



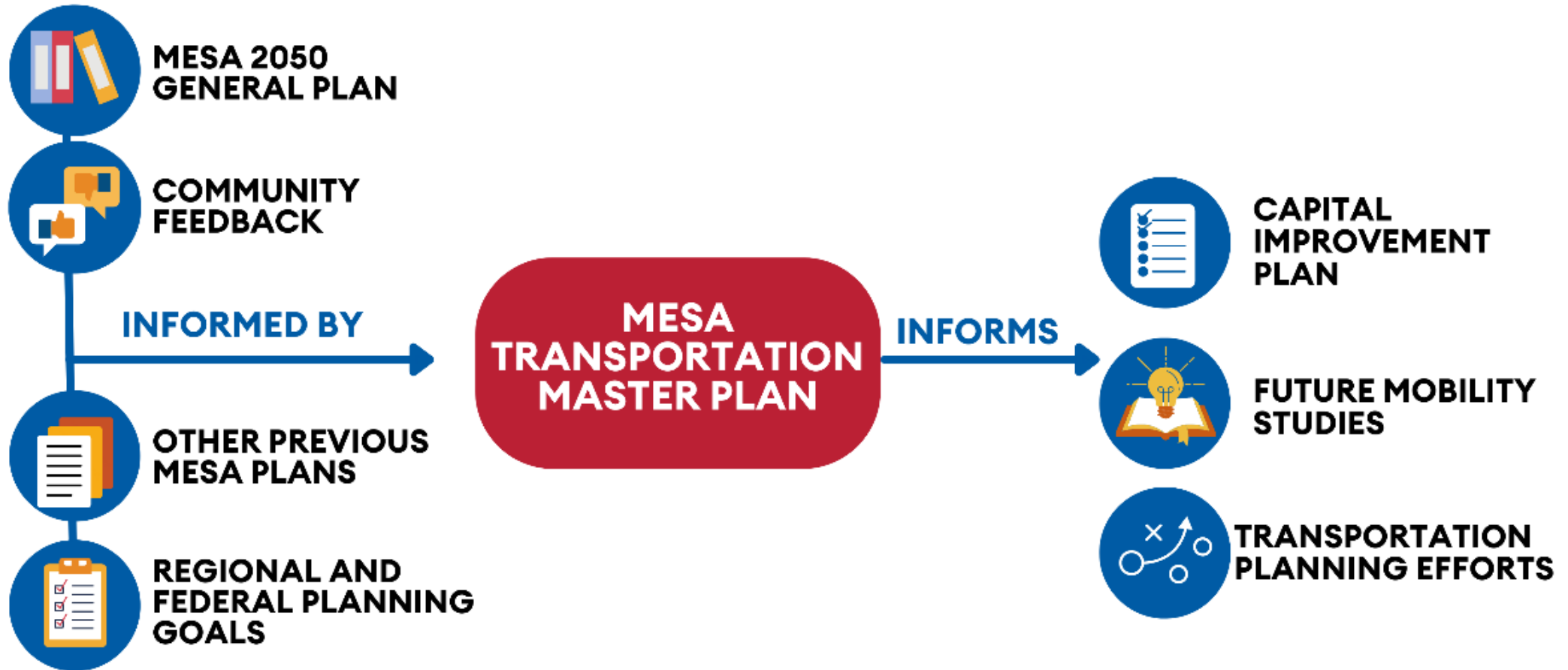
# CITY OF MESA 2050 TRANSPORTATION MASTER PLAN



