

Mesa Transportation Master Plan - Phase II Public Outreach Summary

March 2024

A stylized graphic of a city skyline is positioned at the bottom of the page. It features several dark blue buildings of varying heights and widths, each with a grid of smaller, lighter blue squares representing windows. The buildings are set against a solid blue background.

COMMUNITY ENGAGEMENT

Mesa's transportation system is designed to serve the thousands of residents, visitors, and commuters that travel to and through Mesa every day. Involving residents early and often allows City staff to make informed decisions that address the needs of those that use our transportation network the most. Phase I of the Mesa Transportation Master Plan (TMP) community engagement focused on hosting an online survey for residents, visitors, and employers to voice their opinion on transportation challenges they face today. Phase II re-engaged the residents, visitors, and employers to determine what types of transportation investments and trade-offs they would prefer to see in Mesa. Additionally, in this phase the City held focused discussions with stakeholders and planning partners.

Phase II Outreach Methods

To garner input from a wide cross-section of the public, multiple outreach methods were utilized, including:

- Project website
- Online survey and mapping exercise (survey instrument available in the Appendix)
- Informational booths at community events conducted with the General Plan
- Focus group meetings (meeting summaries available in the appendix)

To make the public aware of the purpose of the Mesa TMP and to invite them to participate in an online survey and mapping exercise, the study team advertised and promoted the TMP utilizing various platforms. Promotion of the TMP directed participants to an online survey and mapping exercise and offered the opportunity to learn more about the TMP through the project website. Advertisements and promotions included:

- Social media posts on the City of Mesa's Facebook.
- E-mail information and link to website via the City of Mesa's Homeowner's Association email list.

Project Website

A Phase II Mesa TMP-specific project website was developed and launched in Fall 2023, allowing the public easy access to important information about the TMP. Phase II outreach ended January 31st, 2024. The website **MesaTMP.com** included a summary of existing conditions, review of the unique travel sheds in Mesa, and an online survey. A comment form is also provided to allow the public to submit a question or concern directly to the study team and the City. A full list of comments received via the project website are provided in the Appendix. Summary of comments received included:

- A desire for increased comfort, safety and connectivity for vulnerable users through enhanced street and facility designs.
- Enhanced bicycle and pedestrian facilities, including widening sidewalks; installing protected bike facilities; increasing off-street paths; and incorporating signal priorities for pedestrians, cyclists, and transit.
- Parking concerns included eliminating parking minimums and evaluating limited parking facilities in Downtown Mesa

Additionally, several comments were received about transit operations that will be forwarded to the Transit Department.

Informational Booths at General Plan Community Events

At community events, study team members hosted booths and asked participants to fill out a survey on their transportation concerns, issues, and needs. Events attended during the Phase II engagement period include:

- Urban Lab District #5 June 26, 2023 (6-8 PM) | Mesquite Room of Red Mountain Multi-Generational Center
- Urban Lab District #6 June 27, 2023 (6-8 PM) | Gilbert Community Education Center
- Urban Lab District #2 July 8, 2023 (9-11 AM) | Jefferson Recreation Center
- Urban Lab District #4 July 8, 2023 (6-8 PM) | NE and NW Community Rooms at the Luster Building
- Urban Lab District #1 July 12, 2023 (6-8 PM) | St Luke's Lutheran Church of Mesa
- Urban Lab District #3 July 26, 2023 (6-8 PM) | Grande Room Dobson Ranch Community Center
- Celebrate Mesa Event October 14, 2023
- Dia De Los Muertos Event October 21, 2023

Appendix includes images of the poster boards used to obtain public feedback during the Urban Labs community events.

Focus Group Meetings

To hear directly from stakeholders, community representatives, and planning partners a series of focus group meetings were conducted. The meetings were held virtually and included a presentation from the study team, open discussion between participants, and an interactive survey to garner input and feedback. Meetings hosted included:

- City of Mesa Internal Staff | November 15, 2023
- Local Mesa Social Organizations, Community Groups, Schools, and Major Organizations | November 16, 2023
- Regional and Local Planning Partners | November 16, 2023
- City of Mesa Internal Staff | December 11, 2023

A summary of each focus group, attendees, and feedback received is provided in the Appendix.

Transportation Advisory Board Meeting

The study team presented existing conditions findings and conducted an interactive polling survey to the Transportation Advisory Board on November 21, 2023. The results of the survey are presented in the Appendix.

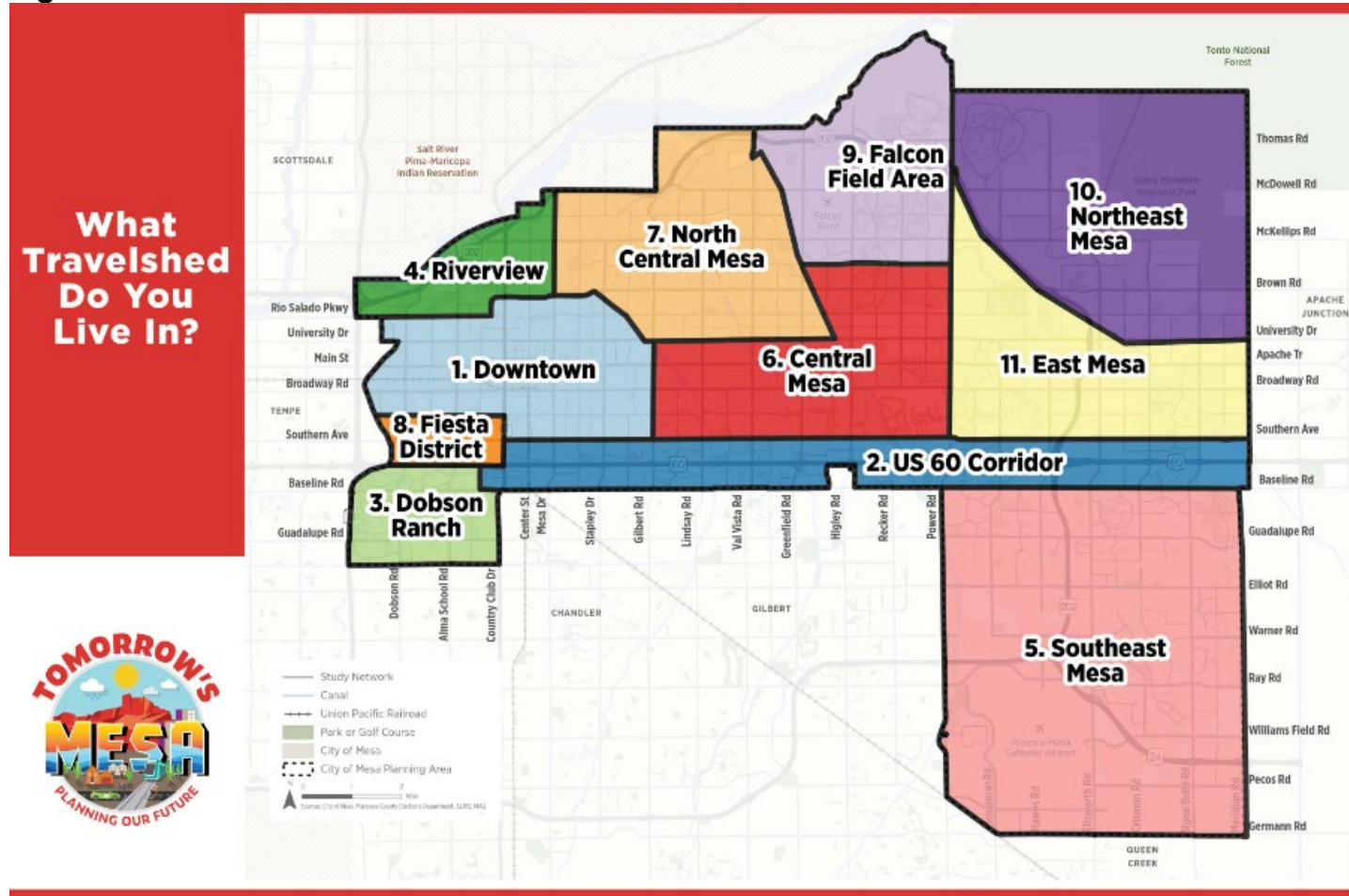
ONLINE COMMUNITY SURVEY

The Phase II survey focused on understanding the type of transportation investments people wish to prioritize in the identified travelsheds (see Figure 1). The survey was available online at TomorrowsMesa.com and MesaTMP.com and was distributed at community events and other outreach activities. It included 8 questions to determine:

- Preferred trade-offs in strategies to address transit, bike lanes, and managing roadway capacity
- Community priorities for transportation investments overall

Understanding these trade-offs – determining support for converting travel lanes for other modes versus maintaining roadway (vehicle) capacity – will inform the City of Mesa's future decision making.

Figure 1 Travel Sheds



Summary of Survey Results

The following section summarizes the survey results (446 total surveys) noting interesting findings and comments received **Citywide** and by **Travel Shed**.

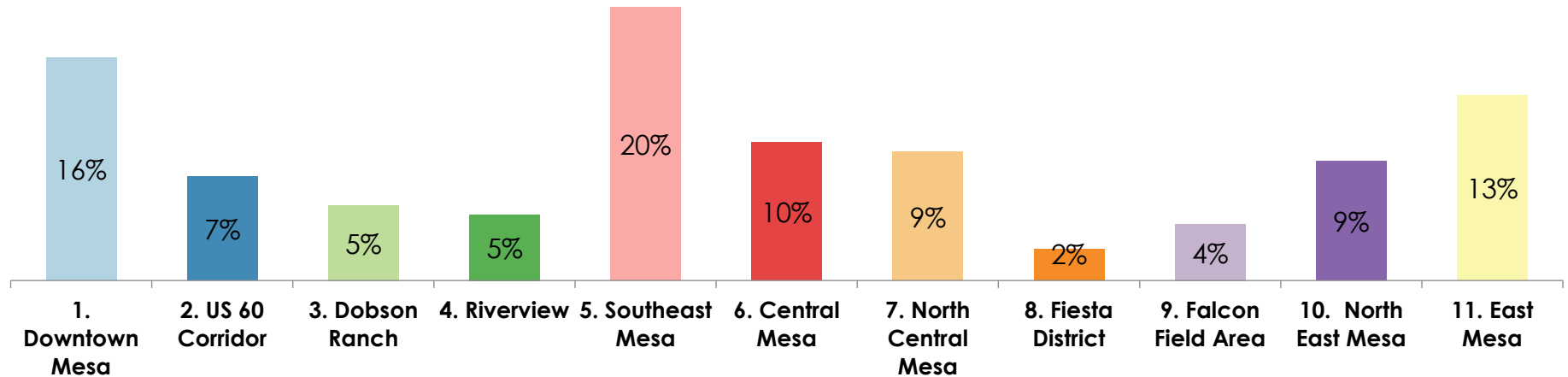
- For 7 of the 11 travel sheds, the transportation investment with the highest support is “improvements to reduce vehicle congestion”.
 - Travel sheds with a differing priority included:
 - North Central Mesa: “Pedestrian and bicycle safety improvements”
 - Falcon Field Area, Northeast Mesa, and East Mesa: “Improvements to enhance safety for travel by vehicles”
- In trade-offs, the approaches with the highest support were:
 - **Citywide, 47% of respondents prefer to manage demand with technology or by enhancing other transportation modes.**
 - 5 travel sheds expressed strong support (over 50%) for managing demand with technology or by enhancing other transportation modes: North Central Mesa, Downtown Mesa, Dobson Ranch, Falcon Field Area, and Riverview.
 - 2 travel sheds expressed strong support (over 50%) for increasing capacity by adding lanes or other infrastructure: Southeast Mesa and Fiesta District.
 - **Citywide, 52% of respondents prefer to expand public transit to new areas.**
 - 7 travel sheds had over 50% of respondents indicate a preference to expand public transit coverage over increasing frequency and stop amenities: US 60 Corridor, Southeast Mesa, Central Mesa, Fiesta District, Falcon Field Area, Northeast Mesa, and East Mesa.
 - 2 travel sheds (Riverview and North Central Mesa) had over 50% of respondents indicate a preference for increasing frequency and stop amenities over expanding public transit coverage: Riverview and North Central Mesa.
 - **Citywide, 48% of respondents prefer a trade-off of less connectivity but more comfortable and safer bicycle facilities.**
 - 4 travel sheds had over 50% of respondents indicate a preference for investing in more expensive bicycle facilities: Downtown Mesa, North Central Mesa, Fiesta District, and Falcon Field Area.
 - No travel sheds had a preference for inexpensive bike lanes with US 60 Corridor equally split between the two approaches.
 - **Citywide, 62% of respondents prefer to convert a lane to enhance/add pedestrian and bicycle facilities instead of maintaining the lane for vehicle travel.**
 - No travel shed preferred to maintain a lane for vehicle travel.
 - 8 of the 11 travel sheds had over 50% of respondents indicate a preference for converting a travel lane: Downtown Mesa, Riverview, Southeast Mesa, Central Mesa, North Central Mesa, Fiesta District, Falcon Field Area, and East Mesa.

- 2 travel sheds had exactly 50% of respondents prefer converting a travel lane (the rest split between “neutral” and the maintaining a travel lane): Dobson Ranch and Northeast Mesa.
- A plurality of respondents in US 60 Corridor (43%) prefer the approach to converting a lane (39% prefer to maintain a lane).
- Two goals – “Manage and Maintain” and “Safety First” were consistently ranked as most important followed by “Connections and Choices” whereas “Anticipate and Adapt” was consistently ranked as the lowest priority for survey respondents.
 - “Manage and Maintain” was largely ranked the highest priority by travel shed.
 - Riverview, North Central Mesa, and Falcon Field Area identified “Safety First” as the top priority.

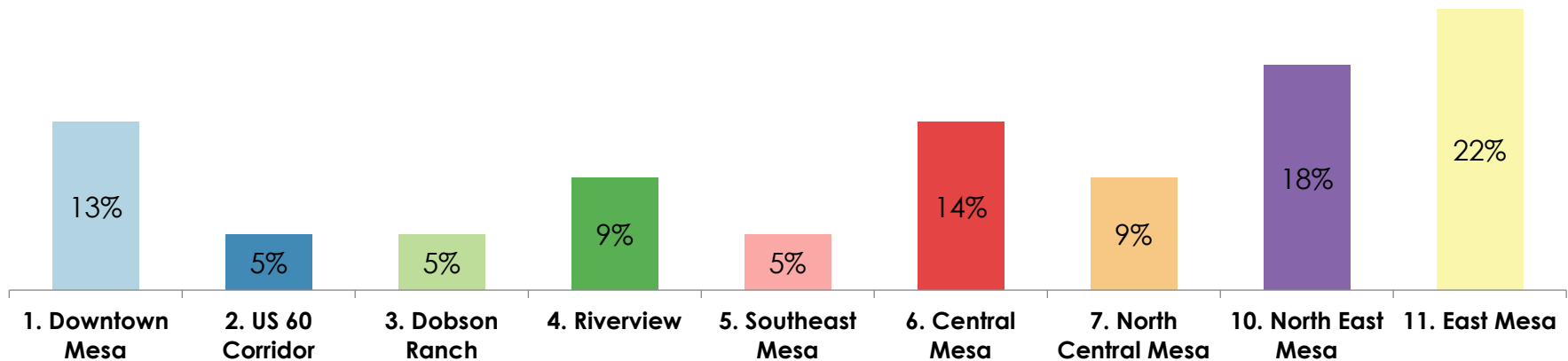
Question 1: What travel shed do you live or most travel in today?

Nearly half (49%) of survey respondents indicated that they spend the most time in one of three travel sheds: Southeast Mesa (20%), Downtown Mesa (16%), or East Mesa (13%). 22 people completed paper surveys, most of them represented by the East Mesa travel shed.

Percentage of Online Responses by Travel Shed



Percentage of Hardcopy Responses by Travel Shed



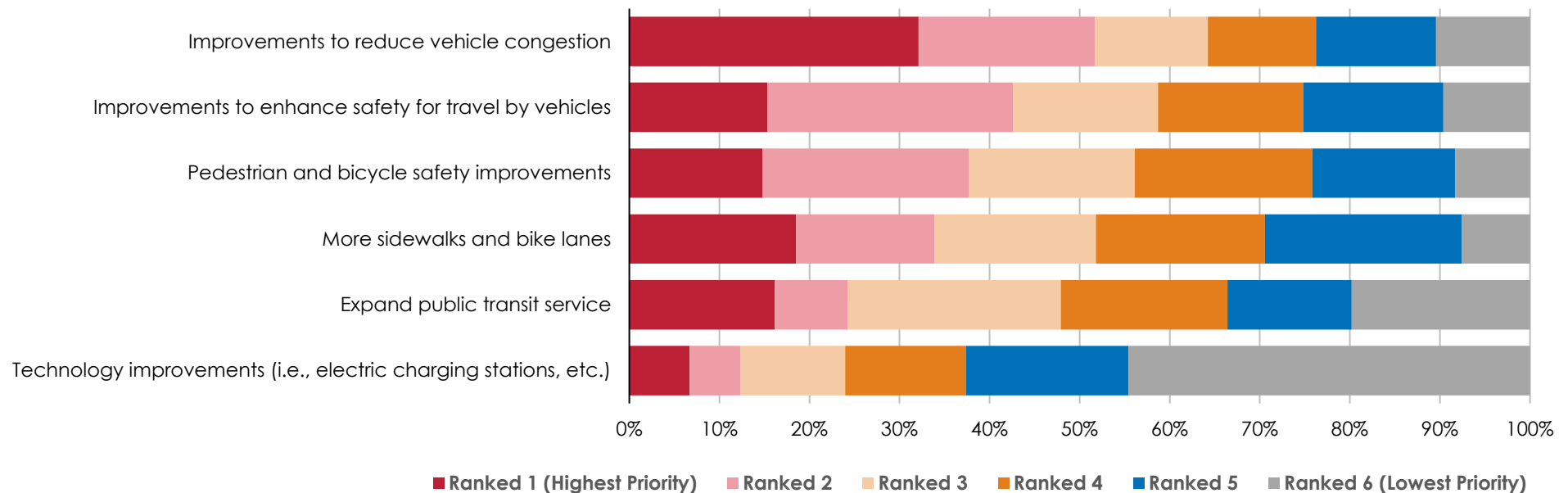
CITYWIDE SURVEY RESULTS

Question 2: In that travel shed, what transportation investments would you most like to see? 1 (highest priority) to 6 (lowest priority)

Respondents were asked to rank a list of transportation investments where “1” is a top priority and “6” is the lowest priority.

The most common rankings were:

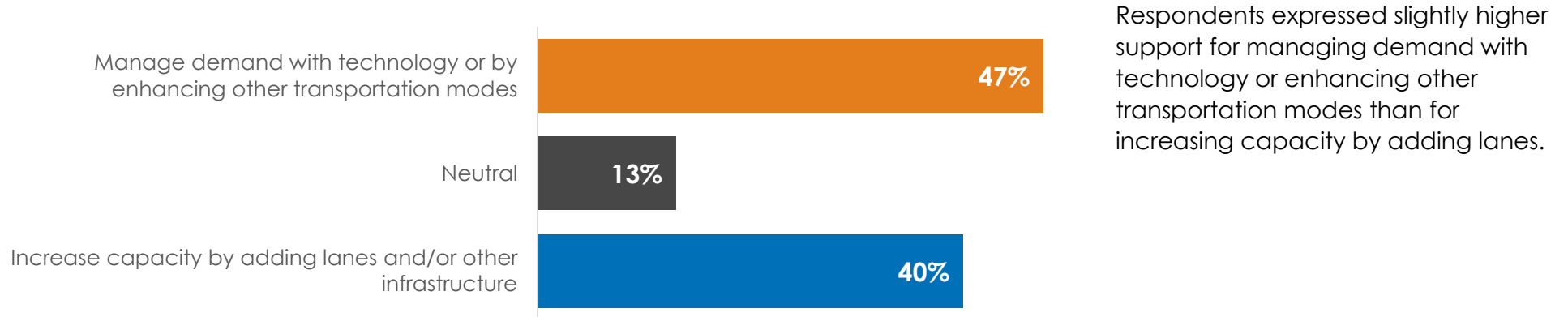
- Highest Ranking: Improvements to reduce vehicle congestion rose to the top as the most common highest priority
- 2nd: Enhance safety for travel by vehicles
- 3rd: Pedestrian/bicycle safety improvements
- 4th: More sidewalks and bike lanes
- 5th: Expand public transit
- 6th: Technology improvements were consistently ranked as less of a priority for respondents.



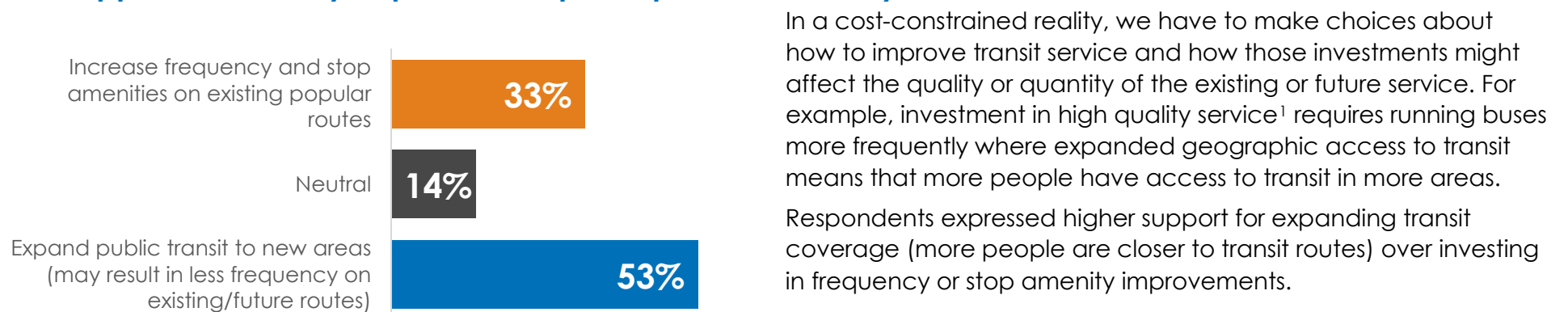
Trade-Offs

To mitigate specific transportation needs within each travel shed, there are a variety of strategies the City may take. The survey asked a series of questions to determine respondents' preferred approach to transportation investments for specific needs from bicycle infrastructure and transit to managing demand on City roadways. For each survey question, a option for respondents to comment "neutral" was provided if they had no preference or opinion.

Question 3: Meeting Capacity Needs: More Travel Lanes vs. Managing Demand – Within the travel shed what approach do you prefer to improve mobility?

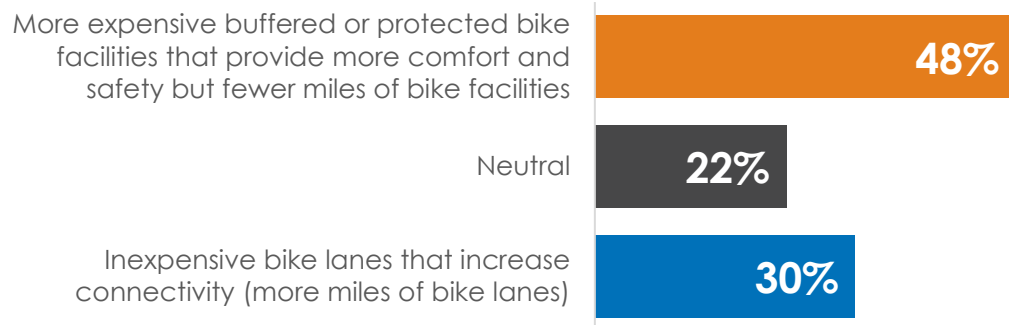


Question 4: Expand Transit vs. Enhance Transit: Considering there is limited funding available for transit, what approach would you prefer to improve public transit in your travel shed?



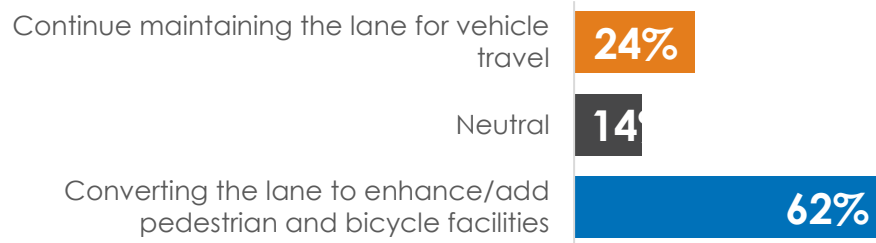
¹ Typically defined as transit service with 15 minute or less frequency at peak hours.

