



CITY OF MESA 2050 TRANSPORTATION MASTER PLAN

Transportation Advisory Board
September 15, 2026,
Metrics Overview

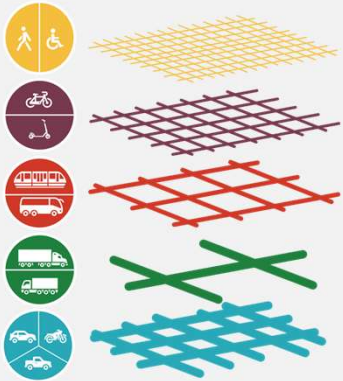
Transportation Master Plan (TMP) Schedule

- TMP 2050 Kicked-Off with Kittleson and Associates in October 2022
- Substantial Completion by June 2024
- Formal Adoption and Resolution Signed in December 2024

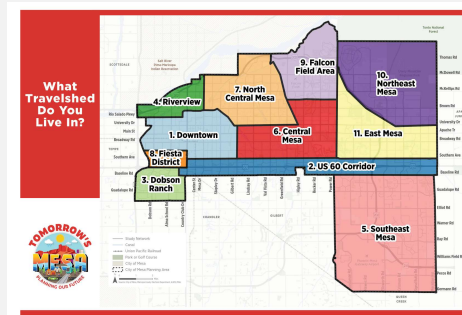
TMP Process and Coordination

- Coordinated with the General Plan and the Transit Master Plan
- Conducted Extensive Public Outreach
- Presented to the TAB, Sustainability and Transportation Committee, and City Council to Receive Feedback

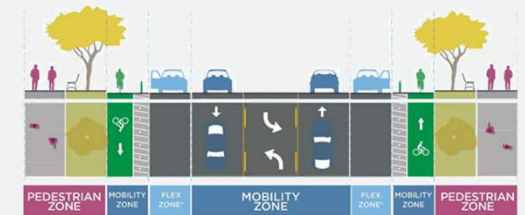
Outcomes of the TMP



Complete Networks



Phased Transportation Needs by Travel Sheds



Street Typologies –
Context-Sensitive Street
Design Guidance

TRANSPORTATION GOALS



MANAGE AND MAINTAIN

Promote stewardship of a **sustainable and efficient transportation system** through strategic system management and preservation.



SAFETY FIRST

Create a transportation network that consists of **safe and comfortable** mobility options for all current and future users.



CONNECTIONS AND CHOICES

Develop an integrated and **complete multimodal transportation network** that provides improved and accessible mobility options for all modes.



ANTICIPATE AND ADAPT

Adapt to emerging technologies, land use changes, and transportation mobility demands by being innovative and flexible to ensure a **resilient and responsive transportation system**.



THRIVE AND PROSPER

Strengthen the city, its residents, and its businesses, by **advancing equity and economic competitiveness** through improved transportation access to jobs, education, services, and goods.

TRANSPORTATION GOALS



MANAGE AND MAINTAIN

- Collect Traffic Counts
- Plan and Perform Maintenance
- Evaluate Mobility Performance
- Evaluate Traffic Signal Timing and Operations

