

TRANSPORTATION ADVISORY BOARD MINUTES

APPROVED

HELD ON May 19, 2026

The Transportation Advisory Board of the City of Mesa met at City Hall (20 East Main Street, 1st floor) on May 19, 2026, at 5:30 p.m.

<u>TAB Members Present</u>	<u>TAB Members Absent</u>	<u>Others Present</u>
Daniel Hartig (Chairperson)	Lea Bertoni	Anna Janusz
Mike James (Vice Chairperson)	Melissa Leon	Sabine King
Dana Alvidrez		Efron Carmona
Tara Bingdazzo		Erik Guderian
Justin Bond		
Rob Crist		
Michelle McCroskey		
Nathan Woodworth		

Chairperson Hartig called the May 19, 2026, Transportation Advisory Board meeting to order at 5:29 pm.

Item 1. Approval of the minutes of the Transportation Advisory Board meeting held on March 17, 2026.

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

Upon tabulation of votes, it showed:

AYES – Hartig – James – Alvidrez – Bingdazzo – Bond – Crist – McCroskey - Woodworth

NAYS – None

Item 2. Acknowledge outgoing Board Members Daniel Laufer and Rob Crist.

Chairperson Hartig acknowledged outgoing Board Members Laufer and Crist.

Item 3. Acknowledge incoming Board Member Nathan Woodworth.

Chairperson Hartig acknowledged incoming Board Member Woodworth.

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 2026 Transportation Advisory Board meeting.

Chairperson Hartig asked for any nominations for Chairperson.

Chairperson Hartig nominated Board Member James as Chairperson.

Board Member McCroskey seconded the nomination of Board Member James as Chairperson.

Upon tabulation of votes, it showed:

AYES – Hartig – James – Alvidrez – Bingdazzo – Bond – Crist – McCroskey - Woodworth

NAYS – None

Chairperson Harting asked for nomination for Vice Chairperson.

Board Member McCroskey nominated herself as Vice Chairperson.

Board Member Crist seconded the nomination of Board Member McCroskey as Vice Chairperson.

Upon tabulation of votes, it showed:

AYES – Hartig – James – Alvidrez – Bingdazzo – Bond – Crist – McCroskey - Woodworth

NAYS – None

Item 5. Items from citizens present.

None

Item 6. Hear and discuss a presentation on Protected Left Turns in the City of Mesa.

Sabine King, Supervising Engineer, introduced herself and indicated that she would be giving a presentation on Protected Left Turns in the City of Mesa.

She explained why left turn phasing matters, the types of left turn phasing, left turn phasing methodology, the City of Mesa's approach, left turn phasing implementation, Mesa's SafeTurn initiative and protected left turn locations.

Following the presentation, Ms. King invited questions from the board.

Chairperson Hartig asked how staff determine whether to use first car or third car detection for protected left turn arrows.

Ms. King explained that staff typically begin with third car detection when installing a new protected left turn arrow, although exceptions are made when warranted. She noted that first car detection was selected on Ellsworth Road because of the high volume of oncoming traffic.

Board Member McCroskey asked whether links to online reports, including crash reports, could be emailed to the Transportation Advisory Board Members.

Ms. King responded that they could. She added that the other report referenced during the presentation was the Comprehensive Safety Action Plan and noted that both reports are available on the Mesa Transportation website.

Board Member Alvidrez asked for the anticipated timeline for completing the eight new protected left turn arrow locations.

Ms. King responded that the project will be funded through a federal grant requiring staff to complete the necessary processes and comply with all applicable grant requirements. As a result, staff anticipates completing the installation within the next three years.

Vice Chairperson James noted that right turns on red are prohibited at certain intersections and inquired about the reasons for those restrictions.

Ms. King said two of the intersections she could think of were Main Street and Mesa Drive as well as Brown Road and Higley Road. She explained that the restriction at the Brown Road and Higley Road intersection was implemented because of an arch structure limits drivers' visibility of oncoming traffic when making a right turn. At Mesa Drive and Main Street, the restriction was installed because of the high volume of pedestrian activity associated with the light rail station and a park and ride facility. She said that the restriction was added because drivers were not yielding to pedestrians. Staff considered limiting the restriction to certain times of day but were concerned that drivers would become confused and fail to yield when required. For that reason, the restriction remains in effect at all times.

