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CITY OF MESA 2050 TRANSPORTATION MASTER PLAN

Sustainability and Transportation Committee
September 19th, 2024

Agenda

- ***Activities Update Since May***
- ***What's New in the 2050 Transportation Plan?***
- ***What's Next - Implementation***

Since We Last Met…

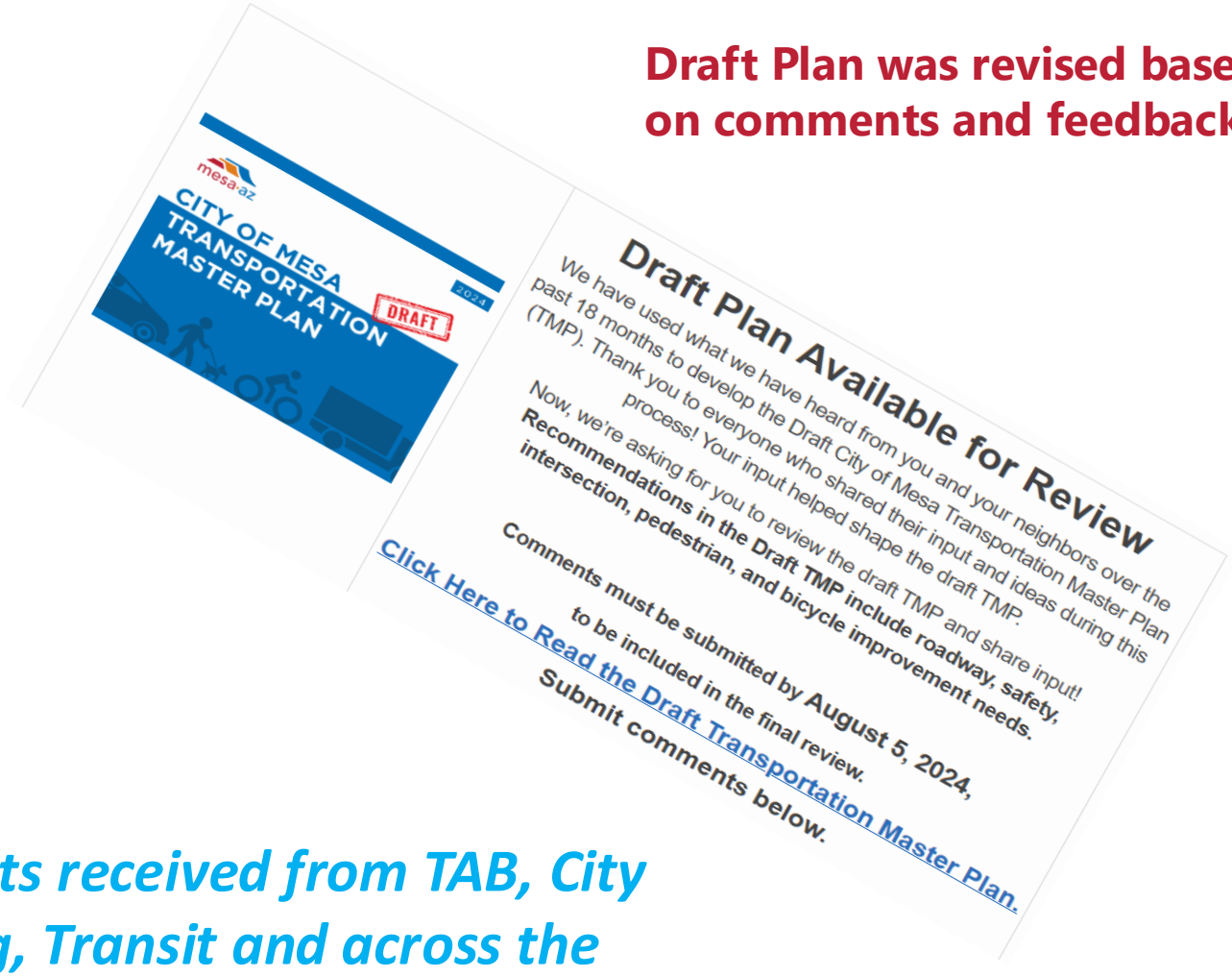
- ***Finalized Street Typologies graphics and Corridors of Opportunity maps***
- ***Developed the Executive Summary***
- ***Conducted the Phase III Public Engagement (final outreach)***
- ***Finalized revisions and the assembly of the completed document***

