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# CITY OF MESA 2050 TRANSPORTATION MASTER PLAN

Council Study Session
October 3, 2024

# Agenda

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

# Since We Last Met…

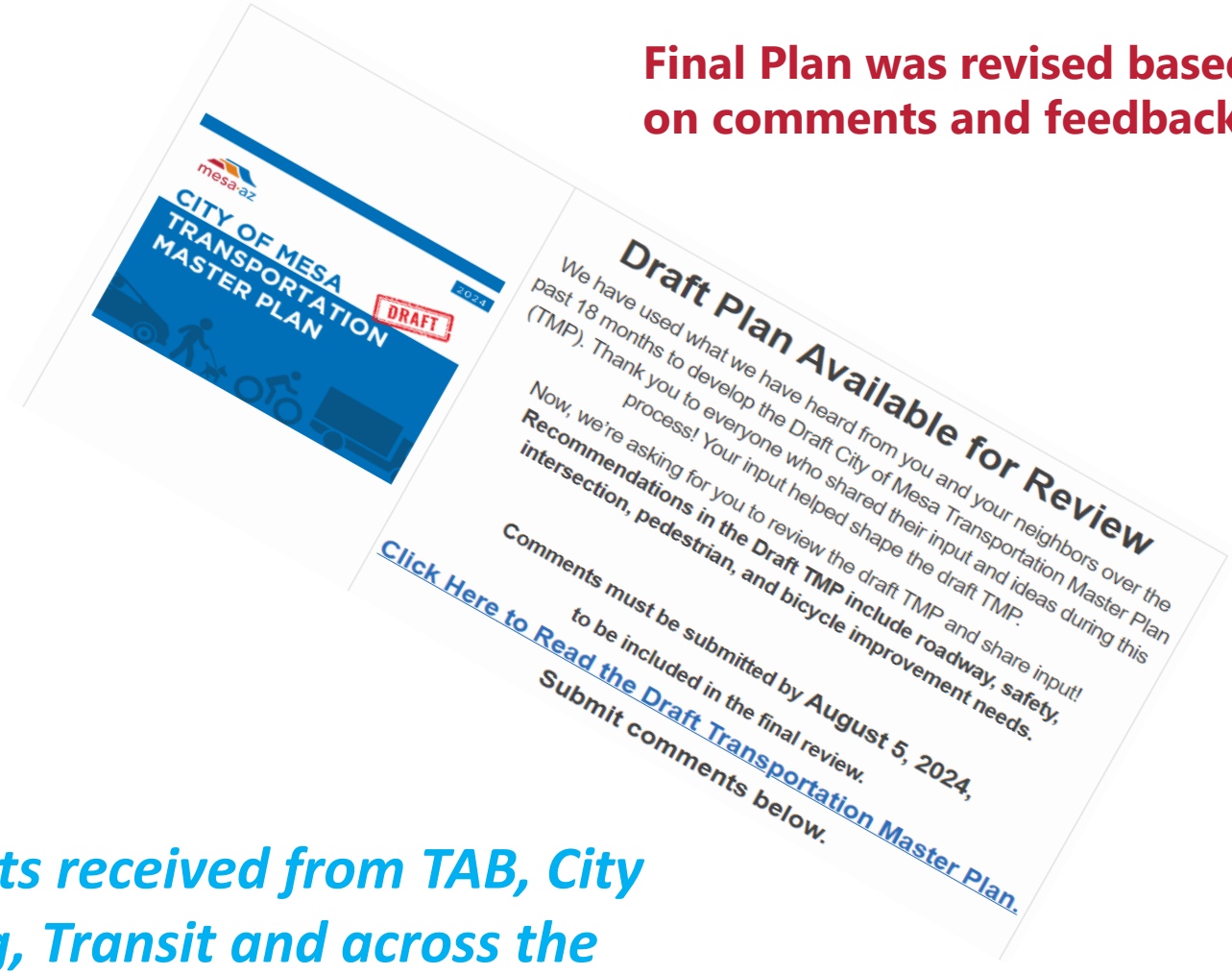
- *Developed Prioritized Needs for each Travel Mode*
- *Finalized Street Typologies graphics and Corridors of Opportunity maps*
- *Developed the Executive Summary*
- *Conducted the Phase III Public Engagement (final outreach)*
- *Finalized revisions and the assembly of the completed Final Plan*

