

TRANSPORTATION ADVISORY BOARD MINUTES

APPROVED

HELD ON July 15, 2025

The Transportation Advisory Board of the City of Mesa met in the Lower Council Chambers, 57 East 1st Street, on July 15, 2025, at 5:30 p.m.

<u>TAB Members Present</u>	<u>TAB Members Absent</u>	<u>Others Present</u>
Daniel Hartig (Chairperson)	Tara Bingdazzo	Ryan Hudson
Mike James (Vice Chairperson)	Daniel Laufer	Anna Janusz
Dana Alvidrez	Melissa Leon	Ryan Stokes
Lea Bertoni		Erik Guderian
Justin Bond		Sabine King
Rob Crist		
Michelle McCroskey		
Tim Meyer		

Chairperson Hartig called July 15, 2025, Transportation Advisory Board meeting to order at 5:30 pm.

Item 1. Approval of the minutes of the Transportation Advisory Board meeting held on May 20, 2025.

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

Upon tabulation of votes, it showed:

AYES – Hartig – James – Alvidrez – Bertoni – Bond – Crist – McCroskey – Meyer

NAYS – None

Item 2. Acknowledge incoming Board Members Justin Bond and Tim Meyer.

Chairperson Hartig acknowledged incoming members Justin Bond and Tim Meyer. He asked them to introduce themselves to the board which they did.

Item 3. Items from citizens present.

None

Item 4. Hear and discuss a presentation on the Mesa Moves Bond Program Update.

Erik Guderian, Interim Transportation Director, introduced himself and Sabine King, Supervising Engineer. He indicated that they would be giving a presentation on the Mesa Moves Bond Program update.

Mr. Guderian explained that the bond money authorized by voters in 2020, together with funding from the Maricopa Association of Governments (MAG), provided 162 million dollars in available funds. However, due to rising costs, project estimates have increased from 162 million in 2020 to 305 million in 2024. He outlined actions taken to address the shortfall including prioritizing projects, maximizing reimbursements, using additional Transportation funds, and placing certain projects on hold. Mr. Guderian then invited Ms. King to share further details.

Ms. King explained the status of the Regional Roadway Improvements - those completed, under construction, scheduled to begin construction in 2025, still in design, and placed on hold. She also provided updates on active Transportation projects that were included in the Mesa Moves Bond Program.

Mr. Guderian explained anticipated progress in the upcoming year and noted key issues to monitor. He stated that additional projects may be funded as reimbursements are received from MAG and as grants become available.

Chairperson Hartig asked whether there are any limitations on how MAG reimbursements may be used.

Mr. Guderian confirmed there are no limitations. The funds are returned to the Transportation Fund and applied towards additional transportation-related projects.

Vice Chairperson James inquired about funding for Southern Avenue and Country Club Drive and expressed support for progress on Broadway Road.

Mr. Guderian recalled that the feasibility study for Broadway Road began in 2017 and updated that the large-scale capital project will initiate construction this calendar year. He then explained that the Southern Avenue and Country Club Drive project, listed in the bond, involves arterial reconstruction with safety improvements – covering approximately one mile of Country Club Drive and two miles of Southern Avenue. The estimated cost is \$30-40 million. Due to the scale and cost of the project, it will be phased, with the first phase being Country Club Drive from US-60 through the Southern Avenue intersection. Mr. Guderian emphasized the need for safety enhancements to improve pedestrian movements. He added that the other phases on Southern Avenue and Country Club Drive will follow that.

Board Member Alvidrez asked if they were seeking additional grant money to fund the safety improvement projects.

Ms. King responded that they applied for a grant to improve 8 intersections with protected left turns. She explained that the project was selected for its relatively straightforward design. The

requested grant money is just over \$3 million, and they are awaiting a response from the federal government as it was an application for the Safe Streets for All federal grant program.

Mr. Guderian added that grant funding was not pursued for Broadway Road or Country Club Drive projects since they had already been completed. Seeking federal funding would have required restarting the process and obtaining federal clearances, which could have been an 18-month process. This option could be explored with additional road segments in the future.

Chairman Hartig thanked Erik and Sabine for the presentation after confirming that there were no other questions from the Board.

Item 5. Hear and discuss a presentation on Mesa's Citywide Crash Analysis Update.

Ryan Hudson, City Traffic Engineer, introduced himself and indicated that he would be giving a presentation on Mesa's Citywide Crash Analysis.

Mr. Hudson reviewed the agenda and outlined Mesa's crash data workflow. He discussed the types of crash analysis, including locational and historical trends. Mr. Hudson highlighted the Mesa Comprehensive Safety Action Plan (CSAP) and explained its connection to the annual crash report and crash data. Mr. Hudson compared national, state and local crash data, explaining that while fatal crashes decreased nationally in 2024 compared to 2023, motorcycle fatalities increased. When presenting the Arizona Department of Transportation (ADOT) 2023 crash facts, he pointed out category changes and a significant increase in motorcycle fatalities and injuries from the previous year. He then presented some statistics from Mesa's annual crash reports for 2023 and 2024, along with preliminary data from the first six months of 2025. He highlighted 10-year statistics and trends, comparing City of Mesa to national and state trends. Mr. Hudson also discussed serious injury, and bike and pedestrian crash trends in the City of Mesa. He presented City of Mesa fatalities by unit type, crash manner, and violation type, highlighting the increase trend in motorcycle crashes from 2020 to 2024. He noted that 25% of all reported fatal crashes in Mesa involved motorcyclists, most of which occurred on arterial roads, with more than half involving a left turn movement. Mr. Hudson further emphasized that crashes involving vulnerable road users are overrepresented in the statistics, with nearly two-thirds of crashes involving a pedestrian, bicyclist or motorcyclist. The most common cited violations associated with fatal crashes were Failure to Yield (25%), Disregarded Signal (15%) and Speed (14%). He highlighted Mesa's goal of reducing annual fatalities and serious injuries by 30% by the year 2030, per the CSAP goal, and showed a chart showing the progress and needed trajectory. He explained how crash data is mapped and described tools such as MAG's Top 100 intersections ranked by crash risk, where the City of Mesa had only two intersections listed, both in the lowest category. He also described other proactive network screening tools and mentioned the Safety Task Force meetings between the Mesa Police Department and the Transportation Department. Mr. Hudson concluded with a summary of 2025 safety improvements projects and investments.

Board Member Bertoni asked Mr. Hudson to explain what angle crashes are.

Mr. Hudson explained that angle crashes are those that involve perpendicular vehicle or user movements. Some examples of prominent angle crashes are when one vehicle proceeds through an intersection on a green light while another runs a red light, resulting in a T-Bone collision. Another prominent angle crash happens when a driver exits a driveway onto an arterial street and is struck by a through-traveling vehicle on the arterial street.

Board Member McCroskey inquired whether the increase in motorcycle crashes could be linked to more people riding them.

Mr. Hudson confirmed that there is an increase in motorcycle users and that crash trends are clear and consistent. The most common crashes involve the motorcyclist traveling straight while a vehicle fails to yield to the motorcyclist and turns in front of them. He noted that he is not aware of any data tied to motorcycle registration and invited Lieutenant Stokes to provide additional input.

Lieutenant Stokes stated that many riders are not wearing helmets. They are seeing the helmet strapped to the motorcycle but not being used. He noted that Arizona law does not require riders over 18 to wear helmets.

Board Member McCroskey expressed concern about frequent red light running and asked if such crashes are tracked.

Mr. Hudson explained that red light running fall under the category of “disregarded signal”, which also includes other types of collisions such as a pedestrian violating crosswalk signals. He stated that part of the Comprehensive Safety Action Plan (CSAP) places strong emphasis on the photo safety program, particularly red light running, and that this collision profile is carefully analyzed.

Board Member McCroskey expressed her support and noted her concern that legislation may again seek to eliminate photo safety cameras, stressing the importance of using crash data to show and share how it ties into some of the fatalities.

Board Member Crist inquired whether the data distinguishes between traditional bicycles and motorized bicycles.

Mr. Hudson responded that is a major, current focus of the Mesa Police Department. He explained that as they review the annual data, they read every reported bicycle and motorcycle crash. During the data cleaning process, some of this information comes out. However, he noted that it is challenging to extract precise details on whether a crash involved a traditional bicycle, an electric bicycle, an illegal electric bicycle, an illegal gas-powered bicycle or a motorcycle. He added that this has been an area of focus, and they are beginning to track it more closely.

Board Member McCroskey remarked that without clear tracking, it is difficult to justify new rules for motorized bicycles.

Board Member Bertoni asked how residents can request a review of an intersection.

Mr. Hudson responded that requests can be made through the online traffic study request form or by calling the Transportation Department directly.

Board Member Meyer asked whether moped-style scooters are classified as motorcycles or bicycles.

Mr. Hudson referred the question to Lieutenant Stokes, who explained that classification depends on the maximum speed - anything capable of exceeding 40 MPH is considered a motorcycle. He added that brochures explaining these rules are available and offered copies to the board.

Board Member McCroskey inquired whether moped scooters are allowed in bicycle lane and expressed interest in seeing the presentation again on the different types of bicycles and what rules apply to them.

Lieutenant Stokes responded that this information is included in the newest version of the brochure.

Board Member Meyer asked whether crash reports include age data.

Mr. Hudson confirmed that the 2023 Annual Crash Report, included as an attachment to the meeting materials, contains age-related statistics. This type of data is accessible and is included in Mesa's crash analysis.

Chairperson Hartig referred to the MAG slide that shows only two intersections in the City of Mesa and what that implied for MAG's support for safety.

Mr. Hudson explained that his team identifies the City of Mesa's safety needs based on local data analysis. He said funding those needs is aligned with broader Transportation priorities rather than relying heavily on MAG's regional funds.

Mr. Guderian added that it depends on the funding type and source. While the City of Mesa may receive less regional funding, it is great news that the City of Mesa doesn't have as many issues as other cities. He noted that the City of Mesa staff relies on other solutions, such as a Capital Improvement Projects.

Board Member Alvidrez noted that the City of Mesa's data is more detailed than MAG's, which doesn't include traffic volumes or other information like crash type details. She emphasized that City of Mesa's data provides better insight for identifying patterns and trends.

Board Member McCroskey suggested that knowing the age of riders using motorized bicycles would help target education efforts at schools.

Mr. Guderian noted that staff already visit schools to promote safety and reported that the most at-risk groups are the new drivers aged 16 to 25 years old and older drivers 65 and over.

Board Member Bertoni recommended collaboration with ADOT's Medical Review program, which works with older drivers.

Board Member Bond shared that the City of Tempe uses posts suggesting speed limit for bicycles on shared-use paths. Then he asked whether the City of Mesa had seen changes in safety concerns following the improvements at the intersection of Southern Avenue and Stapley Drive.

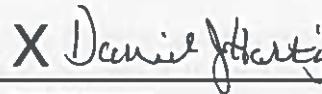
Mr. Hudson responded that the intersection of Southern Avenue and Stapley Drive had previously been rated in either red or orange category for safety improvements, but early results after the improvements have been positive.

It was motioned by Board Member Meyer, seconded by Board Member Crist, to adjourn the meeting.

AYES – Hartig – James – Alvidrez – Bertoni – Bond – Crist – McCroskey – Meyer

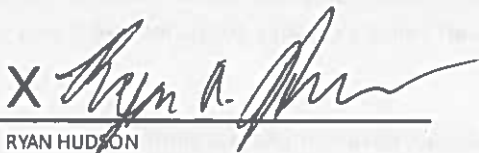
NAYS – None

Meeting adjourned at 6:39 pm.