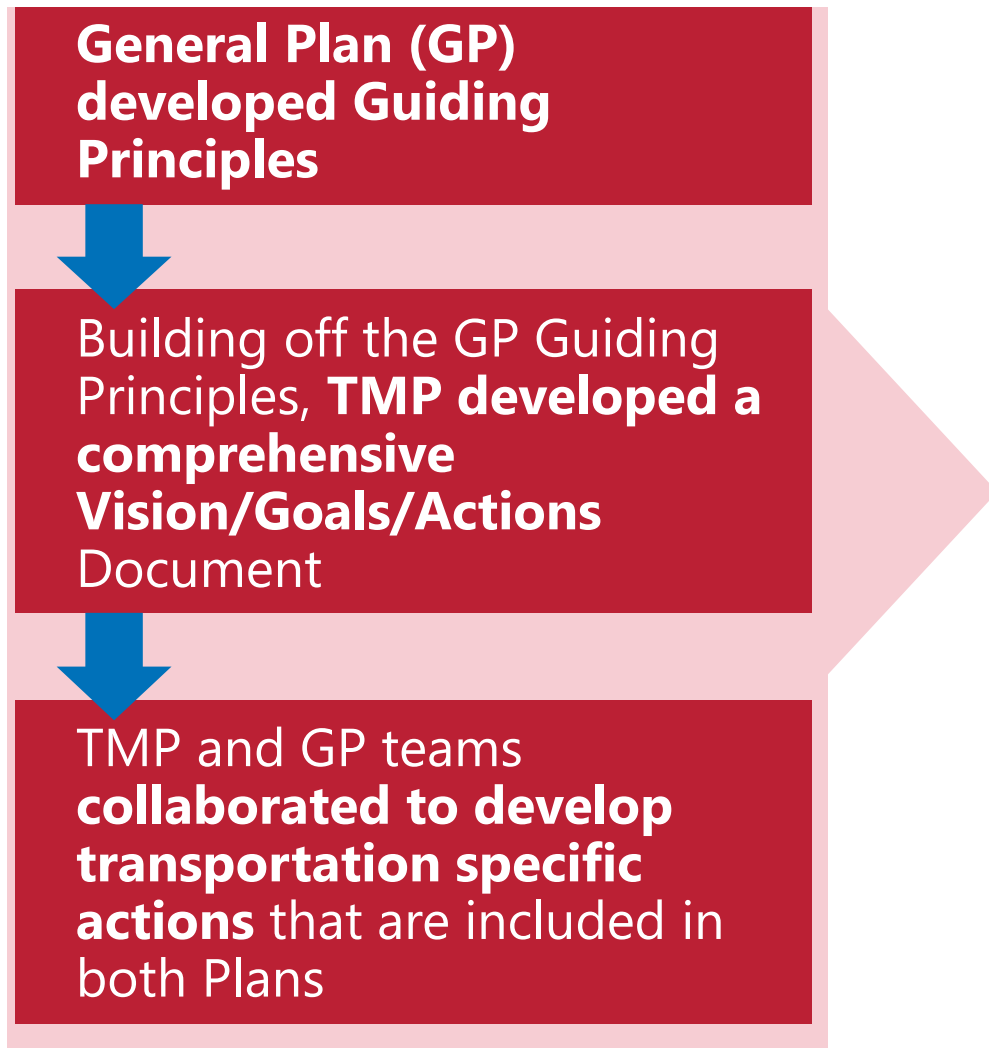
# Agenda

- **TMP Vision, Goals, and Objectives** –  
Coordination with General Plan and Transit Teams
- **We Want to Hear from You!**
- **Public Outreach Update**
- **Key Outcomes of the TMP**