# 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*

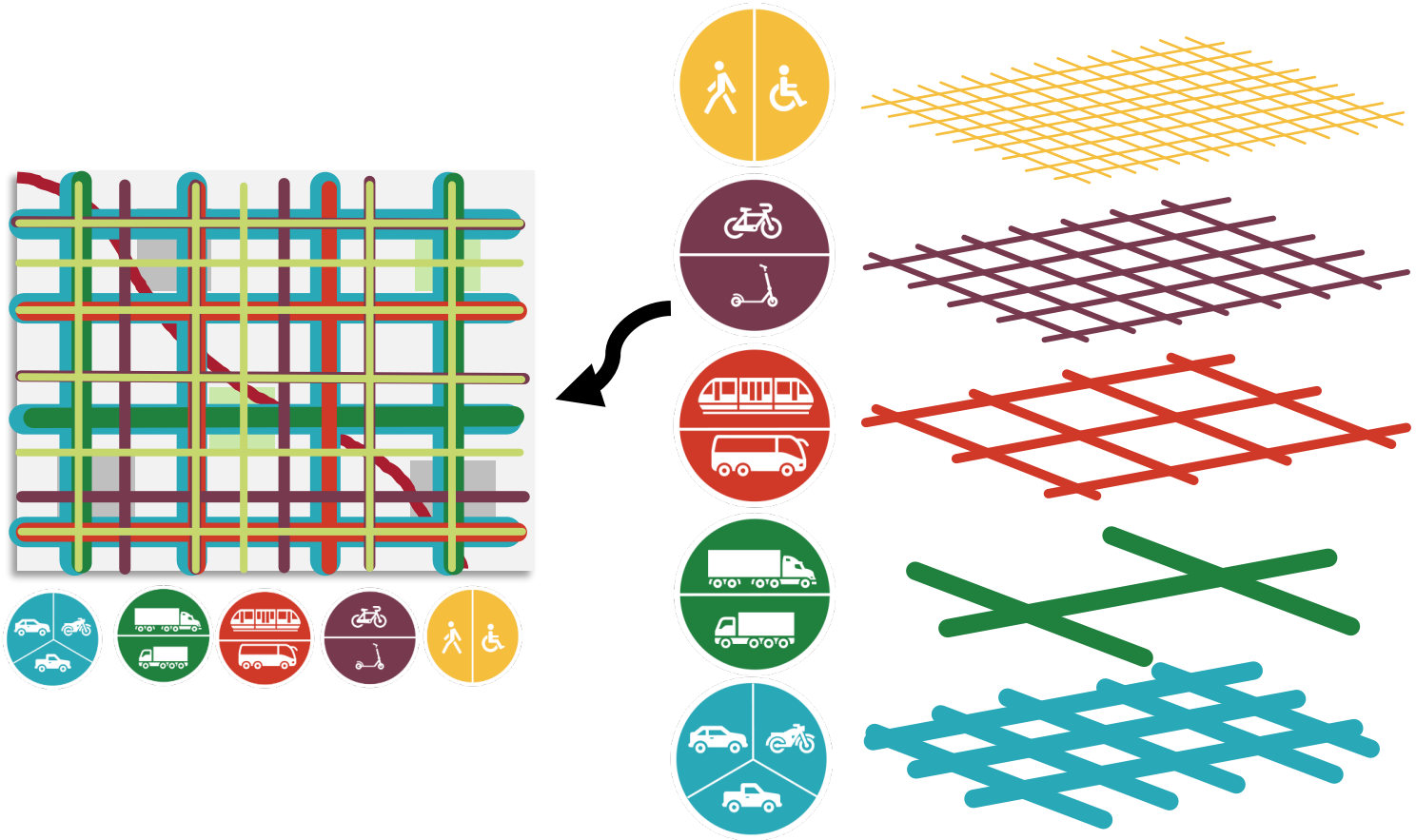
**Final Plan was revised based on comments and feedback.**