X 

DANIEL HARTIG
CHAIRPERSON

ATTEST:

X 

RYAN HUDSON
CITY TRAFFIC ENGINEER

2020 Mesa Moves Bond Program Project Status

Transportation Advisory Board
July 2025

Erik Guderian, P.E.
Interim Transportation Director



Mesa voters authorized, on November 3, 2020, the City of Mesa to issue \$100M of General Obligation Bonds to fund transportation projects throughout the City

2020 Mesa Moves Bond Program Summary

$$\text{\$100M} + \text{\$62M} = \text{\$162M}$$

*City of Mesa
General Obligation
Street Bond*

*Maricopa Association of
Governments (MAG)
Funding*

*Total Available Funds
For Transportation Projects*

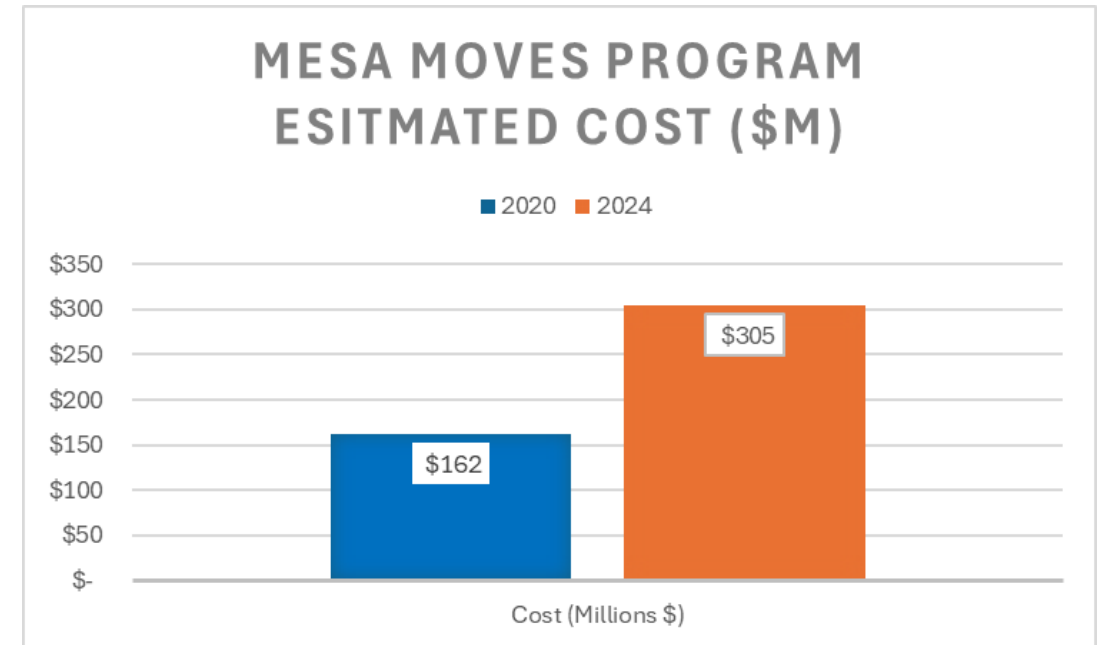
2020 Mesa Moves Bond Program Project Costs

Price Increase since 2020

- Materials
- Labor
- Real Estate

Actions Taken

- Prioritize Projects based on need and reimbursement
- Work with MAG for maximizing reimbursements
- Used additional funding from Transportation Funds
- Place some projects on hold



2020 Mesa Moves Bond Program Summary

2020 Projects with Bond Funding

2020 Transportation Bonds	Bond Amount	Current Bond Amount	Other Funding*	Transportation Project Cost	Status
Broadway Rd-Mesa Dr to Stapley	\$17,500,000	\$ 28,006,155	\$ -	\$ 28,006,155	Design Complete
Elliot Rd-Sossaman Rd to Ellsworth Rd	\$18,100,000	\$ 2,553,702	\$ 33,700,840	\$ 36,254,542	Design
Ellsworth Rd-Germann Rd to Ray Rd	\$6,200,000	\$ 8,150,718	\$ 26,058,090	\$ 34,208,808	Construction
Ray Road Connections to Ellsworth Rd	\$4,800,000	\$ 13,461,398	\$ 1,094,880	\$ 14,556,278	Construction
Signal Butte Rd-Williams Field to Pecos	\$9,500,000	\$ 9,583,016	\$ 7,300,000	\$ 16,883,016	Complete
Sossaman Rd-Ray Rd to Warner Rd	\$4,400,000	\$ 8,137,106	\$ -	\$ 8,137,106	Complete
Sossaman Road and Baseline Road	\$1,200,000	\$ 2,130,577	\$ -	\$ 2,130,577	Complete
Stapley Dr & University Dr	\$9,400,000	\$ 1,787,463	\$ -	\$ 22,855,219	Design only - construction deferred and unfunded
Val Vista Drive-US60 to Pueblo Ave	\$6,500,000	\$ 17,178,303	\$ -	\$ 17,178,303	Construction
Williams Field Rd:SR24 to Ellsworth Rd	\$10,000,000	\$ 9,011,562	\$ 3,738,321	\$ 12,749,883	Complete
Williams Field Road:Airport Aviation Way & Gateway	\$1,300,000				
Arterial Reconstructions	\$11,100,000	\$ -	\$ -	\$ -	Bond funds moved to other projects
Total Bond	\$100,000,000	\$ 100,000,000	\$ 71,892,131	\$ 192,959,887	

* Other funding includes funding sources such as local street sales tax and transportation fund.

2020 Mesa Moves Bond Program Summary

Other Program Projects

2020 Transportation - MAG Funds	Original Program Amount	Total Project Cost	Status
Signal Butte Rd-Pecos to Germann	\$ 4,000,000	\$ 6,476,648	Complete
City Share	\$ 38,000,000	\$ 1,817,500	As needed
Arterial Reconstruction-Stapley Dr from University to McKellips		\$ -	Unfunded/Deferred
Arterial Reconstruction-Broadway Rd from Stapley to Gilbert		\$ -	Unfunded/Deferred
Arterial Reconstruction-Broadway Rd East of Country Club to west of Mesa Dr		\$ -	Unfunded/Deferred
Country Club Dr & Southern Ave		\$ 36,532,234	Design only-construction unfunded
Arterial Reconstruction-Greenfield Rd-Main St to Adobe Rd		\$ 14,597,536	Construction
Arterial Reconstruction-Greenfield Rd-Southern Ave to Main St		\$ 7,113,204	Construction-also includes HURF funding \$2,139,983
Arterial Reconstruction-Southern Ave - Gilbert Rd to Val Vista Dr		\$ 206,650	Study complete
Center Street-Brown Rd to Broadway Rd	\$ 20,000,000	\$ 146,079	Study complete
Lehi Loop SUP Phase 2		\$ -	Deferred
Mesa Gateway Phase 3		\$ 625,351	Design only-construction unfunded
US60 Consolidated Canal to Eastern Canal		\$ 3,581,401	Design is complete
Eastern Canal Shared Use Path:Brown to Broadway		\$ 4,215,000	Design is complete
Eastern Canal Shared Use Path:Broadway to Baseline			
Total MAG	\$62,000,000	\$ 75,311,603	
Total Mesa Moves	\$162,000,000	\$268,271,490	

Mesa Moves Project Status



Regional Roadway Improvements

Project

1. Signal Butte Road – Williams Field Road to Germann Road
2. Sossaman Road and Baseline Road
3. Broadway Road – Mesa Drive to Stapley Drive
4. Ray Road Connection to Ellsworth Road
5. Val Vista Drive – US 60 to Pueblo Avenue
6. Williams Field Road & Ellsworth Road
7. Ellsworth Road – Germann Road to Ray Road
8. Sossaman Road – Ray Road to Warner Road
9. Elliot Road – Sossaman Road to Ellsworth Road
10. Stapley Drive & University Drive

Status

Complete

Complete

Construction Beginning Fall 2025

Construction Beginning Summer 2025

Construction Beginning Summer 2025

Complete

Construction Beginning Summer 2025

Complete

90% Design

60% Design – Project On Hold



Arterial Reconstructions

Project

1. Country Club Drive & Southern Avenue
2. University Drive – Mesa Drive to Harris Drive
3. Southern Avenue – Gilbert Road to Val Vista Drive
4. Greenfield Road – Southern Avenue to Main Street
5. Greenfield Road – Main Street to Adobe Road

Status

On Hold

On Hold

Complete

Under Construction

Under Construction



Active Transportation

Project

1. Eastern Canal – Brown Road to Broadway Road
2. Eastern Canal – Broadway Road to Baseline
3. US 60 Consolidated Canal to Eastern Canal
4. Mesa Gateway Phase 3
5. Lehi Loop SUP Phase 2 Feasibility Study
6. Center Street - Brown Road to Broadway Road Feasibility Study

Status

Construction in Fall 2025

Construction in Fall 2025

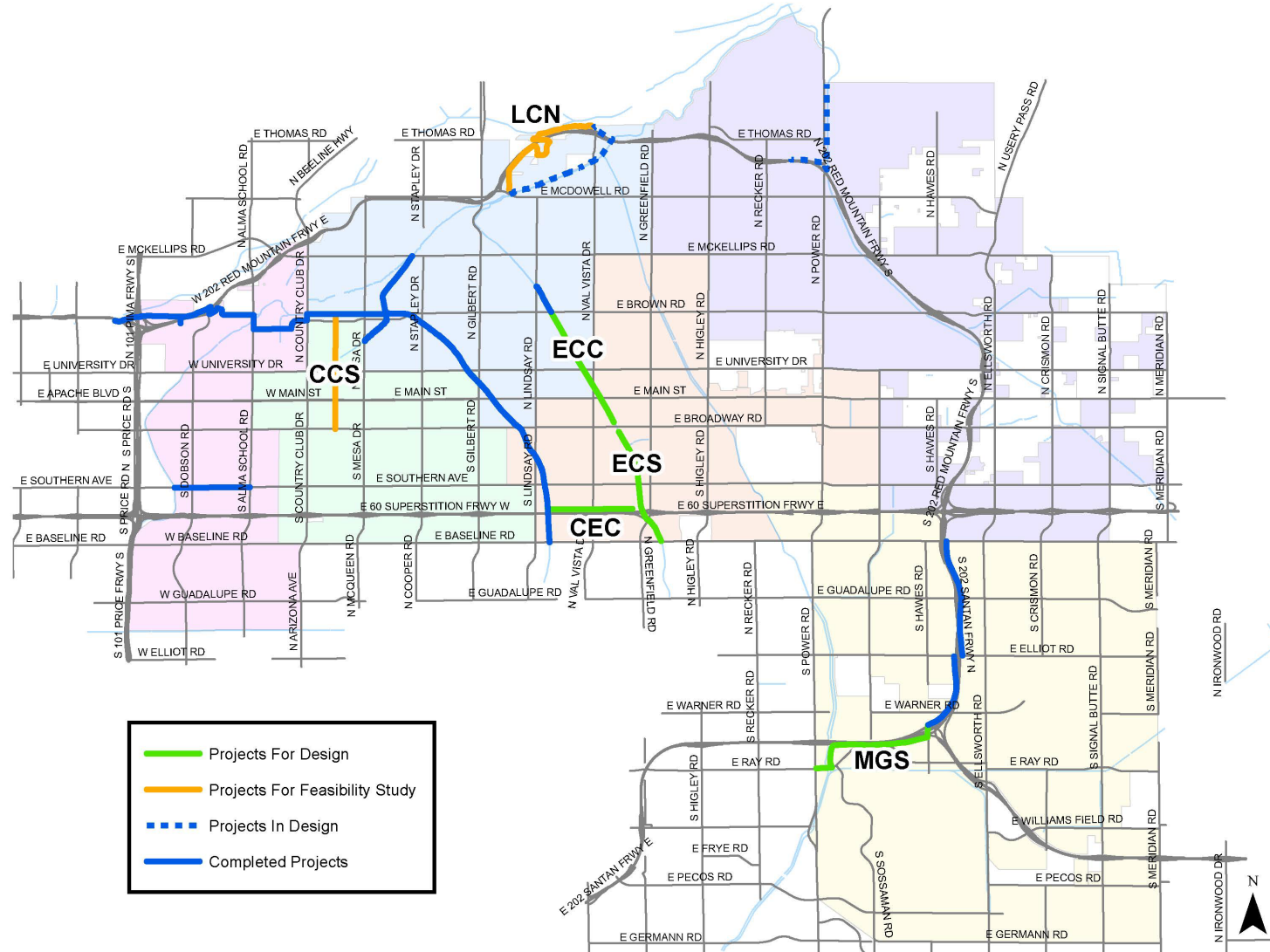
Design Initiated (Design Only)

On Hold

Final Report 12/2023

Final Report 04/2024

Active Transportation Projects



Project Progress

- Construction to begin in 2025 for four Regional Roadway projects
- Construction to wrap up for Arterial Reconstruction projects that are funded
- Construction to begin on Eastern Canal SUP projects

Issues to Watch

- Project Deadlines
- Project Funding for Unfunded Projects

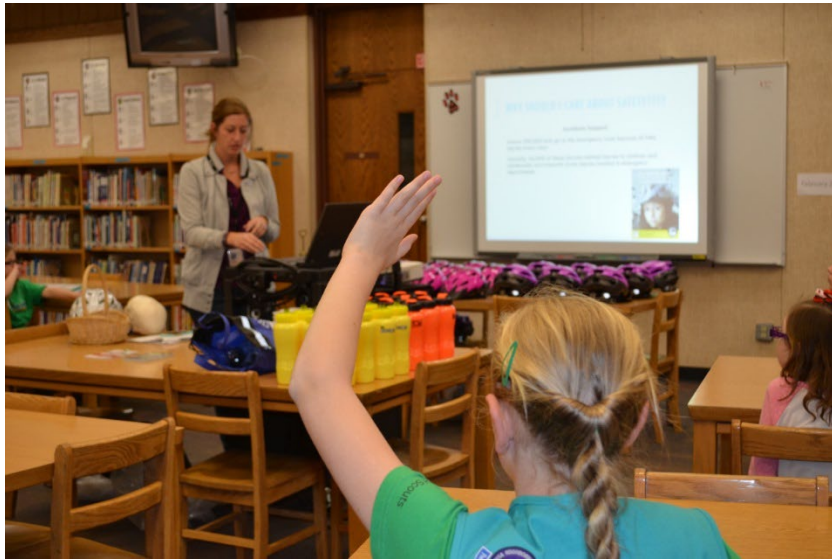


Questions?