Question 5: Bike Lanes vs. Bike Paths: To improve cycling in that travel shed, which approach do you prefer?



Nearly half (48%) of people who responded to this question (342) indicated that they prefer investment in bicycle infrastructure that prioritizes the comfort and safety of cyclists. Although a small sample size, this is the opposite of the reference indicated by people who responded to the paper survey.

Question 6: If a travel lane on a road was no longer needed, how would you like to see the space used?

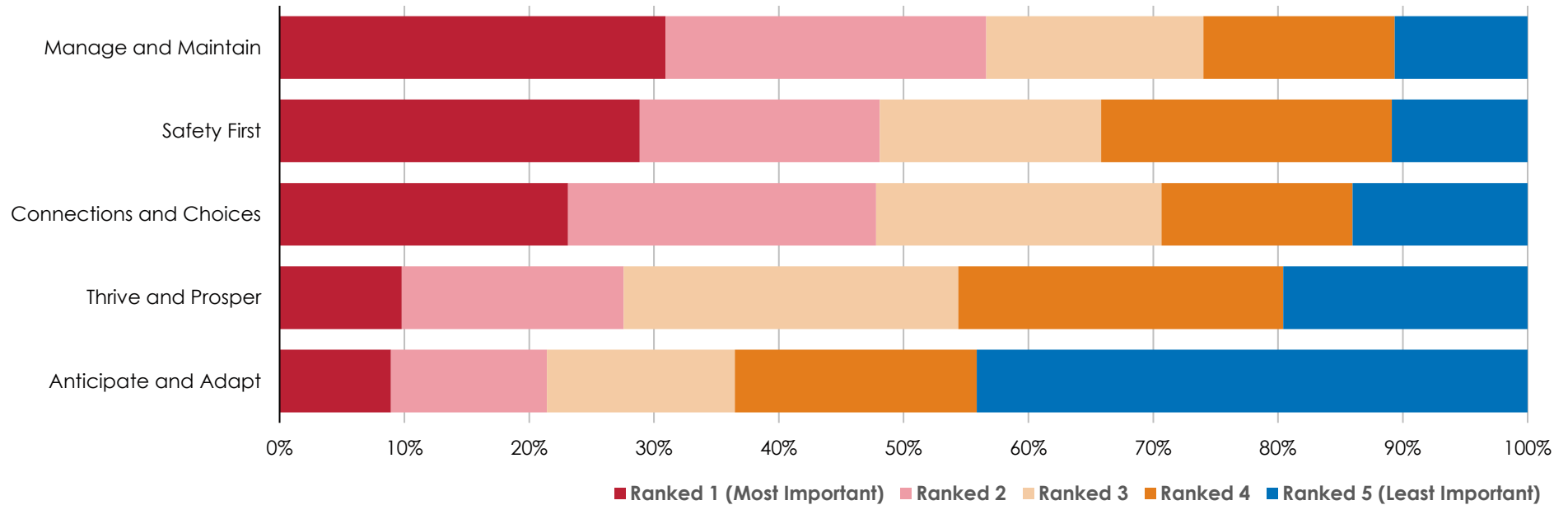


The majority (62%) of respondents prefer converting a lane over maintaining a lane for vehicle travel. The 38 point difference between the preferred approach (62% for converting a lane) and the alternative (24% for continue the status quo) is the strongest consensus among all the trade-off questions.

Question 7: In the travel shed, rank the following by importance. (1 is “most important” and 5 is “least important”)

Respondents were asked to rank the following transportation investment goals by importance where 1 is “most important” and 6 is “least important”. The most common rankings was:

- **Most Important: Manage and Maintain.** Create a sustainable and efficient transportation system through strategic system management and preservation.
- **2nd: Safety First.** Develop safe and comfortable mobility options for all current and future users
- **3rd: Connections and Choices.** Develop an integrated transportation system that provides mobility options for all modes.
- **4th: Thrive and Prosper.** Advance equity and economic competitiveness through improved transportation access to jobs, education, services, and goods.
- **5th: Anticipate and Adapt.** Adapt to emerging technologies, land use changes, and mobility demands through innovation.



Comments to the open ended final question - “What other improvements would you like to see” – are listed in Appendix A by travel shed.

SURVEY RESULTS BY TRAVEL SHED

Question 2: In that travel shed, what transportation investments would you most like to see? 1 (highest priority) to 6 (lowest priority)

Respondents were asked to rank a list of transportation investments where “1” is a top priority and “6” is the lowest priority.

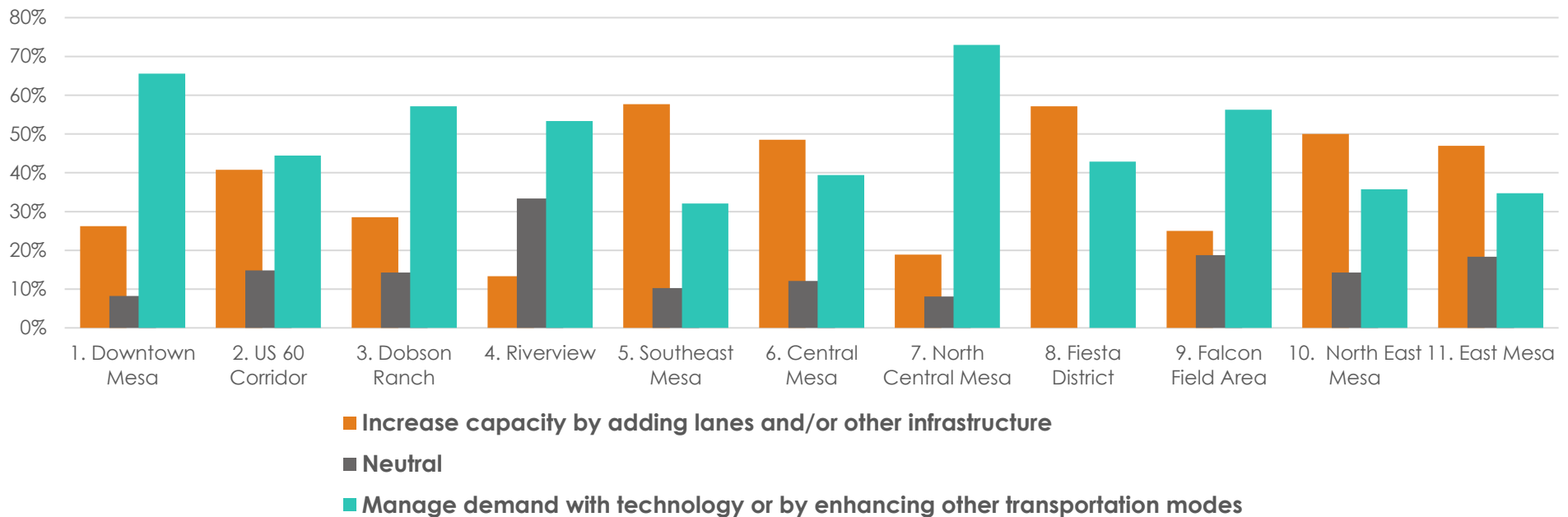
	Highest Priority	2nd	3rd	4th	5th	Lowest Priority
1. Downtown Mesa	Improvements to reduce vehicle congestion	Pedestrian and bicycle safety improvements	More sidewalks and bike lanes	Improvements to enhance safety for travel by vehicles	Expand public transit service	Technology improvements
2. US 60 Corridor	Improvements to reduce vehicle congestion	Improvements to enhance safety for travel by vehicles	Expand public transit service	More sidewalks and bike lanes	Pedestrian and bicycle safety improvements	Technology improvements
3. Dobson Ranch	Improvements to reduce vehicle congestion	Improvements to enhance safety for travel by vehicles	More sidewalks and bike lanes	Pedestrian and bicycle safety improvements	Expand public transit service	Technology improvements
4. Riverview	Improvements to reduce vehicle congestion	More sidewalks and bike lanes	Pedestrian and bicycle safety improvements	Improvements to enhance safety for travel by vehicles	Expand public transit service	Technology improvements
5. Southeast Mesa	Improvements to reduce vehicle congestion	Improvements to enhance safety for travel by vehicles	Expand public transit service	Pedestrian and bicycle safety improvements	More sidewalks and bike lanes	Technology improvements
6. Central Mesa	Improvements to reduce vehicle congestion	Pedestrian and bicycle safety improvements	More sidewalks and bike lanes	Improvements to enhance safety for travel by vehicles	Expand public transit service	Technology improvements
7. North Central Mesa	Pedestrian and bicycle safety improvements	More sidewalks and bike lanes	Improvements to reduce vehicle congestion	Improvements to enhance safety for travel by vehicles	Expand public transit service	Technology improvements
8. Fiesta District	Improvements to reduce vehicle congestion	Improvements to enhance safety for travel by vehicles	Pedestrian and bicycle safety improvements	Expand public transit service	More sidewalks and bike lanes	Technology improvements
9. Falcon Field Area	Improvements to enhance safety for travel by vehicles	Pedestrian and bicycle safety improvements	Technology improvements (i.e., electric charging stations, etc.)	Improvements to reduce vehicle congestion	More sidewalks and bike lanes	Expand public transit service
10. North East Mesa	Improvements to enhance safety for travel by vehicles	More sidewalks and bike lanes	Improvements to reduce vehicle congestion	Pedestrian and bicycle safety improvements	Expand public transit service	Technology improvements
11. East Mesa	Improvements to reduce vehicle congestion	Pedestrian and bicycle safety improvements	More sidewalks and bike lanes	Expand public transit service	Improvements to enhance safety for travel by vehicles	Technology improvements

Trade-Offs

To mitigate specific transportation needs within each travel shed, there are a variety of strategies the City may take. The survey asked a series of questions to determine respondents' preferred approach to transportation investments for specific needs from bicycle infrastructure and transit to managing demand on City roadways.

Question 3: Meeting Capacity Needs: More Travel Lanes vs. Managing Demand – Within the travel shed what approach do you prefer to improve mobility?

The consensus for the preferred approach to meet capacity needs differed significantly by travel shed. Managing demand with technology is the priority – often by a large margin – for North Central Mesa (73%), Downtown Mesa (66%), Dobson Ranch (57%), Falcon Field Area (56%), and Riverview (53%). Increasing capacity by adding lanes and/or other infrastructure is the priority for Southeast Mesa (58%), Fiesta District (57%), North East Mesa (50%), Central Mesa (48%), and East Mesa (47%). Respondents in US 60 Corridor were split nearly equally between the two transportation strategies with a slight emphasis on managing demand with technology. Riverview had the highest percentage of respondents indicating no preference / neutral. North Central Mesa respondents expressed the strongest consensus with a 54-point difference between their preferred approach and the alternative.

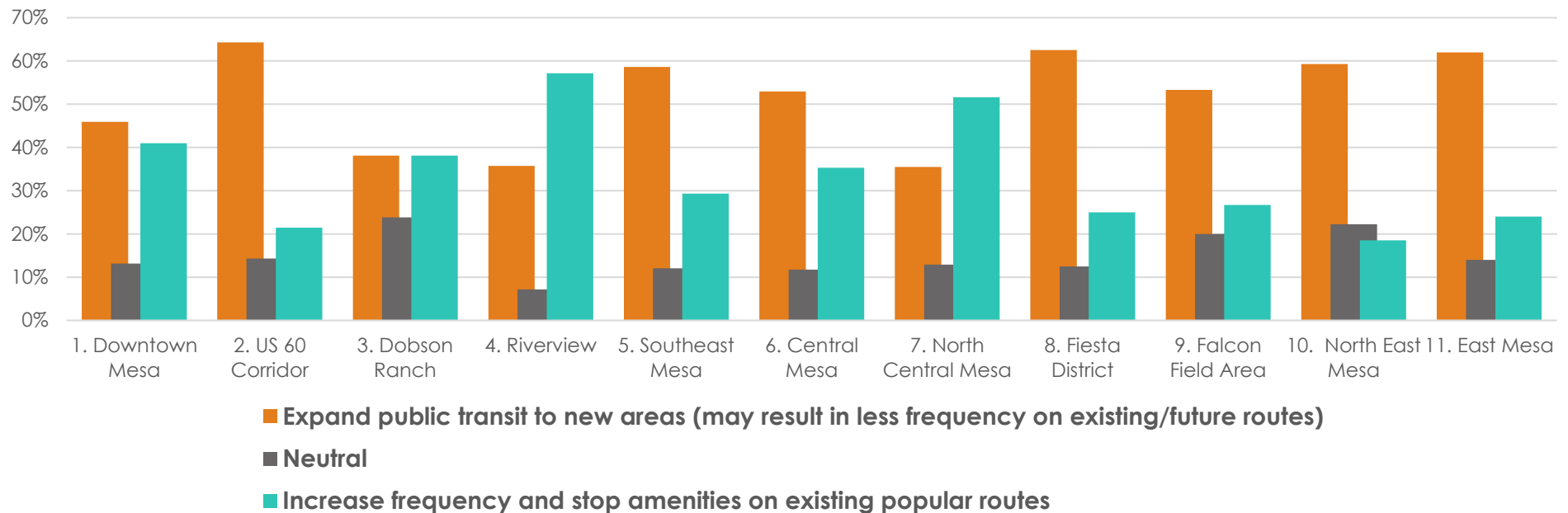


*Neutral was not selected in Fiesta District

Question 4: Expand Transit vs. Enhance Transit: Considering there is limited funding available for transit, what approach would you prefer to improve public transit in your travel shed?

In a cost-constrained reality, we have to make choices about how to improve transit service and how those investments might affect the quality or quantity of the existing or future service. For example, investment in high quality service² requires running buses more frequently where expanded geographic access to transit means that more people have access to transit in more areas.

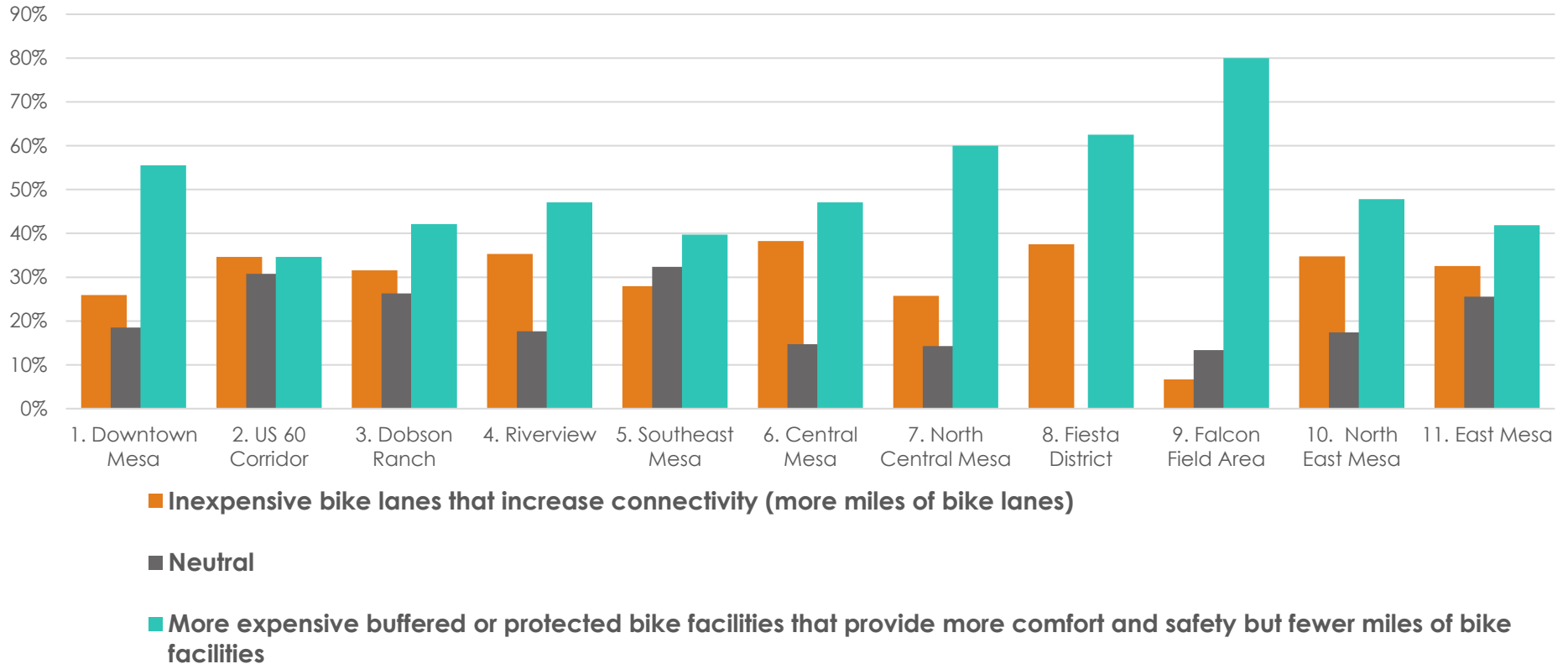
Where Citywide responses were clearly supportive of expanding transit coverage, some differentiation in opinion emerges by travel shed. Riverview and North Central Mesa are the only travel sheds where the majority (over 50%) of respondents preferred to increase frequency and stop amenities. Respondents in Dobson Ranch were equally split between each option with 38% each and the highest percentage of “neutral” opinions. Respondents in the remaining travel sheds leaned toward a strong preference for expanding coverage, with the clearest consensus in US 60 Corridor (64%), Fiesta District (63%), and East Mesa (62%).



² Typically defined as transit service with 15 minute or less frequency at peak hours.

Question 5: Bike Lanes vs. Bike Paths: To improve cycling in that travel shed, which approach do you prefer?

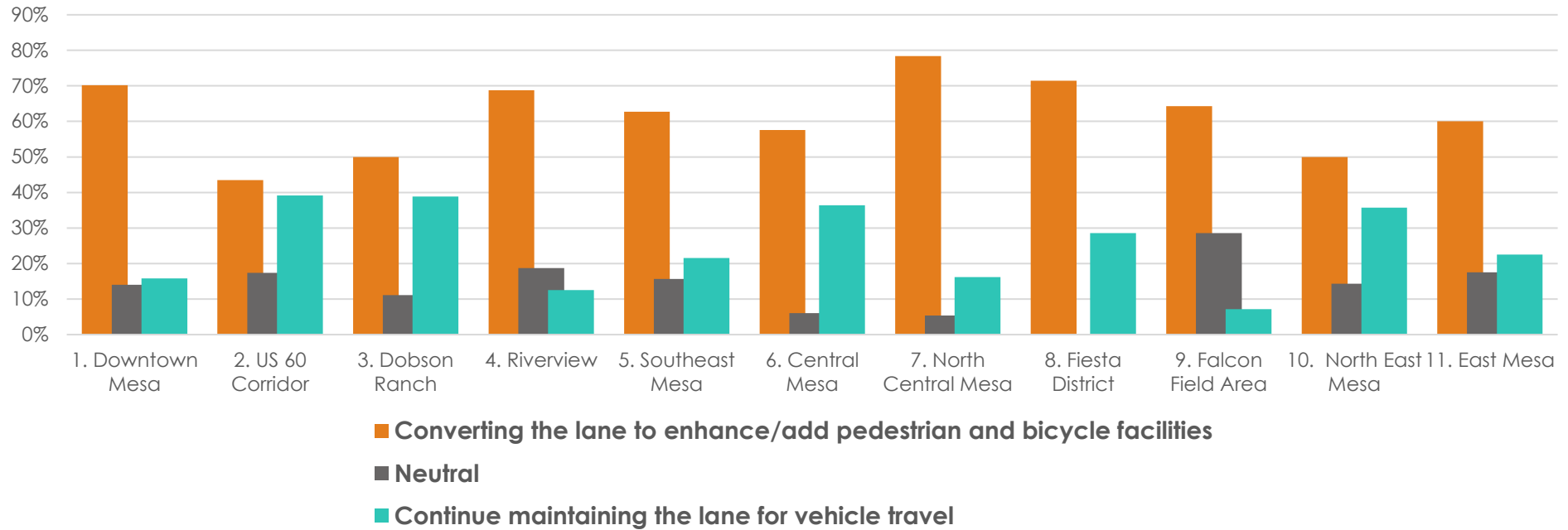
The plurality of respondents in every travel shed except US 60 corridor selected a preference for more expensive bicycle facilities over less expensive bike lanes that increase connectivity. A clear majority (over 50%) of respondents preferred safer and more comfortable bike facilities in four travel sheds – Downtown Mesa, North Central Mesa, Fiesta District, and Falcon Field Area. Responses in US 60 Corridor were nearly equally split with 35% for each approach and 31% of responses selecting “neutral”.



*Neutral was not selected in Fiesta District

Question 6: If a travel lane on a road was no longer needed, how would you like to see the space used?

Over 50% of respondents in every travel shed but one (US 60 Corridor) prefer to convert a lane over continuing maintaining the lane for vehicle travel. Converting a lane was still the preference for US 60 Corridor (43% to 39% for maintaining the status quo). North Central Mesa, Downtown Mesa, and Fiesta Districts expressed strongest support for converting a lane (78%, 70%, 71%, respectively).



*Neutral was not selected in Fiesta District

Question 7: In the travel shed, rank the following by importance.

Respondents were asked to rank the following transportation investment goals by importance where 1 is “most important” and 6 is “least important”.

- **Manage and Maintain:** Create a sustainable and efficient transportation system through strategic system management and preservation.
- **Connections and Choices:** Develop an integrated transportation system that provides mobility options for all modes.
- **Thrive and Prosper:** Advance equity and economic competitiveness through improved transportation access to jobs, education, services, and goods.
- **Safety First:** Develop safe and comfortable mobility options for all current and future users.
- **Anticipate and Adapt:** Adapt to emerging technologies, land use changes, and mobility demands through innovation.

	Highest Priority	2nd	3rd	4th	Lowest Priority
1. Downtown Mesa	Manage and Maintain	Connections and Choices	Safety First	Thrive and Prosper	Anticipate and Adapt
2. US 60 Corridor	Manage and Maintain	Connections and Choices	Safety First	Thrive and Prosper	Anticipate and Adapt
3. Dobson Ranch	Manage and Maintain	Safety First	Thrive and Prosper	Connections and Choices	Anticipate and Adapt
4. Riverview	Safety First	Connections and Choices	Manage and Maintain	Thrive and Prosper	Anticipate and Adapt
5. Southeast Mesa	Manage and Maintain	Safety First	Connections and Choices	Thrive and Prosper	Anticipate and Adapt
6. Central Mesa	Manage and Maintain	Safety First	Connections and Choices	Thrive and Prosper	Anticipate and Adapt
7. North Central Mesa	Safety First	Connections and Choices	Manage and Maintain	Anticipate and Adapt	Thrive and Prosper
8. Fiesta District	Manage and Maintain	Safety First	Connections and Choices	Thrive and Prosper	Anticipate and Adapt
9. Falcon Field Area	Safety First	Connections and Choices	Manage and Maintain	Thrive and Prosper	Anticipate and Adapt
10. North East Mesa	Manage and Maintain	Connections and Choices	Safety First	Anticipate and Adapt	Thrive and Prosper
11. East Mesa	Manage and Maintain	Connections and Choices	Safety First	Thrive and Prosper	Anticipate and Adapt

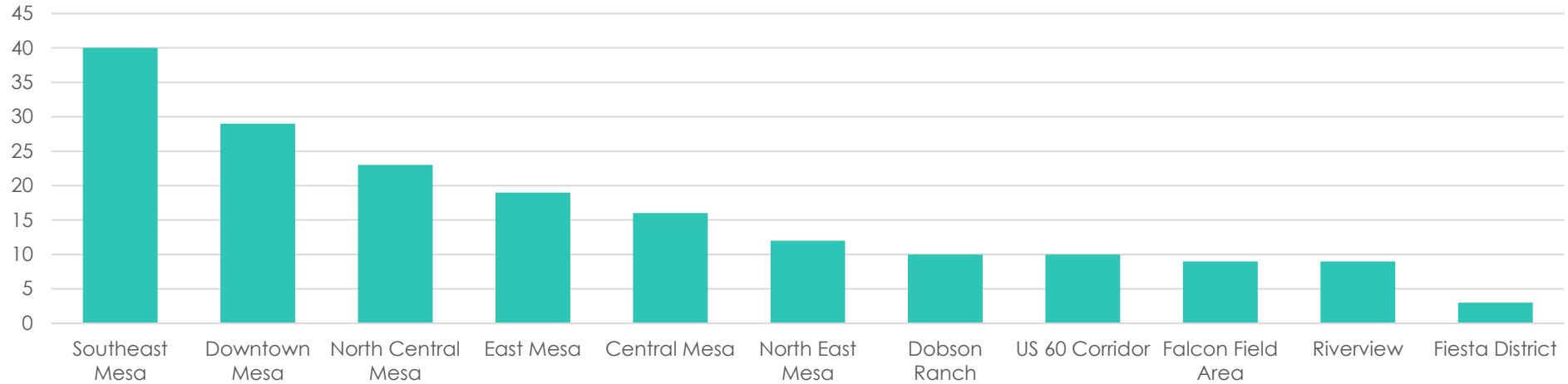
Comments to the open ended final question - “What other improvements would you like to see” – are listed in Appendix A by travel shed.