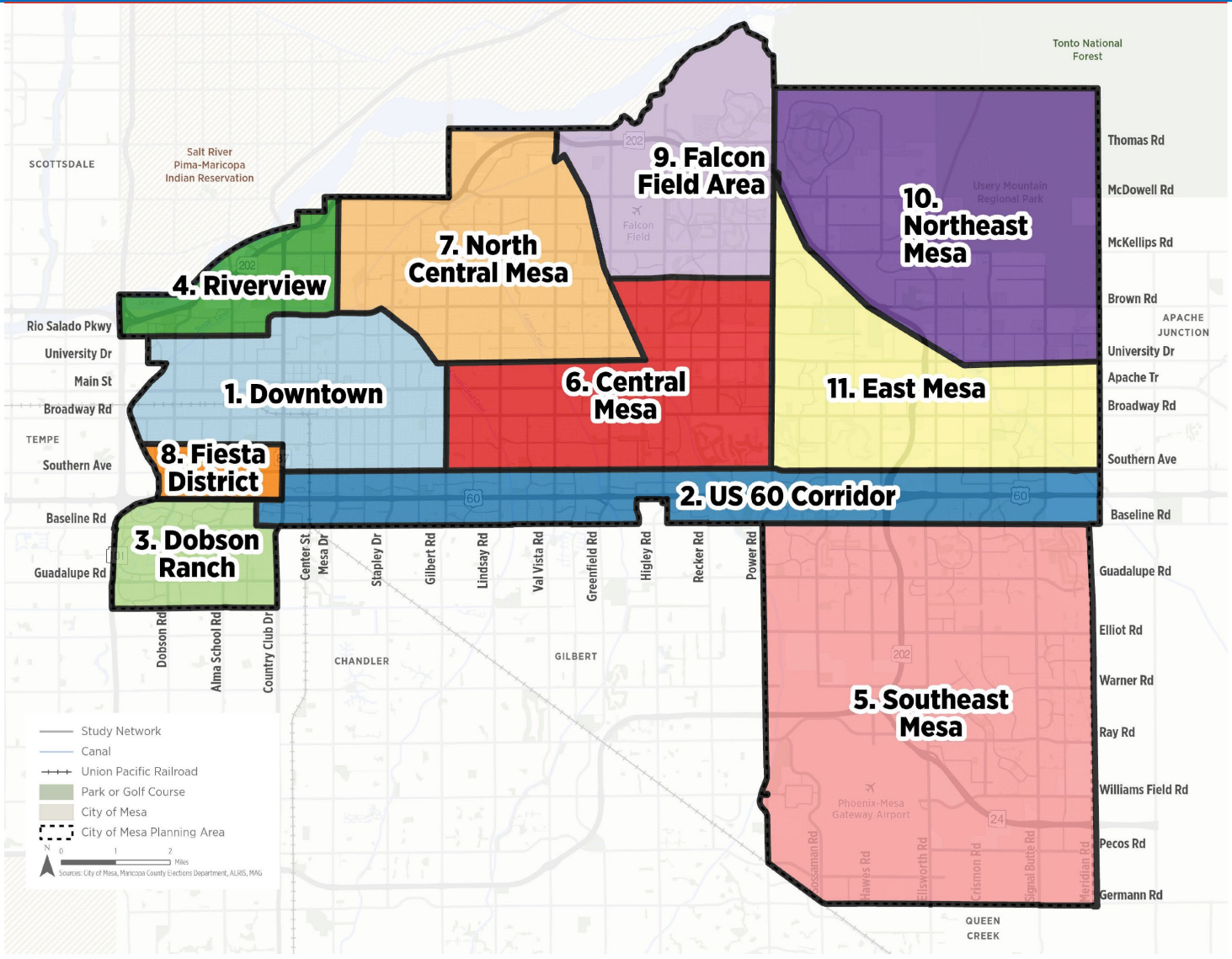

***Extensive comments received from TAB, City Manager, Planning, Transit and across the Transportation Department!***

# 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

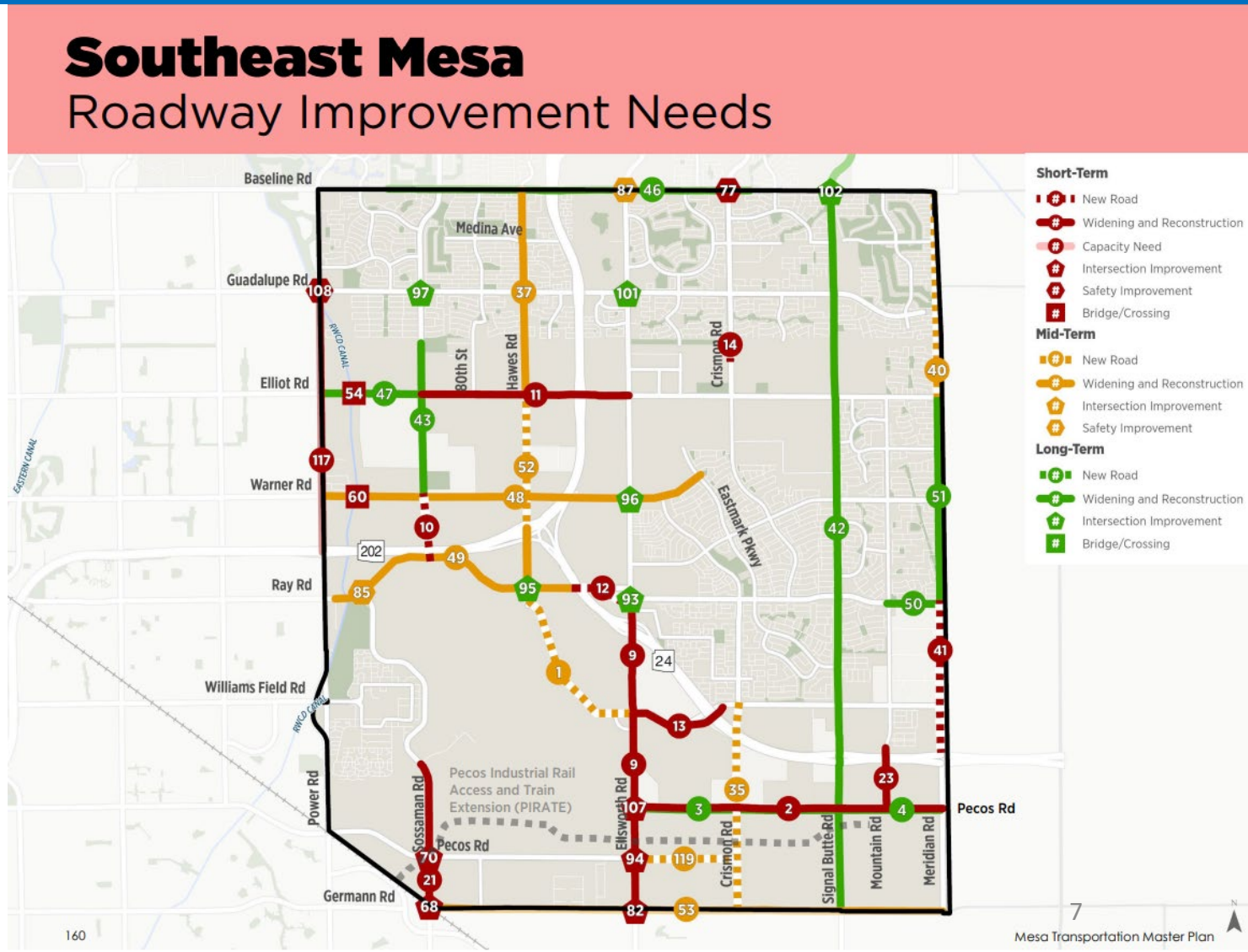