MESA MOVES

CONNECTING PEOPLE TO PLACES



City of Mesa Crashes

An Overview of Mesa's Approach to Crash Analysis

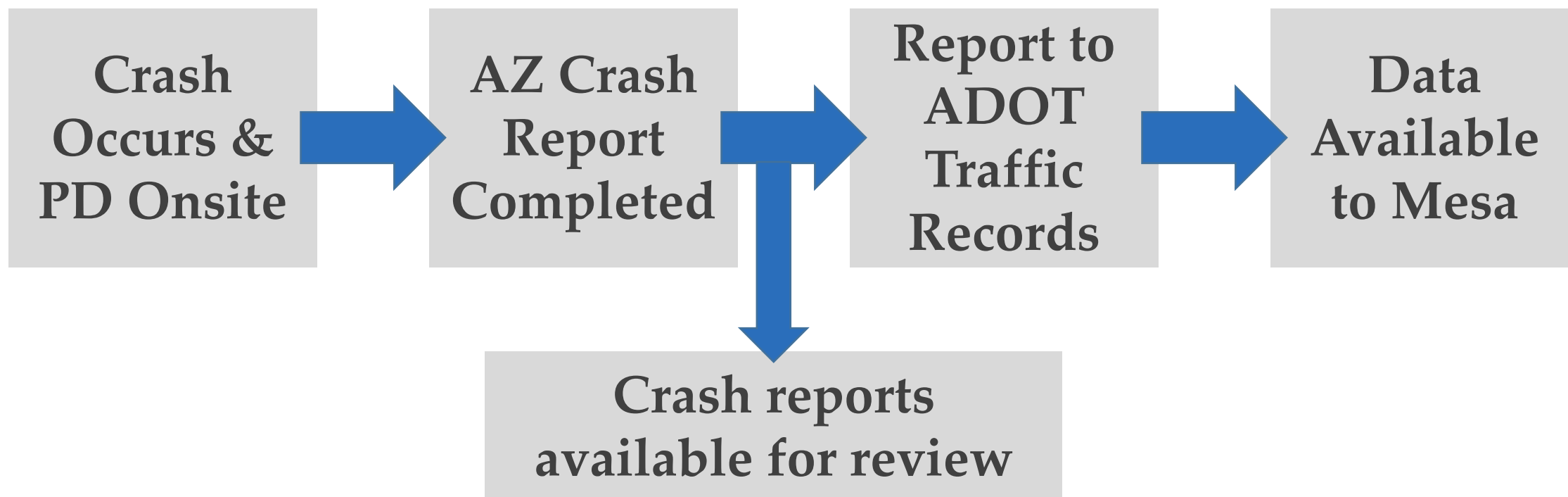
Agenda

- Background on Crash Data
- Basis for Crash Analysis
- Statistics & Trends
 - National, State and Local
- How the Crash Analysis is Used



Mesa's Crash Data

Background on Crash Data



Crash Analysis

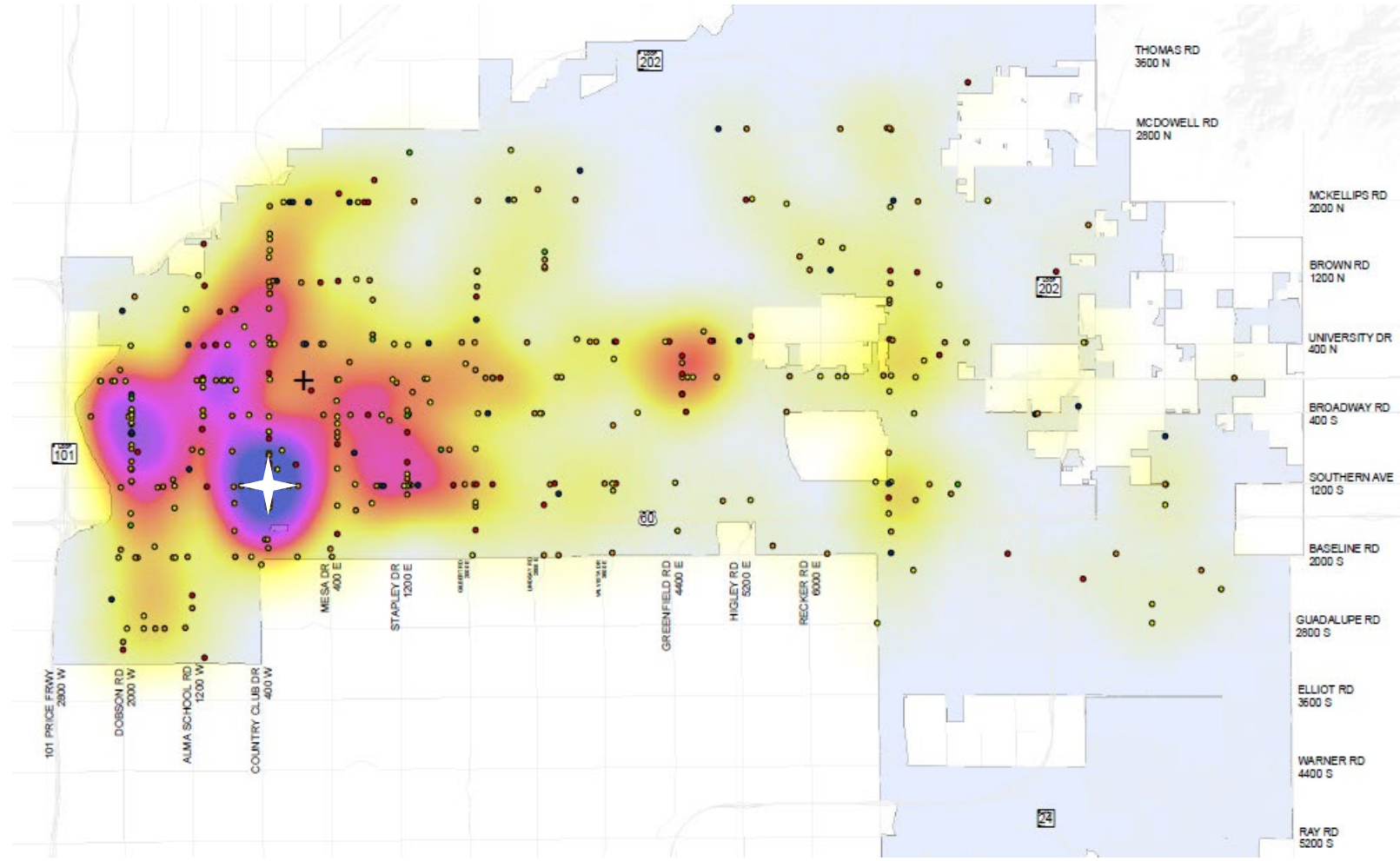
Crash Analysis Types

Locational:

- Study requests
- Safety reviews
- Part of design

Historical Trends:

- Compiled data from annual reports
- Networking screening tools & visualizations



Mesa's Crash Data

Mesa Comprehensive Safety Action Plan (CSAP)

Strategies & Actions

H.) Optimize Data Analytics

Mesa would continue to publish an annual crash report with more data to better understand crash types and how to prevent them.



Table 13: Optimize Data Analytics - Strategies and Actions

ID	Action	Department to Implement	Status of Action
H01	Explore comprehensive injury prevention program by integrating diverse datasets, such as traffic crash reports, safety performance functions, hospital records and public health databases.	Transportation Dept. - Lead Police Dept. - Support	Continue & Expand
H02	Continue to review the crash history of locations before implementing new work orders. This would help identify potential safety improvements that can be integrated into the project.	Transportation Dept. - Lead	Continue
H03	Develop a biennial public-facing CSAP report that includes crash analysis, performance metrics, implementation progress, intervention outcomes and public feedback. An updated High Injury and High Risk Network evaluation would be conducted and maps would also be published as part of each report.	Transportation Dept. - Lead	New

Annual Crash Statistics - National

USDOT's National Highway Traffic Safety Administration (NHTSA)

2024 Fatal Crash Takeaways – Early Estimates (NHTSA, 2025):

- Early estimates show **39,345 people died** in motor vehicle crashes.
 - 3.8% decrease from 2023; general decline since 2021
 - Increase in motorcyclist fatalities 2021 - 2023
- National vehicle miles travelled (VMT) in 2023 **increased** by 1.6% (2024 increases expected)
- National Roadway Safety Strategy



State Level

Arizona Department of Transportation (ADOT)

2023 Crash Facts:

Arizona Crash Facts Summary and Comparison

Category	2022	2023	Percent Change
Total Crashes	120,356	122,247	1.57%
Total Fatalities	1,320	1,307	-0.98%
Total Injuries	52,575	54,198	3.09%
Alcohol Related Fatalities	312	332	6.41%
Alcohol Related Injuries	3,592	3,864	7.57%
Urban Fatalities	843	853	1.19%
Urban Injuries	44,733	46,074	3.00%
Rural Fatalities	477	454	-4.82%
Rural Injuries	7,842	8,124	3.60%
MC Operator and Passenger Fatalities	232	258	11.21%
MC Operator and Passenger Injuries	2,422	2,571	6.15%
Pedestrian Fatalities	309	271	-12.30%
Pedestrian Injuries	1,673	1,710	2.21%
Bicyclist Fatalities	49	44	-10.20%
Bicyclist Injuries	1,133	1,128	-0.44%
Millions of vehicle miles traveled (VMT)	76,165	75,438	-0.95%
Fatalities per 100 million VMT	1.73	1.73	-0.03%
Injuries per 100 million VMT	69.03	71.84	4.08%

Annual Crash Reports - Mesa

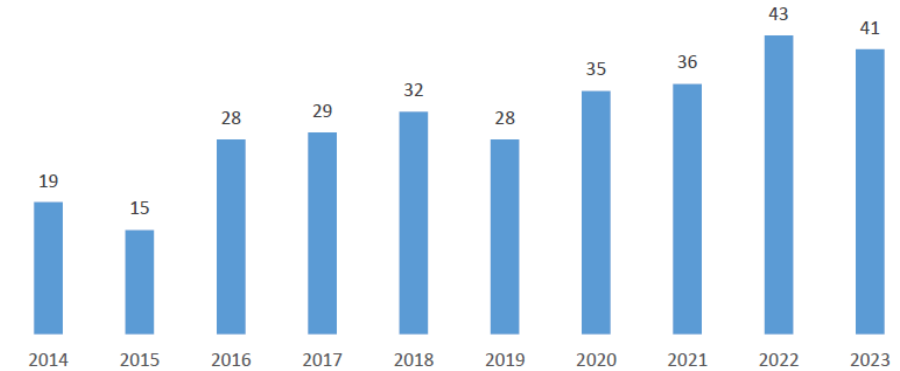
Detailed statistics for **fatal, serious injury, bike, pedestrian and motorcycle crashes**

- All data is verified against the actual crash report and other key metrics are generated