Vice Chairperson James said that explanation made sense. He added that he prefers flashing yellow left turn arrows because they remind him to watch for pedestrians, whereas a solid green signal can create the impression that drivers may proceed without checking for pedestrians.

Board Member Woodworth asked whether loop detection or camera detection is the preferred method when new vehicle detection systems are installed.

Ms. King said video detection is currently expected to be used, although the city is also evaluating newer detection technologies.

Erik Guderian, Transportation Department Director, joined the discussion and noted that the City of Mesa operates 515 traffic signals. He explains that loop detection was the standard technology used until approximately 2000 to 2005 and remains the preferred method because it produces the fewest missed vehicle calls. However, loop detections are frequently damaged during fiber-optic projects. He said video detection performs well for about ten months out of the year, but can be affected during the spring and fall, when the sun position washes out the eastbound and westbound cameras during sunrises and sunsets, preventing them from detecting vehicles reliably. He added that the previous night, the City Council approved a contract to begin implementing radar-based detection technology. He concluded that the preferred detection method ultimately depends on the specific conditions and operational needs of each intersection.

Item 7. Discuss and take action, providing a recommendation to Council on the staff proposal to modify the speed limit on Mesa Drive between Bates Street and Lehi Road (Council District 1).

Sabine King, Supervising Engineer, indicated that she would be giving the presentation on providing a recommendation to Council on a staff proposal to modify the speed limit on Mesa Drive between Bates Street and Lehi Road (Council District 1).

Ms. King stated that staff recommends reducing the posted speed limit from 35 mph to 30 mph on Mesa Drive between Bates Street and Lehi Road. She reviewed the factors supporting the recommendation, including the roadway characteristic, adjacent land uses, and types of residential dwellings in the area. She also displayed street view images of the corridor, followed by an aerial map illustrating the existing speed limits and the proposed speed limit reduction between Bates Street and Lehi Road. She explained that the speed limit on Mesa Drive south of McKellips Road is 45 mph and that the original request was to reduce the speed limit to 30 mph north of McKellips Road. However, because Arizona statutes allow the speed limit reduction to occur in increments of no more than 10 mph the speed limit cannot be reduced directly from 45 mph to 30 mph. She noted that the proposed reduction beginning at Bates Street provides the required gradual transition.

Following the presentation, Ms. King invited questions from the board.

Chairperson Hartig clarified that the speed limit cannot change from 45 mph south of McKellips Road to 30 mph north of McKellips Road.

Ms. King confirmed that was correct. She added that changing speed limits at intersections is generally easier for drivers to recognize, which is why the proposed reduction begins at Bates Street.

Board Member Alvidrez inquired whether the proposal originated from a resident request.

Ms. King responded that the request was submitted through the Mayor's Office and members of the neighborhood.

Board Member McCroskey added that the corridor is located within her neighborhood and described the unique conditions. She explained the concerns about speeding. She noted that

children and adults regularly ride horses in the area and that residents often walk livestock along the roadway while preparing for shows. She said reducing the speed limit is appropriate because the neighborhood is unlike a typical residential area and that residents felt the change was very important.

Vice Chairperson James commented that he appreciates when Transportation planning reflects the adjacent land uses and the needs of the community.

Chairperson Hartig asked whether lowering the speed limit south of McKellips Road had been considered.

Ms. King explained that option was not considered because the roadway south of McKellips Road functions as a standard four lane arterial. She noted that the surrounding land use changes significantly north of McKellips Road, which supports the proposed reduction.

Board Member Crist inquired about the current speed limit on Horne north of McKellips Road.

Ms. King responded that the speed limit is 35 mph and noted that the corridor would be discussed during the next presentation.

Board Member Bond asked about the speed limit on Center Street.

Ms. King said she did not recall and would need to verify it.

Board Member Woodworth commented that north of Beats Street, Mesa Drive consists of one lane in each direction, while south of Beats Street it includes one lane in each direction with a two-way left turn (TWLT) lane, making the proposed speed reduction at Beats Street appropriate.

Board Member McCroskey asked whether there has been any discussion about notifying the public of the speed limit change. She said she understood that new speed limit signs would be installed but asked whether any additional measures would be used to inform the public.

Ms. King stated that additional notification is not the City of Mesa's standard practice and that staff typically installs only the new speed limit signs.

