

Meridian Road Corridor Study

Final Report





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Attachment A: Visioning Workshop Summary Report

Attachment B: Public Involvement Summary Report

Attachment C: Technical Memorandum - Existing & Future Conditions



1 Introduction



The southeast valley is growing rapidly, with increases in traffic along US 60 (Superstition Freeway), SR 24, and the surrounding arterial system. The north-south arterial streets in the area, including Meridian Road, provide essential access to the east-west freeways. Together, these roadways serve a high volume of commuter and freight travel between the southeast valley and the rest of the region. This growth trend is anticipated to continue, and additional transportation infrastructure improvements are needed along Meridian Road.

1.1 Study Objectives

The study develops a vision for future improvements on Meridian Road to address existing and future travel needs for residents and businesses, improve connectivity, and enhance safety for drivers, bicyclists, and pedestrians. The study was guided by four key objectives:

- » Evaluate how new development will affect Meridian Road and the surrounding transportation system.
- » Identify the number of lanes, intersection configurations, and pedestrian and bicycle facilities needed to support future travel needs along Meridian Road.
- » Consider corridor alignment options and future right-of-way requirements for new connections from Baseline Road to Elliot Road and Ray Road to SR 24.
- » Engage stakeholders and the public to develop consensus on the resulting recommendations.

1.2 Study Area

The Meridian Road Corridor study area, depicted in **Figure 1-1** on the following page, spans 8.5 miles between University Drive/Superstition Boulevard in the north and SR 24 in the south. Meridian Road serves as the border between Maricopa County and Pinal County as well as the cities of Mesa and Apache Junction.

The Meridian Road alignment within the study area contains approximately 5.5 miles of existing paved roadway. There are currently two unpaved segments of the corridor that create gaps in continuity of the roadway. One gap exists between Baseline Road and Guadalupe Road and another between Ray Road and SR 24 (with the exception of a recent paving project from Williams Field Road south approximately 0.25 miles).

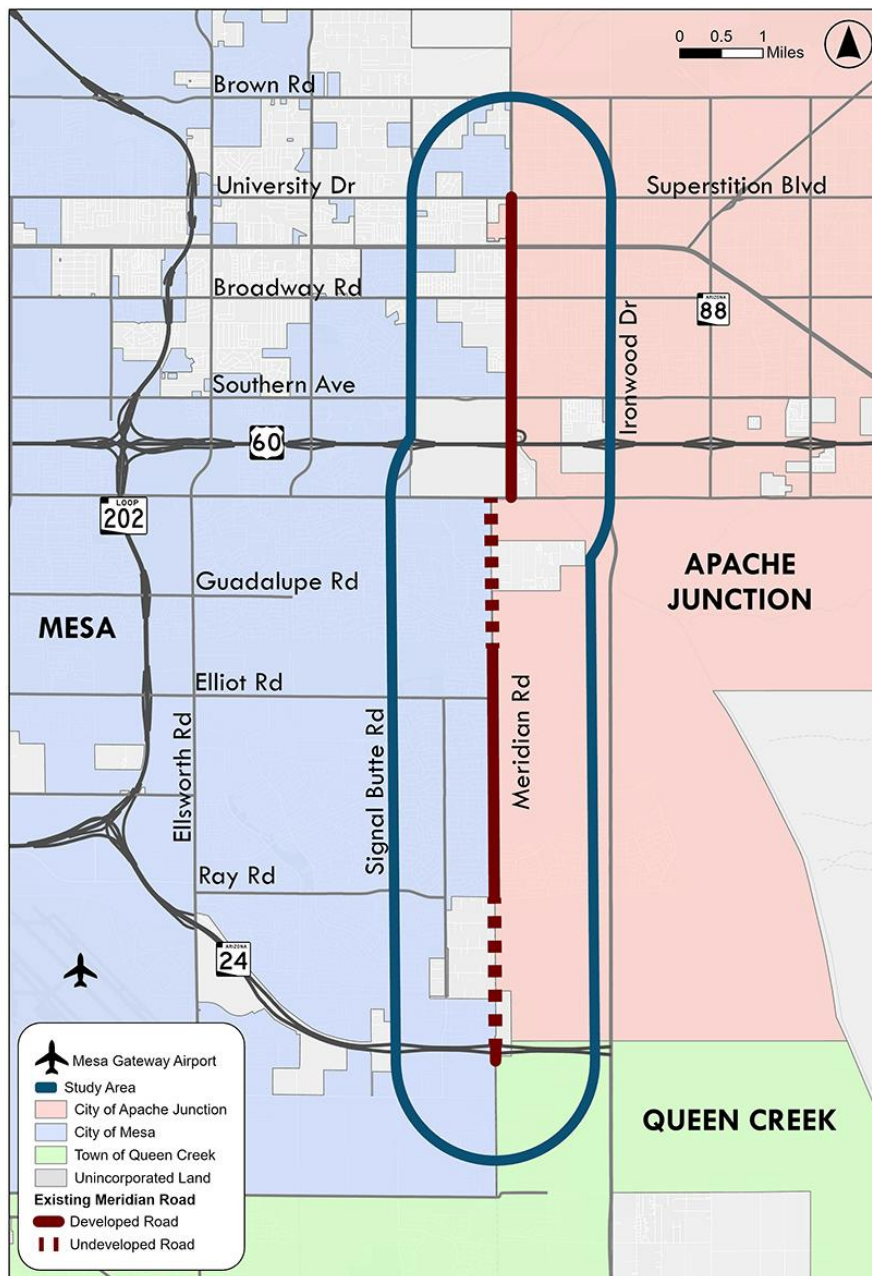
The characteristics of the corridor north of the US 60 interchange (North Section) are notably different than that south of the interchange (South Section). The North Section spans 2.5 miles between Superstition Boulevard and US 60. It consists primarily of one lane in each direction and is a designated truck route. Additionally, this segment includes soft shoulders, no bicycle lanes, intermittent sidewalks, and a speed limit of 35 mph. The adjacent land is largely developed, primarily by residential development on both sides of the roadway, with intermittent commercial uses.

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Joining the North and South sections is a partial interchange at US 60, which provides access to and from the west only.

The South Section of the corridor is approximately six miles long and runs from US 60 to SR 24. Within this section, Meridian Road is discontinuous between Baseline Road and Elliot Road and again between Ray Road and SR 24. The constructed portions of the roadway consist primarily of three-lanes, providing one travel lane per direction with a center turn lane. A portion of land between Elliot Road and Ray Road was recently sold and is currently being developed as an initial phase of a mixed-use master planned community.

Figure 1-1. Meridian Road Corridor Study Area





2 Stakeholder Engagement



The project process was guided by an inclusive and transparent engagement process that brought together community voices alongside technical expertise to create a shared vision for improvements along the Meridan Road corridor. A Technical Advisory Group (TAG) was created with representatives from agency stakeholders. The TAG met at key project milestones to gather meaningful input and oversight throughout the study process. The TAG representatives also served as liaisons to community leadership, keeping them updated on the study process.

Study Stakeholders

Maricopa Association of Governments
City of Apache Junction
City of Mesa
Maricopa County
Pinal County
Arizona State Land Department

2.1 Kick-off Meeting

The initial meeting of the TAG set expectations for the study process, including TAG roles and responsibilities, confirmation of study objectives, and defining a framework for outreach to agency leadership, other stakeholders, and the public.

2.2 TAG Meetings #2 and #3

The next couple of meetings of the TAG focused on reviewing existing and future corridor and land use conditions data and public outreach techniques.

2.3 Visioning Workshop

A TAG Visioning Workshop was also conducted during which the project team presented the context needed to review corridor alternatives. This discussion included information about right-of-way (ROW) availability and ownership throughout the corridor; possible roadway cross-section options based on existing standards at the county, city, and specific plan level; and presentation of initial alternatives for the corridor. The workshop developed consensus on the appropriate roadway cross-section geometries and feasible alternatives that should be evaluated prior to developing corridor recommendations. A

Visioning Workshop Summary Report is included as **Attachment A**.

2.4 Agency Leadership Meetings

Following the Visioning Workshop, a series of meetings were conducted with agency leadership from the City of Apache Junction, City of Mesa, Maricopa County, and Pinal County to present the range of alternatives and solicit feedback.



3 Public Engagement

The project process also included multiple opportunities to engage the public, both online and in person. A **Public Involvement Summary Report** is included as **Attachment B**.

3.1 Online Engagement

General project information, including an overview of the project scope, objectives, process, and recommendations was provided on the MAG agency website. The project webpage also included links to an online survey and interactive mapping tool, allowing community members to provide input throughout the study process.

3.2 Public Meetings

The study team conducted two open houses, inviting community residents and business owners to an in-person meeting to learn more about the study and to share their input and concerns. The first public meeting introduced the study, including agency partners, study overview and purpose, and study considerations and needs. The second public meeting presented an overview of feasible corridor alternatives. Attendees provided comments on study area maps, paper surveys, and comment cards.





4 Existing Condition



An understanding of the existing conditions along the Meridian Road corridor is important to understand current needs and future growth potential to inform the recommendations of this study. The following information was collected:

- Data and recommendations from relevant studies
- Zoning and land uses
- Socioeconomic conditions
- Drainage conditions
- Existing road network lanes, ownership, and maintenance
- Traffic volumes and level of service
- Crash and safety conditions

A comprehensive description and analysis of the data is provided in **Attachment C: Technical Memorandum - Existing & Future Conditions**. A summary of the information is presented herein.

4.1 Relevant Studies

Many studies have been conducted that contain information and recommendations that should be considered in the context of this Meridian Road Corridor Study. These studies, produced for ADOT, Apache Junction, Mesa, Pinal County, and Maricopa County, include general plans, area transportation plans, safety plans, transit plans, active transportation plans, and specific development plans. These studies collectively identify the need for improved infrastructure in the Meridian Road corridor to respond to existing deficiencies and future growth to effectively accommodate all modes of travel within the corridor. A summary of these relevant studies is provided in Attachment C.

4.2 Land Uses and Zoning

The study area contains land within the incorporated boundaries of the cities of Mesa and Apache Junction as well as unincorporated Pinal and Maricopa Counties. Existing land incorporation status is shown in **Figure 4-1**. In the North Section of the corridor, land west of the corridor largely resides within unincorporated Maricopa County while land to the east is primarily within the incorporated boundaries of the City of Apache Junction. In the South Section of the corridor, properties to the west largely lie within Mesa's incorporated limits, while properties to the east are primarily within Apache Junction's incorporated boundary. Arizona State Land Department (ASLD) currently owns several parcels along the South Section of the corridor, with most recently incorporated by the City of Apache Junction.

4.2.1 Land Use

The primary land use throughout the corridor is low- to medium-density single-family residential, interspersed with pockets of commercial development and light industrial uses. Notably, south of Baseline Road, the east side of the corridor is primarily undeveloped, apart from the recent construction of the initial phase of a master planned community between Elliot Road and Ray Road. A detailed map of existing land use can be seen in **Figure 4-2**.



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Figure 4-1. Existing Land Incorporation Status

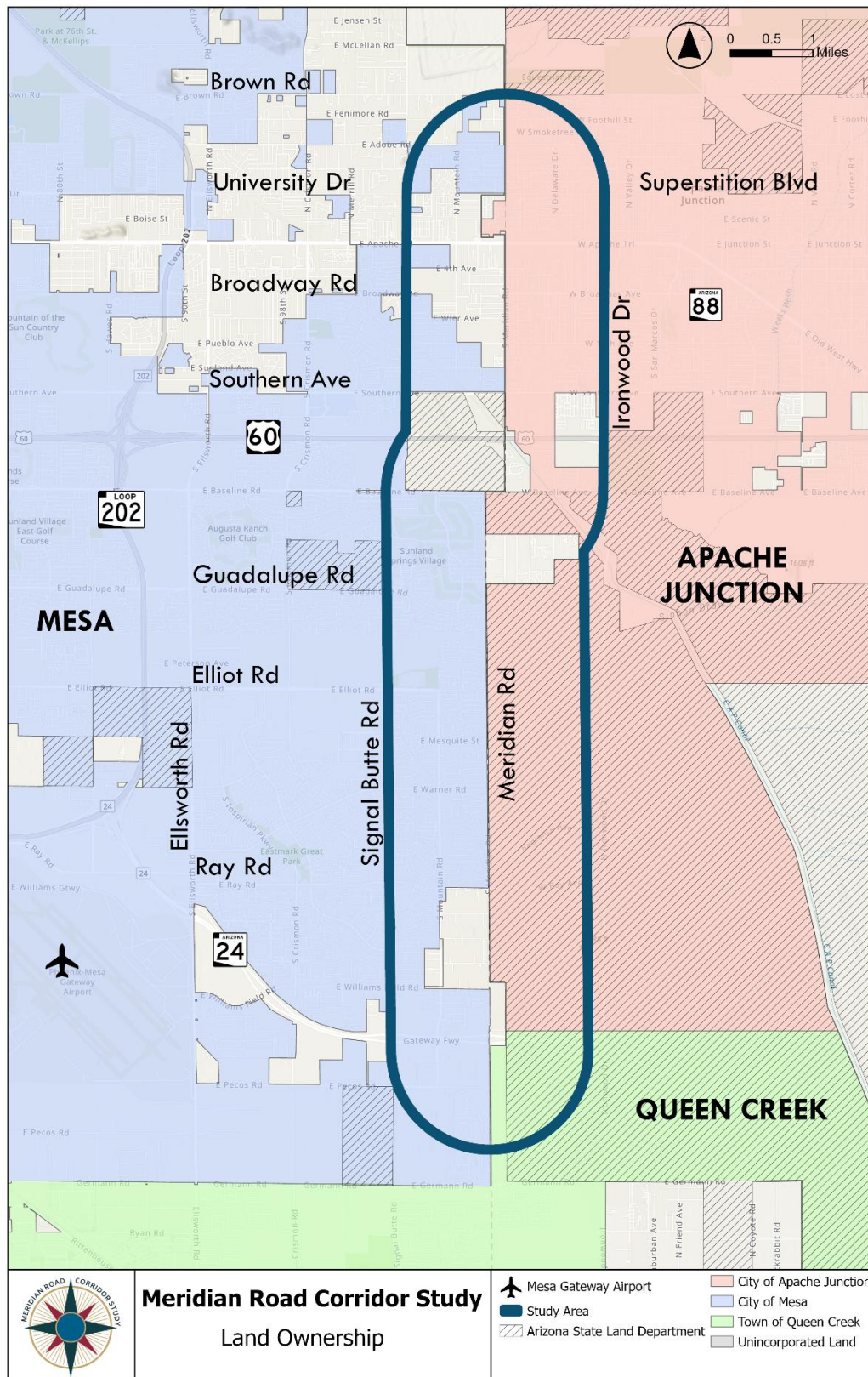
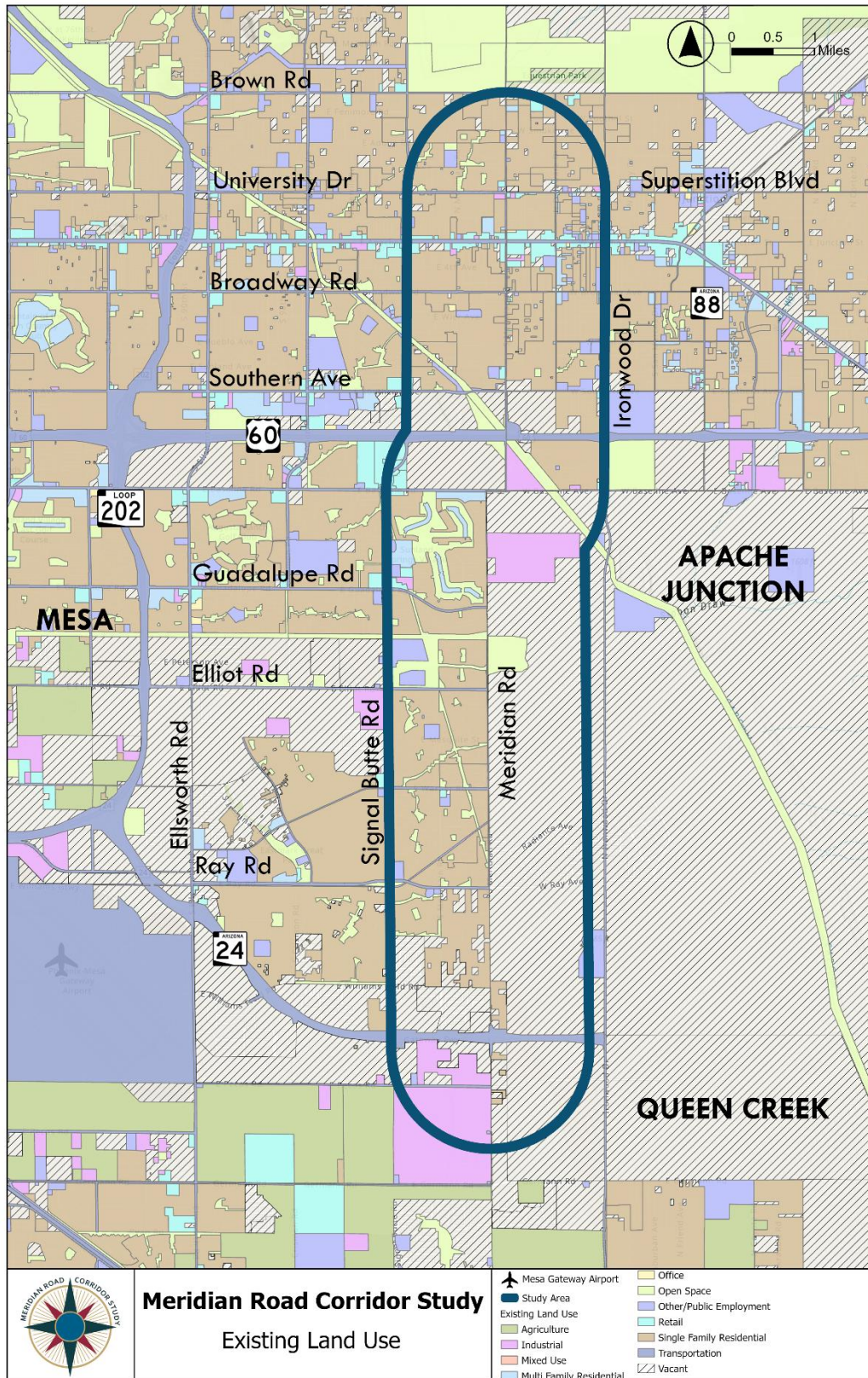




Figure 4-2. Existing Land Use





4.2.2 Zoning

The existing zoning districts utilized by the City of Mesa, City of Apache Junction, Maricopa County and Pinal County that fall within the study area show that much of the planning area is primarily occupied by single-family residential and master planned community uses. Existing zoning can be seen in **Figure 4-3**.

4.3 Socioeconomic Conditions

Study Area Socioeconomic Conditions

53,000 people

23,000 households

11,000 employees

Source: MAG 2025 travel demand model

Socioeconomic conditions related to population, households, and employment within the study area have a significant impact on the level of traffic demand in the Meridian Road corridor. Analyzing these conditions is essential to understanding the impact of existing and future development along Meridian Road and the surrounding transportation network.

Data on existing population, households, and employment within the study area were obtained from MAG's travel demand model, and depicted in **Figure 4-4**, **Figure 4-5** and **Figure 4-6**, respectively.

4.3.1 Population

As shown in **Figure 4-4**, the highest population concentrations within the study area are found east of Meridian Road between Broadway Road and Southern Avenue and west of Meridian Road between Elliot Road and Ray Road. South of Baseline Road, the area east of Meridian Road within the study area is largely unpopulated, though development has recently begun between Ray Road and Elliot Road.

4.3.2 Housing

Figure 4-5 below displays the 2025 total households. Like the population, a high number of households are concentrated between Broadway Road and Southern Avenue on both sides of the corridor. Other areas containing a high number of households exist west of the corridor, north of Guadalupe Road, and between Elliot Road and Ray Road.

4.3.3 Employment

As presented in **Figure 4-6**, employment levels are relatively low within the Meridian Road corridor. However, areas of high employment do exist west of the study area. A workflow analysis of the Census Bureau's 2023 American Community Survey data indicates that nearly 95% of employed individuals living in Apache Junction are employed outside of the city.

Additional details regarding the socioeconomic characteristics of the study area are provided in Attachment C.



Figure 4-3. Existing Zoning

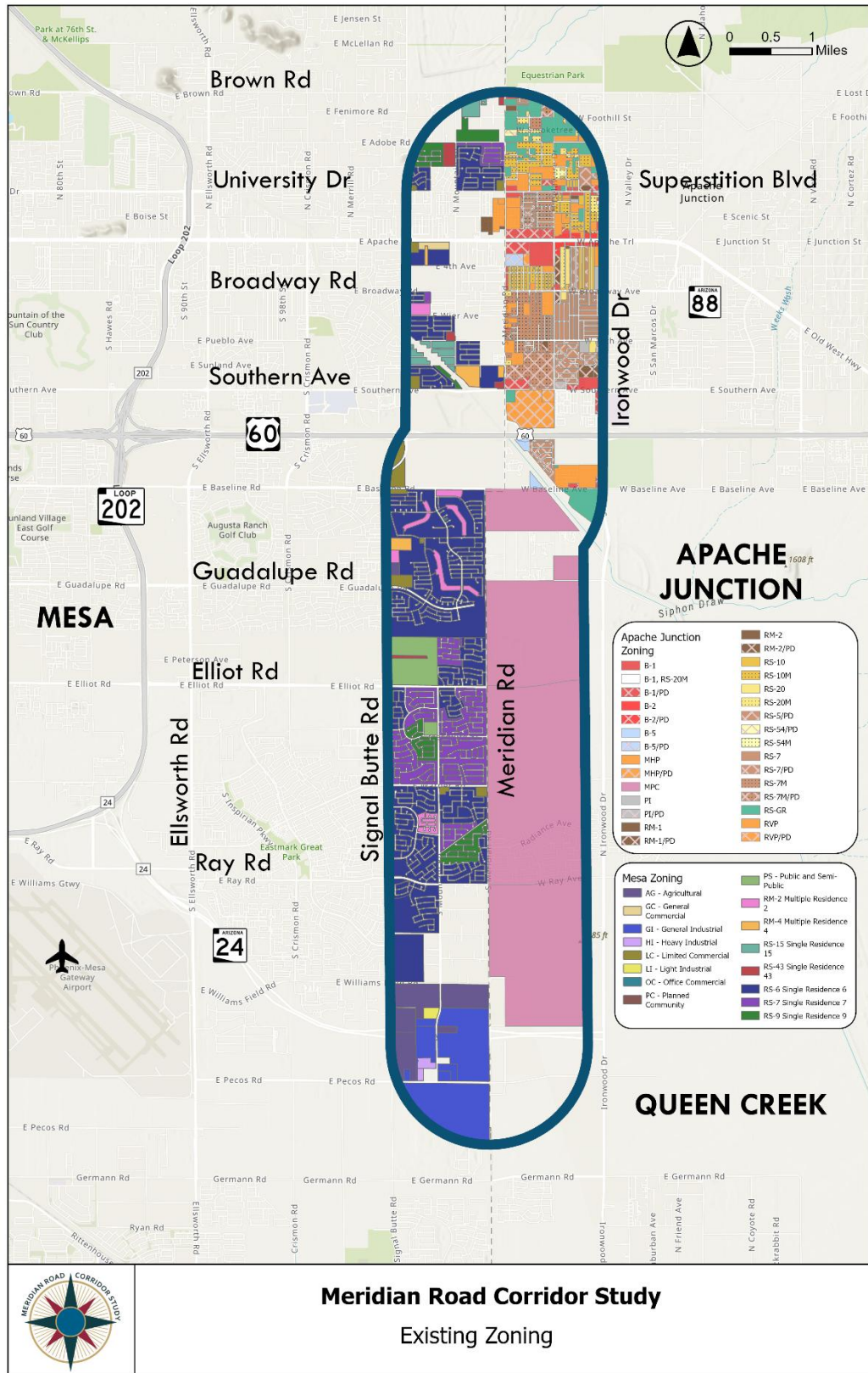




Figure 4-4. Existing Population

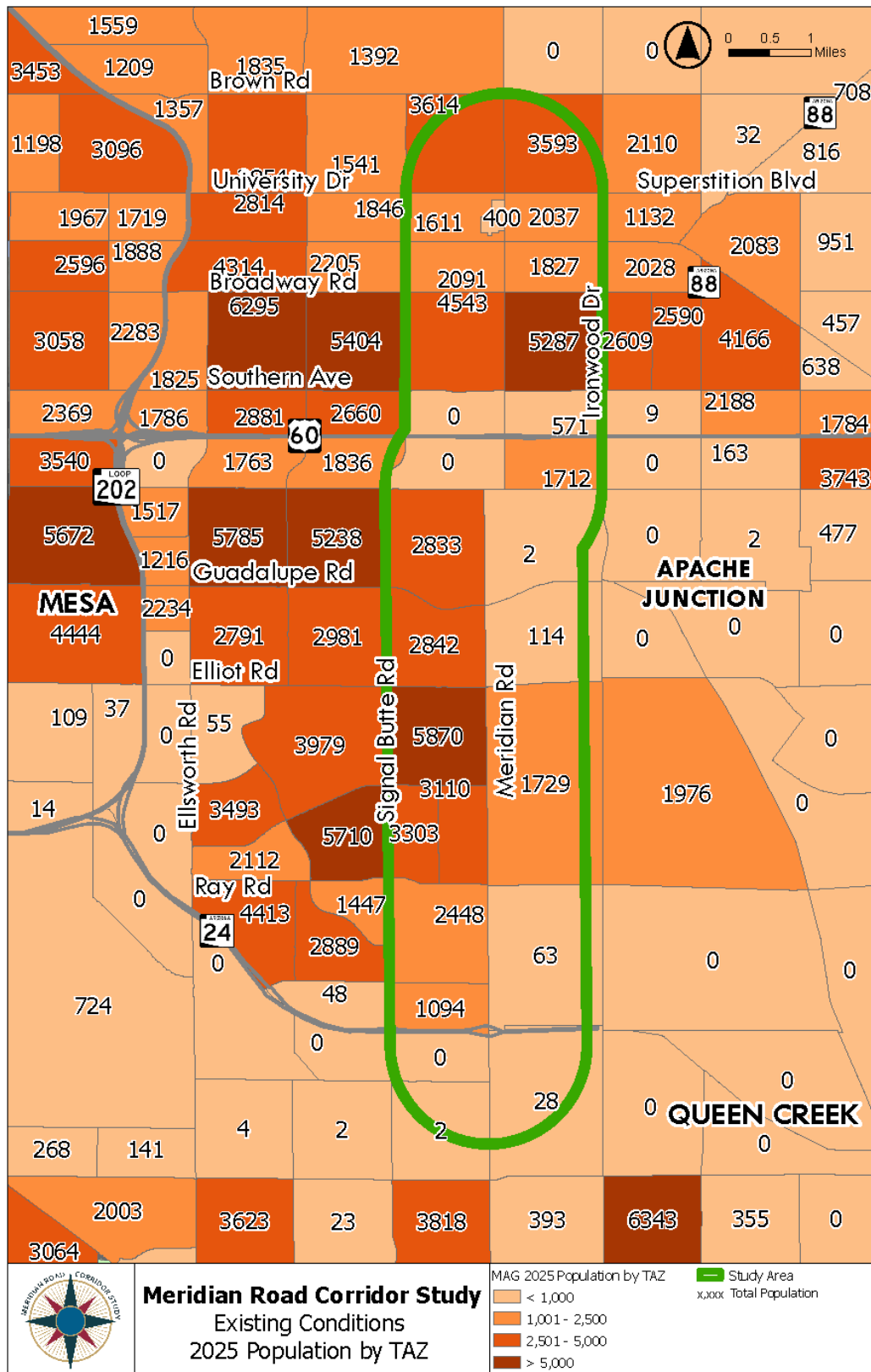
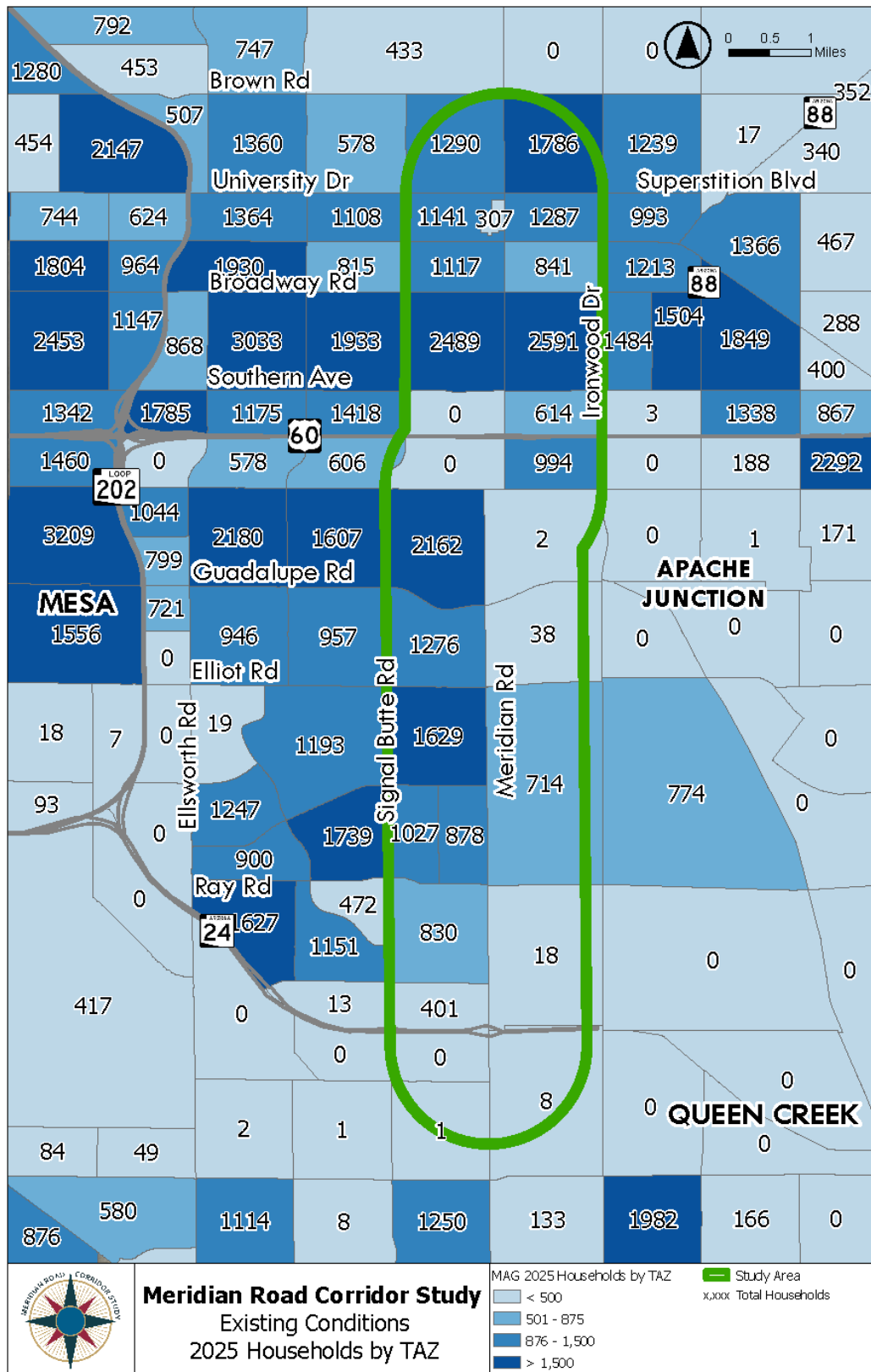




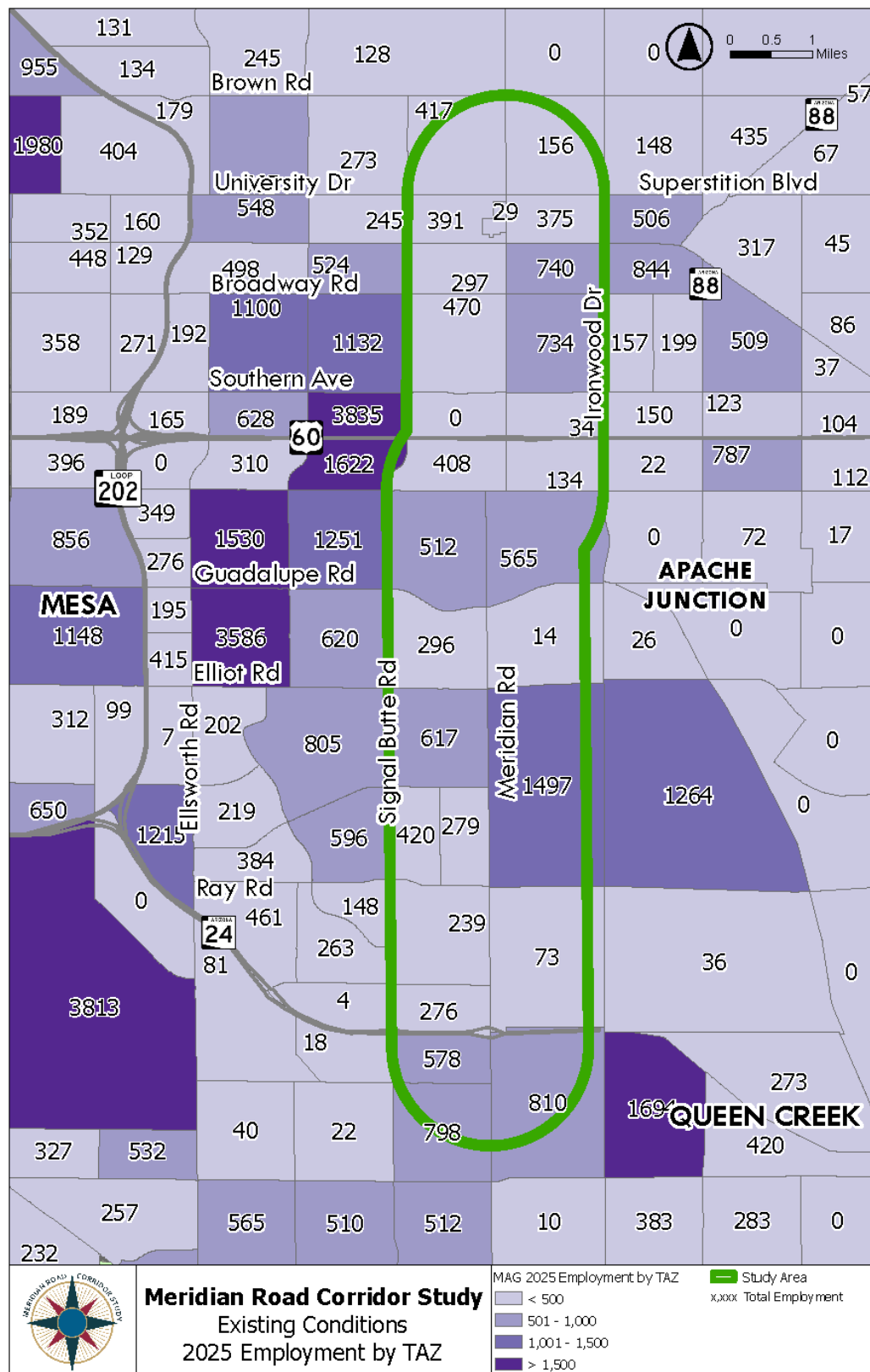
Figure 4-5. Existing Households





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Figure 4-6. Existing Employment





4.4 Roadway Network

An analysis of the existing roadway network helped identify congested arterial roads that may benefit from new routes to alleviate traffic, underutilized collector roads that may warrant upgrades, and gaps in the network where additional connections would enhance overall connectivity. Additionally, this analysis revealed gaps in connectivity that could be addressed through new infrastructure investments to optimize the overall transportation network.

4.4.1 Study Area Roadways

The existing roadways within the Meridian Road study area are primarily oriented in a north-south and east-west grid pattern. **Figure 4-7** presents the existing roadway network surrounding the study area and the number of lanes on each roadway.

The most significant north-south corridors include Meridian Road, Signal Butte Road to the west, and Ironwood Drive to the east. These roads generally consist of two to three lanes in each direction, providing connectivity between Mesa, Apache Junction, and Queen Creek. Additionally, Loop 202 serves as a major highway to the west of Meridian Road, facilitating regional mobility.

East-west connectivity is primarily supported by University Drive/Superstition Boulevard, Broadway Road, Southern Avenue, Baseline Road, Guadalupe Road, Elliot Road, Warner Road, and Ray Road, with US 60 acting as a key east-west freeway through the area and SR 24 providing an expressway connection to Loop 202. Lane configurations vary between one and three lanes per direction, with higher-capacity roads concentrated closer to the Mesa urban core and along major routes.

4.4.2 Right-of-way and Ownership

The Maricopa County and Pinal County assessors' offices' online mapping tools were used to identify right-of-way ownership and widths throughout the corridor. The data indicates that a mosaic of ownership exists along the corridor. A summary of overall corridor ownership is provided in **Table 4-1**.

4.4.3 Roadway Maintenance

Due to the varied right-of-way ownership throughout the corridor, roadway maintenance has been an on-going challenge for the various agencies. Feedback from the TAG resulted in general guidance relative to the current (year 2025) maintenance responsibilities in the corridor, which are summarized in **Table 4-2**.

4.5 Traffic Volumes and Level of Service

The amount of daily and peak period traffic along a corridor can impact the ability of users to travel to their destination efficiently and safely. Existing traffic volumes were collected and analyzed to identify whether additional capacity is currently needed to address current level of travel demand. The daily traffic volumes surrounding the study area are depicted in **Figure 4-8**.

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Figure 4-7. Existing Roadway Network and Number of Lanes Per Direction

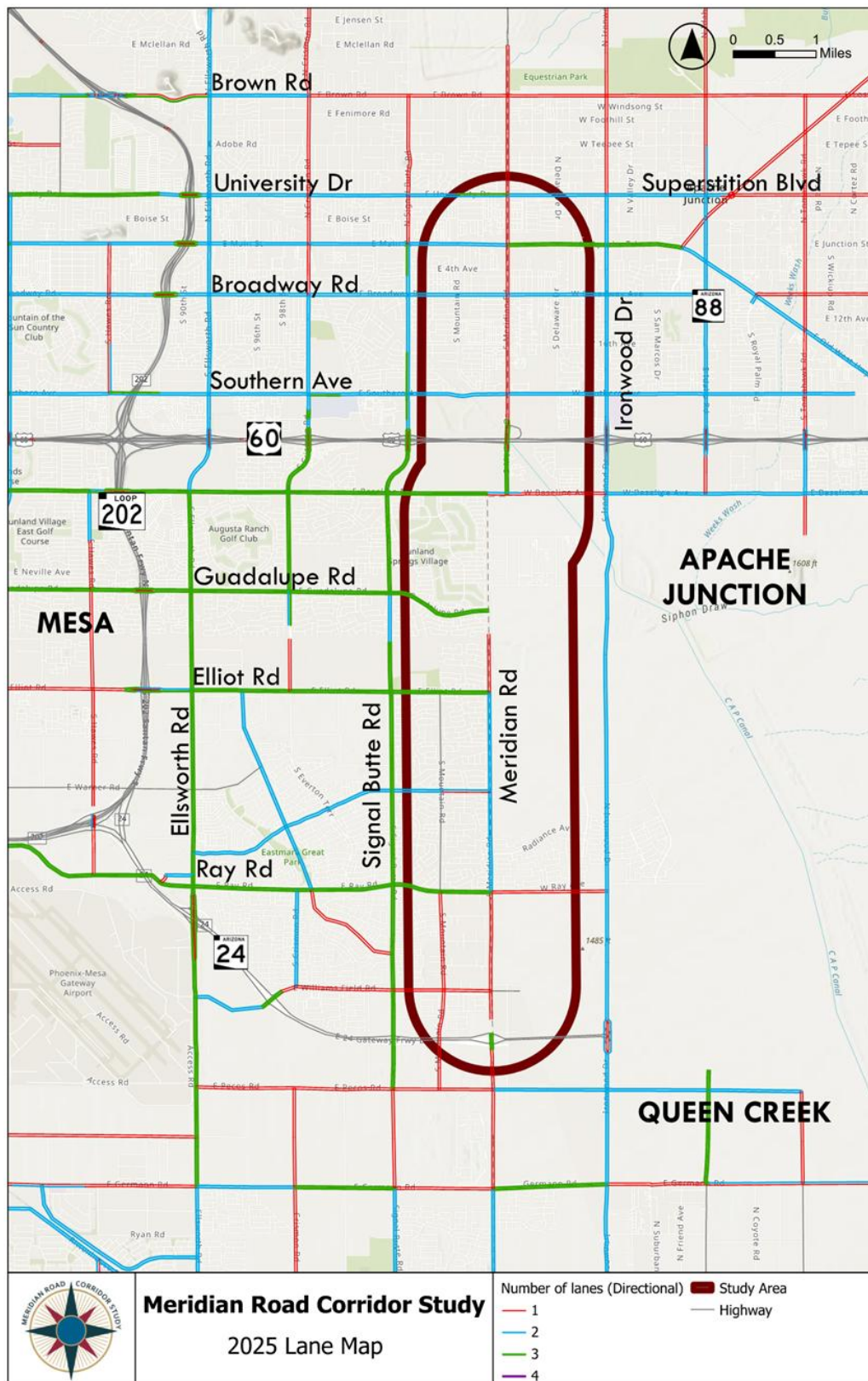




Table 4-1. Right-of-way and Ownership

Segment	ROW Ownership	Approximate ROW Width
Superstition Boulevard to Southern Avenue	West: Mesa and Maricopa County East: Apache Junction and Pinal County	55'-65' to the west 30'-50' to the east 85'-115' total ROW
Southern Avenue to Baseline Road	West: Maricopa County East: Pinal County	55' to the west 50' Pinal County to the east 105' total ROW
Baseline Road to Elliot Road	West: Mesa and Maricopa County East: None	65' to the west 0' to the east 65' total ROW
Elliot Road to Ray Road	West: Apache Junction and Mesa East: Apache Junction	65' to the west 75' to the east 140' total ROW
Ray Road to SR24	West: Mesa and Maricopa County East: Apache Junction	55'-65' to the west 50'-75' to the east, 105'-140' total ROW

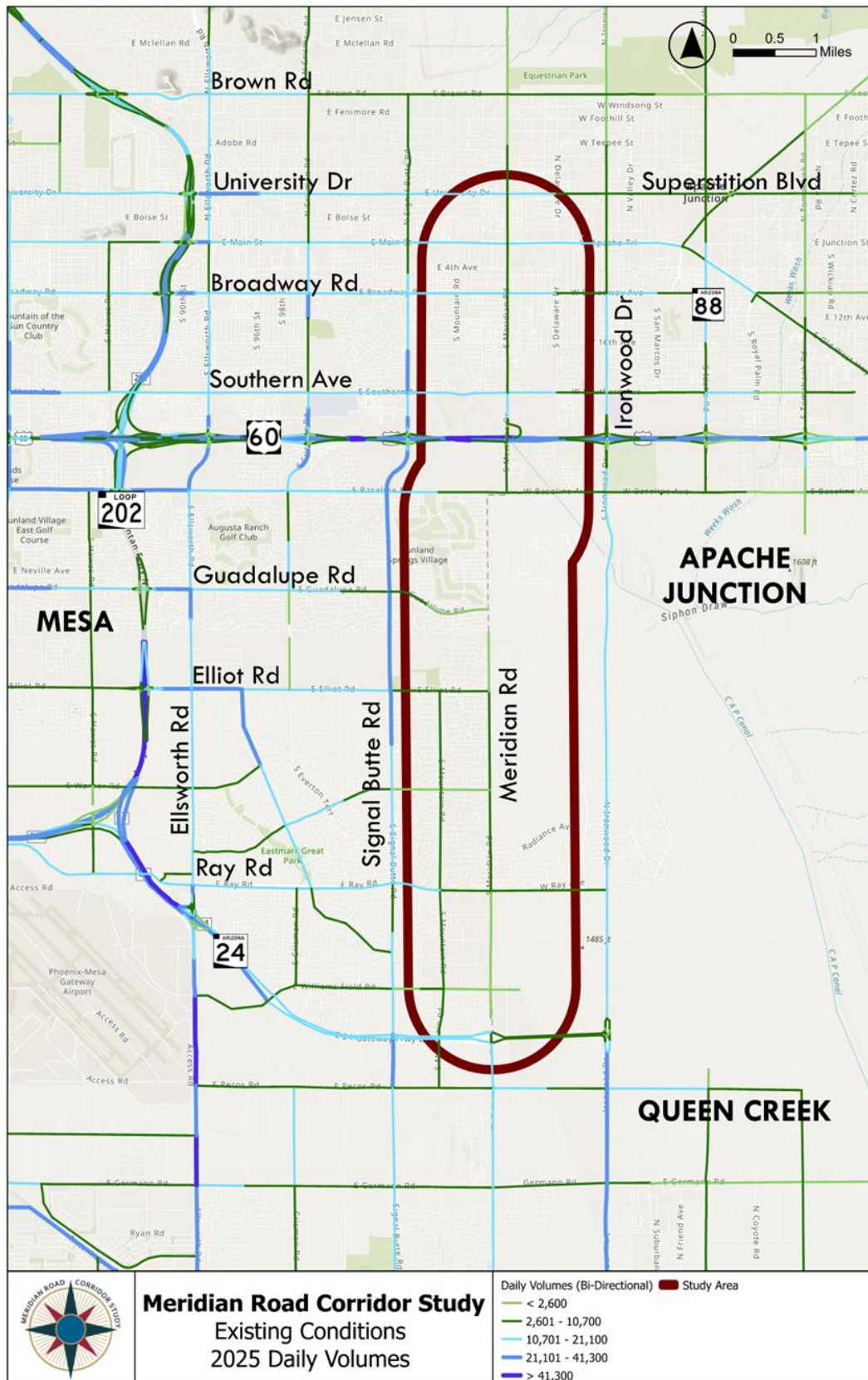
Table 4-2. Maintenance

Segment	Maintenance Agency
Superstition Boulevard to Southern Avenue	Apache Junction
Southern Avenue to Baseline Road	ADOT
Baseline Road to Mesquite Street	Mesa
Mesquite Street to Ray Road	Apache Junction
Ray Road to Williams Field Road	None*
Williams Field Road to SR24	Mesa



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Figure 4-8. Existing Daily Vehicular Traffic Volumes



4.6 Existing Traffic Volumes

Current daily traffic volumes along Meridian Road are generally less than 11,000 vehicles per day, though volumes are greater along the corridor just north of the US 60 interchange. Higher daily traffic volumes are observed along the parallel north south corridors, with volumes on Ellsworth Road, Signal Butte Road, and Ironwood Drive exceeding 21,100 vehicles per day. Additionally, notable traffic volumes per day east of Loop 202 exist on University Drive, Guadalupe Road, and Elliot Road.

4.6.1 Roadway Level of Service

Level of Service (LOS) is a way to measure the existing or anticipated traffic congestion on roadways, providing a quantitative score for operational health of the roadway. Roadways are scored “A” through “F”, where “A” indicates free flow, low traffic density, and “F” indicates travel volumes are greater than existing capacity, resulting in roadway congestion. The following are descriptions of each LOS, which are illustrated on **Figure 4-9**.

A: Free flow, low traffic density.

B: Minimum delay, stable traffic flow.

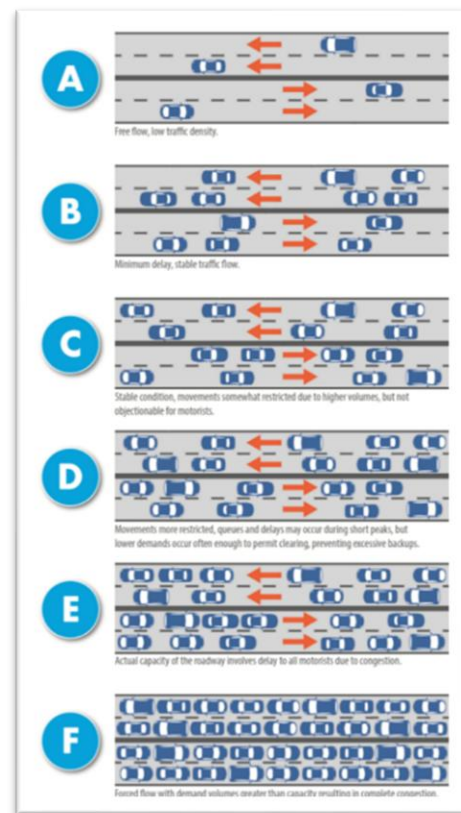
C: Stable condition, movements somewhat restricted due to higher volumes, but not objectionable to motorists.

D: Movements more restricted, queues and delays may occur during short peaks, but lower demand occurs often enough to permit clearing, preventing excessive backups.

E: Actual capacity of the roadway involves a delay to all motorists due to congestion.

F: Forced flow with demand volumes greater than capacity resulting in complete congestion.

Figure 4-9. Level of Service Illustration



The LOS was assessed during both the AM and PM peak hours, and displayed in **Figure 4-10** and **Figure 4-11**, respectively. Currently, Meridian Road and other corridors within the study area generally provide sufficient capacity to accommodate existing traffic volumes. Congestion is displayed on Meridian Road south of SR 24 as well as portions of US 60 in the study area.

4.7 Corridor Safety

Crash data over a five-year period between 2019-2023 was considered to evaluate the existing safety conditions of the corridor. There were 328 crashes along the Meridian Road corridor during this period. The general location of these crashes is depicted in **Figure 4-12**.



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Figure 4-10. Existing AM Peak Hour Level of Service



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Figure 4-11. Existing PM Peak Hour Level of Service

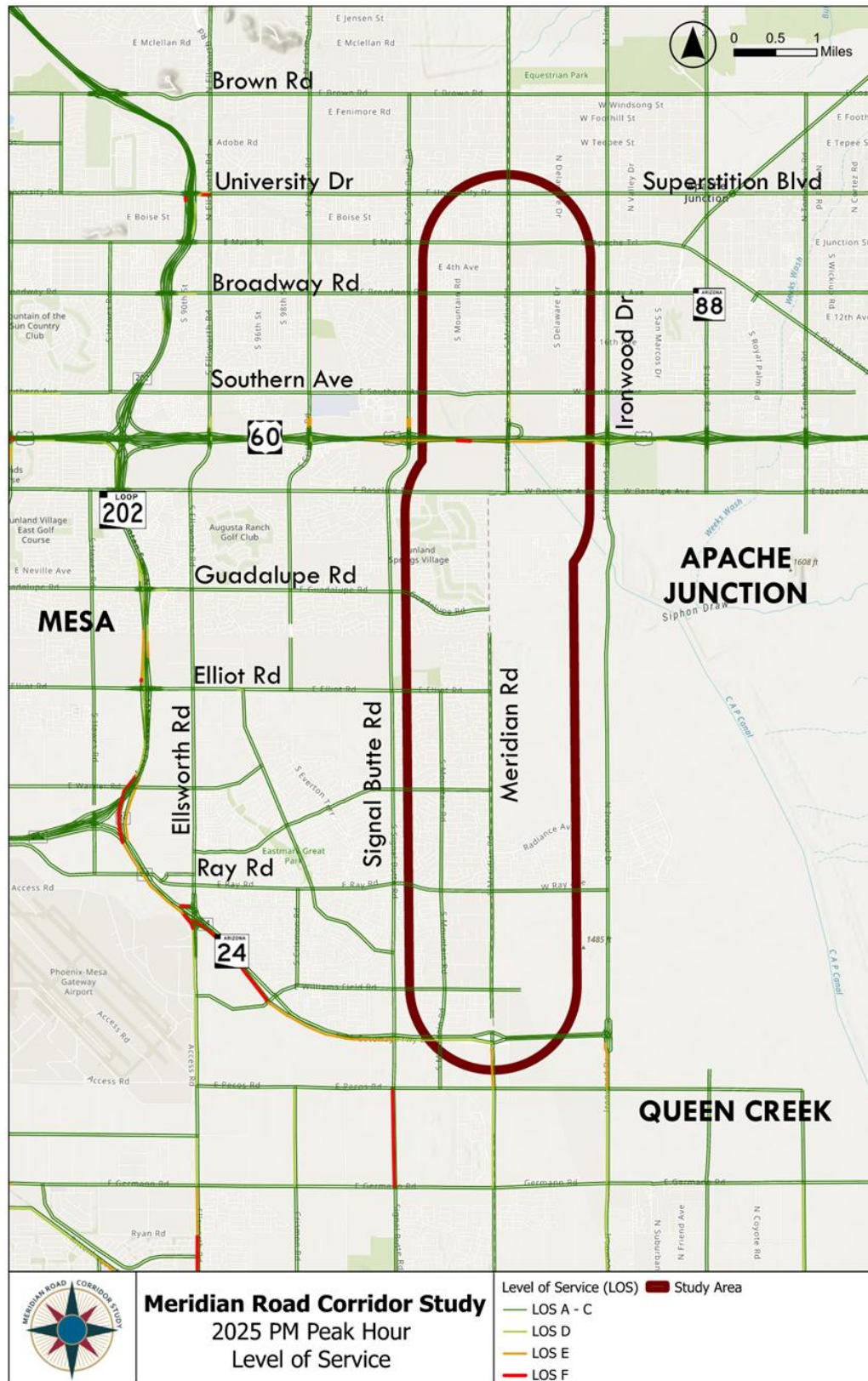
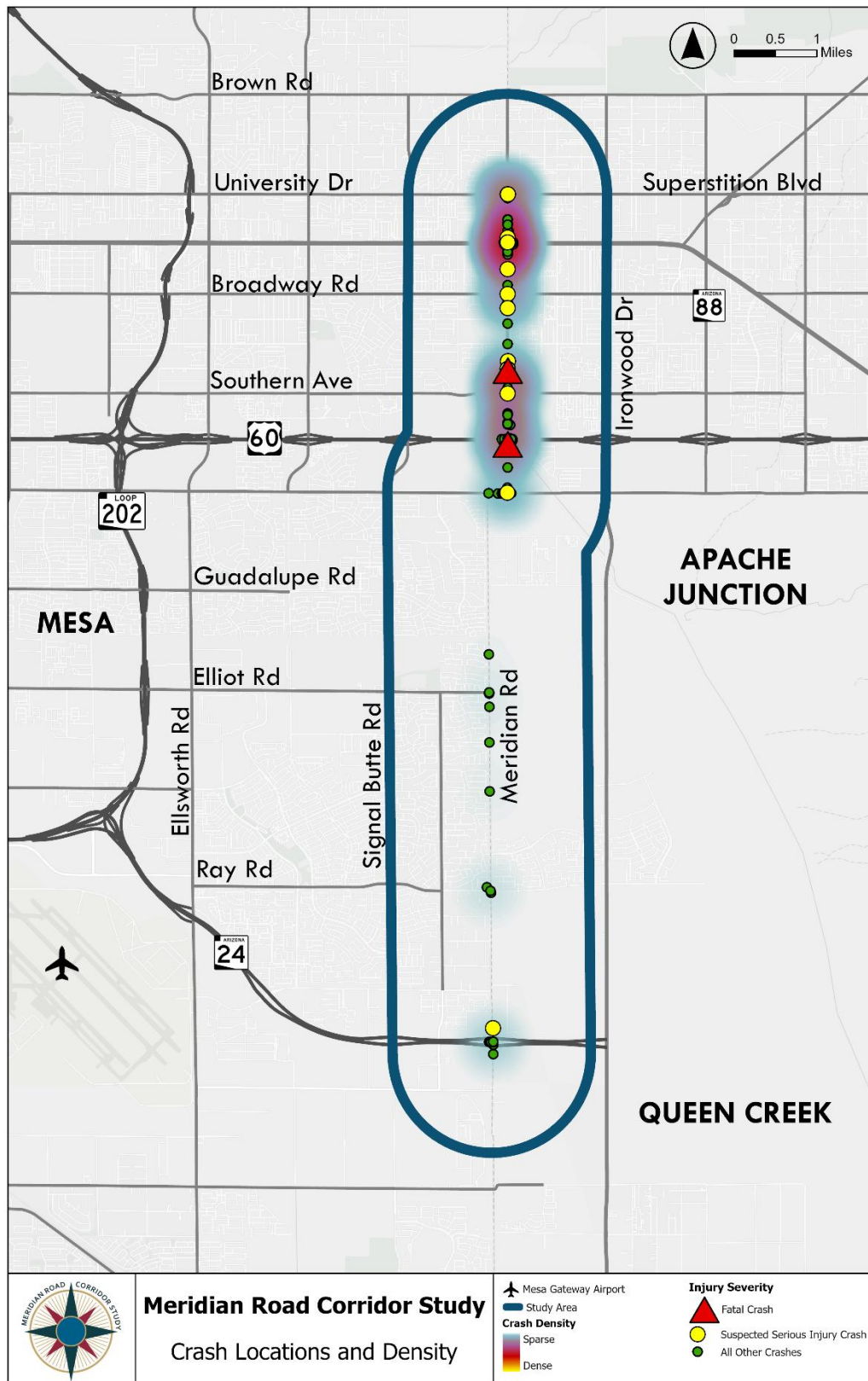




Figure 4-12. Meridian Road Corridor Crash Locations



4.7.1 Crash Severity

A total of three fatal and 13 suspected serious injury crashes occurred along the corridor, representing 1 percent and 4 percent of the crashes, respectively, as depicted in **Figure 4-13**. More than half of the crashes were non-serious or property damage only (PDO) crashes, at 61 percent of the total crashes. The remaining 34 percent of crashes resulted in non-serious injuries.

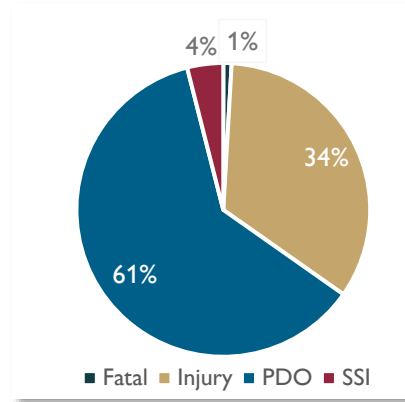
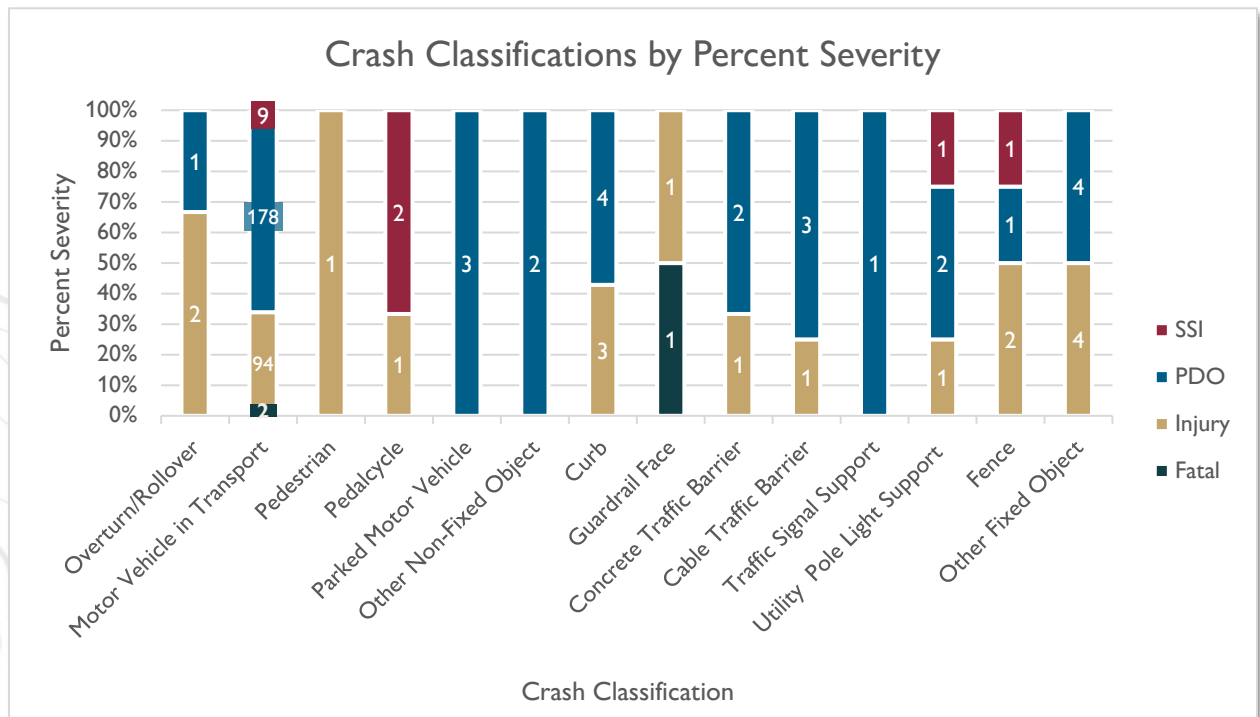


Figure 4-13. Study Area Crash Severity Percentages

4.7.2 Crash Classification Analysis

The majority of crashes along the Meridian Road corridor were classified as Motor Vehicle in Transport, comprising roughly 86 percent of all crashes, which is indicative of crashes involving multiple vehicles. **Figure 4-14** shows the frequency of crashes by classification along with their relative severity percentages. The majority of crashes result in minimal or no harm to drivers or occupants. Comparatively, object crashes, such as a fence or guardrail, though less frequent, result in a higher percentage resulting in injury. Guardrail incidents on the US 60/Meridian Road ramp resulted in a fatality or injury in 100% of occurrences.