Phase III Public Engagement

July 8th – August 4th

- ***Document and Maps Posted on Project Website for Review***
- ***Outreach Included***
  - *City of Mesa Newsletters (Economic Reporter and MesaNow)*
  - *Internal City of Mesa Departments, Council, Managment and Planning Partners*
  - *Social Media posts*
  - *Online Surveys*

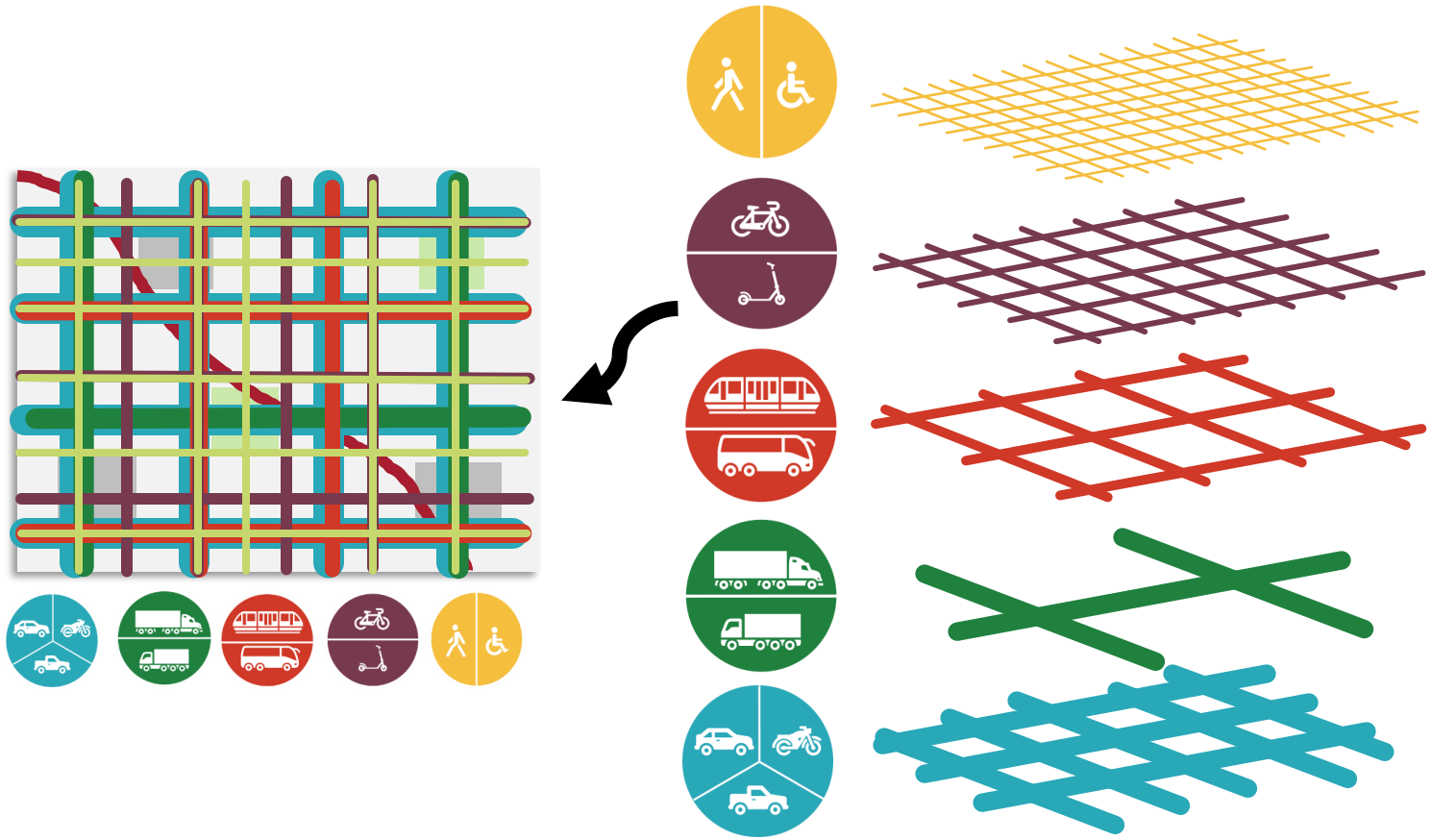
Draft Plan was revised based on comments and feedback.