# TMP/Transit – General Plan Coordination



# General Plan / TMP – Common Vision

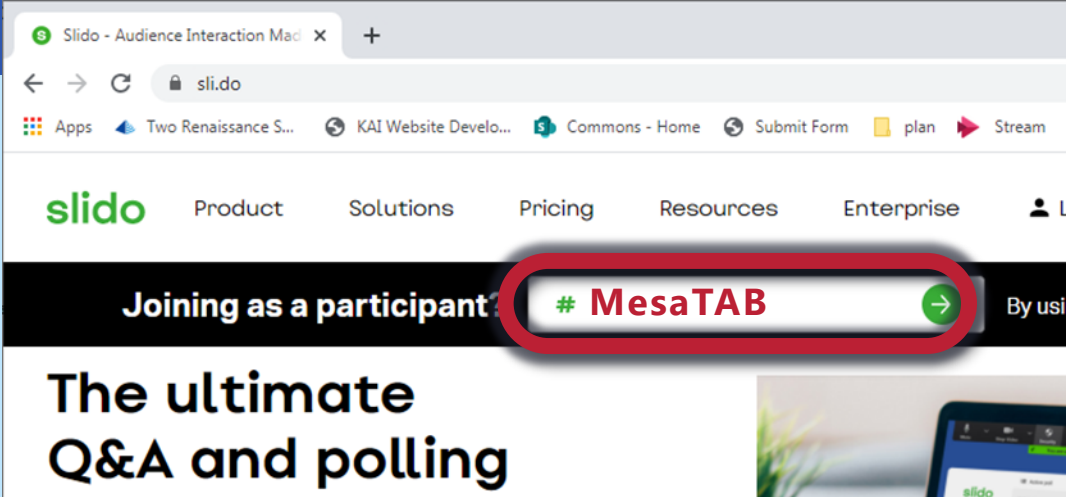


## Example Transportation Specific Actions in General Plan

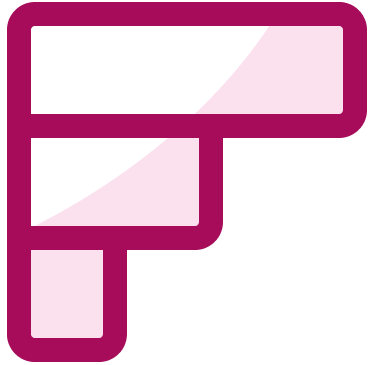
- Prepare and implement additional studies:
  - Downtown Micromobility Plan
  - Active Transportation Plan
  - Citywide Safety Action Plan
- Integrate TMP Street Typologies
- Identify Modifications to Street Designs
- Increase Options on the City's Bicycle and Pedestrian
- Continue Implementation of the ADA Transition Plan
- Increase EV Facilities

# We Want to Hear From You!

Join at  
**slido.com**  
**#MesaTAB**



slido




**1. What transportation investments would you most like to see?**

ⓘ Start presenting to display the poll results on this slide.

slido



## 2: What approach do you prefer to improve vehicle congestion and mobility

 Start presenting to display the poll results on this slide.

slido



**3: To improve cycling in the City, which approach do you prefer?**

ⓘ Start presenting to display the poll results on this slide.



slido



**4: Considering there is limited transit funding, would you prefer?**

ⓘ Start presenting to display the poll results on this slide.

# slido



**5: If a travel lane on a road was no longer needed, how would you like to see that space used?**

ⓘ Start presenting to display the poll results on this slide.