Figure 4-14. Study Area Crash Classifications by Severity Percentage





4.7.3 Crash Collision Manner Analysis

Figure 4-15 displays the collision types along the corridor. The most frequent collision manners are as follows:

1. Rear End
2. Angle (Front to Side)
3. Left Turn
4. Single Vehicle & Same Direction Sideswipe

Rear-end collisions are the most frequent, at just over 30 percent of crashes. This could be indicative of frequent stops, poor driving behaviors, or pockets of congestion along the corridor.

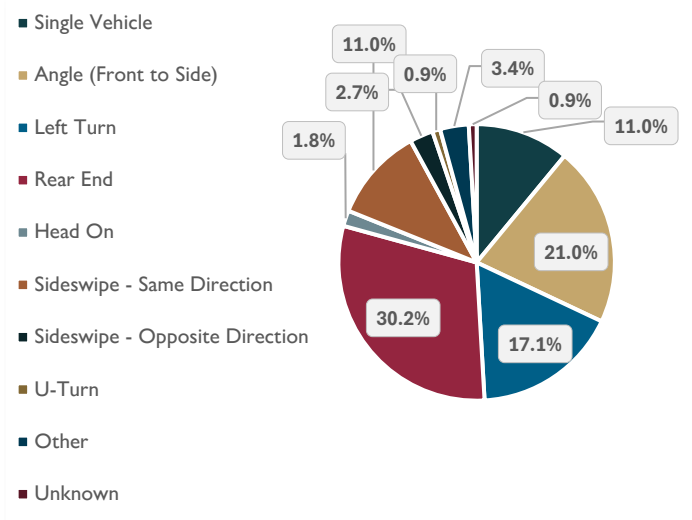
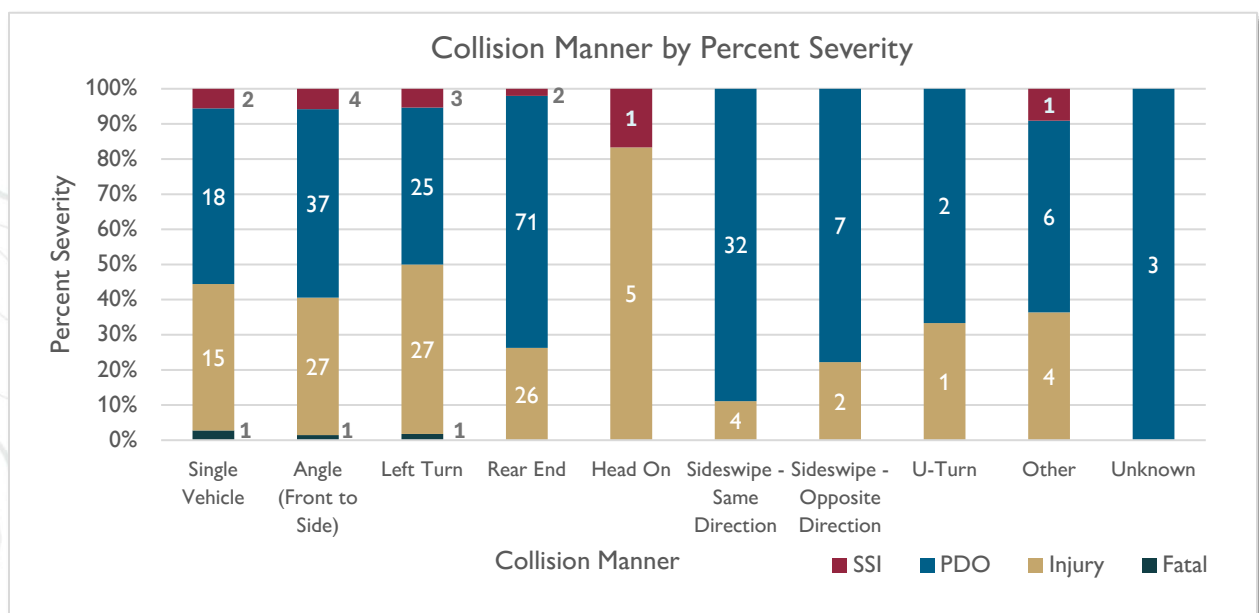


Figure 4-15. Collision Manner Percentage

Figure 4-16 shows the frequency of collision types with their respective severity percentages. Angle crashes are the second most frequent collision type, at 21 percent of all crashes, and they also have the highest frequency of severe injury outcomes. Left turn crashes have a similar relative severity, with a more even split between injury and non-injury outcomes. Overall, vehicle turning was the most common and most severe manner by which a collision occurred within the corridor. Notably, head-on collisions had the highest individual severity, with over 80 percent over these crashes resulting in some injury and the remaining percentage resulting in severe injury.

Figure 4-16. Collision Manner by Severity Percentage

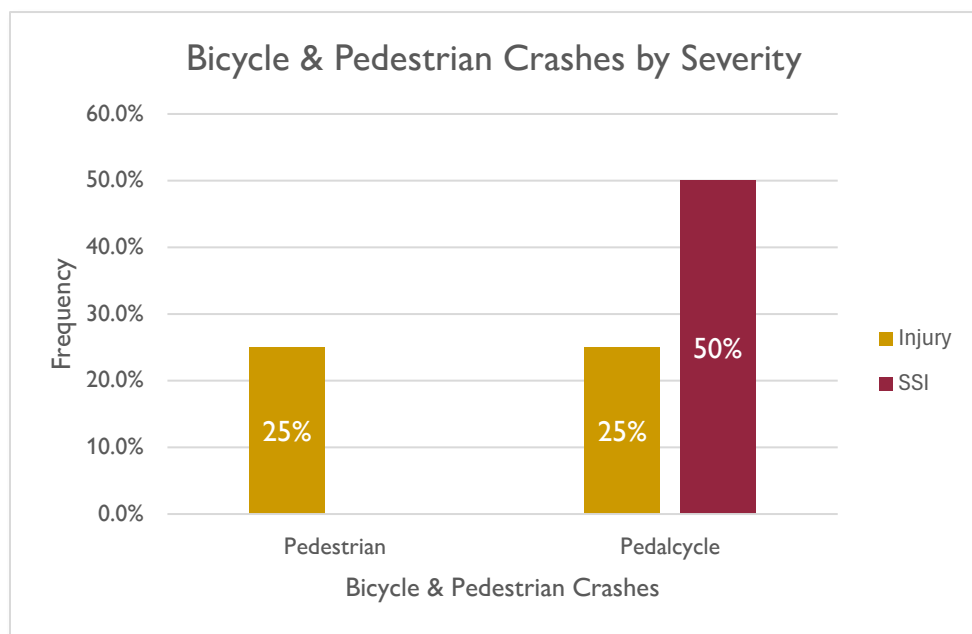




4.7.4 Nonmotorized Crashes

Within the five-year crash period, Meridian Road saw a total of four pedestrian and cyclist-involved crashes. As seen in **Figure 4-17**, none of these crashes resulted in a fatality, but all active transportation users involved were injured in some capacity across all crashes. This may be indicative of the need for improved facilities for cyclists and pedestrians. Improvements to Meridian Road ought to consider the lack of bicycle and pedestrian facilities throughout the corridor.

Figure 4-17. Pedestrian and Cyclist Crashes by Severity



4.8 Existing Condition Drainage Considerations

The general direction flow for the watershed crossing the corridor is oriented from northeast to southwest. The north portion of the project area is urbanized and almost completely developed. However, as the corridor extends southward past Southern Avenue, urbanization decreases, particularly on the eastern side of the southern project boundary, where more open land and natural drainage features are present. The Central Arizona Project (CAP) Canal cuts across the corridor intersecting it at US 60. Also, there is a significant presence of fissures from US 60 to Guadalupe Road which causes erosion issues and subsidence when stormwater enters them.

Several areas along Meridian Road are affected by drainage and land subsidence challenges, particularly near US 60, and from Houston Avenue to Guadalupe Road. Additionally, key hydraulic structures must be considered in the vicinity of Meridian Road, including the Powerline Floodway and the Siphon Draw Channel and Basin north of Elliot Road.

Additional details regarding existing drainage considerations are summarized in **Attachment C: Technical Memorandum - Existing & Future Conditions**.



5 Future Conditions

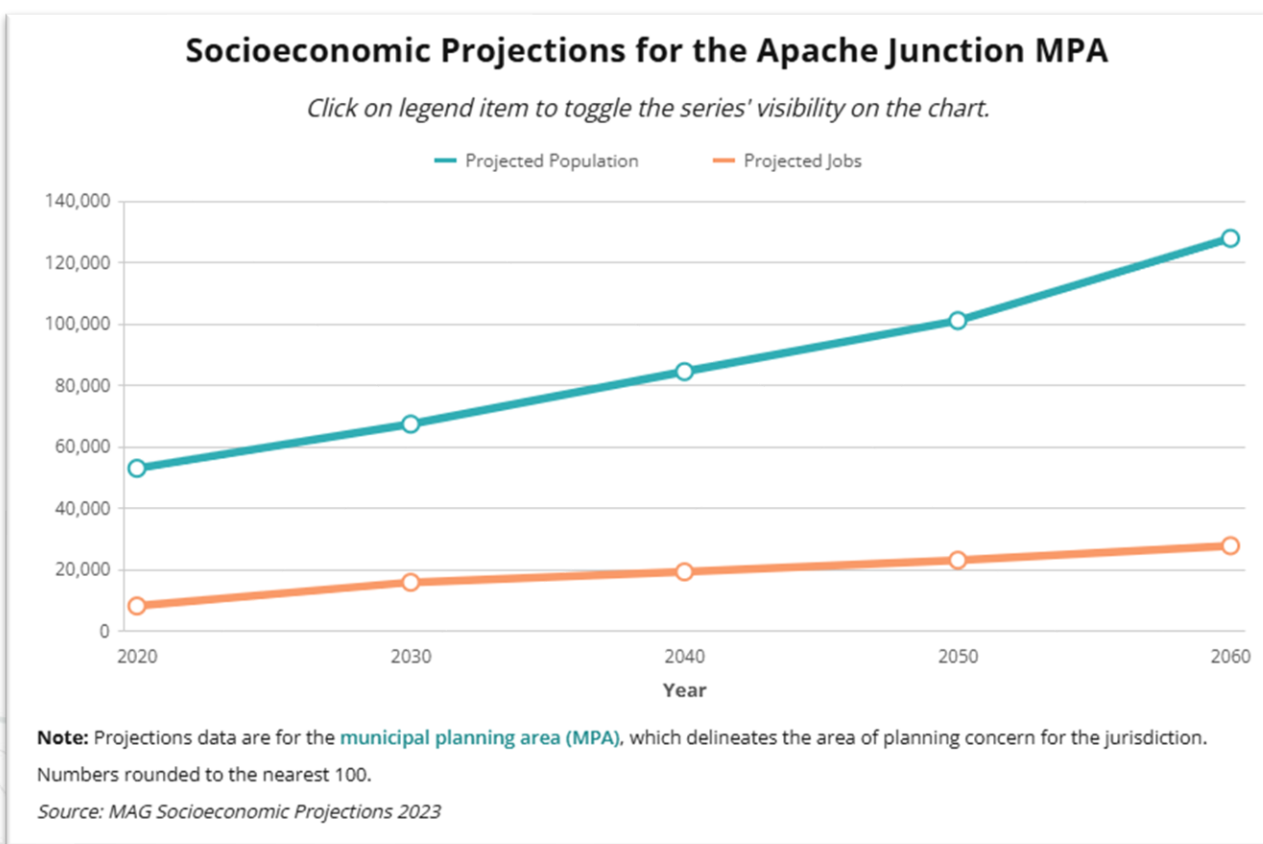


Future development within and adjacent to the corridor study area will generate a significant volume of traffic that will require a robust area roadway network. Previous studies have identified the need for new regional routes, improved roadway connectivity, and increased roadway capacity. The following provides a description of the anticipated future study area growth and accompanying roadway network. Additional details are available in **Attachment C**.

5.1 Regional Socioeconomic Projections

Based on projections published by MAG, population growth in the Apache Junction Municipal Planning Area (MPA) is expected to more than double from the year 2020 to the year 2060, while job growth is expected to triple in that same time frame, as depicted in **Figure 5-1**.

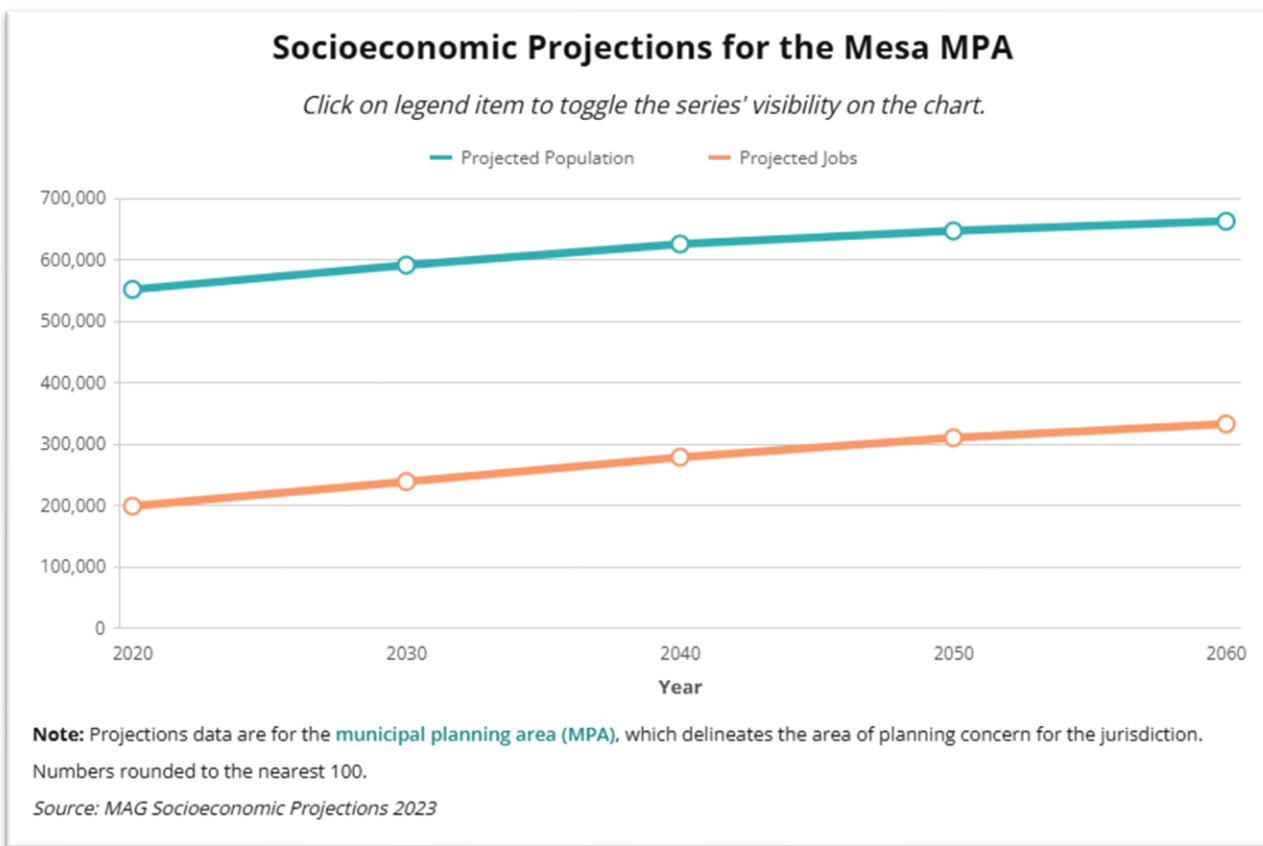
Figure 5-1. MAG Socioeconomic Projections 2020-2060, City of Apache Junction





The City of Mesa is projected to see a 20 percent increase in population between 2020 and 2060, and job growth is projected to increase roughly 68 percent for the same period, as depicted in **Figure 5-2**.

Figure 5-2. MAG Socioeconomic Projections 2020-2060, City of Mesa



Within the study area, similar, if not greater, increases are expected as a result of potential development, particularly on currently vacant ASLD property.

5.2 Future Land Use

The North Section of the corridor is substantially developed. Limited parcels exist for new households or businesses. The South Section of the corridor is flanked by vacant land to the east, south, and southwest which is anticipated to house a varied combination of new household and employment opportunities. The City of Mesa's adopted General Plan identifies a substantial amount of land for future light and general industrial development south and west of the Meridian Road corridor.

East of the Meridian Road corridor, a large multi-phased master planned community is anticipated to be developed over the next 20 years. The development is part of a larger plan known as Superstition Vistas. The site is approximately 8,100 acres located in the Apache Junction Municipal Planning Area, bounded on the west by Meridian Road, on the north by Baseline Road/Avenue, on the east by the Central Arizona Project (CAP) Canal, and on the south by State Route 24 (SR 24). At buildout it is



anticipated to consist of a variety of land uses including single-family residential, multi-family residential, commercial space, office space, industrial space, schools, parks, and open space. **Figure 5-3** illustrates the potential number of households and square footage of non-residential development that are anticipated over the next 20 years.

5.3 Study Area Socioeconomic Conditions

Future socioeconomic conditions, including population, households, and employment within the region, were obtained from the MAG Superstition Vistas Study for the Year 2050. The 2050 data was then updated to incorporate feedback from stakeholders regarding anticipated growth in the project study area and the additional development related to the 8,100-acre ASLD development. **Table 5-1** provides a comparison of existing population, households, and employment to that at future buildout within the study area boundaries.

Study Area Growth

45,000 more people

14,000 more households

44,000 employees

Source: MAG travel demand model

Table 5-1. Projected Study Area Growth

Segment	Existing	Buildout	Percent Increase
Population	50,700	95,700	89%
Households	23,400	37,500	60%
Employment	11,200	55,100	390%

5.3.1 Population

As shown in **Figure 5-4**, the most notable population densities in the corridor study area are observed between Broadway Road and Southern Avenue and between Elliot Road and Ray Road. In general, substantial population growth is expected when compared to existing population levels.

5.3.2 Housing

Figure 5-5 displays the forecasted number of total households. Like the population, there are a considerable number of households in the study area between Broadway Road and Southern Avenue, with an even greater number between Meridian Road and the CAP from Elliot Road south to SR 24.

5.3.3 Employment

As presented in **Figure 5-6**, the highest concentrations of future employment within the Meridian Road Corridor study area are anticipated to occur east of Meridian Road to the CAP between Elliot Road and Ray Road. Additional concentrations are observed along the US 60 and SR 24 corridors, and proximate to Mesa Gateway airport.



Figure 5-3. Auction Property at Superstition Vistas Future Development

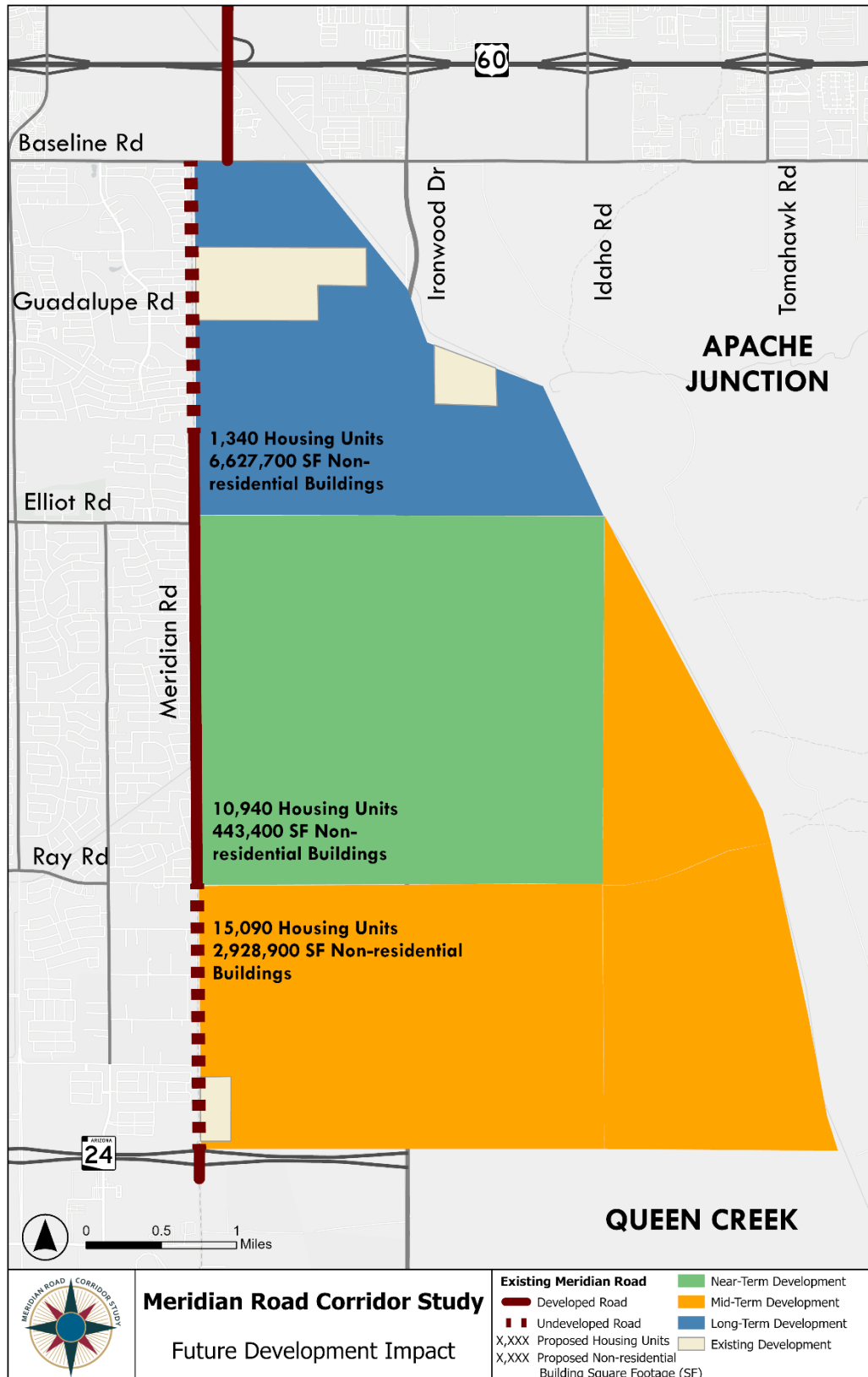




Figure 5-4. Future Population

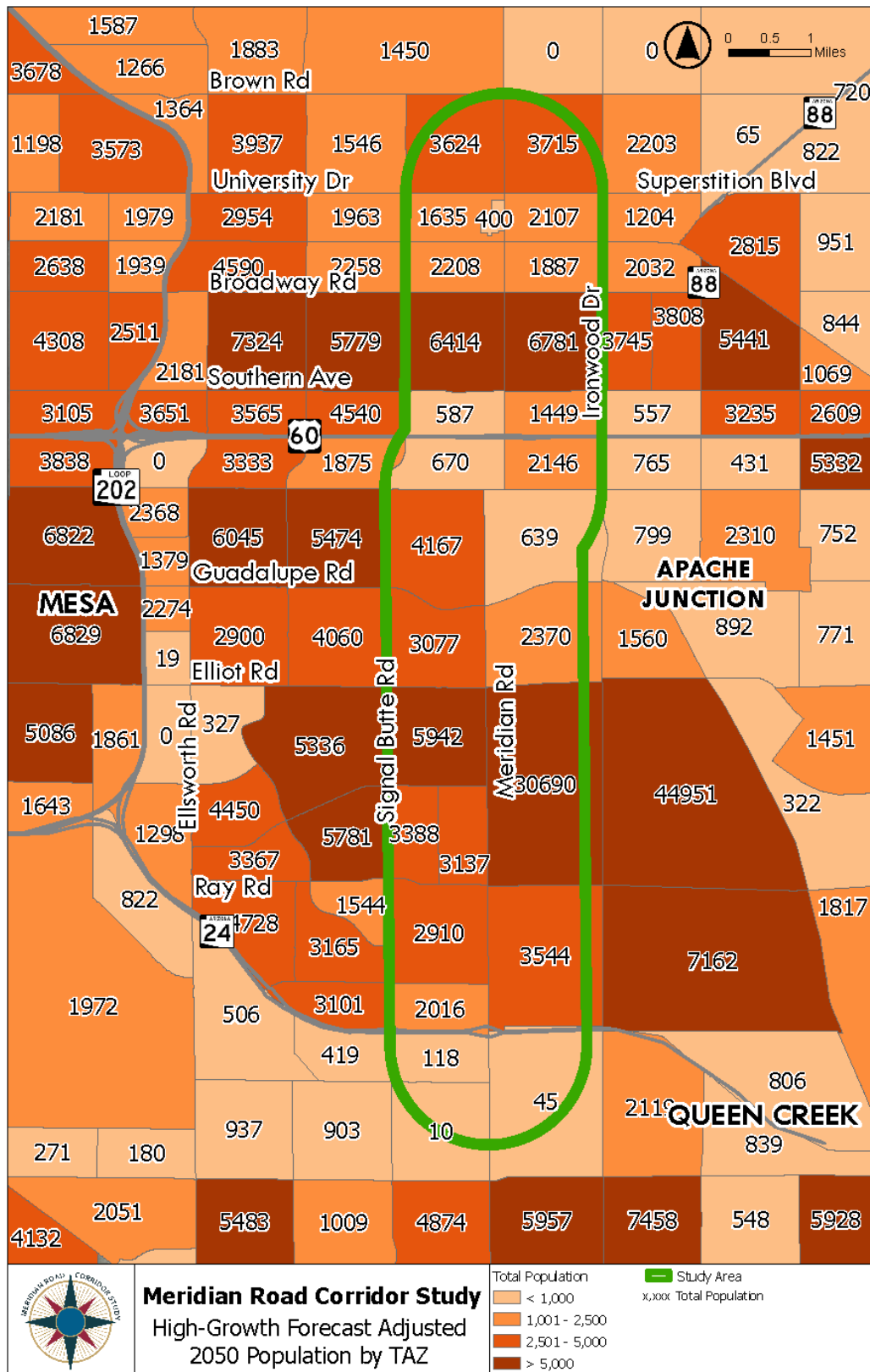




Figure 5-5. Future Households

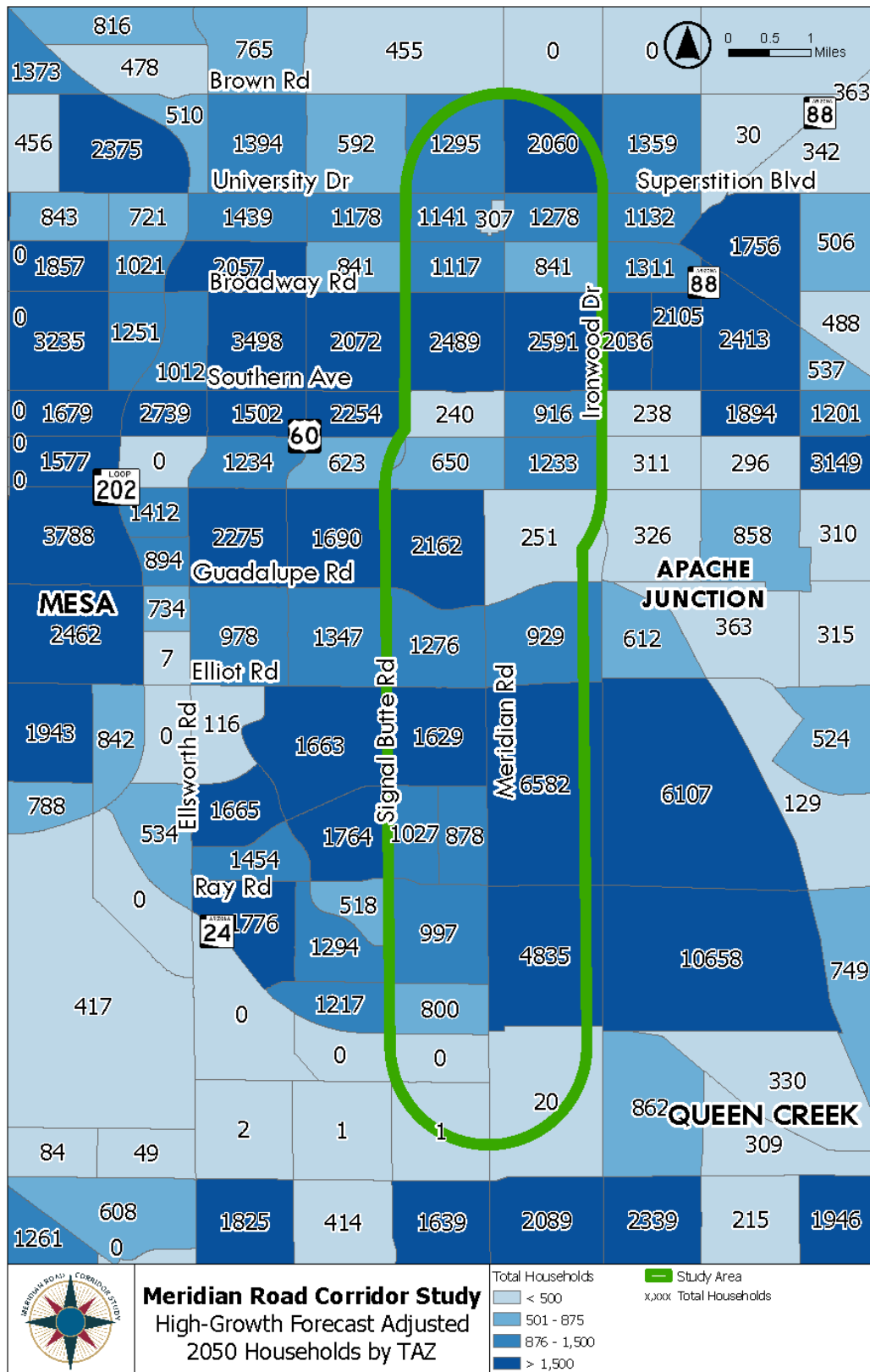
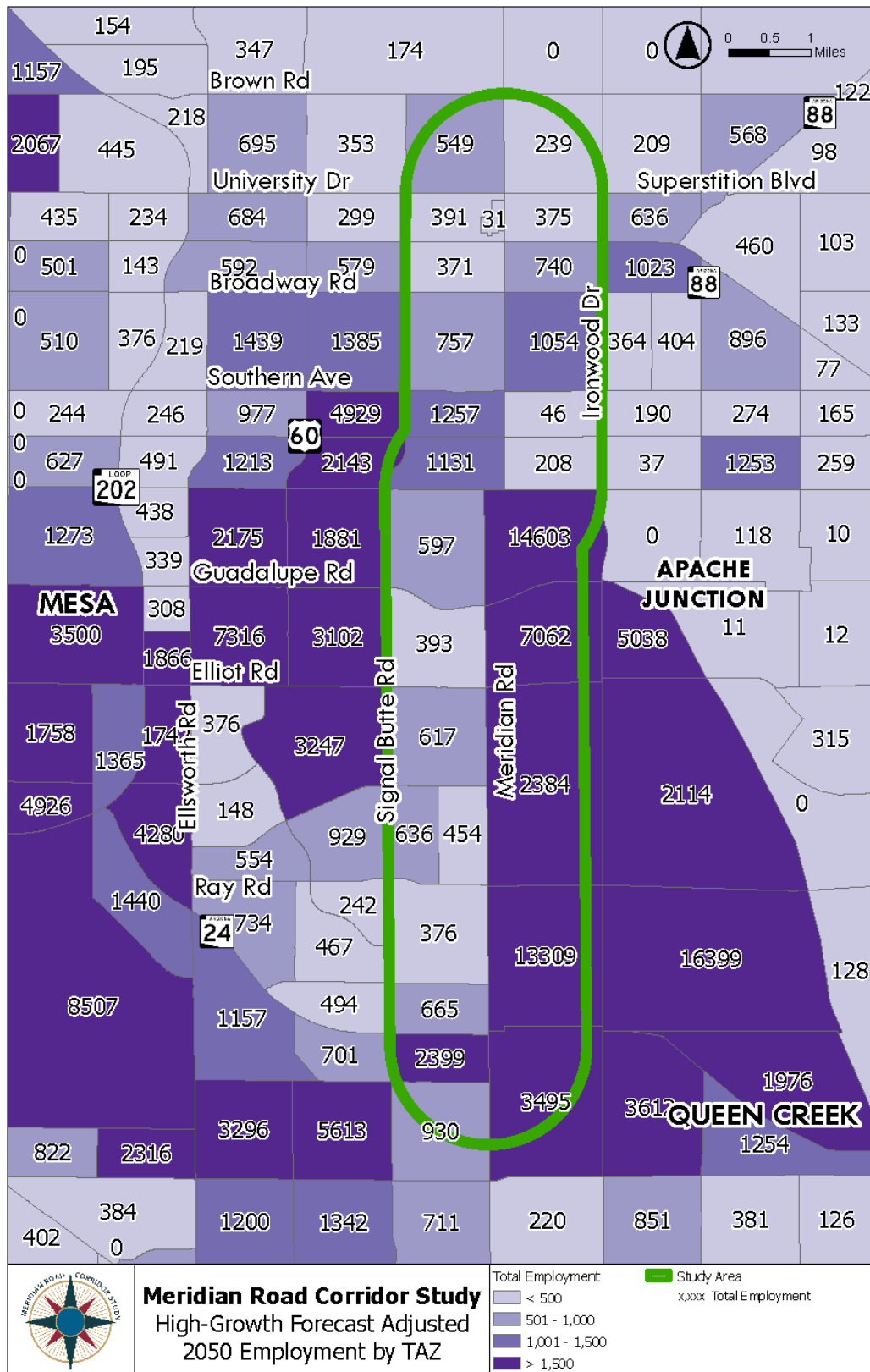




Figure 5-6. Future Employment





5.4 Future Roadway Network

The future roadway network, depicted in **Figure 5-7**, consists of significantly enhanced connectivity at the local and regional level. These changes were confirmed with the TAG based on their knowledge of transportation investments that are reasonably anticipated to occur in the next 30 years. Notable changes include:

- A continuous Meridian Road corridor throughout the study area
- Extension of Guadalupe Road and Warner Road east toward the CAP canal
- Extension of Elliot Road, Ray Road, and SR 24 east to US 60
- New regional north-south connectivity east of the study area, including the Central Arizona Parkway and North-South freeway corridor

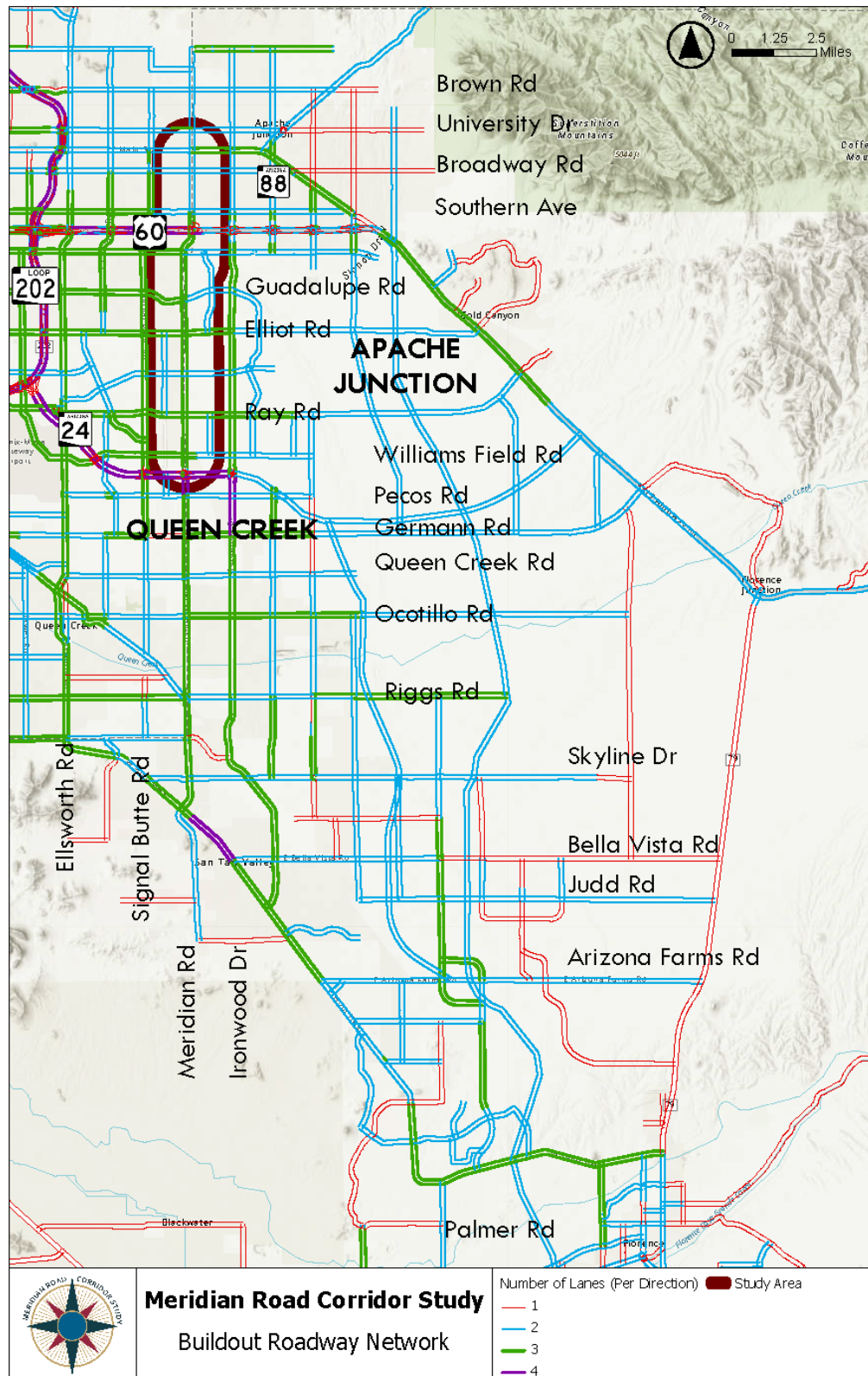
In addition to the enhanced connectivity of Meridian Road as a continuous corridor throughout the study area, it is also assumed that the corridor will be widened to provide additional capacity, with two travel lanes per direction north of Southern Avenue and three travel lanes per direction south of Southern Avenue. The corridor is also assumed to provide a continuous center turn lane and/or median throughout the study area. Future improvements will require a combination of widening of the existing roadway as well as paving of new roadway segments.

Travel demand model runs were conducted to determine the effectiveness of this future roadway network in accommodating future travel demand. LOS during the AM and PM peak periods are displayed in **Figure 5-8** and **Figure 5-9**, respectively. Results indicate that with the recommended improvements to Meridian Road, the corridor will operate with acceptable LOS D or better during both peak periods.



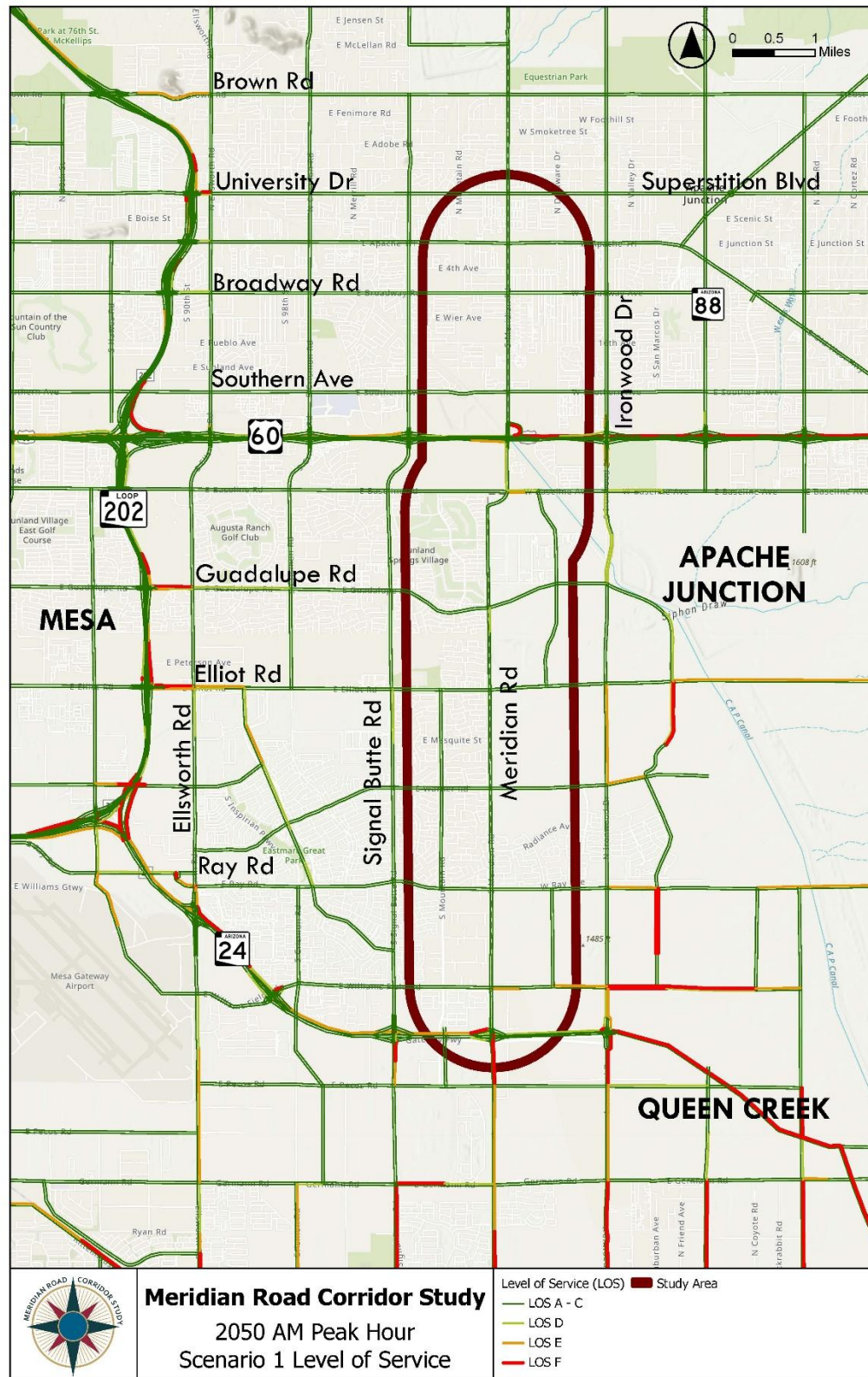
Meridian Road Corridor Study: Final Report

Figure 5-7. Future Roadway Network



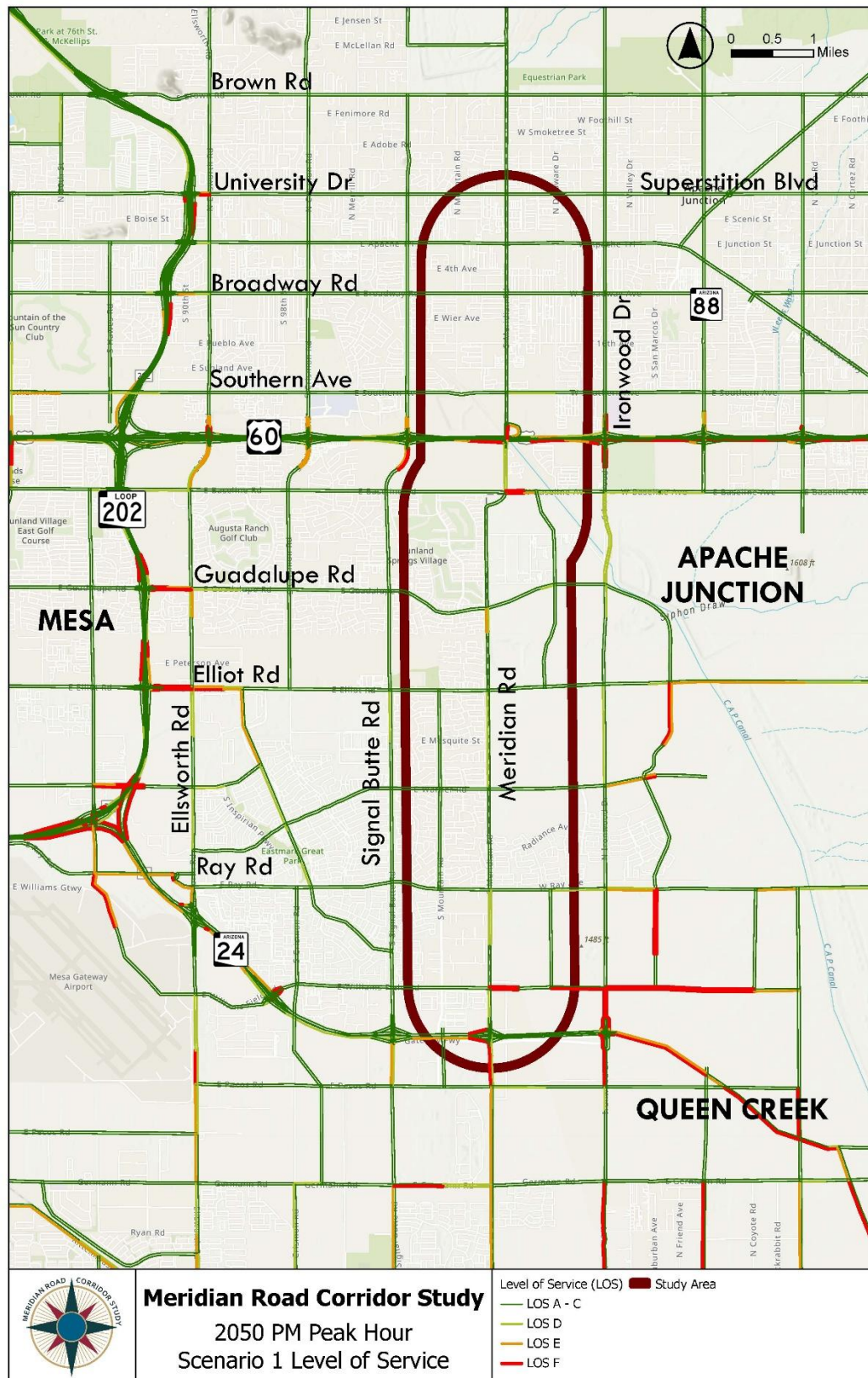
Meridian Road Corridor Study: Final Report

Figure 5-8. Future AM Peak Period LOS



Meridian Road Corridor Study: Final Report

Figure 5-9. Future PM Peak Period LOS





6 Corridor Alternatives

Given the varying conditions throughout the length of the corridor, the corridor was divided into four segments for use in developing corridor alternatives:

- » Segment 1: Superstition Boulevard to Southern Avenue
- » Segment 2: Southern Avenue to Baseline Road
- » Segment 3: Baseline Road to Guadalupe Road
- » Segment 4: Guadalupe Road to SR-24

Based on future network demand, a recommended cross-section was developed for each corridor segment. Cross-section development was based on consensus among the TAG regarding existing jurisdictional design standards and considered available right-of-way.

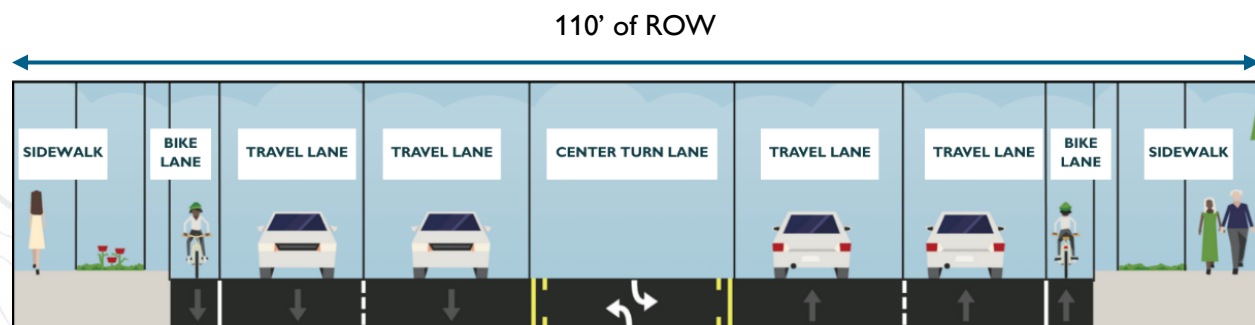
Segment 3 was subject to additional analysis as the connection from Baseline Road to Guadalupe Road does not yet exist. Multiple alternatives were developed and evaluated prior to reaching a recommended alignment for the new roadway in this segment. The following provides a summary of the considerations for each of the four corridor segments.

6.1 Segment 1: Superstition Boulevard to Southern Avenue

This two-mile segment currently consists of primarily one travel lane per direction with an intermittent center turn lane. Adjacent land is primarily developed with residential, commercial, and light industrial uses. The right-of-way is owned by City of Mesa, City of Apache Junction, Maricopa County, and Pinal County. This segment of the corridor is primarily maintained by the City of Apache Junction.

To accommodate future traffic, it is recommended that this cross section be widened from 2 lanes to 4 lanes, adding bike lanes, sidewalks, and a two-way left turn lane, as shown in **Figure 6-1**.

Figure 6-1. Recommended 4-Lane Cross Section



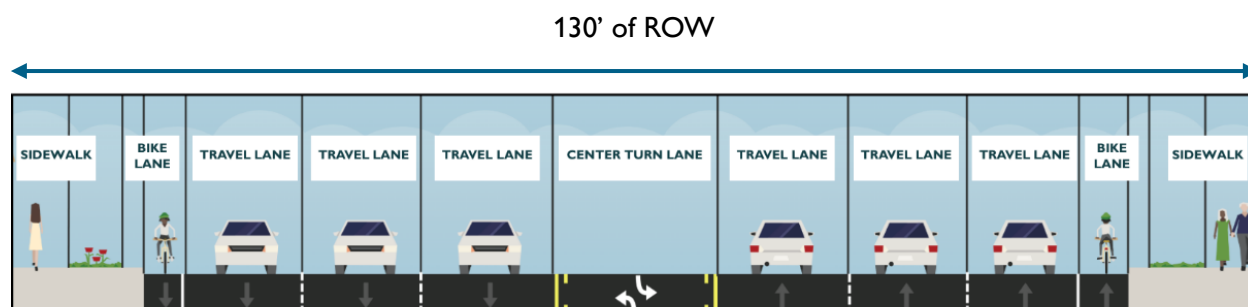


6.2 Segment 2: Southern Avenue to Baseline Road

This one-mile segment transitions to two travel lanes per direction with a center turn lane in the vicinity of the US-60 interchange. A partial interchange provides access to/from the west only. Adjacent land is mostly undeveloped, though there are developments proposed on adjacent state land. Available right-of-way data indicates only Pinal County ownership to the east of the section line, though it is likely records do not accurately reflect right-of-way owned by ADOT in proximity to the US-60 interchange. No right-of-way exists to the west, but it currently falls within unincorporated Maricopa County, though future dedication is anticipated as state land develops.

To accommodate future traffic and new development south of US-60, it is recommended that a continuous 6-lane corridor be constructed, adding bike lanes, sidewalks, and a two-way left turn lane, as shown in **Figure 6-2**.

Figure 6-2. Recommended 6-Lane Cross Section



6.3 Segment 3: Baseline Road to Guadalupe Road

This 1.16-mile segment of the corridor does not currently exist. It is recommended to be constructed as a 6-lane corridor with bike lanes, sidewalks, and a two-way left-turn lane. (see **Figure 6-2**).

Portions of the section-line alignment are occupied by a regional drainage channel. This segment presents unique constraints in the form of earth fissures that occur in the northwest and southeast land adjacent to the corridor. As described in the existing drainage analysis (**Attachment C**), these fissures can lead to unstable soil conditions that are costly to mitigate. Due to a shift in the section line at Baseline Road, the future Meridian Road connection must cross these fissure zones in some capacity to match with the existing corridor alignment south of Guadalupe Road.

Adjacent land is primarily residential west of the section-line and industrial east of the section-line. Available ROW is owned by Mesa and Maricopa County west of the section line. No right-of-way exists east of the centerline. Land to the east is primarily state land that has been annexed by the City of Apache Junction, except for approximately 0.5 miles of private property that resides within unincorporated Pinal County.



6.3.1 Alternative Evaluation Methodology

Each alternative was evaluated relative to the following seven categories. These categories were developed by the TAG to assess the potential benefits and constraints of each alternative.

- **Existing and Future Land Use Compatibility**
 - » Does the alternative alignment conflict with existing land uses or land uses planned for vacant adjacent parcels?
- **Impacts to Adjacent Land Parcels**
 - » What is the magnitude of adjacent developed parcels or structures that are directly impacted by the new roadway footprint?
- **Environmental Impacts**
 - » To what degree does the proposed alignment impact existing environmental features, including natural drainage flows and known fissures?
- **Utility Impacts**
 - » What is the magnitude of adjacent utilities or structures that are directly impacted by the new roadway footprint?
- **Public & Stakeholder Feedback**
 - » What feedback has been received indicating support of the proposed alternative relative to other proposed alternatives?
- **Travel Time**
 - » To what degree does the proposed alternative result in out-of-direction travel or design exceptions that would require reduced speed limits that could increase travel times?
- **Cost**
 - » What is the estimated cost relative to other proposed alternatives?

Each alternative was scored by category on a three-tier system, with the available options being qualitative ratings of **good**, **fair**, or **poor**. These qualitative ratings were determined by each alternative's relative impact to each category, in proportion to the other options. For example, Alternative 3 scored as "poor" under the "Existing and Future Land Use Compatibility" category since it impacted a significantly greater number of parcels than the other town alternatives, which were each scored as "fair". The following provides a description of each alternative alignment and summary of the corresponding evaluation.



6.3.2 Alternative 1

Alternative 1, depicted in **Figure 6-3**, proposes a reverse curve alignment through an ASLD-owned parcel south of Baseline Road, to intersect with the section line just north of Houston Avenue. A summary of the resulting evaluation is provided in **Table 6-1**.

Table 6-1. Alternative 1 Evaluation Matrix

Criteria	Evaluation
Existing and Future Land Use Compatibility	Fair
Impacts to Adjacent Land Parcels	Fair
Environmental Impacts	Good
Utility Impacts	Good
Travel Time	Good
Cost	Good
Public & Stakeholder Feedback	Fair



Figure 6-3. Segment 3 Alternative 1

6.3.3 Alternative 2

Alternative 2, depicted in **Figure 6-4**, proposes an alignment change on Pinal Drive, shifting west to align with the existing Meridian Road alignment, just south of Guadalupe Road. A summary of the resulting evaluation is provided in **Table 6-2**.

Table 6-2. Alternative 2 Evaluation Matrix

Criteria	Evaluation
Existing and Future Land Use Compatibility	Fair
Impacts to Adjacent Land Parcels	Poor
Environmental Impacts	Fair
Utility Impacts	Poor
Travel Time	Good
Cost	Fair
Public & Stakeholder Feedback	Fair

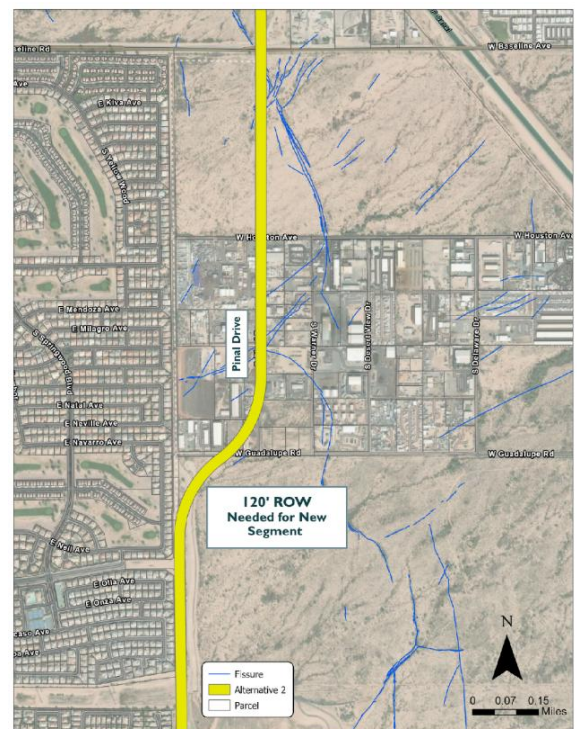


Figure 6-4. Segment 3 Alternative 2

6.3.4 Alternative 3

Alternative 3, depicted in **Figure 6-5**, proposes an alignment change between Baseline Road and Houston Avenue to align with Delaware Road, followed by another alignment shift to connect to the existing Meridian Road alignment, south of Guadalupe Road. A summary of the resulting evaluation is provided in **Table 6-3**.

Table 6-3. Alternative 3 Evaluation Matrix

Criteria	Evaluation
Existing and Future Land Use Compatibility	Fair
Impacts to Adjacent Land Parcels	Fair
Environmental Impacts	Poor
Utility Impacts	Fair
Travel Time	Poor
Cost	Poor
Public & Stakeholder Feedback	Fair



Figure 6-5. Segment 3 Alternative 3

6.3.5 Evaluation Considerations

A comparison of the resulting ratings of “good”, “fair”, and “poor” for each alternative are provided in **Table 6-4**.

Table 6-4. Comparison of Resulting Evaluation

Alternative	Good	Fair	Poor
Alternative 1	4	3	0
Alternative 2	1	4	2
Alternative 3	0	4	3

A summary of the considerations that influenced each of the resulting evaluation ratings is provided in **Table 6-5**.

6.3.6 Preferred Alternative

Based on the evaluation analysis by TAG and public feedback given at the second public meeting, the preferred alignment is Alternative 1. It exhibits the greatest number of “good” ratings, while generating no “poor” ratings.



Table 6-5. Summary of Evaluation Considerations

Evaluation Criteria	Alternative 1	Alternative 2	Alternative 3
Existing and Future Land Use Compatibility	- Shift east creates more distance from existing residential areas north of Houston Avenue, while remaining in close proximity to the neighborhoods south of Houston Avenue. It also impacts the fewest number of businesses. - It could conflict with future development plans in the area.	Shifts east to the Pinal Drive alignment just north of Guadalupe Road, reducing proximity to existing residential areas but increasing impacts to commercial properties.	- Provides the greatest distance from existing residential areas and impacts fewer businesses than the other alternatives. - It could conflict with future development plans in the area.
Impacts to Adjacent Land Parcels	- Would impact nine parcels (including two structures) - need to acquire ~five acres.	- Would impact 25 parcels (including three structures) - need to acquire ~23 acres.	- Would impact 17 parcels (including three structures) - need to acquire ~five acres.
Environmental Impacts	- May avoid known fissures. - Would need new stormwater drains in five locations, 11 new and/or improved culverts, and improvements to the existing drainage channel.	- Crosses five known fissures. - Would need new stormwater drains in four locations, 13 new and/or improved culverts, and a bridge across the existing drainage channel.	- Crosses nine known fissures. - Would need new stormwater drains in four locations, 15 new and/or improved culverts, and a bridge across the existing drainage channel.
Utility Impacts	Requires relocating six power poles and moving communication lines.	Requires relocating 17 power poles, two transformers, a communication box, and communication lines.	Requires relocating 15 power poles, two transformers, three communication boxes, and communication lines.
Travel Time	It is a direct route and can be designed for a posted speed of 45 mph.	It is a direct route and can be designed for a posted speed of 45 mph.	- It is a less direct route and, due to the road curvature, would require reduced travel speeds, resulting in longer travel times. - Would interrupt through-movement on Guadalupe Road.
Cost	Lowest cost alternative	More than Alternative 1 but less than Alternative 2	Highest cost alternative
Public & Stakeholder Feedback	Lowest cost; reduced land, environmental, and utility impacts overall; affects nearby homes.	Increases business and utility impacts but creates more buffer from existing residential areas.	Maximizes separation from residential areas but results in the largest land and utility impacts, reduced speed, and circulation changes.