**Travel Sheds: Each Mesa area is unique and has unique transportation needs**

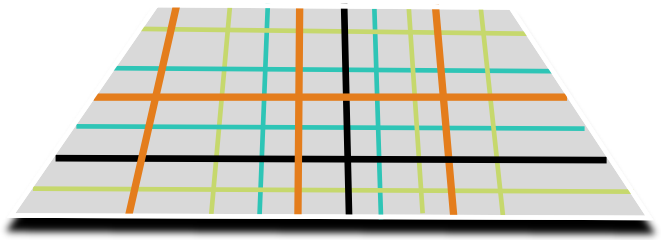
- **Travel Sheds** are geographic areas that have similar socioeconomics and trip making characteristics; and tend to have similar transportation needs
- **Factors used to define travel sheds**
  - Socioeconomics (income level, household size, age, poverty status, zero-car households, minority concentrations, 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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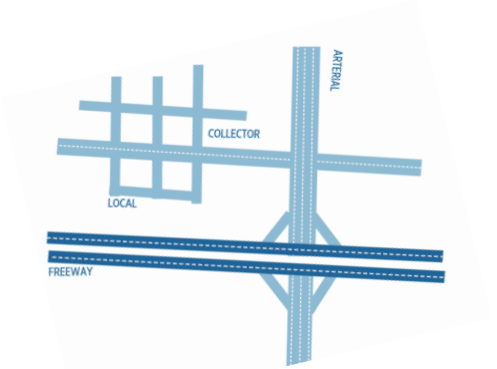