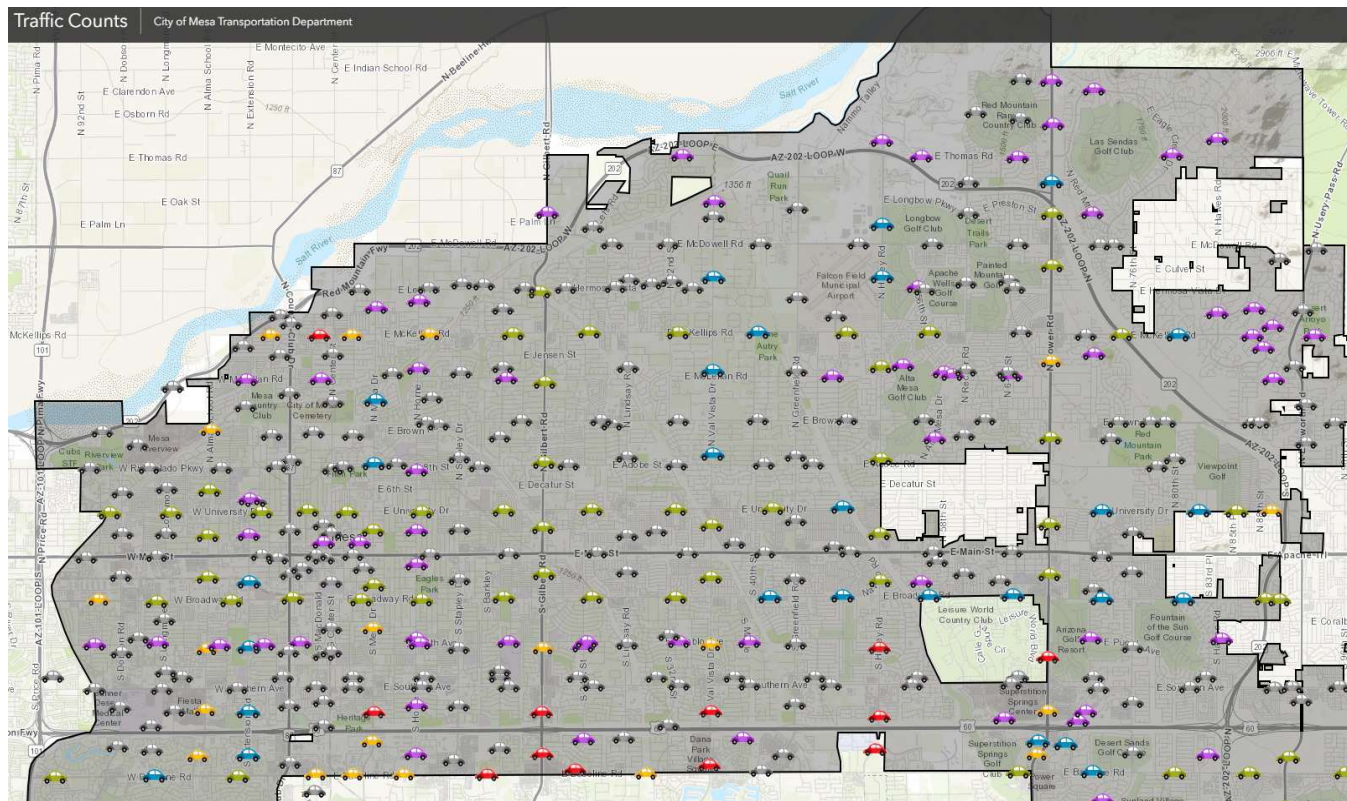
TRANSPORTATION GOALS



MANAGE AND MAINTAIN

Collect Traffic Counts

- Road data collected in a method to capture entire City over several years
- Shared Use Path counts using an EcoCounter.
- There are currently 18 locations with EcoCounters.



TRANSPORTATION GOALS



MANAGE AND MAINTAIN

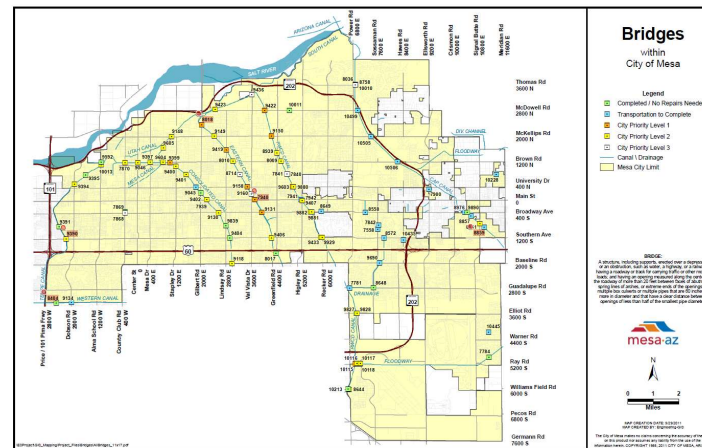
Plan and Perform Maintenance

- Pavement Condition Index (PCI) information and data found on the City's Data Hub, shown below.
- This data is used to determine yearly street surface maintenance.



Description: *Average PCI for All Streets.*

Performance Analysis: The target for the City of Mesa's Street Program is to keep the average PCI rating for each of the street classes at or above the Minimum Acceptable Level. The Fiscal Year target uses a weighted average of 70. The Pavement Condition Index - PCI - provides a good indicator of pavement service level or quality and is based on a scale of 0 to 100.

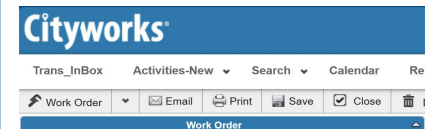


Bridges are inspected by ADOT. Inspection results are evaluated by COM Engineering and Transportation to determine maintenance.

Priority shown on map above.

Concrete features, signs and pavement markings are inspected regularly.

Maintenance is organized using Cityworks software, shown below.



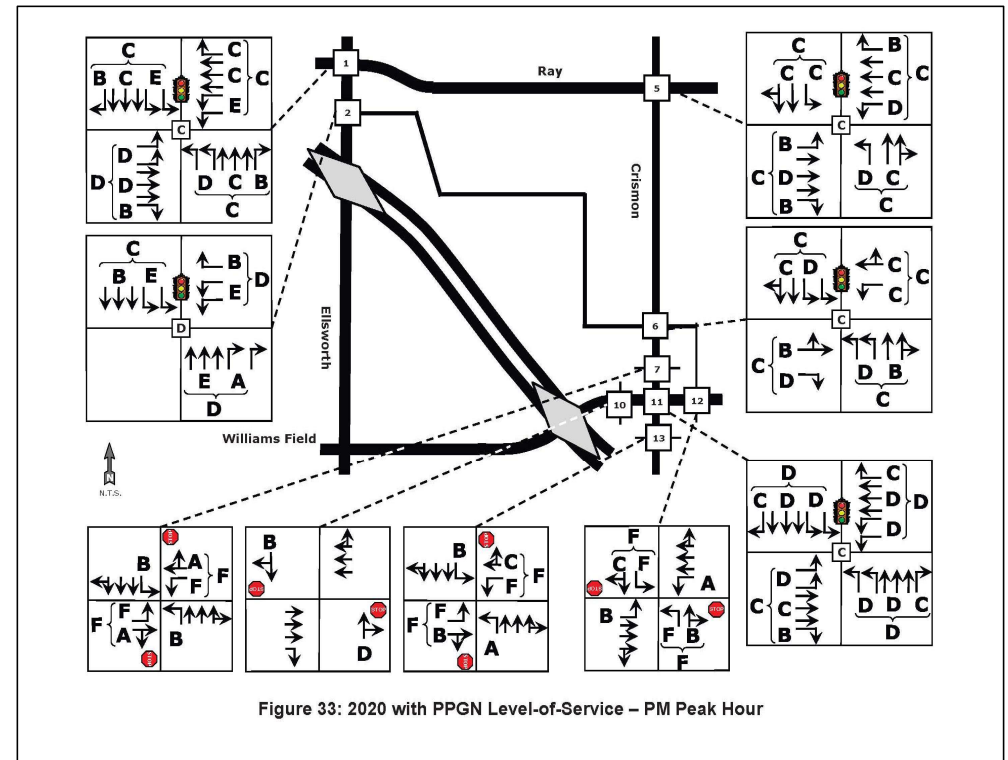
TRANSPORTATION GOALS



MANAGE AND MAINTAIN

Evaluate Mobility Performance

- Level of Service (LOS) analysis is not formally conducted as part of Transportation activities.
- Private developments are sometimes required to submit traffic studies which can include capacity analysis, as seen in the example to the right.
- Transportation uses LOS and future volume data from these reports to evaluate City roadways.