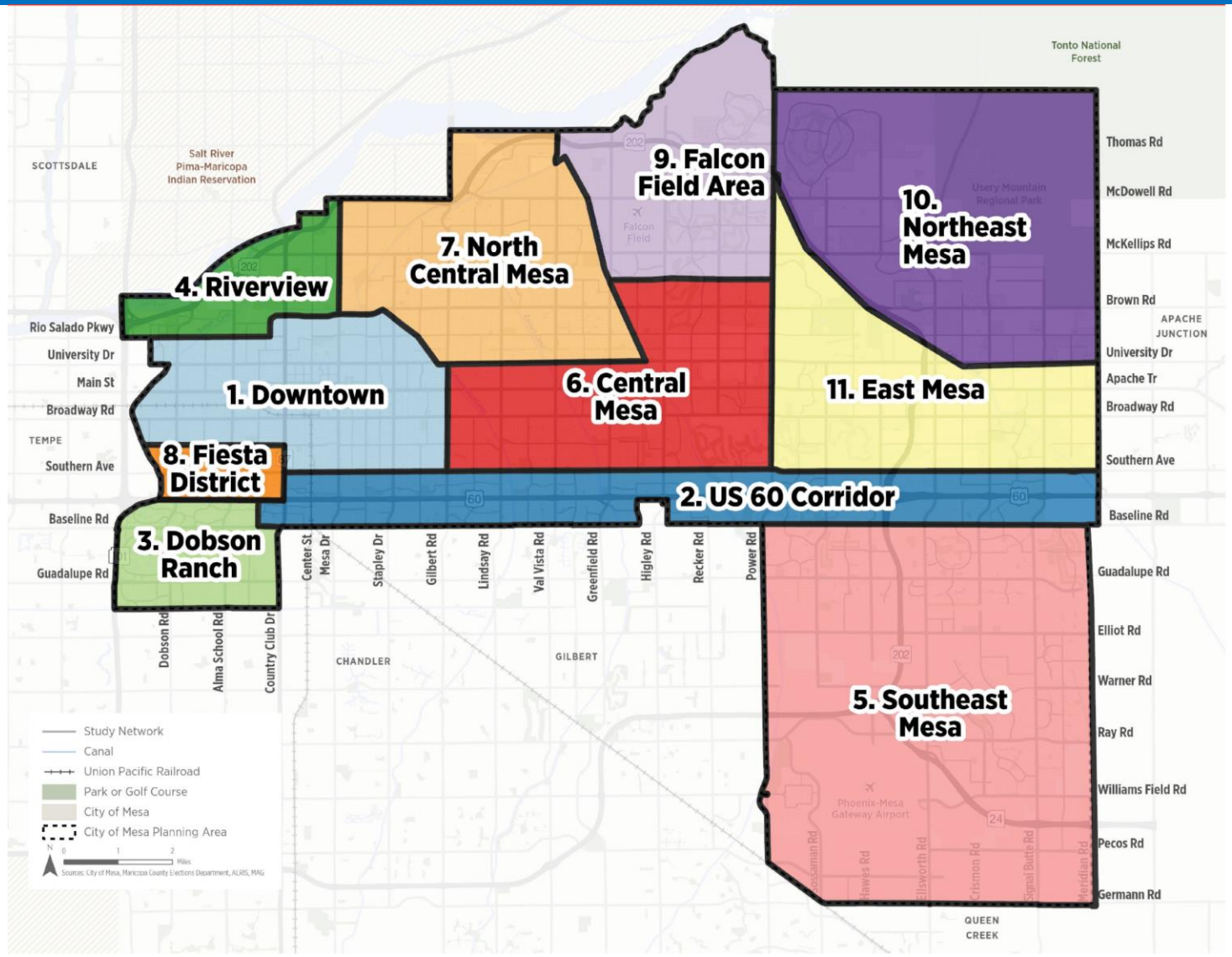
Extensive comments received from TAB, City Manager, Planning, Transit and across the Transportation Department!

What Is New: COMPLETE NETWORKS

Understand the Modal Needs of Each Street to Create a Combined Intermodal Network That Provides Travel Choices Citywide.



