

## When Will We Get There?

### Initial Years- Gather

#### Information:

How/if strategies are  
being implemented?

How often/to what extent?



#### Set Targets Per Strategy:

##### *Example*

- 1 location/year
- 1 education campaign effort/quarter



#### Outcomes

Based on targets, each  
strategy can be measured for  
effectiveness

30% reduction by 2030



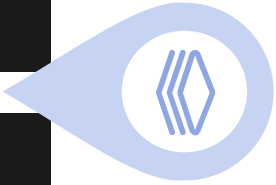
# 06

Next Steps

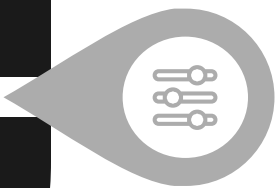
# NEXT STEPS



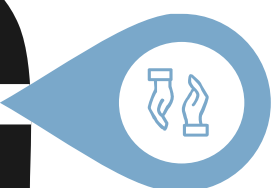
IDENTIFY FOCUS  
AREAS AND  
STRATEGIES



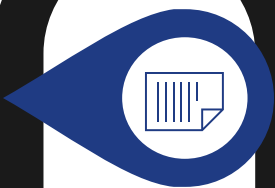
DEVELOP AND  
PRIORITIZE  
PROJECTS  
Summer/Fall '24



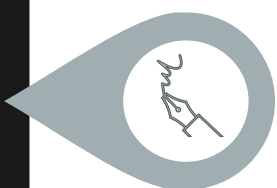
PUBLIC  
ENGAGEMENT  
PHASE 2  
Fall '24



PUBLIC  
ENGAGEMENT  
PHASE 3  
2025



PREPARE DRAFT  
AND FINAL PLAN  
**We are here**



GRANT  
OPPORTUNITIES  
2025



City of Mesa  
**ROAD** SAFETY



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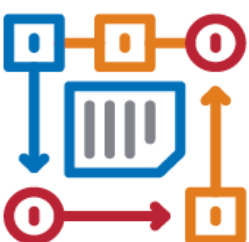
**Q7**  
Q&A

# CSAP Building Blocks



## Task 1: Project Management

- Continuous Project Management Team Meetings



## Task 2: Discovery and Data Analysis

- Review Background Documents
- Systemic Safety Analysis
- High Risk Network
- Top Collision Profiles
- Equity Analysis



## Task 3: Engagement and Collaboration

- Five Transportation Advisory Board Meetings
- Two Sustainability and Transportation Committee Meetings
- Two Phases of Community Touchpoints



## Task 4: Benchmarking Policies and Processes

- Highlighting Existing Work Efforts
- Safe Systems Benchmarking
- Alignment with Federal Safety Goals and Guidance
- Alignment with Best Practice Design Standards and Guidance

# CSAP Building Blocks



## Task 5: Strategy And Project Selections

- Establishing Infrastructure Strategies and Developing Actions
- Establishing Non-Infrastructure Strategies and Developing Actions
- Developing Prioritization Methodologies



## Task 6: Project Identification

- HRN Project Development
- Systemic Left Turn Phasing Evaluation
- Countermeasure Effectiveness and Benefit/Cost Ratio
- Developing Performance Review Cycle



## Task 7: Prepare Draft and Final Plan

- Identifying Funding Opportunities
- Final Report



## Task 8: Post Plan Support and Outreach Services

- Community Outreach
- Safety Pledge



# Collision Profiles & Injury Severity

## Collision Profiles

	Share of Citywide KSI
Failed to Yield violations on streets with 40+ MPH posted speed	31.27%
Collisions involving drivers age 65+	23.47%
Collisions involving alcohol or drugs	21.22%
Motorcycle and vehicle-only collisions involving left turns at signals without fully protected lefts	19.37%

**63%** of the time  
someone is seriously  
injured or killed, it is  
one or more of these  
four collision profiles

*KSI = Killed or Seriously Injured*



Moving Mesa Towards Safer Streets

The City of Mesa is committed to a **30% reduction in fatalities and serious injuries** caused by motor vehicle crashes by 2030. To achieve this goal, the City is developing a **Comprehensive Safety Action Plan**.