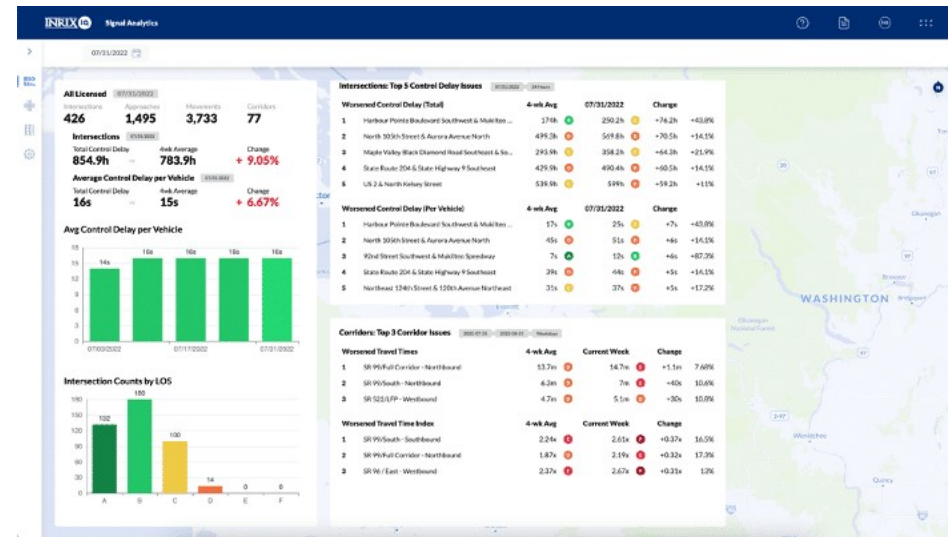
TRANSPORTATION GOALS



MANAGE AND MAINTAIN

Evaluate Traffic Signal Timing and Operations

- The Maricopa Association of Governments (MAG) has a regional effort to provide traffic signal metrics, including LOS, to member agencies.
- MAG has a contract with INRIX Signal Analytics who has a proprietary method to collect data, shown to the right.
- The City of Mesa typically gets data for around 20-25 intersections from MAG on major corridors such as Ellsworth Road, Dobson Road, Gilbert Road and Broadway Road.
- Mesa's ITS team uses this data along with their own data to evaluate and manage the traffic signal system.



TRANSPORTATION GOALS



SAFETY FIRST

- Prepare a Comprehensive Safety Plan
- Conduct Yearly Review of High Injury Network
- Incorporate Safety Measures into Projects

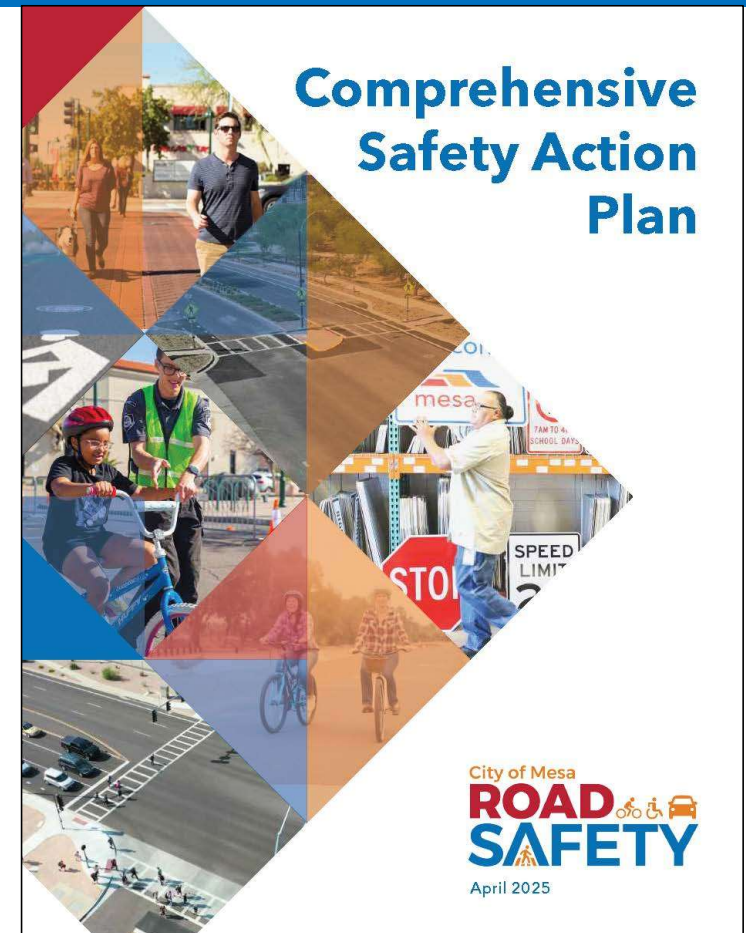
TRANSPORTATION GOALS



SAFETY FIRST

Prepare a Comprehensive Safety Plan

- A Comprehensive Safety Action Plan (CSAP) was completed by Transportation and approved by Council on May 19, 2025.
- The CSAP developed specific strategies and actions to support the City of Mesa's goal to reduce fatalities and severe crashes by 30% by 2030.
- This project helped to support a grant request for implementation funding which was secured in 2026 – the Safe Turn Initiative.