What Is New: TRAVEL SHEDS

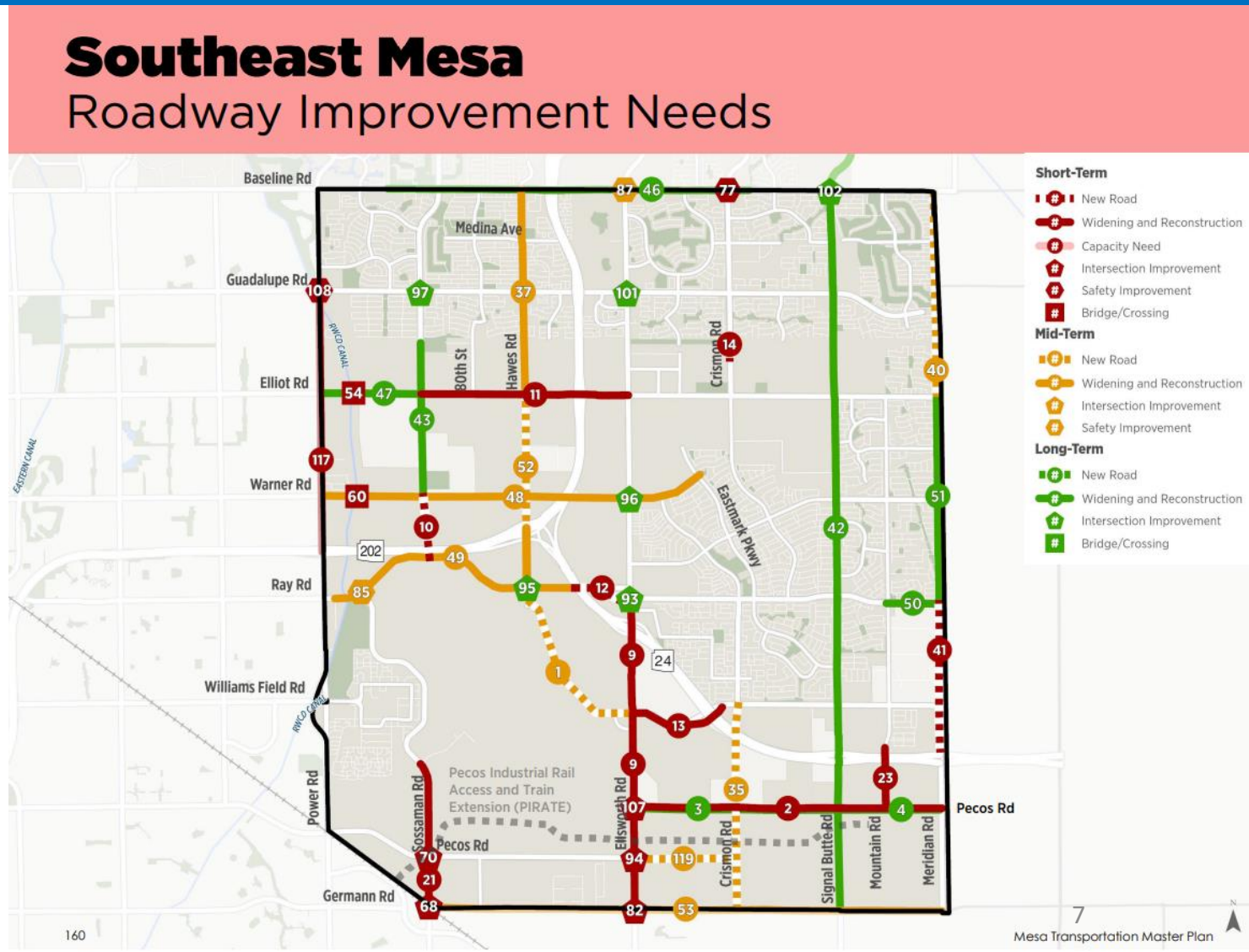


Travel Sheds: Each Mesa area is unique and has unique transportation needs

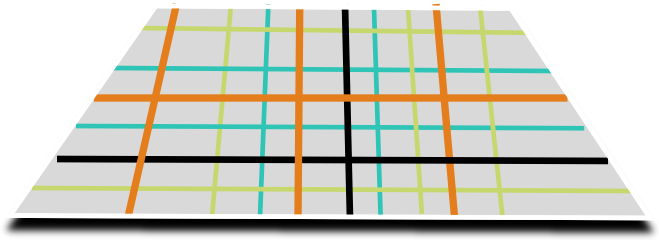
- **Travel Sheds** are geographic areas that have similar socioeconomics and trip making characteristics; and tend to have similar transportation needs
- **Factors used to define travel sheds**
  - Socioeconomics (income level, household size, age, poverty status, zero-car households, minority concentrations, etc)
  - Future land use (General Plan)
  - Travel characteristics (predominant modes used, average travel distances, travel purposes, etc)

What Is New: TRAVEL SHEDS

The TMP includes multi-page spreads detailing recommended needs within each travel shed