6.4 Segment 4: Guadalupe Road to SR 24

This 4.2-mile segment of the corridor does is recommended to be constructed as a 6-lane corridor with bike lanes, sidewalks, and a two-way left turn lane. (see **Figure 6-2**). Improvements will require roadway widening for most of the corridor where half street improvement currently exist. Exceptions include a portion of the corridor between Warner Road and Elliot Road which was recently reconstructed to its ultimate cross section and a portion between Ray Road and SR 24 in now roadway currently exists and new roadway construction will be needed.

7 Implementation and Funding



Implementation strategies will be developed through continuing conversations among the City of Mesa, City of Apache Junction, Maricopa County, and Pinal County. Ultimately, it is anticipated that agreements will be formalized to define regional and local agency funding contributions for the recommended improvements, identify potential implementation timelines, and determine the agencies who will be responsible for future ownership and maintenance of each segment, including emergency response services.

7.1 Regional Funding

Both the City of Apache Junction and the City of Mesa have worked with MAG to secure regional funding through Prop 479. **Table 7-1** summarizes Prop 479 funding and the committed local match from both agencies. Funding has been allocated to three projects:

- Apache Junction (APJ-20-RTP-011): Superstition Boulevard to Southern Avenue
- Mesa (MES-20-RTP-038): Baseline Road to Elliot Road
- Mesa (MES-20-RTP-036): Ray Road to SR 24

Table 7-1. Prop 479 Funding by Segment

Segment	Estimated Cost	Prop 479 Funding		
		Regional Funds	Local Match	Phase (years)
Superstition Boulevard to Southern Avenue	\$21,730,000	Apache Junction (APJ-20-RTP-011)		Phase III (FY2036-FY2040)
		\$13,993,000	\$5,997,000	
		\$19,990,000		
Southern Avenue to Baseline Road	\$10,000,000 ⁽¹⁾	none		
Baseline Road to Guadalupe Road	\$54,360,000	Mesa (MES-20-RTP-038)		Phase IV (FY 2041-FY2046)
		\$22,673,000	\$9,717,000	
Guadalupe Road to Elliot Road	\$4,680,000	\$32,390,000		
Ray Road to SR 24	\$21,290,000	Mesa (MES-20-RTP-036)		Phase III (FY 2036-FY 2040)
		\$6,258,000	\$2,682,000	
		\$8,940,000		
Total	\$112,060,000	\$42,924,000	\$18,396,000	
		\$61,320,000		

(1) Represents cost of improvements to the arterial approaches to the interchange only. Assumes ADOT will fund interchange improvements.

(2) Excludes the segment between Elliot Road and Ray Road as local agencies have reached an agreement on ownership for this segment.



Table 7-2 provides a summary of Prop 479 funding and local match commitment by agency.

Table 7-2. Prop 479 Funding by Agency

Funding Source	Apache Junction	Mesa	Maricopa County	Pinal County
Regional Funding	\$13,993,000	\$28,931,000	0	0
Local Match	\$5,997,000	\$12,399,000	0	0
Total Funding Contribution	\$19,990,000	\$41,330,000	0	0

7.2 Additional Funding Needs

A comparison of the dedicated Prop 479 to the total estimated local costs indicates that an additional \$50,740,000 will be required to fund the recommended improvements (excluding the ADOT interchange improvements). Though these funds are currently allocated to a particular corridor segment, the Prop 479 program allows flexibility to reallocate the funds among other corridor segments, if desired. Continuing conversations among the local agencies will identify the agency contributions to address the funding gap. It is likely that current ownership status of adjacent land and right-of-way will be a key factor in guiding future recommendations and agreements.

7.3 Potential Implementation Timeframes

While additional design and environmental studies will be required prior to implementation of any recommended improvements, implementation timeframes will be largely related to the availability of funding. **Table 7-3** provides a summary of the timeframes for available funding for each of the roadway segments.

Table 7-3. Timeframes for Available Funding

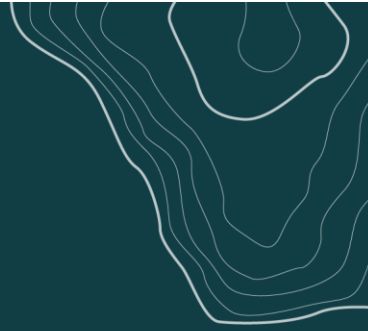
Segment	Prop 479 Funding
	Phase (years)
Superstition Boulevard to Southern Avenue	Phase III (FY2036-FY2040)
Southern Avenue to Baseline Road	none
Baseline Road to Guadalupe Road	Phase IV (FY 2041-FY2046)
Guadalupe Road to Elliot Road	
Elliot Road to Ray Road	none
Ray Road to SR 24	Phase III (FY 2036-FY 2040)



Attachment A: Visioning Workshop Summary Report

Meridian Road Corridor Study

Visioning Workshop Summary Report





Meridian Road Corridor Study

Visioning Workshop Summary Report



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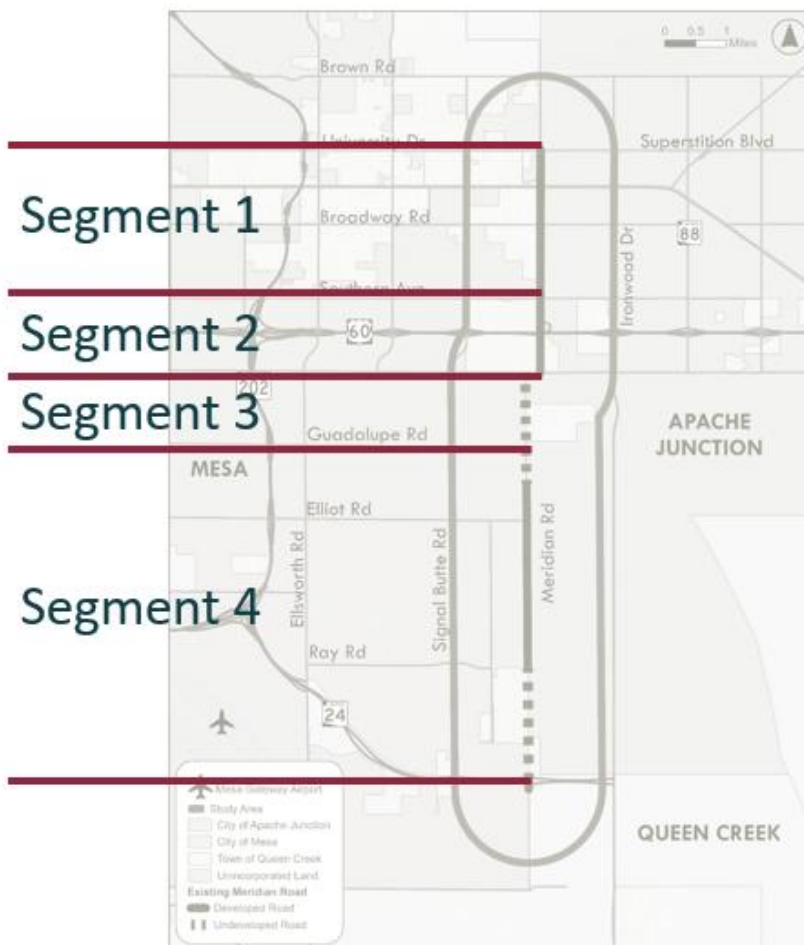
1 Meeting Summary

This Visioning Workshop was held on June 4th, 2025 from 9:00AM- 12:00 PM in person at Maricopa Association of Governments (MAG). There were 17 members in attendance. The meeting began with participant introductions, providing an opportunity for attendees to familiarize themselves with one another. Following introductions, the project team presented the context needed to review corridor alternatives. This preliminary discussion included background information about right-of-way (ROW) availability and ownership throughout the corridor. The team then presented possible roadway cross section options for a four-lane section and a six-lane section based on existing standards at the county, city, and specific plan level. The remaining presentation included a detailed summary of initial alternatives for the corridor, divided into four segments as follows:

1. Superstition Boulevard to Southern Avenue
2. Southern Avenue to Baseline Avenue
3. Baseline Avenue to Guadalupe Avenue
4. Guadalupe Avenue to SR-24

These segments can be seen along the length of the corridor below in **Figure 1-1**.

Figure 1-1. Meridian Road Corridor Segments





To simplify the discussion of the alternatives, the project team presented evaluation criteria for comment. The meeting then transitioned to an open discussion of the corridor alternatives with the goal to determine a set of three (3) preferred alternatives.

The alternative evaluation process considers both current conditions and potential future uses of the study area. The group remains generally open to design exceptions if they help reduce overall impacts on the area at large. Because Meridian Road is not intended to serve as a utility corridor, there is less concern regarding utility conflicts among the proposed alternatives. Additionally, high-level cost estimates will be developed for all three alternatives, with a more detailed cost analysis provided for the preferred option.

Members in attendance selected preferred proposed alternatives as follows:

1. *Option B*
2. *Option C*
3. *Option E*
4. *No build option*

The meeting concluded with a review of next steps, a preview of future meetings, and an open discussion for any additional items participants wished to bring forward.

2 Meeting Attendees

The Visioning Workshop was attended by representatives from MAG; project stakeholders including Maricopa County Department of Transportation (MCDOT), Arizona State Land Department (ASLD), Flood Control District of Maricopa County (FCDMC), Pinal County, City of Mesa, and City of Apache Junction; and the project development consultant team including Wilson & Company, Ethos Engineering, and Avenue Consultants.

A list of invited participants and attendees is shown in **Table 2-1**.



Table 2-1. Visioning Workshop Invitees and Attendees

Initials	Name	Agency/Role
Present	Tim Strow	Maricopa Association of Governments
Present	Brad Williams	Maricopa Association of Governments
Present	Denise Lacey	Maricopa County Department of Transportation
Present	Karen Dada	Arizona State Land Department
Present	Myles Stevens	Arizona State Land Department
Present	Ruben Ojeda	Arizona State Land Department
Present	Mark Frago	Flood Control District of Maricopa County
Present	Charles Williams	Pinal County
Present	Erik Guderian	City of Mesa
Present	Ted Wolff	City of Apache Junction
Present	Marsha Miller-Long	Avenue Consultants
Present	Kevin Porter	Ethos
Present	Amy Moran	Wilson & Company
Present	Paige Wolfrom	Wilson & Company
Present	Alan Ferreira	Wilson & Company
Present	Jose Carlos	Wilson & Company
Present	Ron Coupland	Wilson & Company
Absent	Chase Baugh	Maricopa Association of Governments
Absent	Audra Merrick	Arizona Department of Transportation
Absent	Manny Patel	Arizona State Land Department
Absent	Amber Troidl	Arizona State Land Department



3 Meeting Discussion

3.1 ROW & Ownership

The meeting attendees were presented information related to existing agency ROW, ownership, and maintenance along the Meridian Road study corridor. The information is provided by corridor segment (see **Figure 1-1**) in **Table 3-1**. This data is pertinent to future discussions regarding design requirements for the ultimate cross-sections along the corridor as well as discuss future maintenance requirements and improvement responsibilities.

Table 3-1. Meridian Road Corridor ROW and Ownership by Segment

Segment	ROW Ownership	Maintenance Agency	Notes
1 - Superstition Boulevard to Southern Avenue	MCDOT, Pinal County, Apache Junction	Apache Junction	Inconsistent with ROW - mostly MCDOT ROW
2 - US60 (Southern Avenue to Baseline Road)	ADOT	ADOT	Pinal County ROW from Southern to Baseline, but ADOT DCR shows ADOT ROW from Southern Road to Baseline Road
3 - Baseline Road to Guadalupe Road	Mesa	Mesa	no existing road in this segment; occupied by drainage channel
4 - Guadalupe Road to Mesquite Street	Mesa	Mesa	ROW for portion from Guadalupe to 1/2 mile south not currently owned nor maintained; occupied by drainage channel
4 - Mesquite Street to Warner Road	Apache Junction	Apache Junction	Transfer of ROW ownership & maintenance to Apache Junction is currently underway
4 - Warner to Williams Field Road	MCDOT and ASLD	MCDOT	Small portion of Mesa ROW from Starfire Avenue to Ray Road
4 - Williams Field Road to SR24	Mesa, MCDOT, Pinal County	Mesa	Mesa, MCDOT, Pinal County, but note from Mesa that they plan to maintain this segment



The meeting discussion concluded that the southernmost segment is currently in development review and will annex into Mesa.

3.2 Roadway Cross Sections

In previous meetings, the agencies agreed that the corridor would be developed as a four-lane arterial from Superstition Boulevard to Southern Avenue, south of which it would transition to a six-lane arterial. Each agency has developed different cross-section standards for these arterial roadways. In addition, relevant planning studies have also presented different cross-section standards. A detailed list of the various cross-section dimensions was presented to the attendees for both the four-lane and six-lane arterial standards.

3.2.1 Four-lane Arterial Cross-section (Superstition Boulevard to Southern Avenue)

Four-lane arterial options are shown below in **Table 3-2**.

Table 3-2. Potential Four-lane Arterial Cross-Section Dimensions

Agency/Source	Lane Width	Median Width	Bike Lane	Sidewalk	Multiuse Path	Total ROW
Apache Junction	12'	12'	4'	6'	n/a	100'
Mesa	11'	16'	6'	6'	n/a	130' + 8' PUFE
Maricopa County	12'	14'	6'	6'	n/a	110'
Pinal County	12'	14'	6.5'	8-10'	n/a	110'
Superstition Vistas Development Master Plan	11-11.5'	15'	6.5'	5'	n/a	130' + 8' PUFE
Apache Junction Active Transportation Plan	11	11	6+1.5' w/2'buffer	8'	10'+4'	110'

Attendees agreed to proceed with the 110-foot cross section typical of Maricopa County, Pinal County, and the Apache Junction Active Transportation Plan. Apache Junction also confirmed that it was acceptable to omit the equestrian path noted in the Apache Junction Active Transportation Plan.



3.2.2 Six-lane Arterial Cross-section (Southern Avenue to SR-24)

Six-lane arterial options are shown below in **Table 3-3**.

Table 3-3. Potential Six-lane Arterial Cross-Section Dimensions

Agency/Source	Lane Width	Median Width	Bike Lane	Sidewalk	Multiuse Path	Total ROW
Apache Junction	12'	12'	4'	6'	n/a	150'
Apache Junction LDH	12'	16'	n/a	10'	n/a	110'
Mesa	11'	16'	6'	6'	n/a	130' + 8' PUFE
Maricopa County	12'	14'	6'	6'	n/a	130'
Pinal County	12-13'	14'	6.5'	8-10'	n/a	150'
Superstition Vistas Development Master Plan	11-11.5'	15'	6.5'	5'	n/a	130' + 8' PUFE
Apache Junction Active Transportation Plan	11'	16'	6+1.5' w/2'buffer	n/a	10'/10'+4'	150'

The attendee group confirmed that they are comfortable moving forward with the 130-foot cross section, acknowledging that drainage concerns should be accommodated within that right-of-way when appropriate.

3.3 Alternatives Review

The meeting attendees were presented with initial alternatives that vary across the following four segments of the Meridian Road corridor:

1. Superstition Boulevard to Southern Avenue
2. Southern Avenue to Baseline Avenue
3. Baseline Avenue to Guadalupe Avenue
4. Guadalupe Avenue to SR 24

The visualizations presented to the meeting attendees are attached to this memorandum in **Appendix A**.



3.3.1 Alternatives Overview

A single alternative was presented for each segment, apart from Segment 3, for which 5 different initial alignments were developed.

3.3.1.1 Segment 1 – Superstition Boulevard to Southern Avenue

The initial alternative in Segment 1 is a four-lane arterial, centered roughly on the section-line alignment.

3.3.1.2 Segment 2 –Southern Avenue to Baseline Avenue

The initial alternative in Segment 2 transitions to six lanes south of Southern Avenue. The alignment mimics the preferred interchange concept presented in ADOT's 2018 Design Concept Report for US 60, Superstition Freeway (Crismon Road-Ironwood Road).

3.3.1.3 Segment 3 –Baseline Avenue to Guadalupe Road

There are several constraints associated with Segment 3, including a shift in the section-line alignment, the presence of multiple earth fissures, a large drainage channel, and limited right-of-way. Therefore, five initial alternatives (A-E) were presented for this segment.

Alternative A is the only alternative that includes the roadway alignment shift north of Baseline Road to accommodate the section-line shift. Therefore, Alternative A is centered along the section-line south of Baseline Avenue.

Alternative B incorporates the section line shift between Baseline Avenue and Houston Avenue. South of Houston Avenue, the alignment is centered along the section-line.

Alternative C continues the north section-line alignment south along Pinal Drive and incorporates the westerly shift west to join the southern section-line alignment between Edge Street and Guadalupe Road. The alignment joins the section-line. In the vicinity of Guadalupe Road.

Alternative D is a hybrid between Alternatives B and C. It splits the roadway into a couplet, with the southbound lanes following the Alternative B alignment and the northbound lanes following the Alternative C alignment.

Alternative E represents the greatest diversion from the section-line alignments. The alignment swings east from Baseline Road, where it traverses the existing Delaware Drive alignment before swinging back to the west to join the section line alignment just south of Guadalupe Road.

3.3.1.4 Segment 4 – Guadalupe Road to SR-24

The initial alternative in Segment 4 is a six-lane arterial, centered roughly on the section-line alignment.

3.3.2 Initial Evaluation

Attendees were presented with key information to assist with evaluation of the presented alternatives. The full list of criteria for alternative evaluation is included in

Table 3-4 and a detailed evaluation matrix is included in **Appendix B**.



Table 3-4. Alternatives Evaluation Criteria

Compatibility with Adjacent Land Use	Consider both present and future land uses
Property Impacts	Consider number of affected parcels, structures, and approximate ROW acreage
Drainage-Fissure Impacts	Consider number of fissures impacted, wash crossings, drainage structures impacted, open channel needs
Utility Impacts	Consider number of relocations required
Design Exceptions	Consider TAG discussion
Public and Stakeholder Acceptance	Consider public and stakeholder perceived pros and cons
Cost	Consider cost to benefit ratio

The location of earth fissures in segments two and three, specifically on the east side of the corridor, was a major discussion point.

Fissures observed at the Hawk Rock feature are primarily the result of tension cracking. These fissures tend to form perpendicular to the flow of surface water, which is consistent with regional geological patterns. Since the 1950s, the area has experienced an estimated subsidence of approximately 5 feet—significantly less than the subsidence observed in the Eloy area, which is closer to 20 feet. The State continues to monitor subsidence in the region as part of its ongoing geotechnical assessment efforts.

3.3.3 Alternatives Discussion

In Segment 1, it was noted that the initial cross-section and alignment had significant impacts to adjacent buildings. It was agreed that it would be appropriate to consider reducing the cross-section, potentially narrowing the roadway to one travel lane in each direction north of Apache Trail.

For Segment 2, DR Horton purchased a triangle of ASLD land located northwest of the interchange. As part of ongoing planning efforts, it is necessary to evaluate whether the proposed ADOT realignment of US will align with the development plans currently under consideration. Also, ASLD raised concerns regarding the impact of Alternative A to land located southwest of the interchange, which is currently under application to ASLD, as well as access to existing properties on the east side of Meridian Road. Alternatives B-E encumbers less ASLD land in this area and maintains access to existing properties.

The alignment shift associated with Alternative A, as discussed above, impacts the resulting alignments in Segment 3. Options B and C presented no major concerns with the attendees. Option D is not



avored due to its impact on land encumbrance. Option E may warrant further review to gain community buy-in, though there are concerns about the connectivity of Guadalupe.

In addition to the specific alignment discussion, the group agreed that a design speed of 45 or 50 mph would be acceptable if needed to reduce property or utility conflicts. The group also agreed that piping could be considered as an alternative to the open drainage channel.

Upon review of the alternatives provided, meeting attendees selected preferences as follows:

1. Option B
2. Option C
3. Option E
4. No build option

4 Evaluation Criteria Refinement

The evaluation criteria should be expanded to ensure a more comprehensive analysis of all alternatives. Specifically, it is important to include existing jurisdiction as a factor in the evaluation process. Environmental impacts must also be added to the criteria to assess potential effects on the surrounding area. Additionally, building access should be considered to ensure adequate connectivity and usability. For each alternative, the cost of the basin and substructure options should be evaluated and compared. Lastly, level of service (LOS) and basic travel times should be included in the evaluation for both build and no-build scenarios to accurately capture transportation performance outcomes.

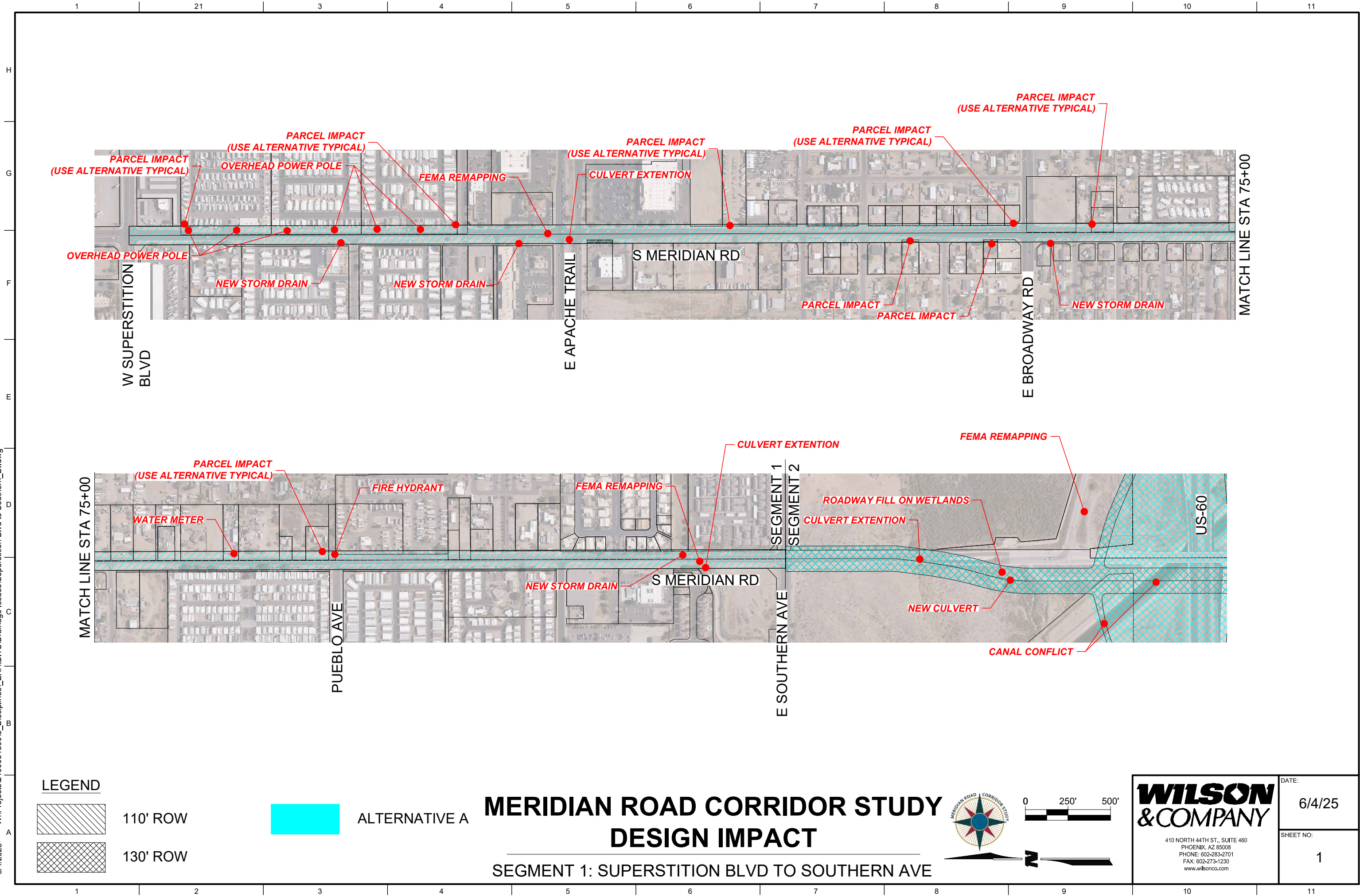
5 Next Steps & Future Meetings

The consultant team agreed to share the online tool and workshop materials with the attendees, with an expectation that they would use the materials to inform their agency leadership and solicit feedback. In addition, MAG and the consultant team will be scheduling individual agency leadership meetings prior to finalizing the alternatives development and review process. The goal is to select a recommended alternative and develop a draft implementation plan by fall 2025.

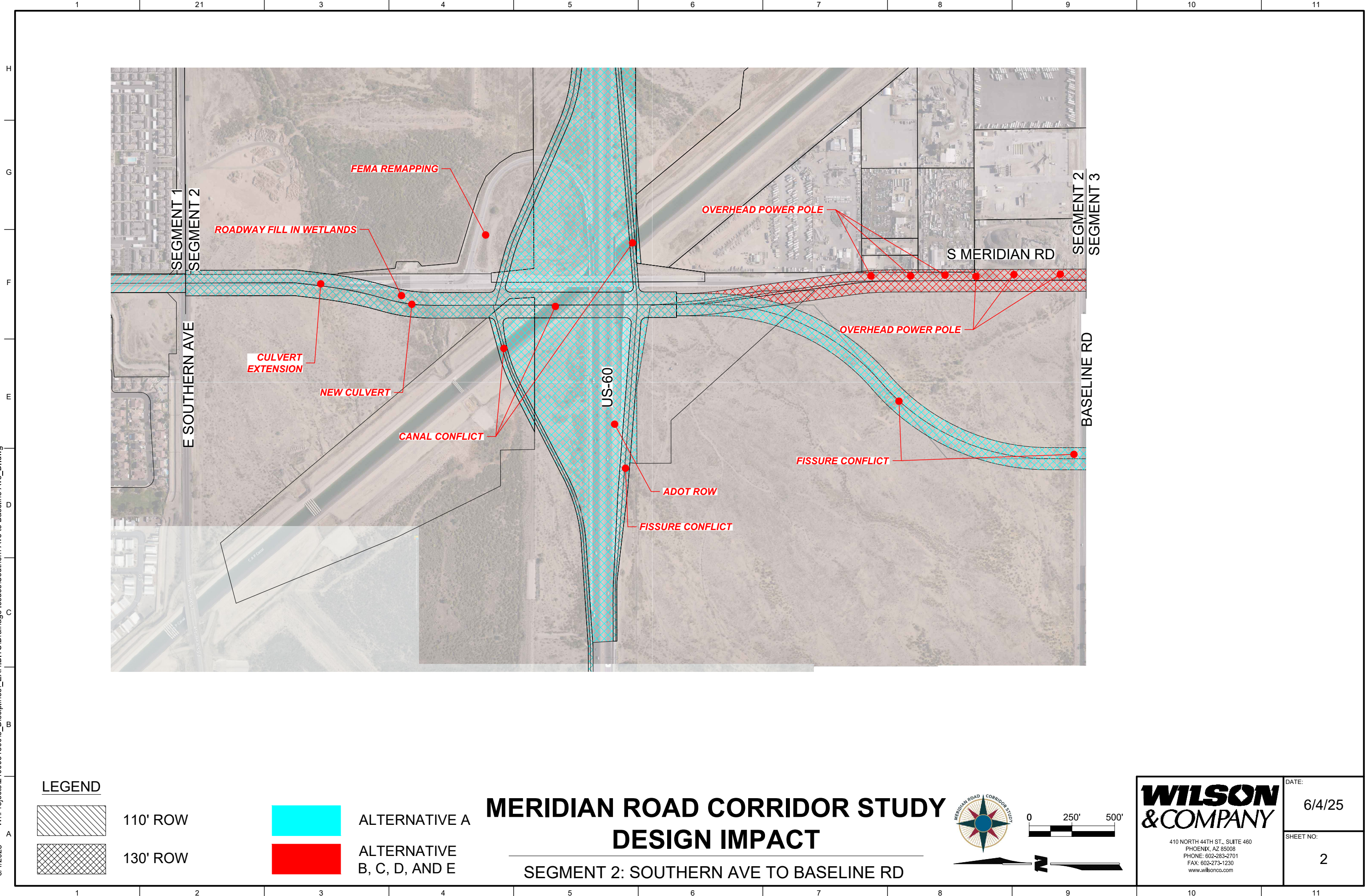


Appendix A: Visioning Workshop Concept Alternatives

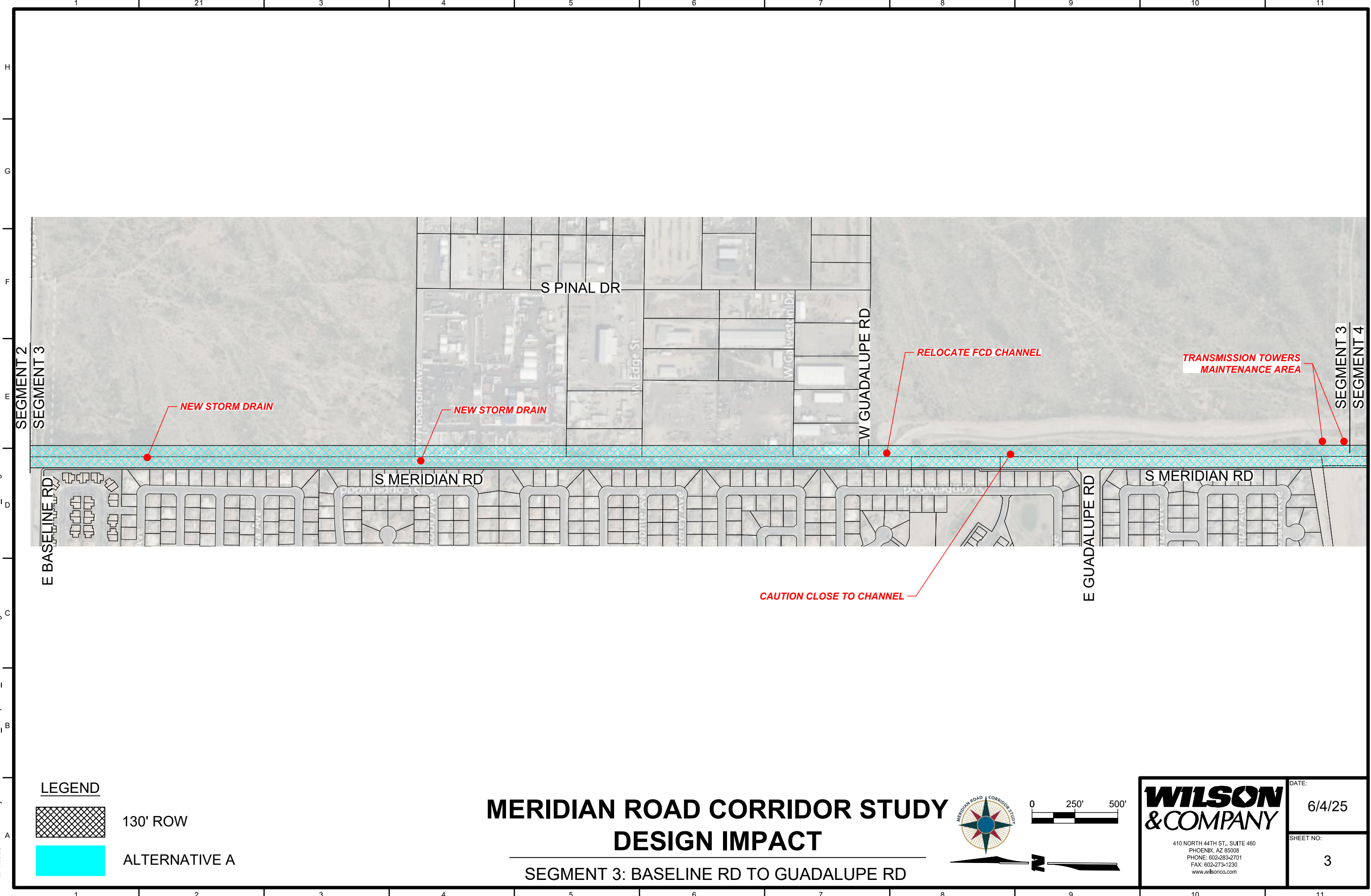
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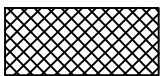
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LEGEND



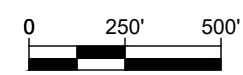
130' ROW



ALTERNATIVE A

MERIDIAN ROAD CORRIDOR STUDY DESIGN IMPACT

SEGMENT 3: BASELINE RD TO GUADALUPE RD



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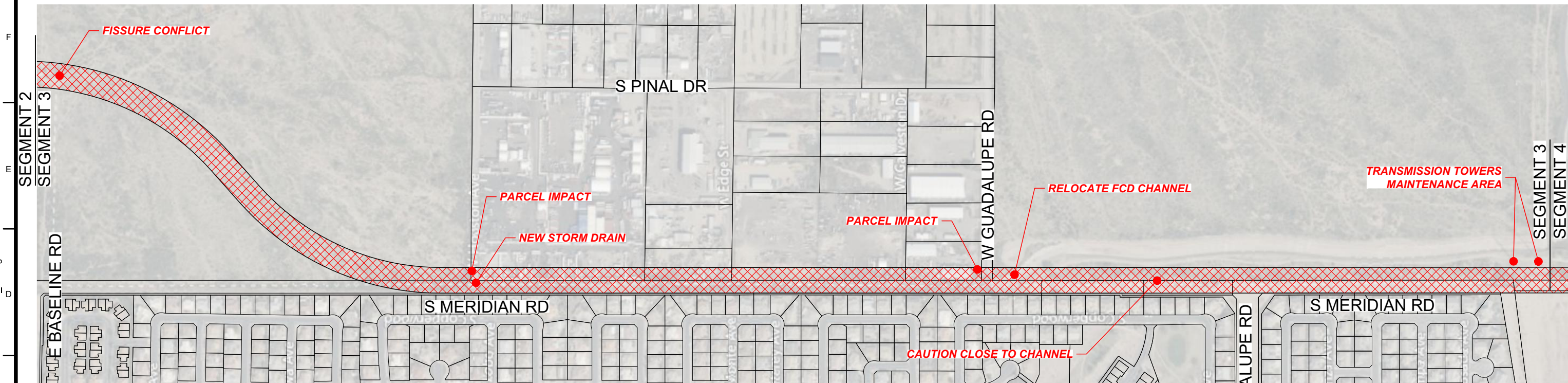
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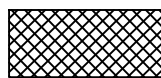
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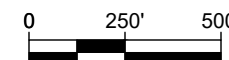
130' ROW



ALTERNATIVE B

MERIDIAN ROAD CORRIDOR STUDY DESIGN IMPACT

SEGMENT 3: BASELINE RD TO GUADALUPE RD



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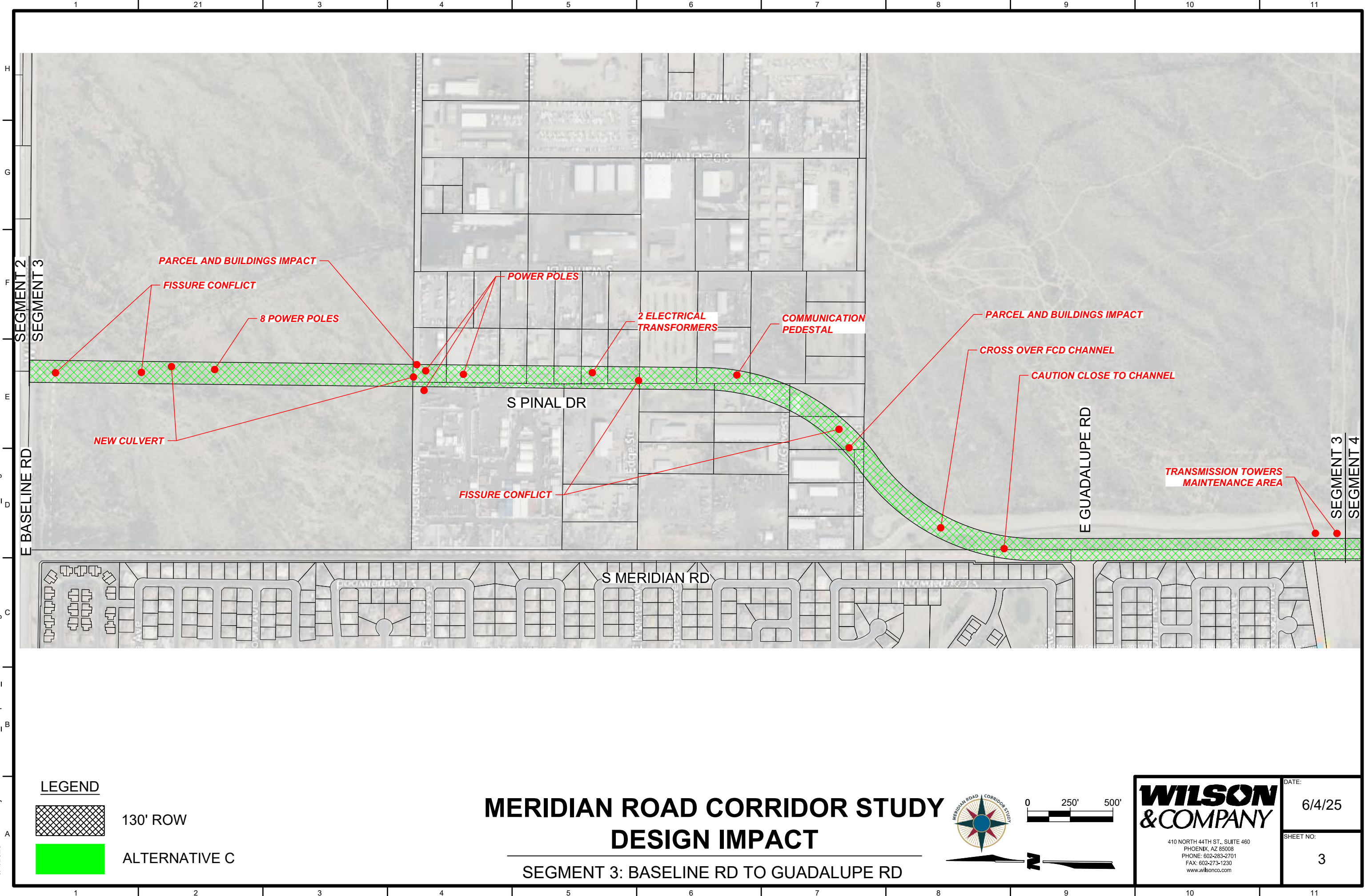
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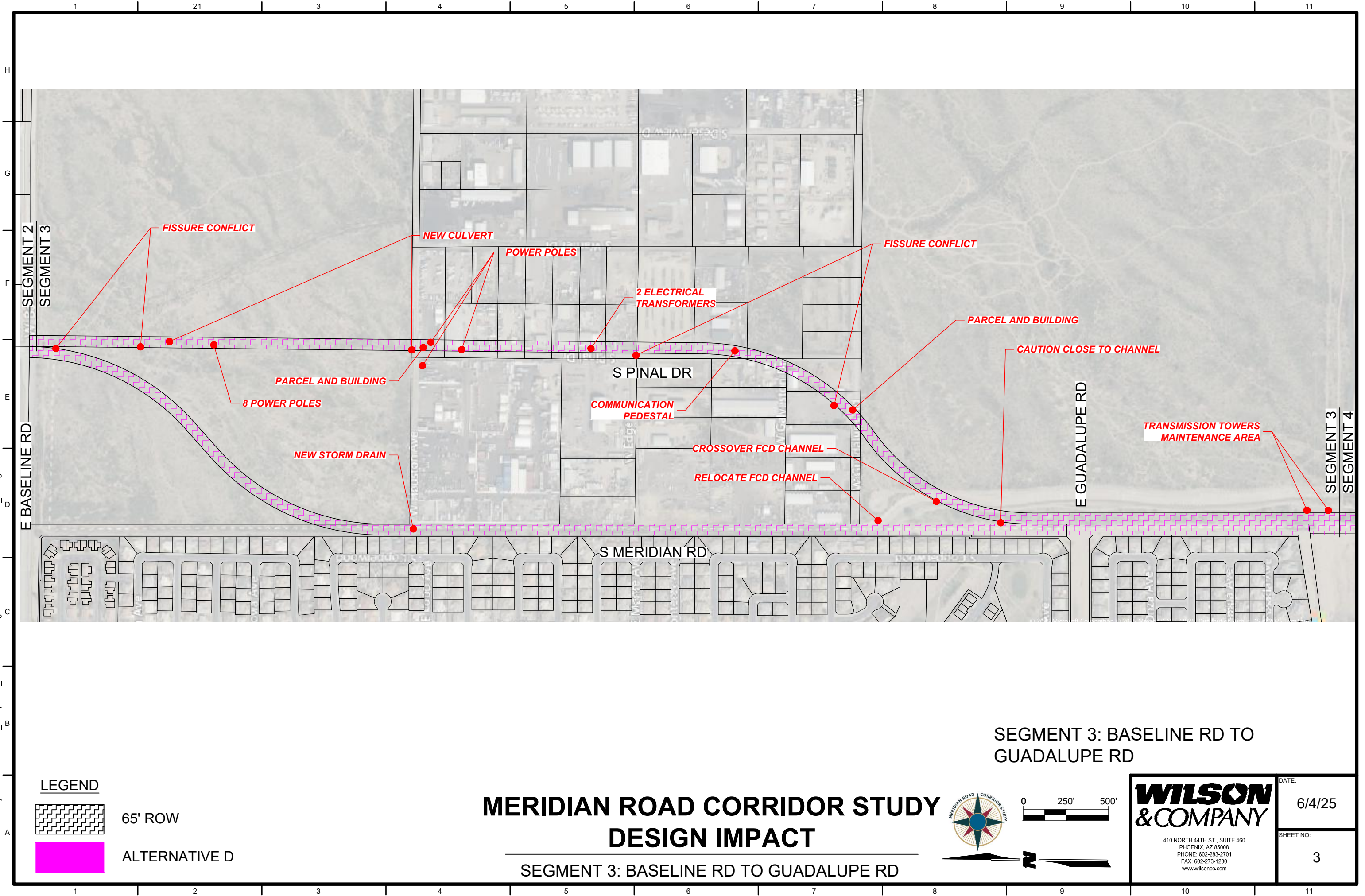
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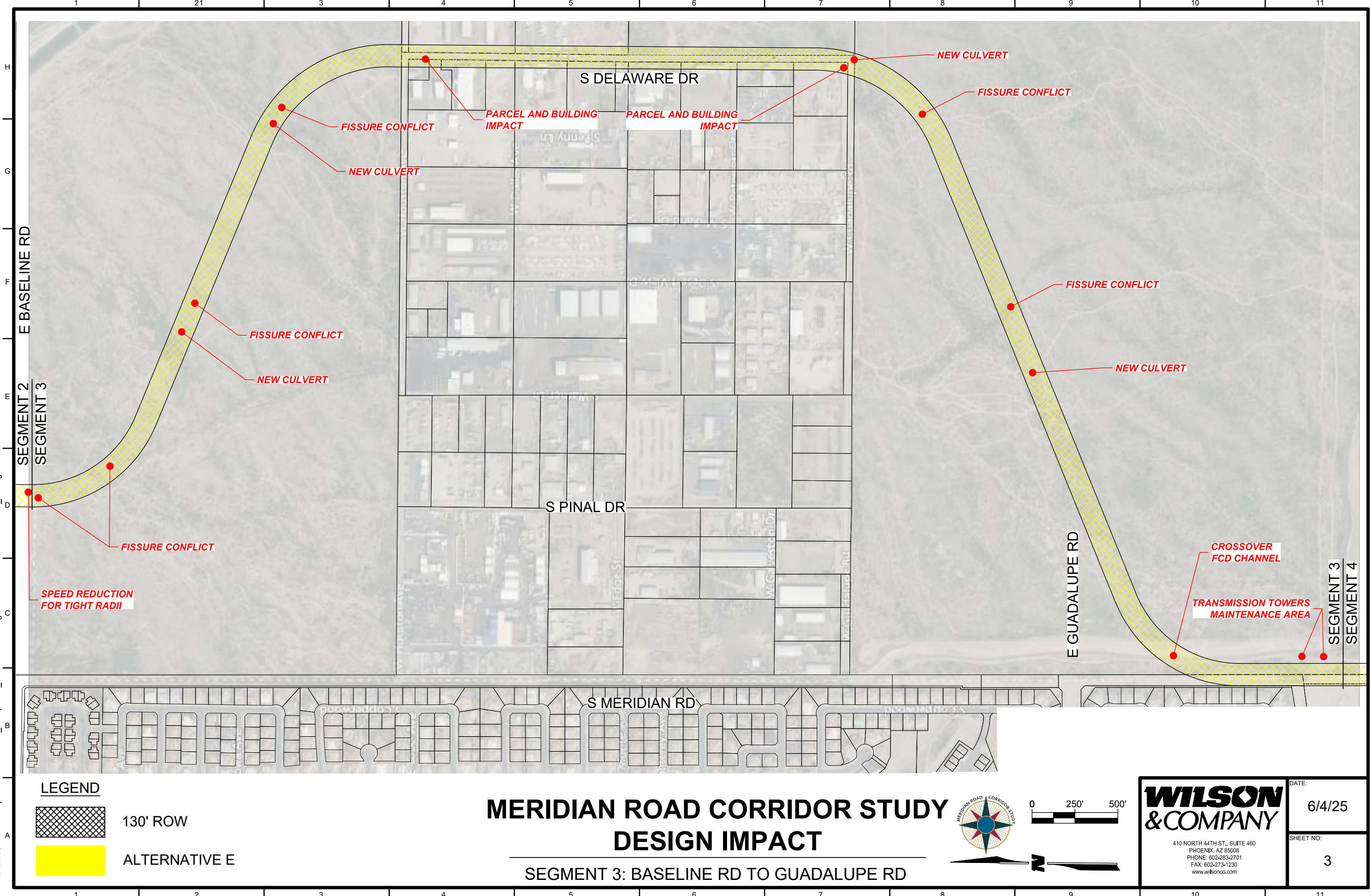
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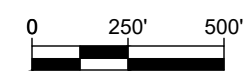
130' ROW



ALTERNATIVE E

MERIDIAN ROAD CORRIDOR STUDY DESIGN IMPACT

SEGMENT 3: BASELINE RD TO GUADALUPE RD



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Appendix B: Alternatives Evaluation Matrix



Evaluation of Initial Corridor Alternatives: Segment 3 - Baseline Road to Guadalupe Road

Alternative	Compatibility with Adjacent Land Use	Property Impacts	Drainage/Fissure Impacts	Utility Impacts	Design Exceptions	Public & Stakeholder Acceptance
No Build	• Compatible with existing uses • Will deter future development as land will not be easily accessible and existing roadways will not accommodate future travel demands	• none	• none	• none	• none	• Public has expressed desire for a continuous route • Potential stakeholder pros/cons
A	• Immediately adjacent to Sunland Springs Village community • Consistent with alignment depicted in Superstition Vistas TMP • May conflict with developing plans for the ASLD parcel NW of the Meridian/Baseline intersection	• 16 affected parcels • 4 affected structures • 7.96 acres approximate ROW	• 4 new culverts, 7 culvert extensions • 6 areas needing new storm drain systems • 3 Fissure Crossings • FCD Siphon Draw Channel needs to be tiled or relocated • FCD Powerline Floodway conflicts	• 2 Transmission towers / encroaching on maintenance access • no pole relocations required • Other items?	• none	• Proximity to Sunland Springs Village community • Potential stakeholder pros/cons
B	• Increases distance from a portion of Sunland Springs Village community • Inconsistent with alignment depicted in Superstition Vistas TMP • May conflict with future Superstition Vistas plans for the ASLD parcel SE of the Meridian/Baseline intersection	• 14 affected parcels • 5 affected structures • 6.79 acres approximate ROW	• 4 new culverts, 7 culvert extensions • 5 areas needing new storm drain systems • 2 Fissure Crossings • FCD Siphon Draw Channel needs to be tiled or relocated • FCD Powerline Floodway conflicts	• 2 Transmission towers / encroaching on maintenance access • 6 power pole relocations required • Communication lines on same poles relocations required	• none	• Lower proximity to Sunland Springs Village community • Potential stakeholder pros/cons



Alternative	Compatibility with Adjacent Land Use	Property Impacts	Drainage/Fissure Impacts	Utility Impacts	Design Exceptions	Public & Stakeholder Acceptance
C	- Increases distance from a greater portion of Sunland Springs Village community - Greater impacts to the existing commercial area - Inconsistent with alignment depicted in Superstition Vistas TMP - May conflict with future Superstition Vistas plans for the ASLD parcel SE of the Meridian/Baseline intersection - May result in more easily developed ASLD parcel between Baseline and Houston	7 affected parcels 11 affected structures 20.53 acres approximate ROW	6 new culverts, 7 culvert extensions 4 areas needing new storm drain systems 5 Fissure Crossings - FCD Siphon Draw Channel needs a bridge crossing - FCD Powerline Floodway conflicts	2 Transmission towers / encroaching on maintenance access 17 power pole relocations required - Communication lines on same poles relocations required 2 electrical transformers 1 Communication pedestal	none	- Least proximity to Sunland Springs Village community - Potential stakeholder pros/cons
D	- Increases distance from a portion of Sunland Springs Village community and decreases traffic volume due to single direction - Inconsistent with alignment depicted in Superstition Vistas TMP - May conflict with future Superstition Vistas plans for the ASLD parcel SE of the Meridian/Baseline intersection - Creates multiple parcels for the ASLD parcel between Baseline and Houston	29 affected parcels 13 affected structures 20.88 acres approximate ROW	6 new culverts, 7 culvert extensions 5 areas needing new storm drain systems 5 Fissure Crossings - FCD Siphon Draw Channel needs to be tiled or relocated (southbound) and needs a bridge crossing (northbound) - FCD Powerline Floodway conflicts	2 Transmission towers / encroaching on maintenance access 16 power pole relocations required - Communication lines on same poles relocations required 2 electrical transformers 1 Communication pedestal	none	- Lower proximity to Sunland Village community and lower volume due to single direction of traffic - Potential stakeholder pros/cons



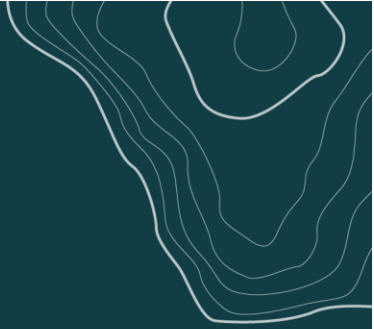
Alternative	Compatibility with Adjacent Land Use	Property Impacts	Drainage/Fissure Impacts	Utility Impacts	Design Exceptions	Public & Stakeholder Acceptance
E	• Provides greatest distance from Sunland Springs Village community • Impacts a smaller portion of the existing commercial area • Inconsistent with alignment depicted in Superstition Vistas TMP • May conflict with future Superstition Vistas plans for the ASLD parcel SE of the Meridian/Baseline intersection and south of Guadalupe • May result in more easily developed ASLD parcel between Baseline and Houston • Would make Guadalupe discontinuos	• 25 affected parcels • 13 affected structures • 32.92 acres approximate ROW	• 8 new culverts, 7 culvert extensions • 4 areas needing new storm drain systems • 9 Fissure Crossings • FCD Siphon Draw Channel needs a bridge crossing • FCD Powerline Floodway conflicts	• 2 Transmission towers / encroaching on maintenance access • 15 power pole relocations required • Communication lines on same poles relocations required • 2 electrical transformers • 3 Communication pedestals	• Yes • Design Speed is reduced from 55mph to 45mph due to the horizontal curvature.	• Greatest distance from Sunland Village community • Discontinuity of Guadalupe favorable to Sunland Village community • Potential stakeholder pros/cons



Attachment B: Public Involvement Summary Reports

Meridian Road Corridor Study

Public Involvement Summary Report





Meridian Road Corridor Study

Public Involvement Summary Report



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1.1 Overview

The Maricopa Association of Governments (MAG), in partnership with the cities of Apache Junction and Mesa, the counties of Maricopa and Pinal, and the Arizona Department of Transportation, conducted the Meridian Road Corridor Study to evaluate long-term transportation improvements between Superstition Boulevard and State Route 24. Avenue Consultants led public involvement and community outreach activities in coordination with agency partners to ensure broad community awareness, gather geographically specific feedback, and provide meaningful engagement opportunities throughout the study process.

Engagement activities were executed in two structured phases aligned with study development. Outreach tools included public open houses, comment forms, interactive mapping, direct mail notifications, paid media, social media coordination, website updates, and direct stakeholder distribution.



Study Map Area

1.2 Public Engagement Framework

To inform study outcomes, two phases of public engagement were facilitated, which included the following strategies:



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- Identification of target audiences including residents, HOAs, business owners, developers, freight stakeholders, senior communities, and institutional stakeholders.
- Development of clear, consistent key messages explaining study purpose, constraints, and decision-making authority.
- Deployment of multiple engagement tools to increase participation opportunities, including two in-person meetings, an online interactive comment map in addition to an online comment form available at <https://azmag.gov/Programs/Transportation/Freeways-and-Highways/Meridian-Road-Corridor-Study>, mailed notifications, and social media posts through partner coordination.
- Bilingual communications in English and Spanish.
- Comprehensive tracking and documentation of all feedback.

The strategy was intentionally phased as follows:

- Phase 1 focuses on introducing the study, identifying existing issues, and gathering baseline community concerns.
- Phase 2 focused on presenting alignment alternatives and collecting targeted feedback on corridor concepts and potential impacts.

1.3 Phase 1 Engagement

Public Open House #1 – February 11, 2025

The first public open house introduced the corridor study and established a foundation for ongoing dialogue with the community. More than 115 participants attended. The meeting presented study objectives, shared initial traffic and safety data, outlined anticipated growth considerations, and gathered community input on existing transportation challenges and priorities.

The event followed a drop-in open-house format without a formal presentation to maximize flexibility and promote direct, one-on-one discussion. Fifteen project team members were available to engage with attendees and document input.

(Supporting meeting materials and sign-in documentation are provided in Appendix B.)

Purpose

The first open house was designed to:

- Introduce the study scope and corridor limits.

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- Present initial traffic data and safety considerations.
- Collect early input on transportation challenges.
- Establish transparency and trust at project launch.

Open House Format

The open-house format maximized accessibility and allowed attendees to engage directly with technical team members. MAG and consultant staff members were present to answer questions and document input.

Participants provided input through:

- Direct discussion with project staff.
- Written comments on roll plots.
- In-person comment forms.
- Online comment form and interactive map submissions.



Materials

Materials included:

- Project fact sheet.
- Poster boards outlining study background and corridor characteristics.
- Large aerial roll plots.
- Comment form.

All materials were provided in English and Spanish and included Title VI language.



(Examples of outreach materials and meeting exhibits are included in Appendix B.)

Phase 1 Comment Form Results

A total of 387 comment form responses were collected through online and hand-delivered distribution.

Comment forms were distributed directly to RV resorts, mobile home parks, HOAs, libraries, and community facilities within the corridor area. This targeted distribution strategy helped increase participation among senior communities and seasonal residents.

Comment form responses reflected strong interest in improving north-south connectivity while simultaneously highlighting concerns related to neighborhood traffic, safety, noise, and quality of life.

Key themes included:

- Need for north-south connectivity.
- Traffic congestion concerns.
- Safety issues at intersections.
- Drainage and flooding impacts.
- Desire for bike lanes and pedestrian infrastructure.
- Strong opposition to increased traffic through senior communities.

(A full dataset of comment form responses is documented in Appendix C.)

Phase 1 Interactive Comment Map

During Phase 1, 68 comments were submitted through the online interactive map.



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This platform allowed respondents to drop pins at specific geographic locations and categorize comments under defined issue areas including safety, congestion, drainage, access, and bike/pedestrian needs. The map provided valuable spatial insight into recurring concerns and corridor-specific conflict points.

Comments were categorized as:

- Safety
- Intersection
- Traffic Congestion
- Drainage/Flooding
- Bike/Pedestrian
- Access
- Other

(A complete listing of interactive map comments is included in Appendix C.)

Phase 1 Publicity

Notification methods included:

- 13,766 postcards mailed via USPS Every Door Direct Mail.
- Advertisements in Mesa Tribune, PrensaArizona, and Apache Junction Independent.
- Partner social media postings across MAG, Mesa, Apache Junction, and Pinal County accounts.
- Website updates and email notifications.
- Project website updates and targeted email distribution supported the campaign.

(Examples of outreach notifications and advertisements are provided in Appendix A.)

1.4 Phase 2 Engagement

Public Open House #2 – October 1, 2025

The second public open house focused on presenting three alignment alternatives and evaluating potential corridor configurations. More than 75 people attended.

(Meeting sign-in records and event documentation are included in Appendix B.)

Purpose

The purpose of the meeting was to present alternative alignments, discuss traffic modeling results, identify potential impacts, and gather feedback to inform refinement of corridor recommendations. Approximately 25 staff members were present to facilitate discussion

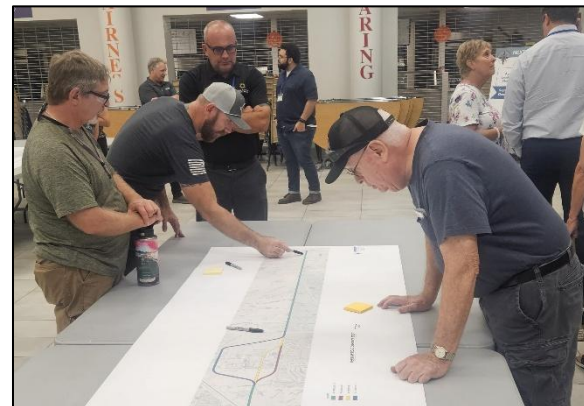
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and document comments. Participants provided input through written roll plot comments, physical comment forms, and online submissions.

Open House Format

The event again followed a drop-in open-house format to promote direct dialogue. Approximately 25 MAG and consultant staff members were present to facilitate discussion. Participants provided comments via:

- Written comments on roll plots.
- Physical and online comment form.
- Online interactive map.

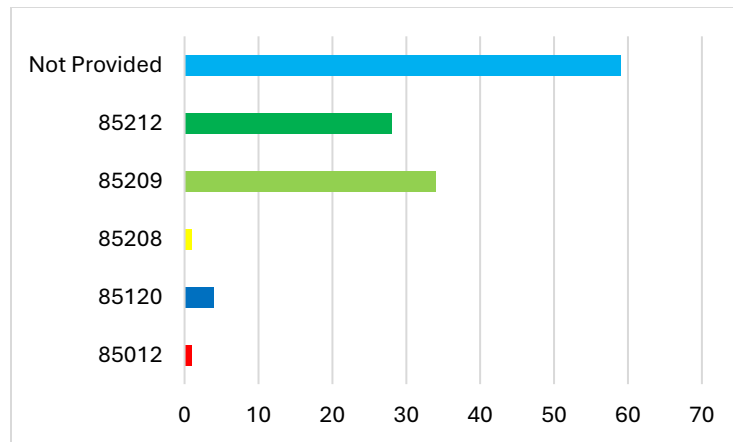


(Copies of comment forms and meeting materials are provided in Appendix B.)