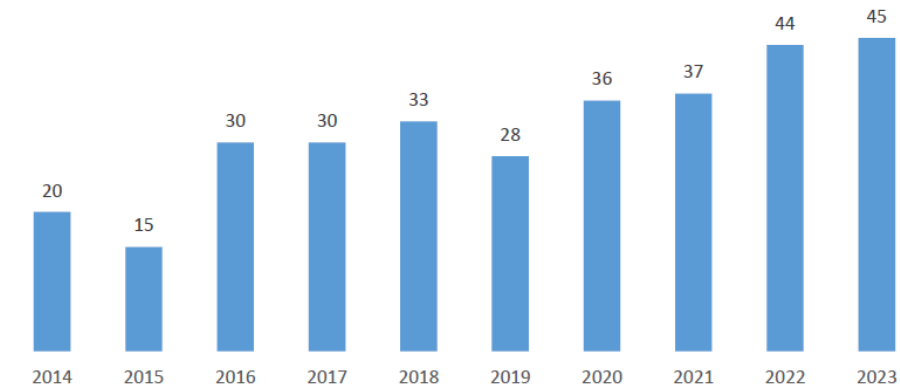
2023 Annual Report Takeaways:

- Vulnerable road users (pedestrians and bicyclists) – **36%** of all crash fatalities **(16)**
- Motorcyclists – **33%** of all crash fatalities **(15)**
- Predominant cited violations – **speed too fast & exceeded lawful speed, failure to yield and did not use crosswalk**
- Total number of **crashes increased (+3.3%)**, **fatal crashes decreased (-4.7%)**, and **fatalities increased (+2.3%)**
- Impairment in fatal crashes – **38%** drug/alcohol involved

Mesa Fatal Crashes by Year



Mesa Total Fatalities by Year



9 Annual Crash Reports – Mesa (Cont.)

2024 Snapshot:

- **34** fatal crashes in 2024 – decrease from 2023 (41) and 2022 (43)
 - **34** fatalities – decrease from 2023 (45) and 2022 (44)
 - **7** pedestrian, & **2** bicyclist fatalities (**26%**) – decrease from previous year
 - **16** motorcyclist fatalities (**46%**) – increase from 2023 (15) and 2022 (13)
 - **29%** citing **impairment** as a factor
- **175** serious injury crashes in 2024 – increase from 2023 (167) and decrease from 2022 (180)
 - Over **90%** occurring on **arterial** streets
 - Predominant crash manners – **angle** and **left turn**
 - Predominant cited violations – **failure to yield** and **speed too fast**

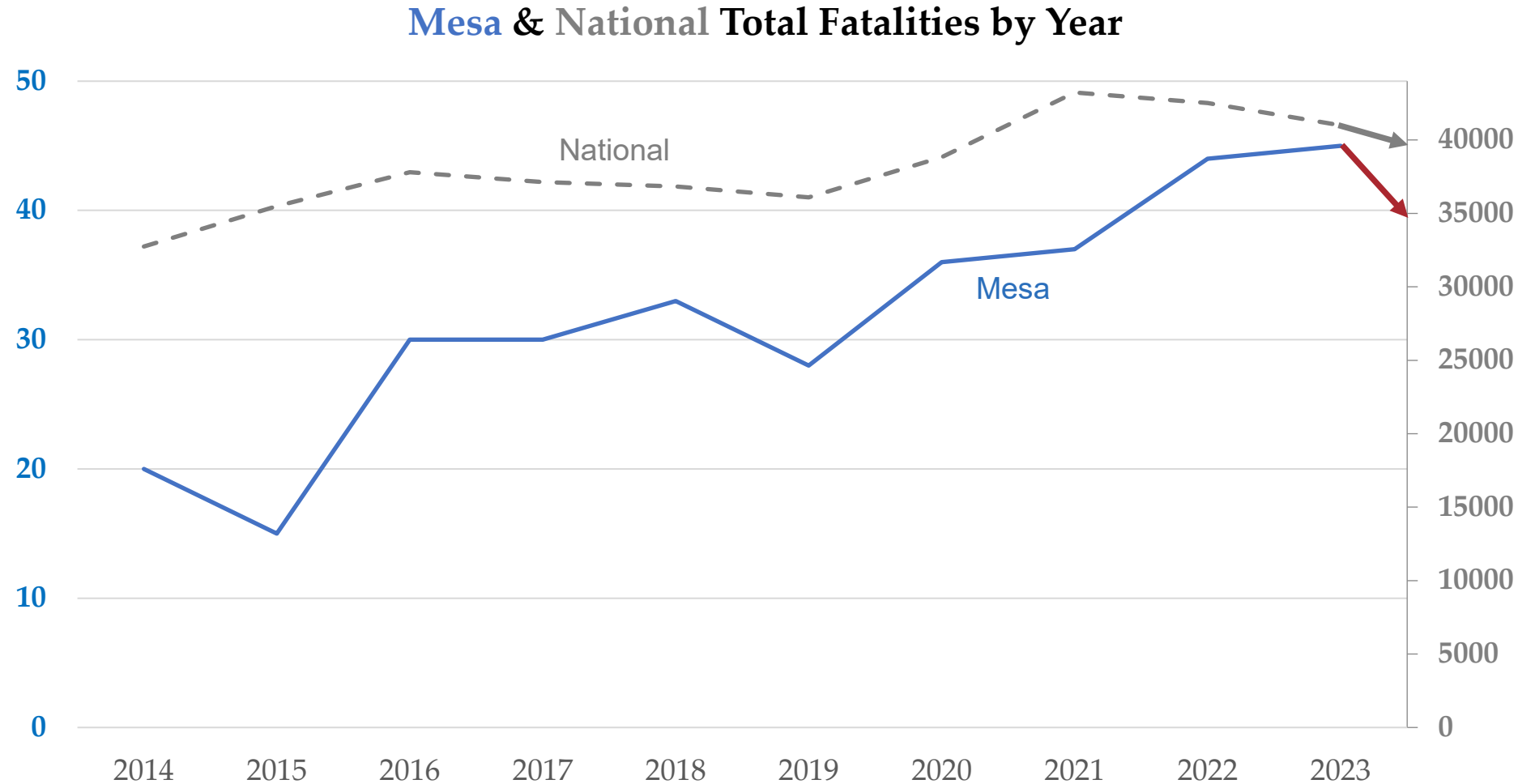
2025 Fatal Crashes Snapshot:

- **19** fatal crashes so far in 6 months with **21** fatalities
 - **9** motorcyclist fatalities & **2** pedestrian fatalities
 - **5** citing impairment as a factor