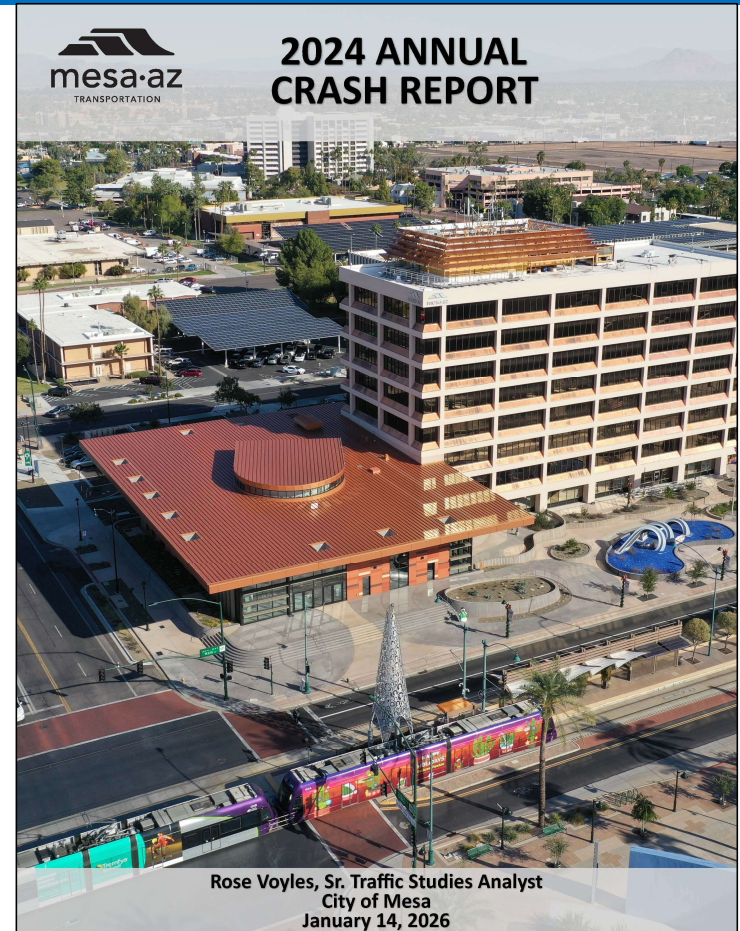
TRANSPORTATION GOALS



SAFETY FIRST

Conduct Yearly Review of High Injury Network

- Transportation prepares an Annual Crash Report that provides an overview of data for all serious and fatal crashes, and all bicycle, pedestrian and motorcycle crashes.
- Additionally, Transportation is developing a High-Risk Network (HRN) dashboard that collects and summarizes crash data visually to help analyze and understand conditions.
- These analytical tools are used to identify safety countermeasures throughout the City.



TRANSPORTATION GOALS



SAFETY FIRST

Incorporate Safety Measures into Projects

The City applied for, and received, a federal grant of approximately \$3.1 million to improve safety at eight intersections by incorporating **protected-only signal phasing**.

Transportation anticipates beginning design on this project in late 2026.

- **There are also various Capital projects underway that incorporate safety improvements in their design:**

- *Las Sendas Rectangular Rapid Flashing Beacons (RRFB)*
- *Pedestrian Hybrid Beacon (PHB) ("HAWK") at 8th St. and Center*
- *Pedestrian Hybrid Beacon on Dobson, south of Broadway*
- *Traffic signals at Eastern Canal path crossings*
- *Sidewalks on Stapley, south of Main Street*
- *Corner ramps and sidewalks at May and Ella Streets*
- *New Traffic Signal at Warner and Mountain*
- *Intersection traffic calming at 2nd Ave. and Beverly*
- *PHB at Southern and Country Club*
- *Sidewalks on McKellips, west of Power*
- *Traffic Signal upgrades at Guadalupe and Sossaman*

Bicycle and pedestrian improvements along Extension:



TRANSPORTATION GOALS



CONNECTIONS AND CHOICES

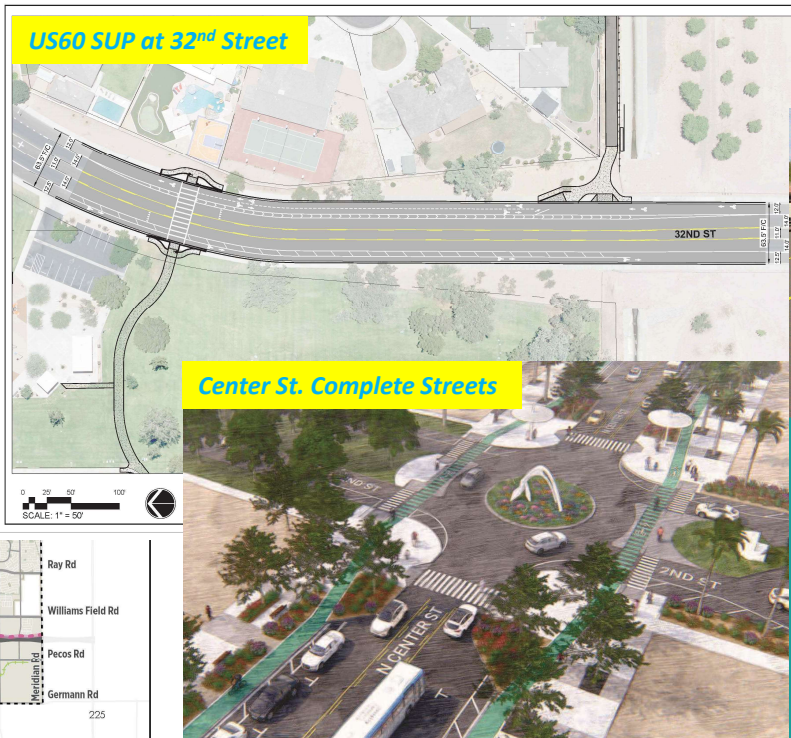
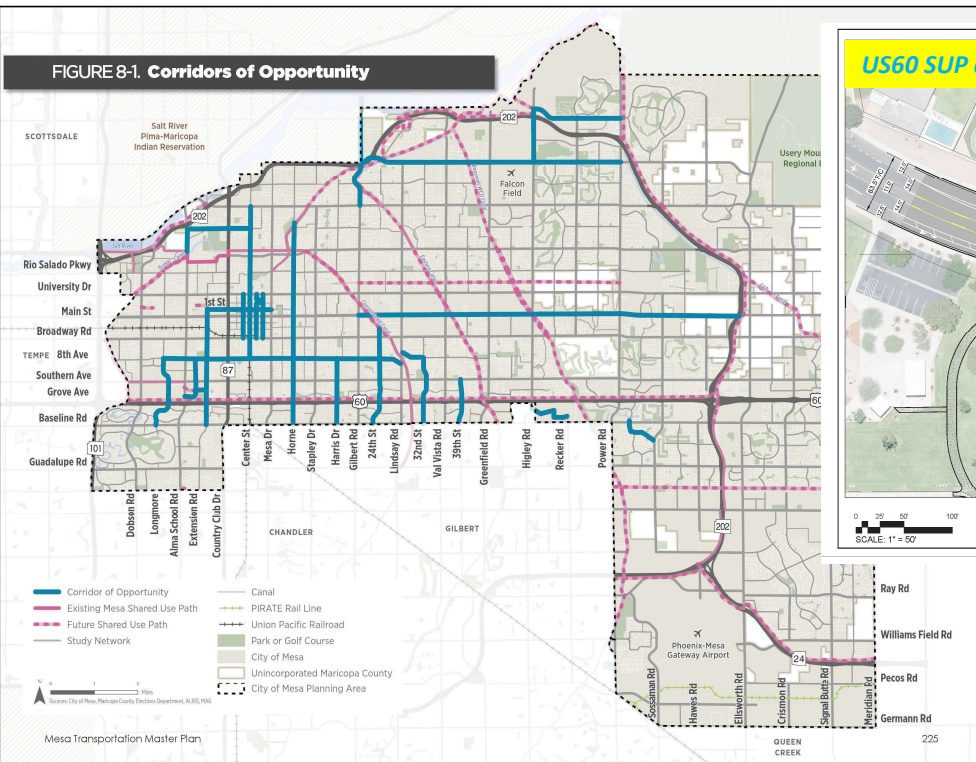
- Identify Streets with Excess Capacity and Design to Right-Size
- Develop an Active Transportation Plan
- Develop a Downtown Micromobility Study
- Identify Opportunities to Implement Bicycle and Pedestrian Facilities
- Support Transit Facilities Through Transportation Projects

TRANSPORTATION GOALS



CONNECTIONS AND CHOICES

Identify Streets with Excess Capacity and Design to Right-Size



Maricopa Association of Governments
**Mesa, AZ Red Mountain -
Complete Streets Study Project
Assessment Report**

September 2025

alta

**MARICOPA
ASSOCIATION of
GOVERNMENTS**
PROJECT NO. 0000-0000-0000-0000-0000-0000-0000-0000-0000-0000

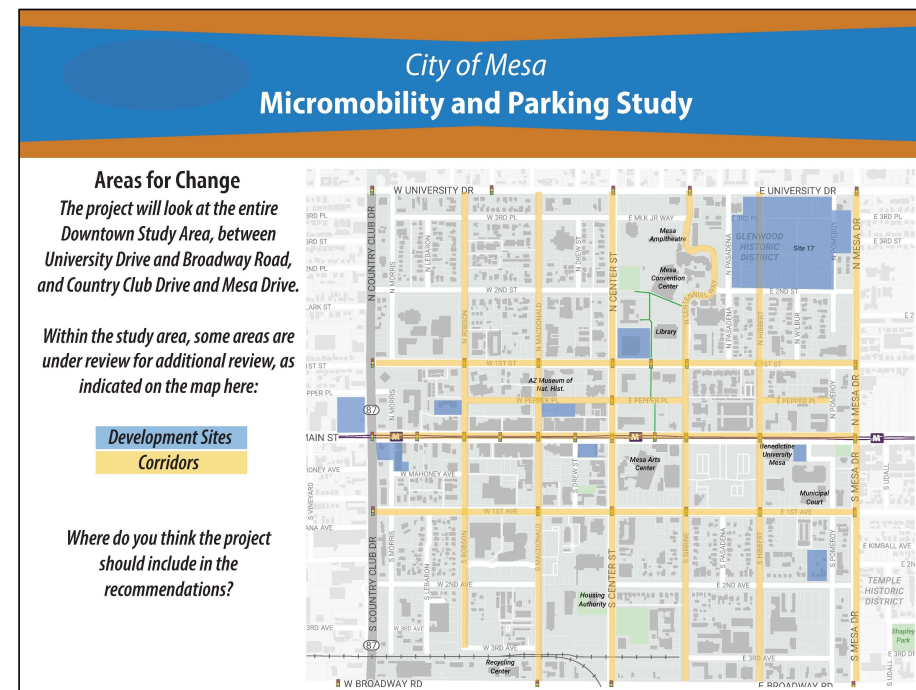
TRANSPORTATION GOALS



CONNECTIONS AND CHOICES

Develop an Active Transportation Plan and a Downtown Micromobility Study

- Transportation plans to conduct the Active Transportation Plan in early 2027. "Active Transportation" includes all types of non-motorized travel that should be included in long-range planning.
- The Downtown Micromobility and Parking Study was approved by City Council on November 17th, 2025. Implementation of short-term goals will begin in 2026 and will be funded and carried out by Transportation's Operations and Maintenance team.
- Improvements include surface overlays with bike lane and parking restriping, ADA improvements, and conversion of existing traffic signals to STOP-controlled intersections.