Phase 2 Comment Forms: Feedback on Alignment Alternatives

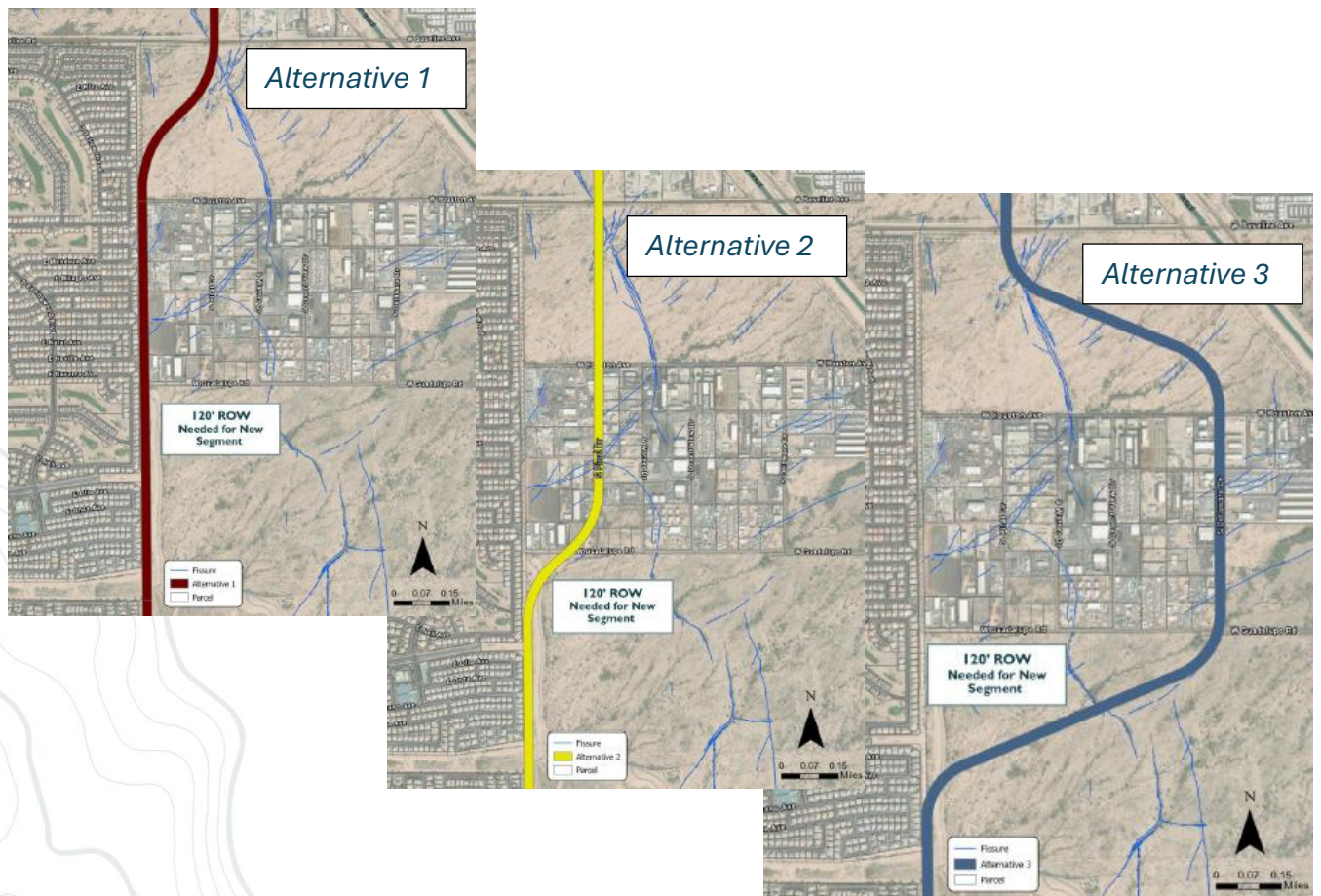
A total of 127 comment form responses were collected during Phase 2. The number of comment responses by zip code is as follows:

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(The complete set of submitted comment forms is documented in Appendix C.)

These responses provided structured feedback on alignment preferences, intersection treatments, drainage considerations, noise concerns, and community compatibility. Three alternatives were presented during the open house and included in the comment form where people were able to indicate whether they agreed or disagreed and provide comments about each. The alternatives presented were as follows:





Written feedback submitted through the comment form was reviewed to evaluate overall sentiment toward each corridor alternative. Responses that contained substantive feedback were categorized as supportive, opposed, or neutral/mixed in tone. “No Comment” responses were excluded from analysis.

The alternatives that received the highest share of supportive feedback were as follows:

Alternative 2 — 25% Supportive Sentiment.

Alternative 2 proposes connecting Guadalupe Road to a new Meridian Road alignment south of Baseline Road to improve east–west mobility while maintaining regional north–south connectivity. This concept received the highest relative level of positive sentiment among the three alternatives. Supportive comments frequently described this option as a “better” or more balanced approach compared to other alignments. However, respondents also raised concerns related to **traffic** increases near residential areas and the need for **speed management** and **intersection controls**.

Alternative 3 — 19% Supportive Sentiment.

Alternative 3 establishes a new north–south connection between Elliot Road and SR 24 to strengthen regional system continuity and support long-term travel demand. Feedback indicated moderate support, particularly from respondents who emphasized regional mobility and future growth planning. At the same time, several comments reflected concerns regarding **traffic** redistribution and potential **impacts to nearby communities**.

Alternative 1 — 14% Supportive Sentiment.

Alternative 1 extends Meridian Road south of Baseline Road with a realigned intersection configuration to improve north–south corridor continuity. This alternative received the lowest level of supportive feedback and the highest concentration of opposition. Many comments cited concerns related to **safety**, **increased traffic** volumes through established neighborhoods, **impacts to the retirement communities**, and potential **changes to community character**.

Overall, the feedback reflects a community prioritizing **safety**, **neighborhood preservation**, and **traffic management**, while recognizing the need to address **long-term regional mobility** and **future growth** pressures within the corridor.

Phase 2 Interactive Comment Map

An additional 78 comments were received during the Phase 2 comment period. Thematic coding identified dominant issue areas including:

- Traffic operations and network performance.



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- Public safety.
- Community quality of life.
- Senior community impacts.
- Drainage and environmental concerns.
- Alignment and design strategy.
- Regional connectivity.
- Freight and heavy vehicle impacts.

(All interactive map submissions are compiled in Appendix C.)

1.5 Cumulative Outreach Metrics

Across both engagement phases, outreach efforts achieved:

- Phase 1
 - More than 115 attendees at Open House #1.
 - 387 comment form responses.
 - 68 interactive map comments.
- Phase 2
 - Over 75 attendees at Open House #2.
 - 127 comment form responses.
 - 78 interactive map comments.
- Over 28,000 total postcard mailings combined across both meetings.
- Multiple newspaper placements across three publications.
- Extensive social media coordination with partner agencies.

(Supporting outreach materials, meeting documentation, and comment databases referenced in this report are provided in Appendices A–C.)

1.6 Key Recurring Themes Identified Across Both Phases

Connectivity and Access

Strong interest in completing north-south connections between US 60 and SR 24, alongside strong opposition from specific residential communities concerned about quality-of-life impacts.

Safety

Requests for improved intersection alignment, signalization, turn lanes, median treatments, speed management, and enforcement.



Senior Community Impacts

Significant concern from Sunland Springs Village residents regarding increased traffic volumes, golf cart crossings, pedestrian safety, noise, and property values.

Traffic Congestion

Mixed feedback. Some respondents strongly supported expansion to alleviate congestion, while others opposed any corridor extension.

Drainage and Flood Control

Repeated comments requesting review of existing drainage channels, flood retention, and earth fissure impacts.

Multimodal Infrastructure

High demand for sidewalks, separated bike lanes, multi-use paths, and safer crossings.

Quality of Life and Environmental Concerns

Requests for landscaping, sound walls, dark-sky lighting compliance, and reduced heavy truck traffic.

(Themes summarized in this section were derived from analysis of comment forms and interactive map submissions documented in Appendix C.)

1.7 Documentation and Reporting

All outreach activities were formally documented, including:

- Mail distribution records
 - Postcards (Appendix A)
- Newspaper advertisements (Appendix A)
- Social media posts (Appendix A)
- Meeting handouts and materials (Appendix B)
- Meeting attendance and sign-in sheets (Appendix B)
- Comment form responses (Appendix C)
- Interactive comment map submissions (Appendix C)

Comments were categorized and summarized for integration into the technical evaluation process. Engagement findings were presented to the study team to inform alternative refinement and corridor recommendation development.



1.8 Conclusion

The Meridian Road Corridor Study engagement program implemented a structured, phased outreach strategy that successfully:

- Introduced the project to the community early in the process.
- Gathered baseline data and perception feedback.
- Presented alternatives and collected focused input.
- Engaged corridor stakeholders.
- Documented diverse and often competing community perspectives.
- Provided actionable insights to inform corridor planning decisions.

Through two public open houses, extensive comment form participation, interactive mapping tools, direct mail outreach, paid media placements, and coordinated digital engagement, the study team ensured that stakeholders were informed and provided meaningful opportunities to shape corridor planning decisions.

Public input revealed strong and often competing perspectives regarding connectivity, safety, neighborhood preservation, and long-term growth management. The documented feedback provides a defensible foundation for future corridor planning decisions and subsequent design phases.



APPENDIX A

Public Outreach Materials and Notifications

Meridian Road Corridor Study | Superstition Boulevard to State Route 24

Please Join Us for an Open House Meeting
Tuesday, Feb. 11, 2025 | 5:30 – 7 p.m.
Desert Ridge Junior High School (Cafeteria)
10211 E Madero Avenue, Mesa, AZ 85209

Join us any time between 5:30 and 7 p.m. to meet with the team to learn about the Meridian Road Corridor Study, share your experiences traveling the corridor, and tell us your ideas for future transportation improvements.

The Maricopa Association of Governments is conducting a corridor study of Meridian Road between Superstition Boulevard and SR 24, in partnership with the cities of Apache Junction and Mesa, and the counties of Maricopa and Pinal. The study will identify needed improvements to address existing and future travel needs and improve safety and connectivity for drivers, bicyclists, and pedestrians.

Not able to join us? Visit our website for more information, sign up for email updates, take the survey, and provide comments on the online interactive comment map: azmag.gov/MeridianRoadCorridorStudy

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Meridian Road Corridor Study | Superstition Boulevard to State Route 24

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Wednesday, Oct. 1, 2025 | 5:30 – 7 p.m.
Desert Ridge Junior High School (Cafeteria)
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Not able to join us?

Learn more, provide feedback on alternatives being considered, and sign up for email updates on the project website: azmag.gov/MeridianRoadCorridorStudy

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PINAL COUNTY



Meridian Road Corridor Study

Superstition Boulevard to State Route 24

Please join us for an Open House!

Tuesday, February 11, 2025

5:30 – 7 p.m.

Desert Ridge Junior High School

In the cafeteria

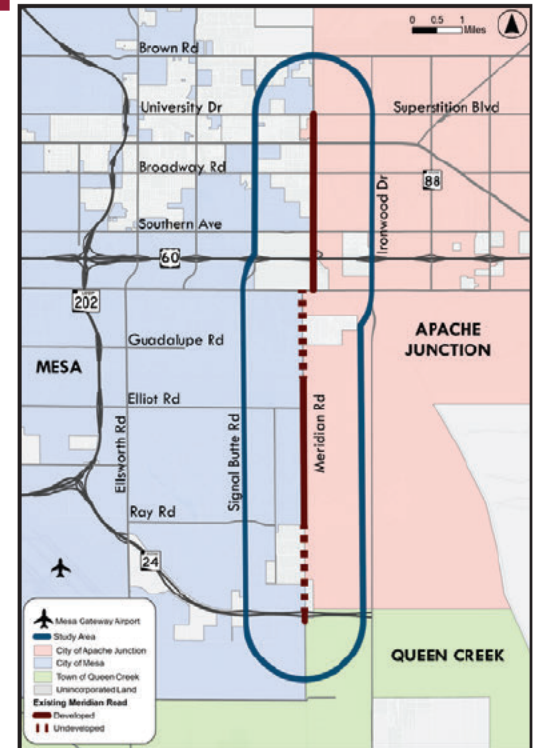
10211 E Madero Avenue, Mesa, AZ 85209

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azmag.gov/MeridianRoadCorridorStudy

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Estudio del Corredor Vial Meridian

Superstition Boulevard a la Ruta Estatal 24

¡Acompáñenos en una reunión de puertas abiertas!

Martes, 11 de febrero de 2025

5:30 – 7 p.m.

Desert Ridge Junior High School (En la cafetería)

10211 E Madero Avenue, Mesa, AZ

Acompáñenos en cualquier momento entre las 5:30 y 7 p.m. para reunirse con el equipo y aprender sobre el estudio vial, compartir sus experiencias usando este corredor, y contar sus ideas para futuras mejoras de transporte.

La Asociación de Gobiernos de Maricopa está llevando a cabo un estudio del corredor de Meridian Road entre Superstition Boulevard y la Ruta Estatal 24, en colaboración con las ciudades de Apache Junction y Mesa, además de los condados de Maricopa y Pinal. El estudio identificará las mejoras necesarias para abordar las necesidades de viaje existentes y futuras, además de mejorar la conectividad para conductores, ciclistas y peatones.

¿No puede acompañarnos? Visite nuestro sitio web para obtener más información e inscríbese para recibir actualizaciones por correo electrónico.

azmag.gov/MeridianRoadCorridorStudy

De conformidad con el Título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA), la Asociación de Gobiernos de Maricopa (MAG) no discrimina por motivos de raza, color, nacionalidad, edad, sexo o discapacidad. Las personas que necesiten una adaptación razonable por motivos de idioma o discapacidad deben ponerse en contacto con Tim Strow en el 602.254.6300 o en tstrow@azmag.gov. Las solicitudes deben hacerse lo antes posible para que MAG tenga la oportunidad de abordar la adaptación.



Meridian Road Corridor Study

Superstition Boulevard to State Route 24

OPEN HOUSE



Wednesday, October 1st
5:30-7 p.m.



Desert Ridge Junior High
School Cafeteria
10211 E. Madero Avenue,
Mesa, AZ 85209

**Meet with the team, learn
about the study, discuss
transportation alternatives for
future corridor improvements,
and provide us with your
feedback!**



Pinal County Development Services ...

September 17, 2025 · 🌐

📍 Open House Meeting-Meridian Corridor Study

🗨️ The Maricopa Association of Governments (MAG) is holding an open house meeting regarding the study of Meridian Road between Superstition Boulevard and SR 24.

📅 Wednesday Oct. 1

🕒 5:30-7 p.m.

📍 Desert Ridge Junior High School Cafeteria-
10211 E. Madero Ave. Mesa, AZ 85209

👤 ... See more

👍 11

💬 2 · 📢 1

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Most relevant ▾



Maricopa Association of Governments
Thank you for sharing! See you
there!

25w Like Reply



Patricio De La Cerda
What's there to study? All of
Arizonas roads are 100 years
behind with all the new builds
going on everywhere.

25w Like Reply



Comment as Kailey Lambert

🗨️ 😊 📷 📺 📺



Maricopa County Department of Transportation

1,627 followers

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Live, work, or drive in the East Valley?

Join us Wed., Oct. 1 at the Desert Ridge Jr. High School Cafeteria at 10211 E Madero Ave. between 5:30 & 7 p.m. to learn about the proposed alternatives in the ...more

Meridian Road Corridor Study

Superstition Boulevard to State Route 24

Open House
Wednesday, Oct. 1
5:30 to 7 p.m.

Desert Ridge Jr. High School
Cafeteria on the East Side of Campus
10211 E Madero Avenue
Mesa, AZ 85209



PINAL COUNTY

Meridian Road Corridor Study

Superstition Boulevard to State Route 24

Open House
Wednesday, Oct. 1
5:30 to 7 p.m.

Desert Ridge Jr. High School
Cafeteria on the East Side of Campus
10211 E Madero Avenue
Mesa, AZ 85209



Maricopa County Department of
Transportation

September 24, 2025 · 🌐

Live, work, or drive in the East Valley?
Join us Wed., Oct. 1 at the Desert Ridge Jr. High
School Cafeteria at 10211 E Madero Ave.
between 5:30 & 7 p.m. to learn about the
proposed alternatives in the Meridian Road
Corridor Study.

📄 More details:

azmag.gov/MeridianRoadCorridorStudy

Maricopa Association of Governments City of
Apache Junction Government City of Mesa,
Arizona Government Pinal County -
Government

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Comment as Kailey Lambert

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PINAL COUNTY



MAG - Maricopa Association of Gover... @MAGr... · Sep 30, 2025

Join us TOMORROW between 5 and 7:30 p.m. at Desert Ridge Jr. High School to discuss transportation alternatives for future Meridian Road corridor improvements and provide your feedback! 🚗 🚲 🚶

See more at azmag.gov/Programs/Trans...



Meridian Road Corridor Study

Superstition Boulevard to State Route 24

OPEN HOUSE



Wednesday, October 1st
5:30-7 p.m.



Desert Ridge Junior High School Cafeteria
10211 E. Madero Avenue,
Mesa, AZ 85209

Meet with the team, learn about the study, discuss transportation alternatives for future corridor improvements, and provide us with your feedback!



196



MAG - Maricopa Association of Gover... @MAGre... · Oct 1, 2025

***Correction for caption, open house is from 5:30 to 7:00p.m.



105





Meridian Road Corridor Study

Superstition Boulevard to State Route 24

OPEN HOUSE



Wednesday, October 1st
5:30-7 p.m.



Desert Ridge Junior High
School Cafeteria
10211 E. Madero Avenue,
Mesa, AZ 85209

**Meet with the team, learn
about the study, discuss
transportation alternatives for
future corridor improvements,
and provide us with your
feedback!**



Maricopa Association of
Governments

September 30, 2025 · 🌐

Join us TOMORROW between 5:30 and 7:00 p.m.
at Desert Ridge Junior High School to discuss
transportation alternatives for future Meridian
Road corridor improvements and provide your
feedback!

The Meridian Road Corridor Study will help
develop a vision for future improvements to
address existing and future travel needs, improve
connectivity, and enhance safety. 🚗 🚲 🚶

See more information at

<http://azmag.gov/.../Freeway.../Meridian-Road-Corridor-Study>

St... See more



3

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Maricopa Association of Governments

February 4, 2025 · 🌐



Live, work, or drive in the East Valley? Join us next Tuesday February 11 at Desert Ridge Junior High School at 10211 E Madero Ave for an open house. Stop by the cafeteria anytime between 5:30 and 7 p.m. to learn more about the Meridian Road Corridor Study.

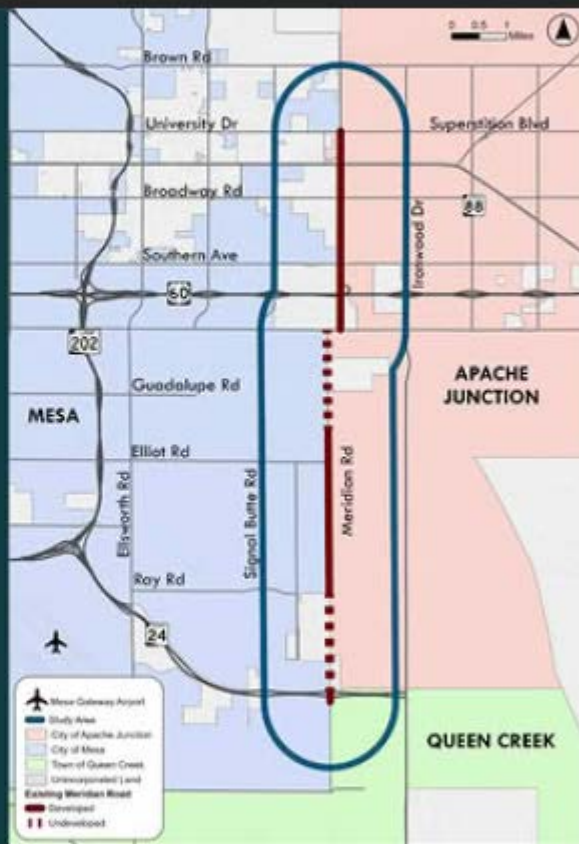
🔗 More details:

Meridian Road Corridor Study

Superstition Boulevard to State Route 24

Open House
Tuesday, Feb. 11
5:30 to 7 p.m.

Desert Ridge Jr. High School
10211 E Madero Avenue
Mesa, AZ 85209



azmag.gov

Study



Learn more

👍 6

5 comments 3 shares



City of Mesa, Arizona Government

September 24, 2025 · 🌐

...

Live, work, or drive in the East Valley?

Join us Wednesday, October 1 at the Desert Ridge Jr. High School Cafeteria at 10211 E Madero Ave. between 5:30 and 7 p.m. to learn about the proposed alternatives in the Meridian Road Corridor Study.

More details: azmag.gov/MeridianRoadCorridorStudy

Meridian Road Corridor Study

Superstition Boulevard to State Route 24

Open House
Wednesday, Oct. 1
5:30 to 7 p.m.

Desert Ridge Jr. High School
Cafeteria on the East Side of Campus
10211 E Madero Avenue
Mesa, AZ 85209



PINAL COUNTY



Meridian Road Corridor Study

Superstition Boulevard to State Route 24

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Desert Ridge Junior High School

In the cafeteria

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azmag.gov/MeridianRoadCorridorStudy

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City of Apache Junction
Government

January 28, 2025 · 0

Join us for an Open House: Meridian Road Corridor Study

Tuesday, February 11, 2025

5:30 – 7:00 PM

Desert Ridge Junior High School Cafeteria
10211 E Madero Avenue, Mesa, AZ 85209

The Maricopa Association of Governments, in partnership with the cities of Apache Junction and Mesa, as well as Maricopa and Pinal counties, is conducting a corridor study of Meridian Road from SR 24 to Superstition Boulevard. The study aims to identify improvements to address current and f... See more

17

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Daniel Hollendonner
Would definitely like access to SR24 from meridian

1y Like Reply 2



Ethan Schoch
I just want it to go all the way through to the 60.

1y Like Reply



Thomas Narva
Send out a reminder of this please.

1y Like Reply



Shelly Tomlinson Shafer
Ya no too much speeding traffic now!

1y Like Reply



Comment as Kailey Lambert



City of Apache Junction Government

September 17, 2025 · 0

...

Do you travel along Meridian Road?

Join us for an Open House Meeting to learn about the Meridian Road Corridor Study and share your input on potential improvements.

Wednesday, October 1, 2025

5:30 – 7:00 p.m.

Desert Ridge Junior High School Cafeteria

10211 E. Madero Avenue, Mesa, AZ 85209

The Maricopa Association of Governments, in partnership with Apache Junction, Mesa, Maricopa County, and Pinal County, is studying Meridian Road between Superstition Blvd. and SR 24. The study will identify improvements to enhance safety, connectivity, and travel for drivers, bicyclists, and pedestrians.

Can't make it in person? Visit the project website to learn more, sign up for updates, and share your feedback.

<http://azmag.gov/MeridianRoadCorridorStudy>

#ApacheJunction #MesaAZ #TransportationPlanning #MeridianRoad



🔄 Apache Junction, AZ reposted



MAG - Maricopa Association of Governments @MAGregion · Feb 10 ...

Join us at Desert Ridge Junior High School TOMORROW, Tuesday, February 11 between 5:30 and 7p.m. We're hosting an open house meeting in the cafeteria to discuss the Meridian Road Corridor Study and talk about future improvements.

🔗 More info: azmag.gov/MeridianRoadCo...



Meridian Road Corridor Study

Superstition Boulevard to State Route 24

Open House
Tuesday, Feb. 11
5:30 to 7 p.m.

Desert Ridge Jr. High School
10211 E Madero Avenue
Mesa, AZ 85209

azmag.gov/MeridianRoadCorridorStudy

Pinall County - Government and 3 others





Apache Junction, AZ @AJCityAZ · Jan 28



Join us for an Open House: Meridian Road Corridor Study



Tuesday, February 11, 2025



5:30 – 7:00 PM



Desert Ridge Junior High School Cafeteria

10211 E Madero Avenue, Mesa, AZ 85209

Can't make it in person? Visit [azmag.gov/MeridianRoadCo....](https://azmag.gov/MeridianRoadCo...)



Meridian Road Corridor Study

Superstition Boulevard to State Route 24

Please join us for an Open House!

Tuesday, February 11, 2025

5:30 – 7 p.m.

Desert Ridge Junior High School

In the cafeteria

10211 E Madero Avenue, Mesa, AZ 85209

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azmag.gov/MeridianRoadCorridorStudy

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City of Mesa, Arizona Government

February 5 at 3:22 PM · 🌐

...

Join [Maricopa Association of Governments](#) on Tuesday, February 11, anytime between 5:30 and 7 p.m. at Desert Ridge Junior High School, 10211 E Madero Avenue! They're hosting an open house meeting in the cafeteria to discuss the Meridian Road Corridor Study between Superstition Boulevard and SR 24 and talk about future improvements. More info: azmag.gov/MeridianRoadCorridorStudy

Meridian Road Corridor Study

Superstition Boulevard to State Route 24

Open House
Tuesday, Feb. 11
5:30 to 7 p.m.

Desert Ridge Jr. High School
10211 E Madero Avenue
Mesa, AZ 85209



👍 5

2 comments 1 share



City of Mesa, Arizona Government

February 10 at 12:18 PM

...

Join [Maricopa Association of Governments](#) on Tuesday, February 11, anytime between 5:30 and 7 p.m. at Desert Ridge Junior High School, 10211 E Madero Avenue! They're hosting an open house meeting in the cafeteria to discuss the Meridian Road Corridor Study between Superstition Boulevard and SR 24 and talk about future improvements. More info: azmag.gov/MeridianRoadCorridorStudy

Meridian Road Corridor Study

Superstition Boulevard to State Route 24

Open House
Tuesday, Feb. 11
5:30 to 7 p.m.

Desert Ridge Jr. High School
10211 E Madero Avenue
Mesa, AZ 85209



5





City of Mesa

14,882 followers

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Join [Maricopa Association of Governments \(MAG\)](#) on February 11 to learn more about the Meridian Road Corridor Study and to share your thoughts on how we can improve travel in that area.



Maricopa Association of Governments (MAG)

5,661 followers

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Join us at Desert Ridge Junior High School TOMORROW, Tuesday, February 11 between 5:30 and 7p.m. We're hosting an open house meeting in the cafeteria to discuss the Meridian Road Corridor Study and talk about future ...more



Meridian Road Corridor Study

Superstition Boulevard to State Route 24

Open House
Tuesday, Feb. 11
5:30 to 7 p.m.

Desert Ridge Jr. High School
10211 E Madero Avenue
Mesa, AZ 85209

azmag.gov/MeridianRoadCorridorStudy



City of Mesa

14,882 followers

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Here's a great opportunity to share your input regarding the future of Meridian Road.



Maricopa Association of Governments (MAG)

5,661 followers

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Live, work, or drive in the East Valley? Join us next Tuesday February 11 at Desert Ridge Junior High School at 10211 E Madero Ave for an open house. Stop by the cafeteria anytime between 5:30 and 7 p.m. to learn more about the ...more

Meridian Road Corridor Study

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Desert Ridge Jr. High School
10211 E Madero Avenue
Mesa, AZ 85209



City of Mesa, Arizona reposted



MAG - Maricopa Association of Governments @MAGregion · Feb 4

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More details: azmag.gov/MeridianRoadCo...

Meridian Road Corridor Study

Superstition Boulevard to State Route 24

Open House
Tuesday, Feb. 11
5:30 to 7 p.m.

Desert Ridge Jr. High School
10211 E Madero Avenue
Mesa, AZ 85209





City of Mesa, Arizona @CITYOFMESA · Feb 10

Come learn about the Meridian Road Corridor Study and share your thoughts on how we can improve travel in that area!



MAG - Maricopa Association of Governme... @MAGregj... · Feb 10

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[More info: azmag.gov/MeridianRoadCo...](https://azmag.gov/MeridianRoadCo...)



Meridian Road Corridor Study

Superstition Boulevard to State Route 24

Open House
Tuesday, Feb. 11
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Desert Ridge Jr. High School
10211 E Madero Avenue
Mesa, AZ 85209

azmag.gov/MeridianRoadCorridorStudy





Maricopa Association of Governments

February 4 at 4:03 PM · 🌐

...

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🔗 More details:

Meridian Road Corridor Study

Superstition Boulevard to State Route 24

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Desert Ridge Jr. High School
10211 E Madero Avenue
Mesa, AZ 85209



PINAL COUNTY

AZMAG.GOV

Study

MAG Transportation Program studies for freeways and highways.

👍 6

[Learn more](#)

5 comments 3 shares



Maricopa Association of Governments

February 10 at 12:46 PM · 🌐



Join us at Desert Ridge Junior High School TOMORROW, Tuesday, February 11 between 5:30 and 7p.m. We're hosting an open house meeting in the cafeteria to discuss the Meridian Road Corridor Study and talk about future improvements.

🔗 More info: azmag.gov/MeridianRoadCorridorStudy

City of Mesa, Arizona Government

Pinal County - Government... See more



Meridian Road Corridor Study

Superstition Boulevard to State Route 24

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Tuesday, Feb. 11
5:30 to 7 p.m.

Desert Ridge Jr. High School
10211 E Madero Avenue
Mesa, AZ 85209

azmag.gov/MeridianRoadCorridorStudy



2

1 share



Meridian Road Corridor Study

Superstition Boulevard to State Route 24

Open House
Tuesday, Feb. 11
5:30 to 7 p.m.

Desert Ridge Jr. High School
10211 E Madero Avenue
Mesa, AZ 85209

azmag.gov/MeridianRoadCorridorStudy



Maricopa Association of Govern...

5,661 followers

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More info: <https://lnkd.in/gUhmAtTq>

City of Apache Junction

City of Mesa

Pinal County

Maricopa County Department of Transportation

6

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Meridian Road Corridor Study

Superstition Boulevard to State Route 24

Open House
Tuesday, Feb. 11
5:30 to 7 p.m.

Desert Ridge Jr. High School
10211 E Madero Avenue
Mesa, AZ 85209



Maricopa Association of Govern...

5,661 followers

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More details: <https://lnkd.in/gUhmAtTq>

City of Mesa

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Maricopa County Department of Transportation

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PINAL COUNTY



MAG - Maricopa Association of Governments @MAGregion · Feb 4

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 More details: azmag.gov/MeridianRoadCo...

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MAG - Maricopa Association of Governments @MAGregion · Feb 10 ...

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 More info: azmag.gov/MeridianRoadCo...



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Desert Ridge Jr. High School
10211 E Madero Avenue
Mesa, AZ 85209

azmag.gov/MeridianRoadCorridorStudy

Pinall County - Government and 3 others



3



4



785





Pinal County - Government

February 10 at 1:00 PM · 🌐

...

Meridian Road Corridor Study Open House at Desert Ridge Junior High School TOMORROW, Tuesday, February 11, between 5:30 and 7p.m. The meeting will be held to discuss the Meridian Road Corridor Study and talk about future improvements.

🔗 More info: azmag.gov/MeridianRoadCorridorStudy



Meridian Road Corridor Study

Superstition Boulevard to State Route 24

Open House
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5:30 to 7 p.m.

Desert Ridge Jr. High School
10211 E Madero Avenue
Mesa, AZ 85209

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Maricopa Association of Governments

February 10 at 12:46 PM · 🌐

Join us at Desert Ridge Junior High School TOMORROW, Tuesday, February 11 between 5:30 and 7p.m. We're hosting an open house meeting in the cafeteria to discuss ... **See more**

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...

Join us next Tuesday February 11 at Desert Ridge Junior High School at 10211 E Madero Ave in Mesa for an open house. Stop by the cafeteria anytime between 5:30 and 7 p.m. to learn more about the Meridian Road Corridor Study.

🔗 More details: azmag.gov/MeridianRoadCo...

Meridian Road Corridor Study

Superstition Boulevard to State Route 24

Open House
Tuesday, Feb. 11
5:30 to 7 p.m.

Desert Ridge Jr. High School
10211 E Madero Avenue
Mesa, AZ 85209



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MAG - Maricopa Association of Governments @MAGregion · Feb 10 ...

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🔗 More info: azmag.gov/MeridianRoadCo...



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azmag.gov/MeridianRoadCorridorStudy

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Meridian Road Corridor Study Superstition Boulevard to State Route 24

Please Join Us for an Open House Meeting
Wednesday, Oct. 1, 2025 | 5:30 – 7 p.m.
Desert Ridge Junior High School (Cafeteria)
10211 E Madero Avenue, Mesa, AZ 85209

Join us any time between 5:30 and 7 p.m. to meet with the project team, learn about the transportation alternatives being considered for the corridor, and share your comments. Your input will help shape future corridor improvements.

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Not able to join us?

Learn more, provide feedback on alternatives being considered, and sign up for email updates on the project website.

azmag.gov/MeridianRoadCorridorStudy

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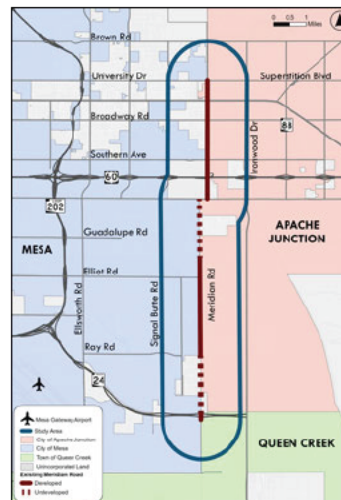
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Not able to join us?

Visit our website for more information, sign up for email updates, take the survey, and provide comments on the online interactive comment map:
azmag.gov/MeridianRoadCorridorStudy

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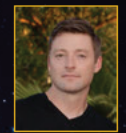
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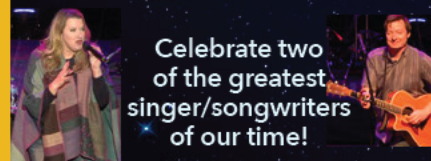


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Sat. February 15, 7:00pm

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Bolsonaro fue sentenciado a 27 años y tres meses de prisión por liderar una organización criminal que buscaba revertir los resultados de las elecciones de 2022, que dieron la victoria a Luiz Inácio Lula da Silva.
CORTESIA: Jair Bolsonaro / Facebook

Condena de 27 años a ex presidente golpista

Redacción

La condena histórica del Supremo Tribunal Federal de Brasil al expresidente Jair Bolsonaro por intento de golpe de Estado ha desatado una crisis diplomática con Estados Unidos, cuyo gobierno ha calificado el fallo judicial como una “caza de brujas” y ha impuesto duras sanciones económicas contra el país sudamericano.

El secretario de Estado estadounidense, Marco Rubio, afirmó que Washington “responderá en consecuencia” a lo que consideró una “persecución política” contra el líder brasileño.

Bolsonaro fue sentenciado a 27 años y tres meses de prisión por liderar una organización criminal que buscaba revertir los resultados de las elecciones de 2022, que dieron la victoria a Luiz Inácio Lula da Silva.

El fallo, respaldado por cuatro votos contra uno, encontró al expresidente culpable de delitos que incluyen intento de abolir violentamente el Estado democrático de derecho y golpe de Estado.

La respuesta de la administración Trump no se hizo esperar, pues en julio, Estados Unidos impuso aranceles del 50% sobre la mayoría de los productos brasileños, una medida que el presidente Donald Trump vinculó directamente al proceso judicial contra Bolsonaro.

Además, el gobierno estadounidense sancionó a ocho de los once magistrados del Supremo Tribunal Federal, incluido el juez Alexandre de Moraes, quien lidera la causa contra Bolsonaro.

Lula da Silva respondió a través de un artículo de opinión en The New York Times, defendiendo la independencia judicial de Brasil y rechazando las acusaciones de persecución política.

“La democracia y la soberanía de Brasil no son negociables”, escribió el mandatario brasileño, quien además reveló que las investigaciones descubrieron “planes para asesinar-me a mí, al vicepresidente y a un juez de la Corte Suprema”.

Cuestionan ataques en el Caribe

Al momento, 14 supuestos narcotraficantes han sido asesinados; exigen claridad

Redacción

Un grupo de veinticinco senadores estadounidenses ha exigido explicaciones al gobierno del presidente Donald Trump sobre los ataques militares que destruyeron embarcaciones en el mar Caribe resultando en la muerte de catorce personas, en operaciones que legisladores demócratas califican como potencialmente ilegales según el derecho internacional.

Los legisladores, liderados por los senadores Tim Kaine de Virginia y Mark Kelly de Arizona, cuestionan la base legal de estas acciones y denuncian la falta de transparencia del gobierno respecto a la inteligencia que justificó los operativos.

El segundo ataque, anunciado por Trump el lunes a través de Truth Social, resultó en la muerte de tres personas a bordo de una embarcación que presumiblemente transportaba narcóticos desde Venezuela.

Trump justificó la acción describiendo a los objetivos como “narcoterroristas venezolanos, confirmados” que representaban una “amenaza para la seguridad nacional” de Estados Unidos.

Este incidente ocurre menos de dos semanas después de que las fuerzas armadas estadounidenses mataran a once personas en un ataque presumiblemente vinculado a la banda venezolana Tren de Aragua.

El senador Jack Reed, miembro de alto rango de la Comisión de las Fuerzas Armadas del Senado, declaró enfáticamente que “no hay ninguna prueba, ninguna, de que este ataque se haya ejecutado en defensa propia”.

Reed subrayó que “tanto en virtud del derecho nacional como del internacional, las fuerzas armadas estadounidenses simplemente no tienen la autoridad para usar fuerza letal contra una embarcación civil a menos que actúen en defensa propia”.



Imagen del segundo ataque de Estados Unidos, destruyendo embarcaciones en el Caribe, en acciones supuestamente contra carteles de drogas, pero que han generado muchas dudas. CORTESIA: Department of War

La carta de los senadores solicita información específica sobre cuatro aspectos fundamentales: el fundamento jurídico que permitió los ataques, la inteligencia que llevó a la administración a determinar que los blancos eran amenazas, la razón por la cual se optó por operaciones letales en lugar de intercepciones estándar, y los planes futuros respecto a operaciones similares en la región.

La misiva advierte que la administración ha amenazado con realizar más ataques militares preventivos en el Caribe y en otras partes del hemisferio, lo que según los firmantes violaría el derecho internacional.

La administración Trump ha proporcionado pocos detalles sobre las operaciones. Cuando se presionó al secretario de Defensa, Pete Hegseth, para obtener respuestas días después del primer ataque, este se negó a dar detalles y afirmó que Estados Unidos tenía “la autoridad absoluta y completa para llevarlo a cabo”.

En un intercambio revelador con periodistas, Hegseth afirmó: “Sabíamos exactamente quiénes eran, qué hacían, qué representaban y por qué iban a donde iban”. Cuando un reportero preguntó “¿Cómo lo supo?”, Hegseth respondió evasivamente: “¿Por qué le diría eso?”.

Estos ataques se producen en medio de crecientes tensiones con Venezuela, con un despliegue militar estadounidense

significativo en la región que incluye el Grupo Anfibio Listo de Iwo Jima, la 22.ª Unidad Expedicionaria de Infantería de Marina y diez aviones de combate F-35 en Puerto Rico.

El canciller venezolano, Yván Gil, afirmó la semana pasada que Venezuela “no apuesta por un conflicto” con Estados Unidos, “ni lo desea”.

El presidente venezolano Nicolás Maduro rechazó que algunos medios internacionales describan la situación como “tensión”, calificándola en su lugar como “una agresión en toda la línea”.

Maduro denunció que el despliegue militar estadounidense “tiene como excusa puras mentiras” que han sido rebatidas por informes de Naciones Unidas, la Unión Europea y la propia Administración de Control de Drogas.

Este desafío legislativo se produce en un contexto político donde los republicanos controlan la mayoría del Senado con 53 escaños frente a 45 demócratas y dos independientes.

El incidente caribeño representa la primera crisis de seguridad nacional importante del segundo mandato de Trump y podría generar tensiones significativas en las relaciones con países latinoamericanos, además de plantear serias cuestiones sobre el equilibrio de poderes y el control congresional sobre las acciones militares en el extranjero.

Estudio Del Corredor De Meridian Road

Superstition Boulevard a Ruta Estatal 24

!Únase a nosotros en nuestra reunión de puertas abiertas!

Miércoles, 1 de octubre de 2025 | 5:30 – 7 p.m.
Escuela Secundaria Desert Ridge (En la cafetería)
10211 E Madero Avenue, Mesa, AZ 85209

Únase a nosotros en cualquier momento entre las 5:30 y las 7 p.m. para reunirse con el equipo del proyecto, conocer las alternativas de transporte que se están considerando para el corredor y compartir sus comentarios. Sus aportaciones ayudarán a dar forma a las futuras mejoras del corredor.

La Asociación de Gobiernos de Maricopa está llevando a cabo un estudio del corredor de Meridian Road entre la SR 24 (inicio del proyecto) y Superstition Boulevard (fin del proyecto), en colaboración con las ciudades de Apache Junction y Mesa, y los condados de Maricopa y Pinal. El estudio identificará las mejoras necesarias para abordar las necesidades de transporte actuales y futuras y mejorar la conectividad para conductores, ciclistas y peatones.



¿No puede acompañarnos?

Obtenga más información, envíe sus comentarios sobre las alternativas que se están considerando y suscríbase para recibir actualizaciones por correo electrónico en el sitio web del proyecto.
azmag.gov/MeridianRoadCorridorStudy

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MERIDIAN ROAD CORRIDOR STUDY

Superstition Boulevard to State Route 24

Please join us for an open house!

Wednesday, October 1, 2025

5:30-7 p.m.

Desert Ridge Junior High School | In the Cafeteria
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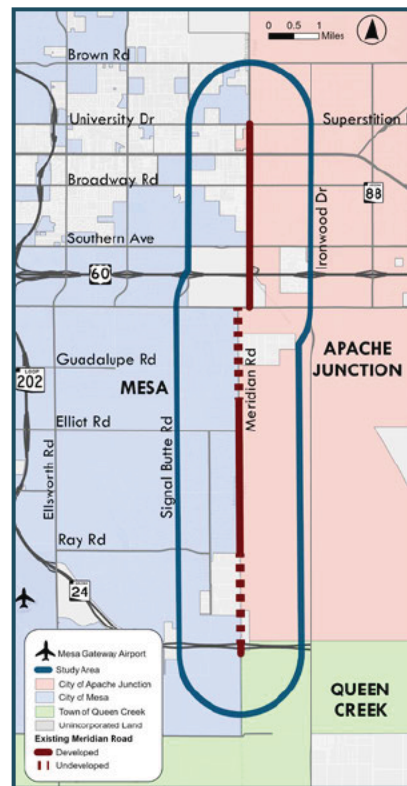
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El Superintendente de Instrucción Pública, Tom Horne, ha elogiado los esfuerzos del Grupo de Trabajo de Entrenamiento Escolar sobre Sobredosis y Inteligencia (STOP-IT). FOTO: Oscar Ramos / Prensa Arizona

Destacan crisis de opioides y fentanilo

Grave impacto en escuelas de Arizona y trabajan en soluciones

Oscar Ramos

La crisis de opioides, especialmente el uso indebido de fentanilo, ha generado alarmantes consecuencias en las escuelas de Arizona. Se estima que al menos cinco estudiantes sufren sobredosis diariamente en el estado, reflejando una tendencia preocupante que afecta a comunidades enteras.

En los últimos años, Arizona ha experimentado un incremento significativo en las muertes por sobredosis de opioides. En 2020, se registraron 1,914 muertes sospechosas relacionadas con opioides, un aumento del 27% respecto al año anterior.

Este incremento se atribuye en gran medida al fentanilo, un opioide sintético hasta 100 veces más potente que la morfina.

La presencia de fentanilo en las escuelas ha llevado a un incremento en las sobredosis entre estudiantes. La facilidad de acceso y la potencia letal del fentanilo han creado un entorno peligroso para los jóvenes, quienes a menudo desconocen los riesgos asociados con su consumo.

El estigma en torno al uso de opioides dificulta la prevención y el tratamiento. Muchos estudiantes y familias evitan buscar ayuda por temor al juicio social, lo que perpetúa el ciclo de adicción y aumenta el riesgo de sobredosis. La falta de educación y comprensión sobre la adicción contribuye a este

estigma, impidiendo que las personas afectadas reciban el apoyo necesario.

Arizona se ha convertido en una de las principales rutas de entrada de fentanilo a Estados Unidos. La proximidad con la frontera mexicana facilita el tráfico de este opioide sintético, exacerbando la crisis en el estado. Las autoridades han intensificado los esfuerzos para interceptar cargamentos ilegales, pero la magnitud del problema requiere soluciones más integrales.

En respuesta a esta emergencia, el Superintendente de Instrucción Pública, Tom Horne, ha elogiado los esfuerzos del Grupo de Trabajo de Entrenamiento Escolar sobre Sobredosis y Inteligencia (STOP-IT).

Gracias a esta iniciativa, más de 4,000 kits de Narcan, un medicamento que revierte los efectos de una sobredosis de opioides, se han distribuido en las escuelas de Arizona. Además, se han desarrollado programas educativos para concienciar a estudiantes y personal escolar sobre los peligros del fentanilo y las medidas de prevención.

La crisis de opioides en Arizona, y su impacto en las escuelas, subraya la necesidad de una respuesta multifacética que aborde tanto la prevención como el tratamiento. Es esencial fomentar un entorno donde los estudiantes y sus familias se sientan seguros al buscar ayuda, libre de estigmas.

La colaboración entre autoridades educativas, sanitarias y de seguridad es crucial para implementar estrategias efectivas que protejan a la juventud de Arizona de los devastadores efectos del fentanilo y otros opioides.

Buscan Legislatura forzar a las autoridades estatales

Propuesta Ley AZ ICE obligaría cooperación en la aplicación de políticas migratorias

Oscar Ramos



El presidente del Senado de Arizona, Warren Petersen, ha presentado la Ley de Cooperación y Aplicación de la Inmigración de Arizona. FOTO: Oscar Ramos / Prensa Arizona

Ante preocupaciones crecientes sobre la seguridad pública derivadas de la crisis fronteriza, el presidente del Senado de Arizona, Warren Petersen, ha presentado la Ley de Cooperación y Aplicación de la Inmigración de Arizona (AZ ICE Act, por sus siglas en inglés). Este proyecto de ley busca garantizar la colaboración entre las fuerzas del orden locales y el gobierno federal en la implementación de las políticas migratorias de la administración Trump, con el objetivo de proteger a los ciudadanos de Arizona y fortalecer la seguridad nacional, pero la Fiscal General de Arizona, Kris Mayes, expresó su desacuerdo.

La Ley AZ ICE (SB 1164) exige que los departamentos de los alguaciles de los condados y el Departamento de Correcciones de Arizona establezcan acuerdos bajo la sección 287(g) con el gobierno federal antes del 1 de enero de 2026. Estos acuerdos permiten que las autoridades locales ayuden a identificar y procesar a no ciudadanos detenidos por violaciones de leyes locales. Además, estipula que las fuerzas del orden cumplan con las solicitudes de detención migratoria, evitando así que inmigrantes en situación irregular con antecedentes criminales sean liberados.

El proyecto de ley surge en respuesta al aumento de la migración irregular en la frontera suroeste de Estados Unidos. Desde 2021, se han registrado más de 8.5 millones de encuentros en la frontera, según datos de la Oficina de Aduanas y Protección Fronteriza de Estados Unidos. Además, se estima que 2.2 millones de personas han ingresado al país sin ser detectadas. Las autoridades han detenido a más de 57,000 individuos con órdenes de arresto, condenas penales o vínculos con organizaciones criminales y terroristas.

Durante 2023, el estado gastó aproximadamente \$3.19 mil millones para atender a 453,000 personas que residen ilegalmente en el estado, una carga significativa para los

contribuyentes.

La sección 287(g), promulgada en 1996 bajo la administración Clinton, permite que las agencias locales de aplicación de la ley colaboren con el gobierno federal para llevar a cabo funciones migratorias específicas. Los oficiales locales reciben capacitación formal para garantizar el cumplimiento de estas funciones de manera adecuada y eficiente.

“El fin de la crisis fronteriza requiere un enfoque integral, esta legislación permitirá que las fuerzas del orden locales y federales trabajen juntas para proteger a nuestros ciudadanos, además de prevenir la obstrucción gubernamental. Los votantes de Arizona hablaron claro en noviembre pasado al aprobar la Ley de Seguridad Fronteriza. Quieren que se haga cumplir la ley y que nuestras comunidades sean seguras”, afirmó Petersen.

Al respecto la fiscal general de Arizona, Kris Mayes conminó a la legislatura a trabajar en los temas que realmente afectan a los arizonenses y a ofrecer mayores fondos a las agencias como la suya que combaten el tráfico de fentanilo y a los cárteles mexicanos.

“El año pasado la Legislatura republicana recortó el presupuesto del Departamento de Seguridad Pública y de la Fiscalía General de Arizona y es muy probable que lo vuelvan a hacer, lo que significa menos recursos para el combate y la aplicación de la ley en uno de los problemas a los que tanto se refieren”, aseveró Mayes.

Estudio del Corredor Vial Meridian

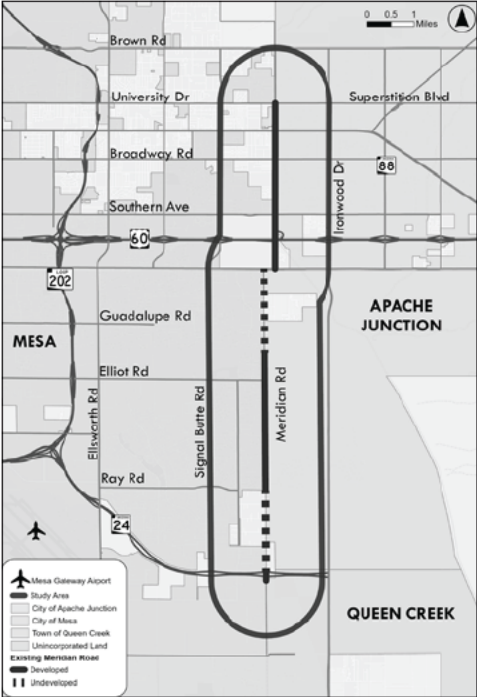
Superstition Boulevard a la Ruta Estatal 24

!Acompáñenos en una reunión de puertas abiertas!

Martes, 11 de febrero de 2025 | 5:30 – 7 p.m.
Desert Ridge Junior High School (En la cafetería)
10211 E Madero Avenue, Mesa, AZ 85209

Acompáñenos a nosotros en cualquier momento entre las 5:30 y 7 p.m. con el equipo para aprender sobre el Estudio del Corredor, compartir sus experiencias viajando por el corredor, y contar sus ideas para futuras mejoras de transporte.

La Asociación de Gobiernos de Maricopa está llevando a cabo un estudio del corredor de Meridian Road entre Superstition Boulevard y la Ruta Estatal 24, en colaboración con las ciudades de Apache Junction y Mesa, además de los condados de Maricopa y Pinal. El estudio identificará las mejoras necesarias para abordar las necesidades de viaje existentes y futuras, además de mejorar la seguridad y la conectividad para conductores, ciclistas y peatones.



¿No puede acompañarnos?

Visite nuestro sitio web para obtener más información e inscribase para recibir actualizaciones por correo electrónico.
azmag.gov/MeridianRoadCorridorStudy

De conformidad con el Título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA), la Asociación de Gobiernos de Maricopa (MAG) no discrimina por motivos de raza, color, nacionalidad, edad, sexo o discapacidad. Las personas que necesiten una adaptación razonable por motivos de idioma o discapacidad deben ponerse en contacto con Tim Strow en el 602.254.6300 o en tstrow@azmag.gov. Las solicitudes deben hacerse lo antes posible para que MAG tenga la oportunidad de abordar la adaptación.

Apoye
a los Negocios Locales Durante
la Construcción del Tren Ligero

Verbería
Santa Ana

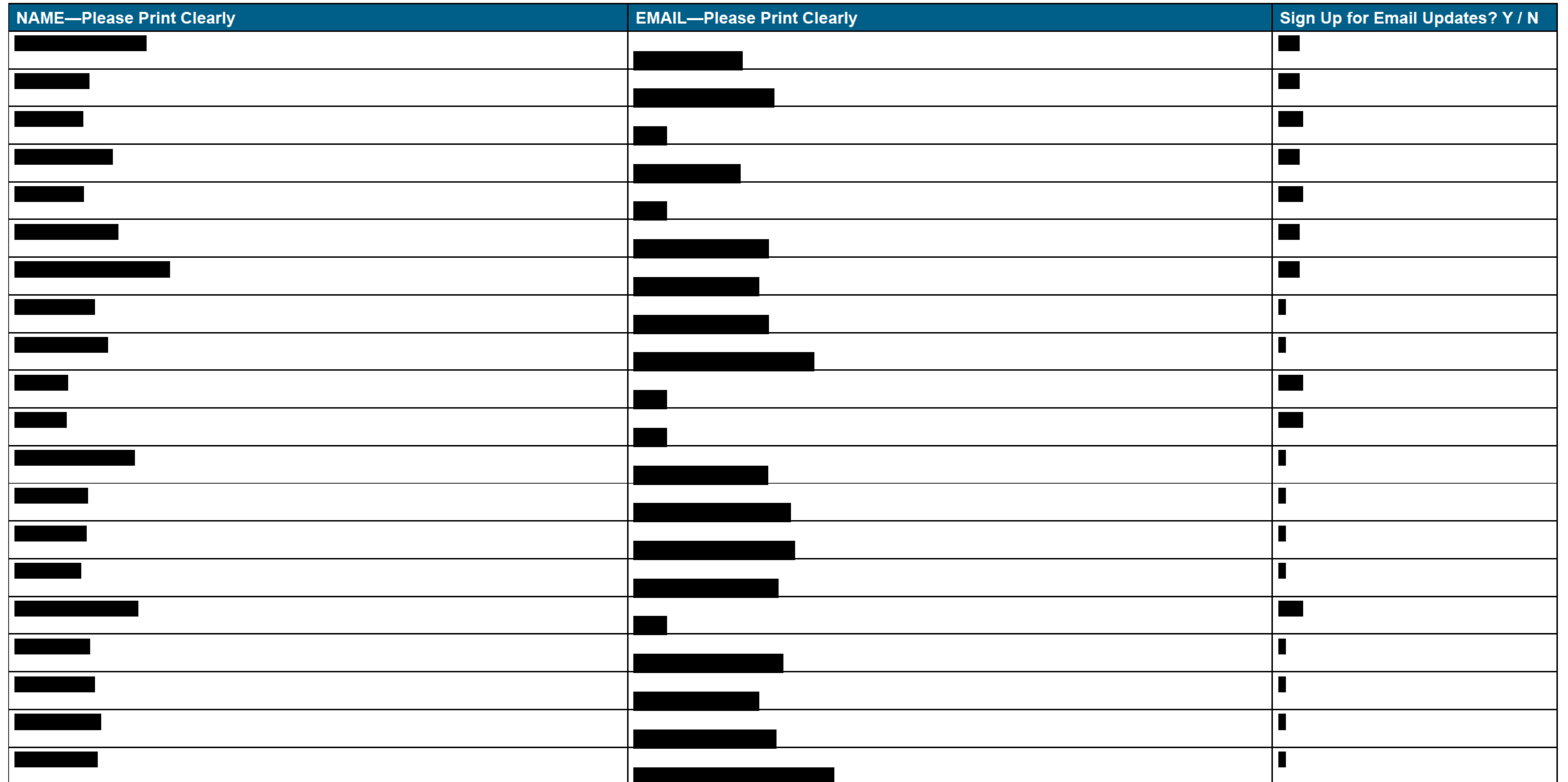
Con cada compra
recibí una vela
o yerba

5834 S. Central Ave.
602.581.0828



APPENDIX B

Public Meeting Documentation and Materials

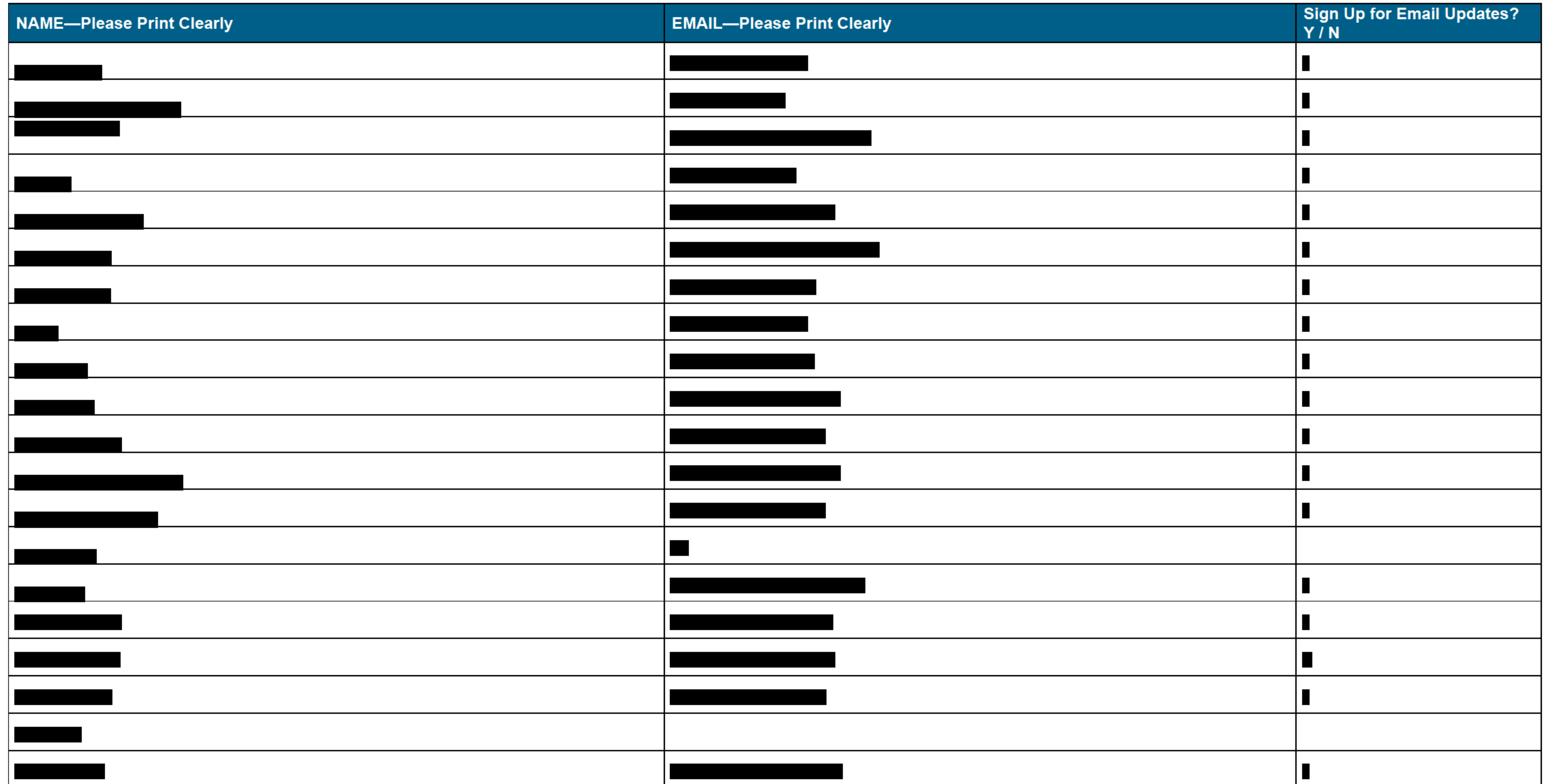


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75 attendees



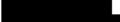
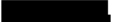
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APPENDIX C