APPENDIX A

Individual Comments by Travel Shed

Below are the individual responses to the open-ended survey question by Travel Shed.

of Open-Ended Responses by Travel Shed



Open-Ended Survey Question Responses

Question 8: What roadway improvements would you like to see in Mesa?

Travel Shed	Respondent ID	Response
Central Mesa	118502823998	Implementing cheap, low quality transit is basically a guarantee that no-one will use it, because then it sucks. It's worth it to invest in safe infrastructure that people actually WANT to use. We need to reduce the amount of cars driving in the city.
Central Mesa	118443654981	Please remove truncated domes
Central Mesa	118503218354	Extend the railway beyond Gilbert & Main, preferably all the way to Recker or Superstition Springs mall. I use the railway to commute to work and would love more accessibility.
Central Mesa	118515320233	Get rid of the light rail!!!! Get rid of the traffic lights at the canals!!!! Quit building apartments— too many cars on the roads!!! I was born and raised on Mesa. I used to be proud of it.
Central Mesa	118513999496	Reevaluate existing lighting and sidewalks throughout the area. Increased safety for pedestrian/bicycle use would allow for less cars in neighborhoods. Mixed use retail areas could see an increase in foot traffic, improving sales. More small stores with easy access is preferred versus larger national chains.

Central Mesa	118475613345	If the Light Rail is going to be the only public rail, it needs to be easier to get to, especially for those without vehicles. In Mesa at least, something like dedicated North/South bike paths, buffered from vehicles, would help to reach the East/West running Rail. Make it so bikes don't get stolen when left at Park and Ride locations so that it makes sense to ride a bike there rather than having to then carry it with while on the rail.
Central Mesa	118513471957	The seperated bike lanes near the tempe canal are incredible. More of those would do a lot for bike safety. I know its not reasonable but expanding the light rail further east would be great too.
Central Mesa	118448371782	Valley Metro / light rail to Power Road or Superstition Springs Mall
Central Mesa	118477454048	Please support the effort for regional rail connecting to Mesa.
Central Mesa	118503706099	More isolation between bike and road lanes. Already been hit by senior citizen that could not see / react in time.
Central Mesa	118526252592	fix the roads
Central Mesa	118509636427	Pave one side (not both) of all canal paths, with signaled road crossings, protected medians, and trying to develop bike paths as an integrated network. Areas where it is needed to change to the other side of a canal to continue on pavement are particularly problematic. Create a seperated bike lane along adobe from downtown mesa into East Mesa.
Central Mesa	118505917941	More and safer bike lanes
Central Mesa	118443626343	Quicker changes when the walk button is pressed
Central Mesa	118443622508	For Legally blind open the area. We live at 6126 hillview street and we live in a field goal area that he can't be picked up. He is 82 and can't walk without a cane for short distance and wheelchair for longer but not able to maneuver by himself
Central Mesa	118443627344	Wider streets
Dobson Ranch	118502882741	Quit spending money on useless crap.
Dobson Ranch	118475123883	Take a travel lane away from Dobson between US 60 and Guadalupe to match cross section on Dobson north of US 60 and south of Guadalupe to four lanes with bike lanes. Widen the sidewalk to eight feet on the west side of Dobson between Isabella and Guadalupe.
Dobson Ranch	118497301203	Reduce the Country Club and Main Street congestion during peak commuter hours, downtown Mesa feels way too small drive around especially.
Dobson Ranch	118479473495	Neighborhood shuttle to downtown or to light rail station (s)
Dobson Ranch	118513433376	Mesa and all the other cities need to push companies to reduce commutes....IE return to office is stupid, wasteful, and environmentally irresponsible. Cities should only reward companies with green status if and only if only essential people are communiting to offices, hospitals and other employment where a physical presence is required.
Dobson Ranch	118513218145	Expand southern back to three lanes. Removing the cutouts for the busses by adding those ridiculous huge sidewalks creates huge traffic congestion and dangerous traffic moves as people try to get around the busses.
Dobson Ranch	118526256210	help the homeless so they have a place to sleep
Dobson Ranch	118443640720	Road repairs
Dobson Ranch	118437356734	I greatly appreciate the strides that the City of Mesa has made in expanding transportation options - as I do not believe personal vehicle ownership should be a requirement to living in Mesa. Increasingly Mesa is going to have to increase our

		density to help with affordability and we cannot keep adding more and more cars to our roadways. Overall, we should have accessible, equitable, reliable, frequent, and flexible transportation options for all Mesa residents! I would like to see Mesa focus on: A) Increase our investment in Bus infrastructure, including a downtown Transit Center, increased bus frequency, and explore possible Bus Rapid Transit corridors. B) Expand light rail and street car access deeper into Mesa, including to the Fiesta District (for Mesa Community College, Banner Desert, and whatever replaces Fiesta Mall). C) Set a plan of 100% of our arterial streets having permanent, physical concrete barrier (it would be great to see an additional curb between the general purpose lanes and the bicycle lane) for both directions of bicycle traffic, ideally with both lanes on the same side, to decrease the number of areas drivers need to watch and to simply cyclist turns. I have cycled hundreds of miles on unprotected bike lanes across the East Valley's arterial streets and it is absolutely HORRIFYING! Protected bike lanes would increase cyclist comfort and therefore increase ridership, increase safety, be beneficial to tourism and increasing tourism dollars, and decrease the number of vehicles on the road! D) Invest in huge enhancements in intersection signaling, we drastically need Smart signaling that prioritizes (1) public transit, (2) pedestrians and cyclists, and then (3) vehicles -- by moving to smarter signaling, drivers can still feel like they are getting priority, while prioritizing non-vehicles and encouraging alternatives. Thank you again for your continued work!
Dobson Ranch	118448646960	BRT Bus Stops. Especially on S Extension and W Guadalupe would be perfect. It's nearby three Condos, an Apartment and connects to a park. Also it would make a good TOD for now. Also just focus on TOD stops for Condos and Apartments and Multifamily. Not on Single Family Areas and Park and Rides. Density does not justify it.
Downtown Mesa	118505086780	In Mesa, a significant number of left-turn lights do NOT allow turning except on the green arrow. I've started to see the "blinking yellow" arrow, which I think is much better, since it allows the driver to take advantage of openings (and not idle at intersections!). Please use blinking arrows on intersections with lights, where possible. I would love to see (large) traffic circles replace stop lights. Research has shown that accidents in circles are often low-speed and not fatal, unlike crashes in intersections. With a little public education about HOW traffic circles (or roundabouts -- the two terms aren't the same thing but they are often conflated), I think Mesa would benefit from fewer (deadly) accidents *and* less pollution caused by traffic idling at red lights.
Downtown Mesa	118505532376	Less construction on popular congested areas or if they could hurry up the improvement projects.
Downtown Mesa	118503298782	Road repairs
Downtown Mesa	118437377874	In Downtown Mesa, I would like to see the City of Mesa: 1) Build a new Transportation Center, similar to Tempe's current Transit Transportation Center and Phoenix's new Central Station - with capacity for multiple bus routes, a connection to a Light Rail stop, include bike storage and repair spaces, and possible future connections to Bus Rapid Transit and Streetcar. 2) Replace all current intersection signaling with Smart, Transit-first signaling along the Light Rail Corridor and all arterial streets that prioritizes: public transit first, then pedestrians and cyclists, followed by vehicles. And includes the technology needed to make sure the signals are changing with sensor data that allows them to feel natural, and minimizes cycle length. 3) An overhaul of both 1st Street and 1st Avenue, from Country Club Drive to Pioneer Park and the Tempe, that includes a new bike boulevard that has separated, with a permanent, physical concrete barrier (it would be great to see an additional curb between the general purpose lanes and the bicycle lane). Extend the permanent, separated bike lanes between 1st Street and 1st Avenue at Country Club, Center Street, and Mesa Drive, to create a cyclist corridor that allows for easy connection to, through, and around Downtown. After these improvements,

		less cyclists would need to use Main Street and you would create 4) Review the vehicle travel and intersections on Main Street from Country Club Drive to Horne. Consider closing some intersections to vehicle through-travel across the Light Rail line, only allowing all-right turns for vehicles, and continuing to allow for pedestrian and bicycle crossing. 5) Review permanently closing Macdonald from Main Street to West Pepper to through-traffic, replace the traffic light at Main Street and Macdonald with a Pedestrian-only crossing, only allow right-turns from Macdonald (north-bound) onto Main Street (east-bound) and from Main Street (east-bound) to Macdonald (south-bound). Update Macdonald, from Main to Pepper, to be a permanent outdoor public space to support an expansion of the current events occurring there already. 6) Work with Valley Metro on a plan to redevelop the Park and Ride at Mesa Dr. and Main St. into a parking deck for Valley Metro and a mid-rise apartment building with decreased parking minimums (since it is connected to the Light Rail line). 7) Work to rezone Downtown to reduce Parking Minimums and increase density and building height options. And create incentives for lower-parking/unit, higher density housing options. 8) Work to attract a developer to build a project like Culdesac Tempe (a car-free rental apartment community) -- I would love to live in downtown Mesa in a building that is car-free and encourages public transportation and the urban opportunities Mesa is increasingly offering!
Downtown Mesa	118505697641	I would like to see more affordable housing (for folks who make the median income or under) built along expanded transportation areas. Folks who are the most affected by bike lanes and public transit policies are usually the most marginalized in our community.
Downtown Mesa	118505799224	Wider bike lanes, better response time to lights connecting the canal paths. Biking down center st is extremely dangerous and there's barely enough room. Cars do not care about cyclists in such a high bike area. The light to cross university by Brown St has been out for MONTHS forcing cyclists to use Center St to get to the canal. More effort needs to be put into fixing all available lights to allow for safe pedestrian and bike crossing.
Downtown Mesa	118505883696	We have needed good bike/ped infrastructure to get o downtown Mesa for over a decade. The current state is a failure by the city. Businesses have built up downtown Mesa, and we're overdue to have mobility options to get there.
Downtown Mesa	118505989458	Protected bike lanes along Center.
Downtown Mesa	118449681055	Homeless friendly services, charging stations , restroom access
Downtown Mesa	118505753451	Create a buffered bike lane on center street and take the road to 2 lanes from the canal path to main street. Make Main Street car free from country club to center.
Downtown Mesa	118505784881	More bike lanes and connections
Downtown Mesa	118449989402	Replace traffic lights with roundabouts when possible.
Downtown Mesa	118472232346	Shaded sidewalk, more trees, mobility hubs with multiple travel options
Downtown Mesa	118449646184	Speed changes.
Downtown Mesa	118449677487	Please no roundabouts.

Downtown Mesa	118449676757	Hands on activities
Downtown Mesa	118449663794	More bike lanes
Downtown Mesa	118449629423	Have the streets cleaned and remove the homeless and drug off the streets and drug dealers
Downtown Mesa	118429743257	More shade and green spaces
Downtown Mesa	118443640152	No more closwer
Downtown Mesa	118441199376	Road diets
Downtown Mesa	118478717161	We need safe bike/ped infrastructure to get to Downtown Mesa
Downtown Mesa	118444569712	Clean up the canals for safety and easier/ more esthetic commuting through mesa/tempe. Lay bike lanes in canals, bridges, etc. Cross lights at canals and street intersections.
Downtown Mesa	118443994201	Converting vacant and/or underused commercial or church property into public parkland. West Mesa's Fiesta district is sorely lacking public parks.
Downtown Mesa	118513499498	Lack of traffic enforcement has led to a decrease in safety for pedestrians and other vehicles during transit, in my humble opinion. A education campaign paired with better enforcement could create a safer environment for all.
Downtown Mesa	118513447718	Bike lanes. Currently, not all major roads have visible bike lanes.
Downtown Mesa	118514200799	We are the perfect distance to bike from our house to downtown Mesa, but I feel unsafe biking on Broadway & Alma School. There is no bike lane to travel in, the sidewalk is busy with pedestrians walking, and cars are not to be trusted.
Downtown Mesa	118513591186	More police and DPS on the road, too many reckless drivers wanting shortcuts. Long wait times for response times for motor vehicle accidents.
Downtown Mesa	118513516758	A more pedestrian-bike friendly downtown. With the light rail, there has been a ton of improvement to making the area more walkable.
East Mesa	118503739622	More improvement for electric vehicles and charging infrastructure since over the next 20 years everyone will be switching to electric vehicles
East Mesa	118503696860	Extended light rail farther east- more public transportation options
East Mesa	118520254620	Write a survey that people can understand!!!!!!
East Mesa	118443636169	Adding bike lanes to popular areas
East Mesa	118443628681	No double lights on Apache trail and main street
East Mesa	118449660245	These suggestions are great and I think will have a great impact as they are implemented. Gracias
East Mesa	118449652126	Less traffic
East Mesa	118513487591	Existing infrastructure is stressed due to the construction of several multi-family developments. The winter season brings a large snowbird population that stresses an already stressed situation.

East Mesa	118497706672	Build a bridge at greenfield or higley to croos the salt river. This would reduce the cost of fuel for garbage trucks traveling to land fill. Better access to 87 for east valley so we dont have to go through salt river recreation area. Do NOT extend light rail any further snowbirds will wipe out every train car thats runs. Widen more streets that run north/south between 60 and 202. Do Not install medians on anymore roads emergency vehicles can not get through!
East Mesa	118513442890	I think you forgot how dangerous crison and signal butte are to pedestrians and bikers with all the stupid fast food places you put in and now you're going to build a target and more shopping on signal butte? Who does the planning? Your toddlers? It's ridiculous what you've done. I've been in the area over 20 years and I'm terrified to drive in my own area. Take out some of the fast food! You're killing people with all that garbage and with the congestion!
East Mesa	118522237351	Add lane on 24 north to the 202
East Mesa	118441766420	This particular area of the city has a lot of older residents, as well as lower income residents. I see a LOT of people walking, riding bikes and using wheelchairs and motorized scooters. There are very few sidewalks in my immediate area. If I wanted to walk to CVS, I would have to walk very close to the street in the rocks before I would even get there. And, in order to SAFELY walk to the grocery - utilizing crosswalks, I would, again, have to walk very close to the street in the rocks before I even got to the crosswalk. Most people just take their chances running across busy Broadway Road because there is less risk of twisting your ankles. It's worse on Main Street... we've seen a LOT of people walking in the dirt and rocks because there is no sidewalk in many parts of this area. The sidewalks seem to be only near the Ellsworth/Main area, then end just beyond it. Why can't this area be incorporated into the city... because the county sure doesn't care about it. Although not directly transportation related, more street lights are needed in this area as well. It's very dark and unsafe feeling in some areas. This whole area feels like the forgotten, unloved stepchild of the city.
East Mesa	118526253455	extend transportation to east mesa more
East Mesa	118510811462	I know it's not going to happen, but would love to see an onramp to the 60E and 202 from Sossaman.
East Mesa	118441118521	Would just really love to see the light rail go further east if possible. I live in downtown Mesa (Mesa Dr/Main) and work on Power/Adobe. I would LOVE to take the lightrail to work if it were an option!
East Mesa	118526247522	I think you all are doing a fantastic job - it's hard to please all!
East Mesa	118506823181	As a pedestrian, longer crossing time even if drivers don't like to wait... Stiffer penalties for drivers who don't give pedestrians time to cross. Better buses that accommodate shopping carts. Make the platinum card more available for older and handicapped people. It's your best kept secret! Keep the subsidized cab fares. It enhances mobility.
East Mesa	118524356971	Rail system raised to travel above road on Main Street [or wherever it is going to be placed]. DO NOT reduce car lanes to one, as this does not encourage shopping or safety to people wanting to do business in the area. Smaller "downtown"s like Mesa should not have to deal with big city travel [rail that we can't cross easily and one ways that make it difficult to find parking and/or longer to walk to businesses]. To encourage people to visit downtown shops and eateries, it needs to feel "easy" - not so busy.
East Mesa	118526251238	More charging stations in East Mesa
Falcon Field Area	118444041356	convert old gas stations (empty spaces) to charging stations EV
Falcon Field Area	118513433771	Better sequencing of the traffic lights would allow a better flow of traffic.

Falcon Field Area	118472227930	Firstly, please re examine your map! Lehi is a historic and low traffic area and according to your map it is cut in two. Wgen there are pedestrian-equestrian elements there needs to be a really different strategy. Expanding use of roads or areas traveled by horseback is dangerous. The bicycle-pedestrian use is one area of transportation and the equestrian-pedestrian use is very different and includes those canal paths that have equestrian use and several existing neighborhoods in Mesa including Lehi. It would be nice to see the transportation part of the general plan address the 1,000+ horses in Mesa(700 of which are in Lehi) It does not need to be long but it is a very definite transportation issue that should be addressed seperately from the rest of the city, even if brief. Otherwise, this 'guide map' that is the general plan will set up major conflict for road use in the future when it comes to equestrian-pedestrian road use. Though spanning only several miles of the city, those areas that retain horse privilege will be completely ignored. This is not what the general plan is supposed to do. Please address this.
Falcon Field Area	118444053953	Commence/build/complete the Gilbert Road bridges so traffic can get from NE Mesa to the Beeline Highway without having to use the 1 and only way to get to North Scottsdale or further North via the 101 freeway. With only 1 way in and out, it adds to the congestion of the 101 freeway. I would prefer to avoid the 101 freeway and use the Beeline/Fountain Hills way but this is impossible and there has been no action on Gilbert Road. Please commence this project.
Falcon Field Area	118513467402	Protected bike lanes
Falcon Field Area	118517490351	Improve and coordinate canals with paving, signals at intersections, and landscaping for bikes and pedestrians
Falcon Field Area	118443401978	More light rail!
Falcon Field Area	118513903806	More carpool options through out the greater Phoenix area.
Falcon Field Area	118504882724	Less traffic in general, fewer apartments and fewer warehouses. DIVERT or increase public transportation. Incentivize people to live closer to their work. Your "commonwealth" must include health and environment, which it clearly doesn't. People need places to play and air to breathe.
Fiesta District	118504855533	Usable bus shelters. Right now, the bus shelters/benches are unusable because they are always filthy. They need to be cleaned on a frequent, regular basis. Also, the nonsmoking laws at bus stops need to be enforced.
Fiesta District	118514890219	The bike lanes on extension road from 8th avenue up to Main street and beyond to University are littered with potholes and often littered with debris like broken glass. Would love that fixed so biking is safer.
Fiesta District	118504137681	Speed bumps are needed in our neighborhoods, near Longmore and crescent. We also have no light poles in our neighborhood. The limit of vehicles parking in the street needs to be reinforced in our neighborhood.
North Central Mesa	118478056174	When starting construction projects, do not start projects on adjacent arterial streets at the same time. For example, don't improve Mesa Dr, Stapley, Gilbert, and Lindsay between Southern & Broadway at the same time...
North Central Mesa	118472308416	Better connectivity of equestrian trails. We need to make sure that the trails that are traveled by horse riders are connected. We need a master trail plan that strategically connects equestrian trails. And when existing trails are enhanced and improved, the safety of existing users must be considered first. You cannot "improve" a train in a manner that makes it unsafe for existing users. Bike trails are important but equestrians only have limited places to ride, so design them in a way that keeps both users safe. Also any future enhancements of the 202 Red Mountain freeway needs to consider converting unused/ excess right of way into trails. Light rail needs to follow freeway alignments, to make it

		easier for commuters to transition to light rail and other public transportation modes. Light rail also needs to connect with colleges, airports and major employment hubs.
North Central Mesa	118472710778	Better connections to equestrian friendly trails * Streets within horse communities need to accommodate safe travel for horse and rider
North Central Mesa	118475090125	Protected bike lines and pedestrian safety. No right on red. More mixed use development, especially in Lehi. More restaurants/activities with quality so that the City's tourism website is proud enough to list them there (rather than Gilbert, queen creek, etc).
North Central Mesa	118441165110	Smart traffic lights--so often I have to sit at a red light and see NO cross traffic (cars, bikes, or pedestrians). This is so wrong and so wasteful, of time and fuel.
North Central Mesa	118475888675	I would like to see the Transportation Master Plan have actionable and measurable goals, strategies, improvements, etc. to reduce greenhouse gas emissions and air pollution from the transportation sector beyond just electric vehicles and charging infrastructure.
North Central Mesa	118513985609	lights on mckellips and gilbert road seem to sit there forever to turn left
North Central Mesa	118449633496	More paved bike trails along canals with under/over crosswalk nags so you don't have to cross traffic
North Central Mesa	118513466420	More protection for bike lanes in general. I know you can't control people playing on their phones while driving, so a curb protecting bike lanes should be strongly considered.
North Central Mesa	118514038822	Increase bicycle and pededstrian oportunities. Get some employees with bicycle experience in the transportation dept. to guide these activities and direction.
North Central Mesa	118449668412	Walkable cities and safer and more accessible public transportation
North Central Mesa	118446021653	Increased use of photo radar and photo red light enforcement.
North Central Mesa	118444062121	Sidewalks separated from 4/5 lane roads. Some kind of buffer.
North Central Mesa	118472160508	Horse rideable trails, there are thousands of horses in Mesa and we have a beautiful environment to enjoy horseback riding, walking, running, and bicycling lets make it easier to do so. Eliminate roundabouts.
North Central Mesa	118444387747	Build seating/shading at major bus route stops, improve cycling safety and pedestrian crosses (especially along wide roads like Stapley), add lighting along canal pathways for pedestrians.
North Central Mesa	118471083238	Light rail going further east and more frequent buses. I wonder if adding smaller buses to the fleet would be helpful.
North Central Mesa	118444003748	As a lifetime resident of Mesa, and in an effort to keep it a safe city, I would like for the light rail to NOT BE EXPANDED. It makes neighborhoods less safe. I also would like to keep keep the driving lanes that we have, and not lose any. At the canals, I would like to have a flashing red light instead of a solid red light. It is beyond frustrating when so many cars are just sitting there waiting when the lone cyclist has long since ridden past.
North Central Mesa	118508897697	The light rail needs to be changed where all passengers must have a ticket to ride. Currently the light rail is dirty and not safe to ride. Can it please be changed that traffic lights are triggered to red when the light rail comes through so that the light rail only stops at actual drop off/pick up stops? Adding the extra stops at traffic signals makes the light rail a very