What Is New: STREET TYPOLOGIES



Complete Networks

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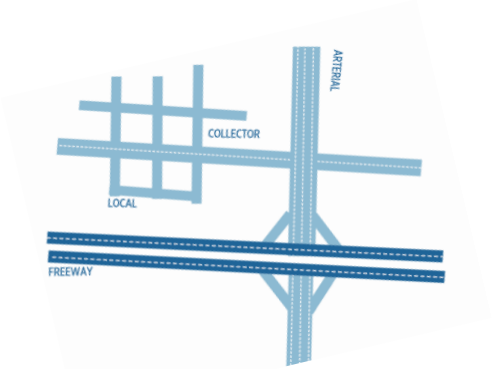

Functional Classification

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Street Context

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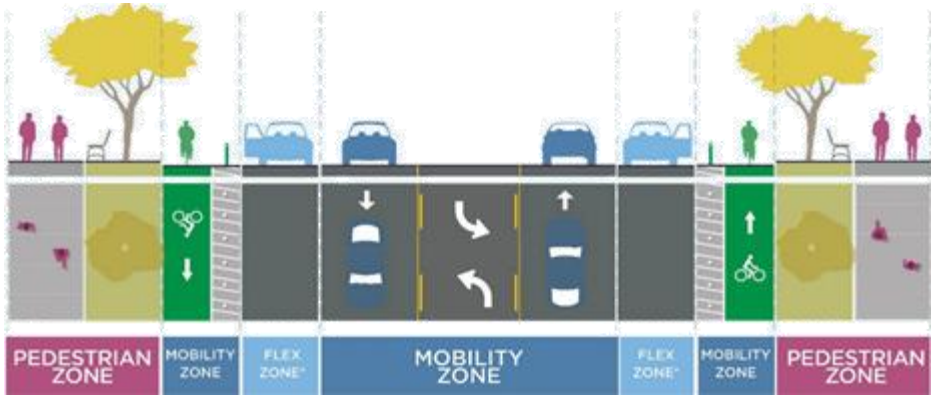
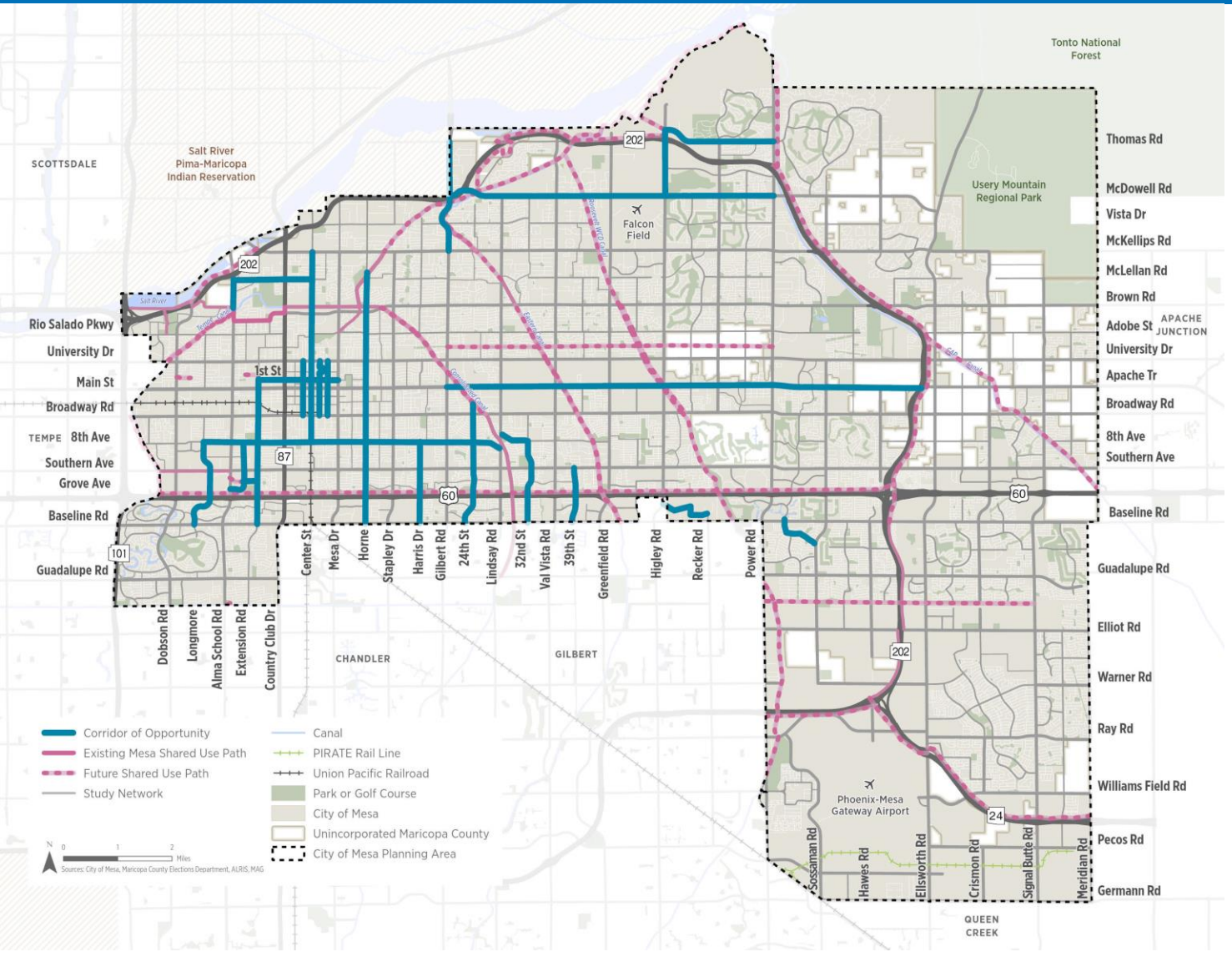