# Phase II Public Outreach Update!

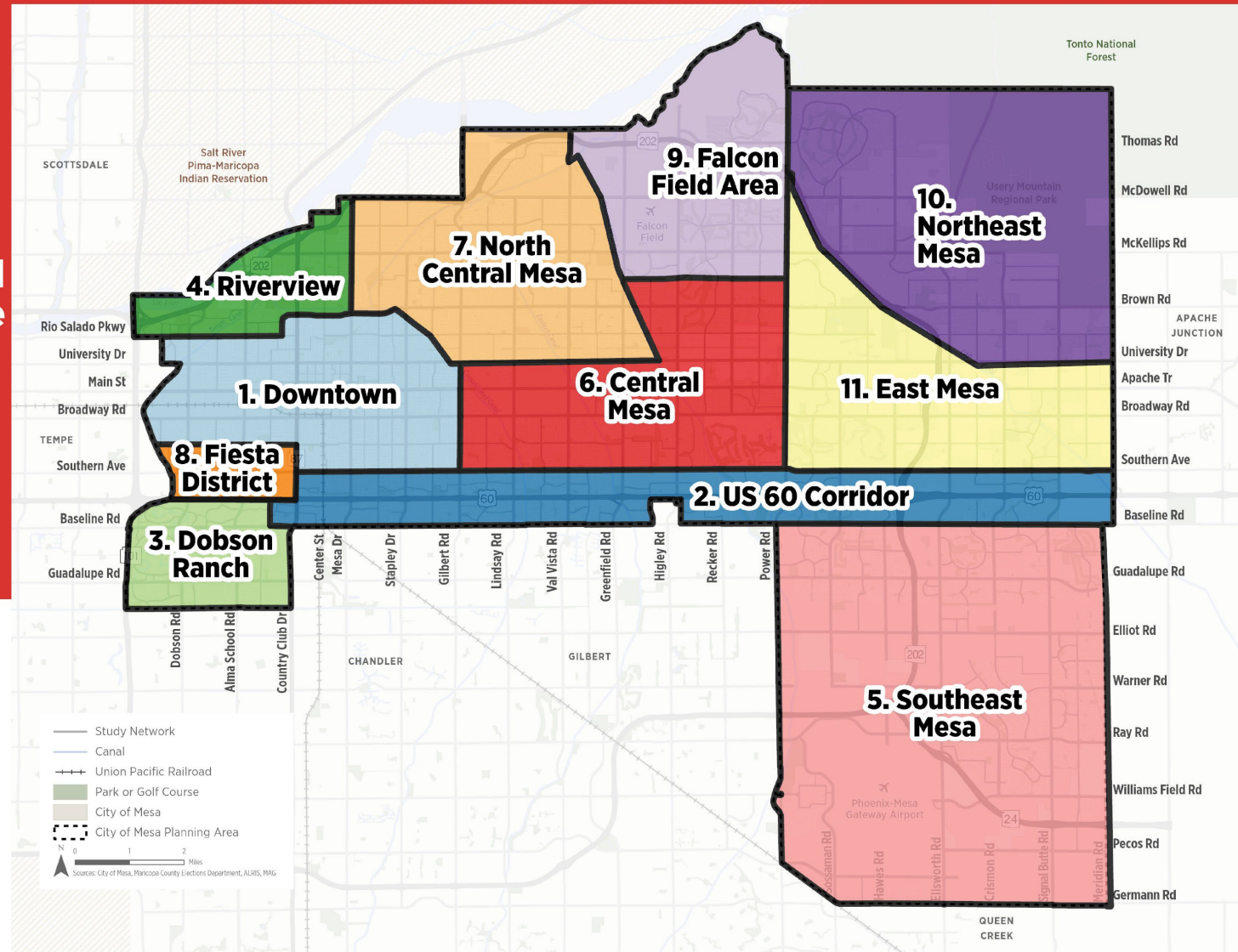


**Virtual Project Guide still live and accepting comments from the public**

# Phase II Public Outreach Update!

Survey focused  
on priorities  
within travel  
sheds

What  
Travel Shed  
Do You Live  
in?



# Phase II Public Outreach Update!



~300 surveys completed to date



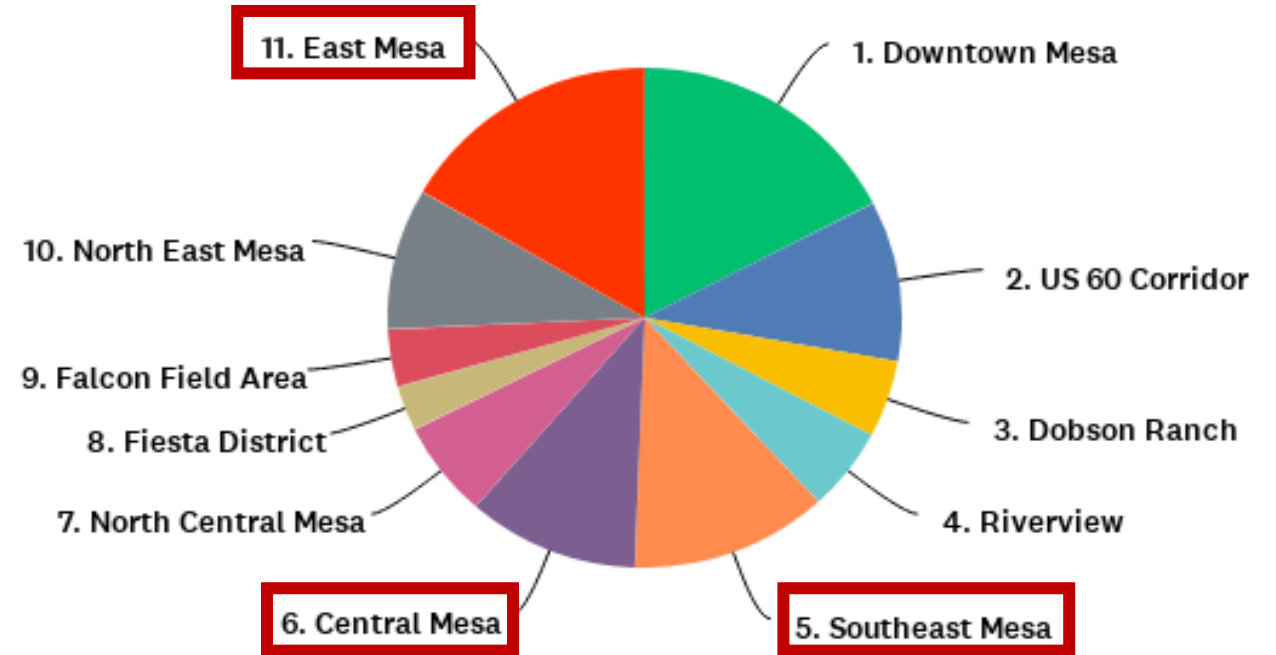
1,138 unique visitors to website



Stakeholder Focus Group meetings on Nov 15 and 16

- Internal City Department Staff
- Community organizations, business groups, etc
- Neighboring cities and partnering agencies