		slow option and drastically increases commute times. Sadly, the community looks at the light rail as the "free to homeless train". Financially we cannot support the light rail the way it is currently operating. Please, please, please, make changes to the light rail.
North Central Mesa	118441989592	More no turn on red signs visible and put up. Especially McKellips and Lindsay rd. No south right turn on red sign up, nobody follows it. Lots of students walk that intersection. Please add more visible no south right turn at red to help avoid accidents.
North Central Mesa	118443990877	Smarter traffic lights that are controlled by sensors. Mesa is the only city I have lived where I can sit at a red light for a minute with no cars coming or waiting in the other direction. Lights should be driven more by sensors, especially during times of the day when traffic is light. Because of this, I see drivers treating lights as stop signs because of unreasonable wait times.
North Central Mesa	118505783742	More bike lane connections between bike routes
North Central Mesa	118478449907	More sustainable and environmentally friendly options like safe bike lanes or trains. Working with other cities to connect to each other like Gilbert.
North Central Mesa	118512863178	A Greenfield Road Bus...
North East Mesa	118503714050	Safer and more bike lanes.
North East Mesa	118443624183	Make originally private dirt roads public now and pave and maintain.
North East Mesa	118504094776	We don't need to see "improvements" as we've seen in some areas of Mesa ~ like removing traffic lanes to accommodate pedestrian/bicycle traffic. It's difficult enough getting around Mesa now. And no, I'm not going to use the bus or some other public transportation resource!
North East Mesa	118449634898	Bike paths would be great, and safety for lightrail
North East Mesa	118443617681	Round about vs street lights
North East Mesa	118449638166	More synchronized lights throughout Mesa and left turn signals. Less roundabouts or else educate public how to use them. Safety training or safety certifications for all bicyclists.
North East Mesa	118504468511	More pedestrian paths, better lighting
North East Mesa	118449640528	Increased connections between bike lanes that avoid vehicle traffic.
North East Mesa	118513459261	I have two concerns. I live off Brown Rd. at 86th st. There is a complex across the street. The people that live there cannot turn left on Brown Rd. Many of them turn left into on coming traffic and switch to the correct side of the road at the break at 86th St. This not a good idea. Secondly, when I travel around the circles on Brown Rd and the 202 traveling east, some people use the wrong lane to get on the 202 North. So when I am trying to go straight onto Brown Rd. they cross in front of me trying to get to the 202 North entrance. The arrows and lines need to be painted and add something

		indicating that you can only get to the 202 North in this particular lane. There are markings, but they need to be more specific. I have been cut off many times -- luckily reacting without hitting anyone.
North East Mesa	118495964436	Level up those manhole covers please!
North East Mesa	118496000320	More speed checks
North East Mesa	118443983094	Time the lights. Fix the system so side streets don't stop main traffic. Such an easy fix and logical.
Riverview	118443631288	More bumps for safety
Riverview	118479388932	I want to see more connectivity with bicycle infrastructure that can be safely used with children.
Riverview	118491472507	Infrastructure improvements like filling pot holes amd making sure there's access for wheelchairs and bikes to ingress and egress on to/off side walks.
Riverview	118472849914	More bicycle and pedestrian facilities. Complete streets or road diets on collector or minor arterial roads, especially along neighborhoods and schools to reduce speeds and create a more connected community.
Riverview	118443960024	Paved bike paths along all canals. Some are gravel which I cannot ride my skinny tire road bike on.
Riverview	118441801038	More neighborhood representation
Riverview	118502955638	Eliminate light rail, replace with more frequent bus routes
Riverview	118443648928	Improve safety for pedestrians from the aspect of addressing street harassment in neighborhoods for pedestrians.
Riverview	118445093954	Place bike traffic lights at all crossings along the bike paths, finish paving the bike paths on at least one side, offer more safe biking routes throughout the city and incentives for cycling. More rental bikes throughout the city (such as Divvy bikes in Chicago). More safety prioritize on public transit for those of us that use it to commute
Southeast Mesa	118443832340	Widen roads for cars and add more lanes for cars to reduce congestion
Southeast Mesa	118519106093	The city of Mesa REDUCED efficiency Guadalupe and Wattlewood. Three lanes were reduced to one at that important intersection in Sunland Springs Village, eliminating a perfectly useful right turn onto Wattlewood. Now those who abide by the lines risk being rear ended, the smarter ones ignore the lines and get into the abundant space to make their right hand turn onto Wattlewood. Pretty dumb roadway change and pretty dangerous.
Southeast Mesa	118444015525	I would like to see our roads expanded and maintained and not have expanded "alternative " transportations made.
Southeast Mesa	118443993524	Connect Ray Rd on either side of Ellsworth Rd
Southeast Mesa	118510848784	Make Everton connect to crison annoying we have to take 3 lights to go to desert ridge high for drop off.
Southeast Mesa	118447073857	More frequent street cleaning, shrub & tree maintenance, lighting, and smoother bike lanes.
Southeast Mesa	118512051493	Lane additions to Ellsworth, improvements to merging at the 202/24 (it's currently very unsafe and Congested), and traffic signal timing or alternative traffic controls on Ellsworth and Ray. There are SO many lights.

Southeast Mesa	118512253266	PLEASE open up Crismon to go between Elliott and Guadalupe. It would only require removing a small barrier wall and paving. That route would open businesses north of Elliott to Eastmark residents. It would also reduce traffic on the 202 between the 60 and the Elliott exit. Eastmark residents could get right on the 60 at Crismon or get off on the 60 at Crismon for a smoother route home. This would reduce traffic at the very hectic 60 interchange area on the 202.
Southeast Mesa	118511435734	I would like to see safety improvements and enforcement around double turning lanes.
Southeast Mesa	118511801029	Address the issue with merging onto northbound 202 from the 24. It's AWFUL since the 2nd lane was taken away. Reprogram the stoplights along Ellsworth/24 and Ray by Eastmark so you don't get stopped at both lights that are a block apart. Same stoplight programming issue on Signal Butte and the 24. Literally always get stopped at both lights the way they are currently timed. Address Elliott merging onto the 202 during morning rush hour...right lane backs way up.
Southeast Mesa	118504832465	More bike lane and bike paths connecting to one another from any part of Mesa like a bike freeway system
Southeast Mesa	118510819278	Street lights in residential communities. Builders are adding very less street light and there are spots that are dead zone and prone to accidents or wrong doings. Need more street lights on residential societies in Eastmark specifically.
Southeast Mesa	118513429283	Minimize industrial building near residential areas.
Southeast Mesa	118503891057	Fixing historic scallops, incomplete connections and taking a greater good vs. local demands approach to transportation.
Southeast Mesa	118503771127	This area is expected the most growth, also has the most congestion, and yet there is little to no public transportation. I wish the light rail went out to the airport.
Southeast Mesa	118511142784	Adjustment to traffic light timing and sensors. Particularly turning lights at Signal Butte and Elliot.
Southeast Mesa	118510760720	Put in a stoplight at the corner of Benton Park and Point Twenty Two before we have someone killed at that intersection!
Southeast Mesa	118510952372	For our neighborhood, Eastmark, I would like to see a reduction in oversized vehicles, such as semitrucks & delivery style vehicles blocking lines of sight while driving. With all of the local construction, it has become increasingly dangerous to drive in this area. There are a ton of pedestrians and children on vehicles like motorized scooters and it feels like only a matter of time before more fatalities occur with the increased traffic congestion and oversized vehicles.
Southeast Mesa	118510811267	I'd like to see the city stop taking our tax dollars and putting in a concrete jungle of tax exempt business. Make them pay for it not us.
Southeast Mesa	118510768941	Connect Crismon Road between Guadalupe and Elliott!
Southeast Mesa	118509062306	First off, the on ramp from the SR-24 to the South 202 Northbound is awful. Prior to the 24's existence the Southern Northbound 202 was light with traffic. Now with the single merge lane from the 24 onto the 202 North there is ALWAYS congestion. The traffic backs up to a stop on the 24 North on ramp and causes brake lights onto the 202 due to the crawling speed of traffic entering the 202. Another area of concern is Crismon. This intersection should NOT ever become a through street. From my understanding it is not suppose to be a through street, however I wanted to voice my opinion in regards to it, and make mention that I do not believe Crismon should ever be a through street south of Guadalupe. We have so many schools in this area and now with the large businesses and deliveries, we don't want to

		<p>have semi traffic coming through this area. Another area of concern is Signal Butte and Guadalupe. Currently on East bound Guadalupe there is only 1 turn lane and no turn arrow to head North on Signal Butte. During school driveline this makes for extreme traffic and many dangerous situations. People trying to turn out of the school parking lot of Legacy Traditional School are slowed down due to the long line of people waiting to go North on Signal Butte. People are also trying to get out of Fry's grocery store on Guadalupe to head East as well and are unable to due to those trying to pull into Fry's from Guadalupe and the line of cars pulling out of the schools parking lot. If they made it into 2 turn lanes on Guadalupe to Signal Butte North and provided a left turn arrow this would greatly help speed up the number of people trying to get out of the school and the business to the East of Legacy. Another area of concern would be at Santa Rita Ranch and Guadalupe. Now that we have the Mulberry neighborhood to the North of Santa Rita Ranch neighborhood, a stop light would be useful. Currently with the school traffic, and those coming out of both neighborhoods, including those that use the Santa Rita Ranch neighborhood as a cut through during Legacy release times, (no families are able to make a left hand turn out of the Legacy parking lot), a stop light at Santa Rita Ranch and Guadalupe would be great! It would provide a break in traffic to allow people to safely exit the neighborhood and school. Another area of concern is pulling out of Legacy onto East Guadalupe. It is very difficult to see around the line of cars that are trying to pull into the school parking lot. I am not sure what can be done to make this a safer situation but there have been times people attempt to pull out after picking up their student to head East on Guadalupe and get into the North bound turn lane for Signal Butte to be almost hit by a vehicle because of the difficulty viewing the on coming traffic on Guadalupe and the Legacy exit. Which leads me to my final area of concern. Recently the City of Mesa and the police departments have added signs to Signal Butte and Guadalupe that left hand turns and U's are no longer allowed. People are only able to turn right out of the school parking lot. Many people resort to using Santa Rita Ranch neighborhood streets as a cut through to get back to Guadalupe. This as you can imagine causes much traffic through our neighborhood streets where children and families are outdoors/playing. Speed bumps would be a recommendation that would possibly be able to help with the speeding of people through the streets. As a side note ever since the school has been built this has been a problem, but now that the signs are up, it has become more of a problem.</p>
Southeast Mesa	118511081808	Flashing amber light for predestination crossing at Eastmark parkway and Kenetic Dr. Make Crismon Rd go thru between Guadalupe and Elliot.
Southeast Mesa	118511088108	Less industrial building
Southeast Mesa	118506397437	Before any kind of expansion happens to the public transportation (light rail/bus system) they need to be improved/regulated better. Every time we have attempted to travel via light rail or bus it is a very unpleasant/unsafe environment to be in. It was full of homeless and people who were heavily under the influence of drugs/etc. It was not clean, felt very unsafe and the few times I took my kids I deeply regretted it. Also basically everyone who got on failed to pay as there was no regulation or enforcement for it. Expansion will create more problems for mesa unless there are major "clean up" measures done to public transportation. It will also be a money pit that costs a large amount of money to have and maintain but doesn't produce a revenue to sustain it causing issues for budget. I have family who live in areas where the light rail has been expanded to without regulation improvements and it has resulted in a major negative impact to their area. Theft, vandalism, drug issues, crime, etc are now occurring more prominently in their neighborhood as the transportation expansion ocured

Southeast Mesa	118510982271	Make Crismon a thru street between Guadalupe and Elliot.
Southeast Mesa	118513442558	Get out of the downtown office and see and bike ride in the S/E area. There are no connecting bike lanes going north from Southern and Ellsworth,Crismon and Signal Butte. You've done great work in West and central Mesa but not far east Mesa.
Southeast Mesa	118449662181	Walking paths
Southeast Mesa	118467109838	More recreational bike lanes
Southeast Mesa	118494454947	Allow left turns with an arrow only. No cross traffic left turns. Stop U turns at all major intersections.
Southeast Mesa	118471887967	Improve the EMF in southeast Mesa.
Southeast Mesa	118513504779	Bike routes that do not require crossing streets
Southeast Mesa	118513449778	Get out of the downtown office and see and bike ride in the S/E area. There are no connecting bike lanes going north from Southern and Ellsworth,Crismon and Signal Butte. You've done great work in West and central Mesa but not far east Mesa.
Southeast Mesa	118449663745	Trains, the light rail routes need to be raised above traffic to improve speed
Southeast Mesa	118513430316	Transportation to Gateway airport
Southeast Mesa	118513434270	Forget about electric vehicles for buses and firetruck and police cars.
Southeast Mesa	118513440338	extend the rial service eastwards
Southeast Mesa	118503688034	Stop adding 4-way or 2-way stops or stop lights! Please add more round-abouts. It's factually proven to help with flow of traffic and congestion! People will learn how to use them appropriately if they're implemented!
Southeast Mesa	118513439596	Traffic control lights at the 24 to 202 entrance ramp. Its very congested during high traffic times and merging vehicles are bumper-to-bumper, not allowing vehicle to exit the 202 at Elliot.
Southeast Mesa	118502821631	More driving lanes
Southeast Mesa	118503729181	Increased bike paths and stoplights at the path/road intersections
US 60 Corridor	118448374128	Expand Valley Metro / light rail through Mesa. Extending rail to Power Road or Superstition Springs Mall. My school (AT Still University) has 400-500 students living mostly in this area or central Mesa. Most of us fly home in the weekends and have to park at the airport or have to spend \$60-80 for round trip Ubers to Phoenix for dinner and drinks because the rail doesn't come near our homes.

US 60 Corridor	118437976874	Roundabouts we need more of them they work really well ! but also a mandatory retest of drivers especially with so many out of state citizens coming to live here ! Also speed limit in certain areas need to change to 35 or even 25 mph instead of the regular 45mph !
US 60 Corridor	118447293308	<p>You can expand and enhance transit infrastructure by DIVESTING from car infrastructure and invest in transit via taxes and fees on the correct items. Here are some examples: Enhance by guaranteeing light rail service to the final stops till 3am. Especially on weekends. Because people want to drink without having to drive home and risk hurting themselves and others. Plus this avoids dui's. Extend by taking away one lane from each direction on almost every 4+ lane road/street. And make an exclusive bus lane there instead. And/or another light rail line. In reality. You can get away with having one lane going each direction almost everywhere. Fund these things by increasing the tax on gas. Requiring all parking everywhere to be paid for. Even if its a dollar a day. Think of the revenues that would realize. Or by taxing heavier personal vehicles. (Not delivery vehicles.) Heavy SUV's and trucks cause much more damage to roads, pedestrians and other vehicles. They should pay the price for purchasing such heavy pieces of equipment. I know taking away lanes for additional train/bus service is scary. But, people WILL use it if you build it. And this will DECREASE congestion. By simply not encouraging car infrastructure in the first place you decrease congestion. Sounds obvious right? Don't worry, this isn't a violation of anyone's rights either. You can still always drive. But will you want to? If you open up roads to bikes, pedestrians, light rail service, buses, then decrease speed and add a few designs to the roads to prevent drivers from going fast in the first place. You WILL decrease congestion, increase local business and increase resident's happiness because suddenly people will be walking, biking, and seeing their neighbors instead of driving! You can also extend the light rail all the way to power rd from Gilbert rd where it currently ends. People on the east side of Mesa would love to take the train into downtown Mesa, then to games in Tempe and Phx! Extend the light rail north to the Angel's baseball field. Extend the light rail north and south everywhere if I'm being honest. Don't expand another freeway, don't add another lane anywhere and subsidize a developer to lay track for a high speed intercity train network in addition to the light rail. There is no reason why we shouldn't have high speed rail from Queen Creek all the way to Scottsdale. Stopping once in each city along the way. Hell, we should have high-speed rail from Tucson to Flagstaff with a stop in Phx. This would increase local investment and increase tourism across the state. If people from out the country want to see this beautiful state and all it has to offer then providing an option that doesn't require them to rent a car is critical. In the meantime. Work with the city of Gilbert to take the light rail south into downtown Gilbert. The snobby Gilbert people will be upset for a little while. But this will massively incentivize Gilbert to expand their downtown options by adding more restaurants, hotels, and attractions. Gilbert can have the last stop of the light rail southbound at Elliot or Warner. Then take the light rail east to Agritopia! Invest in bollards for the highest used bike lanes. Also make tunnels or overpasses for the street crossings for the bike paths along the canal. If you're using the metrics of current ridership to determine future use. It means you don't understand how public transit systems work. Current ridership is reflective of how robust the current system is. People are forced to drive because transit is SO incredibly bad right now. Buses are infrequent and don't have enough destinations. The light rail only goes to a few places and has infrequent service. People will give up their cars when transit improves, stop thinking of public transit like a business service, it doesn't work like that. Locals will put the money they were spending on their cars into the local economy when it's an option to do so. Many people drive simply because they don't realize there are other options. And there are if you build it.</p>
US 60 Corridor	118504134632	Expand Freeway on 60

US 60 Corridor	118443634886	Public transit
US 60 Corridor	118514621382	This is a highly congested area as people head in and out of other cities. Would like to see less ability to U-turn on busy roadways, more turn signal lights, frequent and faster transportation access to surrounding cities and to downtown Mesa.
US 60 Corridor	118443624761	Improve road conditions.
US 60 Corridor	118471022104	Would love to see the light rail go all the way to Power Road or even the Gateway Airport. We would come to downtown Mesa more on weekends if it went all the way to the east side.
US 60 Corridor	118513452376	More progress on US 60 shared use path
US 60 Corridor	118444016235	I would like more lights added to Lindsay Road so people living in those neighborhoods aren't jay walking because there are no walking paths between southern and baseline and people who would like to leave their neighborhoods during rush hour can actually get out. The number of cars blocking off the streets during rush hour makes it hard to get to and from homes in the area.

APPENDIX B

Comments Submitted on the Project Website

Last year I used the buses in West Mesa for several weeks. During the Day: Too many of the bus stops have no shelter from the sun, so unless you have the exact time of the bus, you will die waiting in the heat. During the day I saw many students or working folks getting to their destinations. Unfortunately, there are also too many crack-heads on the buses as well, typically arguing with the drivers or harassing other passengers, or doing some sort of ticket/pass scam.

At Night: Too many of the bus stops are poorly lit and in dangerous locations. I often would stand 20-ft *away* from the bus shelter to avoid the shady activity going on there (and then dash to the bus when it arrived). But if you need drugs or sex, several stops can fulfill your needs!

Also many of the routes are abbreviated at night. So I'd have to walk the last mile at 10pm on the route I'd take earlier in the day. Many of the signs at the bus shelters are damaged, defaced, or out of date. (I confirmed this with Valley Metro. The phone number to text for bus schedule was the OLD number, and they admitted that.) The bus fare was a bargain, and the drivers courteous and helpful.

1) Painting a line in the side of the street does NOT constitute a Bike Lane! It's an insult. Stop pretending Mesa is "bike friendly" or has "bike routes".

2) Who do I have to sleep with to get Mesa to fix someone of the dangerous pot-holes? Same complaints month after months; never fixed.

3) Same complaint for dead streetlights. I've given up on reporting them. The never get fixed. 4) The mid-block crossing light on Main Street between Macdonald and Robson is a DANGEROUS HAZARD (140 W Main). Poorly marked and confusing stop stop lights. Cars ROUTINELY zip thru the red light, or screech to a halt PAST the light (rather than before the crosswalk). Eventually there will be a fatality here. 5) Speeding cars on Main St (downtown area). Speed limit is 25mpg. It's a congested area with many pedestrians, but cars often exceed 45mph. (Especially Fri & Sat nights.)

6) Late evenings is a nightmare to get thru downtown Mesa. The PARKED TRAINS block traffic on most the streets (e.g. Extension, Alma School), and people are forced to back-track to Country Club Drive to the only underpass under the train tracks.

7) Excessive Jay-Walking throughout the city. Especially on (Alma School south of Main St.) (Extension & Broadway) (Country Club & Main St). Something about the design of these areas encourages Jay-Walking either against the light or outside the cross-walks. Often people trying to dash for bus stop to bus stop. Some pedestrian barriers or police enforcement is needed.

8) Light Rail platforms in downtown Mesa ROUTINELY have people jumping off the platform, crossing tracks, and jay-walking thru traffic lanes. Other cities don't have this problem. Something about the design is lacking.

9) Too many downtown events block off the streets with poorly placed traffic barricades, or confusing detours. The limited parking is even less available.

10) We understand the difference between a construction zone and an auto accident. But Mesa constantly used Red & Blue flashing lights on Police cars parked at construction zones which just adds to the confusion. (Is there an accident ahead and area to be avoided?) Flashing Yellow lights should be sufficient for construction zones.

11) Some construction projects go on forever. The same lanes are blocked and barriers left standing for months. Yet there appears to be no construction activity for weeks at a time. It's nice to see overdue repairs being made, but a tighter construction schedule would be appreciated.

12) It would be nice if the city was open FIVE days a week like normal people work. Waiting a long 3-day weekend to get some problems addressed is too long.

There are a lot of existing conditions that Mesa should be very serious about establishing good data for that provides a floor for measurable improvements for its goals. Key issues involve conditions for comfort, safety, and usefulness for a variety of users.

Decades of prioritizing motorist capacity has left the City of Mesa with a heavy burden of maintenance, burdens of enforcement, burdens of crashes with fatalities and serious injuries, impacts of tailpipe emissions, and burdens of expensive-to-retrofit for accessibility to people experiencing a disability (or other vulnerabilities). Decades of prioritizing motorist capacity has left the people of Mesa with hostile roadway conditions to navigate on foot, bike, or rolling on small devices of all kinds, inefficient land use patterns that are burdened with excessive parking, excessive drive-thrus, excessive heat-inducing asphalt, inadequate tree shade, inadequate activity levels to maintain healthy bodies, insufficient levels of access by active transport, and excessive monetary and/or time investments of transporting themselves around to everyday destinations.

Both city operations and people of Mesa would benefit from a transformational ambition to remake the roads and streets of Mesa to improve access, safety, interest, utility, comfort, and ultimately the experience of the public realm in our most under-appreciated public asset: The Street. With properly designed street networks, we can improve upon all the above burdens and impacts listed. And improved experiences for people lead to curb appeal that improves the conditions for economic development, public safety, and operation/maintenance burdens. Transportation system build-out is a responsibility that is squarely on the City (unlike housing, jobs, commerce, and various land development goals via private investment).

The current hellish landscape that we accept for our roadways are miserable places for an experience, with a few notable exceptions (thank you downtown!). The wrong priorities have shaped our streetscape experiences for too long. We have a huge backlog of streets to bring back to life for people, safety, redevelopment, and equitable access for all. We need clear baseline standards to improve from, and we need clear criteria to meaningfully prioritize the experience. We need to do this with as much focus as we dedicated to bringing back Downtown Mesa. The Streetcar vision must acknowledge these transformative ambitions or risk being a boondoggle of a project. And that's only the start of my list.

1. More priority lights for Bikes, Light Rail, Bus and People. Emergency vehicles can also be included in this so they do not have to turn on sirens at every stop.
2. Sidewalk widening by 6 inches. Cars only have peak 4 hours a day. Mass Transit is all day and night. Prioritize what most people will use in a city of 500k and above all day everyday, Not cars.
3. Research Dedicated Bus Lanes w photo enforcement. Emergency Vehicles can have exemption to use as well to shortcut around traffic.
4. Mass transit goals should be to connect Density of residential areas like Condos, Multifamily, connecting to density of huge popular spots like Asian District, Fiesta Mall etc with higher frequency. Than to lower frequency on low density areas like Suburbs, causing low ridership. Current system is not efficient resulting in low use because lack of frequency.
5. No park and rides because like mentioned above you are prioritizing what not many people use longer than 4 hours a day and goes unused the rest of the day, it needs to be TOD W Mixed Use Areas and absolutely NO PARKING to have Transit become important fixture of Mesa and spur ridership growth.

Will end by saying Light Rail has helped Asian District attract tons of high end business from Japan to South Korea same can be done anywhere else thanks to the stop here. Mass Transit if implemented really well can attract even more business opportunities, prevent bad inequities. Look no further than any E. Asian Country. South Korea, Japan or China. Light Rail is a success, only selfish person think it's not."

More Road Diets, Bike Paths, and a focus on TOD for Mass Transit in regards to the Light Rail which i support the Light Rail. Also painted Bus Routes would be a great idea and camera enforcement as well would be beneficial to support more Mass Transit in the future. Also I do think Busses should focus on Frequency in key dense areas like Apartments and Condos to popular hub spots rather than random areas to bring efficiency and speed up.