TRANSPORTATION GOALS



CONNECTIONS AND CHOICES

Identify Opportunities to Implement Bicycle and Pedestrian Facilities

Val Vista roadway widening including new sidewalks

Center Complete Streets Design
Concept Report and University
to Main improvements

Westwood Raised
Crosswalks

May and Ella
Sidewalks

Stapley
Sidewalks

US60 SUP

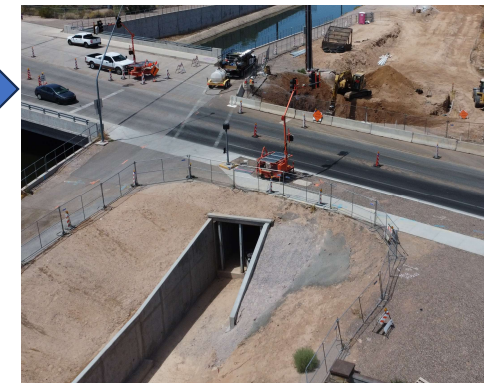
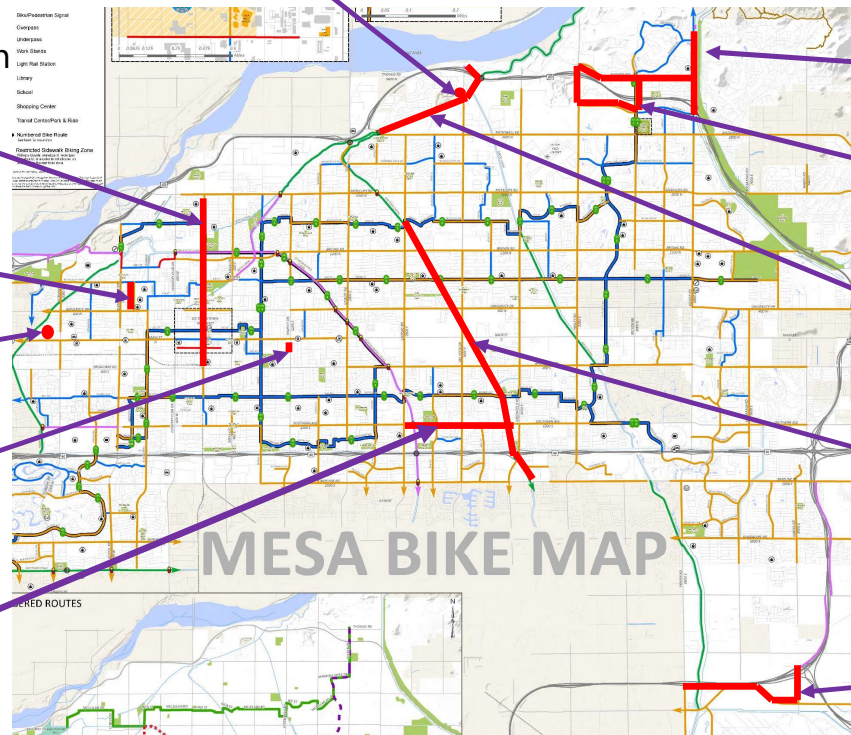
Red Mountain Shared Use Path (SUP)

Red Mountain Complete
Streets Study

Lehi SUP and
Tunnel

Eastern SUP
and Signals

Gateway SUP Ph3
Extension



TRANSPORTATION GOALS



CONNECTIONS AND CHOICES

Support Transit Facilities Through Transportation Projects

- Roadway projects through CIP or private development typically add bus shelters, pads and connections to adjacent sidewalks and ramps.
- The Red Mountain SUP and the Center Street, University to Main Street project include integration and enhancements to bus and light rail facilities.
- Transportation will work with Transit to modify and reconfigure Dobson Road and Rio Salado Parkway for the potential Rio East Streetcar project in the future.



TRANSPORTATION GOALS



ANTICIPATE AND ADAPT

- Develop SMART ITS Technology
- Evaluate the Need, and Accommodate, Emerging Technology
- Look for Opportunities to Use Emerging Technology Solutions on CIP Projects

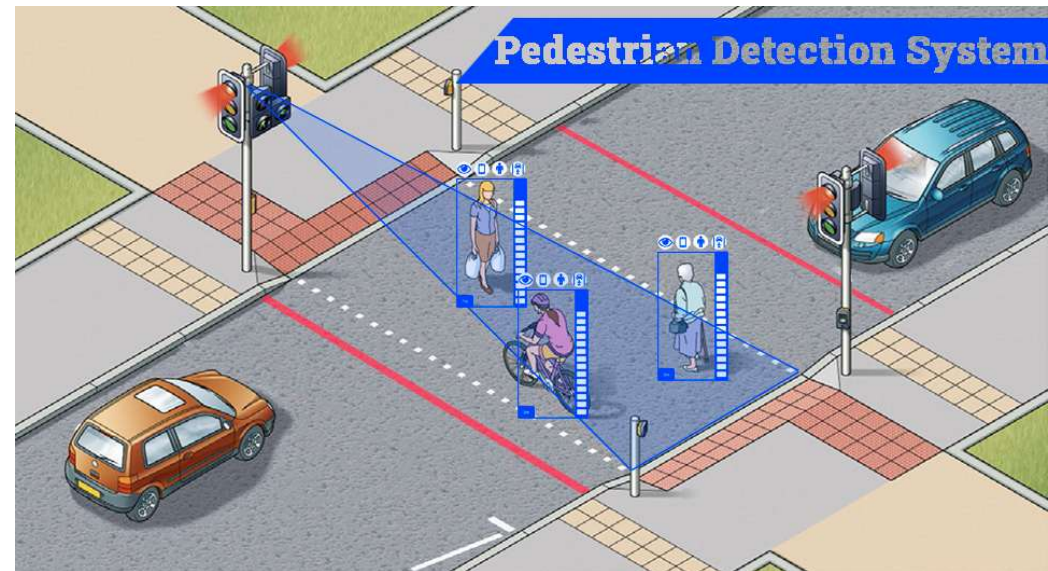
TRANSPORTATION GOALS



ANTICIPATE AND ADAPT

Develop SMART ITS Technology

- Transportation's ITS group is developing a pilot program to use passive detection with audible messaging for pedestrian and bicycle crossing.
- Additionally, ITS is developing a transit priority system for ASU buses at the Polytechnic campus in southeast Mesa.
- ITS has used adaptive technology for years and will continue using it in pilot evaluations along corridors such as Dobson Road to determine possible long-term uses.