Street Typologies
Defines Street Elements (Travel lanes, transit infrastructure, sidewalks, bike lanes, etc.)

		Preferred	Allowable Range
VEHICLES	Travel Lane Width	11'	10-12'
	Raised Median (Preferred)	14-20'	11-24'
	Striped Median (Alternate Option)	12-14'	11-16'
BIKEWAYS	Preferred: Protected Bike Lane or Shared Use Path Alternate Option: Buffered Bike Lane		
	Protected Bike Lane Width	6'	5-8'
	Protected Bike Lane Buffer*	4'	2-6'
	Shared Use Path Width**	12'	8-16'
	Buffered Bike Lane Width	6'	5-8'
	Buffered Bike Lane Buffer	4'	2-6'
SIDEWALK	Sidewalk Width	6'	5-8'
	Landscaped Buffer Width	8-12'	4-15'
	Pedestrian Crossing Frequency	1300'	1300-2600'

* Buffer width may be smaller if using vertical separation
** A shared use path acts as both the bikeway and sidewalk

What Is New:
CORRIDORS OF OPPORTUNITY



The plan proposes streets that could be considered for reconfiguration to better support adjacent land uses and address changing modal needs found there.

- ***Criteria used to define these corridors:***
  - ***Functional Class***
  - ***Traffic Volumes***
  - ***Levels of Service***
  - ***ROW Width***
  - ***Adjacent Land Use***
  - ***Population Density***
  - ***Disadvantaged Populations***
  - ***Impact on Surrounding Network***