It's time to 86 the light rail. As a resident nearby I can tell you it's more trouble than it's worth and it's killing the city. Main has one lane for traffic and basically THREE lanes for the train that you can't cross and you can't pass a slower vehicle in front of you. We can all clearly see the number of people riding the train is peanuts compared to the amount of traffic that to get through. For every train rider there's at least 100 motorists traveling in that area. Local businesses are suffering for this billion dollar boondoggle. Time to tear it out and open up the city before it's too late. Young people want lanes for bicycles, scooters and E-bikes not the costly monstrosity that goes right down the middle of the road. Be a leader with a mind for what's right and toss it!! You'll save the city millions and generate so much more in commerce, it's not the way of the future and we want our city back.

Connectivity of transportation alternatives is a worthy goal. It isn't enough to have bike paths, they need to be safe and connected. The Phoenix-Tempe multiuse path is a great way to commute toward downtown phoenix via bike, but it just dumps you off unsafely on Alma School Road in Mesa. Look at the MAG map, and you will see all these beautiful orange multi-use paths that are all connected...except the gauntlet between Alma School and Country Club. Paint doesn't protect cyclists, as those paths are often uneven shoulders filled with road debris and motorists driving 55mph over your shoulder. I would love to be one of those people who never got in a car again, but I don't want to die. Safe, connected, multi-use paths along the Salt River and canals in Mesa would provide a direct alternative to car-commuting and help to get people off the roadways.

As someone that lives in Mesa Full Time near Dobson Ranch and Fiesta Mall, I do have ideas to move Mesa to be a transportation pioneer in the 21st century because very few cities have a place where you do not need a car to get anywhere which i am passionate about. Here is a few major plans I have envisioned for Mesa and criticisms to help make it greater within the next 25 years.

1. Like others would I like to take to go bicycling by taking my scooter E-Bike but the infrastructure is very subpar and there is zero protected Bike Lanes and even Bike Paths. Paint is not protection for cyclists and as other cities are learning Bike Lanes reduce pedestrian and cycling deaths by 50% and cycling traffic increases as does walking due to both feeling safe.
2. Red Painted Dedicated Bus Lanes. As Buses do not need to be protected like cyclists and pedestrians do. But it would help those in Cars know where Buses will be parking and not look sudden and also help Bus Drivers know where to park.
3. BRT aka Bus Rapid Transit should be considered for all hubs until more Streetcars and Light Rail is built and co-exist alongside it to help out of Trains are late.
4. Transit Orientated Development for huge hubs where Light Rail stops and also for the eventual areas where Streetcar Tempe-Mesa ends up in this city.
5. Please end parking minimums and let the market decide as not doing so will in turn cause Mesa to be more reliant on Drive-Thru's as I agree with the city council that Mesa deserves better than this. Parking Lots take up so much space that is hardly used and is bad land use, that better things could be built like Mixed Use Developments, Parks or even just Cycling paths.

I will end off by pleading with the city of Mesa Council members and Mayor John Giles to implement these plans. This is not unreasonable, it is the future and many statistics will bear out that future generations desire freedom of transit options not restrictions of transit options. It's beneficial for the ADA, the elderly, children and serves everyone in the community equally.

APPENDIX C

Online and Paper Survey

TELL US YOUR THOUGHTS

1) Based on the image on the left, what travel shed do you live or most travel in today? (select one)

- | | |
|--|--|
| <input type="checkbox"/> 1. Downtown Mesa | <input type="checkbox"/> 7. North Central Mesa |
| <input type="checkbox"/> 2. US 60 Corridor | <input type="checkbox"/> 8. Fiesta District |
| <input type="checkbox"/> 3. Dobson Ranch | <input type="checkbox"/> 9. Falcon Field Area |
| <input type="checkbox"/> 4. Riverview | <input type="checkbox"/> 10. North East Mesa |
| <input type="checkbox"/> 5. Southeast Mesa | <input type="checkbox"/> 11. East Mesa |
| <input type="checkbox"/> 6. Central Mesa | |



What Travel Shed Do You Live or Most Travel in?

2) In that travel shed, what transportation investments would you most like to see? Rank from 1 (most) to 6 (least)

- _____ Improvements to reduce vehicle congestion
- _____ Improvements to enhance safety for travel by vehicles
- _____ Expand public transit service
- _____ More sidewalks and bike lanes
- _____ Pedestrian and bicycle safety improvements
- _____ Technology improvements (i.e., electric charging stations, etc.)

WHAT DO YOU PREFER?

3) Meeting Capacity Needs: More Travel Lanes vs. Managing Demand

Within the travel shed what approach do you prefer to improve mobility? (Pick one)

- Increase capacity by adding lanes and/or other infrastructure
- Neutral
- Manage demand with technology or by enhancing other transportation modes

4) Expand Transit vs. Enhance Transit

Considering there is limited funding available for transit, what approach would you prefer to improve public transit in your travel shed? (Pick one)

- Expand public transit to new areas - may result in less frequency on existing/future routes
- Neutral
- Increase frequency and stop amenities on existing popular routes

5) Bike Lanes vs Bike Paths

To improve cycling in that travel shed, which approach do you prefer? *(Pick one)*

- Inexpensive bike lanes that increase connectivity - more miles of bike lanes
- Neutral
- More expensive buffered or protected bike facilities that provide more comfort and safety but less miles of bike facilities

6) If a travel lane on a road was no longer needed, how would you like to see that space used? *(Pick one)*

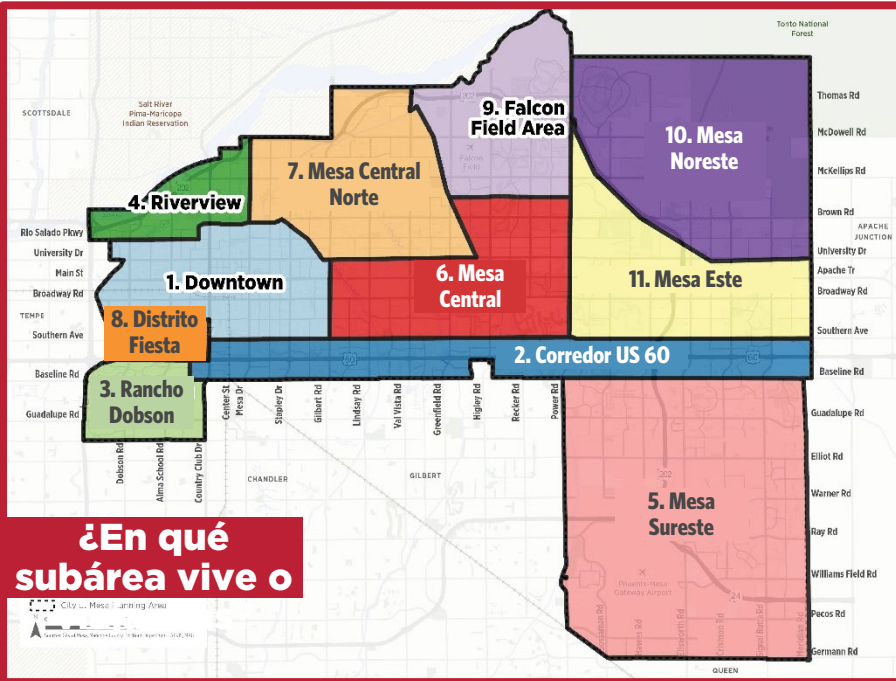
- Continue maintaining the lane for vehicle travel
- Neutral
- Converting the lane to enhance/add pedestrian and bicycle facilities

7) In the travel shed, rank the following by importance. Rank from 1 (most) to 6 (least)

- _____ **Manage and Maintain:** Create a sustainable and efficient transportation system through strategic system management and preservation.
- _____ **Connections and Choices:** Develop an integrated transportation system that provides mobility options for all modes.
- _____ **Thrive and Prosper:** Advance equity and economic competitiveness through improved transportation access to jobs, education, services, and goods.
- _____ **Safety First:** Develop safe and comfortable mobility options for all current and future users
- _____ **Anticipate and Adapt:** Adapt to emerging technologies, land use changes, and mobility demands through innovation

Other Improvements You Would Like to See?

DINOS LO QUE PIENSA



1) Según la imagen de la izquierda, ¿en qué subárea vive o viaja más actualmente? (Seleccione uno)

- | | |
|--|--|
| <input type="checkbox"/> 1. Downtown | <input type="checkbox"/> 7. Mesa Central Norte |
| <input type="checkbox"/> 2. Corredor US 60 | <input type="checkbox"/> 8. Distrito Fiesta |
| <input type="checkbox"/> 3. Rancho Dobson | <input type="checkbox"/> 9. Falcon Field Area |
| <input type="checkbox"/> 4. Riverview | <input type="checkbox"/> 10. Mesa Noreste |
| <input type="checkbox"/> 5. Mesa Sureste | <input type="checkbox"/> 11. Mesa Este |
| <input type="checkbox"/> 6. Mesa Central | |



2) En esa subárea, ¿qué inversiones en transporte le gustaría ver más?

Clasifique del 1 (más importante) al 6 (menos importante)

- _____ Mejoras para reducir la congestión de vehículos
- _____ Mejoras para aumentar la seguridad vial
- _____ Ampliar el servicio de transporte público
- _____ Más aceras y carriles para bicicleta
- _____ Mejoras en la seguridad de peatones y ciclistas
- _____ Mejoras tecnológicas (es decir, estaciones de carga eléctrica, etc.)

¿QUÉ PREFIERES?

3) Satisfacer las necesidades de capacidad: Más carriles de automóvil vs. Gestionar demanda

Dentro del subárea, ¿qué enfoque prefiere para mejorar la movilidad? (Elija uno)

- Aumentar la capacidad añadiendo carriles y/u otra infraestructura.
- Neutral
- Gestionar la demanda con tecnología o mejorando otros modos de transporte

4) Ampliar vs. Mejorar el transporte público

Teniendo en cuenta que hay fondos limitados disponibles para el transporte público, ¿qué enfoque preferiría para mejorar el transporte público en su subárea? (Elija uno)

- Ampliar el transporte público a áreas nuevas; esto pudiera resultar en una frecuencia menor en rutas existentes/futuras
- Neutral
- Aumentar la frecuencia y amenidades en rutas populares existentes

5) Carriles para bicicletas vs. Caminos para bicicletas

Para mejorar el ciclismo en esa subárea, ¿qué enfoque prefieres? (Elija uno)

- Carriles para bicicletas económicos que aumentan la conectividad: más kilómetros de carriles para bicicletas
- Neutral
- Instalaciones para bicicletas protegidas o amortiguadas más caras que brindan más comodidad y seguridad, pero menos kilómetros de instalaciones para bicicletas

6) Si ya no fuera necesario un carril de automóvil, ¿cómo le gustaría que se utilizara ese espacio? (Elija uno)

- Continuar manteniendo el carril para circulación de vehículos.
- Neutral
- Convertir el carril para mejorar/añadir instalaciones para peatones y bicicletas

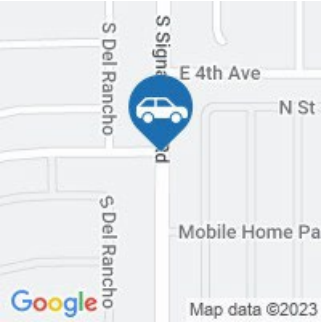
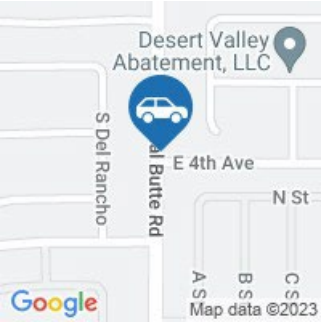

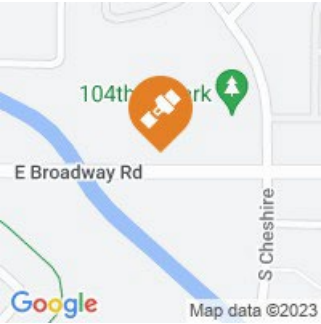
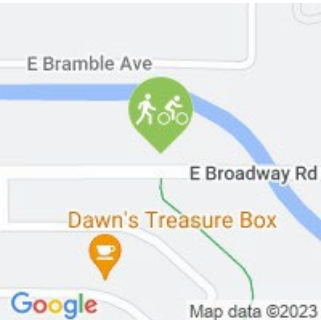
7) En el subárea, clasifique lo siguiente por importancia. Clasifique del 1 (más importante) al 6 (menos importante)

- _____ **Gestionar y mantener:** crear un sistema de transporte sostenible y eficiente a través de la gestión y preservación estratégica del sistema.
- _____ **Conexiones y opciones:** Desarrollar un sistema de transporte integrado que brinde opciones de movilidad para todos los modos.
- _____ **Prosperar y prosperar:** promover la equidad y la competitividad económica a través de un mejor acceso al transporte para empleos, educación, servicios y bienes.
- _____ **La seguridad es lo primero:** desarrollar opciones de movilidad seguras y cómodas para todos los usuarios actuales y futuros
- _____ **Anticipar y adaptarse:** adaptarse a las tecnologías emergentes, los cambios en el uso del suelo y las demandas de movilidad a través de la innovación.

Proporcione cualquier comentario adicional

APPENDIX D

Phase II Online Map Comments

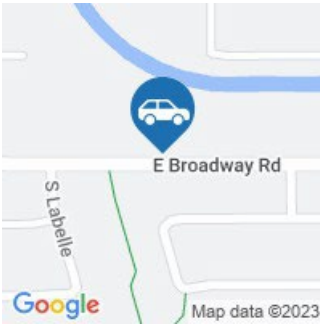
174.  Steve | stevebnaz@gmail.com | 6023199067, Added July 01 2023
Please extend the turning lane this is an unsafe merging area and the vehicle turning SB onto Signal Butte isn't aware of the merging traffic!!
175.  Steve | stevebnaz@gmail.com | 6023199067, Added July 01 2023
2023 Low visibility when turning onto Signal Butte NB and SB
176.  Steve | stevebnaz@gmail.com | 6023199067, Added July 01 2023
Please consider a trail or adding access to canal biking or walking in this area.
177.  Steve | stevebnaz@gmail.com | 6023199067, Added July 01 2023
2023 Vagrants and homeless living in tunnels
178.  Steve | stevebnaz@gmail.com | 6023199067, Added July 01 2023
2023 Needs a bike lane and walking path on North side of roadway

179. **Steve | stevebnaz@gmail.com | 6023199067**, Added July 01



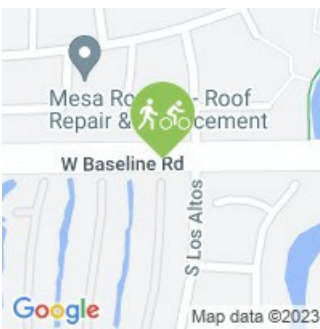
2023 Speeding is commonplace for this stretch of road

180. **Steve | stevebnaz@gmail.com | 6023199067**, Added July 01



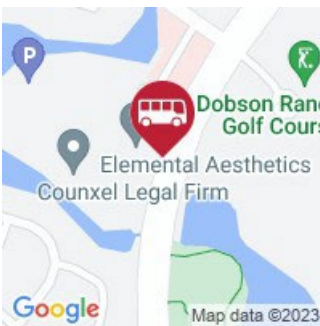
2023 Speeding is commonplace for this stretch of road

181. **Patrick Kossler | patrickkossler@gmail.com | 6024764597**, Added July 11 2023



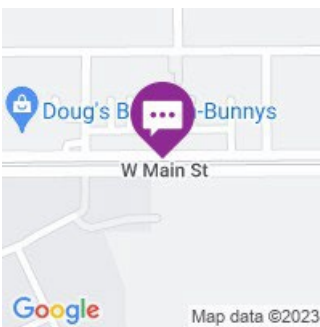
I am not comfortable biking or walking along Baseline Road. There is no protected bike lane alongside cars going ~50 mph.

182. **Patrick Kossler | patrickkossler@gmail.com | 6024764597**, Added July 11 2023



A bus rapid transit (BRT) service along Dobson would be great as it would reduce a lot of car traffic AND connect riders to the light rail on Main St

183. **Patrick Kossler | patrickkossler@gmail.com | 6024764597**, Added July 11 2023

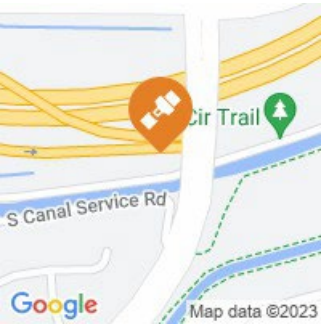
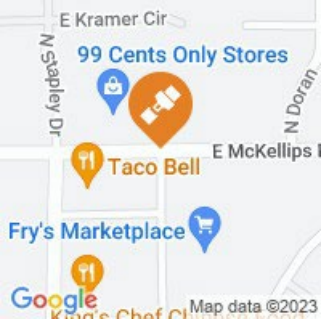
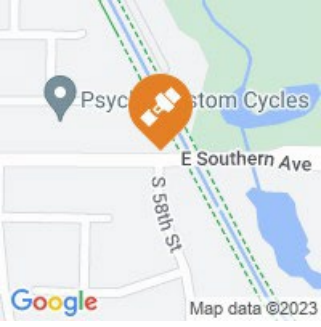


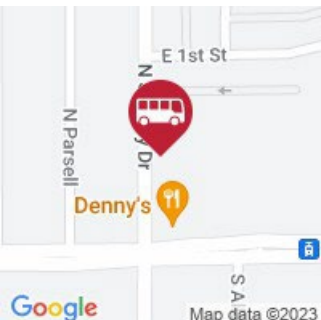


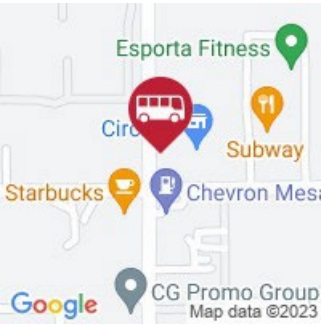
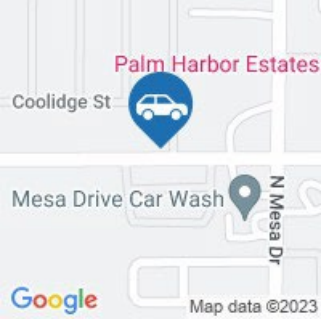
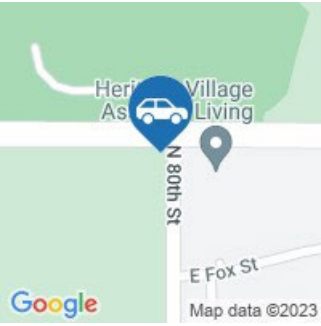
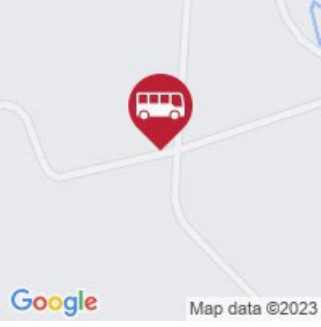
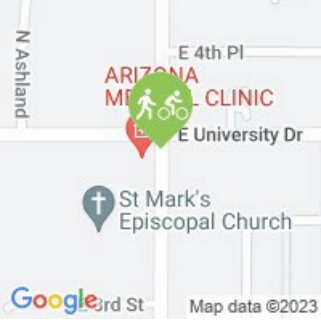

Get rid of parking lots along the light rail corridor and replace with places people can be and enjoy. A bus rapid transit service could do the job of bringing people to Main St instead of cars.


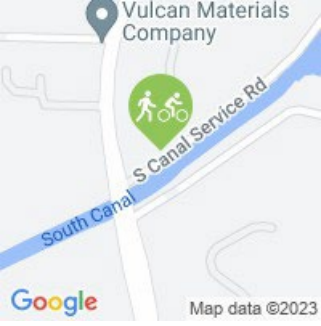


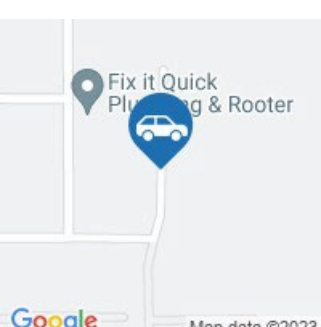
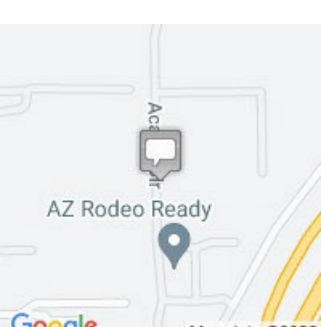
184. Added July 19 2023



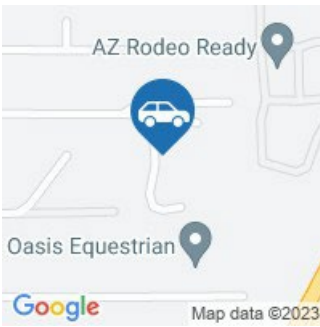
As the addition of businesses surrounding this intersection has grown, there have been safety concerns when driving in this area particularly with right on red situations when vehicles turn right from Southwest corner of Mckellips onto Gilbert road. I witness multiple near accidents daily due to this interference with vehicles making a U-turn from Northbound Gilbert rd to U-turn southbound (which is required for access to businesses such as Gunnel's tire and Tutortime daycare - where many cars are in/out multiple times per day). I believe this intersection needs to be looked at and quick fixes instituted (ex. No right on red) to make it safer to keep up with the growing traffic in this area.

185.  Added July 19 2023
 Poor adherence to no right turn on red signs (despite multiple signs present). Consider adding an LED lighted "no right on red" sign to catch drivers attention better.
186.  Added July 19 2023
 When bus is present at bus stop area, it blocks visibility significantly to left while attempting to turn right out of the Fry's parking lot - increasing risk for accident especially since it's so close to intersection
187.  Added August 09 2023
 This intersection is dangerous to the canal path traffic, to those EB on Southern, and those turning left or right on 58th.
188.  Added August 09 2023
 Ind's from the Independent Living facility frequently jaywalk rather than using the intersection and cross walk.
189.  Added August 09 2023
 Light rail down to East Mesa
190.  Added October 16 2023
 It would be nice if there was a shaded place to sit when waiting for the Stapley northbound bus.

191.  Added October 16 2023
A shaded seating area for the Northbound bus would be appreciated.
192.  Added October 16 2023
For over a mile, the manhole covers in the Westbound middle lane of E McKellips Rd are as deep as potholes, only more regular. These need to be brought level with the asphalt.
193.  Added October 26 2023
Eastbound lane at 80th street needs to be marked as right turn only.
194.  Added November 17 2023
Let's plan for light rail to connect to the future Gateway terminal on the east side of the freeway
195.  Added November 17 2023
Please make this sidewalk/intersection ADA compliant and add bike push buttons on the legs of Home (so you don't have to get off your bike to push the crosswalk button).
196.  Added November 17 2023
Would like to see bus service on Val Vista so I can go shopping at Dana Park.

197.  Added November 17 2023
 Make street light timing in downtown mesa pedestrian friendly. The wait is too long in the summer for the lights to turn.
198.  **Marilyn Crosby | mcrosby@onestopre.com | 14804155395**, Added November 17 2023
 Access needs to be wider for horses to transit (ie livestock gate)
199.  **Marilyn Crosby | mcrosby@onestopre.com | 14804155395**, Added November 17 2023
 Access for horses is currently limited.
200.  **Marilyn Crosby | mcrosby@onestopre.com | 14804155395**, Added November 17 2023
 Light needed for pedestrian, Bike and Horse crossing.
201.  **Marilyn Crosby | mcrosby@onestopre.com | 14804155395**, Added November 17 2023
 Acacia is not a road in this area it ends at the cul-de-sac north of here
202.  **Marilyn Crosby | mcrosby@onestopre.com | 14804155395**, Added November 17 2023
 Acacia circle should end here, there are no more public streets beyond this point to the south.

203. **Marilyn Crosby | mcrosby@onestopre.com | 14804155395**, Added November 17 2023



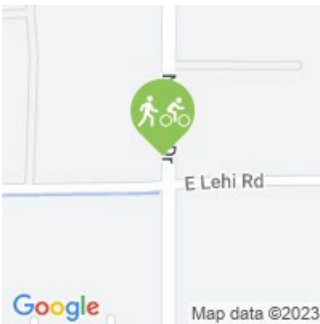
Chestnut Circle ends at this cul-de-sac beyond it is a private drive.