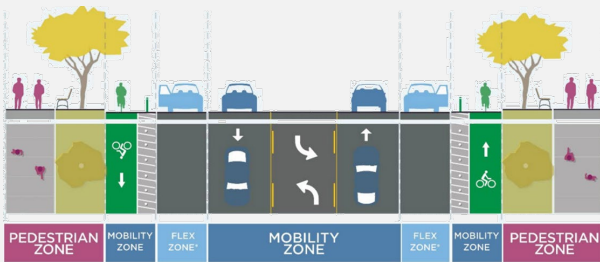
## Feedback From Virtual Project Guide Website



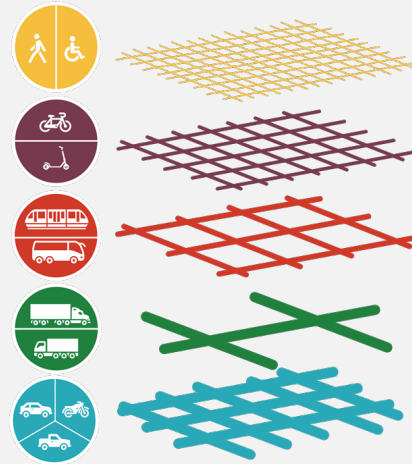
No feedback received during in-person meetings

**Combined with in-person events, we received balanced feedback from across the City**

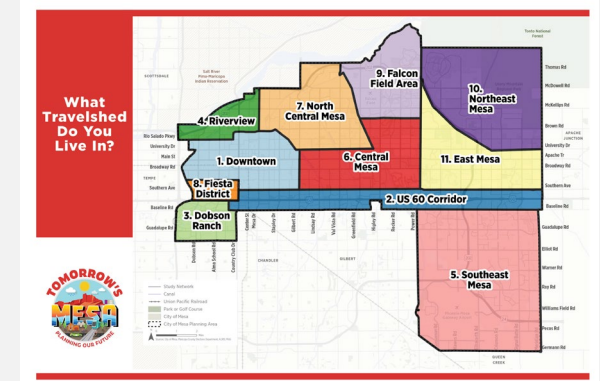
# Outcomes of the TMP



**Street Typologies –  
Context-Sensitive  
Street Design  
Guidance**



**Complete Networks**



**Phased Transportation  
Needs by Travel Sheds**

# STREET TYPOLOGIES

## Should These Two Roads Be Designed the Same?



Collector



Collector

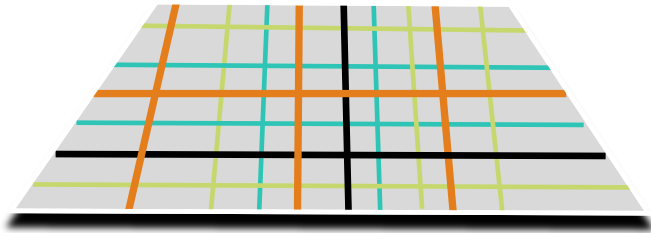
# STREET TYPOLOGIES

## What are the Benefits of Creating Street Typologies?

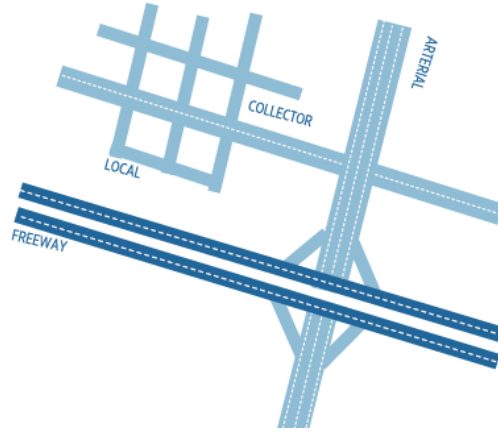
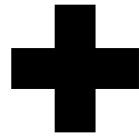
- Safety is embedded in design
- Provide additional modes to users
- **Right infrastructure at the right locations**
- Easy to integrate with existing Design Standards
- Vehicle mobility is **NOT** compromised