**The Action Plan is for ALL roadway users who live, work or play in the City.**

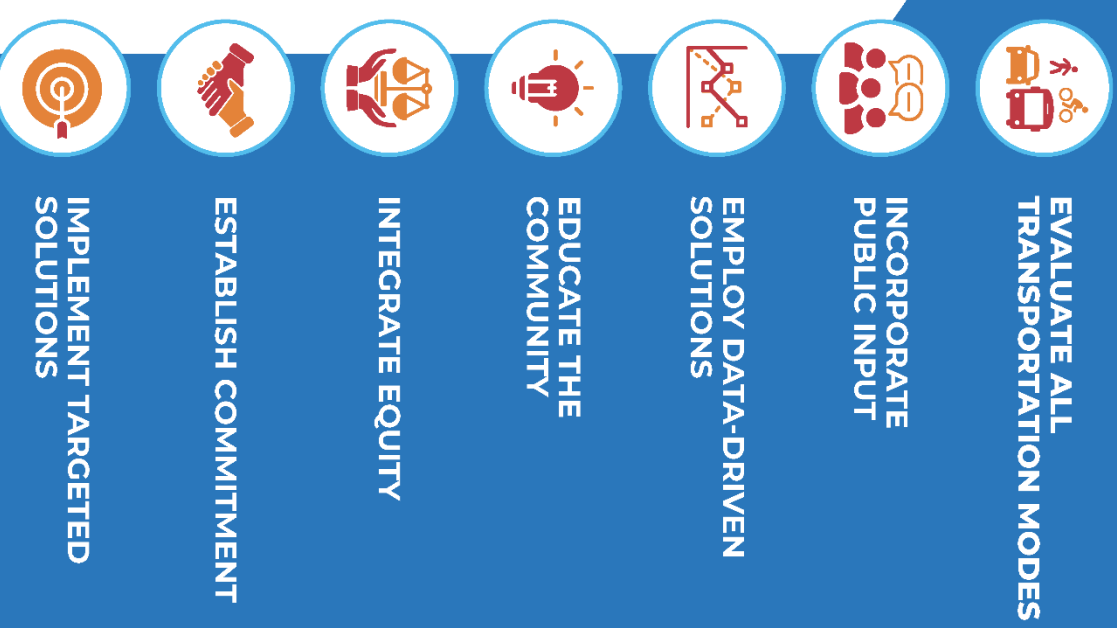
The City asked the community (including drivers, pedestrians and bicyclists) about their transportation and mobility safety concerns from **April 3 – May 31, 2024**.

**2,559** people completed the survey

**Common themes included:**

- ➔ 42% of respondents agreed that Mesa streets are safe.
- ➔ Most respondents felt red-light running and distracted driving were the behaviors of **greatest concern**.
- ➔ Respondents indicated that intersections, main roads and turn lanes are the areas with the **highest perceived risk**.
- ➔ Most respondents said they would feel safer by **improving enforcement** of current traffic laws and **improving the design** of roadways, bike facilities and sidewalks.

**THIS PLAN WILL:**




# Fact Sheet (Front)

## NEXT STEPS:

Based on public feedback and technical analysis, the project team is identifying strategies to build a community culture of safety and save lives. These strategies will be evaluated for implementation in the next phase of the project. A key piece of the evaluation process is community feedback on plan elements. The public can share their input through an online survey this fall.

### Strategies being evaluated include:



Managing traffic flow and providing drivers up-to-date information with enhanced technology and communication systems to reduce the risk of crashes.



Installing and enhancing mid-block crossings for pedestrians and bicyclists.




Encouraging safer speeds on Mesa roadways through infrastructure and enforcement enhancements.



Reducing turning vehicle conflict points by installing raised medians, particularly near intersections.



Enhancing education on road safety risks for community members under 25 and over 65.



Re-building traffic signals or expanding intersections to be able to protect left turn phases to reduce conflicts.

# Fact Sheet (back)

## STAY ENGAGED WITH US!

**Give Feedback** – Provide your feedback on plan elements through a survey on the project website and at upcoming community events this fall.