Board Member Alvidrez inquired whether staff coordinates with the Mesa Police Department to educate drivers or issue warnings when speed limits are modified.

Ms. King advised that staff notifies the Police Department whenever a speed limit change is implemented so that education and enforcement efforts can be considered.

Board Member Bond asked whether additional notifications had been provided when the speed limit was changed on Extension Road north of Baseline Road.

Chairperson Hartig noted that he frequently travels on Extension Road and recalled that the new speed limit signs were installed, but there was no additional notification.

Ms. King clarified that staff typically does not provide notifications beyond installing the new speed limit signs.

It was moved by Board Member Alvidrez, seconded by Board Member James, to approve modifying the speed limit on Mesa Drive between Bates Street and Lehi Road.

Upon tabulation of votes, it showed:

AYES – Hartig – James – Alvidrez – Bingdazzo – Bond – Crist – McCroskey - Woodworth

NAYS – None

Item 8. Discuss and take action, providing a recommendation to Council on the staff proposal to modify the speed limit on Horne between McKellips Road and Lehi Road (Council District 1).

Sabine King, Supervising Engineer, indicated stated that she would be giving a presentation on providing a recommendation to Council on a staff proposal to modify the speed limit on Horne between McKellips Road and Lehi Road (Council District 1).

Ms. King explained that staff recommends reducing the posted speed limit from 35 mph to 30 mph on Horne between McKellips Road and Lehi Road. She reviewed the factors supporting the recommendation, including the roadway characteristic, adjacent land uses, and types of residential dwellings in the area. She also displayed street view images of the corridor, followed by an aerial map illustrating the existing speed limits and the proposed speed limit reduction between McKellips Road and Lehi Road.

Following the presentation, Ms. King invited questions from the board.

There were no questions.

It was moved by Board Member Bingdazzo, seconded by Board Member Alvidrez, to approve modifying the speed limit on Horne between McKellips Road and Lehi Road.

Upon tabulation of votes, it showed:

AYES – Hartig – James – Alvidrez – Bingdazzo – Bond – Crist – McCroskey - Woodworth

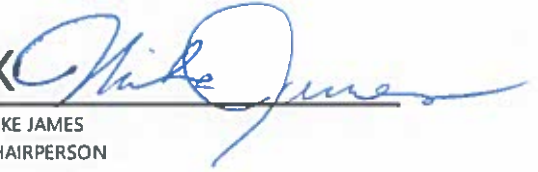
NAYS – None

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

AYES – Hartig – James – Alvidrez – Bingdazzo – Bond – Crist – McCroskey - Woodworth

NAYS – None

Meeting adjourned at 6:17 pm.

X 
MIKE JAMES
CHAIRPERSON

ATTEST:

X 
STEPHAN BACH
CITY TRAFFIC ENGINEER

Protected Left Turns in Mesa

Transportation Advisory Board
May 2026



- Why Left Turn Phasing Matters
- Left Turn Phasing Overview
- Methodology
- Implementation
- Existing Locations



Why Left Turn Phasing Matters

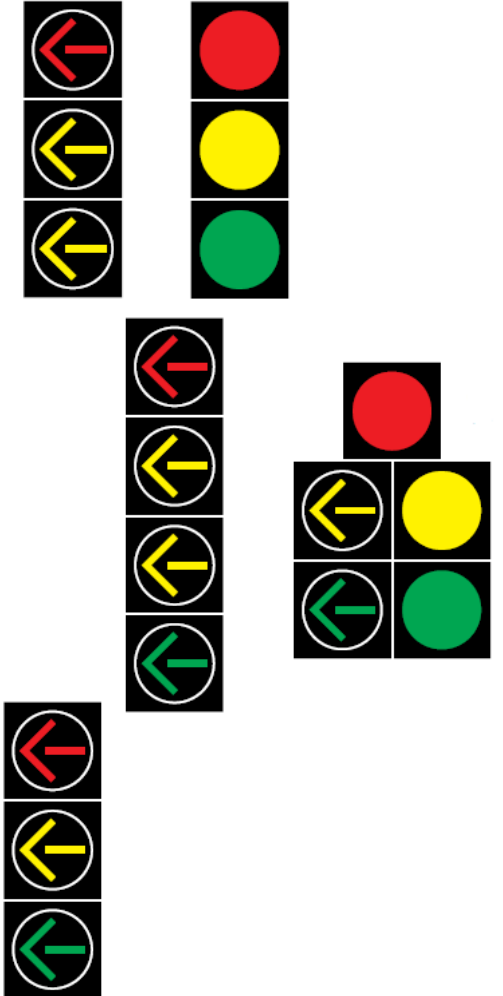
- Left turns create multiple conflict points:
 - Opposing through vehicles
 - People in crosswalks
 - Bicyclists travelling parallel to traffic
- Drivers must judge:
 - Multiple lanes of traffic
 - Speed of oncoming traffic
 - Available gap
 - Presence of people in the crosswalk
- Can negatively affect:
 - Efficiency
 - Delay