**Functional Classification**

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**Street Context**

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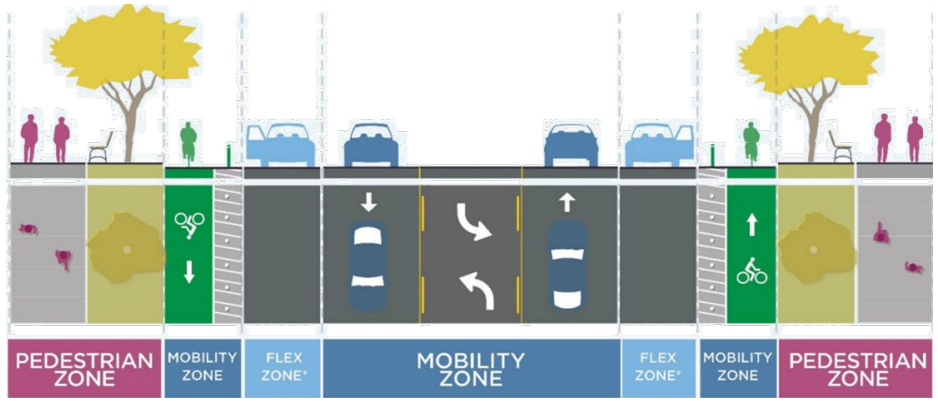
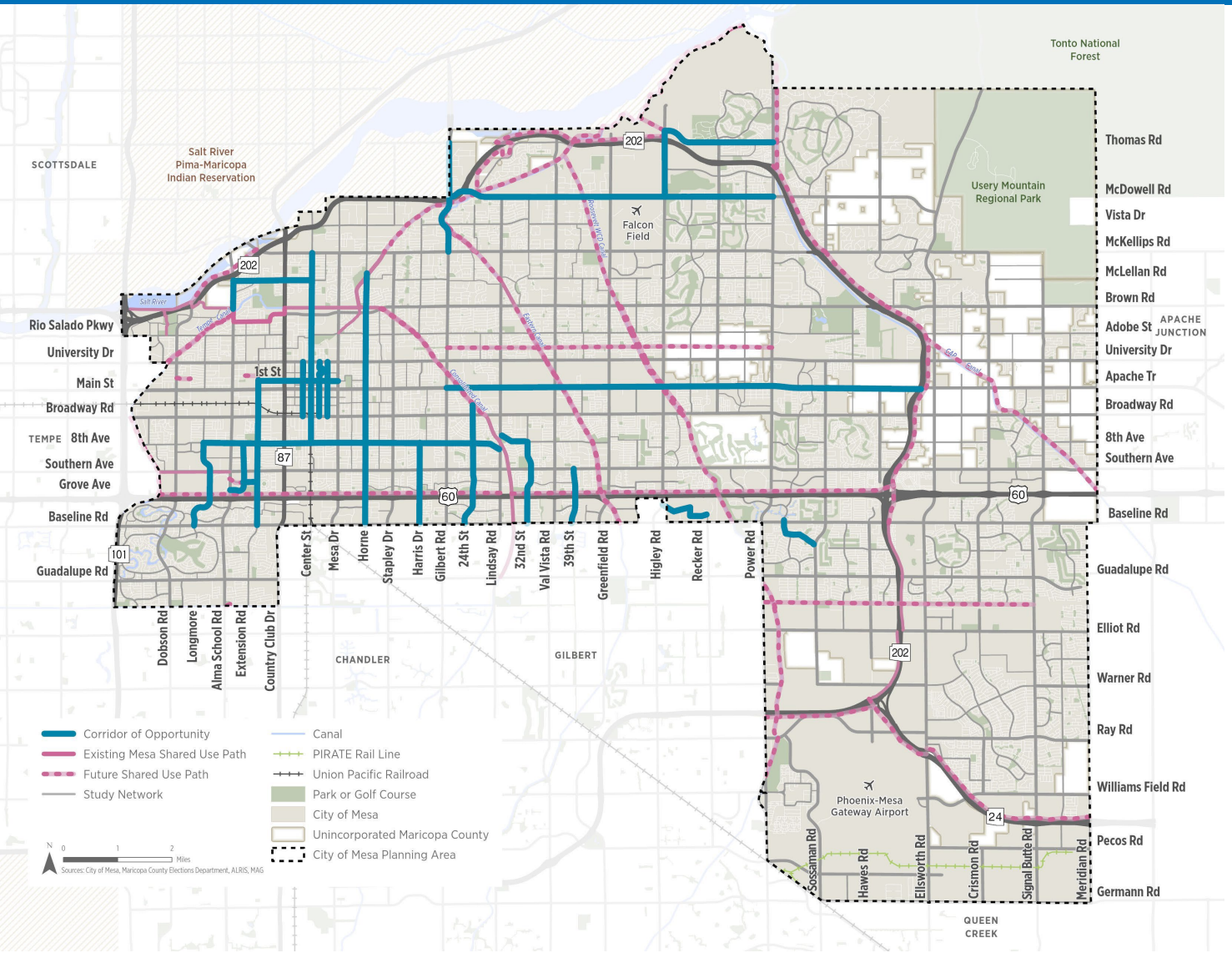



**Street Typologies**
Defines Street Elements (Travel lanes, transit infrastructure, sidewalks, bike lanes, etc.)

| | | 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<br>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