Statistics & Trends

Fatal Crashes

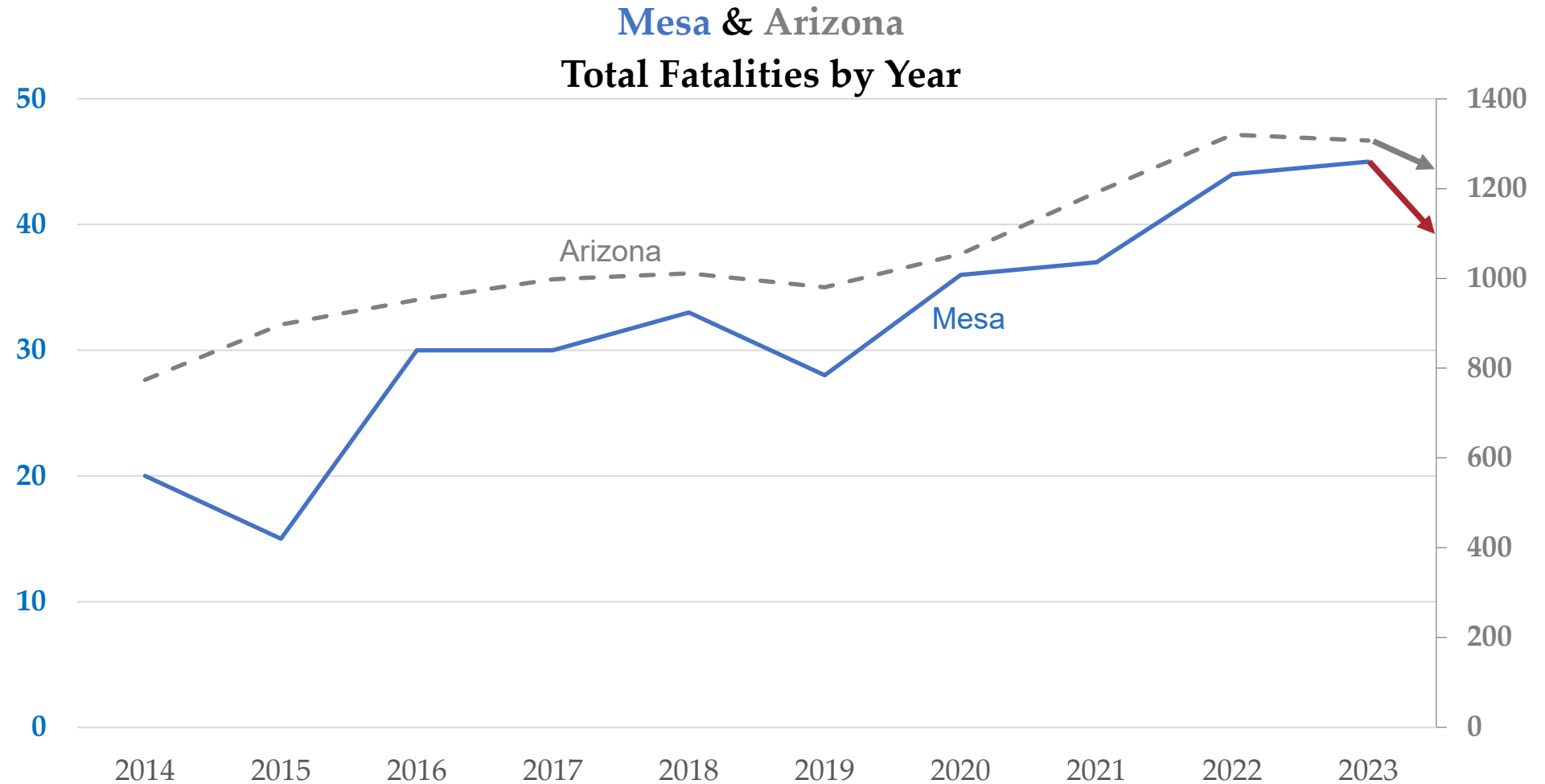
- 10-Year Mesa & National



Statistics & Trends

Fatal Crashes

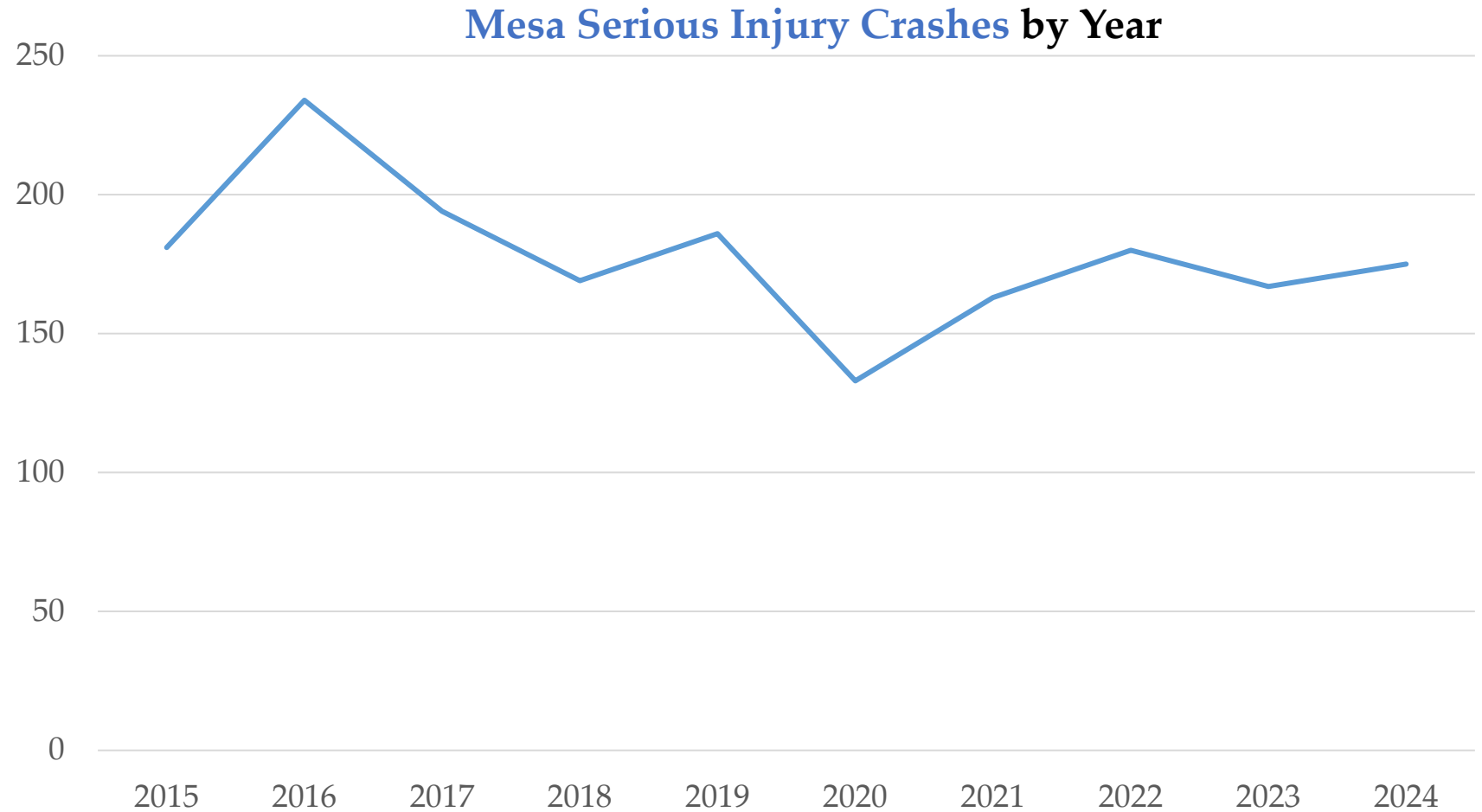
- 10-Year Mesa & State



Statistics & Trends

Serious Injury Crashes

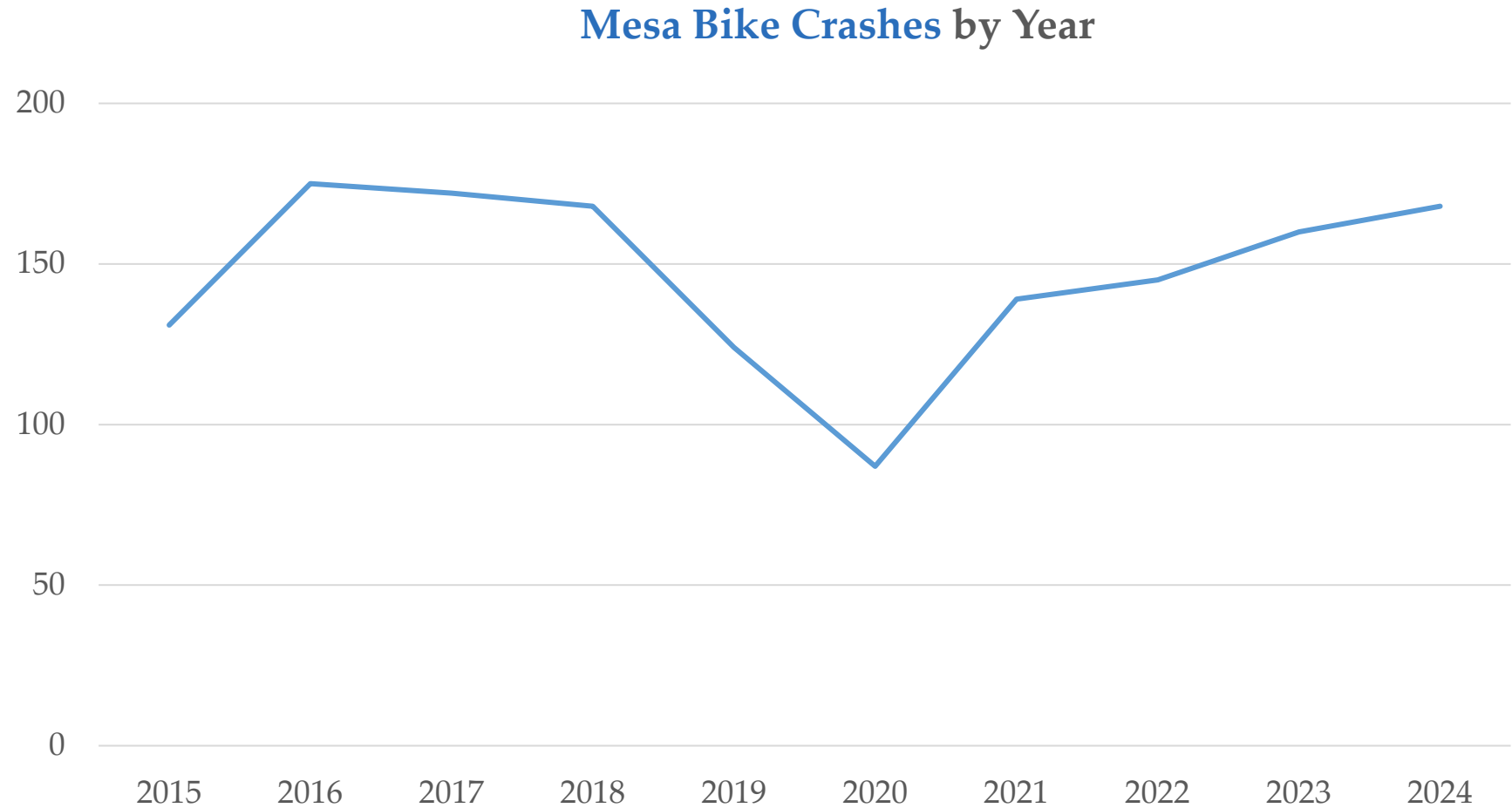
- Mesa 10-Year



Statistics & Trends

Bike Crashes

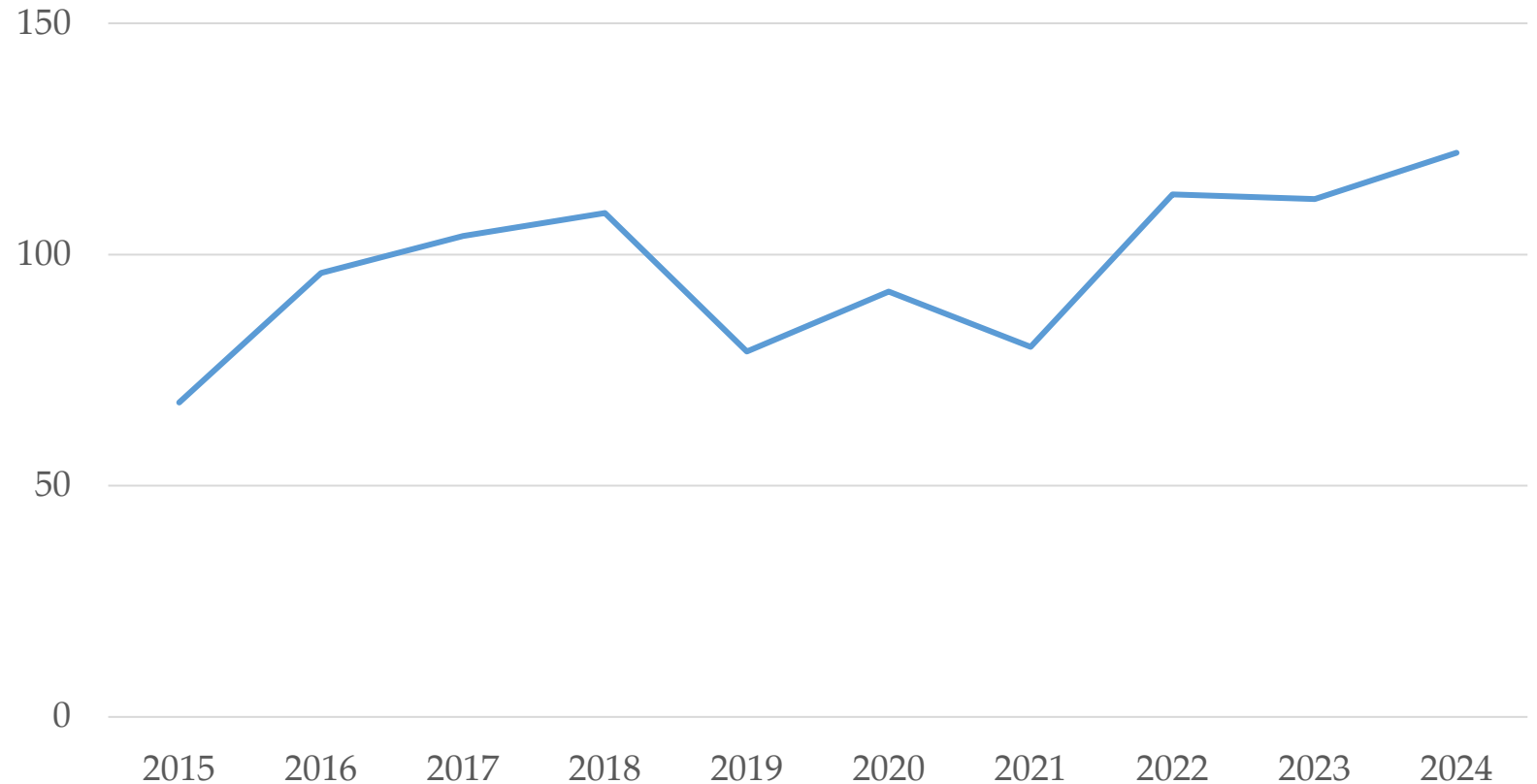
- Mesa 10-Year



Pedestrian Crashes

- Mesa 10-Year

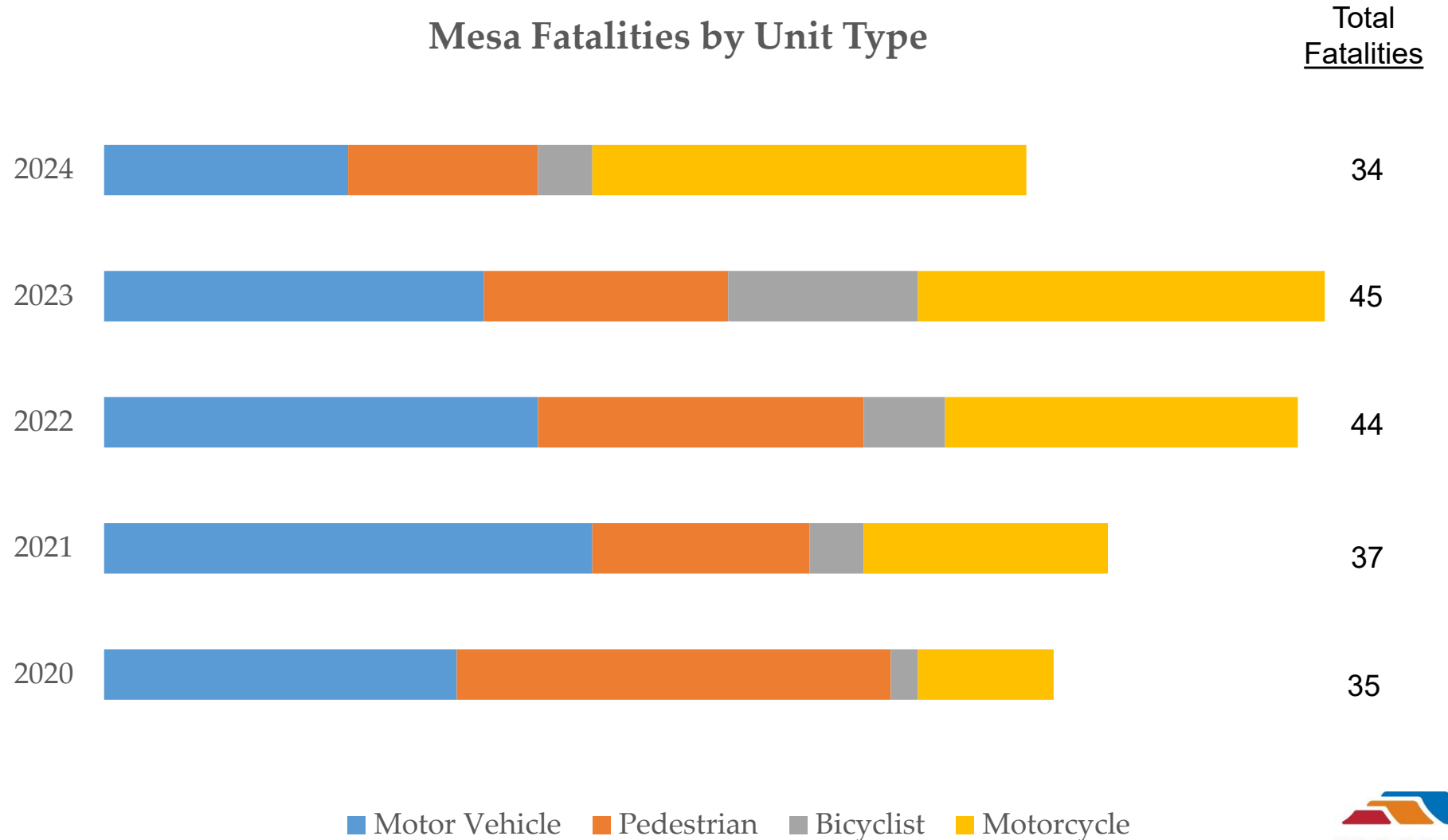
Mesa Pedestrian Crashes by Year



Statistics & Trends

Fatalities

- Unit Type



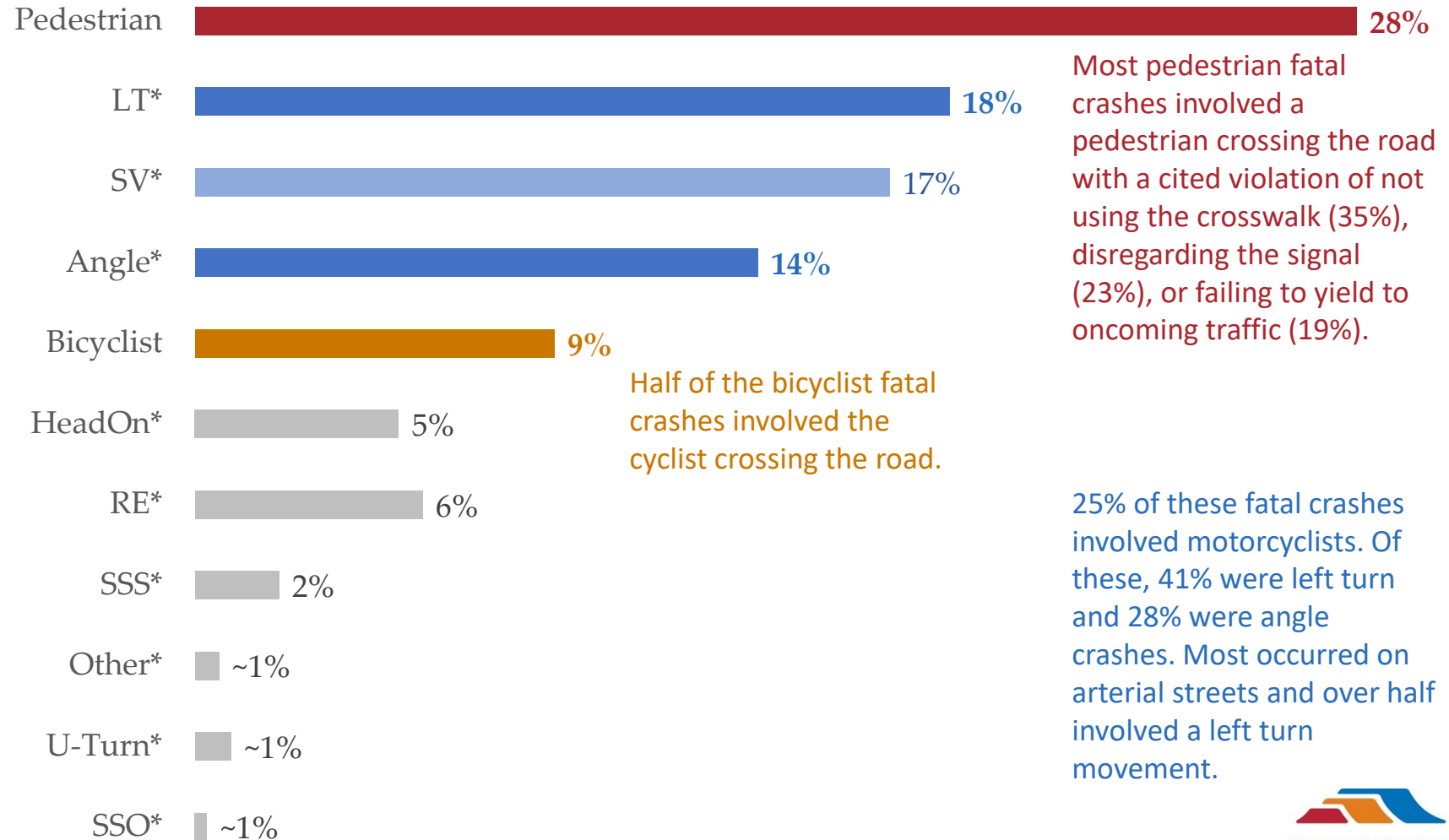
Statistics & Trends

Fatal Crashes

- Manners

Nearly one-third of all fatal crashes in 2014 – 2024 involved a **pedestrian**. Nearly two-thirds involved a **pedestrian, bicyclist** or **motorcyclist**.

Crash Manners - 2014 to 2024 Fatal Crashes in Mesa



*Motor vehicle crashes not involving bike or pedestrian