➤ These factors can increase the likelihood of driver error or impulsive behavior

Types of Left Turn Phasing

- Permissive (flashing yellow arrow or green ball)
 - Least control, highest risk potential, lowest impact on timing
- Protected/Permissive (combination of arrows or arrows/green ball)
Can be first or third car detection (i.e., one or three cars in the queue when green arrow is activated)
 - More control, medium risk potential, medium impact on timing
- Protected-Only (green arrow)
Most control, lowest risk potential, highest impact on timing



All new locations are arrows to comply with MUTCD

Left Turn Phasing Methodology

- Crash history involving preventable left turn crashes
- Left turn delay during a peak hour
- Number of split failures during a peak hour
- Left turn volume vs. opposing through volume
- Number of opposing through lanes
- Sight distance and negative offset
- Crash severity



City of Mesa Approach

- Safety First
 - ✓ Annual crash analysis
 - ✓ High-Crash intersections identified in the Comprehensive Safety action Plan
- Monthly coordination with PD
 - ✓ Identification of high-crash locations
- Resident's complaints
 - ✓ Review of intersections based on request
- Continuous monitoring and adjustment
 - ✓ Using crash and predictive analysis



Left Turn Phasing Implementation

Simpler modifications can often be completed by City staff, including:

- Signal timing changes
- Detection adjustments
- Flashing yellow arrow conversions
- Minor signing and striping updates

More complex improvements may require:

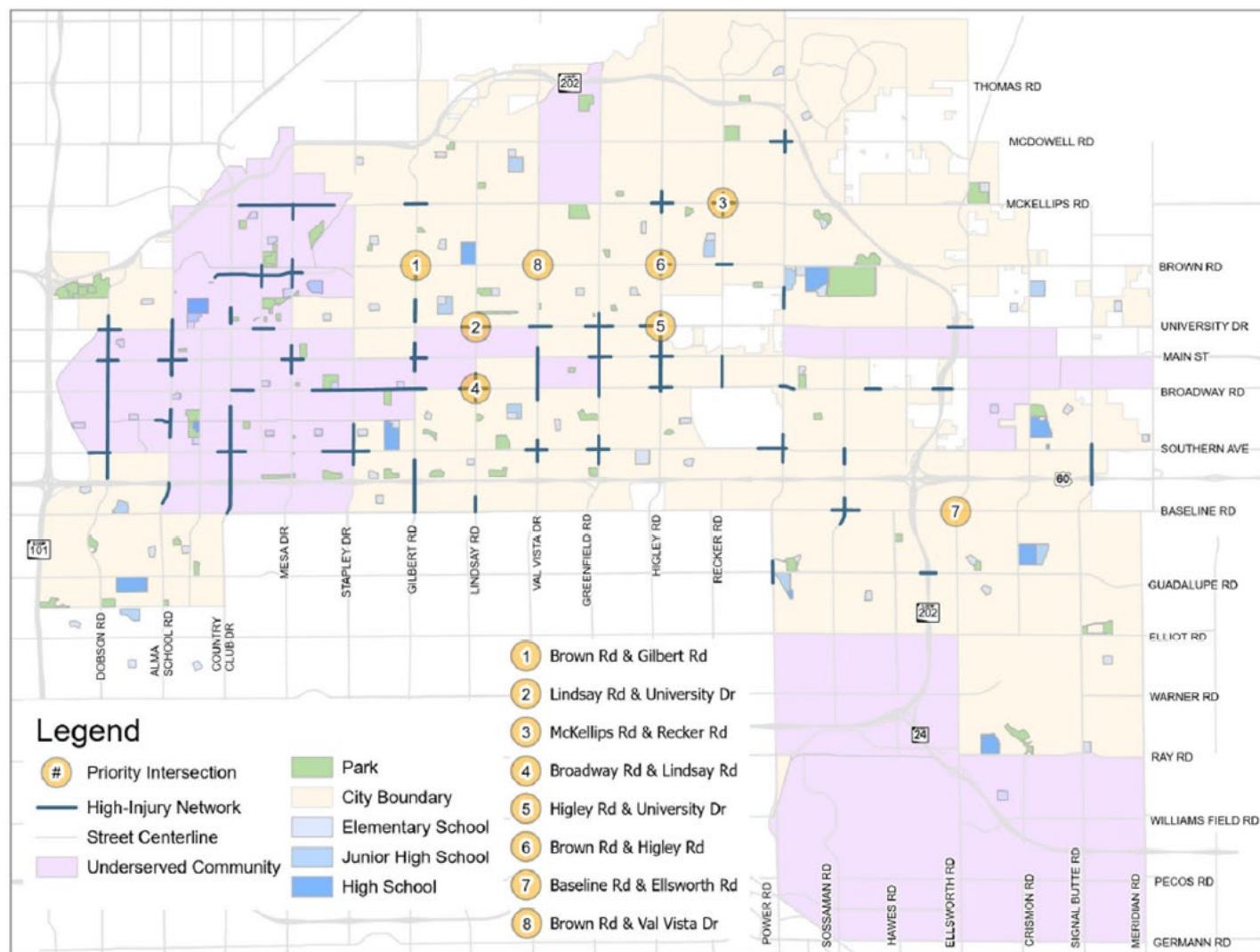
- Engineering design plans
- New signal equipment or poles
- Detection and wiring upgrades
- Geometric modifications or lane reconfiguration