TRANSPORTATION GOALS



ANTICIPATE AND ADAPT

Evaluate the Need, and Accommodate Emerging Technology

- City of Mesa ITS works with automated vehicle manufacturers to provide data that can be used for car control systems.
- ITS staff have also worked with vendors to discuss traffic signal interaction with automated delivery vehicles.
- Transportation staff continue to investigate technologies like Bluetooth, satellites and drones as tools to view, record, and analyze traffic conditions.

Transportation's pavement team is rolling out a new asphalt rejuvenator called "Delta Mist." It started as a component in Alzheimer medication but was found to be effective in preventing oxidation in asphalt. This extends the life of the roadway surface.



FIGURE 1 S3-A and S3-B application of spray-on rejuvenators.

TRANSPORTATION GOALS



ANTICIPATE AND ADAPT

Look for Opportunities to Use Emerging Technology Solutions on CIP Projects

- LIDAR technology is used for extremely precise field surveys by automated means.
- Transportation uses drones to watch traffic patterns, queuing, school drop-off and pick-up, pedestrian movements and shared-use path activity.
- During construction, drones provide a great way to determine progress, as in the shot at the right of Ray Road near Hawes Road.



TRANSPORTATION GOALS



THRIVE AND PROSPER

- Create a Mesa-Specific Street Design Guide
- Track Projects Implemented in Sub-Areas with Disadvantaged Populations
- Look for Opportunities to Integrate Street Typology Designs
- Evaluate Transportation Access to the Arts, Food Sources, Health and Education
- Continue the ADA Transition Plan

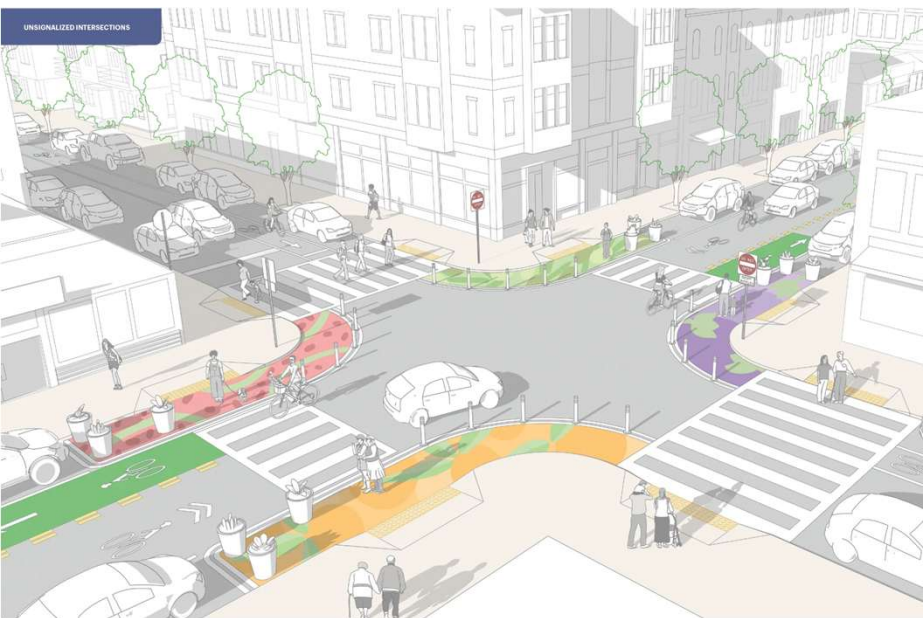
TRANSPORTATION GOALS



THRIVE AND PROSPER

Create a Mesa-Specific Street Design Guide

In the 2012-2014 timeframe an organization called The National Association of City Transportation Officials, or NACTO, began developing guidelines for transportation facilities. The City of Mesa's Transportation Department joined NACTO in 2025 and use their guidelines for urban street design in Mesa. Below are examples of images from the NACTO design guides.