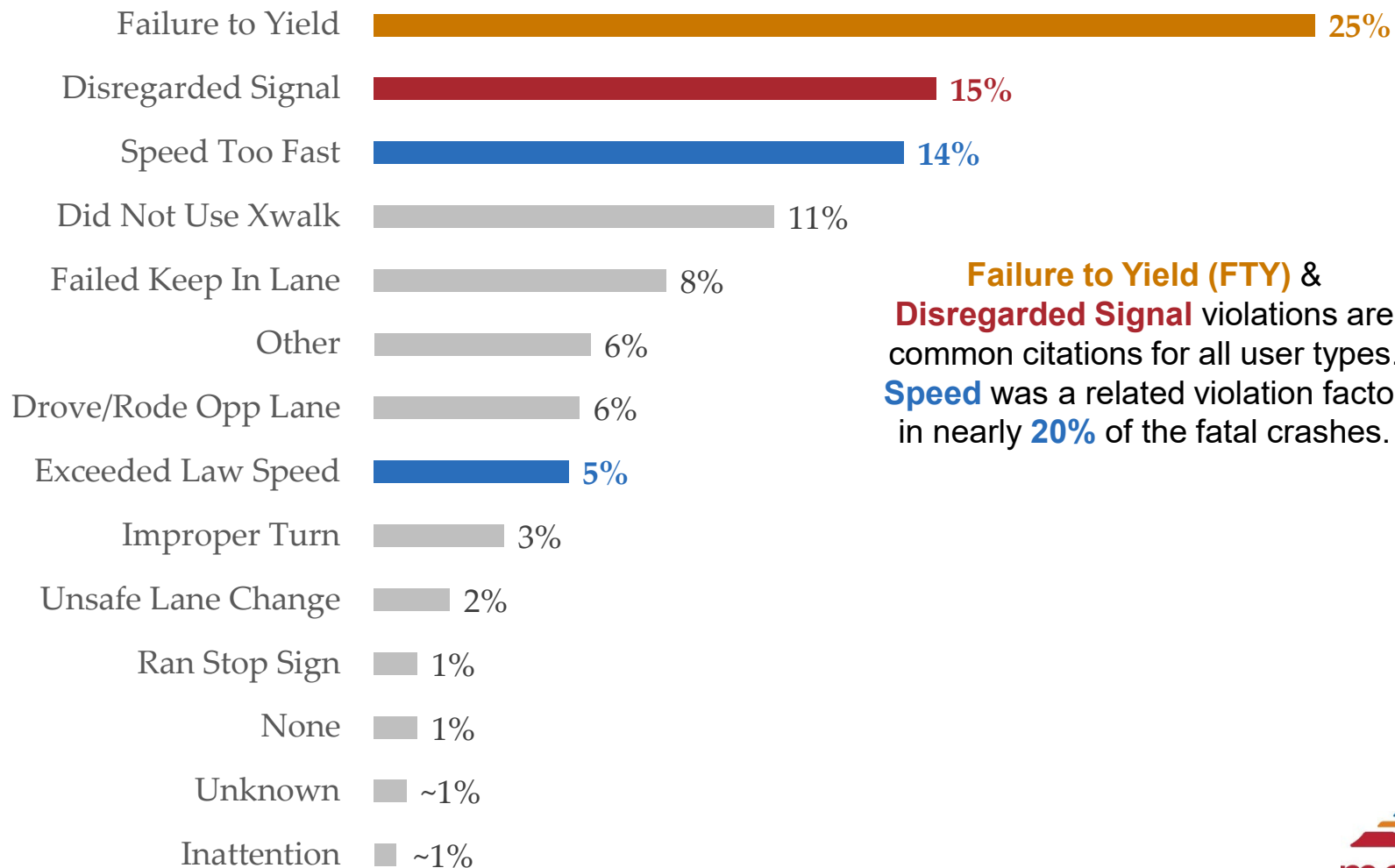
Statistics & Trends

Fatal Crashes

- Unit 1 Violations

A quarter of all fatal crashes from 2014 – 2024 in Mesa involved a cited violation of **failing to yield**.

Unit 1 Violations - 2014 to 2024 Fatal Crashes in Mesa



Failure to Yield (FTY) & Disregarded Signal violations are common citations for all user types. **Speed** was a related violation factor in nearly **20%** of the fatal crashes.

Statistics & Trends

Fatal & SI Crashes

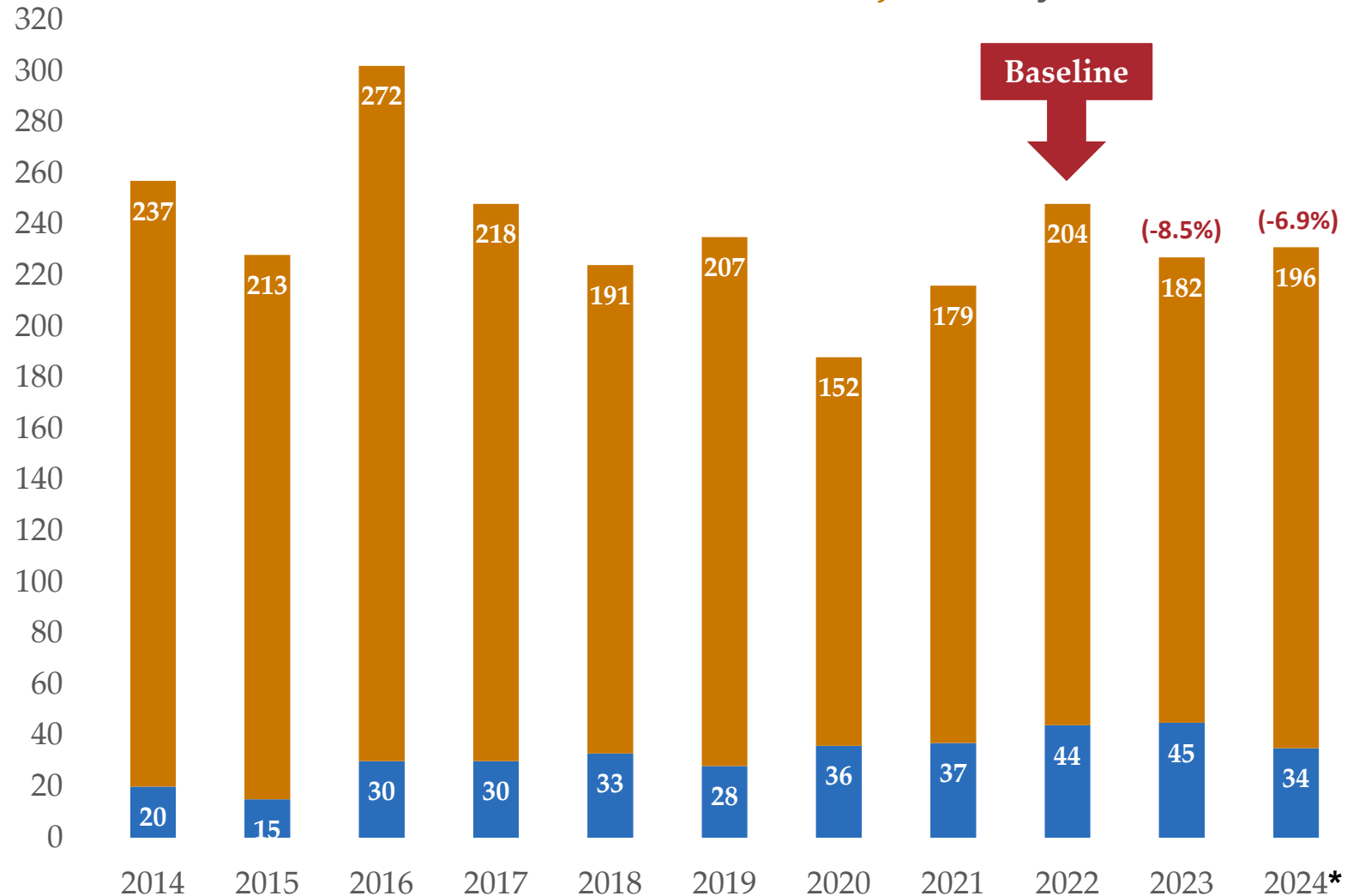
- Trends & Goals

Mesa's goal is to **reduce annual fatalities and serious injuries by 30% by 2030**, representing a reduction of approximately 76 incidents. Achieving this ambitious target requires a balanced approach integrating infrastructure improvements, behavior change campaigns and vehicle and user safety enhancements (*Mesa CSAP*).

