

TRANSPORTATION ADVISORY BOARD MINUTES

DRAFT

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.