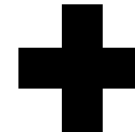
# STREET TYPOLOGIES PROCESS



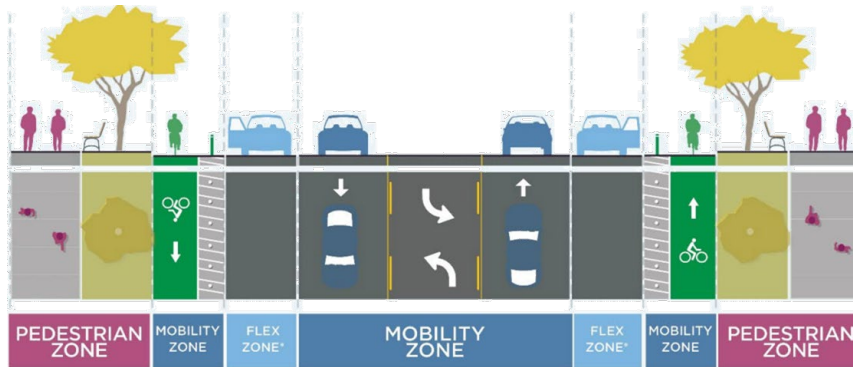
Complete Networks



Functional Classification



Street Context



## Street Typologies

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

# STREET CONTEXT

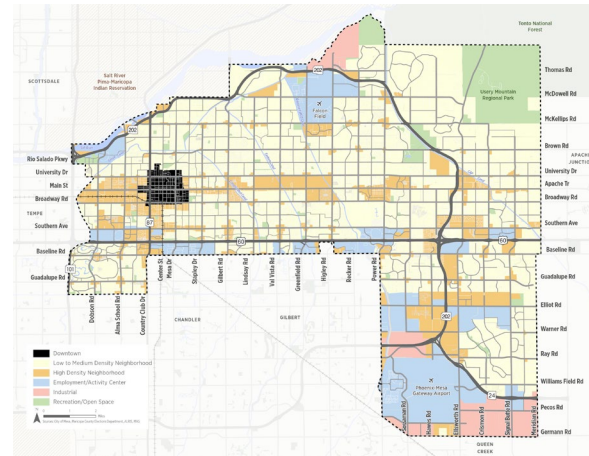
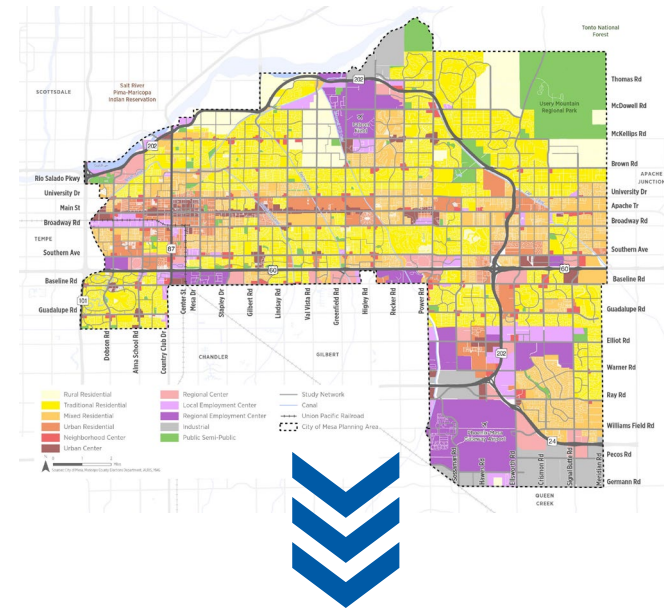


EXAMPLE ONLY

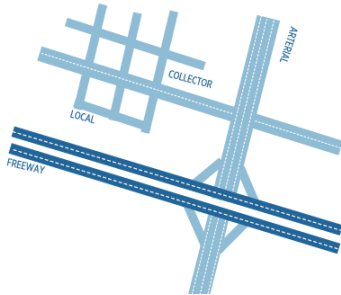
Street Context Types

Low to Medium Density Neighborhood	High Density Neighborhood
Employment/Activity Center	Industrial
Recreation/Open Space/Preserve	

Builds on General Plan Land Use



# STREET TYPOLOGIES



Street Context Type

		Low/Med Density Neighborhood	High Density Neighborhood	Employment/Activity Center	Industrial	Recreation/Open Space/Preserve
Functional Classification	Arterial	✓	✓	✓	✓	✓
	Collector	✓	✓	✓	✓	✓
	Local	✓	✓	✓	✓	✓

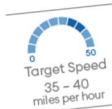
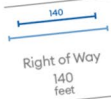
EXAMPLE ONLY

# STREET TYPOLOGIES

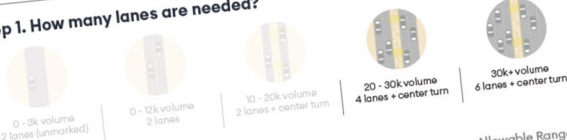
## Arterial Employment/Activity Center

**Our Vision:** Super arterials within Regional Activity Centers are important corridors for moving people and providing access to employment, services, and commercial centers. Many trips cover longer distances, either by car or transit, but Regional Activity Centers also include higher density housing and must provide a safe environment for people walking and accessing transit.