Mesa's SafeTurn Initiative

U.S. Department of Transportation
Safe Streets and Roads for All (SS4A)
Mesa awarded funding for:

- Conversion to protected-only left turns
- Eight locations throughout the City
- Includes signal & ADA upgrades as well as signing & striping changes
- Some locations may be converted to dual left turn lanes
- Total grant amount: \$3.1M

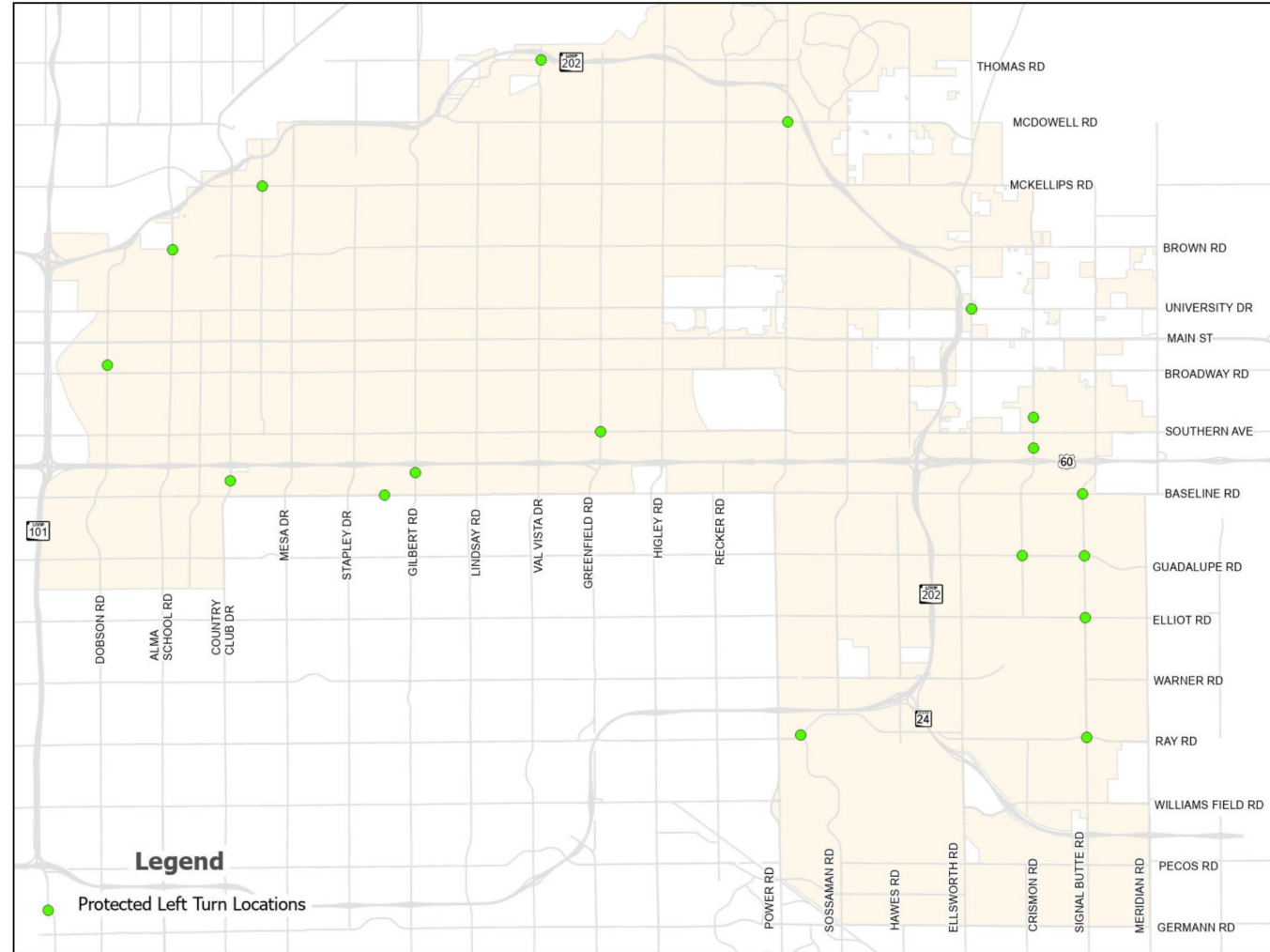


Protected Left Turn Locations

Protected Left Turns installed since 2021:

1. University Drive & Ellsworth Road
2. Juanita Avenue & Country Club Drive
3. Baseline Road & Signal Butte Road
4. Bass Pro Drive & Alma School Road
5. Inverness Avenue & Gilbert Road
6. Guadalupe Road & Crismon Road
7. Hampton Avenue & Crismon Road
8. 261 S Dobson Road @ Dexcom (n/o Broadway)
9. Ray Road & Sossaman Road
10. Baseline Road & Harris Drive
11. McDowell Road & Power Road
12. McKellips Road & Center Street
13. Skyline Boulevard & Crismon Road (Skyline HS)
14. Thomas Road & Val Vista Drive
15. Guadalupe Road & Signal Butte Road
16. Southern Avenue & Greenfield Road
17. Ray Road & Signal Butte Road
18. Elliot Road & Signal Butte Road