Public Comment and Interactive Comment Map Data

ID	Report Type	Location	Comment	Name	Email	Submit Date
2	Recreation	On the map	Another test	Testing	user@example.com	1/10/2025, 10:00 AM
1	Safety	On the map	Testing a comment	Testing	Testing@test.com	1/9/2025, 9:10 AM
4	Access	to SR 24	build the road			1/23/2025, 12:32 PM
3	Safety	TEST	TEST			1/24/2025, 12:07 PM
8	Access	Baseline Rd at Meridian intersection	Imperative to have undeveloped Meridian R/W intersect with existing signaled intersection to reduce congestion on Baseline Road and to save costs for intersection improvements			1/26/2025, 10:38 AM
9	Access	Guadalupe Rd/ Meridian Rd	Would like to see Guadalupe Rd intersect with the new Meridian Rd			1/26/2025, 10:38 AM
10	Drainage/Flooding	South from Baseline Road next to Sunland Springs Village east perimeter	Possible flooding zone from Baseline Rd south on undeveloped Meridian Rd right of way			1/26/2025, 10:38 AM
7	Access	Guadalupe Rd	Neighborhoods will become unsafe and degrade quality of living by pushing through a thoroughfare all the way to Baseline. This plan is not needed nor desired by the citizens of East Mesa. Commercial truck traffic in/out of the Pinal county industrial section should be required to use Ironwood, ie. No Truck Traffic. I live 1 mile line of sight from here and the large trucks can be heard engine breaking even now. Allowing them to use the new road will be a nightmare for Sunland Springs Village residents. It also will increase wear and tear on the roadway as very large and heavy vehicles are involved. Safety for passenger cars is also a factor.			1/23/2025, 11:53 PM
12	Other	The Pinal county light industrial/commerical area east of Meridian and north of Guadalupe	I would suggest Meridian proceed south from Baseline intersection through the existing Pinal Dr. and then curve west to intercept Meridian's vertical course at the new intersection of Guadalupe Rd and Meridian. That way you limit Baseline to only the one intersection and you keep the new Meridian roadway clear of Sunland Springs home at least until after Guadalupe rd. Need access from East Guadalupe Road to new extension of Meridian Rd.			1/27/2025, 10:38 AM
16	Access	Baseline and Meridian to Guadalupe and Meridian	Live in Sunland Springs Village, and this intersection will make access to Pinal County so much easier. The road is single lane and no turn lanes causing traffic congestion at rush hour. finish the road			1/27/2025, 1:55 PM
14	Access	University to baseline rd	TEST			1/27/2025, 1:38 PM
11	Traffic-Congestion	University to baseline rd	TEST			1/26/2025, 10:12 PM
3	Access	TEST	TEST			1/23/2025, 9:40 AM
6	Recreation	TEST	The heavy truck traffic hauling gravel and cement coming in/out of this location is a serious safety concern. Plus the vehicles beat up the road. You'd never know by looking it was just resurfaced in the past year. Concrete spills and drips builds up on the roadway. The weight of the vehicles destroys the blacktop. Truck traffic should be routed to avoid passenger and pedestrian use if this corridor is to be developed safely.			1/24/2025, 12:17 PM
13	Safety	NE corner Meridian and Baseline. Cemex AJ and Concrete Recyclers.	Signal Butte and Baseline are already congested and the new road is needed.			1/27/2025, 12:01 PM
17	Traffic-Congestion	Meridian hwy 24 to baseline	I see no need whatsoever completing Meridian from Baseline to Elliott. My opinion is the residents of Sunland Springs Village egress from the Village West on Guadalupe or Baseline. Again, there is no good reason to waste the money on a road that doesn't make sense. It is a total losing deal for the owners of the Village...The noise, traffic and speeders would not add any value to the community. I have lived in the Valley for 34 years. We moved to Mountain Park Ranch off I-10 in 1990. It was a new community but in five years the traffic from the avenues was awful. Next stop was in Troon Village off 116th St and Jomax. It had a fabulous view of our Peaks and the McDowell mountains. It was open range to the East all the way to the Verde river. City of Scottsdale populated that area in the next 15 years. Six years ago we left as we became aware of SSV as our last good place to live. Who would ever come with a reason to complete Meridian and ruin our community? Developers of course!			1/27/2025, 1:26 PM
15	Traffic-Congestion	2763 S Taskwood Cir. Guadalupe runs behind my rear property line	Traffic along Guadalupe East of Signal Butte will increase significantly. The Sunland Springs Village community is on both sides of Guadalupe in this area and has a large amount of North/South traffic to get to community amenities. Traffic control will be needed at the intersections of Wattlewood/Guadalupe and Springwood/Guadalupe to allow safe crossing of Guadalupe.			1/27/2025, 2:21 PM
18	Safety	Guadalupe/Wattlewood and Guadalupe/Springwood	The alignment of Guadalupe with the two existing segments needs to be examined before determining the route of Meridian. I would prefer the intersection of Guadalupe and Meridian to be as far east of Sunland Springs Village as possible. Other considerations are the Maricopa County Flood Control District. Placing the alignment further east would not impact MCFCO. Guadalupe and Wattlewood - the changes made to this intersection has made the area more dangerous, not less. At the very least east and west bound traffic should have been given a right turn only lane, for which more than enough space is available. As it is, all traffic is impeded by people turning right. A traffic change going from 3 lanes to one and then back to three seems more dangerous since it is a change from the norm. If the intersection needs more safety, a light would have been a better choice. There is NO need to modify the Meridian Corridor. There are many North South options for commuters! Ironwood, Signal Butte, Crismon. Leave it as is, it will add much more unnecessary traffic. If it ain't broke, don't fix it.			1/27/2025, 2:40 PM
20	Intersection	Guadalupe and Waddlewood intersection	This proposal will be a nightmare for the residents of Sunland Springs Village who live on the eastern border of our village. The added noise, congestion, and traffic will do nothing but lower our property values. This is a quiet 33 plus community and we would like to keep it that way.			1/27/2025, 2:40 PM
21	Safety	guadalupe and signal butte	While a lot of the residents of Sunland Springs Village would like to see this NEVER happen, it is inevitable. But among the many concerns, I believe the greatest danger is that two streets (Wattlewood and Springwood Blvd) cross Guadalupe. This means you have primarily senior citizens walking, biking, golf carting and driving across Guadalupe to reach amenities in the other half of the community. Probably need a stop LIGHT and crosswalk at both intersections. Or a stoplight at Springwood and a signaled crosswalk at Wattlewood.			1/27/2025, 2:57 PM
22	Traffic-Congestion	Sunland Springs Village	The increase of commercial vehicle traffic on Baseline and Signal Butte with the opening of the cement plant has resulted in excessive congestion and noise on two of the borders of Sunland Springs Village. The roads are littered with materials dropped from the commercial vehicles and the noise pollution from large trucks using exhaust (JAKE) brakes at all hours. Signal Butte has become dangerous with the speeders and the noise. Connecting Guadalupe with Meridian will provide another highly congested and noisy road for commercial and othe vehicles to use Guadalupe and Meridian to avoid the Guadalupe and Baseline intersection. Consideration should be given to the fact that Guadalupe runs through the middle of Sunland Springs Village community. As others have mentioned, community amenities are on both the north and south sides of Guadalupe used by all the community. Commercial traffic should not be allowed on Guadalupe between Signal Butte and Meridian.			1/27/2025, 3:25 PM
23	Safety	Guadalupe and Meridian	This proposal will be a nightmare for the residents of Sunland Springs Village who live on the eastern border of our village and on either side of Guadalupe. The added noise, congestion, and traffic will do nothing but lower our property values and create constant unpleasant traffic noise. There are also major amenities on both the north and south sides of Guadalupe where many senior residents frequently need to cross in vehicles, golf carts, bicycles and on foot. This is a quiet 33 plus community and we would like to keep it that way!			1/27/2025, 3:09 PM
24	Traffic-Congestion	Guadalupe road extension to Meridian	This intersection becomes extremely congested during peak times. I've been stuck in a line on Brown from Meridian all the way to Signal Butte. A light is in order. Please make the intersection at Meridian and Baseline straight with the Meridian re-alignment either north or south of the intersection. The intersection of Ray and Ellsworth is a good example of how bad the traffic is when you offset the intersection, it is a mess. It slows traffic in both directions and adds to additional hazards by forcing people who want to go straight on the offset street to make a right then left turn.			1/27/2025, 8:31 PM
23	Traffic-Congestion	Sunland Springs Village	No bike lane, no sholder forcing cyclist into the road going north. SSV was and is a 33 and over community with a lot of residential traffic ie bicycles golf carts and walkers both north and South of Guadalupe as there are amenities on both sides we do not need the heavy traffic and the noise We are senior citizens mostly retired			1/28/2025, 2:36 PM
26	Intersection	Meridian/Brown	I don't see the need to open Meridian Road south of Baseline Road to Elliot Road. This would create another route for commuters during rush hours and emergency road closures that would increase traffic through largely residential streets. The increased traffic and noise would greatly diminish the quality of life for all the residents along this corridor, not just the residents of Sunland Springs. There is also the environmental concerns of the water shed and the animals that live there. Has an Environmental study been done to determine what animals will be affected or displaced? I am ot in favor of this project. Provide street/road crossing under power lines for walking and biking. Please review drainage and flooding concerns for this area.			1/29/2025, 1:15 PM
27	Intersection	Meridian and Baseline Intersection	Please review added landscaping all along this road including a center median with appropriate landscaping to improve the quality of the environment for local people and people passing through. Intersections along Meridian need help, 2 lanes into 1 just before an intersection creates long lines of traffic and accidents. Would love to see Meridian continue past Baseline if turn lanes, traffic control & intersection improvements can be made. If the roads are built they must be maintained, that is the biggest problem is that they are not maintained.			1/30/2025, 7:13 PM
30	Bike/Pedestrian	Meridian Road north from the 60	Build 1-1/2-inch pipe fence between Meridian Pointe and Sunland HOAs to keep cars/off road vehicles, to keep as a walking area. Would match City of Mesa at Signal Butte Park fence line. Name: Meridian Road trail crossing.			1/30/2025, 3:37 PM
29	Safety	Guadalupe extension to meridian	I'm concerned with the increase in traffic thru the middle of a retirement community. There are dozens of golf carts probably daily that need to cross Guadalupe. It's already dangerous crossing at Waddlewood. With the upcoming increase in vehicle traffic that will begin shortly at the pre-school, any additional traffic will result in a nightmare. Do NOT connect Guadalupe East to Meridian. Having a main street cut through a subdivision would create so many problems. There are many amenities on both sides of Guadalupe in a 35+ community of senior citizens. There is much LOCAL golf cart, bicycle, pedestrian and automobile traffic crossing on both Wattlewood and Springwood Blvd, which would create many safety hazards. There is currently also little to no outside traffic with little chance for crime from outside the community. And this would also create much increased noise and a significant reduction of the quiet and peaceful residential atmosphere that currently exists!!!			1/29/2025, 7:20 PM
28	Traffic-Congestion	Meridian Road between Elliot and Baseline Roads	South of the 60 there should be plenty of E/W street access with the existing Baseline, Elliot and Warner roads where this is little or no existing development to disrupt. I am confounded by this request for input now. What was the master plan the permitted the development of Superstition Vistas - Radiance, and concurrent upgrade to Meridian Road north of Ray Road to a six-lane divided roadway? It seems unconscionable to me that Meridian would be considered a major artery sufficient for this level of construction without prior planning to define it more general use! This request for input seems to be too late as the Mesa/A.J. cities have already moved forward with development based on an planned concept. Can you really do anything with citizen comments this late in the game? What is MAG authority here?			2/2/2025, 9:24 PM
33	Bike/Pedestrian	SRP power line easement				2/1/2025, 11:18 AM
31	Drainage/Flooding	Meridian Road				2/1/2025, 11:18 AM
32	Other	Meridian Road				2/1/2025, 11:18 AM
35	Safety	Meridian Rd, and all current intersections				2/3/2025, 9:12 AM
34	Bike/Pedestrian	SRP power line easement crossing Meridian Road				2/3/2025, 8:41 AM
37	Traffic-Congestion	End of Guadalupe				2/4/2025, 12:53 PM
38	Safety	Sunland Springs Village				2/4/2025, 12:50 PM
40	Other	Meridian Road from Baseline to AZ24				2/4/2025, 11:49 AM

39	Traffic-Congestion	Sunland Springs Village	I would like to suggest an alternative route for this project that would by pass Sunland Springs Village and the community south of us. At the intersection of Baseline and Meridian by the traffic lights, take Meridian straight south onto Pinal Ave and continue south past Guadalupe. Curve Meridian and then tie into Meridian by Elliot Rd. This route would not affect any of the Sunland Springs residents and the community south of us.			2/4/2025, 1:31 PM
36	Safety	Along SSV east and south borders	I'm concerned about the added traffic on Guadalupe that intersects SSV. Too many people cross that road daily. If you proceed, I would hope that the speed limit from Baseline south would be 35MPH, as it is north of Baseline, otherwise it will become a raceway like Ironwood. Whatever happened between Apache Junction and Mesa years ago is quite puzzling. Why don't the North/South streets line up? Elsworth, Crismon, Signal Butte and Meridian? Having said that, now is the time to make an adjustment if Meridian needs to extend south. Extend Meridian south through Pinal Road and hook up again with Meridian closer to 24. SSV is a senior community occupying homes on both sides of Guadalupe and increasing traffic on Guadalupe will be a serious problem. There are already traffic control pylons on the street. Don't encourage more vehicles to use it. Leave Guadalupe as it is. (Ending at S. Yellowwood)			2/3/2025, 8:01 PM
41	Intersection	SSV	Please curve Meridian so it lines up correctly on both the north and south sides of Baseline. Doing a misaligned intersection will add unnecessary delay in commuting and traffic.			2/4/2025, 4:41 PM
63	Intersection		Pinal Road already exists and is a straight line from Meridian north of Baseline. If we could connect to that road instead of behind the houses in Sunland Springs Village, it would preserve the water drainage culvert that is already there. It would save the property values and noise concerns for SSV residents as well as gain better access to the front of the industrial businesses instead of taking 75 feet of the back of the property owned by businesses in that park.			2/16/2025, 8:33 PM
68	Drainage/Flooding	South of Baseline connecting to Guadalupe	Please look at the multi-function space north of Eastmark on both sides of Crismon. This is a model space for drainage, buffer, recreation (Disc Golf walking exercise, biking) and near zero landscaping. Please look into working with Sunland Springs Village HOA Long Range Planning effort, and other neighboring owners to provide a similar space. The North to South buffer zone would tactfully tie into Guadalupe and beyond to the existing neighboring residential development just south of the power lines.			3/3/2025, 6:38 PM
43	Bike/Pedestrian	Along East side of Sunland Springs Village South to the electrical power lines.	I'd like to suggest that Guadalupe not extend through the Sunland Springs community to connect to Meridian Road. I'll suggest that Guadalupe Road be considered a dead-end street, not a through street. No major road network currently runs through a community in the Mesa area as I understand things today, so why would anyone consider running Guadalupe through the heart of Sunland Springs Village? If Guadalupe does extend through Sunland Springs Village to connect with Meridian Road, it would be foolish for us not to anticipate or expect an impact to S. Springwood Boulevard as well. Drivers (None Residents) will explore and take short cuts through the North Side of Sunland Springs Village using S. Springwood Boulevard. The way I view the map, the major roads such as Baseline Road, Elliot Road, Warner Road and Ray Road should be the primary connections to Meridian Road.			2/5/2025, 6:37 AM
42	Safety	Meridian Road Corridor - Guadalupe Road	It would be great to have another access to the SR24, I noticed there was only a small bit that wasn't paved here.			2/4/2025, 7:13 PM
44	Access	SR24 and meridian				2/5/2025, 2:01 PM
49	Access	Elliot to Baseline Connection	It would be nice to have another option to go north other than Signal Butte as when there are accidents, incidents, construction, etc in the intersection of Elliot and Signal Butte we are forced to go south to Warner or Ray Road to connect to either Ironwood or all the way to Elsworth if your plan is to go further north than Elliot as Crismon also does not connect between Elliot and Guadalupe. It should also be wide enough to handle the appropriate traffic. Most of our roads going north and south are so congested because their is not many options. More options could help spread out the traffic to other roads. We have been in this area for over 25 years and the lack of options to connect to other areas adds to traffic congestion in the areas available.			2/7/2025, 8:49 AM
50	Safety	Sunland Springs Village	Guadalupe Rd. runs through the middle of Sunland Springs Village retirement community. Connecting Guadalupe from Signal Butte to Meridian would create serious traffic congestion, safety risks and increased noise for over 5600 SSV residents.			2/7/2025, 1:34 PM
48	Safety	Guadalupe Rd	-SSV amenities are located on both the north and south sides of Guadalupe Rd. Our senior residents cross Guadalupe daily at Wattiewood or Springwood Blvd by vehicle, golf cart, bicycle, or on foot. -The intersection of Signal Butte and Guadalupe Rd already has high traffic congestion. Legacy Traditional School is situated on the SW corner. Fry's Marketplace, multiple businesses and restaurants are situated on the NW and NE corners. -A new "Busy Bees" Daycare is opening soon on Guadalupe next to Goodwill. -Emergency service vehicles frequently use Guadalupe Rd to respond to SSV resident calls. We recommend that the intersection of Guadalupe and Meridian be East of the SSV boundary and preserve the existing dead-end street.			2/6/2025, 2:10 PM
47	Other	Meridian	For no other reason than the safety of the residents of SSV, it should not even be a consideration to extend Guadalupe Rd to the east.			2/5/2025, 9:03 PM
46	Other	Galveston	The study map is inaccurate. Between Ray and Williams Field, Meridian road does not exist. Google maps is not accurate. There is a small service road to the sewer lift station. Nothing more. Will a sound wall be provided for those whose property will adjoin the new road. We have enjoyed silence for years and do not want the eyesore of an arterial road.			2/5/2025, 8:58 PM
43	Traffic-Congestion	Galveston Rd	I agree with others that adding Meridian is not needed. It will degrade the quality of life in the county island and drive through traffic on to our residential roads. Please don't turn our current dead end roads into thoroughfares for Walmart traffic.			2/5/2025, 8:47 PM
51	Safety	Elliot Road between Mountain Rd. and Meridian Road.	Provide raised medium along Elliot Road like the rest of Elliot Road. This is going to be a safety problem with opening up Elliot Road with a lot more traffic.			2/8/2025, 10:30 PM
52	Other	85118 Queen Valley	This map shows a place called Gold Camp that does not exist. The name of the town there is Queen Valley and has been since 1915. There was a tiny area where a gold nugget was found before the town was named Queen Valley and it has been appearing on maps for ages when it was never a town. Please correct this for future maps in this project. Thanks, President, QV Historical Society			2/9/2025, 7:41 AM
53	Traffic-Congestion	Current Meridian Road and Elliot neighborhood	We purchased our home near Elliot and Meridian so that we could have views of the Superstitions since it had a floodplain behind us and quiet streets (we are near the power lines just off Meridian). If this new connection to the 24 and San Tan is run through the existing Meridian Road it will be right behind our back yard wall! It will completely ruin the view, the floodplain and the noise and pollution will totally crash our home's value and make it unsaleable. I understand the need for a connector road, but please do not use the existing Meridian Road, move it farther east past the floodplain where there is open land to put the road further from the existing communities and rename the interior Meridian street that does not connect to the US 60. The Meridian exit off the 60 does not geographically align to this existing Meridian any so why curve it into the neighborhood and not continue it straight across the commercial area and open land south of Baseline where it is a dead end now. Knowing this project will become an important intensely used intersection it makes sense to align Meridian Road with the Meridian Road / Baseline Road segment extending north to the US60. The alignment shown on the map shows northbound traffic would have to travel east then north in order to access US60. That particular alignment would create a bottleneck only to be addressed in the future at a much greater expense that would include a great deal of interference with commuters.			2/9/2025, 7:41 AM
54	Intersection	Meridian Rd / Baseline Rd. Intersection Alignment	I understand the need for new north south roads. I live on the corner of Meridian and Galveston. I'm hoping that no stop sign or light is put on Meridian Rd. at Galveston for as long as possible. Having cars stopping and accelerating and idling at that intersection would be much worse for me than having them just drive past. Also the less street lighting or hooded lighting would be appreciated. Also wondering if noise barriers are planned. And one other worry is will it be assessed a large impact fee when this section of road is built.			2/9/2025, 2:02 PM
57	Intersection	Meridian Rd. and Galveston St.	Please connect Meridian from Williams Field to the SR24 since there are residence needing access to highway.			2/12/2025, 9:05 AM
58	Traffic-Congestion	SR24 on Meridian to Williams Field	Guadalupe should not intersect with Meridian. Sunland Springs Village has too much golf cart, walkers and bikers crossing Guadalupe to get to amenities. Having a cross street going thru the middle of a retirement community is asking for trouble. We have enough ambulance and fire trucks coming to the community already without the added traffic and speed of vehicles a thru street would create. If Meridian is built south of Baseline move it to the east of the commercial property rather than west along Sunland Springs Village. Why put the noise next to current residential community when you can build it in a non developed area.			2/12/2025, 11:27 AM
56	Safety	mesa, az 85209	Need to control light pollution. Lighting should comply with dark skies community standards. Refer to Fountain Hills or Flagstaff ordinances.			2/10/2025, 7:26 PM
55	Other	Meridian Corridor	Meridian really needs to connect to Guadalupe and up to the US60. The neighborhoods along Meridian that are south of Guadalupe desperately need a another way to head north that isn't Signal Butte. The only northern path is Signal Butte as Crismon is also a dead-end. We don't need any more dead-end roads or roads like those that go through east mark at slower speeds. It makes it very difficult to get around and slows down any errands to restaurants, shopping or grocery stores.			2/10/2025, 11:51 AM
61	Access		Baseline rd was resurfaced a couple years past by AJ CITY. Then it was graded on the south side of BASELINE and water from the Syphon draw was redirected West on baseline instead of going South into the water retention area established south of Guadalupe. That had the effect of running water and soil thru SSV and flooding Baseline road.			2/16/2025, 3:39 PM
59	Drainage/Flooding	SSV HOME OWNER	Do not want Guadalupe Rd. Access to Meridian road for safety, Traffic and environmental reasons.			2/13/2025, 9:40 AM
60	Access		I completely disagree with the proposed plan connecting Meridian Road as shown on your map. Not only will this cost millions of dollars but will substantially reduce the quality of life for the residents that live in Sunland Springs Village, as well as its surrounding communities. The proposed road will be against the east wall of the community. It will cause noise, air pollution, as well as light pollution, and completely ruin property values. If you want to save MILLIONS of dollars in taxpayer money, Pinal Road ALREADY EXISTS, and is ALREADY in alignment to Meridian Rd. If you connect Pinal Rd to Meridian, it will bypass ALL residential areas and SAVE US MILLIONS OF DOLLARS!			2/13/2025, 9:40 AM
64	Traffic-Congestion	Meridian Rd Connection	Also, is there even enough room to connect the road as you have indicated on your map? There is an industrial area located there as well.			2/17/2025, 9:06 PM
65	Traffic-Congestion	Meridian Rd Connection	I oppose the connection of Meridian Rd. PINAL ROAD ALREADY EXISTS and is ALREADY IN ALIGNMENT TO MERIDIAN RD. Bypass all of the residential areas and SAVE MILLIONS of dollars of Arizona taxpayer dollars.			2/17/2025, 9:06 PM
62	Traffic-Congestion		For those that live along meridian south of Guadalupe, our only option to go North is Signal Butte. We desperately need Meridian to connect with Guadalupe and Baseline. The extra commute and congestion on Signal Butte is costly and also dangerous. Having another route North is desperately needed. With Crismon being a dead-end, it either Signal Butte or Elsworth (which is 3 miles away). Has a full diamond interchange been discussed? It would be beneficial to have both east and west bound access if Meridian is planned to become a major north south arterial. I understand the canal is a hurdle; however it would be to the benefit of traffic flow and safety.			2/16/2025, 8:33 PM
66	Intersection	Interchange				2/25/2025, 1:53 PM
70	Intersection	South of where Meridian intersects with Baseline	On this map, it looks like we have the space to slope the westerly section of 'new meridian' in an eastern fashion up to the light at baseline. If so, that should take place for two reasons: This would prevent multiple stops and a choke point on Baseline for vehicles that only seek to continue traveling south It would also reduce traffic noise for more of the residences			3/5/2025, 2:51 PM

		This roadway between Superstition and Apache Trl should be widened to two lanes in both directions(there appears to be room to do so already, with sections of 2 lanes present at the beginning of the stretch), a bicycle lane and sidewalk provided as well.			
69	Traffic-Congestion	Meridian Rd between (E. University Rd / W. Superstition Blvd) and E. Apache Trl	Retirees live in the communities adjacent and should be able to walk/bike on a hard surface to the intersection, congestion is a problem in this area due to it being one lane as well.		3/5/2025, 2:37 PM
67	Traffic-Congestion	Meridian will never fix the Queen Creek issue. Build a freeway going south.	I've read all of the comments and so far no one has addressed the elephant on the room. The major traffic issue is that there is currently NO major artillery road, i.e, freeway going north and south to Queen Creek. The current surface streets system is plenty adequate for local traffic. It is not adequate for the massive amount of traffic coming from and to Queen Creek. If the state would concentrate on turning Ironwood into a freeway that ties into the 60, the 24 and south to Queen Creek the problem would go away. The proposed Meridian project isn't even a good bandaid on the real problem. Trying to use surface roads to move traffic to and from Queen Creek will not work and the money would be far better spent toward a real access road (feeway) from 60 to Queen creek. Even widening Ironwood will still leave a bottleneck at the traffic lights at the 60. Needs to be a freeway interchange or it's a further waste of resources.		3/3/2025, 6:35 PM
71	Access	Sunland Springs Village	Please check your website as it looks like the comment section is full and will not accept any new comments.		3/13/2025, 8:19 AM
72	Drainage/Flooding	Meridian Rd at powerlines	This portion of the future Meridian Rd is adjacent to an existing open drainage channel that funnels floodwaters to an open area south of the major powerlines. Scope of this future road would need to alleviate the potential flooding.		3/13/2025, 10:56 AM
73	Traffic-Congestion	Sunland Springs Village	Instead of having 2 intersections with stop lights, one at Baseline & Meridian and a second intersection with stop lights a block away when Meridian road turns south along the east wall of Sunland Springs Village. It would make more sense to continue straight south at the existing stoplight at Meridian and Baseline. Continue south for a couple of blocks to Pinal where a street already exists and continue south winding southwesterly and then connect to Elliot RD		3/18/2025, 4:39 PM
83	Bike/Pedestrian	Meridian Rd south across US60 Highway	Our bike group of approximately 10-12 riders frequently ride out in the east valley near the Mesa/AJ border and south into the Queen Creek area. We have very few options to safely ride when transition north-to-south across the US60 highway. I would like to see the development of Meridian road as it crosses US60 as a bike-friendly path for bike use and the ability to connect to other current bike paths south of the highway.		8/22/2025, 2:58 PM
76	Safety	Guadalupe & Meridian	Please do not extend Guadalupe east to a future Meridian Rd. Guadalupe is essentially a residential street (should be 25 mph) through Sunland Springs with foot, bicycle, golf cart traffic. Making Guadalupe an artery street will most likely end in tragedy.		4/3/2025, 10:05 AM
75	Other	road alignment with Maricopa County	Upon hearing the discussion on financing, it raised questions about obvious assumptions arising about how the planning is being influenced by the finances of the various interested government entities. In looking at the map, it appears that the primary alignment that should be considered is to extend straight south where Meridian intersects with Baseline, or simply expand Ironwood instead. However, I sense that Pinal County and AJ don't have the funds to pay their share for road improvements in this area, so their burden is being dumped on the taxpayers of Maricopa County through MAG and the recent tax proposition. Consequently, the primary alignment seems to be set along the county borders so that the agencies can justify having Maricopa County foot most of the bill. This is not proper for Maricopa County taxpayers who don't need this road. Sun Springs Village's HOA and sub-HOAs will not be able to afford landscaping maintenance along Meridian and an extension of Guadalupe Rd. I completely disagree with the proposed plan connecting Meridian Road as shown on your map. I support the alternate route proposal to continue Meridian Road at the stop light on Baseline and continue straight south for about 1000 yards onto Pinal Ave for two blocks and slowly curve over to the Meridian Road extension north of Elliot Road to bypass SSV completely. The original proposal will not only cost millions of dollars but will substantially reduce the quality of life for the residents that live in Sunland Springs Village, as well as its surrounding communities. The proposed road will be against the east wall of the community. It will cause noise, air pollution, as well as light pollution, and completely ruin property values. If you connect Pinal Rd to Meridian, it will bypass ALL residential areas and SAVE US MILLIONS OF DOLLARS!		3/25/2025, 3:43 PM
74	Intersection	Meridian Road Corridor	Just met with transportation officials from the City of Mesa, and my councilmember Alicia Goforth about this exact subject of Meridian Rd. They clued me in on this study. We spoke at length about Meridian and its potential as a north-south bike path connector with the new bike lanes being built on Main. Meridian, as it crosses the 60, has minimal freeway access which would make it an excellent choice for cyclists wanting to skirt other problematic and dangerous 60 over/underpasses where bike lanes disappear. Few choices exist for the cyclist between Clearview overpass in East Mesa and A.J. Building safe bike lanes and sidewalks along this north-south corridor solve a lot of problems and as it is mostly residential, would be a great asset in enhancing multimodal transportation.		3/21/2025, 4:18 PM
82	Bike/Pedestrian	Main St. to Guadalupe	Please connect and widen Meridian to Baseline. Any accident at Signal Butte and Elliot essentially cuts off residents of Mountain Ranch, Meridian Point, and Mountain Heights.		8/18/2025, 3:32 PM
80	Access	Meridian and Baseline			6/9/2025, 3:16 PM
81	Access	Baseline and Meridian	I would recommend an S curve to connect Meridian going south from I60. The S should be south of Baseline to minimize rapid lane changes to access the I60 ramps as seen at Signal Butte.		6/9/2025, 3:16 PM
79	Traffic-Congestion		As a resident of Sunland Springs Village, I support our HOA president's proposal to continue Meridian Road at the stop light on Baseline to continue south for about 1,000 yards onto Pinal Avenue for two blocks and slowly curve over to the Meridian Road extension north of Elliot thus bypassing SSV entirely. Or consider elevating Meridian Road over the industrial park in order to connect at Elliot Road. For many reasons, it is best if Guadalupe Road remains a dead end.		5/16/2025, 9:09 AM
78	Bike/Pedestrian	Baseline to Superstition, especially crossing Broadway and Apache Trail.	BIKE LANES! BIKE LANES!		4/21/2025, 1:43 PM
77	Other		I don't care where or how you align Meridian or if every NIMBY complainer in Sunland Springs doesn't want it. Pave it, make it wide and beautiful and safe for pedestrians and bicycles! PS- Meridian needs culvert crossings between Broadway and Southern. It always overtops and is dangerous in even moderate rains...For example, there is usually several inches of standing water covering the intersection of Meridian and Southern during a rain event. Requesting a raised berm and wall to abate traffic noise.		4/16/2025, 10:27 AM
84	Intersection	Guadalupe and Meridian	I live in Sunland Springs and attended the informational meeting last week. What stood out most for me was how it was stressed that this is needed for North-South access from SR24 to Hwy 60. Would it make sense, safety wise and financially, to just not connect Guadalupe to Meridian? Guadalupe is basically a residential street, and to connect it to Meridian (for safety) would no doubt require at least 2 traffic lights on Guadalupe to make it safe for the residents. Would it not also be a financial win to not build the intersection onto Meridian and not have to install traffic lights on Guadalupe and build an entire new intersection? With a widened Baseline and with the East-West road on Elliot, I would think, another east-west connection should not be necessary. Especially with north-south traffic the main reason to build the road. Seems like a win-win for all involved. Save a bunch of money and leave Guadalupe safe for the residents.		10/28/2025, 10:40 AM

Respondent ID	Start Date	Provide Feedback on the Two-Lane Strategy:	Provide Feedback on Alternative 1:	Provide Feedback on Alternative 2:	Provide Feedback on Alternative 3:	Provide Feedback on the Three-Lane Strategy:	Do you have additional comments or suggestions?	First Name	Last Name	Email	Phone	Zip code
11899796372	2025-11-12 14:19:35											
118995416134	2025-11-09 18:22:43	Yes, this is needed.	This is unacceptable. The straightway will become a highway as cars and trucks race through the area. It imposes the quality of life to the residents in this area. It will also cause light and air pollution literally in their backyards. If this was a preexisting road, residents would have made the choice to live next to it. Since the road currently does not exist, it would be a travesty to people living there. Eliminate this option.	This is a better alternative as it does not impact the current residents as much.	The best alternative with no impact on current residential homes. Trucks going to the industrial center will have a direct route.	Too much traffic will be on this road.	Please consider the impact that your decision will have on the people who currently reside in this area. The less disruption, the better quality of life they will have. Thank you					
118994472346	2025-11-07 20:07:24	Looks good.	This would negatively impact SSV home values and create traffic noise and pollution.	This would negatively impact SSV home values south of Guadalupe Rd. This would create noise and pollution issues.	Alternative 3 is the preferred option for SSV community and provides long term benefits for residents.	Reduce to two lanes in each direction to control traffic.	More study needs to be done on water usage and land development.					85212-2247
118990706143	2025-11-03 13:29:47	dfk se	dfkhd	dfkhd	dfkhd							
118988396731	2025-10-30 16:13:04	Is there plans to widen the 60 to alleviate traffic congestion. There are many sudden stops and congestion.	Have the businesses been contacted?	Will there be sound barriers in the other option since this interferes with residential less	I like closer to a direct line	Will meridian points land be taken? Will sound barriers be added? Can you please connect meridian from Elliott to Guadalupe. I have had many huge run around when there is an accident on signal butte	I missed this presentation, will there be another to hear ideas and brainstorming to know if I have more questions					85212-1925
118980541312	2025-10-21 05:34:17	No opinion	Not in favor of Alt 1.	It's good to have less impact on residential.	If it can be budgeted for this is the least destructive and allows for the most new development.	3 lanes is good.	Keep Meridian Road as far away from Sunland Springs Village as possible.					85209
118987313739	2025-10-29 11:42:24	No comment	I realize that this is the preferred alternative for several reasons and understand that. However, it would wreck our small community at Sunland Springs Village. Our property values would plummet especially for those anywhere on the east side of Springwood. I know it is the price of development but I paid for my home and feel there would be a minimum of 30% drop in house value. For me that would be approximately a quarter of a million dollars. That doesn't speak to the noise that would be present all hours of the day and night. Being a 55+ community, I feel some consideration should be given to that as we are in our houses at all times not gone during the day working, I really feel ironwood is still undeveloped from Baseline south in this section so could be easily utilized and leave Meridian alone until you get to East Elliott. That is starting to develop now and would be a great time to start that now for those just building.	I don't like this route much either much like Alternative 1. It would again deeply affect Sunland Springs Village and the residents. Our property values would decrease greatly not to mention noise. This is the 2nd of the 3 of the best, again, use ironwood and bring it to Elliott and back to Meridian then. There will be very little disruption for businesses in the development currently and SSV.	I know this is your lowest alternative. However, it will lessen the damage done to Sunland Springs residents. I still think looking at widening ironwood to at least 6 lanes should help. Other alternatives to get to the 202 and 34 should help keep them from going to the 60. I do feel that the entire thought of going with another freeway around Gold canyon south is much needed now and widening of the 60 from Crisman east. Meridian is just not a great alternative on this north end.	No comment	I do know that development happens. It is a necessary evil. I know also that the roads/infrastructure around the south side of Apache and around Queen Creek need a lot of work. I just hope that Meridian near Baseline to Elliott will not have to be constructed.				85209	
118987291999	2025-10-29 11:17:49	2nd alternative by SSV homes	Absolutely not!	Better...affects fewer homes inSSV	Way better! Even though the cost is more having less truck traffic from the businesses that are already there is a plus. Everyone knows that infrastructure is needed but doing it with the least amount of disruption to already people living in the area is a plus.	not needed	When increasing roads it's always important to kind in mind people that are already occupying these areas. Can you really put a price on disrupting lives.					
118986239344	2025-10-28 09:41:08	OK	This is too close to a residential neighborhood. It might be cheap but many people will be unhappy and cars will crash into a wall!	Still too close to SSV and a wall	This is a good option. Slowing traffic is not bad because people in AZ drive way too fast & exceed speed limits.	I don't think this road should have bike lanes. It is far too dangerous for bikes	Please don't just focus on the cost since the cheapest is not a good option					85209
118984800394	2025-10-26 16:14:35	Ok	Sixty homes affected in SSV,use S Pinal or S Warner drive, the cost of running drainage under the road can't be cheap, savings of not doing that should help in buying property through the industrial area. If Alternative 1 has to be used run the new road on the east side of rock spillway. Would put some distance between road and a lot of homes in SSV. In the end would like Alternative 2 to be the choice.	This is the best solution for residents of SSV. Not all but a large share. Most of the businesses have large lots,IAC'm guesting Pinal Dr has 60 ft of right of way , so 30 ft of right of way on each side would not destroy their businesses.	No	That will not fit between back wall of SSV and cement government spill way. Also there is a transmission line pole in the middle of the three lanes, don't think that would be allowed. Why wouldn't you just make ironwood six lanes and jog it over to Meridian exchange on 60					85209	
118984774631	2025-10-26 14:49:33	No issue with this plan.	By far the LEAST acceptable alternative. It will result in severe noise and impact on the greatest number of Sunland Springs Village homes	This is an acceptable alternative in that it reduces the noise impact on the majority of Sunland Springs Village homes. However, it is less preferable than Alternative 3.	The most preferred alternative from a Sunland Springs Village perspective.	No issue.						
118984711847	2025-10-26 11:31:20	none	none	none	none	none	none					85209
118984386193	2025-10-23 16:33:33	OK	Would create a racetrack on Guadalupe.	Same as #1	Best alternative for controlling traffic and limiting impact to existing development.	OK	This should have been planned for years ago. The impact on existing development could have been reduced.					

118984328628	2025-10-25 13:22:40	Whether four lane or six lane should be found in traffic projections and determined from those.	This route has a huge negative impact on the Sunland Springs Village community. Other than the industrial park, this is wide open rural area. I don't think this is the best location for the street to continue south. Since industrial lots are going to be impacted regardless, I think a straight south Meridian street from Baseline overlaying S Pinal Dr is a better alignment. Building the road away, east from the Sunland Springs Village development allows property's / businesses to be built on either side of the new Meridian road, versus with it abutting the development only one side of the street gains anything.	This is a big improvement over Alternative 1. It is a very good alignment of Meridian on the south of E Baseline Rd. However, I feel this route continues to have a negative effect on the SSV development since it would still abut the development for about 1/3 of its east side property line with the road curve already starting in the Industrial Park. This road curve would be much better to begin south of the Pinal Dr / Guadalupe Rd intersection. And it seems that there is enough room to fit the road curves south of Guadalupe Rd to maintain a perpendicular intersection at Guadalupe. It makes poor sense to start the road curve in the industrial Park, one thing, it impacts more properties there. The better / best solution is to stay with the S Pinal Dr route, continuing straight south, at least nearest to the power line easement before realigning with the currently constructed S Meridian Rd. This keeps the bc "newbc" road away from the SSV development which has no road, never had on its east side (like Meridian Pointe subdivision already does. A Less pollution (noise, dust, etc.) for the established SSV development, among other things. Overall this route would be the best solution through the industrial Park and area as long as everything possible is done to start the road curves as far south as possible to keep the entire road or as much as possible away from the SSV.	Alternative 3 routing with the road swinging so far off to the east would not be a good solution for a road through that area, for many reasons. The better / best solution is #2, to stay with the S Pinal Dr route, continuing straight south, at least nearest to the power line easement before realigning with the currently constructed S Meridian Rd. A This keeps the bc "newbc" road away from the SSV development which has no road, never had on its east side (like Meridian Pointe subdivision already does. I think since this is mostly a rural area, let's keep the new Meridian road away from an established development. I think that ought to be a high priority.	Whether four lane or six lane should be found in traffic projections and determined from those.	Thank you for the opportunity to contribute.					85209	
118984328130	2025-10-25 13:21:39	I think the best answer whether four lane or six lane should be found in traffic projections and determined from those.											
118983980086	2025-10-24 21:29:44	Looks good.	Understand it's the lowest cost but would you consider not putting this connector in. Why not improve Ironwood now to 6 lanes and "plan" on extending Idaho Rd south to 24. Idaho is already developed to Baseline. Build a new connector in virgin territory without having to relocate businesses, homes or powerlines. There are a lot of places that roads "end" to go around communities. Sunland Springs Village would be divided and would be dangerous with people trying to "cut" through our subdivision. Leave Guadalupe where it is also. Don't develop that either.	Would prefer this over option 1 but again leave Guadalupe where it is without extending it to Meridian so it doesn't cut Sunland Springs Village in half.	If you have to do one of these plans, this would be the most favorable for Sunland Village. Leave our Guadalupe Road undeveloped.	This looks good. Again, I think you should focus on getting Ironwood to this design as soon as possible!	Do the improvements to Meridian to Southern, Make the Meridian/HWY 60 a full interchange, abandon connecting Meridian to HWY 24. Instead widen Ironwood now and extend Idaho Rd to HWY 24. That makes the most sense to me.					85209	
118983939730	2025-10-24 19:29:42	Ok	What do you mean by may affect nearby homes? It is quite obvious. Tying Guadalupe into Meridian goes against all other 23 plus communities. None this know of have a main roadway dividing the community! Also the traffic that will try to avoid traffic by going up Waddlewood and Sling Blvd. SSV is an adult community with golf courses and many golf carts traveling across Guadalupe. Thus did not take into effect the noise levels for this retirement community!! Why is there not an estimate on the road/ vehicle noise levels? The traffic is going to be terrible. The gentleman who presented the earlier initial program in the spring was invited to live in SSV. He said no because he liked building roads. He knew the effects this project would have on the community.	There is no buffer south if Guadalupe!!! Plus tying in Guadalupe again goes against the president set by other communities without major thruways dividing the community!! Ex. Val Vista, Hampton and many others.	Thus is a better design due to Guadalupe not being a thruway. But still does not buffer noise south of Guadalupe!	Terrible!!	Please stop this proposal					85212-2224	
118983872137	2025-10-24 16:14:08	Agree	Seems cost effective	Ok									
118983718287	2025-10-24 12:41:26	Do we really need two lanes? I like the bike lane and the sidewalk	Not in favor	sounds better than Alt 1	Like the layout, but costly and a lot of environmental impact.	too many lanes. I am not in favor. how much traffic is expected on that road	thank you for allowing the public to provide feedback					85212	
118983633005	2025-10-24 09:27:37	good	Too close to existing residential backyards	I like this the best of the 3	I think this is the worst of the 3. Too much going around the business.	Good	No. Thank you for allowing us to comment.						
118983508412	2025-10-24 08:28:51	OK	Absolutely NO! It is too close to homes.	Much better but the turning west could be more south.	OK but too expensive	OK but are 3 lanes each way really needed?	No					85209	
118983177096	2025-10-23 22:30:31	Will this be wide enough? Will there be extra right of way in case 3 lanes each direction are needed?	Guadalupe doesn't line up! It makes sense but the residents of SSV, especially those who live on Copperwood, are not happy	Seems more expensive and takes more businesses. Will Guadalupe ever line up?	Just seems stupid!	Looks fine. It runs along the east edge of SSV but so be it.	Sound buffering and landscaping should be done to help reduce noise and pollution for affected homes and businesses					85209	
118983134640	2025-10-23 20:33:54	ok	do not like as it effects existing homes	better than alternative 1 but again effects existing homes and business	Best one for existing residential homes.	I would think 2 lanes in each direction would be enough	Thank you for allowing people to comment					85209	
118983100409	2025-10-23 18:39:21	Seems correct	Right next to a gated community? That will tank their homes value.	At least there is an existing road here. Still too close to the residential area.	Least impact to the residential area.	Three lanes needed?						85209	
118983091728	2025-10-23 18:35:59	Design for future growth to allow 6 lanes of traffic.	Impacts home values. Fissures close to north end. Will need to remove structures.	Better that #1 as less impact to homes. Will allow for better commercial development in presumably increase value to businesses.	Best alternative. You get what you pay for.	Need to restrict truck traffic on some of the new roads. You now drive on Meridian south of Pecos and there are nothing but commercial trucks. They do the most damage. Restrict trucks to Ironwood with weight limits.	Take Guadalupe through to Ironwood first and then Meridian.					85209	
118982634416	2025-10-23 08:04:43	This makes sense.	This is terrible!!!!, affects many houses. Do not do this plan. Too much Traffic near homes and businesses. Can harm people and animals DO NOT DO ALTERNATIVE 1. VERY BAD	DEFINITELY BETTER THAN ALTERNATIVE 1. IS MERIDEN REALLY NEEDED. YOU HAVE MANY BETTER NORTH. SOUTH STREETS. SAVE THE CITIES MONEY AND LEAVE IT ALONE.	IF, IT, MUST BE DONE, THIS IS THE BEST ALTERNATIVE. LESS CHAOS IN OUR AREA. PLEASE CHOOSE #3	IF IT MUST BE DONE, CHOOSE THIS STRATEGY	LEAVE WELL ENOUGH ALONE. WIDEN IRONWOOD, CRISMON, AND ELLSWORTH.					85209	
118983043799	2025-10-23 16:36:37	Looks good											
118982970734	2025-10-23 14:31:38	NA	NA	NA									
118982920689	2025-10-23 13:36:14	How far north of Southern does it go?											
118982893406	2025-10-23 13:00:19	Sounds good.	Very bad for Sunland Springs Village.	Prefer this alternative	Most expensive but best for Sunland Springs Village. Between 2 and 3, alternative 2 is preferred.	Sounds good.	No					85209	
118982886627	2025-10-23 12:52:08												
118982842207	2025-10-23 12:00:13	Agree	Do NOT like how this impacts the residents of Sunland Springs Village. Traffic, noise and impact on resale value of nearly 300 homes owned by senior citizens.	Of the three, this makes the most sense. It does impact some businesses in the industrial area, but reduces the impact on the residents of Sunland Springs Village.	While this would impact Sunland Springs Village and the industrial businesses the least, it seems like an unreasonable amount of additional distance and a considerable additional cost.	Wish it wasn't necessary, but it probably is for long-term benefit.	I understand that you don't like impacting homeowners OR businesses, but I feel the businesses involved are better equipped to deal with the disruption.					85212	

118922829471	2025-10-23 11:41:32	LONG OVERDUE!	This is a POOR alternative! People living in SSV would find this a really poor choice. I don't think that this should even be considered as an alternative!!!!	#42 is chosen, the S curve should NOT begin until past Guadalupe. Still very noisy for SSV residents with traffic running 30-63 MPH	This is my #1 choice even though the cost is higher	That's a lot of traffic expected						83209
11892272330	2025-10-23 06:59:08	two lanes are fine	It is too close to the SSV retirement development. It apparently includes an extension of Guadalupe Rd. further east to intersect with Meridian. That will effectively split SSV in half because of the increased difficulty for residents to being able to access facilities on both sides of Guadalupe. Should consider a plan where Guadalupe does not intersect with Meridian, as has been the case since SSV was built.	Better alternative than Alt. 1. It's better to have to demolish additional commercial buildings rather than suddenly insert heavy traffic next to established homes.	This would actually cause the least environmental destruction. Less adverse impact on existing buildings and homes.	Why not make it two-lane like north of 60. Not all north-south routes need to be three lanes. Would also save on costs.	I would like to know where the decision-making on Guadalupe Rd. fits in - who makes the decisions and when?					
118922684873	2025-10-23 08:37:28	I believe that option two would be the best function for the Sun and springs village residence. I think you would provide less through traffic on Guadalupe which is a huge concern for the people that live in this community as there's two sides to the community. And it is split by Guadalupe road. I also believe that once this road goes through people will start using our community streets to try and find a quicker way through. We ride bicycles, walk and quite a few golf carts. Use this right away. I see this as being very dangerous. I'm wondering how many people are going to have to get hurt or die before more will be done to protect the residents. Wattlewood crossing on Guadalupe is a major crossing and since there would be a street light where we currently have a four-way stop, and Wattlewood being so close to that we couldn't have a street light there also.	Alternative one is going to provide the easiest way to do this at the least cost. I understand this, but I think that the impact on Sunland springs village will be greater this way. And they'll be a lot more traffic flowing through which is going to cause injuries and deaths to the seniors in this area. Wattlewood crossing on Guadalupe will probably be the site of most of these accidents. People are going to use the main streets through our community which are only designed for light traffic to try and find a faster way through, especially on Friday and Saturday night after a couple of cocktails	I think alternative two is not much different than alternative one on the impact to the actual traffic flow on Sunland springs village. As Guadalupe still would connect the same. The only thing it would do is make the residents along the wall a little happier. With the cost being higher than it is with one I see alternative two is not going to be the choice.	Although alternative 3 is the highest cost, it would provide the least impact on Sunland springs village. The residence along the wall would be happy. The residents in the facility will be happier as they'll be less traffic through on Guadalupe. And I believe this would cause less problems.	I see the reasoning for the three-lane strategy in the future. I believe the two lanes would be sufficient. It would also slow traffic down. Maybe divert it over to ironwood	I think further studies need to be looked at on the impact of opening Guadalupe up to meridian how that's going to happen. How is that going to affect the residents of Sunland spring village and how to protect these residents?					83212
118922678382	2025-10-23 08:53:39	Not through Sunland Springs village.	No. Not through Sunland Springs Village.	I like this one.	I like this one also.	I would prefer three with two being second.	No					83212
118922676332	2025-10-23 08:26:56	Ok	No	Ok	Ok	No	No					
118922632510	2025-10-23 08:02:32	ok	I need to see all the alternatives, but I would rather the corridor not curve and be so close to Springwood Village	This is a better alternative than Alt. 1.	This seems to be the best alternative to keep Sunland Springs traffic crossing Guadalupe to a minimum.	ok	keeping the crossing of Sunland Springs on Springwood crossing Guadalupe to not be a through street would be safest for those persons crossing that street.					83209
118922630997	2025-10-23 08:00:10	Seems good	I am against Alternative 1. Too costly for us in our retirement community. Our HOA costs will increase along with the noise and pollution from all of the cars.	Alternative 2 is a good alternative, but will still impact our retirement community with addition costs for our HOA along with added pollution.	The best choice, but I do realize it is the costly alternative.	Yes, this will be needed in the future with the growth in the East Valley.	Thanks for keeping us updated with the plan and giving us the chance to voice our concerns.					83209
118922596748	2025-10-23 07:23:39	This is fine with me.	Don't like this one	Don't like this one	My choice	Looks good	I don't want this road on the east boundary of Sunland Springs Village.					83209
11892276488	2025-10-22 20:38:57	Acceptable, seems reasonable	As a resident of Sunland Springs Village this is by far the least acceptable Alternative of the three options. It would be very disruptive to our neighborhood. In a way it seems to prioritize future development to the detriment of our neighborhood. The road should be shifted further east even if it more costly	This a compromise choice between the three options but not the best of the three.	This option provides the least impact to our neighborhood at Sunland Springs Village and should be strongly considered despite its cost. Again, it feels like the road addition is an amenity provided for future growth as the "expensive" of our neighborhood and anything that can be done to reduce impact to our neighborhood while also allowing for future transportation needs should be done.	Feels excessive vs two land strategy. After today's town hall I drove south and west from our neighborhood and many of those roads were simply two lanes in each direction.	Do not select Alternative 1. Make sure needs of SSV neighborhood are considered					83209
118922139996	2025-10-22 16:03:37	no comment	This alternative would have a major noise impact to a 53 plus community and would have a negative impact on the value of houses in Sunland Springs Village. Recommend not doing this alternative.	This alternative would provide some help to the noise levels created by the road and also move the guadalupe and meridian intersection away from the SSV area.	Recommend this alternative for the SSV neighborhood. It alleviates some noise concerns and moves the road to more industrial areas.	no comment	no comment					83209
11892204289	2025-10-22 18:06:37	It doesn't make a lot of sense to build 4 lanes of traffic north of Southern, and then increase it to 6 lanes south of Southern. Acquire the needed R/W now an be done with it.	It's a terrible idea. This alignment affects too many residents in Sunland Springs Village. You'd be causing the property values to plummet, not to mention the noise pollution 24/7. Businesses can relocate, homeowners cannot. SSV is 35 plus community. Alternative 1 is absolutely absurd.	Why not move Meridian Rd./Final Road away from all the residential areas? Now is the time to correct errors that have been made in the past. Fissures can be accommodated. Good engineers can solve the problems. There should be a transition in land use (single family, multi family, strip mall, light industrial, etc. Think now and do the right thing	This is the best route, but still needs improvement. Keep away from neighborhoods. In north Scottsdale, on Dynamite Road, roundabouts work really well. The speed on Dynamite is 43mph - 50mph and the traffic moves very well. So where Guadalupe and other streets intersect Final maybe consider roundabouts. Slows traffic down	Engineers can figure this out to put in roundabouts with 3 lanes.	Keep the least amount of impact on residential properties.					
11892239102	2025-10-22 19:07:47	M m uch needed and improvements also needed on Southern widening										
118966417488	2025-10-02 09:06:29	US 60/Meridian interchange has only a westbound entrance and an eastbound exit. You can not access US 60 from the east and you can't enter the US 60 to go east from Meridian. The utility of this road is diminished.	The greatest negative impact to Sunland Springs Village of the 3 alternatives.	Better than Alternative 1. I would prefer a 4th alternative that does not go along the east wall of Sunland Springs Village. A route that runs along Delaware and stays east as it heads south to Elliot.	I would prefer you stay to the east at Delaware and head south to Elliot for a 4th option. The Meridian Corridor has too many issues and concerns to be a viable option. Option 4 would have the fewest issues for Sunland Springs Village.	If you use Option 4, there is ample room for this option. You wouldn't need the curves that you are worried about.	I would like to see an option 4 that follows Delaware south to Elliot without curves bringing it over to the Meridian Corridor.					83212
11892195008	2025-10-22 17:45:12	Option 1 is totally unacceptable for those in Sunland Springs. It will destroy the quality of life and the property values of 30 or more houses along the east wall. Option 2 or 3 would be much more acceptable.	No. This option will ruin our livability and property value.	This will preserve our property values. This is option 3. Not 1, please.	This option would be acceptable.	No opinion between 2 and 3 lanes.						
118922173880	2025-10-22 17:06:33	Looks adequate	Serious negative impact on SSV properties. Extreme noise levels, reduce property values. No benefit to SSV neighborhoods (the only access point is Guadalupe Road.)	Good option. Keeps road noise in commercial developments. New portion of road can be accessed from east and west directions. Minimal noise levels for SSV communities. Negative - option 1 and this option residential traffic goes through commercial development and commercial traffic goes through residential development.	Best option. Creating a Meridian Beltway mostly eliminates commercial traffic from going through residential neighborhoods and residential traffic going through commercial developments. Provides better opportunity for retail along new route.	Good option	Being a property owner 11346 E Navarro Ave. Mesa) along East property line of SSV, the option of Meridian rd just on other side of wall is the worst option and should be removed from consideration immediately. Excessive noise for SSV, new road would not be fully utilized for new business opportunities (only the East side of road would have access.). Thank you for your consideration. Brad DeKruyter 928-848-6369					83209
118922166878	2025-10-22 16:34:28	sure	Alternative 1 is not viable for those of us living on the east edge of Sunland Springs Village. Increased noise pollution from traffic and probable increase of industrial buildings.	Alternative 2 is not viable for those of us living on the Southeast edge of Sunland Springs Village. Increased noise pollution from traffic and probable increase of industrial buildings.	Alternative 3 provides the most acceptable routing for those of us living in Sunland Springs Village. It does seem to have the least impact to existing homes and other structures since most of the construction will be in unoccupied, open areas.	sure	Water resources should be considered for these planned additions.					83209
118922163470	2025-10-22 16:45:12	If this is restricted to only North of Southern, that is fine.	I do not like this alternative as the road runs too close to the residences.	This is better than the first suggestion but still too close to the homes in SSV.	This is my most favored choice, aside from leaving Meridian Road as it is today.	This is not necessary and should not be considered.	We have enough traffic from Signal Butte and opening up Meridian will only bring more traffic and could create more criminal opportunities. Please do not extend or widen Meridian Road south of the US 80.					83209

118979971113	2025-10-20 18:34:03	Sounds good	To close to SSV homes. Need to make sure Guadalupe isn't a drag step. Even with stop lights it's going to be dangerous with drivers speeding and residents trying to get to the other side. SSV only 33 and over community that will be split by a 43 mph that drivers doing 60 as they do on Signal Butte. No one follows the rules. Red light runners, speedster.	Alternative #3 is the best and safest option. Drivers will take Guadalupe if Meridian is slow or backed up to get to the 60.	Best alternative. Let's be honest travel time increases but it would be a few minutes and quite possibly discourages drivers taking Guadalupe as an alternative making it safer for the elderly and winter visitors that wouldn't expect speeders. Money shouldn't come into play when you consider a life being taken.	With the volume of traffic you need that. Similar to Sign Butte.	Think about safety for residents of Sunland Springs Village. Stop lights at Springwood needs to be longer so elderly can walk across with out the lights turning green. This area shouldn't become like Phoenix with weekly deaths of people crossing the street.					83212
118979910547	2025-10-20 16:35:34	A	S	B	S	S						
11897979706	2025-10-20 15:41:33	Sounds good as Southern Rd has a lot of traffic on it.	this route will 100% negatively effect the residents that currently reside in the developments. The value of their homes, and quality of life will diminish. Who wants a 43mph ride a few feet away from their homes? This is a poor option.	A much better alternative than #1. Running the extension through the industrial complex will not negatively impact home values and quality of life. It may even bring them more business. This is a much better option.	This is by far the best option. Keeping the road away from residential areas, regardless of the cost is the best option for all tax payers. Keeping home values intact as well as reducing noise from increased traffic. I recommend this option.	Too much traffic and noise with 3 lanes	Keep the impact in residential areas to a minimum. We all pay taxes, which in turn pays for the roads.					
11897976301	2025-10-20 15:35:59		Logical		Not logical							
118979442589	2025-10-20 06:23:45	North of southern is a good idea.	Not a good alternative. This directly impacts the development and industrial complex.	excellent as it avoids the residential area.	The best route!! No impact on residents already living here. We don't need a high speed road just an alternative.	Too much traffic	As a taxpayer, I like alternative #3. Let's keep the residents who pay taxes happy.					
11897948907	2025-10-15 08:30:43	yes, with new k-12 school, we need those extra lanes and sidewalks. between Ray- Elliott	NA	NA	NA	Yes	NO					
118974068618	2025-10-13 09:03:09	Yes.	NA	NA	NA	Yes	NO					
118979452384	2025-10-12 10:51:44	no	best									
11897266897	2025-10-10 15:26:33	GOOD IDEA	DON'T EVEN CONSIDER THIS ONE	BETTER BUT STILL NOT VERY GOOD	BAD	HAVE MERIDIAN GO STRAIGHT SOUTH OF STOPLIGHTS ON BASELINE ALL THE WAY TO THE TRANSMISSION LINES TO CONNECT WITH MERIDIAN.	SEE QUESTION #3					
118971829222	2025-10-06 17:33:31	No comment										
118970949201	2025-10-08 15:37:13	No comment	Too close to Sunland Springs. Traffic will be heavy & accidents more likely.	Keeps traffic where it should be. Makes more sense to continue straight with gradual curve further south.	Keeps traffic to the East and avoids Sunland Springs and Guadalupe that runs through the neighborhood. Pinal County responsible for cost, maintenance, and accidents.	No comment	No comment	No comment			No comment	No comment
118970948447	2025-10-08 15:35:48	No comment	this alternative is the worst of the 3. It creates a terrible impact on my community as it creates noise, pollution, chaos, danger to a senior community. We do not want this.	this is the second worst alternative. As I said with option 1, this creates havoc for my senior community. It creates safety issues, noise, and pollution. Not a desired option.	Of the 3 alternatives, this is better, but it still creates issues for my community. You have moved the roadway east to avoid 75% of my community, but I would prefer to avoid SSV entirely. We don't need the headaches this will cause, pollution, noise, safety, etc. Not wanted.	No comment	No comment	No comment			No comment	No comment
118970947088	2025-10-08 15:33:28	No comment	what about impact to residents?	what about impact to residents?	what about impact to residents? I feel this is the best alternative to provide the least impact to homeowners.	3 lanes is too wide. Consider 2 lanes with turn lanes.	yes! Move the highway further on to state land area so you don't devalue residents homes. It's not the right thing to do to throw this on them. So wrong in so many ways.					83212
118970946194	2025-10-08 15:31:47	Center turn lane is a must and sidewalks would be good.	No comment	why not have a route with less effect to existing residents and less of a curve?	No comment	if it is built like signal butte between ray and elliot it would be great.	No comment					83212
118970944999	2025-10-08 15:29:49	No comment	Please no - this puts a thruway directly behind our house. Also disrupts the large drainage ditch.	Yes please	ok - but alt #2 seems much more feasible.	No comment	alt #2 is by far the preferred					83209
118970943939	2025-10-08 15:27:51	No comment	Alt 1 will destroy our property value by \$100,000. We would support alt #2.	yes - do this one.	No comment	No comment	Alt #2 is by far the less impactful to residents.					83209
118970943828	2025-10-08 15:26:06	No comment	No comment	No comment	Preferred	No comment	We are residents of Sunland Springs Village. We oppose running Guadalupe through to Meridian. Running a 6-lane, 43 mph street through the middle of a 55+ community with amenities on both the North and South sides presents many potential dangers to the elderly population, many of whom are riding bikes and driving golf carts. We can see and understand the need for N/S access on Meridian but Baseline and Elliot should provide sufficient E/W routes.					83212
118970941925	2025-10-08 15:24:01	Should only be 2 lanes.	Something we cannot afford to have done. Do this where a community will not be divided in two. This is wrong and we should have been told of this way before. This is the worst alternative for all our community. It will divide where we live from the rest of the community. This will cause an unsafe area because we use Guadalupe and Springwood all the time. Are amenities are on the North and South side of Guadalupe. This is a 55+ community where many residents have to cross Guadalupe to get to the dog park, golf course, everything we do. And we are on Old Ave, the 1st street North of Guadalupe and the noise will be horrible and the speed deadly. This is in the middle of our community so our home value will go down.	No comment	Best one.	No comment	No comment	No comment			No comment	No comment
118970940941	2025-10-08 15:22:41	From Southern to Superstition we only need three lanes; one each direction and a center turn lane.	No comment	No comment	No comment	No comment	No comment					83120
118970940024	2025-10-08 15:21:05	Good	This appears to be the most cost effective.	No comment	Excessive in cost!	No comment	No comment	No comment			No comment	No comment
118970936263	2025-10-08 15:14:28	I appreciate the buffered sidewalks.	None	I like that this alternative doesn't require residential property acquisition. I also like that there is a bend in the road which will hopefully help keep speeds down.	I don't feel this alternative is useful and impacting traffic on Guadalupe is not worth it.	If traffic estimates require three lanes in each direction, this strategy looks appropriate.						83012
118970933371	2025-10-08 15:18:09	No comment	Poor design. Too close to property in SSV. Do not do Alternative 1.	No comment	Best choice. Avoids most residential communities. Adds transit for Apache Junction residents. Less invasive - businesses would not be displaced. Makes sense.	No comment	Will there be a ramp to enter US 60 going eastbound?				No comment	83209
118970934078	2025-10-08 15:14:25	No comment	No comment	43 mph too high - people will travel 55-60, noise and pollution will be a factor.	Being selfish, this would deter drivers, perhaps, therefore, less traffic on Meridian.	No comment	We live on Adelle, which is one street off Meridian. Noise will be a major factor in each of these alternatives. Alt #3, although the most expensive, will probably deter more traffic away from people using it. Alt #2 is probably best; however, cars will speed, noise is a factor, and it will impact my husband and my quality of life.					83212