**Get Involved** - Sign up for information and updates on the website.

**Spread the Word** - Share the website and information about the Action Plan with your family, friends, co-workers and neighbors!



# Sample Strategy & Action - Infrastructure

## Separate Pedestrians & Bikes From Vehicles

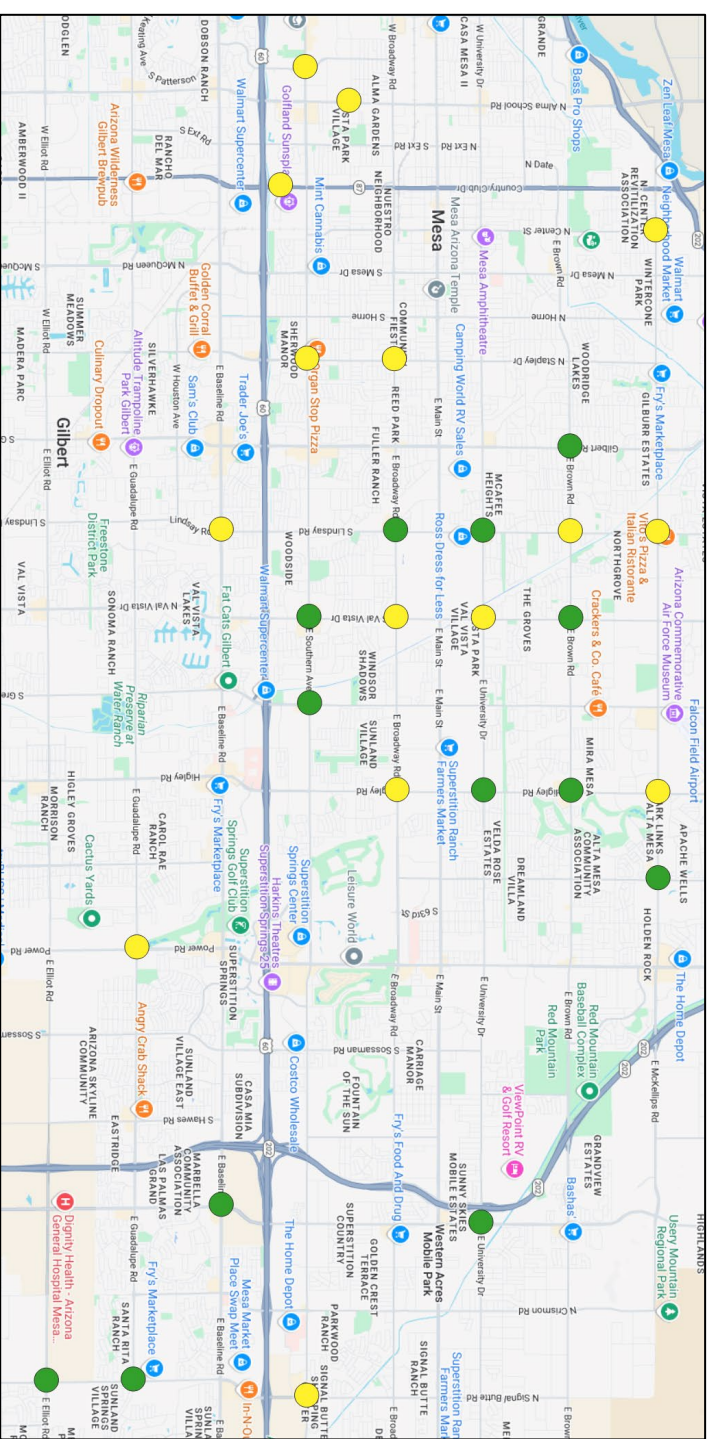
*Install buffered and separated bicycle lanes, including pavement markings, green paint, and physical barriers, where there is right of way or pavement space to accommodate a buffer or separation.*





# Left-Turn Phasing Evaluation

- Currently 61 of Mesa's 501 signals are fully protected
- 28 intersections in the City were selected for left-turn phasing evaluations
- 13 intersections are recommended for protected left turn phasing implementation
- These intersections account for 35 KSI crashes in the past 3 years



● = Evaluated intersection      ● = Recommended protected left turn phasing intersection