Protected Left Turn Locations



Questions/Discussion



Item No. 7

Mesa Dr Speed Limit

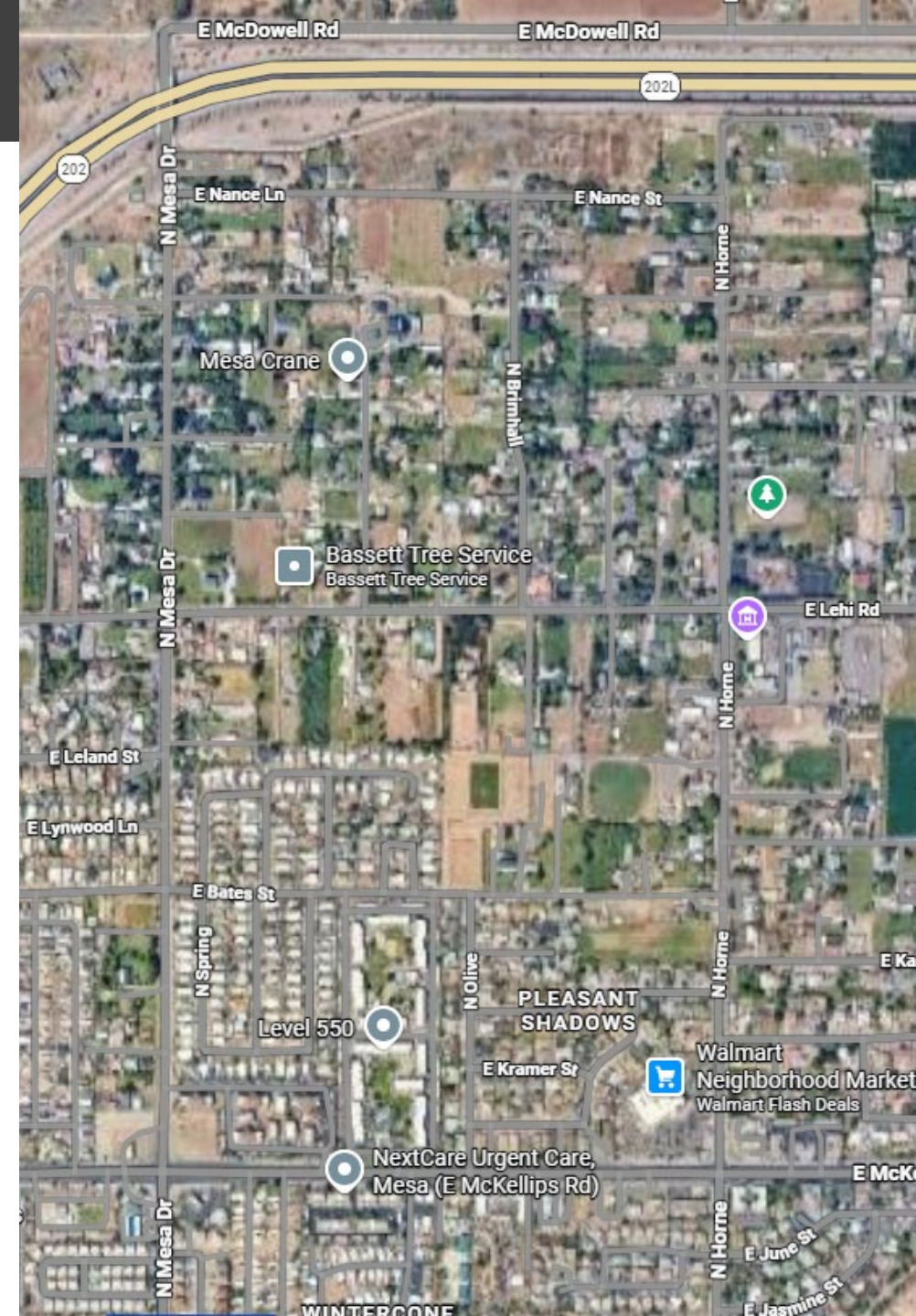
Discuss and take action, providing a recommendation to Council on the staff proposal to modify the speed limit on Mesa Drive between Bates Street and Lehi Road (Council District 1).

Mesa Drive

- Existing 2-lane arterial, functions as a collector
- Majority has no curb, gutter, or sidewalks
- Within Lehi Heritage Neighborhood

Adjacent Land Uses

- Commercial corners at McKellips Road
- One apartment complex near McKellips Road
- Otherwise, residential, single-family homes



Mesa Dr – North of McKellips Rd



Mesa Dr @ McKellips Rd
(Looking North)

Mesa Dr – Approaching Bates St



Mesa Dr Bates St
(Looking North)

Mesa Dr – Approaching Lehi Rd



Mesa Dr @ Lehi Rd
(Looking North)

Mesa Dr @ SR 202 Overpass



Mesa Dr @ SR 202 Overpass
(Looking North)