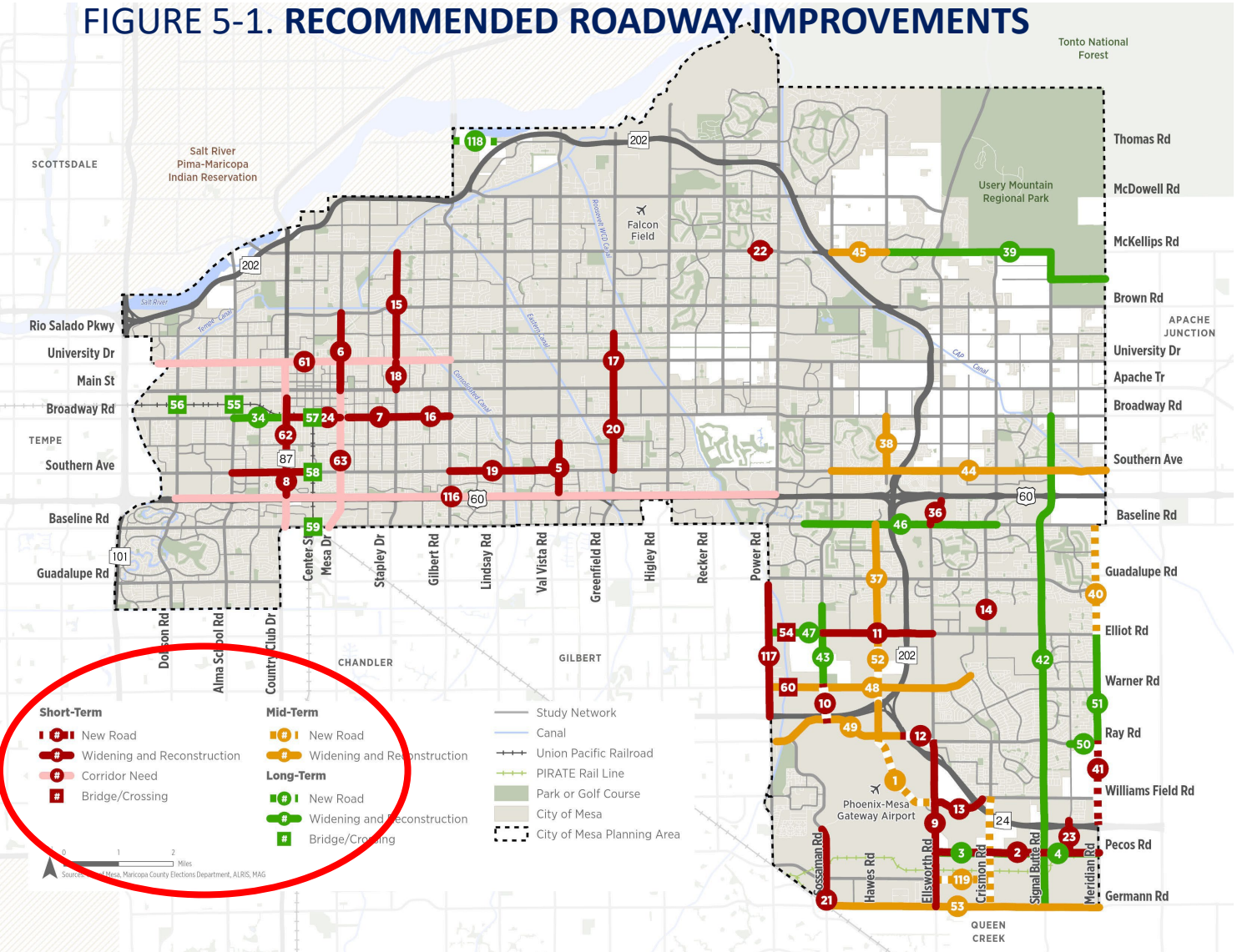
***The TMP is used as a tool to help define projects over the next 10 years***