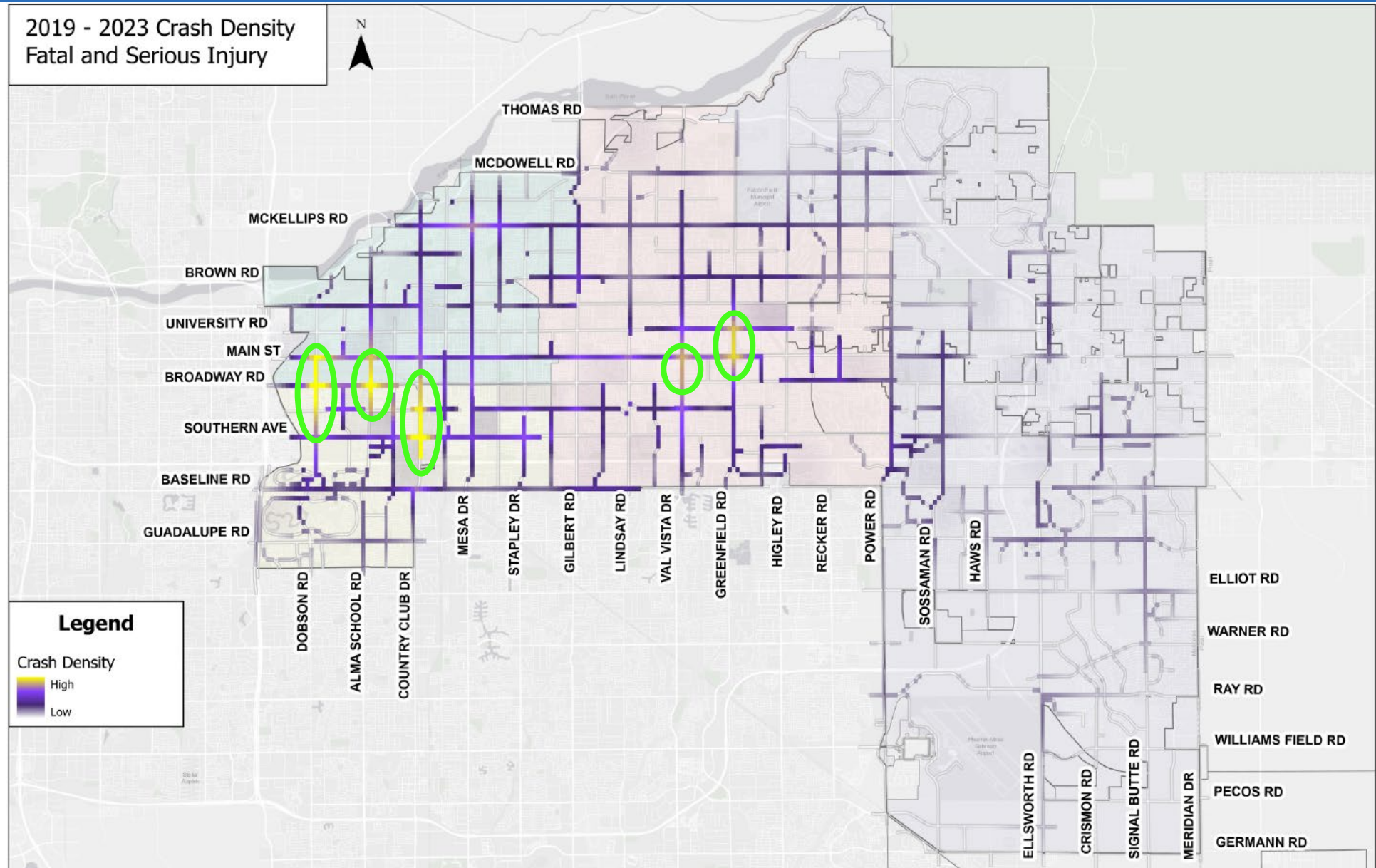


*Preliminary serious injury numbers for 2024

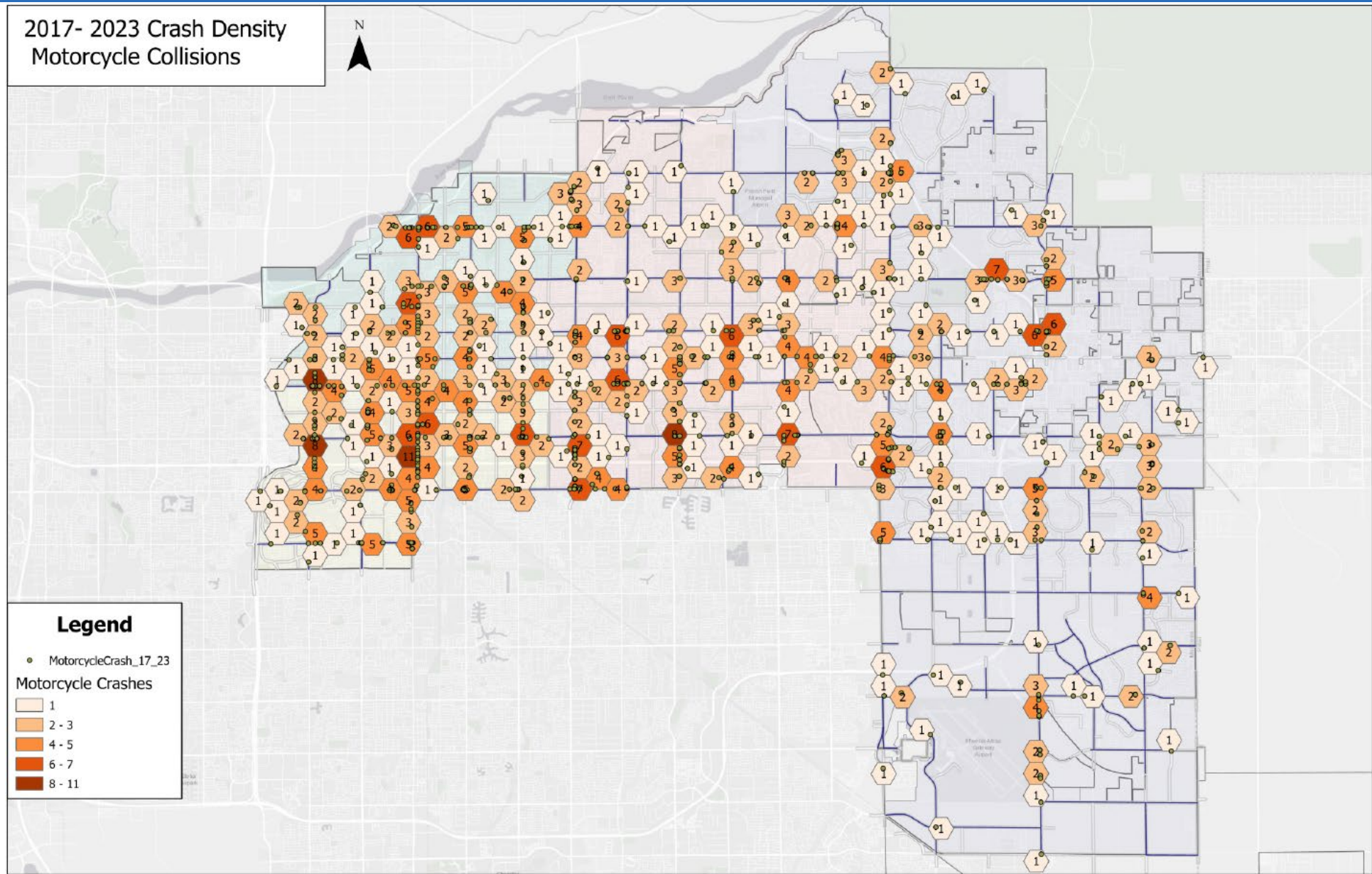
Mesa Fatalities & Serious Injuries by Year