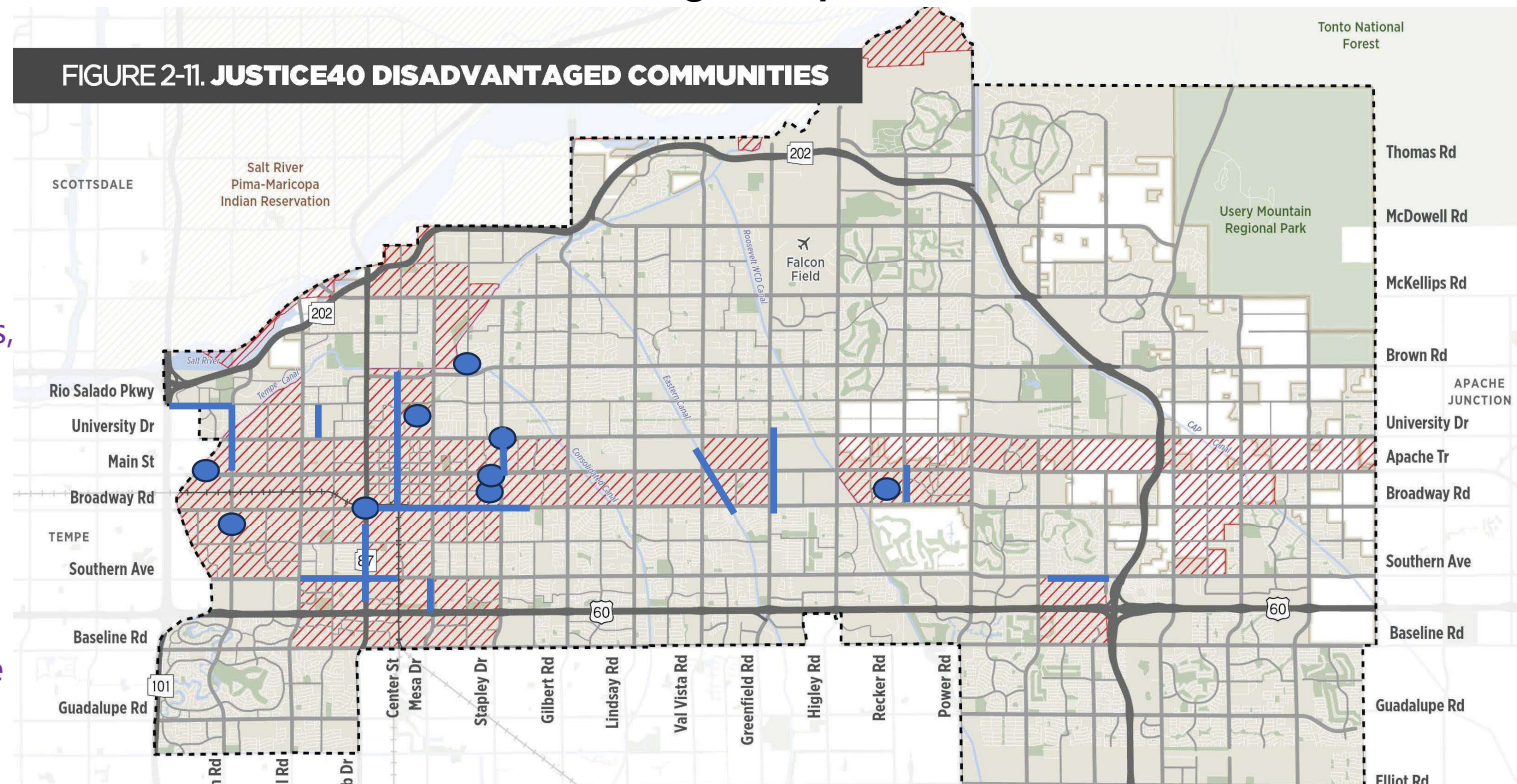
TRANSPORTATION GOALS



THRIVE AND PROSPER

Track Projects Implemented in Sub-Areas with Disadvantaged Populations

- Justice40 was a way to define disadvantaged areas based on Census Data.
- The figure to the right is found in the 2050 TMP with the red representing disadvantaged areas, while the blue symbols represent Transportation Projects found in the FY26-30 CIP.
- Although Transportation doesn't formally track projects implemented in disadvantaged areas, these two resources can be used to evaluate this metric.



TRANSPORTATION GOALS



THRIVE AND PROSPER

Look for Opportunities to Integrate Street Typology Designs

- So far, integrating the Street Typology system has been minimal.
- Some ideas were incorporated into the Center Street Complete Streets Design Concept Report.
- The Downtown Micromobility and Parking Study also has ideas similar to the Street Typologies.
- Transportation will continue to work with other groups in the City, such as Planning, to propose using Street Typology ideas in new developments, such as the redevelopment of the Fiesta Mall site, or the Cul-de-Sac project, seen to the right.



TRANSPORTATION GOALS



THRIVE AND PROSPER

Evaluate Transportation Access to the Arts, Food Sources, Health and Education

- Transportation has not yet completed an evaluation of this goal. The broad scope of the measure, combined with the lack of a defined methodology for evaluating access, has made implementation challenging.
- Staff discussions have identified GIS analysis as a potential approach. This would require defining and geolocating relevant arts, food, health, and education destinations; mapping multi-modal transportation access to those destinations; and developing a scoring methodology to measure changes in access as transportation improvements are completed.
- Given the size and complexity of a large urban transportation network, the original metric may have been too broadly defined to allow for consistent and meaningful evaluation.

TRANSPORTATION GOALS



THRIVE AND PROSPER

Continue the ADA Transition Plan



Transportation continues to address ADA barriers in the public ROW with a dedicated fund to provide upgrades as needed. Most mitigation comes from resident's requests, but also from staff and elected officials. ADA improvements typically include curb ramps, pedestrian pushbuttons at traffic signals, and sidewalks, as seen in these pictures.



TMP Goals and Metrics Summary

Manage and Maintain –Traffic counts, maintenance and ITS performance are all doing well. However, we could develop a more formal method to collect data to analyze roadway and intersection performance with tools like LOS.

Safety First –The CSAP, Annual Crash Report and projects with safety components are all being managed and implemented well.

Connections and Choices –Although our bicycle and pedestrian facilities are being implemented very well, we still need to complete the Active Transportation Plan, and the Micromobility Study was focused on Downtown with a major consideration for parking. We can do more to look at right-sizing streets and integrating Transit access.

Anticipate and Adapt –We are working with SMART ITS and emerging technologies, but they could use more priority moving into the future.

Thrive and Prosper –We have a great ADA program, and we feel good using NACTO. However, we need to do more to track projects in disadvantaged areas, integrate street typologies, and evaluate access to arts, food, health care and education.

QUESTIONS OR COMMENTS