### Key Characteristics



### Step 1. How many lanes are needed?

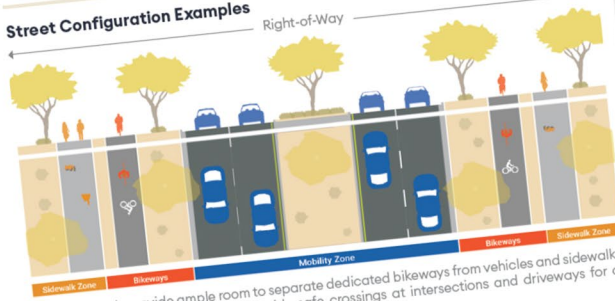


### Step 2. Street Design Elements

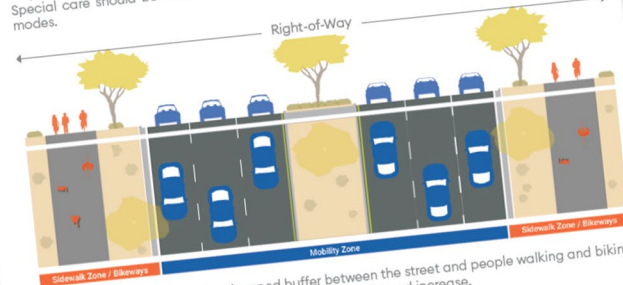
	Preferred	Allowable Range
<b>MOBILITY ZONE</b>		
Travel & Turn Lane Width	11'	10 - 11'
Median Width	14 - 20'	11 - 24'
Corner Turning Radii	25'	25 - 30'
<b>BIKEWAYS</b>		
Bikeway Width (one-way)	6'	5 - 7'
Bikeway Buffer Width	3'	2 - 5'
Shared-Use Path Width*	12'	10 - 16'
<b>SIDEWALK ZONE</b>		
Sidewalk Width	8'	6 - 10'
Landscaped Buffer Width	8 - 12'	3 - 15'
Pedestrian Crossing Frequency	800'	800 - 2600'

\*A shared use path acts as both the bikeway and sidewalk

### Street Configuration Examples



Major arterials provide ample room to separate dedicated bikeways from vehicles and sidewalks. Special care should be taken to provide safe crossings at intersections and driveways for all modes.



The importance of a wide, landscaped buffer between the street and people walking and biking increases as the number of travel lanes, volumes, and speed increase.

Calming traffic speeds is essential to create a safe, attractive environment for people walking and biking on major arterials in Regional Activity Centers.

**Center Medians:** Planted center medians (C) narrow the field of vision for drivers and can result in slower vehicle speeds.

**Signal Coordination:** Signals should be timed to enable the progression of vehicles traveling at the speed limit and to disincentivize speeding

**Speed Feedback Sign:** Speed limits may be lowered adjacent to schools and speed feedback signs help remind drivers that they are passing through a slower travel zone.



### Bicycle Guidance

Major arterials in Regional Activity Centers must provide a safe environment for people biking to access jobs, services, and commercial centers.

**Bikeway Option 1:** Off-Street Shared Use Paths (D) should be applied where bike and pedestrian volumes are anticipated to be low and very limited crossings (driveways and intersections) are present.

**Bikeway Option 2:** Off-Street Cycle Ways (E) are one-way bicycle-only paved paths on each side of street with buffers between them and the street and sidewalks. They should be used in areas of higher bike and pedestrian activity.

**Bikeway Option 3:** If off-street bikeway is not feasible, an on-street lane with a buffer and concrete curb protection (F) is recommended.

### Median Guidance

Major arterials often have a raised median with center turn lanes. Design of the raised median should focus on visually narrowing the street, which slows traffic, and also provide pedestrian and bicycle refuge space for two-stage crossings. Green infrastructure and street lighting can also be included in raised medians.