Implementation

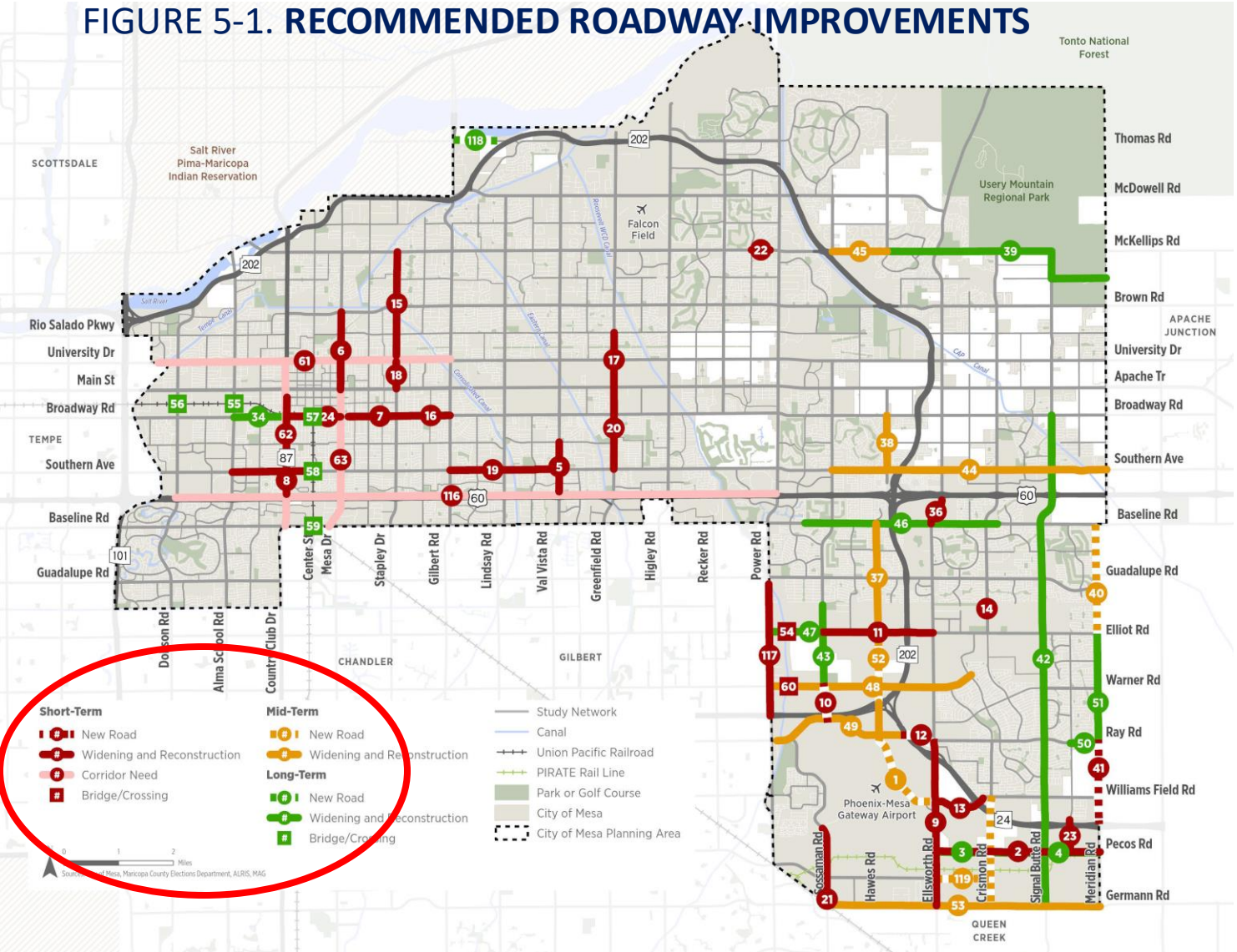
The TMP is used as a tool to help define projects over the next 10 years

Parts of the Plan used to help with implementation:

- ***Prioritized Needs***
- ***Public Comments and Feedback***
- ***Progress Checklist***