118970934172	2025-10-08 13:09:03	No comment	Address [REDACTED] 85212. My area is mer d an & williamsfield. Williamsfield dead ends at our gate. My concerns are getting through our gate. Us and several of our neighbors have automatic gates. We need room and time for our gate to open. also concern regarding tightness of turn, having road directly against our fence. Traffic slow and patterns against our gate opening, are we going to have access to a light when put up to get in and out of our property. we would love an access road or frontage road. best scenario for us, road needs to be kicked back for room to turn in.	No comment	No comment	No comment	No comment	No comment	No comment	85212	
118970931396	2025-10-08 13:05:24	Love it. Perfecto.	My favorite. Please pick. Less travel time means cheaper travel costs. Cheaper for you!	I don't hate it but I don't love it. Meh.	Hate it. Too much money.	Love it.	Add a turning lane into Legion on Meridian and Southern. Always golf carts taking up the whole street. Street lights would be nice.	A [REDACTED]	[REDACTED]	No comment	85208
118970929518	2025-10-08 13:03:00	No comment	#1 is the best alternative	No comment	No comment	No comment	No comment	[REDACTED]	[REDACTED]	[REDACTED]	85212
118970928032	2025-10-08 13:01:15	No comment	(1) slow traffic down (2) 4 lanes is better than 6 lanes (3) anything that can encourage traffic to other roads (4) what can be done about noise from traffic?	No comment	No comment	No comment	No comment	No comment	[REDACTED]	No comment	No comment
118964828140	2025-09-30 13:14:09	No comment	(This is the best plan)	No	No	No comment	No comment	No comment	[REDACTED]	No comment	No comment
118970523594	2025-10-08 07:20:05	looks great	ok	bad	the worst	too much	get it done	[REDACTED]	[REDACTED]	[REDACTED]	85212
118969104532	2025-10-06 14:39:16	two lane ok as long as sidewalk and bike lane are dedicated	impacting housing with added street noise and security issues to housing	best alt. for thru traffic	way too much roadway and cost. future connection to Guadalupe to the west not optimal, traffic will not follow reduced speed limit	too much roadway will create freeway conditions	meridian road should be a secondary road as Ironwood and Signal Butte would remain the major arteries	[REDACTED]	[REDACTED]	[REDACTED]	85209-8419
118968820823	2025-10-06 10:57:15	Sounds good if done correctly	May be the least expensive but is it the best?	Do not care for.	Such a waste.	Amazing a look at the future.	No, do not live down there	[REDACTED]	[REDACTED]	[REDACTED]	
118967541262	2025-10-03 15:44:39	City of Mesa Council forgave the Airport development loans of over 30 Million dollars. They were fiscally irresponsible and the principal repayment of the loan could have more than covered the cost of this project. I object to having to pay City of Mesa taxes just to have a few people waste Millions of Dollars. Let people take Ironwood or Signal Butte to the US 60.	Not needed. Signal Butte and Ironwood are fine. If needed, let the new housing developments exclusively pay for the project. Specifically, if they build houses, they need to develop the street and curbs as part of their building project and they can bury the cost into their respective home sales.	That is inappropriate to possibly eminent domain the businesses North of Guadalupe. Guadalupe should come through to Meridian though.	Are there any exits to get of Meridian corridor into the industrial area North of Guadalupe?	If you proceed, just do it the plan right the first time if you think your traffic projections are accurate 10, 20+ years out to the future. A large interstate wall should be considered to eliminate noise from the residential areas who have enjoyed peace and quiet for decades. Overall, don't waste the money and people can use Ironwood and Signal Butte. Ironwood should have been widened instead. What a waste just to keep it four lanes. All that closure recently - what a waste of resources.	Don't do it at all. Connect Guadalupe through. Connect Elliot through and leave it at that. That will cost very little to open the flow.	[REDACTED]	[REDACTED]	[REDACTED]	85212
118966618551	2025-10-02 12:44:59	Looks ok.	Alt 1 makes the most sense	Cost prohibitive	Stupid waste of money	Overbuilt a 3 lane strategy is poor planning. Do better, by making it the same as north of baseline	Phase 1 should be the section that encompasses the US60 as that is where the bulk of the traffic flows. Widening of US 60 between Signal Butte and Ironwood should take precedence	[REDACTED]	[REDACTED]	[REDACTED]	85120
118966444206	2025-10-02 09:32:49	Love to see the center turning lane incorporated along with adding additional lanes	Best layout out of the three. Would allow for the smoothest flow of traffic through the area.	Don't love this option. It runs right through the commercial spaces, rather than avoiding all lots as much as possible and running between the neighborhood and commercial lots.	Highest cost. Highest impact in land/utilities. Highest travel times. Highest cost. And is the least exciting option. Would much rather have alternative 1 or 2	is exactly what it needs with all the development currently and will have in the future. This will go a long way if done prior to development		[REDACTED]	[REDACTED]	[REDACTED]	85120
118966028754	2025-10-01 21:34:38	This would be excellent, especially if it relieves the congestion on the school corner north of the American Legion property.	People that bought homes on the east side of Sunland Springs Village should have been aware that some type of construction could be built along that corridor in the future. In 10 to 15 years all the residents could have passed and a new generation move in. I don't think property values would change very much.	If the money is available, this may be the most logical route.	I think this would be too much cost and create more issues cutting through the industrial park. I do support that Guadalupe would not be as attractive as an alternate route.	I would support this strategy.	I feel that Meridian north of the Baseline needs immediate attention. The rest as money becomes available.	[REDACTED]	[REDACTED]	[REDACTED]	85212
118965938918	2025-10-01 18:05:33	Good	This would be ideal	This is interesting but meets the ultimate need.	This doesn't make sense	This will be much needed	This needs to be completed sooner than budget allows.				
118965926339	2025-10-01 17:40:31	Center turn lane.	My personal favorite. My biggest thing about traveling is what is the fastest and cheapest way to get to my destinations. And plus since it's the lowest cost.	Nj	I hate it. I hate it. Absolutely not. The MOST EXPENSIVE FOR THAT. Honestly crazy that this is an option sorry.	Perfecto					
118965926359	2025-10-01 17:40:58	Good	This is the only sensible route	Terrible idea to run it through a community lots of accidents plus disruption of existing roads and homes very expensive	Horrible proposal straight line is the best not making the road longer and crooked	Good idea	Glad you allowed feed back	[REDACTED]	[REDACTED]	[REDACTED]	85209
118965914491	2025-10-01 17:17:23	Good	Negative impact on Sunland Springs Village.	This is by far the best solution.	Too expensive and not a direct route.	Sounds good	Alternative 2 is the best solution.	[REDACTED]	[REDACTED]	[REDACTED]	85212
118965897036	2025-10-01 16:46:11	Needed.	Needed.	Could work	Would not work. Working through too many fissures and would not benefit the area.	Great.					
118965881057	2025-10-01 16:13:30	Sounds very busy	Do we have any other plans to review								
118965842161	2025-10-01 13:14:22	Don't widen Meridian Rd.	Built it, it's the most affordable option and is better than widening adjacent roads.	Don't move forward, must purchase multiple industrial properties.	Likely the best option for those Sunland Springs residents.	Two lanes at the most is needed between Baseline and Elliot Rd.	Built a roundabout at Baseline Rd and Meridian Rd. Use traffic calming measures along Meridian from Superstition to Southern.				
118965000192	2025-09-30 17:34:56	Sounds great!	Ok	No	Absolutely not						
118964824045	2025-09-30 09:29:42	Love the bike lanes for safe bicycle transit	N/A								
118964009504	2025-09-29 17:48:30		I am against this alternative.	I am for this alternative	I am 100% for this alternative.						
118963096274	2025-09-28 17:13:13	Sounds feasible	Would impact residential property. Too much road noise!	I would favor lower speeds, since it still impacts residential areas, but considering lower cost, I favor this over alternative 1	This is the alternative that is most appealing. Keep away from residential areas. The curve would slow down traffic as well.	No comment	No				
118963077836	2025-09-28 16:06:42	I like it, needs to be done	I like that Meridian would be connected together from SR-60. It would help with traffic flow.	I like this one because it has less impacts on existing housing.	Not a big fan of this one, it's the highest cost and causes longer commute times.	I like this strategy, it will help with future traffic in the area.	I prefer alternative 1 or 2.	[REDACTED]	[REDACTED]	[REDACTED]	85212
118962756125	2025-09-27 18:48:03	We support option 3! It is the least disruptive to our community.									
118962724583	2025-09-27 16:48:58	Rating: 1. Blue - most favorable 2. Yellow 3. Red-least favorable Glenn Smith Sunland Springs Village	Don't like it at all	Like better than #1 but not as much as #3.	Like the best for SSV	Will be needed with the growth of the area	None	[REDACTED]	[REDACTED]	[REDACTED]	85212
118962706517	2025-09-27 13:36:21		Huge NO. Major impact on long standing residential homes.	Better but still too close to residential homes	Best option for noise abatement	This is good for traffic flow but BAD if it runs next to residential homes					
118962531623	2025-09-27 07:09:48	A lot of money proposed for bike lanes that get little use.	Worst of the 3 options, too close to the homes in Sunland Springs Village.	Better than option 1. Still negatively impacts homeowners in Sunland Spring Village	This would be the best option for nearby residents of Sunland Springs Village. Suggest beginning the the northeast bend at the powerlines or further south.	2 lanes in each direction, not 3.		[REDACTED]	[REDACTED]	[REDACTED]	85212

118961549422	2025-09-26 09:04:46	Great	Second best alternative but would not oppose.	Best alternative	Worst alternative	Great	No hurry on connector part, happy with the reduced traffic due to lack of connector. Ironwood at rush hour is quite busy due to being a thru street.					25120
118960644036	2025-09-24 17:36:22	Please consider landscaping on both sides of the road and median. Also recently wood power poles were installed north and south of Elliott, I hope these are just temporary, they really make the area look worse and those installed north of Elliott are also much closer to the homes. Can any plans remove these or place underground? Landscaping improves the area, these power poles don't. Thank you for reviewing this.	This option looks a good choice.			Recently wood power poles were installed north and south of Elliott on Meridian, I hope these are just temporary, they really make the area look worse and those installed north of Elliott are also much closer to the homes. Can any plans remove these or place underground? Landscaping improves the area; these power poles don't. Thank you for reviewing this.	Also recently wood power poles were installed north and south of Elliott, I hope these are just temporary, they really make the area look worse and those installed north of Elliott are also much closer to the homes. Can any plans remove these or place underground? Landscaping improves the area, these power poles don't. Thank you for reviewing this.					25212
118960620930	2025-09-24 16:47:10			No good	No good	Provide 1 1/2" steel pipe fence between Meridian Pointe HOA and Sunland HOA to keep vehicles out. Like Signal Butte Park has. Provide street crossing at the power line walk/bike trail.	Install raised median's on Elliott Road. Like the rest of Elliott to the west.					25212



Attachment C: Technical Memorandum - Existing & Future Conditions

Meridian Road Corridor Study

Technical Memorandum – Existing & Future Conditions





Meridian Road Corridor Study

Technical Memorandum - Existing & Future Conditions



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Appendix A: Effective FEMA Floodplain Delineation

Appendix B: Draft FEMA Floodplain Delineation



1 Introduction

1.1 Study Objectives

The southeast valley has been growing rapidly over the past several years, with increases in traffic along US 60 (Superstition Freeway), SR 24, and the surrounding arterial system. The north-south arterial streets in the area, including Meridian Road, provide essential access to the east-west freeways. Together, these roadways serve a high volume of commuter and freight travel between the southeast valley and the rest of the region. This growth trend is anticipated to continue, and additional transportation infrastructure improvements are needed, including improvements to Meridian Road.

This comprehensive corridor study will address transportation planning needs outlining the current conditions and identifying key future roadway improvements and infrastructure between Superstition Boulevard and SR 24. Areas of consideration are vehicular transportation classifications, safety, accessibility, and transportation systems as it relates to the following four objectives:

- » Evaluate how new development will affect Meridian Road and the surrounding transportation system.
- » Identify the number of lanes, intersection configurations, and pedestrian and bicycle facilities needed to support future travel needs along Meridian Road.
- » Consider corridor alignment options and future right-of-way requirements for new connections from Baseline Road to Elliot Road and Ray Road to SR 24.
- » Engage stakeholders and the public to develop consensus on the resulting recommendations.

1.2 Study Area

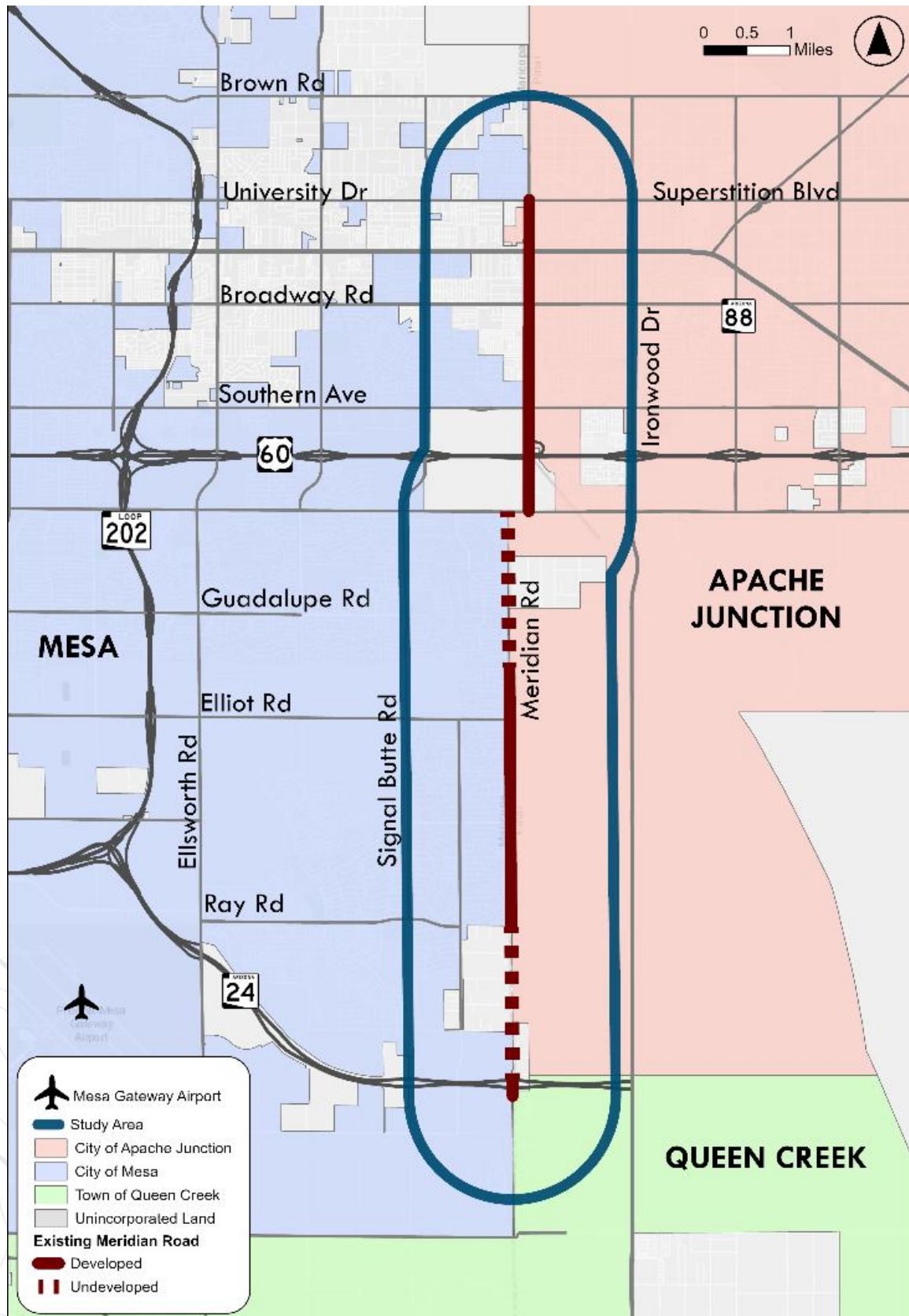
The Meridian Road Corridor study area, depicted in **Figure 1-1** on the following page, spans 8.5 miles between University Drive/Superstition Boulevard to the north and SR 24 in the south. This section of Meridian Road rests on the border between Maricopa County and Pinal County as well as the cities of Mesa and Apache Junction.

This study was done in partnership with the City of Apache Junction, City of Mesa, Maricopa County, Pinal County, and the Arizona Department of Transportation (ADOT) who owns and maintains the section of the corridor proximate to the US 60 interchange. The Arizona State Land Department (ASLD) owns a significant amount of land along the corridor and is also a key stakeholder in this study.

The Meridian Road alignment within the study area contains approximately 5.5 miles of existing paved roadway. There are currently two unpaved segments of the corridor that create gaps in continuity of the roadway. One gap exists between Baseline Road and Guadalupe Road and another between Ray Road and SR 24.

The characteristics of the corridor north of the US 60 interchange (North Section) are notably different than that south of the interchange (South Section).

Figure 1-1. Meridian Road Corridor Study Area





The North Section spans 2.5 miles between Superstition Boulevard and US 60. It consists primarily of one lane in each direction and is a designated truck route. Additionally, this segment includes soft shoulders, no bicycle lanes, intermittent sidewalks, and a speed limit of 35 mph. The adjacent land is largely developed, primarily by residential development on both sides of the roadway, with intermittent commercial uses.

Joining the North and South sections is a partial interchange at US 60, which provides access to and from the west only.

The South Section of the corridor is approximately six miles long and runs from US 60 to SR 24. Within this section, Meridian Road is discontinuous between Baseline Road and Elliot Road and again between Ray Road and SR 24. The constructed portions of the roadway consist primarily of three-lanes, providing one travel lane per direction with a center turn lane. This represents a “half-street” improvement, or construction of the western half of a roadway which will ultimately consist of six total travel lanes when constructed to its ultimate condition. Residential communities flank the western side of the corridor, with most of the land to the east belonging to the ASLD. A portion of this land between Elliot Road and Ray Road was recently sold and is currently being developed as an initial phase of a mixed-use master planned community.

A notable feature of this Southern Section is the offset alignment at Baseline Road. This is a result of major roadways historically following the survey lines set out by the U.S. Geological Survey, referred to as the Arizona Section Township and Range or “grid system”. South of Baseline Road, the townships shift slightly west of their neighboring townships to the north, leading to an offset.

1.3 Purpose and Need

Based on population growth projections estimated by the Maricopa Association of Governments (MAG), the City of Mesa and the City of Apache Junction are expected to grow significantly over the next 25 years. The City of Mesa is forecasted to grow by 20 percent and the City of Apache Junction is forecasted to double in population size (see **Figure 3-7** and **Figure 3-8** for more details). Improvements to Meridian Road are needed to accommodate the additional travel demand associated with this growth, as well as provide corridor continuity and improved access to both US 60 and SR 24.

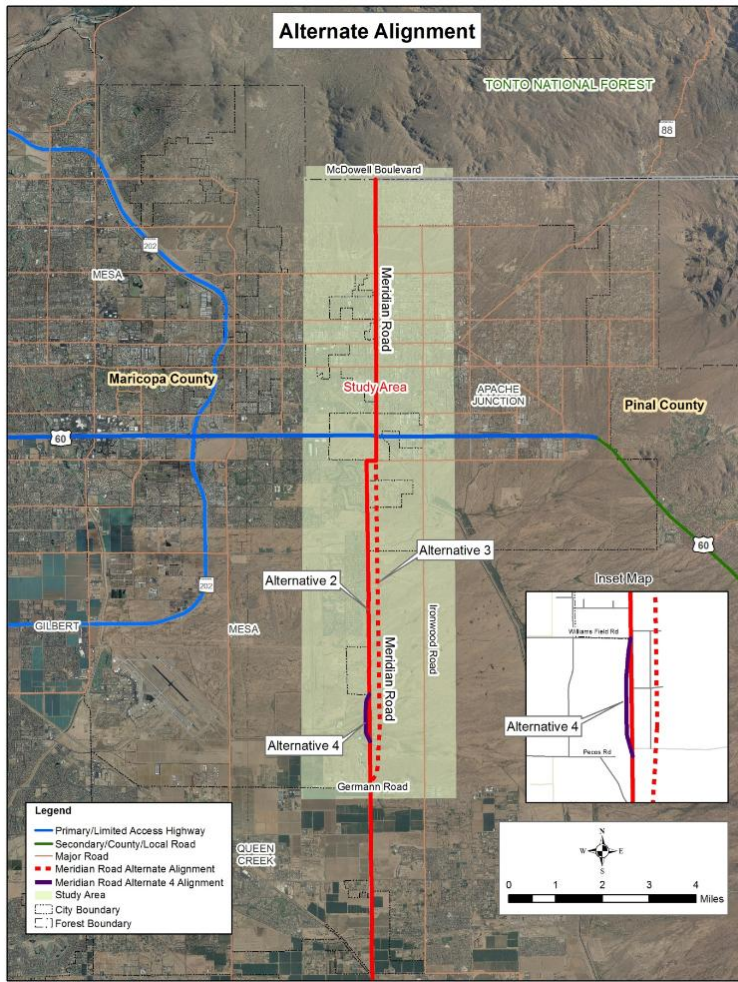


2 Literature Review

There are numerous previous planning efforts that will inform the development of the long-range vision for the Meridian Road corridor. The following provides a brief overview of many of these relevant studies.

2.1 Meridian Road Corridor Study 2013

Figure 2-1. Alternative Alignment, Meridian Road Corridor Study 2013



from Lost Dutchman Boulevard to Southern Avenue and completing the SR 24/Meridian Road Traffic Interchange by 2035. Ultimate build-out, beyond 2035, would see Meridian Road widened to a six-lane section between Southern Avenue and Germann Road.

A corridor study for Meridian Road was previously conducted in 2013 to assess the improvements necessary to meet the future demand for a 2035 horizon year. The study recommended the preferred alignment of the roadway, shown in **Figure 2-1**. The alignment followed the existing section line with an eastward shift between Williams Field Road and Pecos Road to avoid impacting residential developments. The study also suggested a reverse curve from US-60 to Baseline Road to accommodate a shift in the section line but indicated that additional considerations would need to be made as the proposed alignment would pass through an area of land subsidence and earth fissures.

The study suggests long-term (2025-2035) improvements to Meridian Road including widening to four lanes

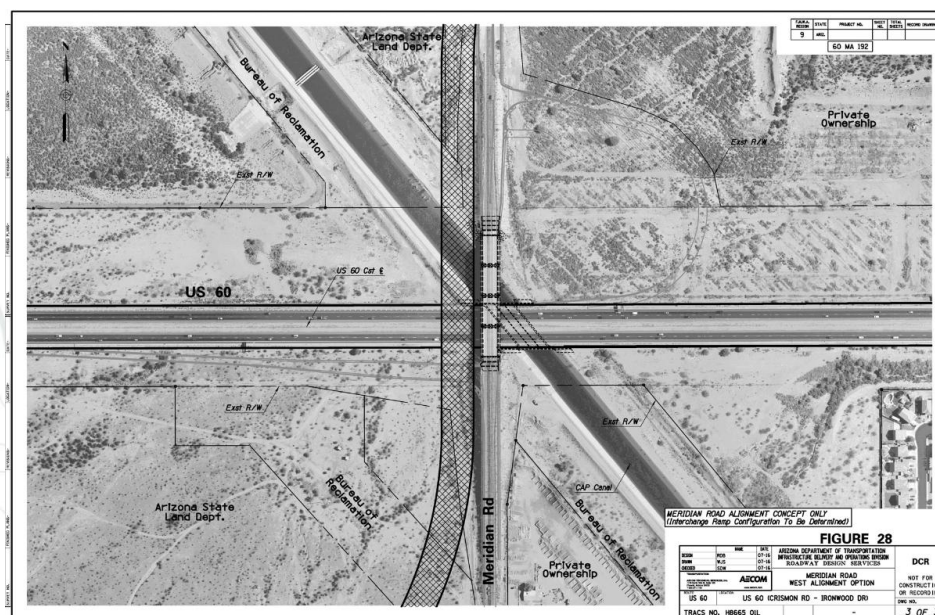
2.2 ADOT Design Concept Report (DCR) – US 60 (Crismon Road – Ironwood Drive)

This report discusses the conceptual design for US-60 (Superstition Freeway) between Crismon Road and Ironwood Drive. A traffic interchange (TI) at Meridian Road is evaluated as a part of the conceptual design with eight identified alternatives (A-H). A screening process was conducted by the Project Team that led to the initial identification of the Recommended Alternative. The Recommended Alternative was selected based on an evaluation of the geometric design criteria, benefits to traffic operations, environmental considerations, right-of-way acquisition requirements and utility impacts, construction costs, conformance with adopted regional transportation plans, public agency input and public participation. The recommended alternative includes the following improvements:

- Add one general-purpose lane in the eastbound direction between Crismon Road and Ironwood Drive
- Add one general-purpose lane in the westbound direction between Crismon Road and Ironwood Drive
- Extend the existing eastbound HOV lane from Ellsworth Road to Meridian Road
- Extend the existing westbound HOV lane from Crismon Road to Signal Butte Road
- Add auxiliary lanes in each direction between successive service interchange entrance and exit ramps

Ultimately, the study concludes that a TI would only be feasible from a budgetary standpoint with a westward shift of the Meridian Road alignment at that location, shown in **Figure 2-2**. The existing alignment and an eastward shift would require expensive right-of-way acquisitions and structural constraints. **Figure 2-3** illustrates the ultimate interchange configuration that would provide full access to both the east and west.

Figure 2-2. Preferred Meridian Road Alignment, US-60 TI



CURVE DATA
(Degree of Curve Only)

①	2°30'00"
②	2°30'00"
③	4°30'00"
④	4°30'00"

FIGURE 30

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
ROADWAY DESIGN SERVICES

ABCOM

US 60 CRISMON RD - IRONWOOD DR

TRACS NO. MB665 OIL

Meridian Road T1
ALTERNATIVE I

DCR

NOT FOR
CONSTRUCTION
OR RECORDING
USE ONLY

- J. OF -

|| 6



2.3.1 FY 2025-2030 MAG TIP

The most current TIP list of projects published by MAG includes projects from FY 2025 through FY 2030. **Table 2-1** on the following page lists relevant projects in the TIP that directly impact Meridian Road or the surrounding roadways.

Table 2-1. Related Projects MAG TIP FY 2025-2030, Maricopa County

MAG TIP FY 2025 – FY 2030			
MAG ID #	Primary Roadway	Location	Details
2133	Meridian Road	Ranch Rd to Germann Rd	0.5 mile widening 2 lanes to 4 lanes; completed in 2022
3538	Meridian Road	2035' S. of Ocotillo to Riggs Rd	1 mile of new roadway construction, 6 lane section; in progress 2022
19716	Meridian Road	Germann Rd to SR24	1.5 miles of new roadway construction, 2 lane section; completed in 2022
6186	SR 24 (Williams Gateway)	Meridian Rd to Ironwood Rd	1 mile widening 4 lanes to 6 lanes and grade separated interchanges; planned through 2030
21089	SR 24 (Williams Gateway)	SR 202L to Meridian Rd Phase 2	3.1 mile widening 4 lanes to 6 lanes and grade separated interchanges; planned through 2030
49548	US 60 (Apache Trail)	Sossaman Rd to Meridian Rd	5 miles of sidewalk, lighting, and pavement rehabilitation; in progress through 2025
45554	McKellips Road	Crismon Rd to Meridian Rd	2 miles of new roadway construction with ROW acquisition; planned for 2026
1764	Apache Trail and Superstition Boulevard	Meridian Rd to SR 88	Design and construction of lighting; planned for 2024
2294	Williams Field Road	Crismon Road to Meridian Rd	2.5 miles of new roadway construction, 4 lane section; to be completed 2023



2.4 MAG Active Transportation Plan (ATP) 2020

Similar to the RTP, the MAG Active Transportation Plan outlines goals for non-motorized transportation offerings in Maricopa County. The plan aims to increase mode-sharing and target physical activity public health goals by the year 2040 as well as achieve zero pedestrian and cyclist fatalities by 2030. This plan is accompanied by specific projects outlined in the MAG TIP projects list, some of which intersect with the Meridian Road project area.

The following projects were identified as directly impacting Meridian Road according to the MAG ATP online mapping tool for Transportation Improvement Program (TIP) Projects. Additional project details can be found in **Table 2-1**.

- » MAG ID 1764: safety project for design and construction at the intersection of North Meridian Road and West Apache Trail.
- » MAG ID 49548: Roads, Streets, and Bridges Project occurring on North Meridian Road and West Apache Trail.
- » MAG ID 45554: Road, Streets, and Bridges Project occurring at McKellips Road from Crismon Road to Meridian Road.

2.5 MAG Regional Transit Framework Study Update

The Regional Transit Framework Study Update developed transit demand projections and related indices to identify forecasted needs through year 2040. It did not include any specific recommendations for the Meridian Road corridor.

2.6 2025 Pinal County Strategic Transportation Safety Plan

The 2025 Pinal County Strategic Transportation Safety Plan was written with intent to promote a culture of safety and identify priority projects that can be later used to apply for implementation funding. This Plan identifies the intersection of Meridian Road and US 60 East (ramp) as a priority intersection based on the high crash frequency. Also mentioned in the Plan are public comments referencing the lack of infrastructure along Meridian Road and the need for widening due to increased traffic congestion.

2.7 Pinal County Transit Feasibility Study 2011

The feasibility study indicates that at the present time, no public transit service for the general public is available in Apache Junction. It noted that the city experiences high volumes of travel between other counties, and it is likely that transit needs in the city are similar to those in the eastern portion of Mesa. Extending similar types of transit – such as those provided by Valley Metro – across the county line into Apache Junction could be appropriate to provide connections to and from the Phoenix area.

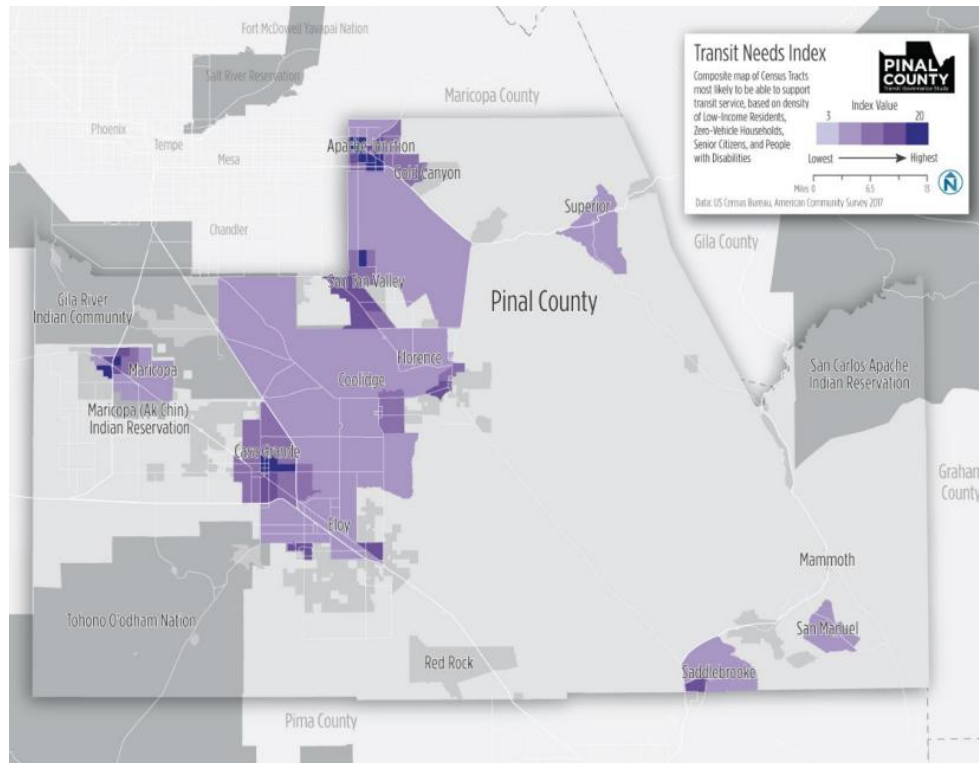
This feasibility study states that such a potential extension of Valley Metro services across the county line into Apache Junction to provide connections to and from the Phoenix area and/or dedicated services between Apache Junction and Maricopa County would improve public transit connectivity.



2.8 Pinal County Transit Governance Study 2021

This study addresses future transit needs and potential implementation in Pinal County. The study examined existing characteristics within the County, such as population density and single vehicle households, to develop a Transit Needs Index indicative of potential transit ridership propensity. The study suggested that Apache Junction exhibited a high level of transit needs, as depicted in **Figure 2-4**, though made no specific service recommendations.

Figure 2-4. Transit Need Index, Pinal County



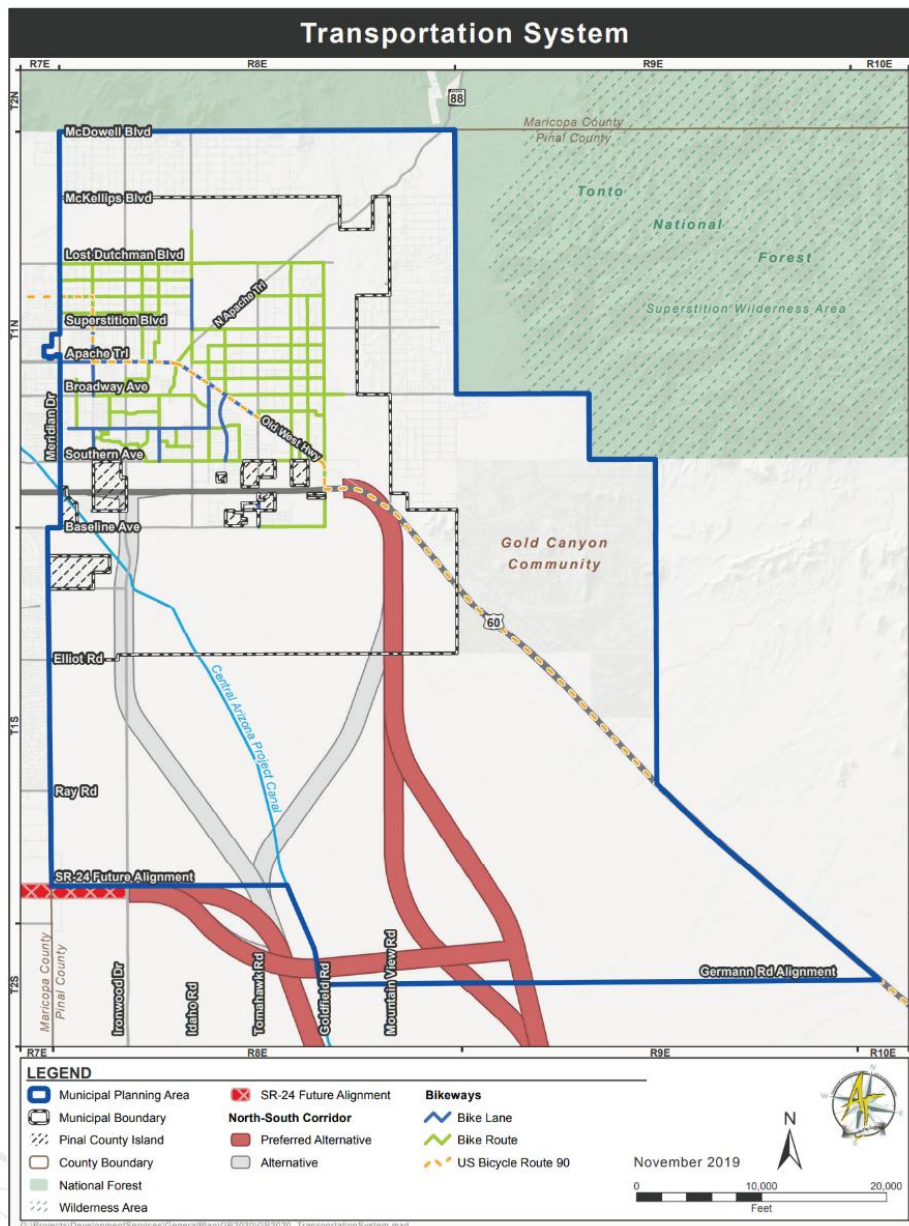
2.9 Maricopa County Department of Transportation - Transportation System Plan 2040

MCDOT's Transportation System Plan (TSP) is used to guide the planning of limited resources in a large geographic area. The TSP 2040 establishes a plan for the future transportation needs of Maricopa County residents across three planning horizons – 2025, 2030, and 2040. Meridian Road is identified in the Recommended Project List from Baseline Road to Brown Road (4 miles) for the following needs:

- Capacity,
- Pedestrian,
- Bicycle,
- Safety, and
- ITS.

2.10 Apache Junction General Plan Update 2020

Figure 2-5. Apache Junction Transportation System



The mission of the city's economic development and transportation departments is to encourage favorable site selection or expansion decisions by business and industry and champion redevelopment and infill to achieve the highest and best use of commercial property. Their purpose is to ensure that the planning area offers diverse transportation infrastructure that enhances business opportunities that expand the local economy and allow residents to have quality employment close to where they live.

Overall, the recommended transportation system contained and the General Plan Update, as depicted in **Figure 2-5**,

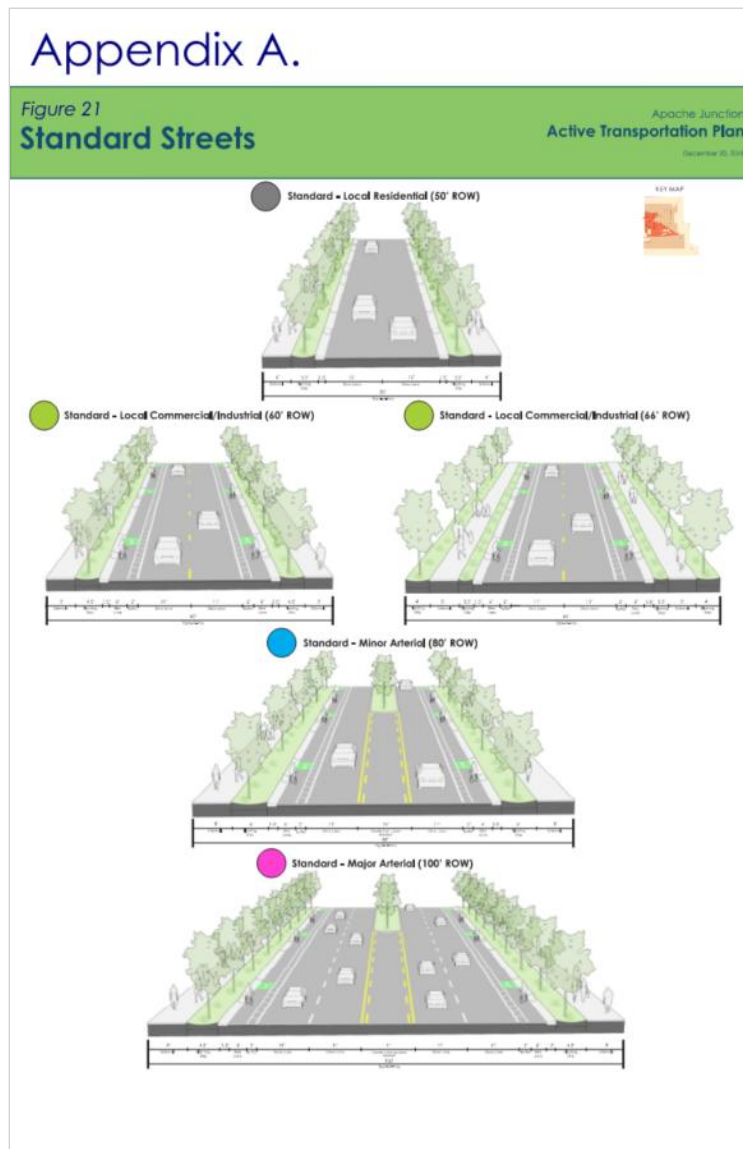
references the 2019 Active Transportation Plan for much of the City's transportation needs. The Plan stipulates that all reconstruction and maintenance projects shall reference the Active Transportation Plan (ATP) during the planning and design phase and include all items that are feasible for a particular project. Additionally, new road construction must implement all requisite recommendations of the ATP.

The plan does highlight Meridian Road (referred to as Meridian Drive) as a key access point for the Utery Mountain Regional Park, which is a popular destination for a variety of outdoor activities indicating a high current demand and likely future demand on the roadway.



2.11 Apache Junction Active Transportation Plan 2019

Figure 2-6. Standard Road Cross Sections, Apache Junction



Developed in 2019, the Apache Junction Active Transportation Plan (ATP) will serve as the primary tool for deployment and integration of connected, comfortable facilities for bicyclists, pedestrians, equestrians, and other non-motorized modes within Apache Junction. This plan focuses on near-term and mid-term needs (one-to-five years and six to ten years), while also identifying longer-term strategies—all built on the framework of an all ages and abilities network. The guiding principles of such a network focus on improving mobility options for residents, regardless of age or ability, by prioritizing connectivity among destinations and services through facilities that are comfortable and appropriate for a wide range of user groups.

The plan includes typical street sections (see **Figure 2-6**), a map depicting the recommended roadway network classification and number of lanes (see **Figure 2-7**), and a list of future priority projects beyond the fiscal year 2022.

The following projects (shown in the map below) are categorized as mid-term (5-20 year) priority projects and would impact the results of this study:

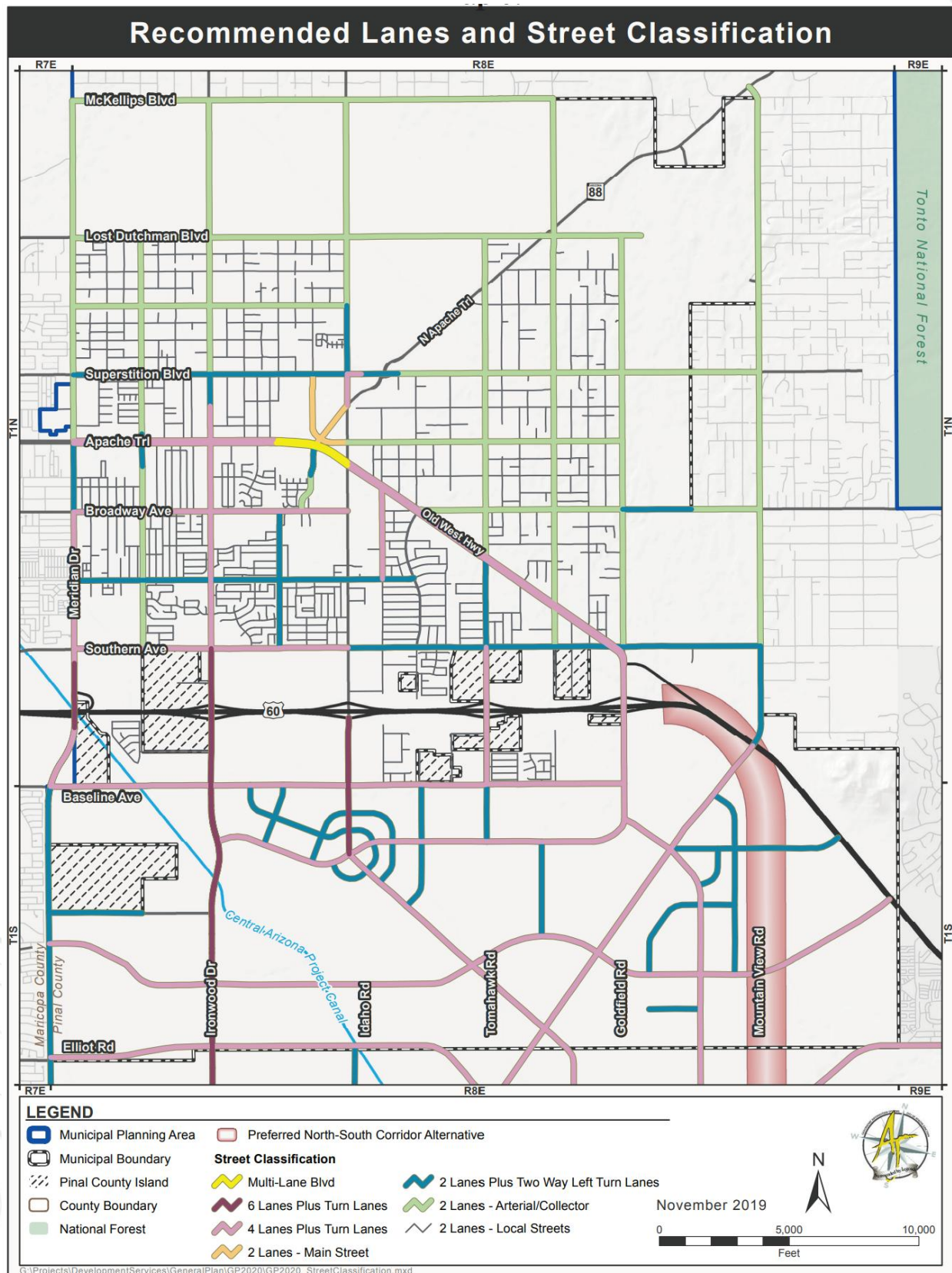
Baseline Avenue Reconstruction (Meridian Road to Ironwood Road): Will include cross-section update to Major Arterial Standard Section with ADA improvements and a connection to the Central Arizona Project canal.

Meridian Road Reconstruction (Baseline Avenue to McKellips Road): Will incorporate Major Arterial, Minor Arterial, and Rural Principal Arterial Standard Sections along with ADA improvements.



Meridian Road Corridor Study: Technical Memorandum – Existing & Future Conditions

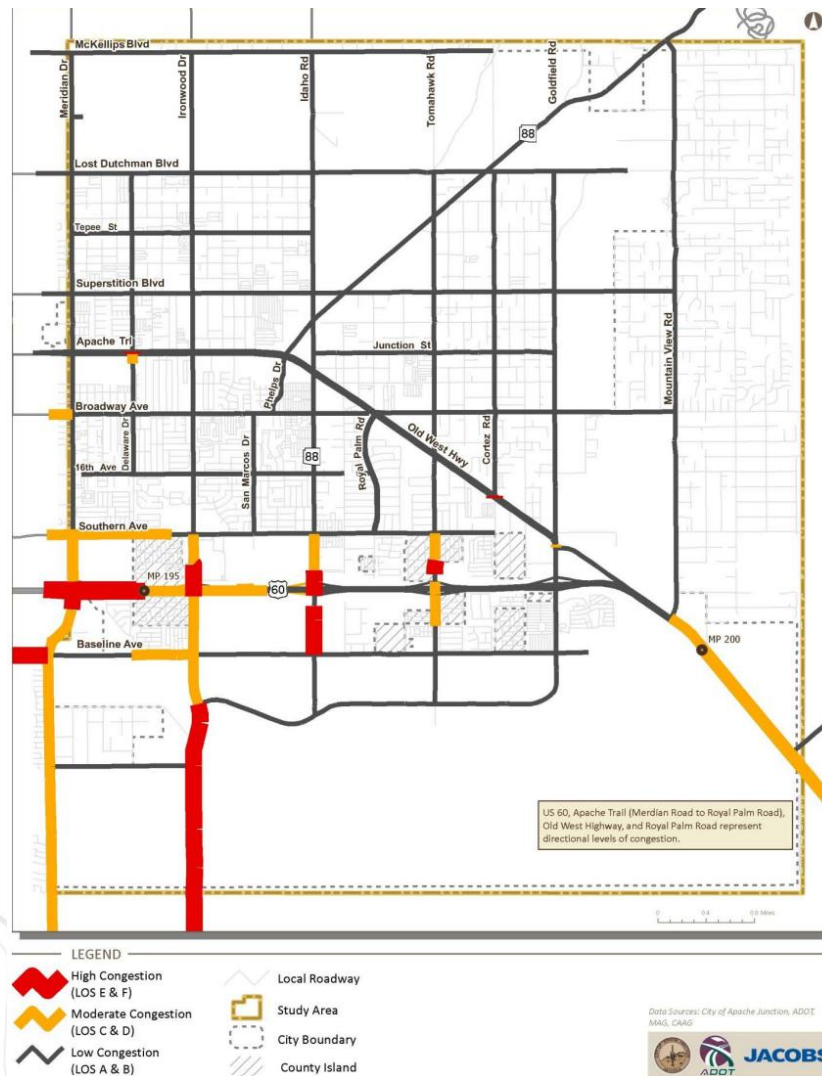
Figure 2-7. 2019 ATP Recommended Future Lane and Street Classification, Apache Junction



2.12 2012 Apache Junction Comprehensive Transportation Study

The 2012 Apache Junction Comprehensive Transportation Study was a joint effort by the City of Apache Junction and ADOT to develop a long-range multimodal transportation plan to address the City's most critical current and future transportation needs. Meridian Road south of US 60 was identified as a segment of high congestion, resulting in an LOS E & F, as shown in the map below (**Figure 2-8**). The Plan also states that south of US 60, traffic congestion on Meridian Road and Ironwood Drive increases significantly due to the north-south regional traffic exchange between Maricopa County and Pinal County south of the study area. The recommendations to improve the safety and congestion along Meridian Road include widening the Meridian Road corridor from Broadway Avenue to Baseline Avenue to four lanes, widening to six lanes from Apache Trail to Baseline Avenue, conducting intersection improvements at Meridian Drive and Southern Avenue, and extending the roadway from Baseline Avenue to Hunt Highway.

Figure 2-8. Pinal County LOS Map



2.13 Mesa Transportation Master Plan 2024

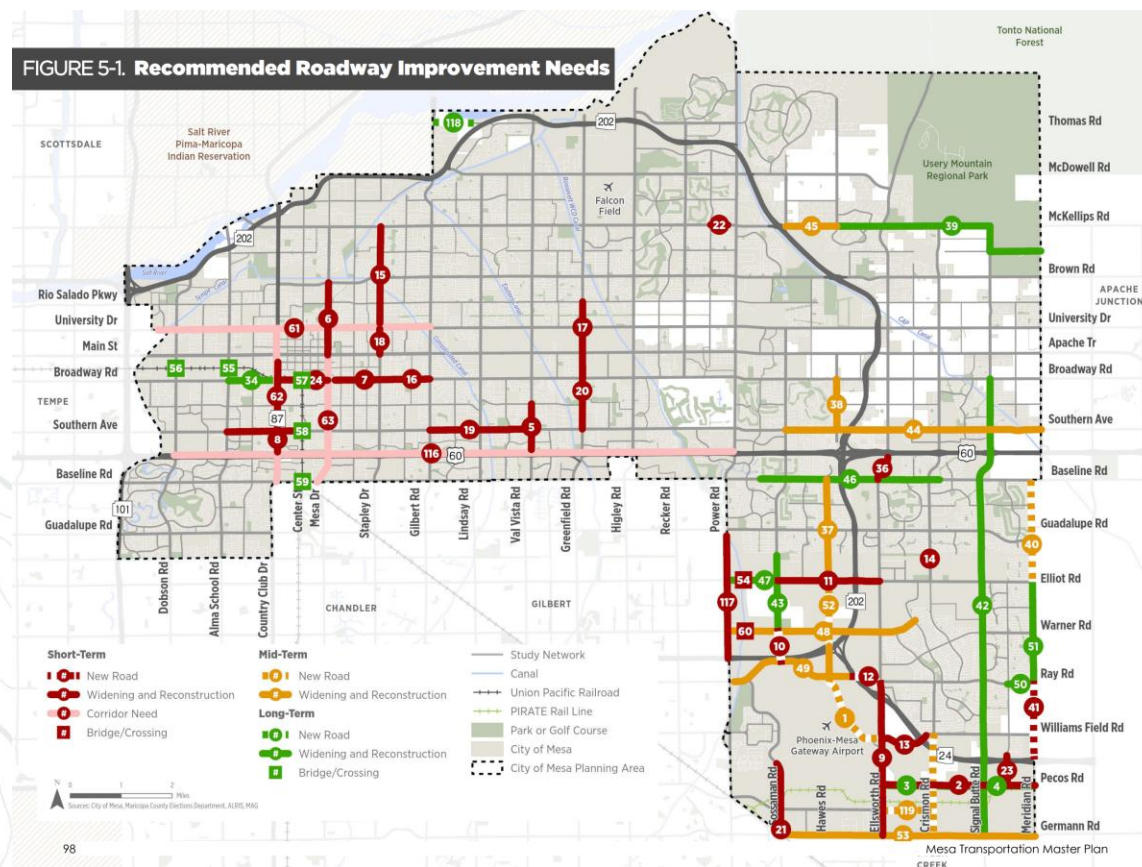
Mesa Transportation Master Plan presents a variety of roadway needs that will be implemented to create a transportation system that helps to improve safety and mobility for everyone. Based on forecasted growth and development in Mesa, several of the current roadways will not be able to meet future demand. Capacity related improvement needs, such as widening existing roadways and constructing new roadways, were evaluated to identify potential needs to alleviate existing or projected traffic congestion. Recommended needs include investments in the following types:

- » Roadway and Safety Needs
- » Pedestrian Needs
- » Bicycle Needs
- » Transit Needs

2.13.1 Roadway Improvements

The TMP highlights three future improvement projects along Meridian Road, shown in **Figure 2-9**, and an additional five improvement projects on directly adjacent roadways. Projects shown in red are short-term improvements, yellow are mid-term, and green are long-term projects.

Figure 2-9. Recommended Network Improvements, Mesa TMP, 2024



All direct improvement projects along Meridian Road are planned south of US 60. Project 40 is the planned extension from Baseline Road to Elliot Road which will be assessed in this study. Project 41 will be the second extension considered in this study, from Ray Road to SR 24. Project 51 is a long-term project to widen the Meridian Road corridor between Elliot Road and Ray Road, to accommodate any future demand generated by the new segments.

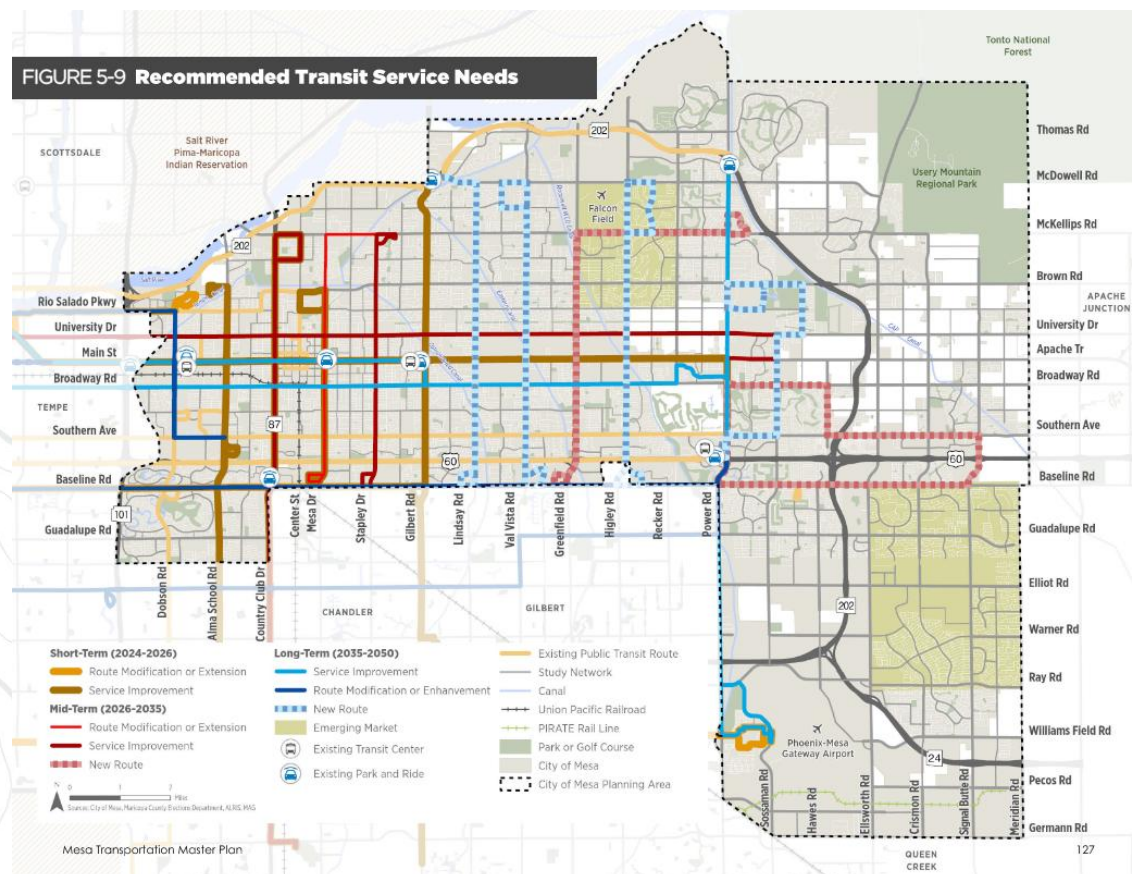
Area projects that intersect Meridian Road within the study area are primarily road widening projects with one short-term project, two mid-term projects, and two long-term projects. These future efforts will impact the following intersections:

- » Southern Avenue and Meridian Road
- » McKellips Road and Meridian Road
- » Ray Road and Meridian Road

2.13.2 Transit Improvements

The 2050 TMP forecasts minimal transit development in the vicinity of Meridian Road. The closest route forecasted in a new circulator route that would connect to the nearest transit hub at located Power Road and US 60. This route would cover sections of Power Road, Broadway Road, Hawes Road, Southern Avenue, Signal Butte Road, and Baseline Road as shown in **Figure 2-10**.

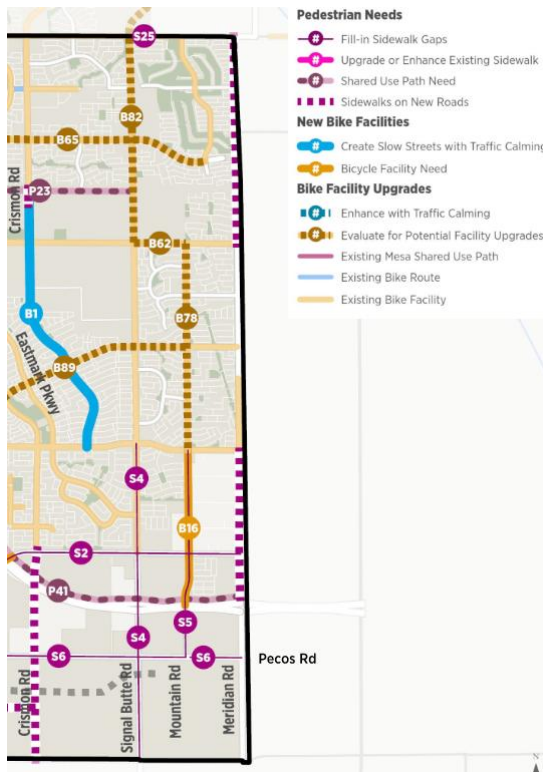
Figure 2-10. Future Transit Network Improvements, City of Mesa



2.13.3 Multimodal Improvements

The City of Mesa TMP also programmed additional multimodal projects by travel shed. This study crosses four unique travel sheds within the City of Mesa: US 60, Southeast Mesa, Northeast Mesa, and East Mesa. The following figures (**Figure 2-11 to Figure 2-13**) show the proposed improvements by travel shed.