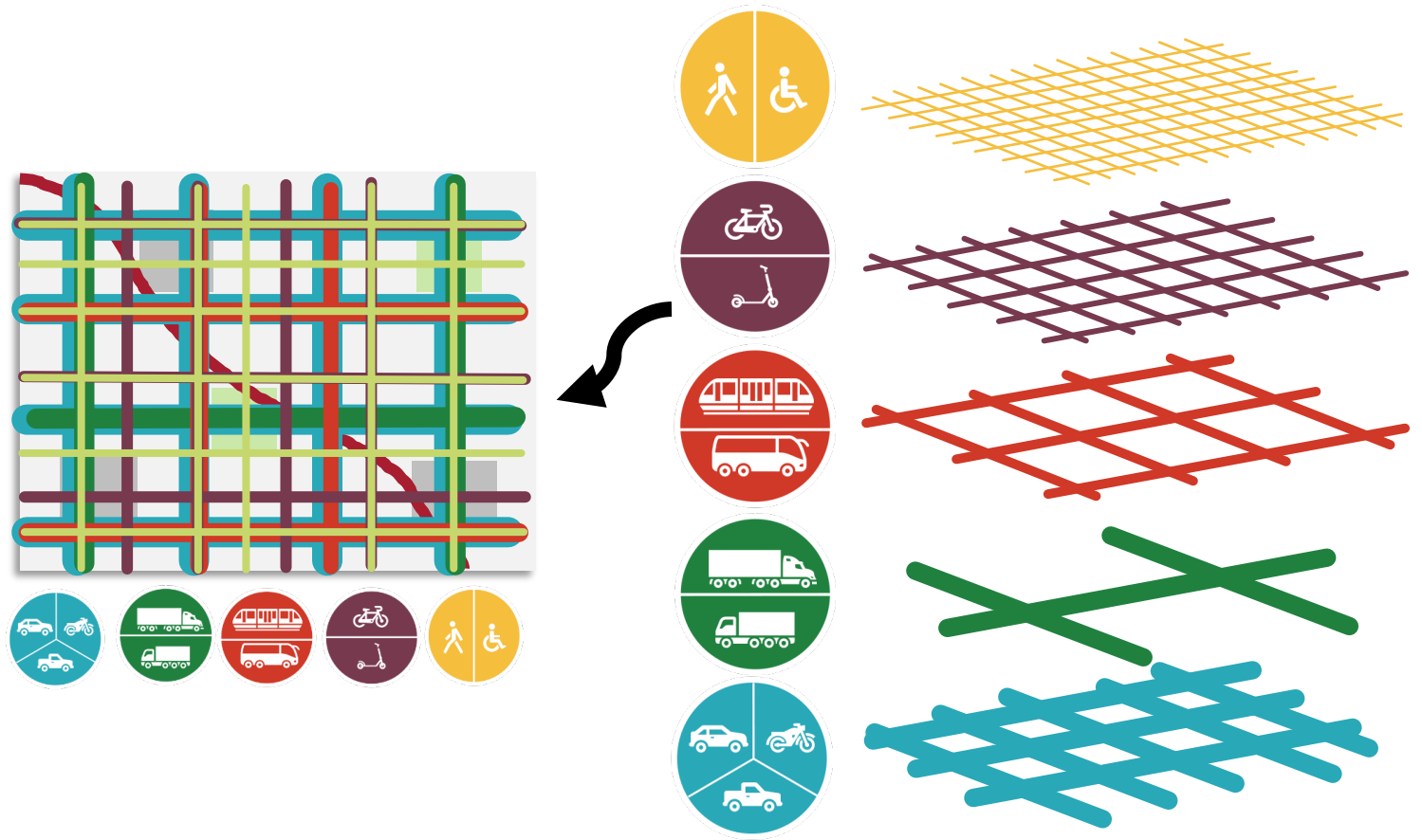
### Transit Guidance

Transit shelters should be provided at every stop to offer protection from the sun and wind and a place to sit. Each stop should include information on the routes that service that stop and their schedules. Off-street bicycle lanes are recommended for streets with transit stops to prevent conflicts. For on-street bikeways, clear markings should highlight conflict area.

EXAMPLE ONLY

# COMPLETE NETWORKS

Understand the Modal Needs of Each Street to Create Complete and Connected Networks





**QUESTIONS?**



# CITY OF MESA 2050 TRANSPORTATION MASTER PLAN