204. **Marilyn Crosby | mcrosby@onestopre.com | 14804155395**, Added November 17 2023



Narrowing of asphalt should be needed as it is more conducive to horse transit with quarter minus DG. Narrower shoulders assist with speed reduction.

205. **Marilyn Crosby | mcrosby@onestopre.com | 14804155395**, Added November 17 2023



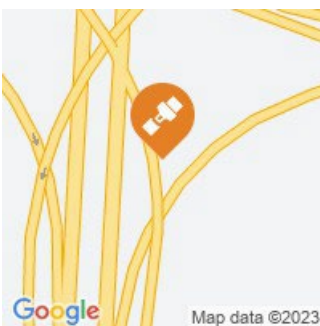
reduce asphalt shoulder

206. **Marilyn Crosby | mcrosby@onestopre.com | 14804155395**, Added November 17 2023



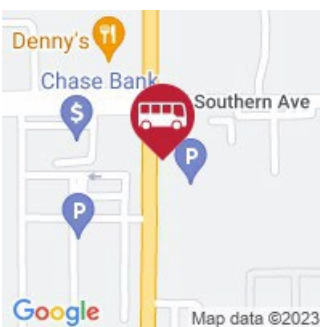
Needs a sign indicating horse trailer entry and parking.

207. **John Demcko | jad2000@me.com | 4805895235**, Added November 19 2023



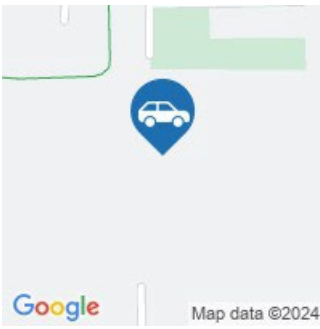
I agree with the other two commentary observing the large, dangerous bumps on these flyover ramps. Please consider smoothing them out.

208. **John Demcko | jad2000@me.com | 4805895235**, Added November 19 2023



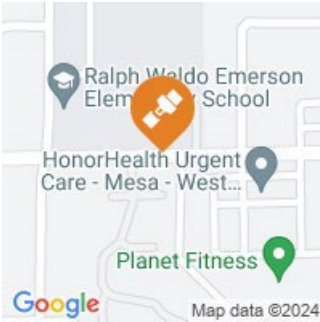
Please consider working with ADOT to bring back transit signal priority along the Country Club Bus Route (112). I know this used to be a LINK BRT-esque line that had it.

209. **Matthew Law | jaxtos@hotmail.com | 480-225-1952**, Added January 02



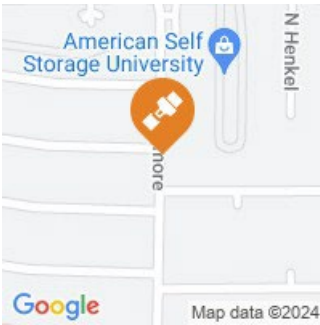
2024 Please connect Crismon to provide easier access from the South to the North

210. Added January 03 2024



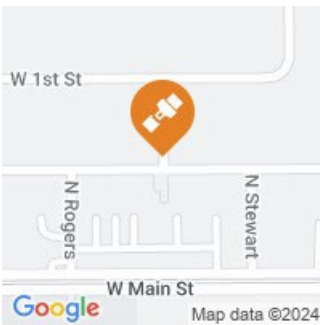
There is a school light just after Alma School (going east) on University which is being hidden by tree growth. This is just one of many signs in Mesa I've seen that could cause accidents because signs have become obscured by tree/plant growth.

211. Added January 03 2024



This span of Longmore -- from University to Main -- has a number of "rain gutters" which cross intersections. These have not been raised as the road has been re-paved and the difference in road height has people traveling <5mph down a road with speed bumps advising 20mph as a top limit. People have started swinging their car to the parking edge to avoid the big divots, creating some confusion as to what the driver is doing. (Obviously this behavior is not correct, but the problem causing it needs addressing.)

212. Added January 03 2024



This intersection needs leveling due to re-paving because the rain gutters crossing the street are so much lower. There are already speed-bumps on this road, so this cannot be a speed issue. Can grates be installed over these divots? They would still allow rain water to flow, while leveling the road for a car / bike / scooter.

213. Added January 05 2024

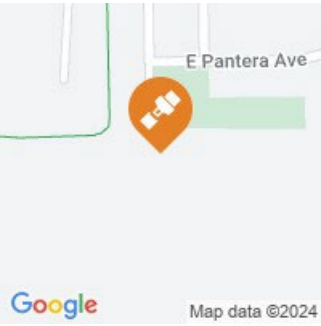




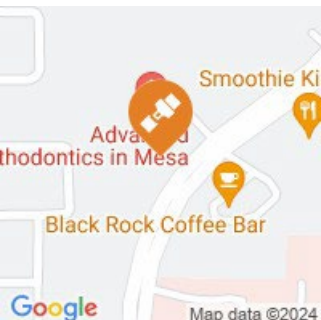



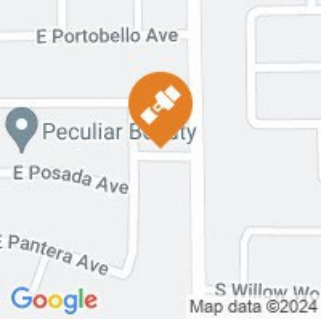
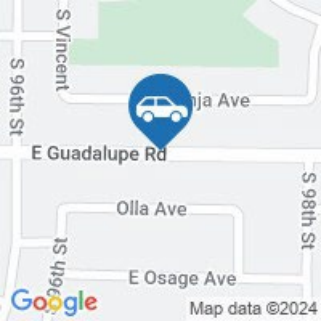



Canal should be lit up like downtown Scottsdale


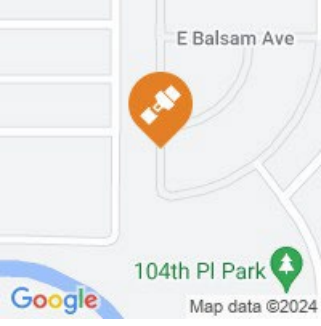
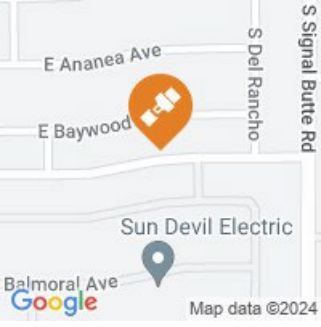
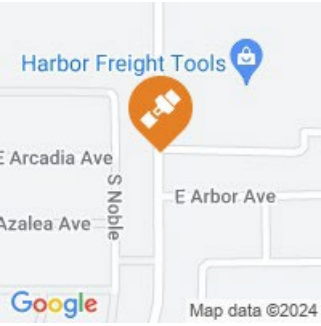
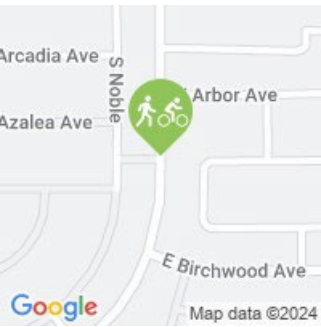
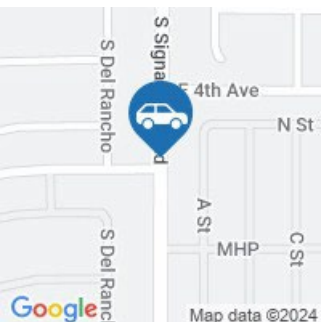
214. Added January 05 2024

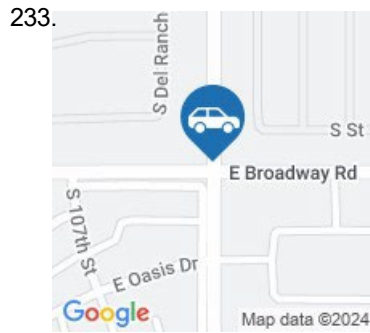


More police patrolling this area- people use Mesa dr as a race track day and night

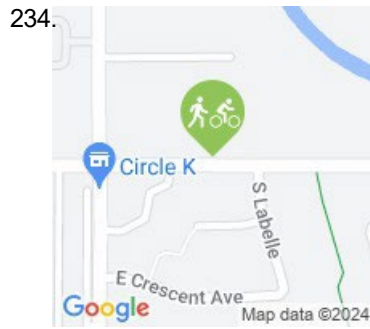
215.  Added January 09 2024
Do not connect Crismon. The traffic corridor is Elliot and this is where semi traffic is suppose to route through. There are too many schools in this location to have to deal with that.
216.  Added January 09 2024
Stop light here.
217.  Added January 09 2024
Place two turn lanes on East Guadalupe to North Signal Butte and place a turn arrow for this.
218.  Added January 09 2024
Very difficult to view on coming traffic with the way the entrance is set up coming into Legacy. When cars line up to pull into the parking lot, those vehicles trying to leave after having picked up their students have a very limited view due to the line of cars trying to get in. Makes it very hard to see around the vehicles and pull out safely.
219.  Added January 09 2024
The layout of this parking lot entrance is wonky. If there are 2-3 cars attempting to leave this parking lot and waiting at the light to turn left, no vehicles are able to pull up to the right side and pull out heading North on Crismon as those in the left turn lane are blocking those trying to turn right. Then if 3-4 people are waiting to pull out at this light, no one can pull into the lot due to those cars sitting and waiting to leave. The wonky angle at which this parking lot entrance was designed causes these issues.
220.  Added January 09 2024
Speed bumps through here. Not sure if this is a City of Mesa thing, but with the building of the apartments, hotels, restaurant, people already drive through here too fast, and the addition of the aforementioned buildings will cause an even bigger issue with speed. This building is full of Infants-13year old's and speeding through here is too dangerous.

221.  Added January 09 2024
Speed humps through here, as families cut through here to get back onto Guadalupe after pulling out of Legacy school. Families are not able to turn left onto Signal Butte.
222.  Added January 09 2024
Speed humps through here, as families cut through here to get back onto Guadalupe after pulling out of Legacy school. Families are not able to turn left onto Signal Butte.
223.  Added January 09 2024
Speeding is commonplace for this area.
224.  Added January 09 2024
Speeding is commonplace for this stretch of road.
225.  Added January 09 2024
School zone speed limit notification lights (Blinking signal light informing drivers of school zone) There needs to be additional blinking notice lights added both NB and SB as too many people speed through the school zone.
226.  **Theresa | tbguinea13@gmail.com | 4803701373**, Added January 15 2024
Main St., the 3 lane roads East and West conditions from Power Rd to Apache Junction are horrible! Been here 20 years and the roads have gotten worse. The lanes are so bumpy and ruin your alignment on your vehicle.

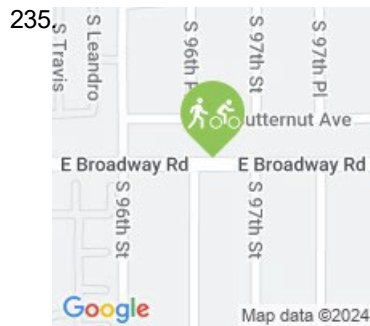
227.  Added February 01 2024
Speed Control. Please consider Speed bumps and lower the speed limit withing residential comminuties. 25 mph is too fast
228.  Added February 01 2024
Please lower the speed limit or provide traffic control. 25 MPH is too fast for neighborhoods
229.  Added February 01 2024
Speed Control. Please consider Speed bumps and lower the speed limit within residential communities. 25 mph is too fast
230.  Added February 01 2024
Lower the speed limit or provide traffic control and a bike lane
231.  Added February 01 2024
PLEASE ADD A CROSSWALK :)
232.  Added February 01 2024
Would be nice to have a traffic light installed



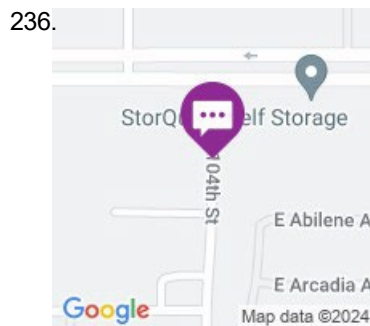
Added February 01 2024
Please add an arrow at this light



Added February 01 2024
Need sidewalks and bike lanes, very dangerous



Added February 01 2024
Broadway East of elsworth NB and SB & Broadway west of Signal Butte Needs sidewalks and/or bike lanes, it's a very dangerous stretch of roadway



Added February 01 2024
Urban camping or trash and debris under bridge

APPENDIX E

Feedback Received On Poster Boards At The Urban Labs In-Person Events

TRANSPORTATION MASTER PLAN



Tonto National Forest



- 1. Downtown
- 2. Asian District
- 3. Mesa Riverview
- 4. Fiesta Mall District
- 5. Southwest Neighborhoods
- 6. Lehi Area
- 7. Central Neighborhoods
- 8. Falcon Field Area
- 9. Main Street
- 10. West Central Neighborhoods
- 11. East Central Neighborhoods
- 12. Mesa Riverview
- 13. Northeast Neighborhoods
- 14. Highway 60 Neighborhoods
- 15. Highway 60 Mixed Use Areas
- 16. Phoenix-Mesa Gateway Airport Area

WHAT TRANSPORTATION INVESTMENTS WOULD YOU LIKE TO SEE?

PLACE UP TO THREE DOTS (ONE COLOR EACH) FOR EACH SUBAREA



What transportation investments should Mesa focus on?

● Highest Priority
 ● 2nd Highest Priority
 ● 3rd Highest Priority

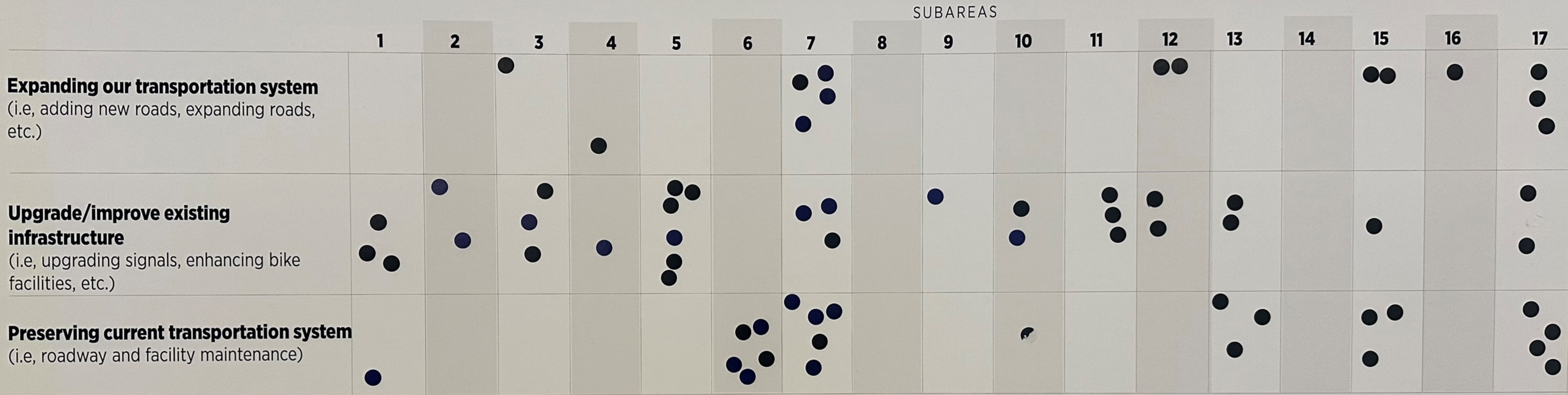
Subarea	Improving roadway conditions (i.e., safety, pavement conditions, and congestion)	Safer and more comfortable bike facilities	Making public transit a more viable travel option	Better sidewalks and pedestrian crossings	Embracing new technologies and innovation	Maintenance of existing facilities	Other (Please Write In)
1	●	● ● ● ● ● ● ●	● ●	● ●	● ●	● ●	
2		● ●	●	●	●		
3		● ●	● ●	●	●		
4	●	●	●		●	●	
5		● ●	● ● ●	●	● ● ●	● ● ●	● Shaded parking in large/medium lots (Preferably Solar panel covered parking) w/ EV charging stations
6	● ● ●	● ●	● ● ● ●	● ●	● ● ●	● ● ● ● ●	Canal path impas - unfaed - also agree. Are trees or some shade possible? my neighborhood loves canal paths.
7	● ●	● ● ● ●	● ● ● ●	● ● ● ● ●	● ● ●		
8		●	●	●			
9		●		●	●		
10		● ● ●		●	●	● ●	Shade/plants/landscape ● - especially on canal paths, they need greenery/shade
11	● ● ●		●	● ●	●	● ●	
12	● ● ●	● ● ● ●	●	● ● ● ● ● ●	● ● ●	● ● ● ● ● ● ●	Maintain Main Street + CO
13	● ● ● ● ● ● ● ● ●	● ● ● ●					
14		● ● ●	●	● ● ●	● ● ●	● ● ● ● ● ●	
15	● ● ● ● ●	● ● ●	● ●		● ● ●		
16	●	● ● ●	●	● ● ●	● ● ● ● ● ●	● ● ●	EV chargers ● ● Bus car support + road improvement for driving!
17	● ● ● ● ●	● ●					

WHAT TRANSPORTATION INVESTMENTS WOULD YOU LIKE TO SEE?

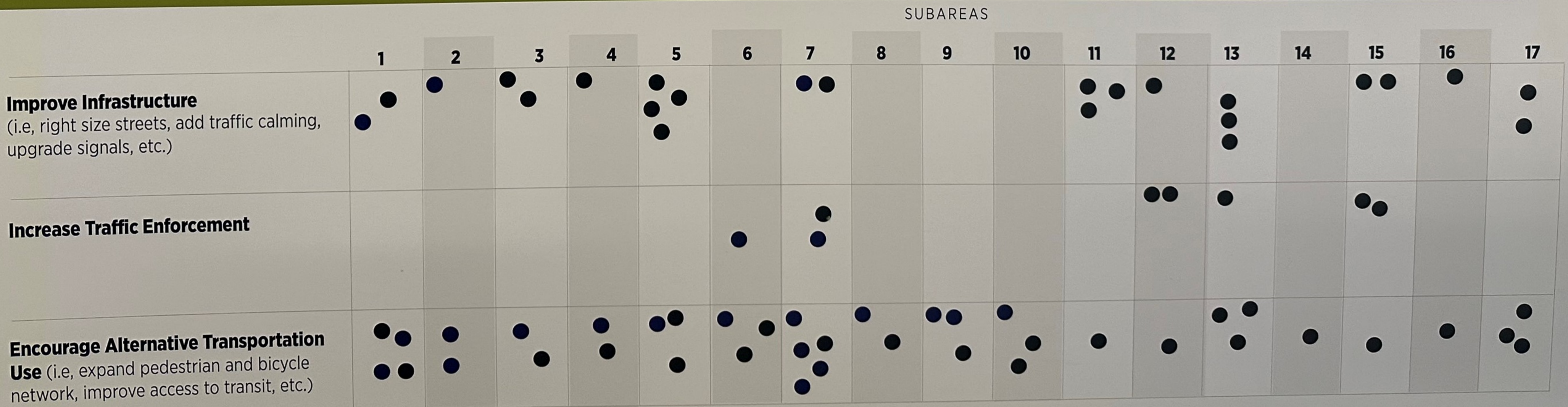
PLACE ONE DOT FOR EACH SUBAREA



Expansion vs. Modernization vs. Preservation: What option should Mesa invest more in?



Infrastructure vs. Enforcement vs. Mode Shift: To improve safety and congestion, what approach do you prefer?

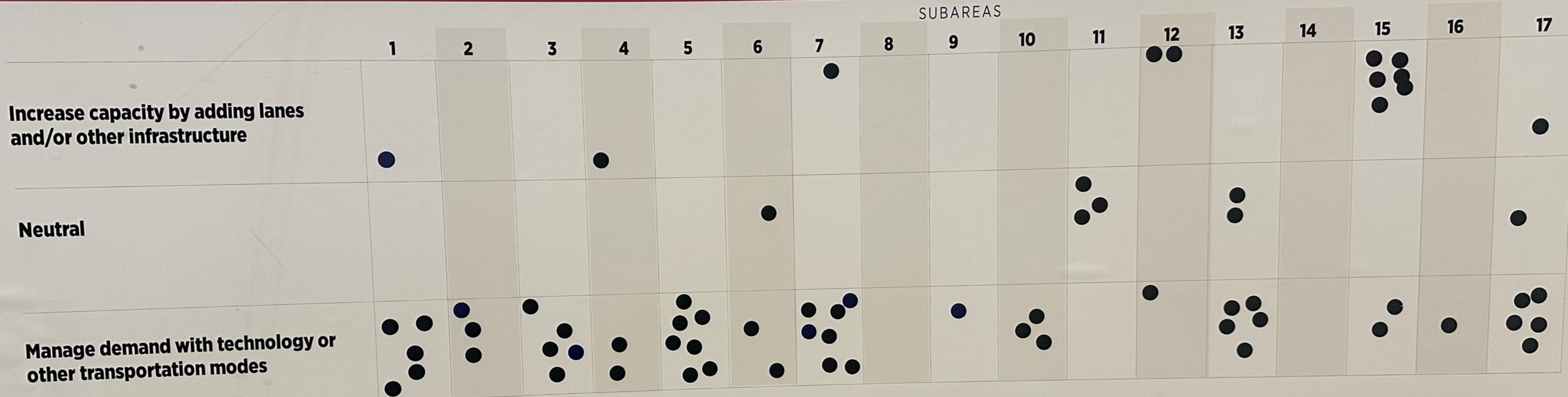


WHAT TRANSPORTATION INVESTMENTS WOULD YOU LIKE TO SEE?

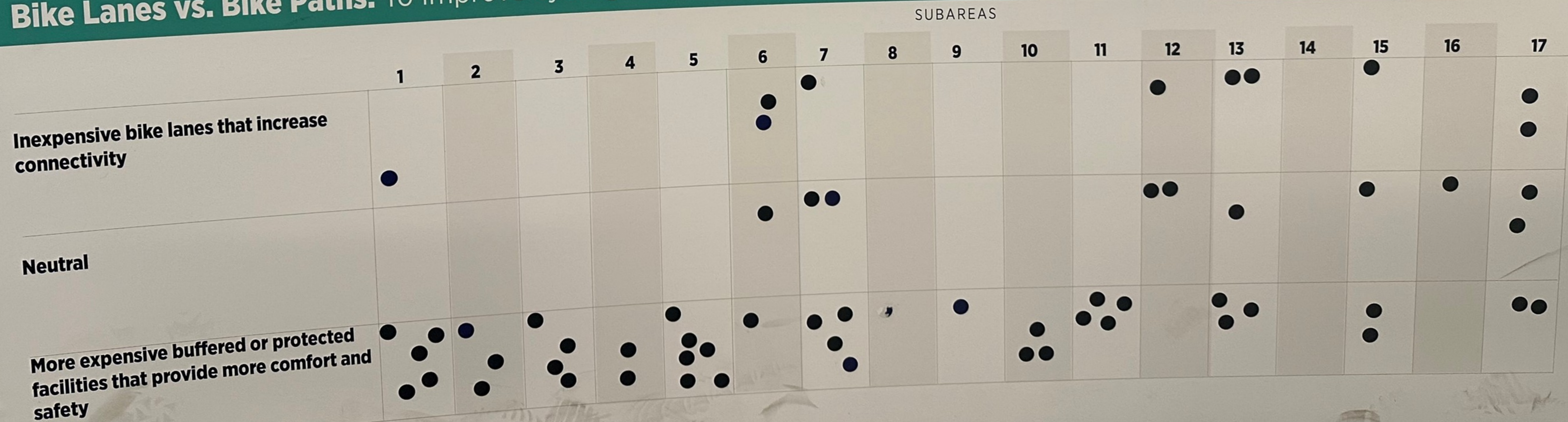
PLACE ONE DOT FOR EACH SUBAREA



Capacity vs. Traffic Calming: To improve mobility, which approach do you prefer?



Bike Lanes vs. Bike Paths: To improve cycling in Mesa, which approach do you prefer?