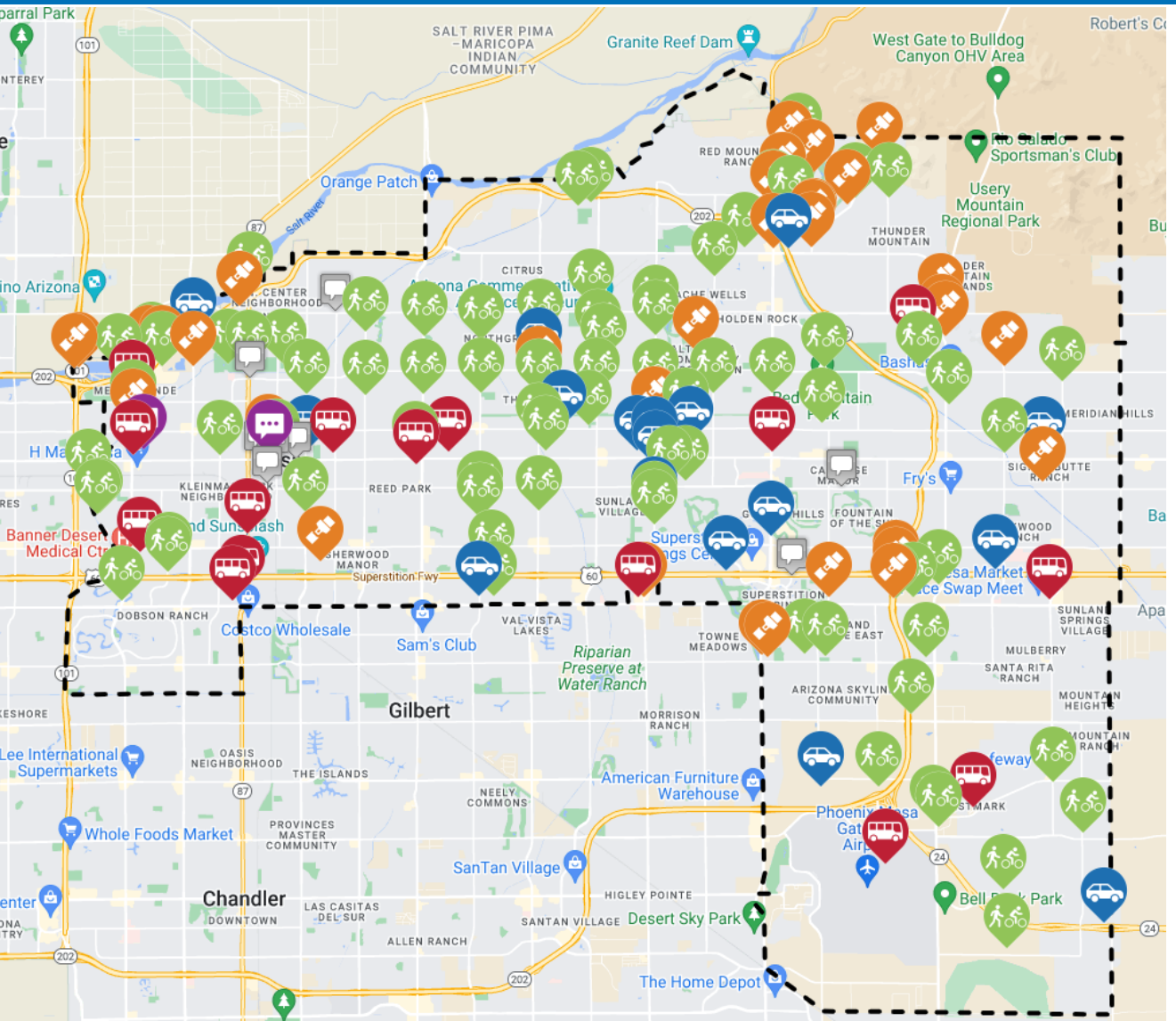
Prioritized Needs

FIGURE 5-1. **RECOMMENDED ROADWAY IMPROVEMENTS**



- **Short-Term Horizon (Y2024 to Y2030)**
- **Mid-Term Horizon (Y2031 to Y2035)**
- **Long-Term Horizon (Y2036 to Y2050)**

Public Comments and Suggestions



Clusters of public suggestions or concerns will help staff understand and prioritize project selections Citywide.

Tracking and Evaluating

Performance measures help determine tangible benefits for the TMP's goals while helping to track progress and effectiveness over time.

Table 8-3. TMP Progress Checklist

TMP Goals	Actions	Performance Measure And Desired Trend	Track Progress
Manage and Maintain	☐ Collect traffic counts along major arterials and bicycle and pedestrian counts along key shared use path locations.	☐ Completed – Yes/No/Ongoing	☐ Two-year cycle
	☐ Plan and perform routine maintenance on Mesa maintained roads, paths, bike facilities, sidewalks, and other transportation facilities.	☐ Maintain current, or increase, in percent of roadway miles in fair or better pavement condition	☐ Annually
		☐ Maintain current or increase in percent of bridges in fair or better condition	☐ As needed
	☐ Evaluate mobility performance (LOS) of key arterial corridors.	☐ Maintain current, or increase, in percent of bridges in fair or better condition	☐ Alternate years
		☐ Arterials - Maintain or improve miles of roadways operating at LOS E or worse	☐ 3-year cycle
		☐ Collectors - Maintain or improve miles of roadways operating at LOS E or worse	☐ Annually
	☐ Evaluate traffic signal timing and operations.	☐ Maintain or improve number of intersections operating at LOS E or worse	☐ Alternate years
Safety First	☐ Prepare a citywide Safety Action Plan.	☐ Completed – Yes/No/Ongoing	☐ One time
	☐ Conduct a yearly safety review of Mesa's high injury network and intersections and determine potential safety countermeasures.	☐ Do not exceed previous year number of fatalities per capita	☐ Annually
		☐ Do not exceed previous year number of serious injury crashes per capita	☐ Annually
		☐ Do not exceed previous year number of pedestrian and bicyclist crashes per capita	☐ Annually
	☐ Plan, design, and construct corridor improvements to incorporate safety measures.	☐ Completed – Yes/No/Ongoing	☐ As needed

Staff Use the Plan Daily for Various Needs

REVIEW COMMENTS and QUESTIONS?

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