Figure 2-11. Multimodal Projects Southeast Mesa Travel Shed, City of Mesa



Key multi-modal projects that are planned within the study area include:

- » S30: Sidewalk Gap Fill along Meridian Road from Brown Road to Baseline Road
- » Future Sidewalks on new Meridian Road segments

Figure 2-11 shows multimodal projects in the plan-designated “Southeast Travel Shed” in the vicinity of Meridian Road. Projects in this travel shed that would intersect with Meridian Road improvements include the following:

- » S25: Sidewalk Gap Fill along Baseline Road up to Meridian Road
- » Dashed pink lines (Key Project): Sidewalks on New Roads

Figure 2-12. Multimodal Improvement US 60 Travel Shed, City of Mesa

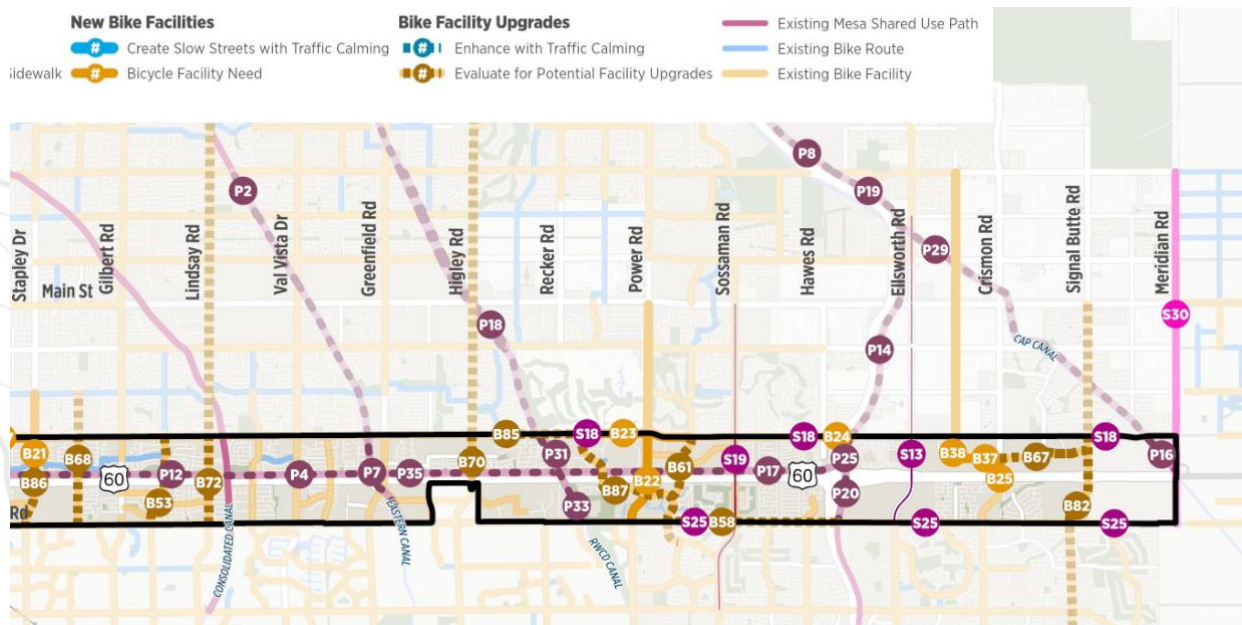


Figure 2-13. Multimodal Improvement East Mesa Travel Shed, City of Mesa



Figure 2-12 shows multimodal projects in the plan-designated “US 60 Travel Shed” in the vicinity of Meridian Road. Projects in this travel shed that would intersect with Meridian Road improvements include the following:

- » S30 (Key Project): Sidewalk Gap Fill along Meridian Road from Brown Road to Baseline Road
- » P16: Future CAP Canal Shared Use Path

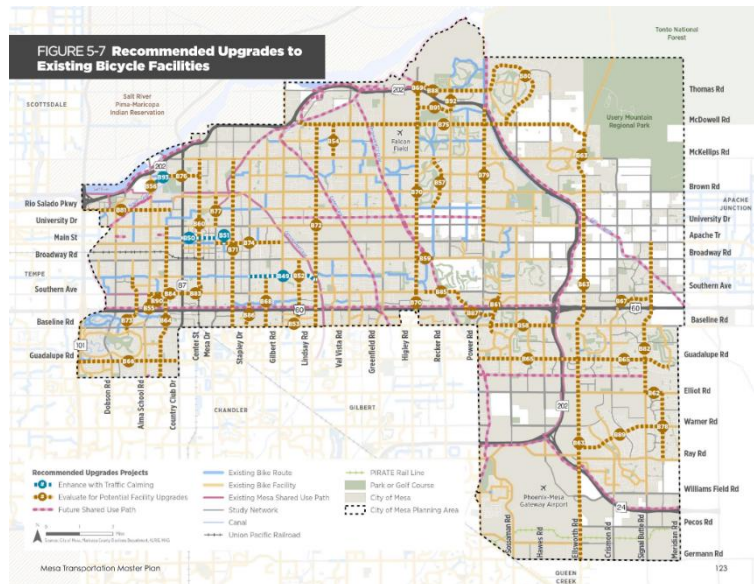
Figure 2-13 shows multi-modal projects in the plan-designated “East Travel Shed”. Some projects that intersect Meridian Road include:

- » S23: Sidewalk Gap Fill along University Drive to Meridian Road (MCDOT jurisdiction)
- » S17: Sidewalk Gap Fill along Broadway Road to Meridian Road (partial Maricopa County Department of Transportation (MCDOT) jurisdiction)
- » S18: Sidewalk Gap Fill along Southern Road to Meridian Road
- » B48: New Bicycle Facilities along Apache Trail to Meridian Road (MCDOT jurisdiction)

Figure 2-14. Recommended Upgrades to Existing Bicycle Facilities, City of Mesa

Additional dedicated bicycle improvement projects were programed in the Mesa TMP, though none directly along Meridian Road.

Figure 2-14 shows Signal Butte Road as a key corridor to evaluate for future facility updates, which would be opportunities to connect to facilities along Meridian Road. Two future shared use paths are also planned to connect with Meridian Road: a CAP canal path that intersects Meridian Road and US 60 and a path that follows the SR 24 alignment which would connect to the future junction of SR 24 and Meridian Road.





2.14 Mesa 2040 General Plan

Mesa's 2040 General Plan includes goals to improve mobility, reduce congestion, reduce air pollution, and provide more options for employees and residents to commute to and from work. This is done by emphasizing the movement of people and goods, rather than vehicles, and providing convenient transportation alternatives to driving alone.

The 2040 Mesa General Plan makes no specific recommendations for Meridian Road.

2.15 Town of Queen Creek and Pinal County Small Area Transportation Study (SATS)

This study was conducted in 2021 to assess transportation needs along key corridors in Queen Creek: Meridian Road was included in this study as a key corridor, along with Ray Road. The 2021 SATS recommended that Meridian Road be widened to four lanes between Ray Road and SR 24 to accommodate travel demand through its 2030 horizon year.

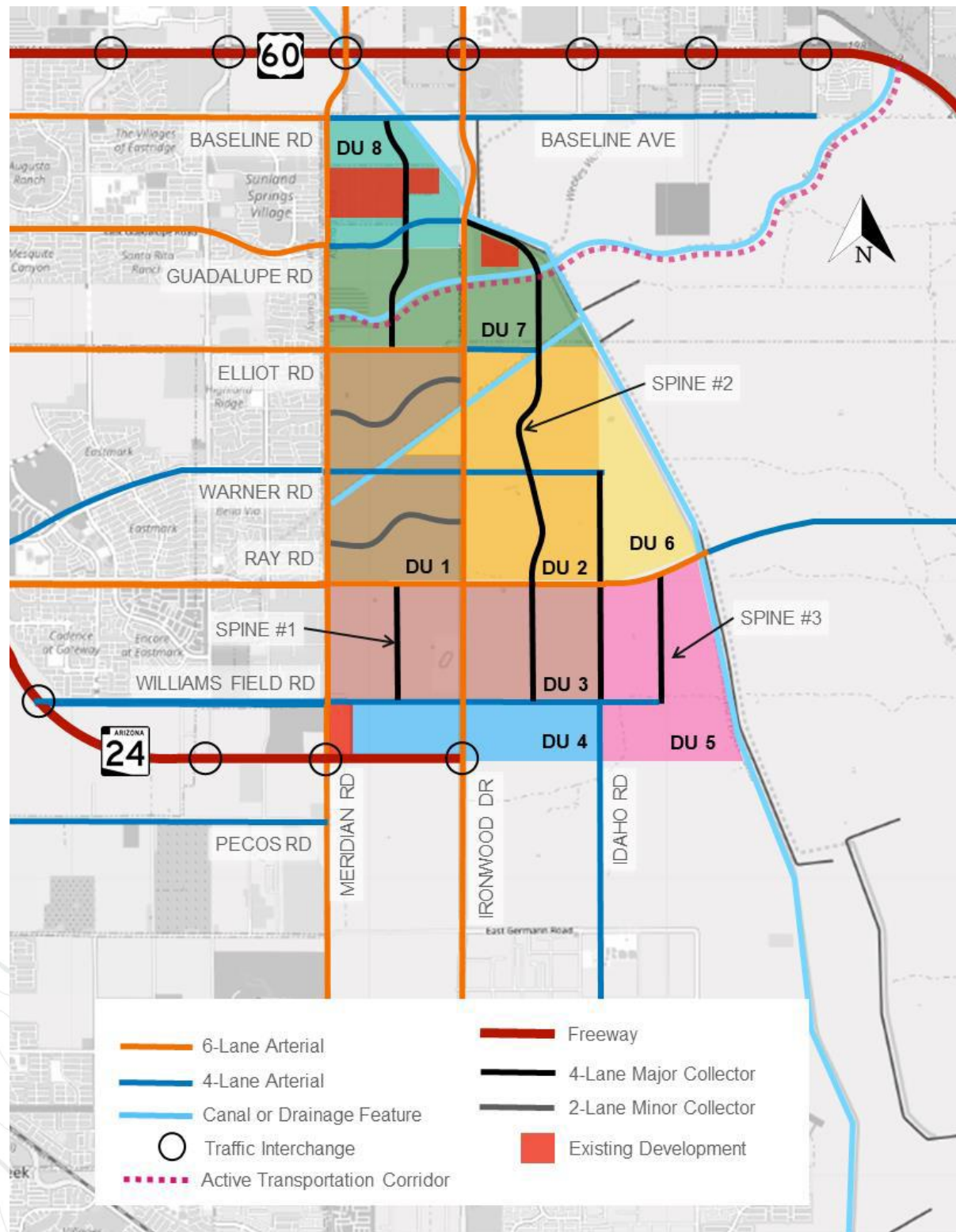
2.16 Transportation Master Plan for Auction and Retained Properties at Superstition Vistas

In 2021, the City of Apache Junction approved this report which documented the transportation infrastructure necessary to support growth on over 8,000 acres of recently auctioned and retained property east of Meridian Road between Baseline Avenue and SR 24. The Plan documents the recommended roadway network, displayed in **Figure 2-15**, to support the development that would include over 28,000 new homes and approximately 1.4 million square feet of non-residential development.

2.17 Superstition Vistas Multimodal Transportation Planning Study

The 2025 Superstition Vistas Multimodal Transportation Planning Study is an ongoing study that will provide a framework for developing a coordinated, connected, and reliable interjurisdictional multimodal transportation network to accommodate development through 2050. The study area is bound by Southern Avenue to the north, Arizona Farms Road to the south, Hawes Road to the west, and the US 60 and SR 79 corridor to the east. Future land use forecasts associated with this ongoing effort will inform future travel demand on the Meridian Road corridor.

Figure 2-15. Auction Property at Superstition Vistas Recommended Roadway Network





3 Existing Conditions

An understanding of the existing conditions of the Meridian Road Study area is important to understand future growth potential and inform the recommendations of this study. The following information was collected:

- Zoning and Land Uses
- Socioeconomic Conditions
- Existing Road Network
- Crash and Safety Conditions
- Traffic Operations
- Drainage Conditions

3.1 Existing Development

The study area contains land within the incorporated boundaries of the cities of Mesa and Apache Junction as well as unincorporated Pinal and Maricopa Counties. In the North Section of the corridor, land west of the corridor largely resides within the incorporated boundaries of the City of Mesa. In the South Section of the corridor, properties to the west largely lie within Mesa's incorporated limits, while properties to the east are primarily within unincorporated Pinal County. ASLD currently owns several parcels along the South Section of the corridor as well. Existing land ownership is shown below in **Figure 3-1**.

3.1.1 Zoning

The existing zoning districts utilized by the City of Mesa, City of Apache Junction, Maricopa County and Pinal County that fall within the study area show that the majority of the planning area is primarily occupied by single-family residential, agricultural, and farming-related uses.

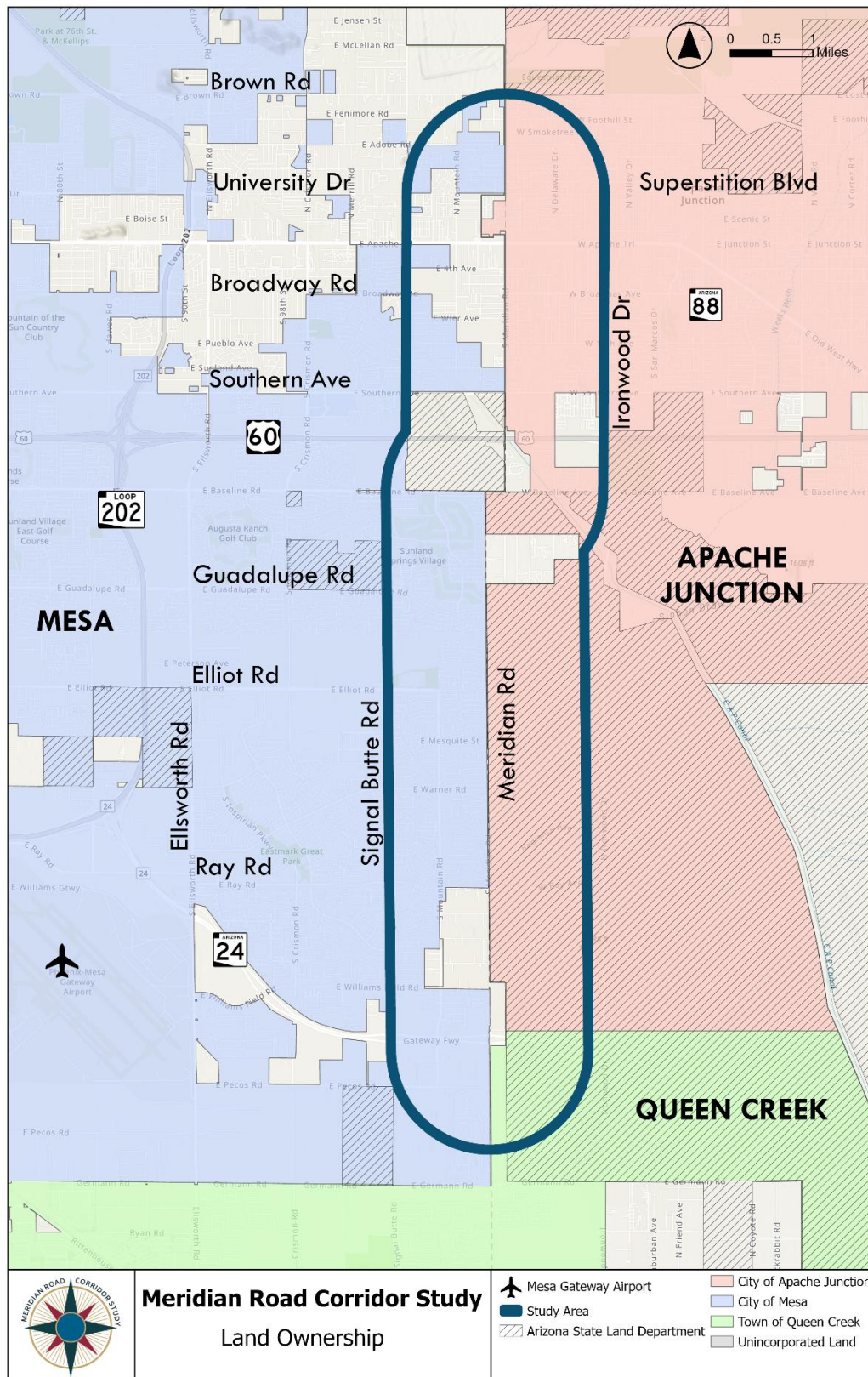
The northern section of the study area is zoned as medium density single family housing. It is worth noting that there are several isolated areas of community commercial mainly at the corners of the major arterial intersections with future goals to create increased connectivity. Locations north of University Drive/Superstition Boulevard are primarily zoned low-density residential with open space. Between Southern Avenue and Baseline Road, the zoning is categorized as light industry/business park. Existing Zoning can be seen in **Figure 3-2**.

3.1.2 Land Use

From Apache Trail to Southern Avenue the primary land use is low to medium density residential, largely consisting of RV parks, with pockets of commercial development. Land between Southern Avenue and Baseline Road is primarily undeveloped land, with a small industrial area southeast of the US 60 interchange. South of Baseline Road, the west side of Meridian Road consists primarily of a variety of residential communities with supporting neighborhood commercial uses. The east side is largely undeveloped, with the exception of the recent construction of the initial phase of a master planned community between Elliot Road and Ray Road. South of Ray Road, the land surrounding the Meridian Road alignment consists primarily of large-lot rural residential development. Existing land use can be seen in **Figure 3-3**.

Meridian Road Corridor Study: Technical Memorandum – Existing & Future Conditions

Figure 3-1. Land Ownership



Meridian Road Corridor Study: Technical Memorandum – Existing & Future Conditions

Figure 3-2. Existing Zoning

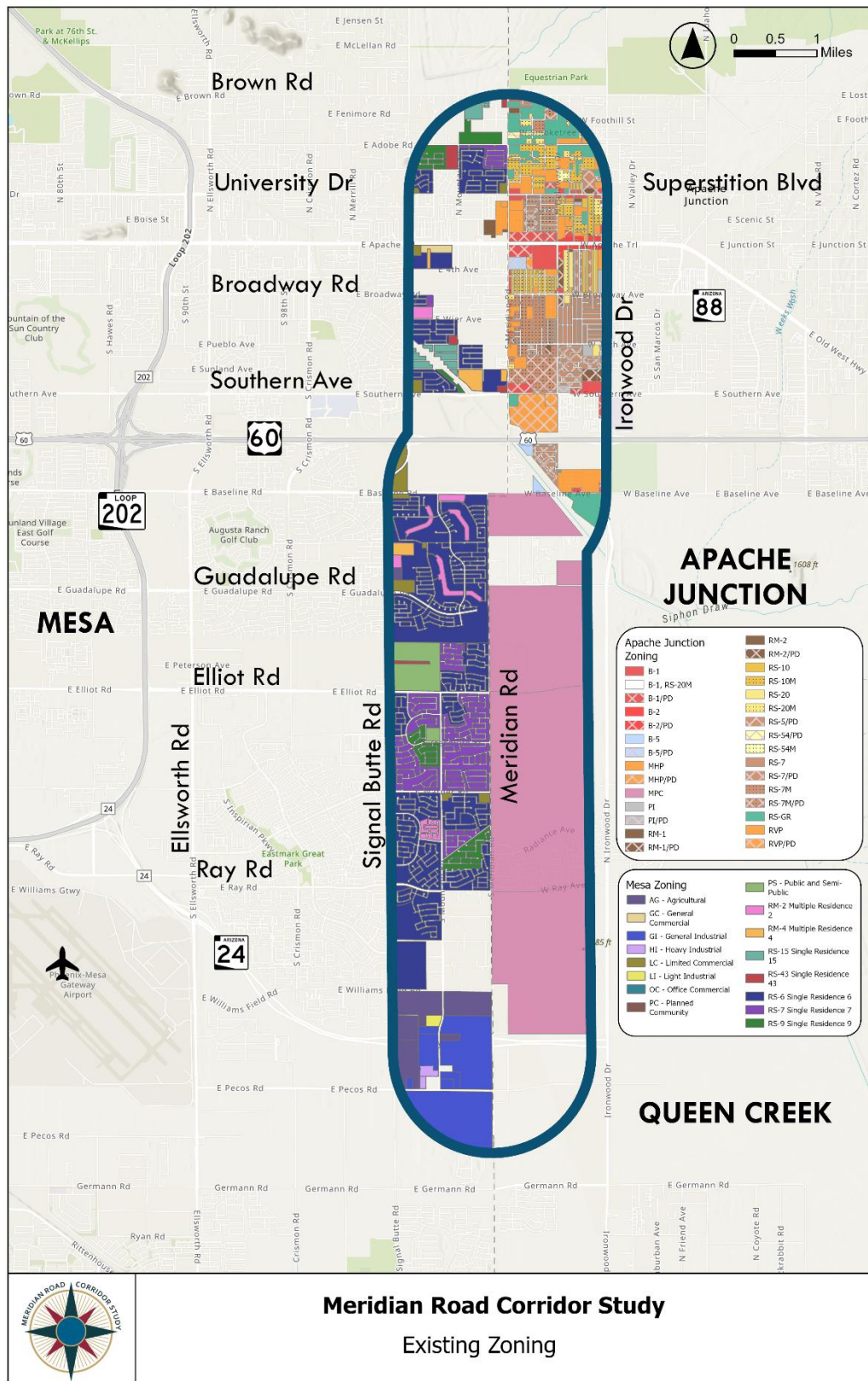
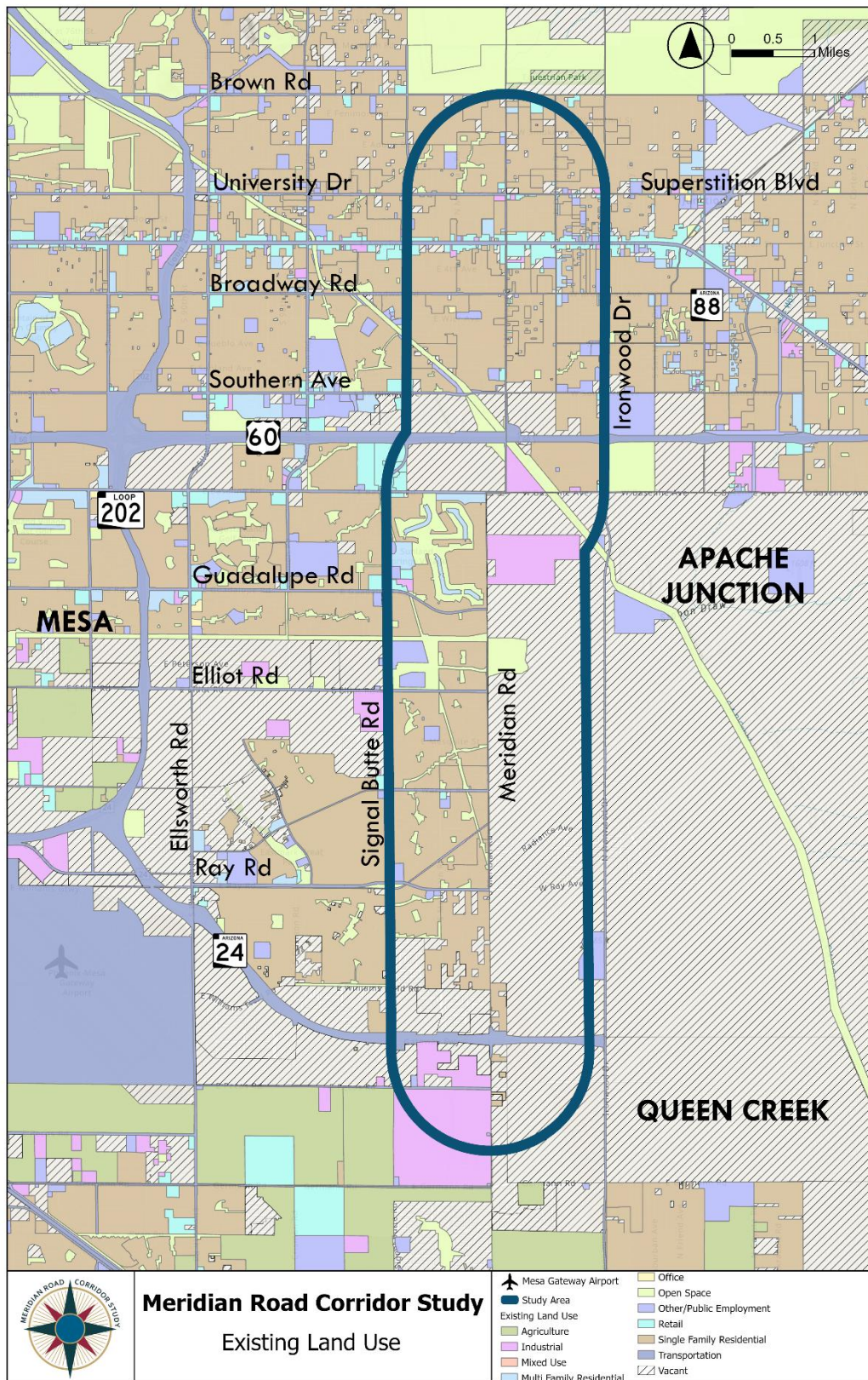


Figure 3-3. Existing Land Use





Employment hubs are predominately located in the City of Mesa and notable employers in this region include primarily manufacturing industries. Meridian Business Park in Mesa is an industrial park in the corridor area that serves as an employment base for thousands of employees. Specific employment data is discussed in **Section 3.2** by municipality.

3.2 Socioeconomic Conditions

Socioeconomic conditions within a region play a significant role in estimating the efficiency of a transportation system. Analyzing these conditions is essential to understanding the impact of existing and future development along Meridian Road and the surrounding transportation network.

Existing socioeconomic conditions, including population, households, and employment within the region, were obtained from MAG. The current total population within the Meridian Road Corridor study area is approximately 51,000, with total households of 23,000 and total employment of 11,100. These numbers represent the total socio-economic development (SED) within the study area, as displayed in the total population, households and employment figures below.

3.2.1 Population

As shown in **Figure 3-4**, the highest population concentrations within the study area are generally found in Mesa compared to surrounding communities. Notable population densities are observed in the area near the system interchange of US 60 and Loop 202; between Broadway Road and Southern Avenue; and along Signal Butte Road, particularly the area between Baseline Road and SR 24.

Areas east of Meridian Road within the study area are currently undeveloped. Recent residential developments along Ray Road have gone vertical, bringing the first major residential population inside the study area within Pinal County.

3.2.2 Housing

Figure 3-5 below displays the 2025 total households. As of 2025, the highest concentrations of households within the Meridian Road Corridor study area are located in Mesa. Similar to the population, a high number of households are concentrated west of Loop 202, near the US 60 and Loop 202 interchange. Additional clusters of households are observed between Broadway Road and Southern Avenue, along Guadalupe Road between Ellsworth Road and Meridian Road, and along Signal Butte Road between Baseline Road and SR 24.

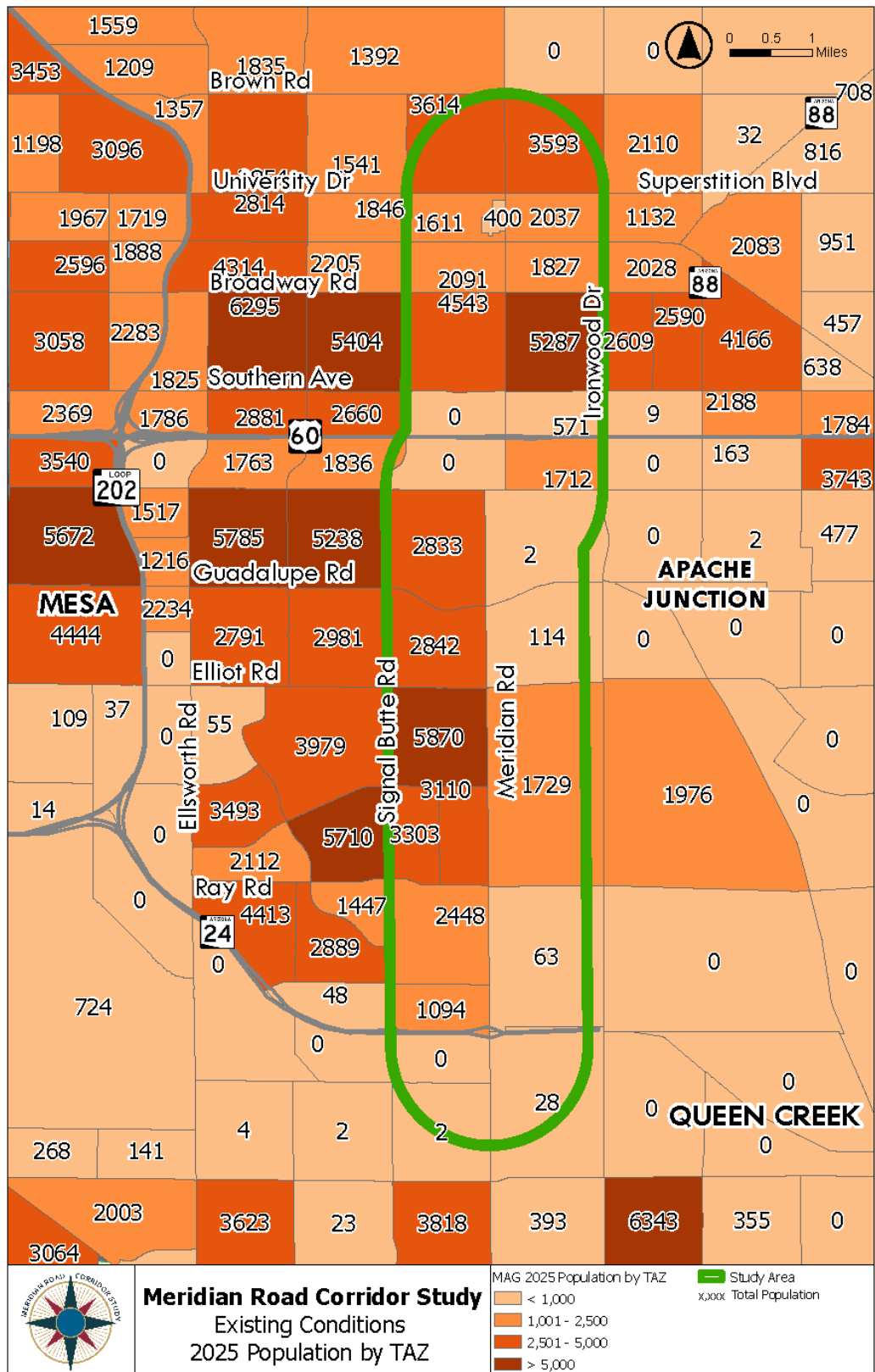
3.2.3 Employment

As presented in **Figure 3-6**, the highest concentrations of existing employment within the Meridian Road Corridor study area are located in Mesa, particularly in a cluster along Ellsworth Road between Elliot Road and US 60. Additional concentrations are observed south of SR 24, in a cluster straddling US 60 at Signal Butte Road, and south of Queen Creek Road near Ironwood Road.



Meridian Road Corridor Study: Technical Memorandum – Existing & Future Conditions

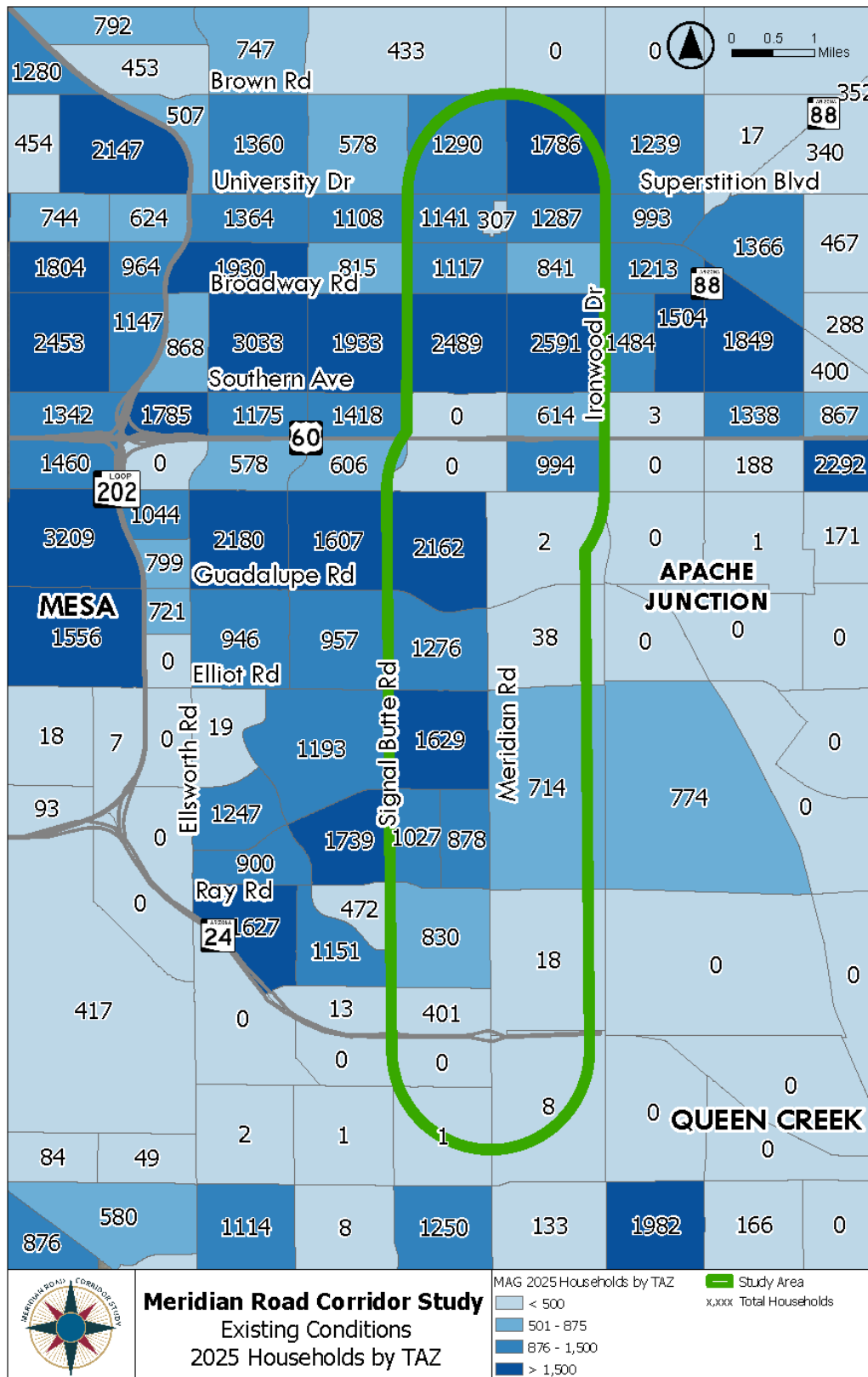
Figure 3-4. Existing Population





Meridian Road Corridor Study: Technical Memorandum – Existing & Future Conditions

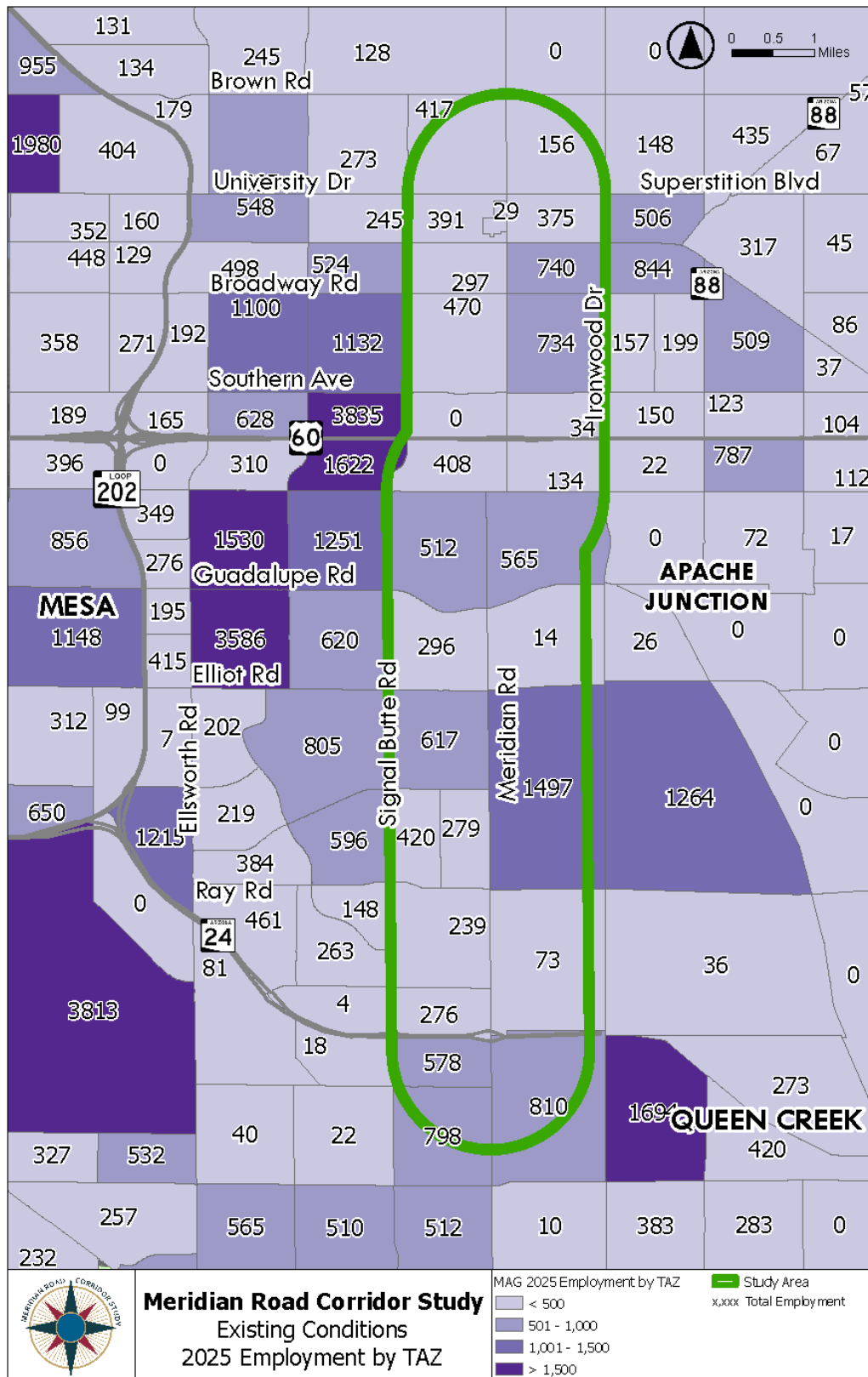
Figure 3-5. Existing Households





Meridian Road Corridor Study: Technical Memorandum – Existing & Future Conditions

Figure 3-6. Existing Employment

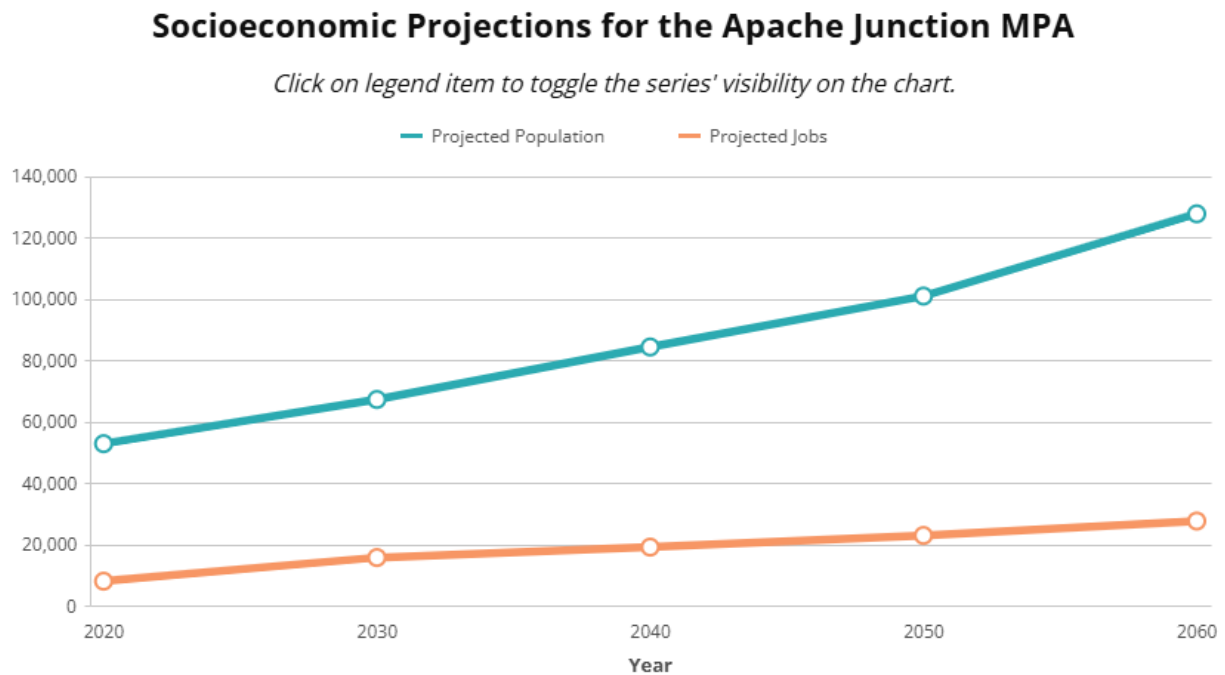




3.2.4 Socioeconomic Projections

Based on projections published by MAG, population growth in the Apache Junction Municipal Planning Area (MPA) is expected to more than double from the year 2020 to the year 2060, while job growth is expected to triple in that same time frame. **Figure 3-7** shows the trend lines for these socioeconomic projections.

Figure 3-7. MAG Socioeconomic Projections 2020-2060, City of Apache Junction

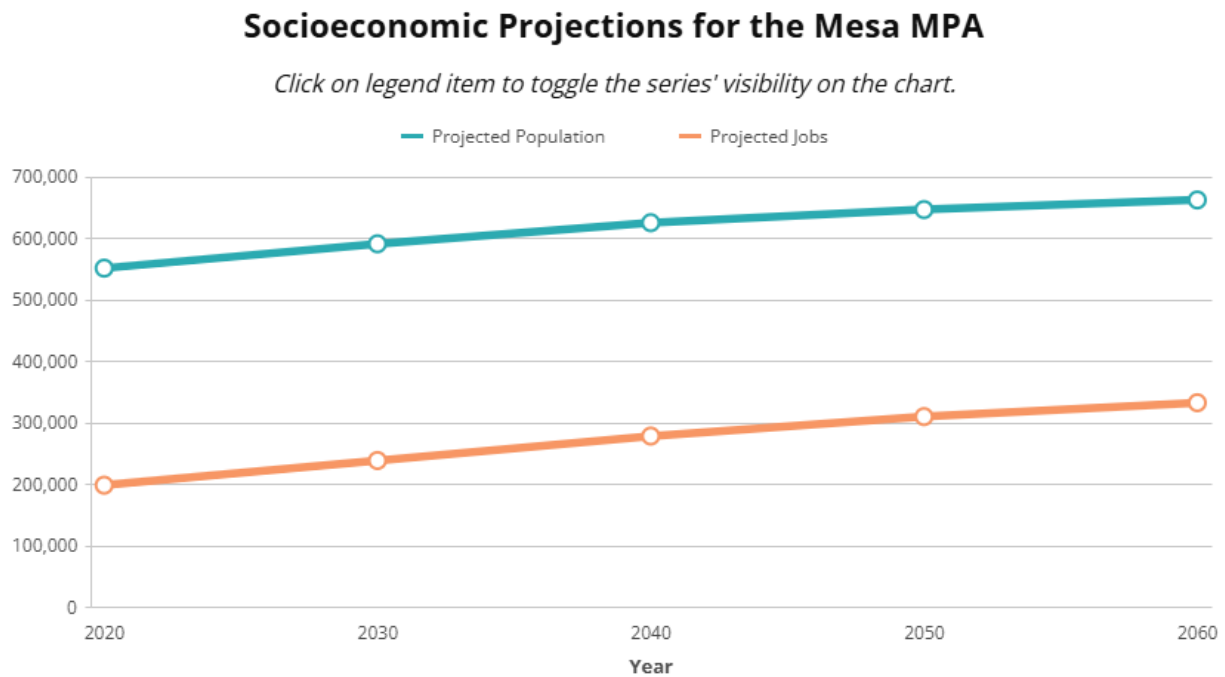


Note: Projections data are for the **municipal planning area (MPA)**, which delineates the area of planning concern for the jurisdiction. Numbers rounded to the nearest 100.

Source: MAG Socioeconomic Projections 2023

The City of Mesa is projected to see a 20 percent increase in population between 2020 and 2060, and job growth is projected to increase roughly 68 percent for the same time period. **Figure 3-8** on the following page shows the trend lines for these socioeconomic projections.

Figure 3-8. MAG Socioeconomic Projections 2020-2060, City of Mesa



Note: Projections data are for the **municipal planning area (MPA)**, which delineates the area of planning concern for the jurisdiction.

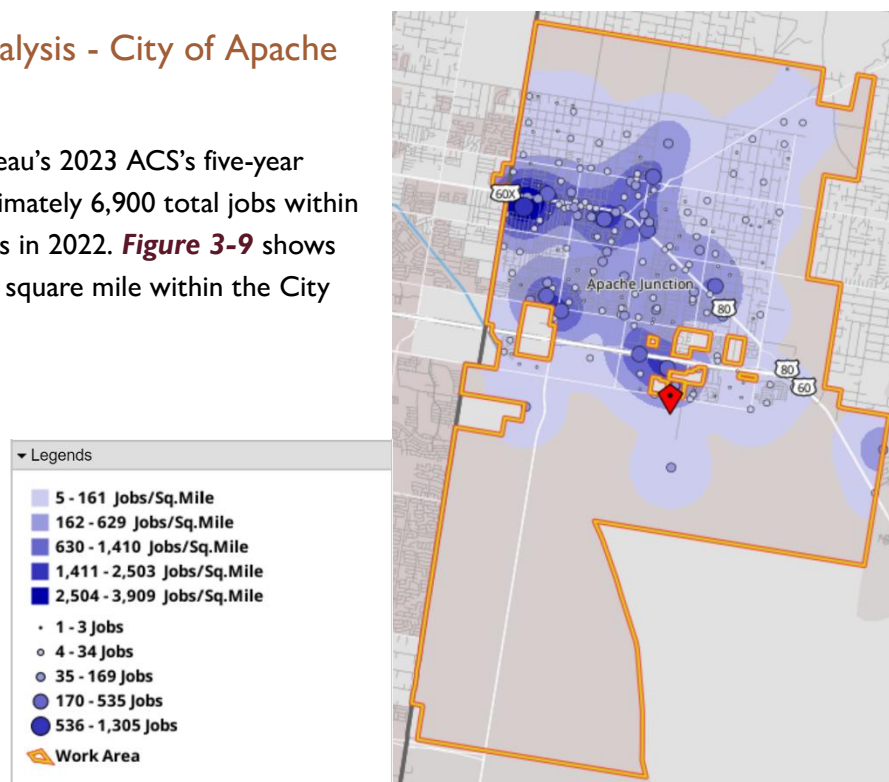
Numbers rounded to the nearest 100.

Source: MAG Socioeconomic Projections 2023

3.2.5 Workforce Analysis - City of Apache Junction

According to the Census Bureau's 2023 ACS's five-year estimates, there were approximately 6,900 total jobs within the Apache Junction city limits in 2022. **Figure 3-9** shows the concentration of jobs per square mile within the City boundary.

Figure 3-9. Jobs per Square Mile, Apache Junction



Out of the total population of Apache Junction, 18,793 individuals are actively employed. From the subset of the working population of the City, 1,110 individuals live and work in Apache Junction and the remaining 17,683 individuals live in Apache Junction but work outside the City Limits. An additional 5,801 workers live outside the City but are employed in Apache Junction. This live-work flow is visualized in **Figure 3-10**. With the majority of employees seeking destinations within the greater metropolitan region, Meridian Road plays a vital role in connecting these individuals to major freeways such as US 60 and SR 24.

Figure 3-10. Worker Inflow-Outflow Diagram, Apache Junction



Table 3-1 on the following page describes the age and earnings of these workers. The majority of workers in Apache Junction are between the ages of 30 and 54 (45%) with the remainder of the working population split between workers under the age of 29 (29%) and over the age of 55 (26%). The majority of workers earn an income below \$3,333 per month (60%), which results in an annual income of less than \$39,996. Based on 2023 Department of Housing and Urban Development (HUD) income limits for the Phoenix-Mesa-Scottsdale Metro Area, the majority of the working population in the City of Apache Junction earn below the Low and Very Low-Income thresholds for a single individual household. It is worth noting that the low-income threshold, or 80% of the Area Median Income (AMI), is a monthly income of \$4,125 for a single individual household.

An additional metric to evaluate the mobility of a community and its members is vehicle access. Based on the 2023 ACS data, the majority of occupied housing units have access to at least one vehicle, as summarized in **Table 3-2** on the following page. Of all occupied housing units, just under seven percent of housing units have no access to a vehicle. When considering housing units that are renter-occupied that percentage increases to just under 15 percent. Housing unit data does not indicate the number of individuals impacted by a lack of vehicle access, as one housing unit could include a measurable household size of up to eight people.



Table 3-1. Worker Ages and Earnings, 2022, Apache Junction

Worker Age		
Age	Count	Percentage (2022 population)
Age 29 or Younger	1,971	28.5%
Age 30 to 52	3,141	45.4%
Age 55 or Older	1,799	26.0%
Worker Earnings		
Earnings (\$ per Month)	Count	Percentage (2022 population)
\$1,250 or Less	1,590	23.0%
\$1,250 to \$3,333	2,585	37.4%
More than \$3,333	2,736	39.6%

Table 3-2. Vehicle Access per Housing Unit by Occupant, Apache Junction

Available Vehicles per Housing Unit			
Number of Vehicles Available	Percent Occupied Housing Units	Percent Owner-Occupied Housing Units	Percent Renter-Occupied Housing Units
No Vehicle	6.5%	4.2%	14.7%
1 Vehicle	44.6%	44.1%	46.2%
2 Vehicles	34.4%	35.8%	29.7%
3 or More Vehicles	14.5%	15.9%	9.4%

3.2.6 Workforce Analysis - City of Mesa

According to the Census Bureau's 2023 ACS's five-year estimates, the estimated total population of the City of Mesa is 511,648 individuals. **Figure 3-11** shows the concentration of jobs per square mile within the City boundary.

Figure 3-11. Jobs per Square Mile, City of Mesa



Figure 3-12. Worker Inflow-Outflow Diagram, City of Mesa



Of the total population of the City of Mesa, 227,455 individuals are employed. Of those employed, 52,781 live in and are employed in the City of Mesa. The remaining 174,674 employed individuals living in Mesa are employed outside of the city. There are an additional 122,727 workers that are employed in Mesa and live outside of the city. **Figure 3-12** shows the worker inflow-outflow relationship



Table 3-3 shows additional demographic data for the working population of the City of Mesa. Just over half of the working population are aged 30-52, while the remaining half is split between workers aged 29 or younger and aged 55 and older. Additionally, just over half of workers earn more than \$3,333 per month (\$39,999 annually). Based on 2023 HUD-defined income limits for the Phoenix-Mesa-Scottsdale Metro Area, at least half of the working population in the City of Mesa earn below the low-income threshold for a single individual household, with 19 percent of workers earning below the Very-Low Income threshold (\$1,546 per month in 2022). It is worth noting that the low-income threshold, or 80% of the Area Median Income (AMI), is a monthly income of \$4,125 for a single individual household.

Table 3-3. Worker Age and Earnings, City of Mesa

Worker Age		
Age	Count	Percentage (2022 population)
Age 29 or Younger	46,160	26.3%
Age 30 to 52	89,242	50.8%
Age 55 or Older	40,106	22.9%
Worker Earnings		
Earnings (\$ per Month)	Count	Percentage (2022 population)
\$1,250 or Less	32,989	18.8%
\$1,250 to \$3,333	53,711	30.6%
More than \$3,333	88,808	50.6%

An additional metric to evaluate the mobility of a community and its members is vehicle access. Based on the 2023 ACS data, the majority of occupied housing units have access to at least one vehicle, as summarized in **Table 3-4**. Of all occupied housing units, approximately five percent of housing units have no access to a vehicle. When considering housing units that are renter-occupied that percentage increases to just over 10 percent. Housing unit data does not indicate the number of individuals impacted by a lack of vehicle access, as one housing unit could include a distinct household size of up to eight people.

Table 3-4. Vehicle Access per Housing Unit by Occupant, City of Mesa

Available Vehicles per Housing Unit			
Number of Vehicles Available	Percent Occupied Housing Units	Percent Owner-Occupied Housing Units	Percent Renter-Occupied Housing Units
No Vehicle	5.2%	2.3%	10.4%
1 Vehicle	36.8%	31.9%	45.8%
2 Vehicles	37.1%	39.9%	32%
3 or More Vehicles	20.8%	25.8%	11.8%



3.2.7 Title VI Limited English Proficiency Analysis

Limited English Proficiency (LEP) is a protected demographic class under Title VI. LEP analysis for this corridor study was conducted to determine if there is a high number of individuals who will need additional resources in order to have meaningful access to the resources produced by this study and future projects in the area. These resources could look like: translation services at project public meetings, bilingual public engagement materials, and translations of vital documents.

In this analysis, Language Spoken at Home is the target metric by which LEP is determined in the study area. Data for each municipality was gathered from the five-year 2023 ACS from 2023. Language Spoken at Home does not capture an individual's specific proficiency in English, but it does capture a portion of the population who could benefit from bilingual resources. When aligned with geospatial data, this metric can also reveal if a specific project is located in an area with unique accessibility needs.

- » **Pinal County**
Approximately 19 percent of the population speaks a language other than English and roughly 16 percent of the population in Pinal County speaks Spanish at home.
- » **Maricopa County**
Approximately 29 percent of the population speak a language other than English, 23 percent speaking Spanish at home and the remaining 6 percent speaking Indo-European, Asian, Pacific Island, and other languages
- » **City of Apache Junction**
More than 12 percent of the population speak a language other than English and ten percent of the population speak Spanish at home.
- » **City of Mesa**
More than 20 percent of the population speak a language other than English and 16 percent of the population speak Spanish at home.

Given that nearly a quarter of the population across the municipalities in the study area speak Spanish, it will be crucial to use a multi-lingual approach to public engagement efforts and in publicly available project materials.

3.3 Existing Roadway Network

Analyzing the existing street network functionality is crucial for planning future transportation improvements. This analysis helps identify congested arterial roads that may benefit from new routes to alleviate traffic, underutilized collector roads that may warrant upgrades, and gaps in the network where additional connections would enhance overall connectivity. Additionally, the analysis reveals gaps in connectivity that could be addressed through new infrastructure investments to optimize the overall transportation network.



3.3.1 Study Area Roadways

The existing roadways within the Meridian Road study area are primarily oriented in a north-south and east-west grid pattern.

The most significant north-south corridors include Meridian Road, Signal Butte Road to the west, and Ironwood Drive to the east. These roads generally consist of two to three lanes in each direction, providing connectivity between Mesa, Apache Junction, and Queen Creek. Additionally, Loop 202 serves as a major highway to the west of Meridian Road, facilitating regional mobility.

East-west connectivity is primarily supported by University Drive/Superstition Boulevard, Broadway Road, Southern Avenue, Baseline Road, Guadalupe Road, Elliot Road, Warner Road, and Ray Road, with US 60 acting as a key east-west freeway through the area and SR 24 providing an expressway connection to Loop 202. Lane configurations vary between one and three lanes per direction, with higher-capacity roads concentrated closer to the Mesa urban core and along major routes.

Figure 3-13 on the following page presents existing roadway configurations within the study area.

3.3.2 Roadway Facility Types

Figure 3-14 displays the roadway facility types within the study area. Facility types categorize roads by their primary function, such as interstate travel, urban connectivity, or local access. Understanding the roadway facility types is crucial in identifying capacity issues and enhanced connectivity needs; supporting development of adjacent land; and guiding investment decisions.

3.3.3 Existing Traffic Volumes

The daily traffic volumes in the study area are depicted in **Figure 3-15** on the following page. The highest daily traffic volumes are observed along Ellsworth Road, Signal Butte Road, and Ironwood Drive where volumes exceed 21,100 vehicles per day. Additionally, the following east-west corridors experience a notable amount of traffic volumes per day east of Loop 202: University Drive, Guadalupe Road, and Elliot Road.

3.3.4 Right-of-way and Ownership

The Maricopa County and Pinal County assessor's office online mapping tools were used to identify right-of-way ownership and widths throughout the corridor. Collected data along the corridor can be seen in **Table 3-5**.

3.3.5 Roadway Maintenance

Right-of-way ownership is quite varied throughout the corridor, making it difficult to understand which agencies are currently maintaining the existing roadway. **Table 3-6** summarizes the general maintenance responsibilities identified for the corridor based on agency feedback.