APPENDIX F

Focus Group Meeting Summaries

1. MEETING AGENDA

Project Name:	City of Mesa 2050 Transportation Master Plan	
Meeting:	Focus Group Meeting	
Date:	November 15, 2023	
Time:	1:00 – 2:30 PM	
Location:	Online	
Participants:	<p>City of Mesa Participants</p> <p>Sabine King – Project Manager</p> <p>Mark Venti – Project Manager</p> <p>Erik Guderian – Project Manager</p> <p>Stacy Bass – Environmental & Sustainability Department</p> <p>Elisha Gutierrez – Community Services</p> <p>Andrea Alicoate – Diversity and Sustainability</p> <p>Curt Albright – Engineering Construction</p> <p>Denise Montana - Admin</p>	<p>Vamshi Yellisetty – KAI</p> <p>Phyllis Davis – KAI</p> <p>Allison Woodworth - KAI</p> <p>Mike James – Civtech</p>

AGENDA

1. Overview of Transportation Master Plan (TMP)

Review of what a TMP is and how it informs decision making, how we got to the 2050 TMP,

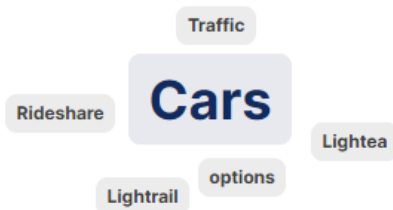
2. Opening Input

All slido polls had 4-5 participants responding.

Select the ways that you travel most in Mesa today (select 2) – (Slido)

- 100% - Drive Alone
- 20% - Drive with others/carpool
- 20% - Biking
- 20% - Rideshare
- 0% - Electric bike or scooter
- 0% - Light rail, bus, or other public transit
- 0% - Walk/wheelchair/other mobility device

In one or two words, how would you describe transportation in Mesa today? (Slido)



What approach do you prefer to improve vehicle congestion and mobility? (Slido)

- 75% - Manage demand with technology or by enhancing other transportation modes
- 25% - Increase capacity by adding lanes and/or other infrastructure
- 0% - Neutral

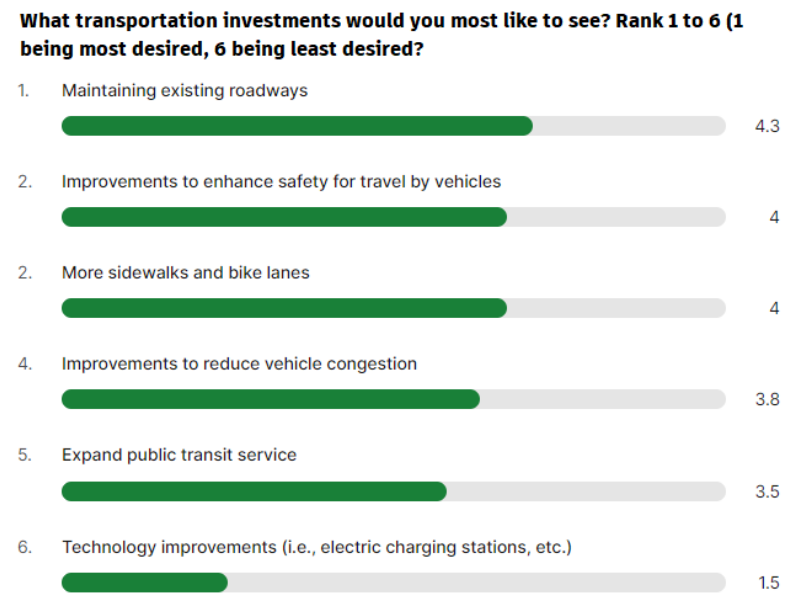
To improve cycling in the City, which approach do you prefer?

- 100% - More expensive buffered or protected bike facilities that provide more comfort and safety. (Expensive and fewer miles of bike facilities)
- 0% - Inexpensive striped bike lanes that increase connectivity (more bike lane miles)
- 0% - Neutral

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

- 100% - Converting the lane to enhance/add pedestrian and bicycle facilities
- 0% - Continue maintaining the lane for vehicle travel
- 0% - Neutral

What transportation investments would you most like to see (Rank 1 to 6 with 1 most desired)?
This question had 4 participants.



3. Transportation Master Plan Elements

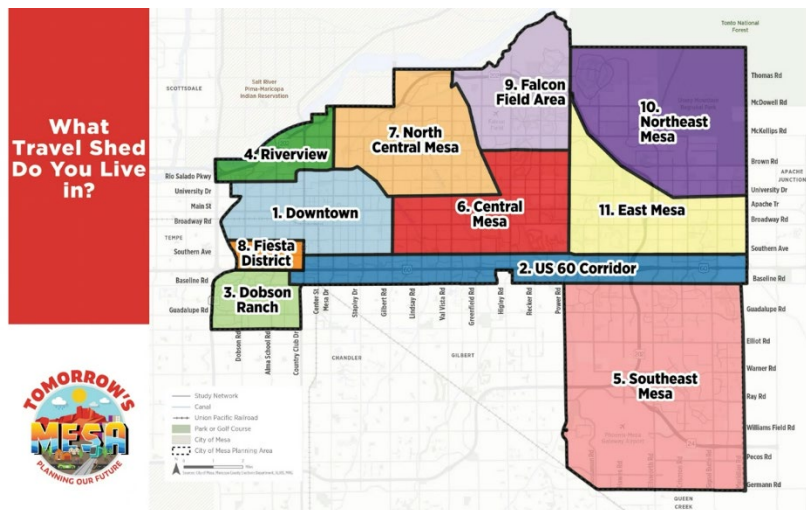
- a. Street Typologies
- b. Complete Networks

Do you have any concerns about this new approach (creating street typologies and complete networks)?

- Are you factoring in access to shade in your plan? If we have active transportation infrastructure how do we get people safely and comfortably between their destinations
 - Response: We can incorporate guidance from City of Mesa Sustainability departments, otherwise will follow standard guidance. Gilbert had a shade structure plan that we incorporated into a similar TMP effort.
- The ROW could be used for other amenities and low impact development such as stormwater, landscaping, shade, placemaking

4. Open Discussion

Are there any unique transportation challenges or investment ideas we should consider for a specific travel shed?



- Mike – SE Mesa community expressed concerns about speeding; they want connections to parks, open space, regional canals. Prop 400 E on the ballot has long term improvement plans for the US 60 Corridor. This creates opportunity for City.
- Elisha – Lehi community (urban living meets country life) in North Central Mesa. Important to them to have trails and equestrian activity functionally and visually (e.g. placemaking). Elisha can be point of contact to that community.

Within your department, are there things the TMP needs to consider? (e.g. Maintenance constraints/issues, challenges, upcoming plans/projects, etc)

- Elisha – Outreach should be inclusive of the diverse population (Spanish speaking population, Asian community). Connect with Elisha to strategize.
- Andrea – We point to the TMP to how we are being equitable in our approaches (meeting federal requirements). ADA is also a priority.
- Stacy – can pose this question to their team / leadership to get a deeper understanding
- Denise – can pose this question to their team / leadership to get a deeper understanding

Other

- Can you share what you are doing to assess technology?
 - Response: Doing emerging technology assessment – existing conditions, best practices, identifying the technology that is most realistic to be used in mesa in short term and what policies would need to be in place to set Mesa up to leverage the technology.
- Mark – Consider connecting with operations and maintenance departments directly to solicit feedback

5. Next Steps

Public engagement website www.MesaTMP.com is live with a survey and [online map](#) (users can drop pins). Please distribute this information to boost awareness and input.

1. MEETING AGENDA

Project Name:	City of Mesa 2050 Transportation Master Plan	
Meeting:	Focus Group Meeting -	
Date:	November 16, 2023	
Time:	1:00 – 2:30 PM	
Location:	Online	
Participants:	<u>City of Mesa Participants</u> Sabine King – Project Manager Mark Venti – Project Manager Erik Guderian – Project Manager <u>Other</u> Allison Shinn Bob Draper – Pheonix-Mesa Gateway Airport Fidelis Garcia – Chicanos Por La Causa Marilyn Crosby – Lehi Community Improvement Association Josh Crosby – Higley Unified School District Eric Emmert – Mesa Chamber of Commerce Oscar Mancinas - Washington Escobedo Jackie Shelley – Paz de Cristo	<u>Consultant Team</u> Vamshi Yellisetty – KAI Phyllis Davis – KAI Allison Woodworth - KAI Mike James – CivTech

AGENDA

1. Overview of Transportation Master Plan (TMP)

Review of what a TMP is and how it informs decision making, how we got to the 2050 TMP,

2. Opening Input

Participants were asked the following questions via the online live survey poll Slido. Results from the live exercise are packaged as an attachment to this agenda. A summary of any resulting discussion from each poll is provided below the relevant question.

- *Select the ways that you travel most in Mesa today (select 2) – (Slido)*
- *In one or two words, how would you describe transportation in Mesa today? (Slido)*
- *What is your biggest challenge when driving? (Slido)*
- *What approach do you prefer to improve vehicle congestion and mobility? (Slido)*
 - **Por La Causa** – Our developments in TOD neighborhoods have speeding issues and need for speed cushions
- *I would walk or bike more if... (Slido)*
- *To improve cycling in the City, which approach do you prefer?*
- *If a travel lane on a road was no longer needed, how would you like to see that space used?*
 - **Lehi** – repurposing for pedestrians and horses over transit.
- *What transportation investments would you most like to see (Rank 1 to 6 with 1 most desired)?*

- **Mesa Chamber of Commerce:** Has City considered TOD parking reductions in the downtown? This has worked in developments in Tempe and encouraged LRT and bus use. SE Mesa businesses need transit badly.
 - **Lehi:** Repurposing unused lanes for pedestrians, bike, and equestrian use would be more desirable for mass transit.
 - **Chicanos Por La Causa:** Country Club Road from US60 to University has terrible congestion both ways
 - **Washington Escobedo:** I'd also love to see more parts of the city connected via consistent mass transit. I think the cost-free bus services are a good start, and I'm intrigued by things I've heard regarding connecting west Mesa to the Tempe Street car.
-
- *What would your ideal vision for mobility in Mesa include (Free Response)*
 - **Keo** – I would like to see dedicated horse trails throughout Lehi. We are the largest horse community in the state.
 - **Chicanos Por La Causa** – Analysis of company telecommuting policies which could potentially lessen traffic; working with ADOT for future plans and connectivity
 - **Lehi** – horse transit doesn't burn fossil fuels!

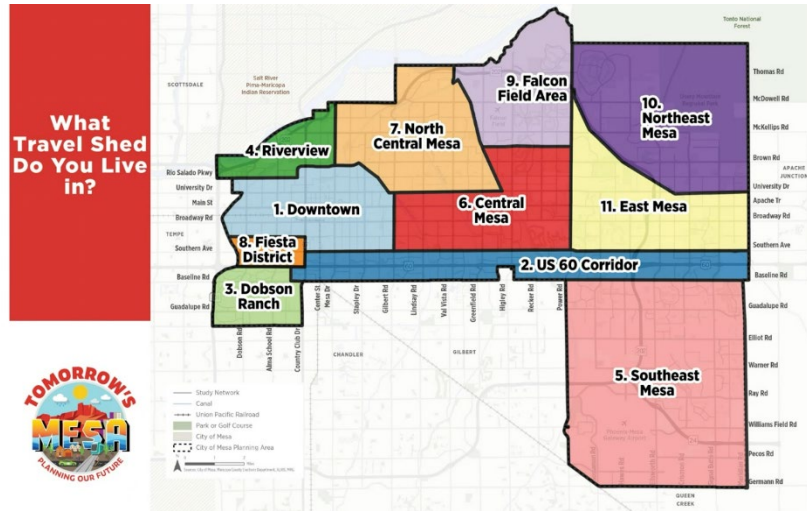
3. Transportation Master Plan Elements

Overview of street typologies and complete networks.

4. Open Discussion

Are there any unique transportation challenges or investment ideas we should consider for a specific travel shed?

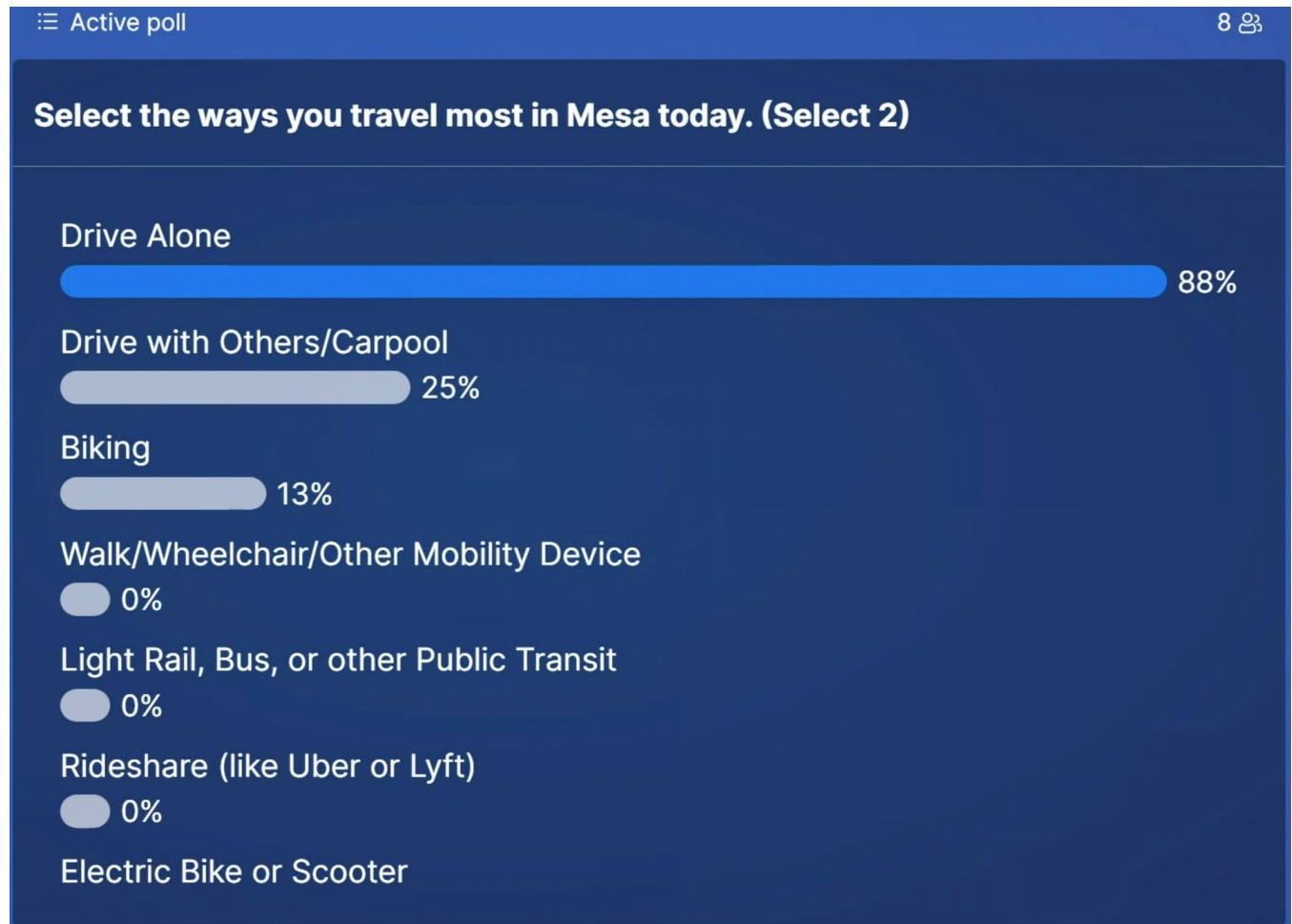
- **Washington Escobedo:** in downtown, because main street has become single road (due to LRT) University and Broadway are experiencing substantial increase in volume including semis/etc. To get to downtown we have to cross University and it can feel really dangerous for vulnerable road users especially during peak hour.
- **Chicanos Por La Causa** – what areas are prone to future development? How do MAG and ADOT fit in?
- Response: The proposition 400E project list is a collaboration of organizations including MAG/ADOT. Input like this helps us prioritize the implementation order of that project list.

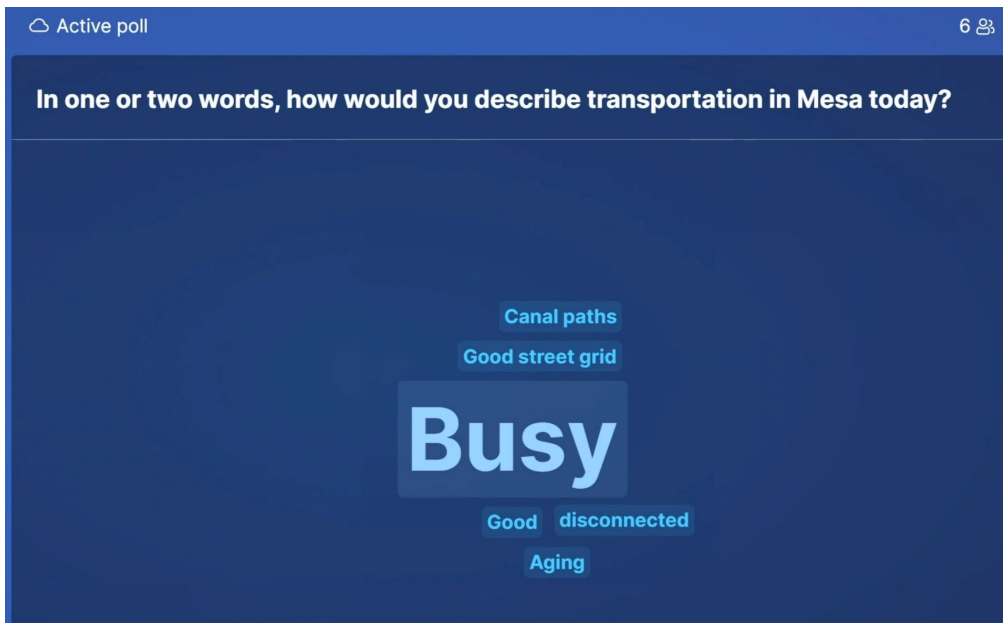


5. Next Steps

Public engagement website www.MesaTMP.com is live with a survey and [online map](#) (users can drop pins). Please distribute this information to boost awareness and input.

ATTACHMENT #1 SLIDO RESULTS





☰ Active poll

5 🗑️

What approach do you prefer to improve vehicle congestion and mobility

Manage demand with technology or by enhancing other transportation modes
 100%

Increase capacity by adding lanes and/or other infrastructure
 0%

Neutral
 0%

☰ Active poll

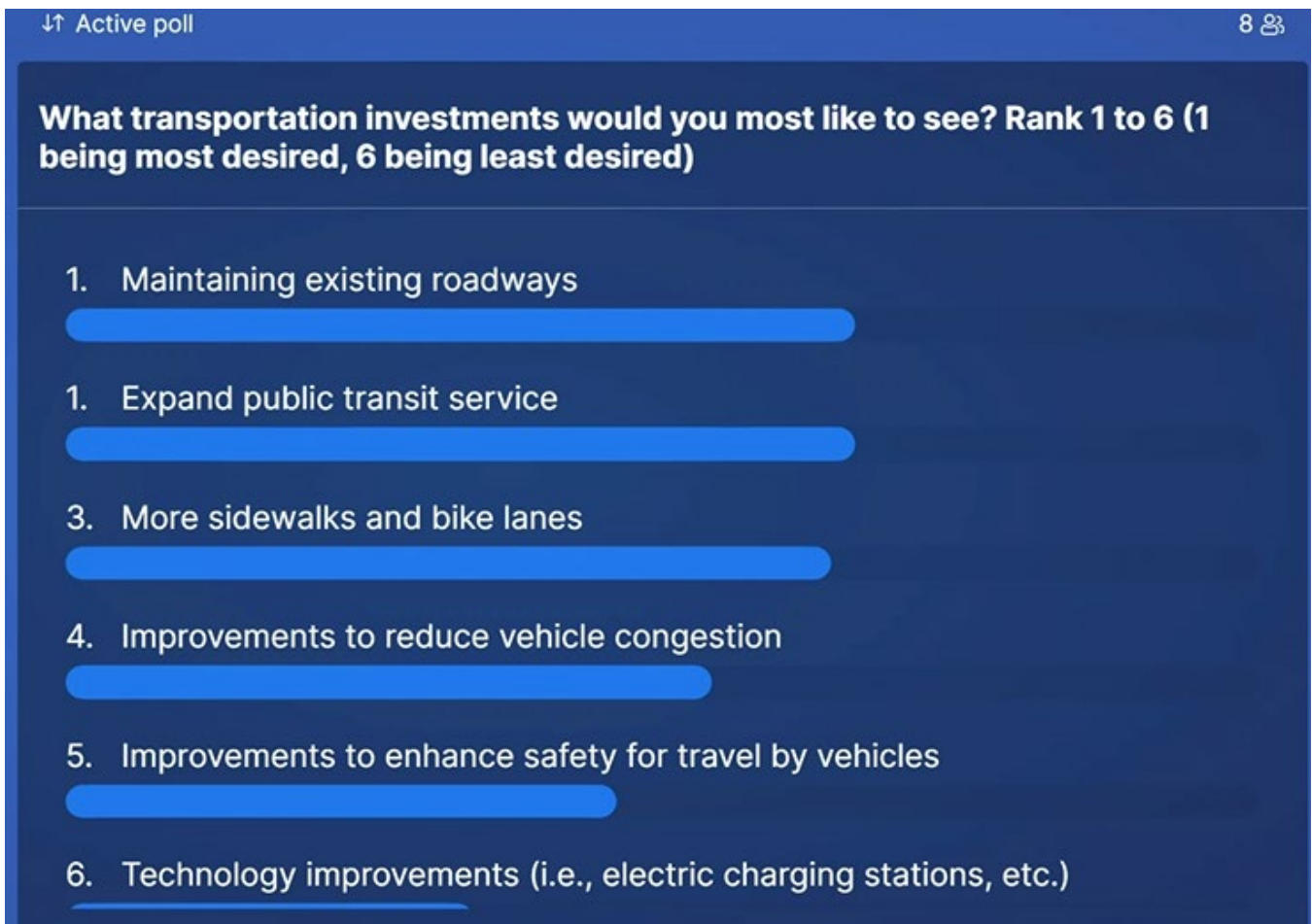
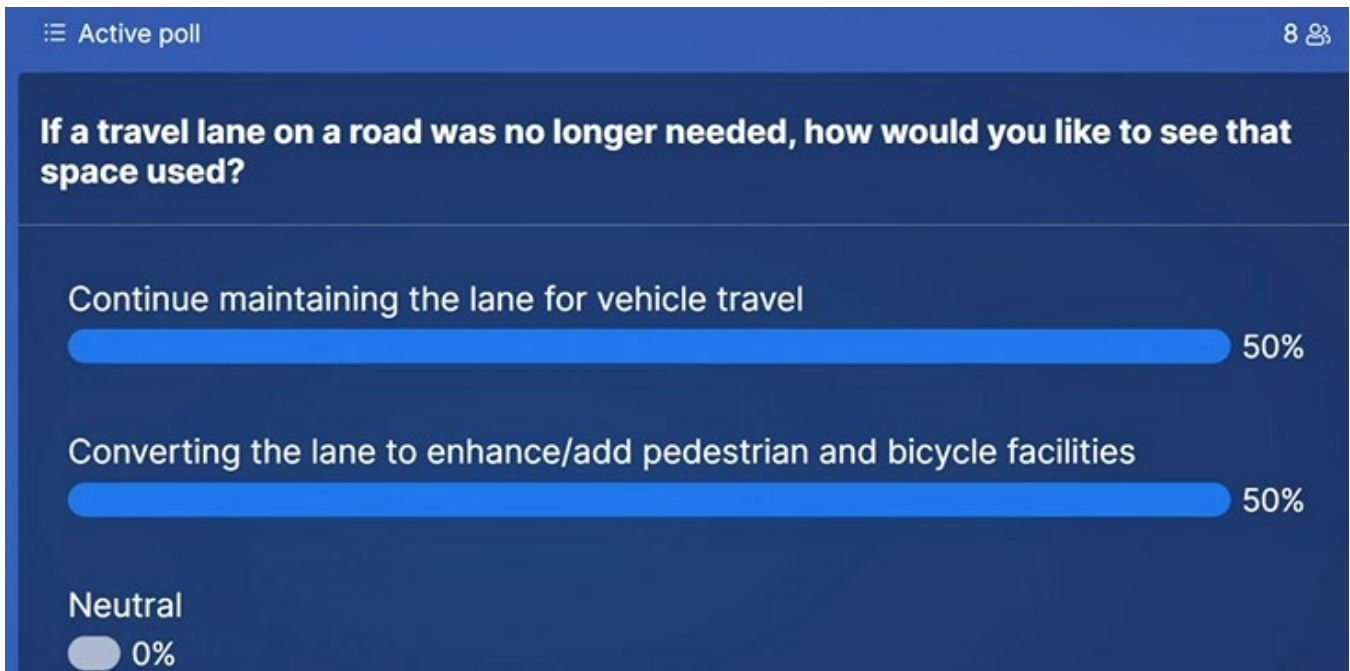
8 🗑️

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

Inexpensive striped bike lanes that increase connectivity - more miles of bike lanes
 50%

More expensive buffered or protected bike facilities that provide more comfort and safety – are expensive. Less miles of bike facilities
 50%

Neutral
 0%



I would walk or bike more if....