***Parts of the Plan used to help with implementation:***

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

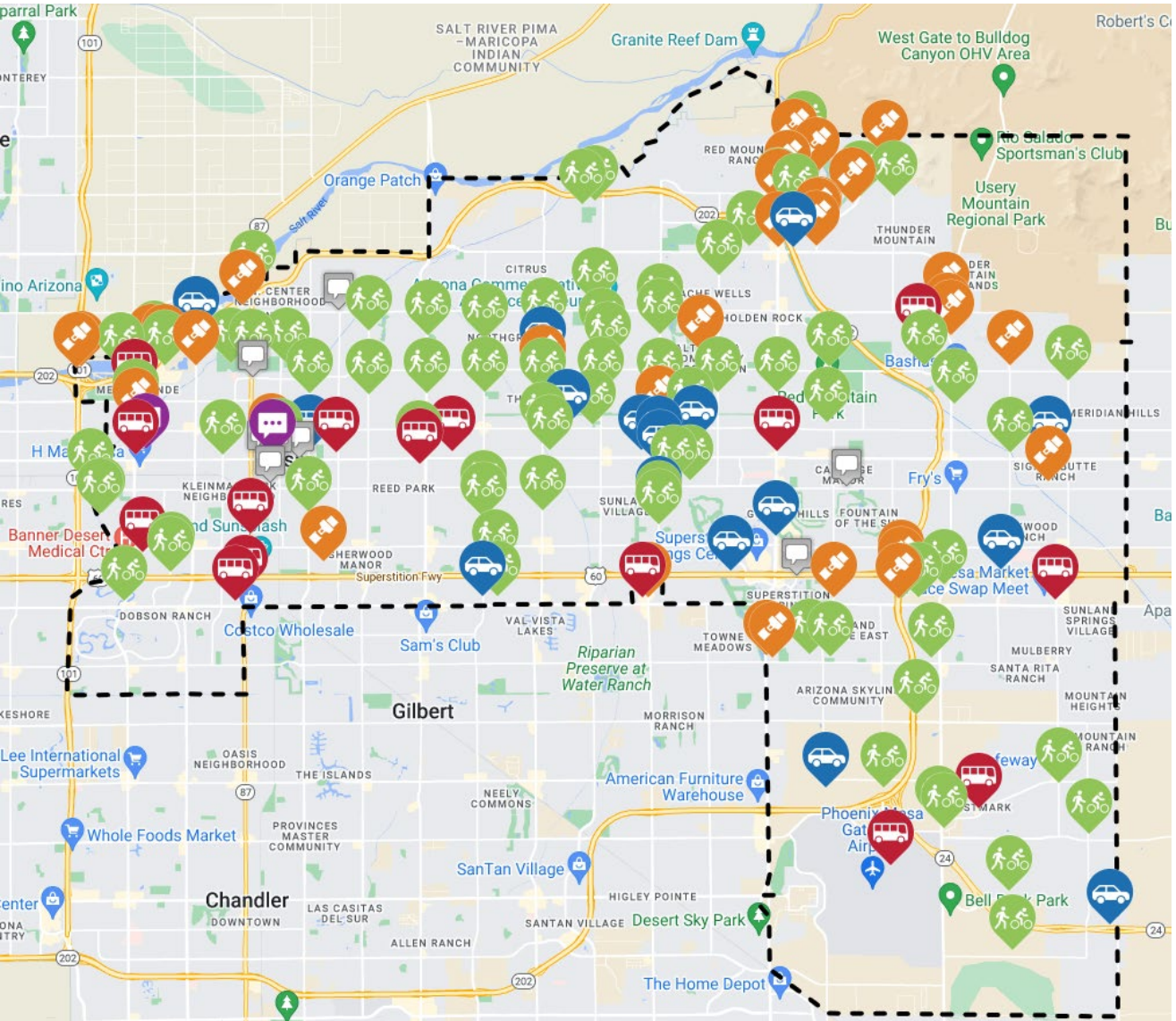
# Prioritized Needs

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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# CITY OF MESA 2050 TRANSPORTATION MASTER PLAN

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