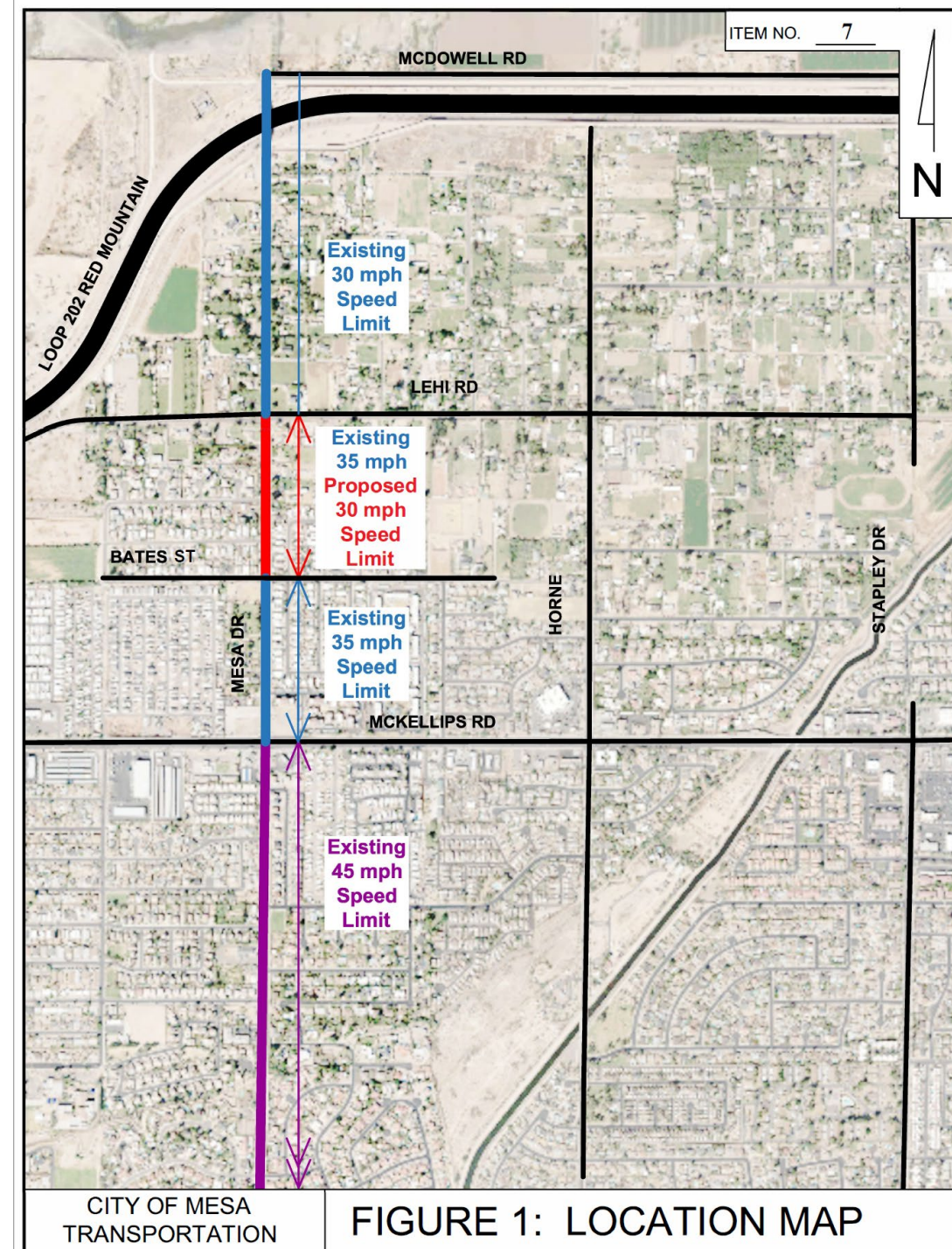
Mesa Drive Speed Limit

Recommendation:

- Reduce the speed limit from 35 mph to 30 mph on Mesa Drive between Bates Street and Lehi Road

TAB:

- Discuss & take action, providing a recommendation to Council





Item No. 8

Horne Speed Limit

Discuss and take action, providing a recommendation to Council on the staff proposal to modify the speed limit on Horne between McKellips Road and Lehi Road (Council District 1).

Horne

- Existing 2-lane collector
- Majority has no curb, gutter, sidewalks or street lighting
- Within Lehi Heritage Neighborhood

Adjacent Land Uses

- Commercial corners at McKellips Road
- Fire Station
- Church
- Museums
- Residential, single-family homes



Horne – North of McKellips Rd



Horne @ McKellips Rd
(Looking North)

Horne – North of Kael St



Horne n/o Kael St
(Looking North)

Horne – Approaching Lehi Rd



Horne – approaching Lehi Rd
(Looking North)

Horne approaching Dead End @ 202



Horne approaching Loop
202
(Looking North)

Horne Speed Limit

Recommendation:

- Reduce the speed limit from 35 mph to 30 mph on Horne between McKellips Road and Lehi Road.

TAB:

- Discuss & take action, providing a recommendation to Council