- Safer streets, fewer drivers on cell phones.
- More pedestrian friendly roads
- There was more connectivity of Trails and paths. Horseback riding should be included in the considerations for bike and pedestrian trails.
- Feel safe walking or biking, especially at night. More shade to walk.
- I were younger
- More shade
- I lived closer

What would your ideal vision for mobility in Mesa include?

- Better enforcement of traffic violations; make busses feel safer; have a trail system like through Gilbert with paths, shade, electric bike chargers and hydration station; incentivize [sic] non vehicle use (rather than penalizing them).
- Multimodal to southeast valley while maintaining vehicle connectivity everywhere.
- Connectivity with trails and use paths throughout the city, well maintained roads with construction being completed quickly, a light rail system where users feel safe to use.
- Gradually diminishing car use in and near downtown, to help mitigate heat island effects and help increase safety for pedestrians and bikes. I'd also love for different parts of East, North, and Southeast Mesa to be better connect to our downtown
- Flexibility increased valley metro connections
- Shorter travel times that connect population and job centers.
- mix of telecommuting and Valley Metro

1. MEETING AGENDA

Project Name:	City of Mesa 2050 Transportation Master Plan	
Meeting:	Focus Group Meeting -	
Date:	November 16, 2023	
Time:	10:00 – 11:00 AM	
Location:	Online	
Participants:	<p><u>City of Mesa Participants</u> Sabine King – Project Manager Mark Venti – Project Manager Edward Brown – MAG Jason Hafner – Gilbert Mohamed Youssef - Queen Creek Emile Schmid – Apache Junction City Engineer Lindsay Post – City of Tempe Chase Walman – City of Tempe</p>	<p>Vamshi Yellisetty – KAI Phyllis Davis – KAI Allison Woodworth - KAI Mike James – Civtech</p>

AGENDA

1. Overview of Transportation Master Plan (TMP)

Review of what a TMP is and how it informs decision making, how we got to the 2050 TMP,

2. Opening Input

Participants were asked the following questions via the interactive survey poll Slido. Results from the live exercise are provided as an attachment to this agenda. A summary of any discussion that followed each question is provided if that additional conversation occurred.

- *In one or two words how would you describe transportation in Mesa today? (Slido)*
- *What is your city/agency's primary way of addressing vehicle congestion and mobility?*
 - Gilbert just started entering the new projects from TMP into CIP in last two years. Inflation has caused funding projections to be off. Internal city departments are supportive, but it remains to be seen with budget cuts if the multimodal improvements remain.
 - Queen Creek – one of the fastest growing towns in the country. We are adding technology where possible such as cable into traffic signal so that we are prepared in future when we need to have flashing yellow functionality. Using an ITS deployment to time signal on a weekly basis without collecting data in field to calibrate.
- *To improve cycling in the City, which approach [more bike lanes, less protection; fewer bike lanes, more protection] do you prefer?*
 - Tempe: Residents of Tempe are pushing for more protected or buffered bike lanes over standard bike lanes in the CIPs. City doesn't shy away from standard bike lanes during repaving projects if it doesn't impact on street parking and traffic collection. City is piloting different types of bike lane protection. Need to program the funds for the higher quality bike lanes.
 - Apache Junction: – our goal is to include bike lanes and fill in gaps where possible when we do road improvements
- *If a travel lane on a road was no longer needed, how is your agency/city using that space? (Slido)*

- Tempe: political power doesn't seem there yet for reallocating space. Had to re-establish a lane that was removed on McClintock after pushback. We are investing in high capacity transit studies to prepare for long range where political will catches up.
- Gilbert: it's hard to imagine a scenario in which we wouldn't need a lane. It seems like locations where we would reduce a lane and could build a bike lane, we don't have the ridership because of the density and vice versa where we would have ridership we are built out.
- Mike James – simple improvements like bike signal push buttons can go a long way that isn't just lane focused
- Mark – Trying to keep "visioning hat" on to look toward future planning even as we find the current environment challenging to make these type of lane conversions.
- *How is your city/agency prioritizing transportation investments? (Rank 1 to 6 with 1 most desired)?*

3. Transportation Master Plan Elements

- a. Street Typologies
- b. Complete Networks

4. Open Discussion

Are there unique design practices your agency has been integrating (i.e. placemaking, shade, etc)?

- Tempe: Working on shade canopy in upcoming Resiliency Master Plan. Working to reduce heat island effect. Traffic calming initiatives integrate local art, adding sharrows to bike lanes. Have requirements for development services (required tree canopy, etc) to manage street frontages for new development which makes this more site specific. Tempe also in process of updating General Plan and addressing design guidelines. No internal standards for pedestrian placemaking internally (reference things like ADA plan, climate action plan).
- Mike James – other cities I've worked with, we developed street typologies based on two aspects (1) what is the movement desired based on type of street e.g principle arterials (2) and what does destinations does it service - what kind of place is it (industrial, neighborhood connections, downtown, special district)

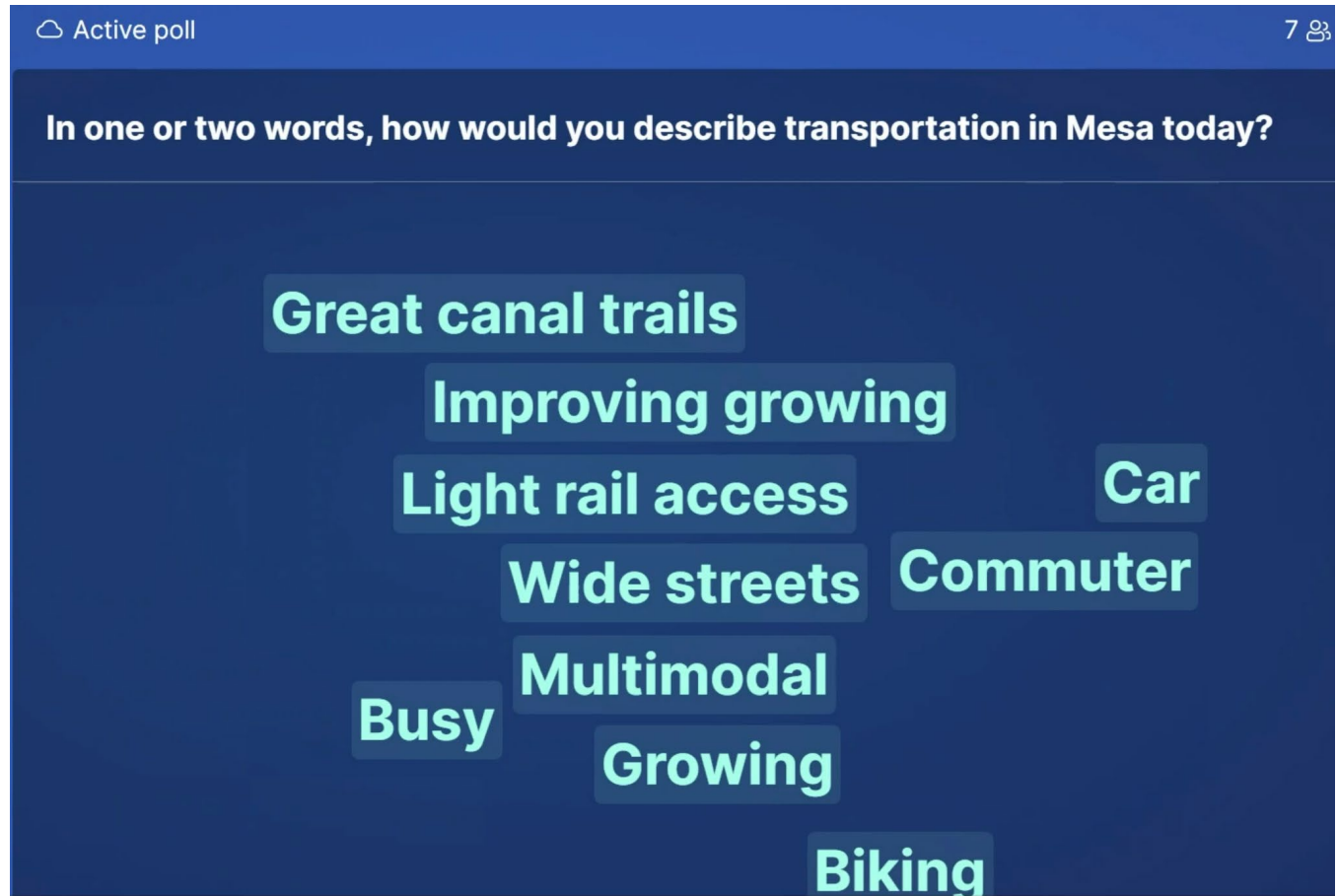
What technologies has your agency been experiencing and how are you handling them (e.g. Micromobility, telecommuting, urban air mobility, smart traffic signals)?

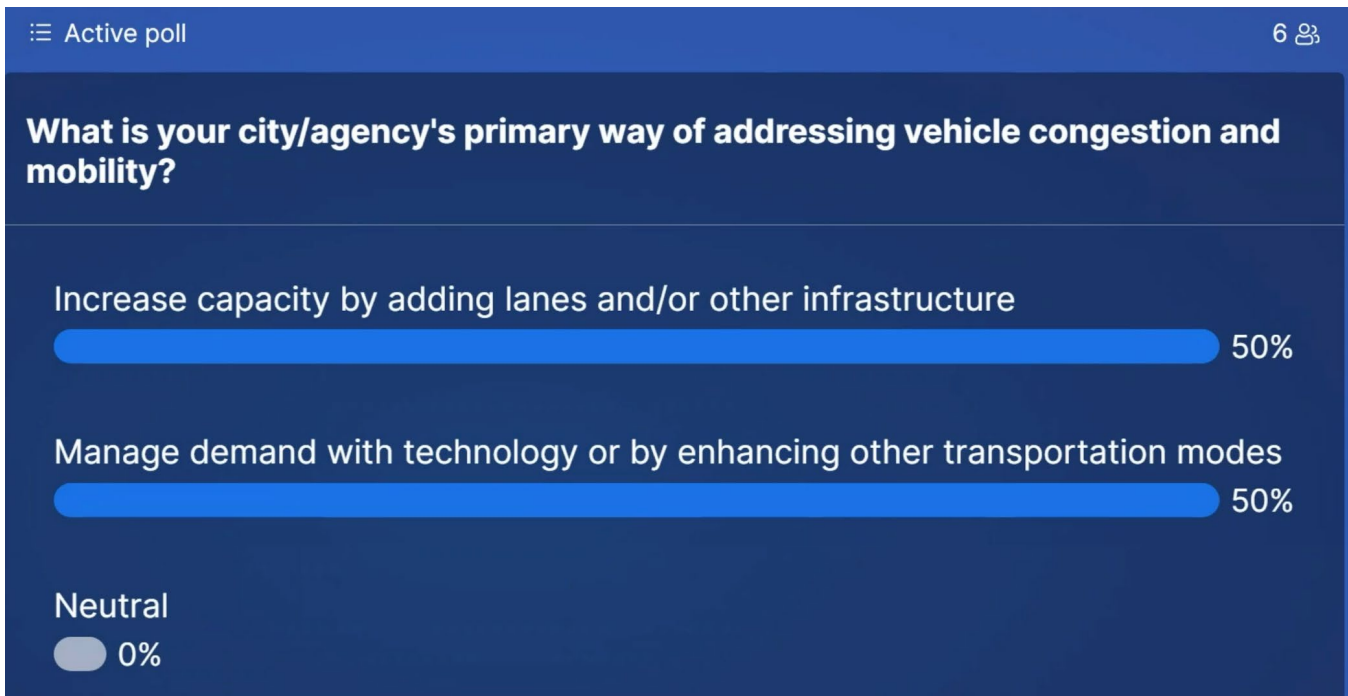
- Gilbert – working through micromobility policy and seeing decrease of use of shared scooters but seeing an increase in personal ownership as privately owned devices become more affordable. Will need to adjust policy to address this shift in the market.
- Queen Creek – council updated policy – led by police chief - for micromobility. Writing study for micromobility in Queen Creek.

5. Next Steps

Public engagement website www.MesaTMP.com is live with a survey and [online map](#) (users can drop pins). Please distribute this information to boost awareness and input.

ATTACHMENT #1: SLIDO RESULTS





☰ Active poll

6 👤

If a travel lane on a road was no longer needed, how is your city/agency using that space?

Neutral



Continue maintaining the lane for vehicle travel



Converting the lane to enhance/add pedestrian and bicycle facilities



↓ Active poll

5

How is your city/agency prioritizing transportation investments? Rank 1 to 6 (1 being most desired, 6 being least desired)

1. Maintaining existing roadways



1. Improvements to enhance safety



3. Improvements to reduce vehicle congestion



4. More sidewalks and bike lanes



5. Expand public transit service



6. Technology improvements (i.e., electric charging stations, etc.)



1. MEETING AGENDA

Project Name:	City of Mesa 2050 Transportation Master Plan	
Meeting:	Focus Group Meeting -	
Date:	December 11, 2023	
Time:	2:00-3:00PM	
Location:	Online	
Participants:	<p>City of Mesa Participants</p> <p>Mark Venti – Project Manager</p> <p>Sabine King – Project Manager</p> <p>Micah Henry – ITS Engineer</p> <p>Stephanie Derivan - Mesa PD</p> <p>Rachel Butler - Environmental and Sustainability</p> <p>Adam Barrier – Transportation Department Traffic Control Supervisor</p> <p>Nathan Curtis – Streetlights, Transportation</p> <p>Garrett Topham - Transportation</p> <p>Josh Wolfgramm - Transportation</p> <p>Sanja Grujakovic – Transportation</p> <p>Orlando Otero – Transportation</p> <p>Christina Haase – Transportation</p> <p>Cassie Robles – Transportation</p> <p>Anna Janusz – Transportation</p> <p>Matt Manthey – Transportation</p> <p>Deryl Smith – Transportation</p> <p>Craig Brisbois – Transportation</p> <p>Jose Fernandez – Transportation</p> <p>Maria Angelica Deeb – Transportation</p> <p>Ryan Hudson - City Traffic Engineer</p> <p>Shawn Alexander – Fire</p> <p>Forrest Smith - Fire</p> <p>Heather Patterson - Fire</p> <p>Therese Derivan – Emergency Management / Fire</p> <p>Robert Campa – Emergency Management</p>	<p>Vamshi Yellisetty – KAI</p> <p>Phyllis Davis – KAI</p> <p>Allison Woodworth - KAI</p>

AGENDA

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2. Opening Input

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- *Select the way you travel most in Mesa today. (Select 2)*
- *In one or two words how would you describe transportation in Mesa today?*
 - Ryan Hudson – seeing a lot of competing demands on the system such as walking and biking which leads to competing requests for improvements.
- *What is your biggest challenge when driving?*
 - Forrest – selected “too close to people biking on roads”; mainly on the single-lane **Mesa Dr east toward Gilbert** (along LRT). Observed that some riders on the corridor will travel both in bike lanes and the vehicle lane, causing traffic to slow significantly.
- *What approach do you prefer to improve vehicle congestion and mobility?*
 - Maria – It really depends. If roadway is interim where you know you’ll build capacity then you know you’ll add lanes. But if you know the road is built-out then that determines your strategy of technology to manage demand.
- *To improve cycling in the City, which approach [more bike lanes, less protection; fewer bike lanes, more protection] do you prefer?*
- *If a travel lane on a road was no longer needed, how would you like to see that space used?*
- *What transportation investments would you most like to see (Rank 1 to 6 with 1 being most desired)*

3. Transportation Master Plan Elements

- a. Street Typologies
- b. Complete Networks
 - Maria - Based on some Dutch and Canadian research for true traffic calming & multimodal & road topology to work, the psychology of drivers and biker, they need to go from slow to faster network within 6 minutes. Are we using something similar? There needs to be a justification for why slower typologies link to others, and the areas that are concentrated on.
 - Response: As we evaluate street typologies, we could consider how to incorporate that into analysis. We currently have not included that.

4. Open Discussion































Are there unique transportation challenges or investment ideas we should consider for a specific travel shed?











- Shawn Alexander
 - As we add infrastructure for other vehicles like bikes, want to make sure we are keeping in mind min roadway widths to base fire code to ensure emergency access (can follow up with these details); historically, eg Fiesta district, made tradeoffs to add space for peds or light rail (main street) and it went down to one lane. From a fire dept POV that limits our ability to use those roadways for emergency response. Very dependent upon the street and context. **East Market** is an example of where exceptions were made to the fire code and it made it really difficult to operate on. Illegal parking exacerbates problem.
 - <https://fire.mesaaz.gov/residents/fire-medical/fire-prevention/fire-details>

- Some areas can accommodate certain traffic calming treatments where others do not; current policy is to limit speed humps/cushions because they have significant brake/acceleration impacts to a fire truck. We work closely with transportation in City to address concerns and areas.
- Stephanie Derivan – Vehicles are required to be at least 3' away from cyclists. Roadway widths need to accommodate this requirement. Speed is a prominent problem in collisions and traffic calming is important. Construction creates issues and rear -end collisions; this year, motorcyclists have made up significant fatal injuries; adding Ped hybrid beacons could be helpful in higher pedestrian collision areas such as Dobson Rd. Impairment is also a factor in many crashes.
- Deryl Smith - Are greening the infrastructure, landscaping, a part of the plan? How does public pressure to shade/cool the environment play into the plan? Green vs. the ROW availability
 - Response: We are working with City to determine how we can incorporate shade guidance into this plan.
- Rachel Butler - In line with the Mesa Climate Action Plan and the 1,000,000 tree initiative, it would be great to see trees and shade features included in the plan to help mitigate heat exposure.
 - Response: Yes, we are looking at how best to integrate shading as part of the street typology guidance.

5. Next Steps

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	Allison Woodworth	
	Adam Barrier (External) External	
	Anna Janusz (External) External	
	Cassie Robles (External) External	
	Christina Haase (External) External	
	Craig Brisbois (External) External	
	Deryl Smith (External) External	
	Forrest Smith (External) External	
	Joseph Fernandez (External) External	
	Joshua Wolfgra... (External) External	
	MariaAngelica D... (External) External	
	Mark Venti (External) Organizer External	
	Matt Manthey (External) External	
	Micah Henry (External) External	
	Nathan Curtis	

-  **Orlando Otero (External)**
External 
-  **Rachel Butler (External)**
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-  **Robert Campa (External)**
External 
-  **Ryan Hudson (External)**
External 
-  **Sabine King (External)**
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ATTACHMENT #1: SLIDO RESULTS

APPENDIX G

Transportation Advisory Board Meeting Slido Results

MesaTAB

14 Nov - 30 Nov 2023

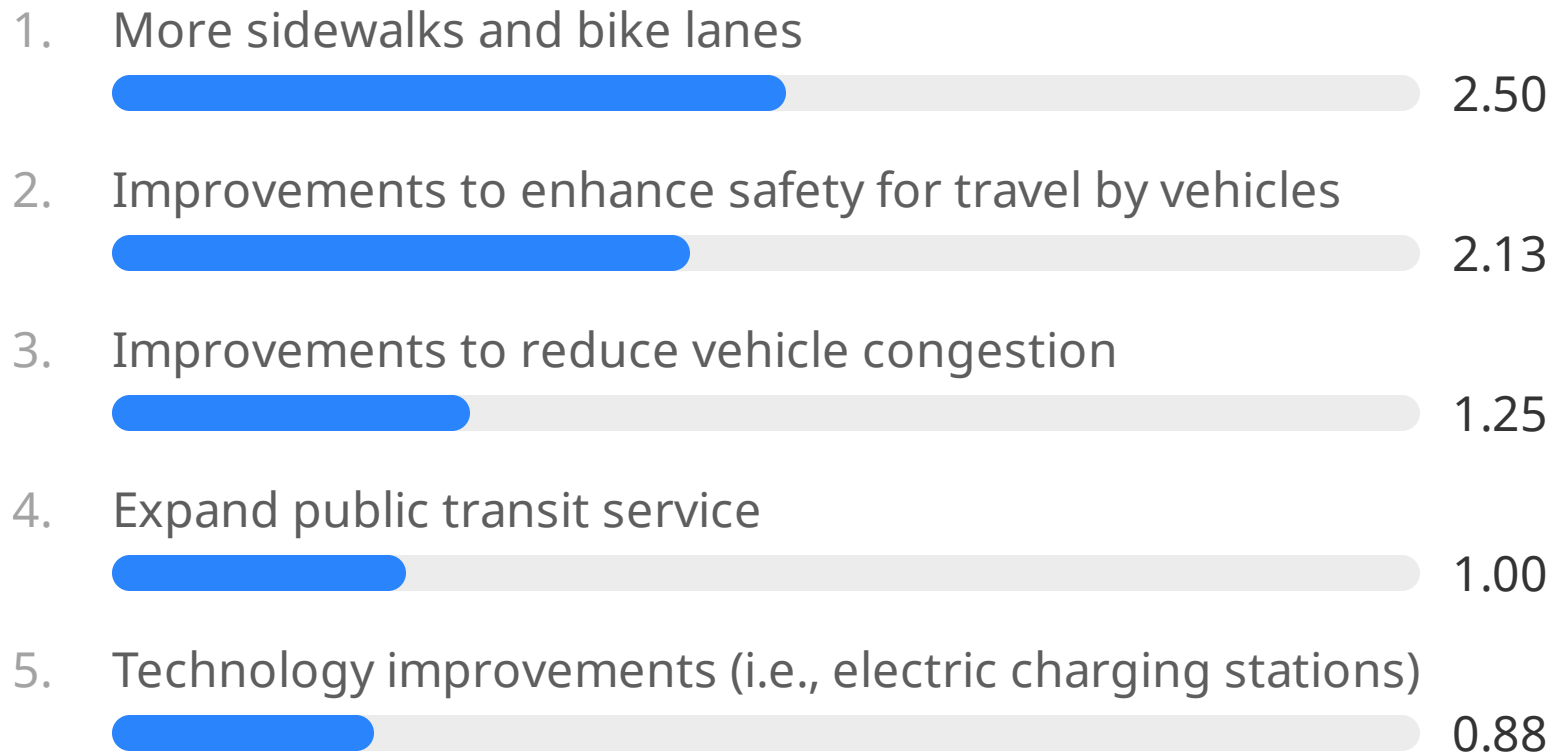
Poll results

Table of contents

- 1. What transportation investments would you most like to see?
- 2: What approach do you prefer to improve vehicle congestion and mobility
- 3: To improve cycling in the City, which approach do you prefer?
- 4: Considering there is limited transit funding, would you prefer?
- 5: If a travel lane on a road was no longer needed, how would you like to see that space used?

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

008



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

009

Increase capacity by adding lanes and/or other infrastructure



Neutral



Manage demand with technology or by enhancing other transportation modes



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

009

Inexpensive striped bike lanes that increase connectivity - more miles of bike lanes

11 %

Neutral

0 %

More expensive buffered or protected bike facilities that provide more comfort and safety – are expensive. Less miles of bike facilities

89 %

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

009

Expand public transit to new areas - may result in less frequency on existing/future routes



Neutral



Increase frequency and stop amenities on existing popular routes



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

009

Continue maintaining the lane for vehicle travel



Neutral



Converting the lane to enhance/add pedestrian and bicycle facilities