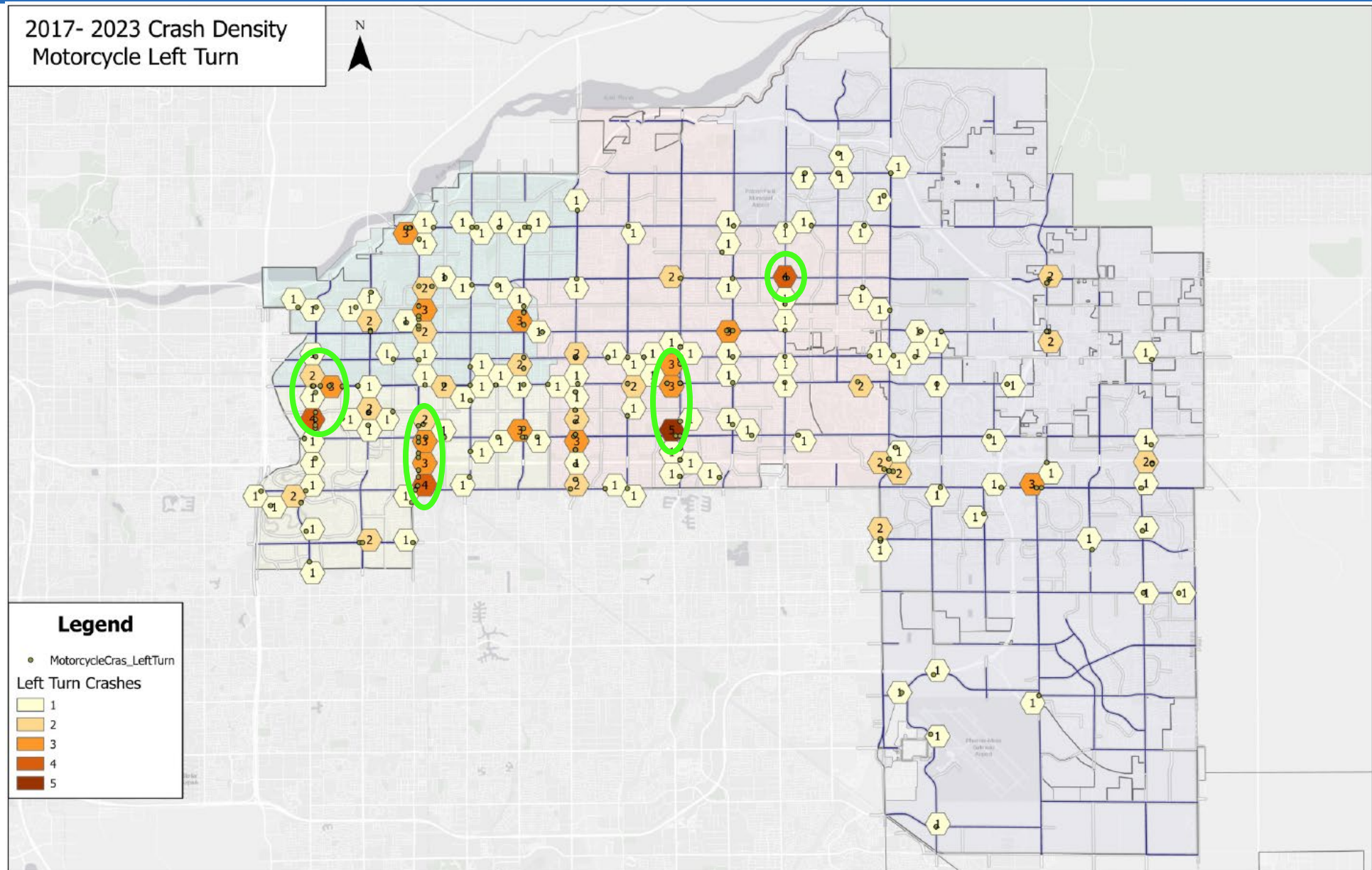
Statistics & Trends - Mapping



Statistics & Trends - Mapping



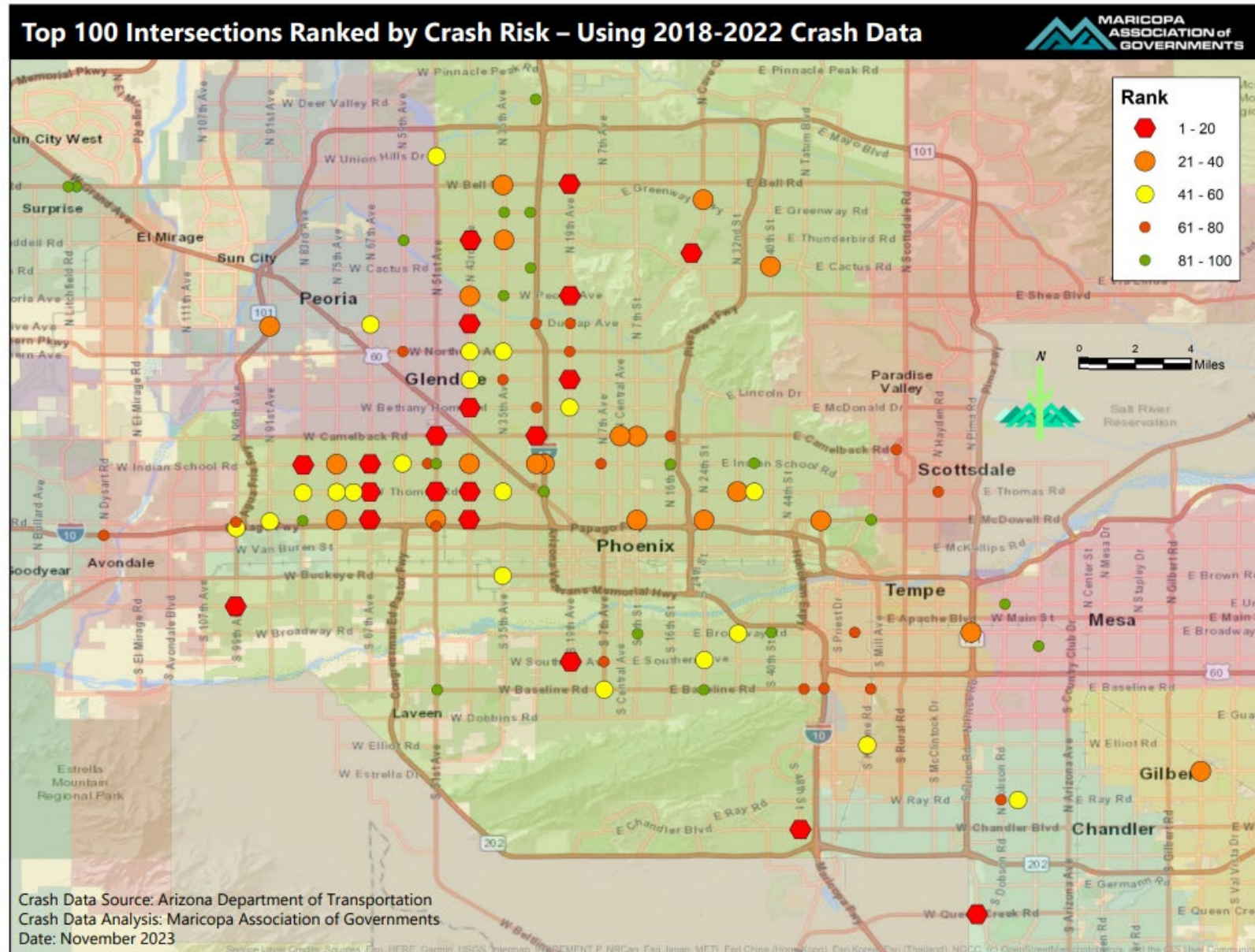
Statistics & Trends - Mapping



Using Trends to Identify Needs

Regional

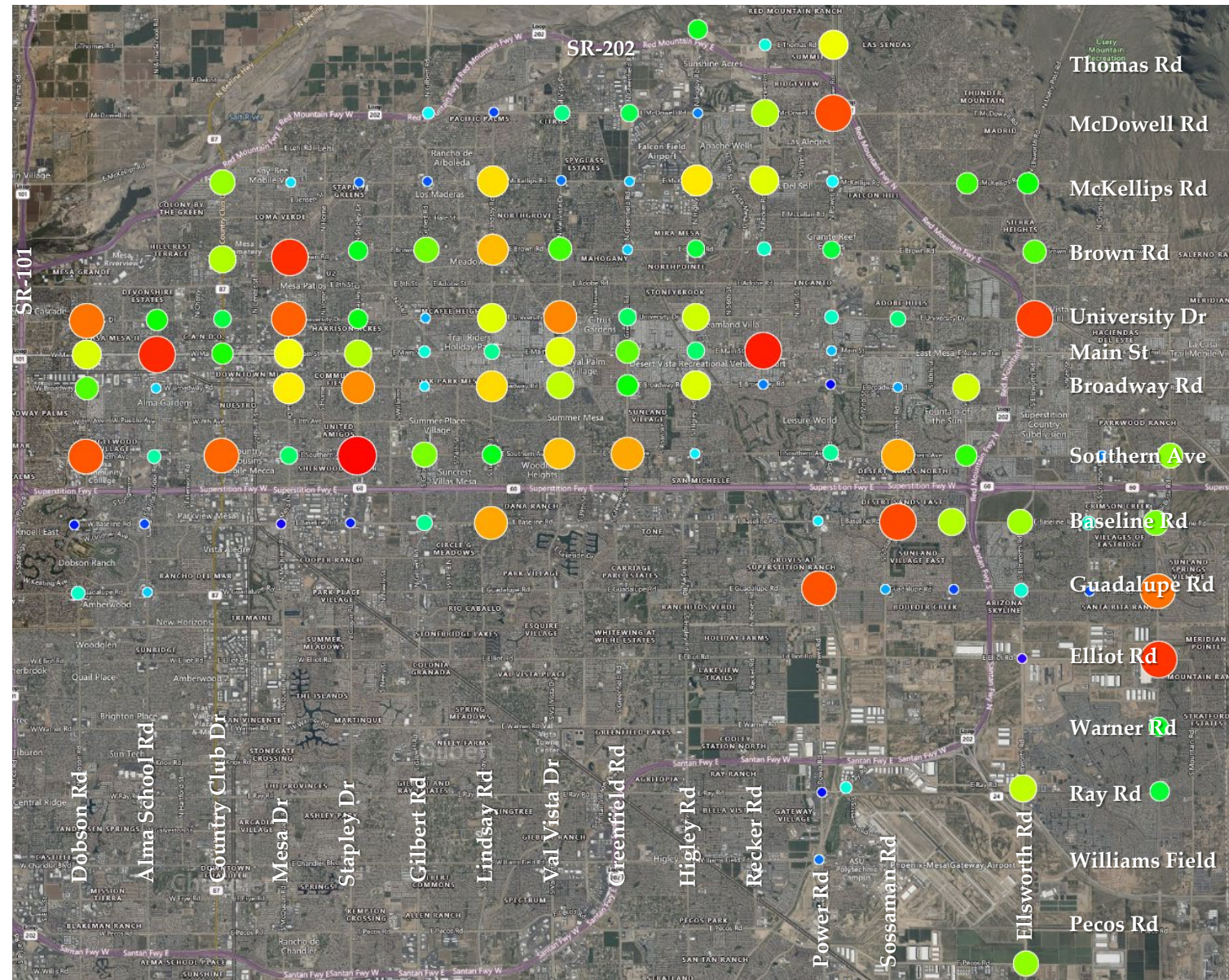
- MAG Top 100 Intersections Ranked by Crash Risk



Using Trends to Identify Needs

Mesa

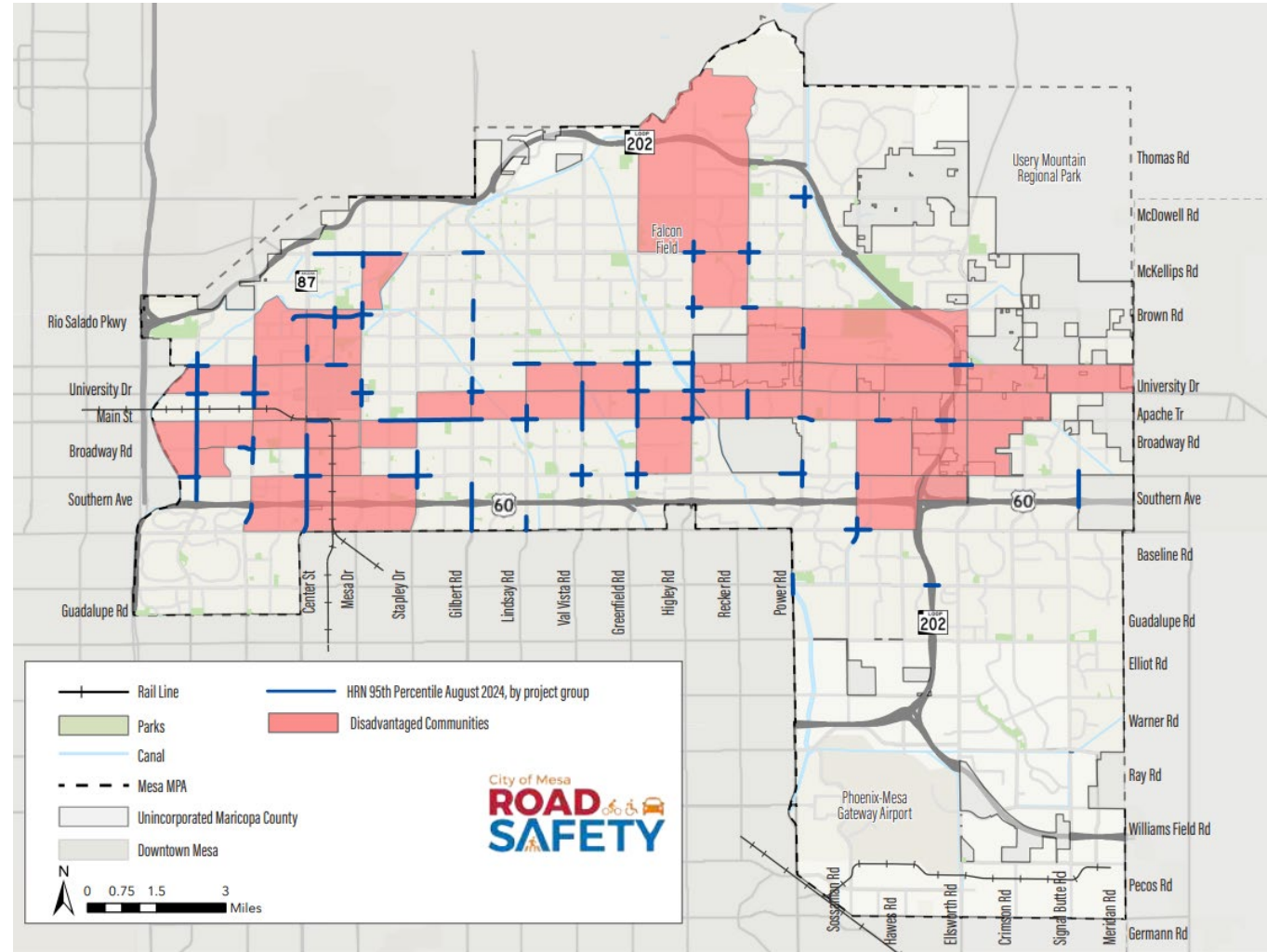
- Mesa Maintains a **networking screening database** focused on arterial-to-arterial intersections
- Identifies intersections with **highest potential for safety improvements** on a normalized level
- Provides a basis for **prioritization**, accounting for statistical biases



Using Trends to Identify Needs

Specific Trends

- Working to create more useful platforms that can assist in identifying trends and where to focus specific improvements, whether at **intersections, roadway segments, or systemically**
- The intersection of multiple data sets



Coordination Meetings - Mesa

Safety Task Force meetings between **Mesa PD & Transportation**.

Meeting Priorities:

- Data-driven methods for reducing serious injury and fatal crashes
- Safety campaigns for vulnerable road users
- Targeted enforcement using historical trends
- Increase in communication
- Timely action

2025 Improvements/Investments:

- CSAP Implementation
- Data informed decision-making for infrastructure improvements
- Locations with highest potential for safety improvements
- Improved range of safety devices and techniques

Using Trends to Identify Needs

Outcomes

Examples of
safety
projects
underway or
completed



Questions & Discussion