Figure 3-13. Existing Number of Lanes Per Direction

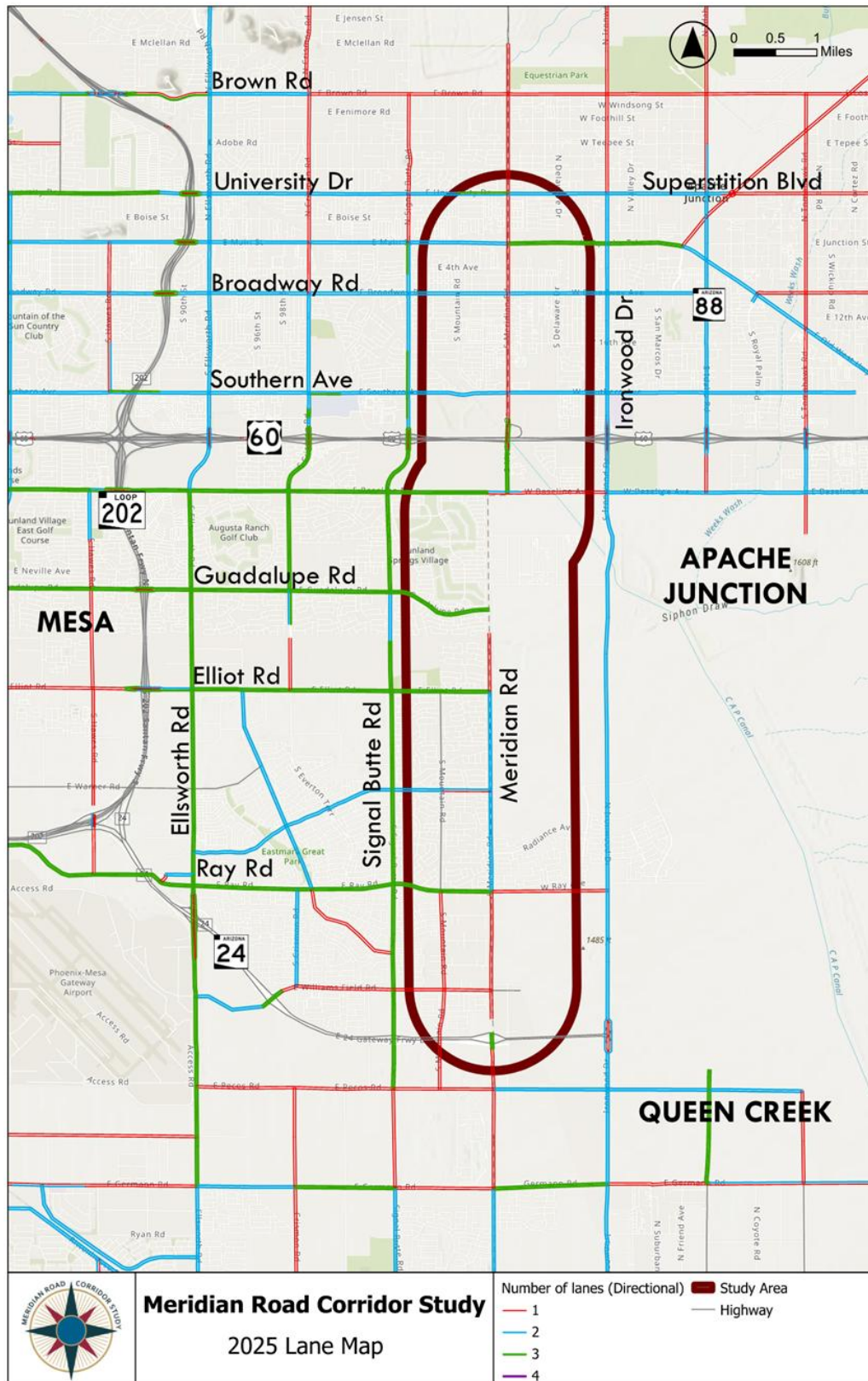
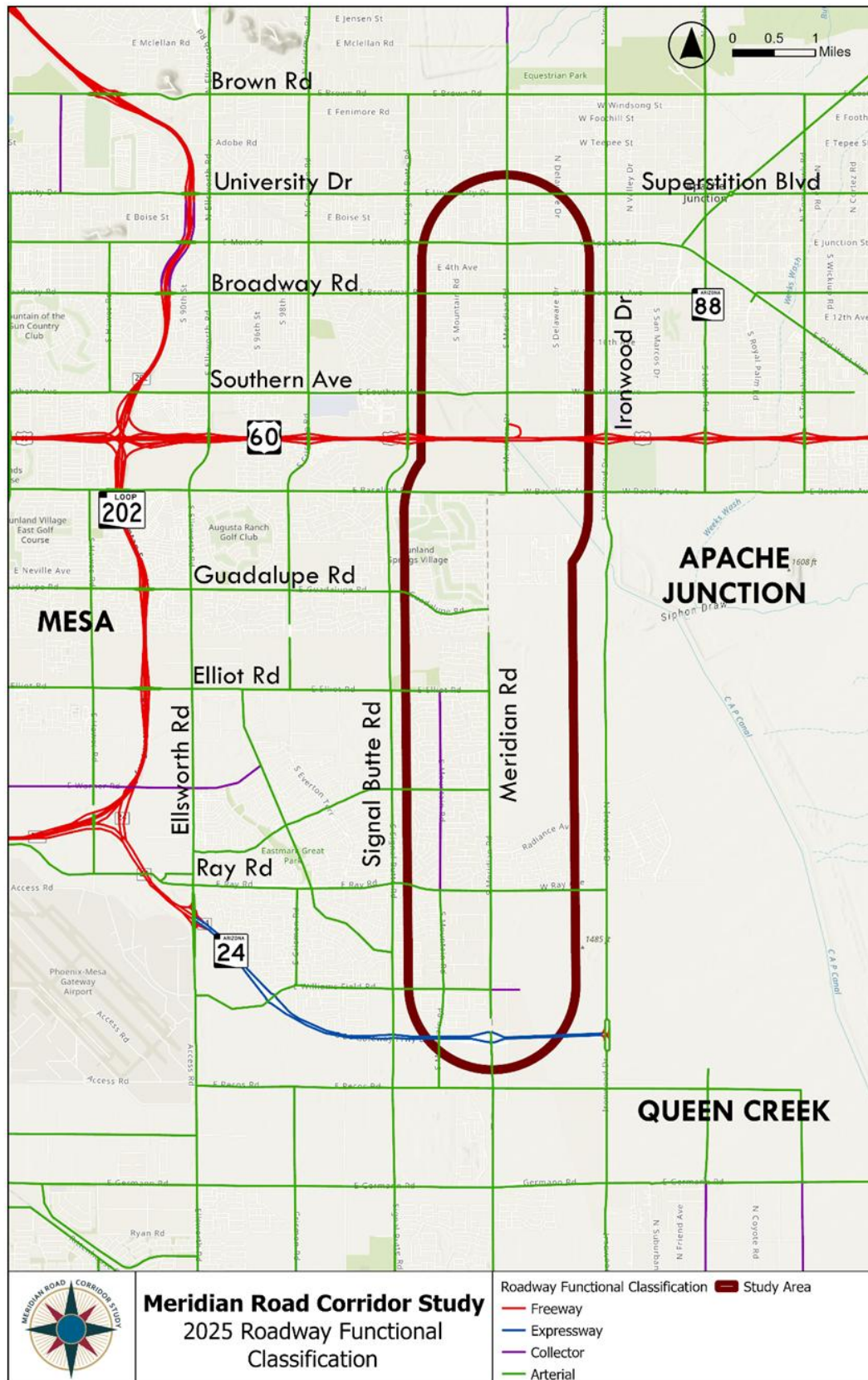


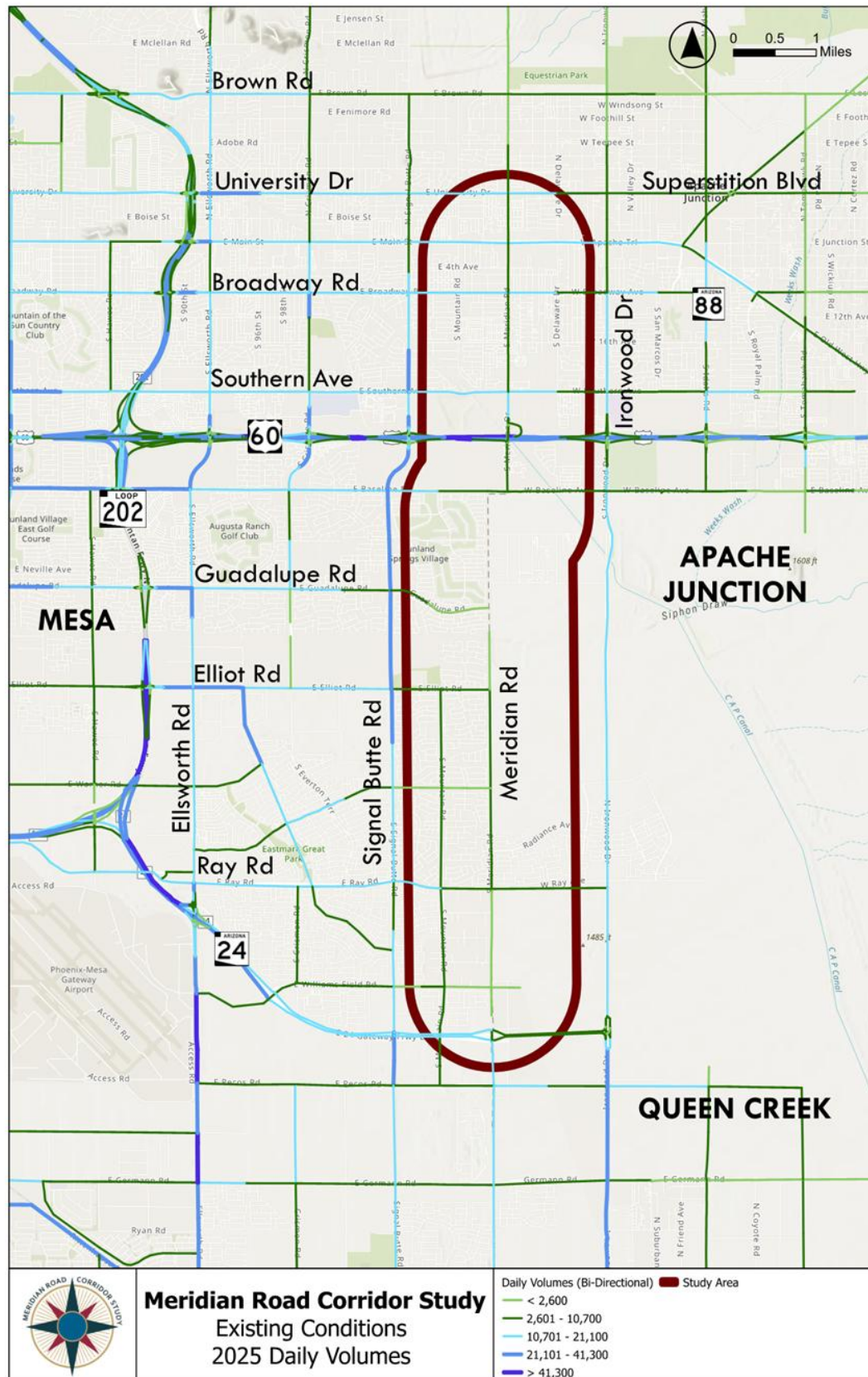
Figure 3-14. Existing Roadway Facility Type





Meridian Road Corridor Study: Technical Memorandum – Existing & Future Conditions

Figure 3-15. Existing Daily Vehicular Traffic Volumes





Meridian Road Corridor Study: Technical Memorandum – Existing & Future Conditions

Table 3-5. Right-of-way

Segment	ROW Ownership	ROW Width
Superstition Boulevard to Gregory Street	MCDOT, Pinal County, Apache Junction	65' to the west, 50' to the east, 115' total ROW
Gregory Street to 4th Avenue	MCDOT, Pinal County	55' to the west, 40' to the east, 95' total ROW
4th Avenue to Southern Avenue	MCDOT, Pinal County	55' to the west, 50' to the east, 105' total ROW
Southern Avenue to Baseline Road	ADOT, MCDOT	50-55' total ROW
Baseline Road to Elliot Road	Mesa	65' total ROW
Elliot Road to Mesquite Street	Mesa and ASLD	140' total ROW
Mesquite Street to Williams Field Road	MCDOT and ASLD	65' to the west, 75' to the east, 140' total ROW
Williams Field Road to SR24	Mesa, MCDOT, Pinal County	65' to the west, 50' to the east, 115' total ROW

Table 3-6. Ownership and Maintenance

Segment	Ownership	Maintenance Agency
Superstition Boulevard to Southern Avenue	MCDOT, Pinal County, Apache Junction	Apache Junction
Southern Avenue to Baseline Road	ADOT	ADOT
Baseline Road to Guadalupe Road	Mesa	Mesa
Guadalupe Road to Mesquite Street	Mesa	Mesa
Mesquite Street to Warner Road	Apache Junction	Apache Junction
Warner to Williams Field Road	MCDOT and ASLD	MCDOT
Williams Field Road to SR24	Mesa, MCDOT, Pinal County	Mesa



3.3.6 Pavement Conditions

MCDOT operates a Pavement Management Program which provides a systematic process to plan pavement preservation activities alongside identifying optimum strategies and select cost-effective pavement preservation methods.

According to a 2013 MAG study, the average Pavement Conditions Rating (PCR) for Meridian Road from Warner Road to McDowell Boulevard is rated as good at 62.00. The average International Roughness Index rating for Meridian Road between Warner Road and McDowell Boulevard is 235, which is rated as very rough.

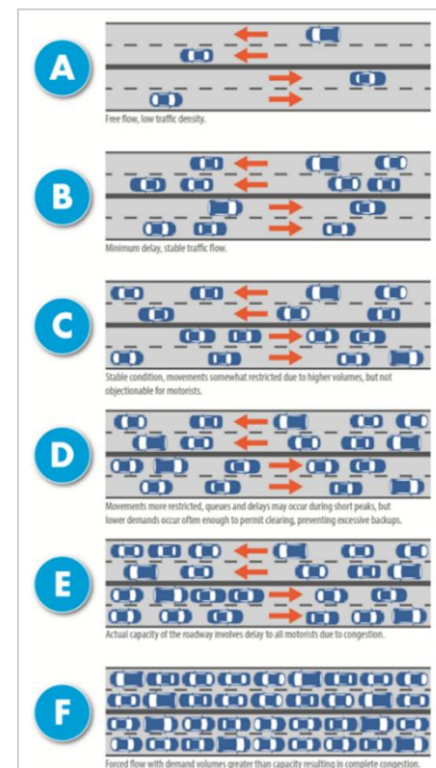
The SunCloud Data Mapping tool provided by the Sun Corridor MPO, shows 2023 pavement roughness data for the entirety of the Sun Corridor megaregion. The majority of the Meridian Road corridor falls within an average pavement roughness rating of 125 to 225, which is rated as just above average roughness. One segment, between Warner Road and Starfire Avenue, is considered below average with a roughness score of 354.

3.3.7 Roadway Level of Service

Level of Service (LOS) is a way to measure the existing or anticipated traffic congestion on roadways, providing a quantitative score for operational health of the roadway. Roadways are scored “A” through “F”, where “A” indicates free flow, low traffic density, and “F” indicates travel volumes are greater than existing capacity, resulting in roadway congestion. The following are descriptions of each LOS, which are illustrated on **Figure 3-16**.

- A: Free flow, low traffic density.
- B: Minimum delay, stable traffic flow.
- C: Stable condition, movements somewhat restricted due to higher volumes, but not objectionable for motorists.
- D: Movements more restricted, queues and delays may occur during short peaks, but lower demand occurs often enough to permit clearing, preventing excessive backups.
- E: Actual capacity of the roadway involves a delay to all motorists due to congestion.
- F: Forced flow with demand volumes greater than capacity resulting in complete congestion.

Figure 3-16. Level of Service Illustration





The level of service (LOS) for each roadway segment was assessed during both the AM and PM peak hours. **Figure 3-17** displays the AM peak hour LOS. During the AM peak hour, most major corridors operate at an acceptable LOS, indicating sufficient capacity to accommodate morning traffic demand. However, several key segments experience significant congestion, with LOS E and F observed at the following locations:

- Ellsworth Road south of SR 24
- Brown Road, University Drive, and Elliot Road approaching Loop 202
- Portions of the north-south roadways south of SR 24

As displayed in **Figure 3-18**, there is sufficient capacity to accommodate PM peak period traffic volumes on most roadways except for the following segments:

- University Drive approaching Loop 202
- Crismon Road and Signal Butte Road approaching US 60
- Portions of Ellsworth Road, Signal Butte Road, Meridian Road, and Ironwood Road south of SR 24

3.3.8 Existing Intersection Turning Movements

Data was collected during the AM and PM peak commuter periods at ten existing intersections along the Meridian Road study corridor to help inform future recommendations. **Table 3-7** provides a list of those intersections and **Figure 3-19** shows the AM and PM peak hour turning movements for each location.

Table 3-7. Meridian Road Intersections

Meridian Road Intersections					
#1	University Dr – Superstition Blvd	#4	Pueblo Ave	#8	Baseline Rd
#2	Main St. – Apache Tr	#5	Southern Ave	#9	Elliot Rd
#3	Broadway Rd	#6 & #7	US 60 EB On-ramps and WB Off-Ramps	#10	Ray Rd



Meridian Road Corridor Study: Technical Memorandum – Existing & Future Conditions

Figure 3-17. Existing AM Peak Hour Level of Service





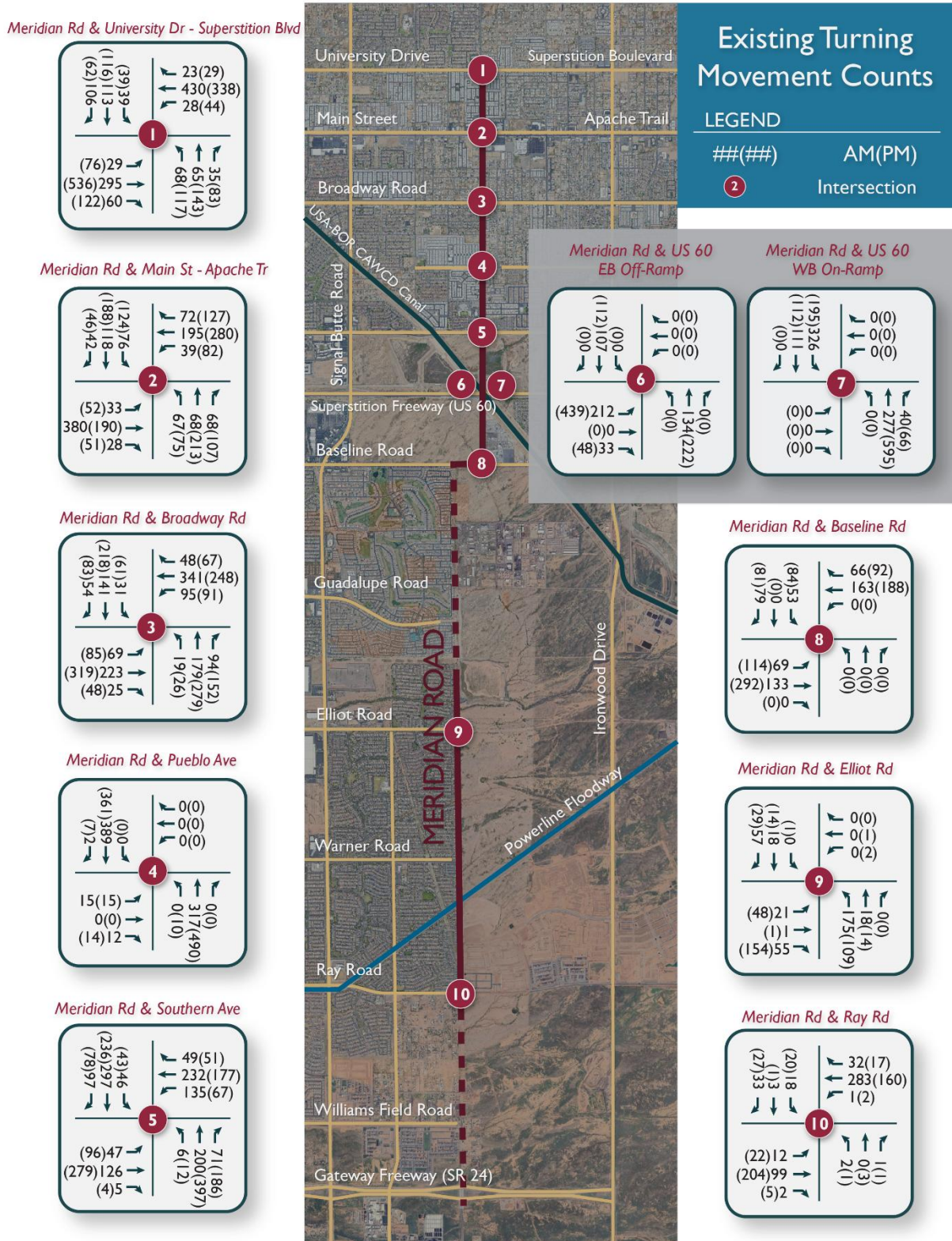
Meridian Road Corridor Study: Technical Memorandum – Existing & Future Conditions

Figure 3-18. Existing PM Peak Hour Level of Service



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Figure 3-19. Existing AM and PM Peak Hour Intersection Turning Movement Counts





3.4 Corridor Safety

Crash data over a five-year period between 2019-2023 was considered to evaluate the existing safety conditions of the corridor.

3.4.1 Crash Summary

A high-level summary of that data is shown in **Table 3-8**. There was a total of 328 crashes along the Meridian Road corridor, with four percent of these resulting in a fatal or suspected serious injury, also known as KSI crashes. The majority of crashes were non-serious or property damage only (PDO) crashes, at 61 percent of the total crashes, as depicted in **Figure 3-20**. A total of three fatal and 13 suspected serious injury crashes occurred along the corridor and can be seen in **Figure 3-21**.

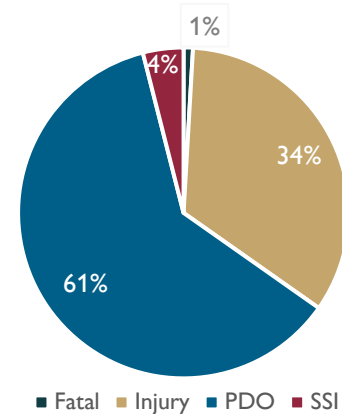


Figure 3-20. Study Area Crash Severity

Table 3-8. Study Area Crash Data Summary, 2019-2023

Total	Fatal Crashes		Other Injury Crashes		Serious Injury Crashes		All Injury Crashes		Property Damage Only Crashes		Total Crashes		
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage	
	All Crash Totals		3	1%	111	34%	13	4%	124	38%	201	61%	328

Crash Classification	Fatal Crashes		Other Injury Crashes		Serious Injury Crashes		All Injury Crashes		Property Damage Only Crashes		Total Crashes		
	Number	% of Fatal	Number	Percentage	Number	% of SSI	Number	Percentage	Number	% of PDO	Number	Percentage	
	Overturn/Rollover	0	0.0%	2	1.8%	0	0.0%	2	1.6%	1	0.5%	3	0.9%
Motor Vehicle in Transport	2	66.7%	94	84.7%	9	69.2%	103	83.1%	178	88.6%	293	86.3%	
Pedestrian	0	0.0%	1	0.9%	0	0.0%	1	0.8%	0	0.0%	1	0.3%	
Pedalcycle	0	0.0%	1	0.9%	2	15.4%	3	2.4%	0	0.0%	3	0.9%	
Parked Motor Vehicle	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	1.5%	3	0.9%	
Other Non-Fixed Object	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	1.0%	2	0.6%	
Curb	0	0.0%	3	2.7%	0	0.0%	3	2.4%	4	2.0%	7	2.1%	
Guardrail Face	1	33.3%	1	0.9%	0	0.0%	1	0.8%	0	0.0%	2	0.6%	
Concrete Traffic Barrier	0	0.0%	1	0.9%	0	0.0%	1	0.8%	2	1.0%	3	0.9%	
Cable Traffic Barrier	0	0.0%	1	0.9%	0	0.0%	1	0.8%	3	1.5%	4	1.2%	
Traffic Signal Support	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%	1	0.3%	
Utility Pole Light Support	0	0.0%	1	0.9%	1	7.7%	2	1.6%	2	1.0%	4	1.2%	
Fence	0	0.0%	2	1.8%	1	7.7%	3	2.4%	1	0.5%	4	1.2%	
Other Fixed Object	0	0.0%	4	3.6%	0	0.0%	4	3.2%	4	2.0%	8	2.4%	
All Crash Totals		3		111		13		124		201		328	

Manner of Impact	Fatal Crashes		Other Injury Crashes		Serious Injury Crashes		All Injury Crashes		Property Damage Only Crashes		Total Crashes		
	Number	% of Fatal	Number	Percentage	Number	% of SSI	Number	Percentage	Number	% of PDO	Number	Percentage	
	Single Vehicle	1	33.3%	15	13.5%	2	15.4%	17	13.7%	18	9.0%	36	11.0%
Angle (Front to Side)	1	33.3%	27	24.3%	4	30.8%	31	25.0%	37	18.4%	69	21.0%	
Left Turn	1	33.3%	27	24.3%	3	23.1%	30	24.2%	25	12.4%	56	17.1%	
Rear End	0	0.0%	26	23.4%	2	15.4%	28	22.6%	71	35.3%	99	30.2%	
Head On	0	0.0%	5	4.5%	1	7.7%	6	4.8%	0	0.0%	6	1.8%	
Sideswipe - Same Direction	0	0.0%	4	3.6%	0	0.0%	4	3.2%	32	15.9%	36	11.0%	
Sideswipe - Opposite Direction	0	0.0%	2	1.8%	0	0.0%	2	1.6%	7	3.5%	9	2.7%	
U-Turn	0	0.0%	1	0.9%	0	0.0%	1	0.8%	2	1.0%	3	0.9%	
Other	0	0.0%	4	3.6%	1	7.7%	5	4.0%	6	3.0%	11	3.4%	
Unknown	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	1.5%	3	0.9%	
All Crash Totals		3		111		13		124		201		328	

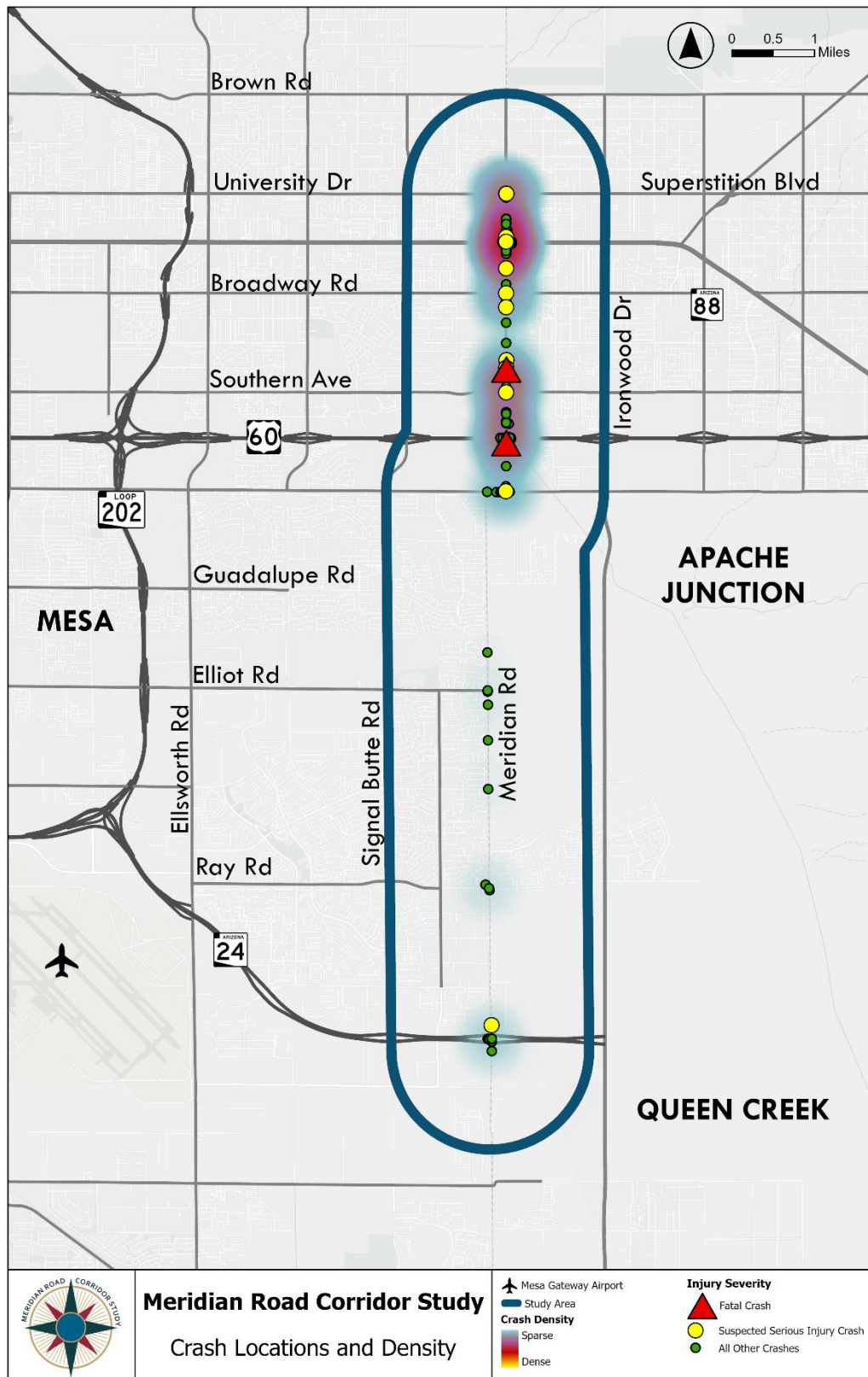
Total Ped Involved Crash Summary

People	Pedestrian Involved Crash Summary										Total Ped Crashes	
	Fatal Crashes		Other Injury Crashes		Serious Injury Crashes		All Injury Crashes		Property Damage Only Crashes			
	Number	% of Ped	Number	Percentage	Number	% of Ped	Number	Percentage	Number	% of Ped	Number	% of Total
Pedestrian Involved Crash Totals	0	0.0%	1	100.0%	0	0.0%	1	100.0%	0	0.0%	1	0.3%

Total Bike Involved Crash Summary

Bike/Ped	Total Bike Involved Crash Summary										Total Crashes	
	Fatal Crashes		Other Injury Crashes		Serious Injury Crashes		All Injury Crashes		Property Damage Only Crashes			
	Number	% of Bike	Number	Percentage	Number	% of Bike	Number	Percentage	Number	% of Bike	Number	Percentage
Bicyclist Involved Crash Totals	0	0.0%	1	33.3%	2	66.7%	3	100.0%	0	0.0%	3	0.9%

Figure 3-21. Meridian Road Corridor Crash Locations



3.4.2 Crash Characteristics and Analysis

The majority of crashes along the Meridian Road corridor were classified as Motor Vehicle in Transport, comprising roughly 86 percent of all crashes. **Figure 3-22** shows the frequency of crashes by classification along with their relative severity percentages. Despite a high frequency, motor vehicle crashes are relatively less severe, with the majority of crashes resulting in minimal or no harm to drivers or occupants. Comparatively, object crashes, such as a fence or guardrail, though less frequent, result in a higher percentage resulting in injury. Guardrail incidents on the US 60/Meridian Road ramp resulted in a fatality or injury in 100% of occurrences.

Figure 3-22. Study Area Crash Classifications by Severity Percentage

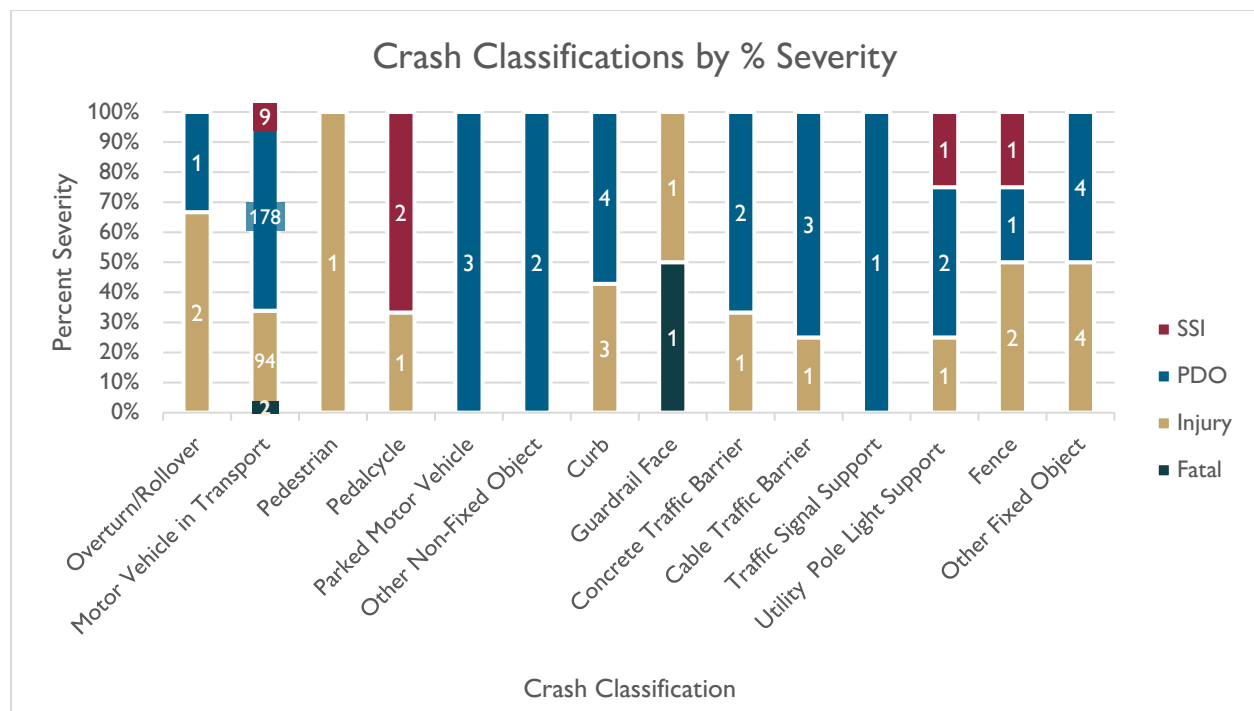
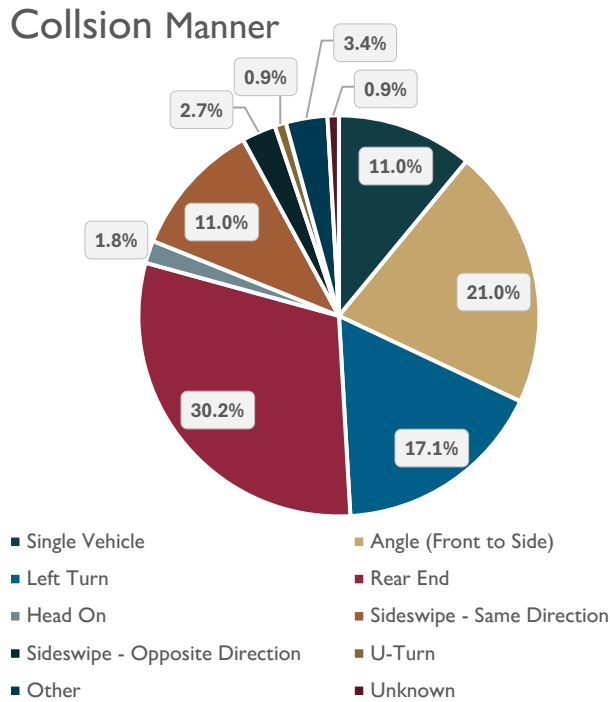


Figure 3-23. Collision Manner Frequency, 2019-2023



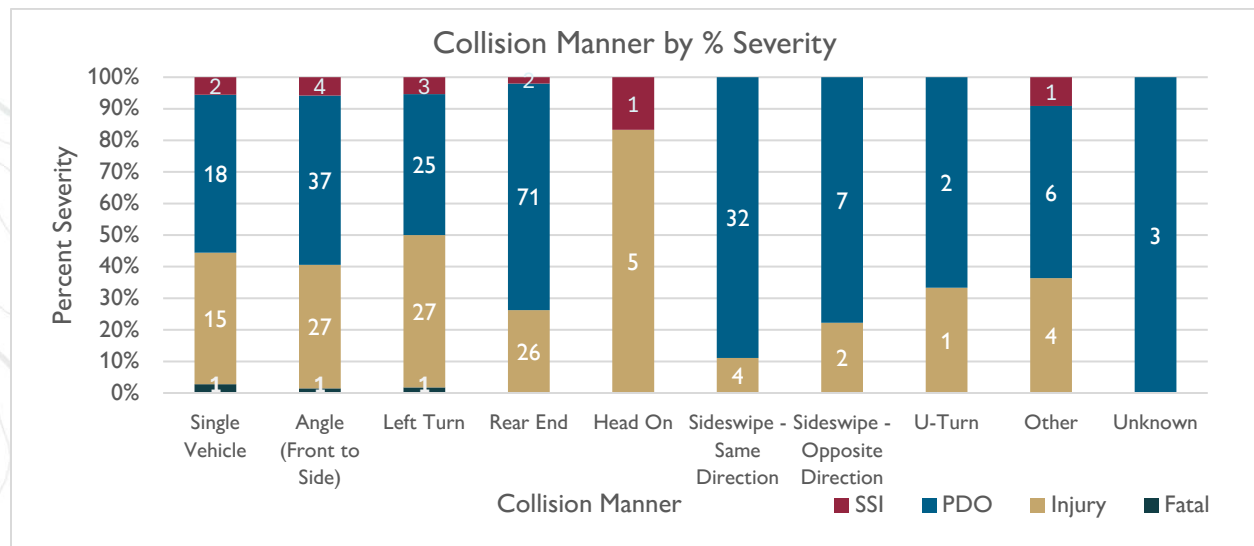
Given the high number of motor vehicle crashes, the manner in which those collisions occur is a valuable statistic. As seen in **Figure 3-23**, the most frequent collision type was Rear End, at just over 30 percent of crashes. This could be indicative of poor driving behaviors or pockets of congestion along the corridor. The next most frequent collision manners are as follows:

2. Angle (Front to Side)
3. Left Turn
4. Single Vehicle & Same Direction Sideswipe

Though less frequent, these collision types were more severe. **Figure 3-24** shows the frequency of collision types with their respective severity percentages. Angle

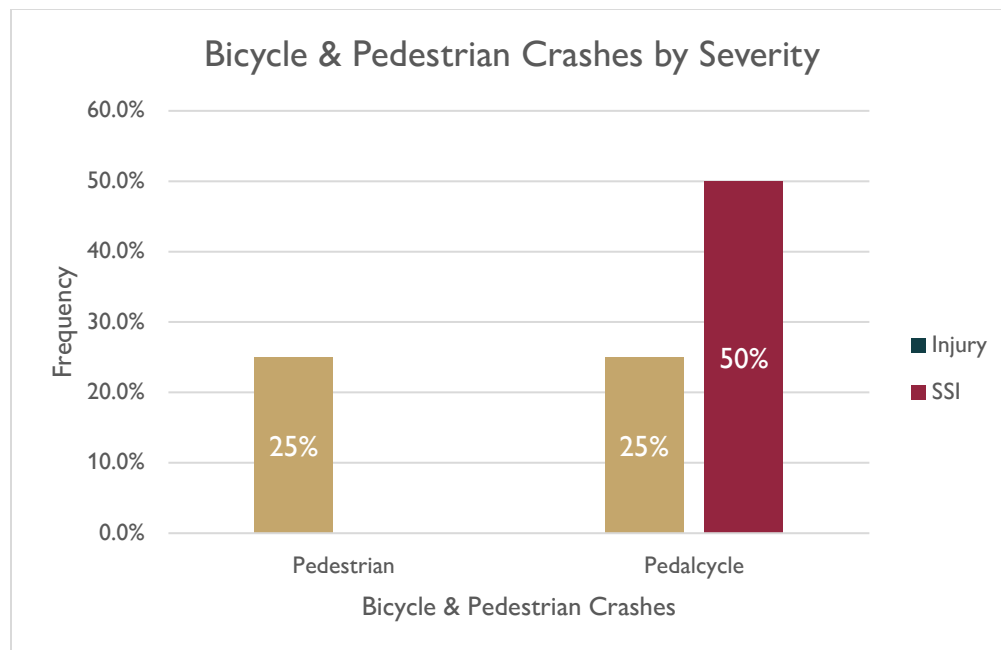
crashes are the second most frequent collision type, at 21 percent of all crashes, and they also have the highest frequency of severe injury outcomes. Left turn crashes have a similar relative severity, with a more even split between injury and non-injury outcomes. Overall, vehicle turning was the most common and most severe manner by which a collision occurred within the corridor. Notably, head-on collisions had the highest individual severity, with over 80 percent over these crashes resulting in some injury and the remaining percentage resulting in severe injury.

Figure 3-24. Collision Manner by Severity Percentage



Given existing demand for active transportation facilities along Meridian Road, it is necessary to consider the safety of the existing active transportation facilities. Within the five-year crash period, Meridian Road saw a total of four pedestrian and cyclist-involved crashes. As seen in **Figure 3-25**, none of these crashes resulted in a fatality, but all active transportation users involved were injured in some capacity across all crashes. This may be indicative of the need for improved facilities for cyclists and pedestrians, which is supported by mapping information in previous plans and studies. Any improvements to Meridian Road should consider the lack of bicycle and pedestrian facilities throughout the corridor.

Figure 3-25. Pedestrian and Cyclist Crashes by Severity





3.5 Existing Condition Drainage Considerations

The general direction flow for the watershed crossing the corridor is oriented from northeast to southwest. The north portion of the project area is urbanized and almost completely developed. However, as the corridor extends southward past Southern Avenue, urbanization decreases, particularly on the eastern side of the southern project boundary, where more open land and natural drainage features are present. The Central Arizona Project (CAP) Canal cuts across the corridor intersecting it at US 60. Also, there is a significant presence of fissures from US 60 to Guadalupe Road which causes issues with erosion and subsidence when stormwater enters them.

To better assess project drainage patterns and hydrology, draft FLO-2D models developed for the Queen Creek/East Mesa Area Drainage Master Study/Plan Update (FCD 2020C003) were secured from the Flood Control District of Maricopa County (FCDMC). These models provide detailed hydrologic and hydraulic (H&H) results including maximum flow depths, maximum velocities, combined peak discharges, etc. Additionally, both the effective FEMA floodplain delineation (**Appendix A**) and the draft FEMA floodplain delineation (**Appendix B**) were reviewed.

Several areas along Meridian Road are affected by drainage and land subsidence challenges, particularly near the US 60, and the corridor section between Houston Avenue to Guadalupe Road. Additionally, key hydraulic structures must be considered in the vicinity of Meridian Road, including the Powerline Floodway and the Siphon Draw Channel and Basin north of Elliot Road.

Existing drainage considerations are summarized below. Meridian Road has been segmented according to the unique drainage considerations specific to each part of the corridor.

3.5.1 Superstition Boulevard to Southern Avenue

This segment of the corridor features suburban development with curb and gutter at and near intersections with arterial roads. However, the majority of the roadway segment does not have curb and gutter and instead uses gravel-lined, roadside swales in addition to local stormwater infrastructure to convey flows. Storm drain system and culvert coverage is limited to major intersections and areas of regional stormwater conveyance. Most of the stormwater is conveyed above ground within the Meridian Road street section with most flows splitting off to the west along the side streets depending on roadway grades. Of note regarding side street conveyance is Crescent Avenue, an inverted crown roadway, which receives aboveground and underground flows from Broadway Avenue that are channelized along the west side of Meridian Road. This short stretch of channel outfalls into Crescent Avenue via a channel spreader section with roll curb. Sedimentation issues were observed on the roadway near the outfall of the channel. An aerial view of the vicinity as well as flow direction arrows in blue are shown below in **Figure 3-26**.

Figure 3-26. Broadway Ave & Crescent Ave Drainage Patterns



The downstream end of this segment outfalls through a multiple barrel box culvert across Meridian Road west through a concrete-lined channel away from the corridor into a regional retention basin.

3.5.2 Southern Avenue to US 60

This undeveloped stretch of the alignment ties into the US 60 traffic interchange (TI). Major regional drainage flows across Meridian Road through multiple barrel box culverts and then the CAP Canal through overwater pipes into regional retention basins. An aerial view of the vicinity as well as flow direction arrows in blue are shown below in **Figure 3-27**.

Figure 3-27. Southern Avenue to US 60 Drainage Patterns



The downstream end of this segment outfalls into the regional retention basins with any low frequency rainfall event excess flows crossing the canal and continuing down Meridian Road and to the southwest.

3.5.3 US 60 to Houston Avenue

The reverse curve used to provide a smooth and safe transition from US 60 and Meridian Road to the offset alignment south of Baseline Road is located within this sparsely developed segment. Complicating this area is the presence of a complex of fissures. An aerial view of the vicinity as well as flow direction arrows in blue and fissure lines in green are shown below in **Figure 3-28**.

Meridian Road does not exist from Baseline Road to Houston Ave. The downstream end of this segment outfalls into the regional Siphon Draw channel. This channel flows along the centerline of the Meridian Road alignment. This will present challenges for roadway and drainage design.



Figure 3-28. US 60 to Houston Avenue Drainage Patterns





3.5.4 Houston Avenue to Guadalupe

The area is generally characterized by industrial land use on the east side of Meridian Road and single-family residential on the west side. The combination of a fissure complex and regional drainage conveyance enforcing subsidence has caused the closure of Houston Avenue at its intersection with the fissures due to safety concerns of roadway failure. This combination of natural conditions is a concern for any proposed Meridian Road design within this segment. An aerial view of the vicinity as well as flow direction arrows in blue and fissure lines in green are shown below in **Figure 3-29**.

Figure 3-29. Houston Avenue to Guadalupe Road Drainage Patterns

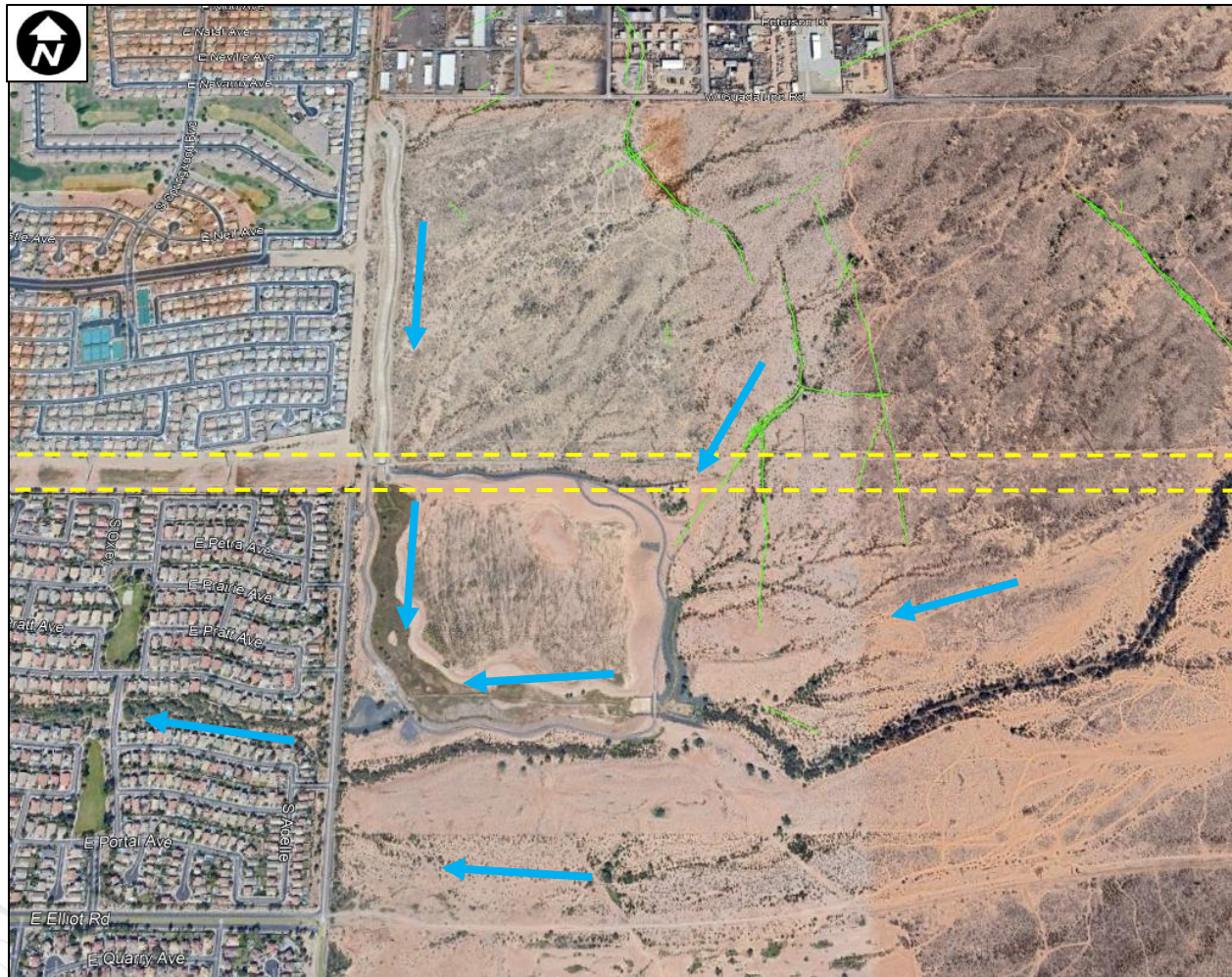


Meridian Road does not exist from Houston Ave to Guadalupe Road. The downstream end of this segment continues along the regional Siphon Draw channel. This channel flows along the centerline of the Meridian Road alignment and development also exists along both sides of the roadway alignment. These two conditions coupled together will pose very significant challenges for roadway and drainage design.

3.5.5 Guadalupe Road to Elliot Road

The Siphon Draw Channel outfalls to the Siphon Draw Basin on the undeveloped east side of Meridian Road. This regional detention basin then outfalls to a neighborhood drainage channel through a multiple barrel box culvert under Meridian Road. The west side of Meridian Road is developed with single-family housing. An aerial view of the vicinity as well as flow direction arrows in blue, fissure lines in green, and overhead electric easement in yellow are shown below in **Figure 3-30**.

Figure 3-30. Guadalupe Road to Elliot Road Drainage Patterns



Meridian Road is unpaved from Guadalupe Road through the overhead electric easement width but is paved from the southern easement edge to Elliot Road. The flows at the downstream end of this segment continue down Meridian Road and to the southwest.

3.5.6 Elliot Road to Powerline Floodway

This segment of the corridor features suburban development with curb and gutter on the west side of Meridian Road. The east side of the roadway segment is undeveloped ASLD land and does not have curb and gutter and is instead at grade. Powerline Floodway is an important regional drainage corridor. It is concrete-lined and designed to convey the 1% annual exceedance probability (100-year/base flood) storm event. An aerial view of the vicinity as well as flow direction arrows in blue, fissure lines in green, overhead electric easements in yellow, and the Powerline Floodway Channel in red are shown below in **Figure 3-31**.

Figure 3-31. Elliot Road to Powerline Floodway Drainage Patterns

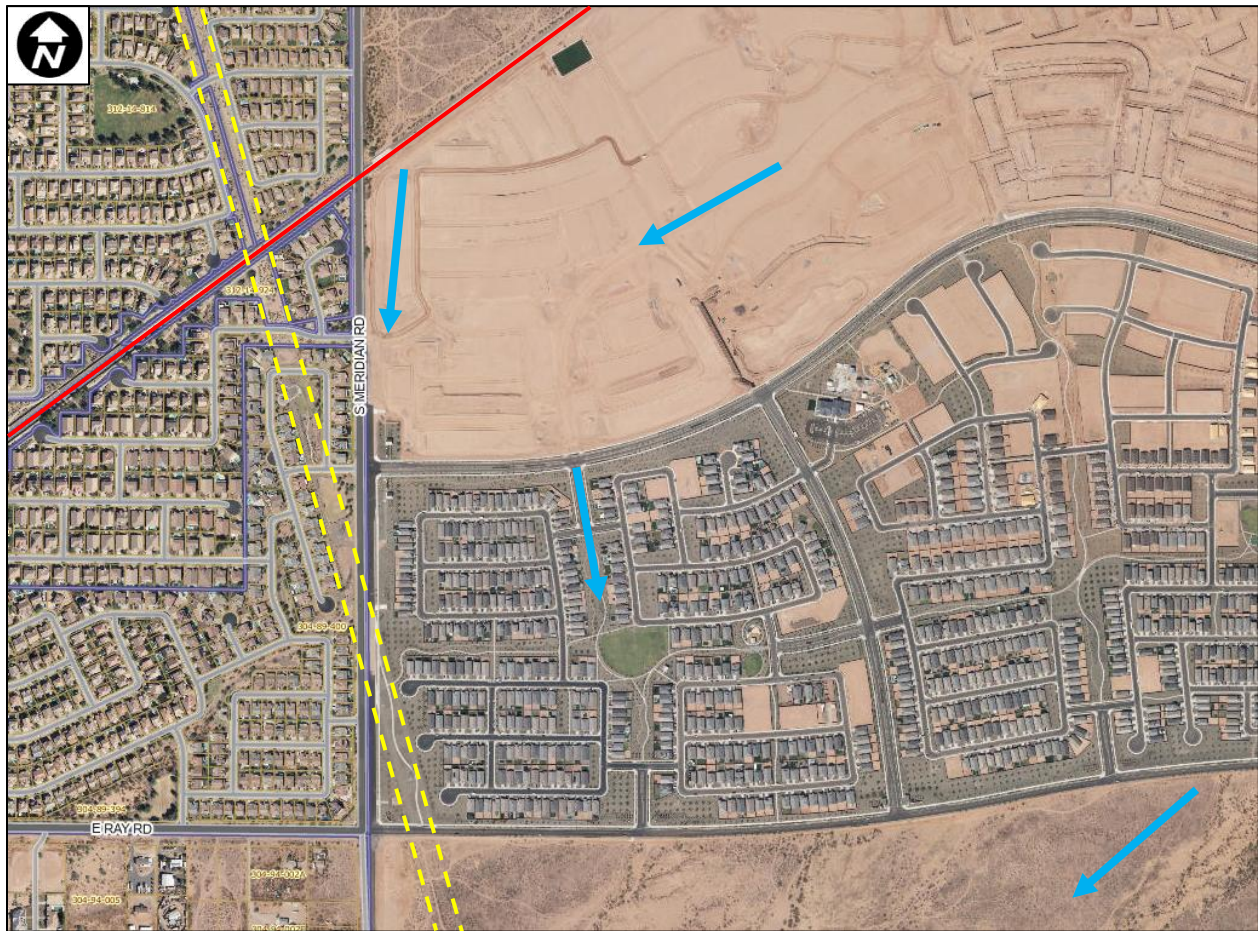


Meridian Road is paved from Elliot Road to Powerline Floodway. The downstream end of this segment splits and continues down Meridian Road with the excess going down Powerline Floodway.

3.5.7 Powerline Floodway to Ray Road

This segment of the corridor features suburban development with curb and gutter on both sides of Meridian Road. The east side of the roadway segment is recently developed ASLD land. An aerial view of the vicinity as well as flow direction arrows in blue, overhead electric easements in yellow, and the Powerline Floodway Channel in red are shown below in **Figure 3-32**.

Figure 3-32. Powerline Floodway to Ray Road Drainage Patterns



Meridian Road is paved from Powerline Floodway to Ray Road. The downstream end of this segment splits and continues down Meridian Road with the excess going down Powerline Floodway.



3.5.8 Ray Road to SR 24

This segment is generally characterized by rural residential development. South of Ray Road along the corridor features a patchwork of unpaved roads. An aerial view of the vicinity as well as flow direction arrows in blue and overhead electric easement in yellow are shown below in **Figure 3-33**.

Figure 3-33. Ray Road to SR 24 Drainage Patterns



Meridian Road is unpaved from Ray Road to the northern edge of the ADOT ROW north of SR 24. The flows at the downstream end of this segment go southwest along a natural drainage channel until the outfall with the SR 24 ADOT drainage channel.



4 Future Conditions

Future development within and adjacent to the corridor study area will generate a significant volume of traffic that will require a robust area roadway network. Previous studies have identified the need for new regional routes, improved roadway connectivity, and increased roadway capacity. The following provides a description of the anticipated future land use and accompanying roadway network.

4.1 Future Land Use

The North Section of the corridor is substantially developed. Limited parcels exist for new households or businesses. The South Section of the corridor is flanked by vacant land to the east, south, and southwest which is anticipated to house a varied combination of new household and employment opportunities.

The City of Mesa's adopted General Plan identifies a substantial amount of land for future light and general industrial development south and west of the Meridian Road corridor. The area is projected as a major hub for airport and airway expansion and commercial facilities.

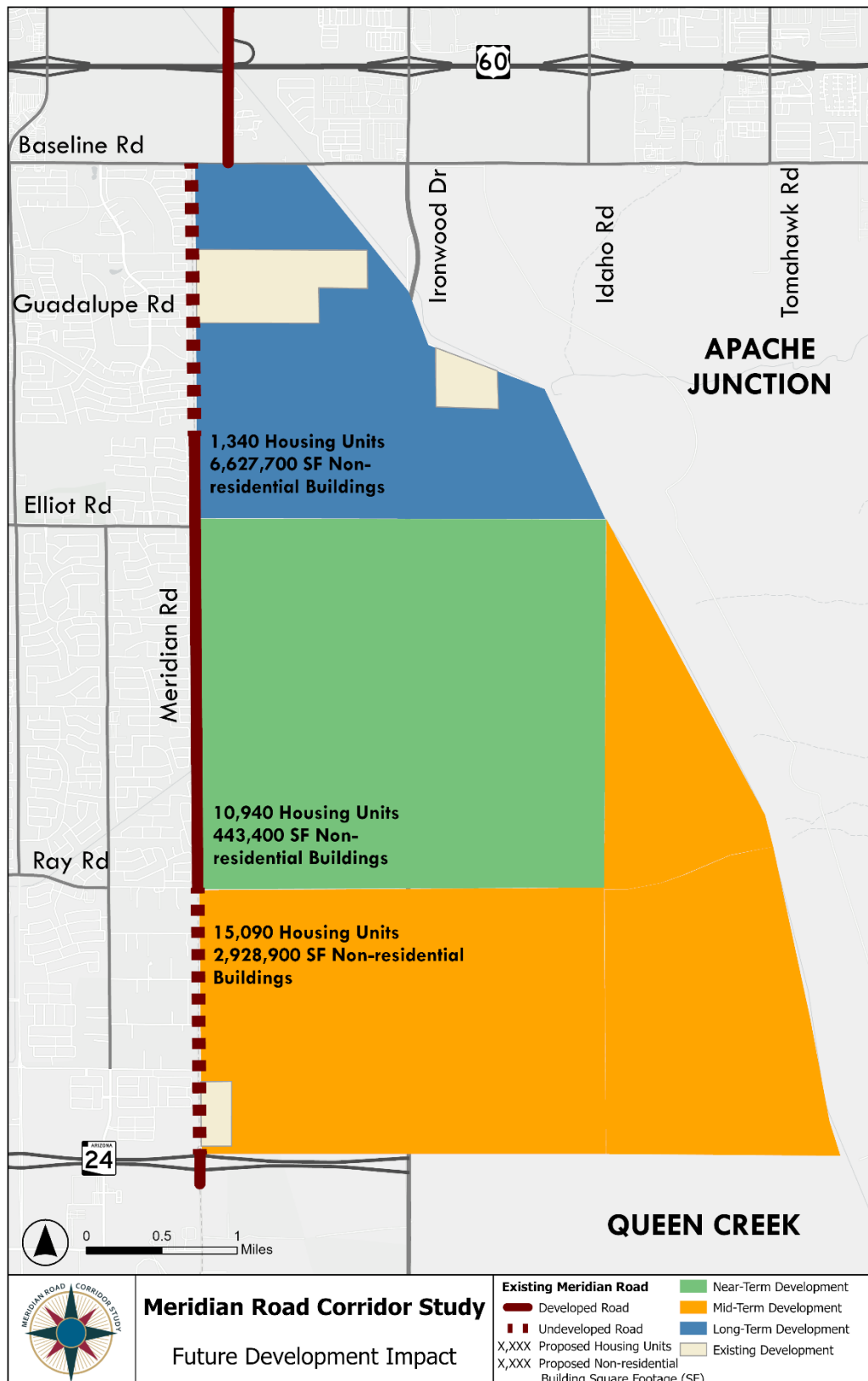
East of the Meridian Road corridor, a large multi-phased master planned community is anticipated to be developed over the next 20 years. The development is part of a larger plan for roughly 275 square-miles of ASLD land location in Pinal County, known as Superstition Vistas. The site is approximately 8,100 acres located in the Apache Junction Municipal Planning Area, bounded on the west by Meridian Road, on the north by Baseline Road/Avenue, on the east by the Central Arizona Project (CAP) Canal, and on the south by State Route 24 (SR 24). At buildout it is anticipated to consist of a variety of land uses including single-family residential, multi-family residential, commercial space, office space, industrial space, schools, parks, and open space. **Figure 4-1** illustrates the potential number of households and square footage of non-residential development that are anticipated over the next 20 years.

South of the corridor study area, additional development is anticipated as part of the Superstition Vistas area. MAG is currently conducting an area-wide study of the Superstition Vistas area. Recent efforts related to that study have developed forecasted population, household, and employment estimates that will inform future growth surrounding the corridor study area.



Meridian Road Corridor Study: Technical Memorandum – Existing & Future Conditions

Figure 4-1. Auction Property at Superstition Vistas Future Development





4.2 Socioeconomic Conditions

Future socioeconomic conditions, including population, households, and employment within the region, were obtained from the MAG Superstition Vistas Study for the Year 2050. The 2050 data was then updated to incorporate feedback from stakeholders regarding anticipated growth in the project study area and the additional development related to the 8,100 acre ASLD development discussed previously.

4.2.1 Population

As shown in **Figure 4-2**, the most notable population densities in the corridor study area are observed between Broadway Road and Southern Avenue and between Elliot Road and Ray Road. In general, substantial population growth is expected when compared to existing population levels.

4.2.2 Housing

Figure 4-3 displays the forecasted number of total households. Similar to the population, there are a great number of households in the study area between Broadway Road and Southern Avenue, with an even greater number between Meridian Road and the CAP from Elliot Road south to SR 24.

4.2.3 Employment

As presented in **Figure 4-4**, the highest concentrations of future employment within the Meridian Road Corridor study area are anticipated to occur east of Meridian Road to the CAP between Elliot Road and Ray Road. Additional concentrations are observed along the US 60 and SR 24 corridors, and proximate to Mesa Gateway airport.

4.3 Future Roadway Network

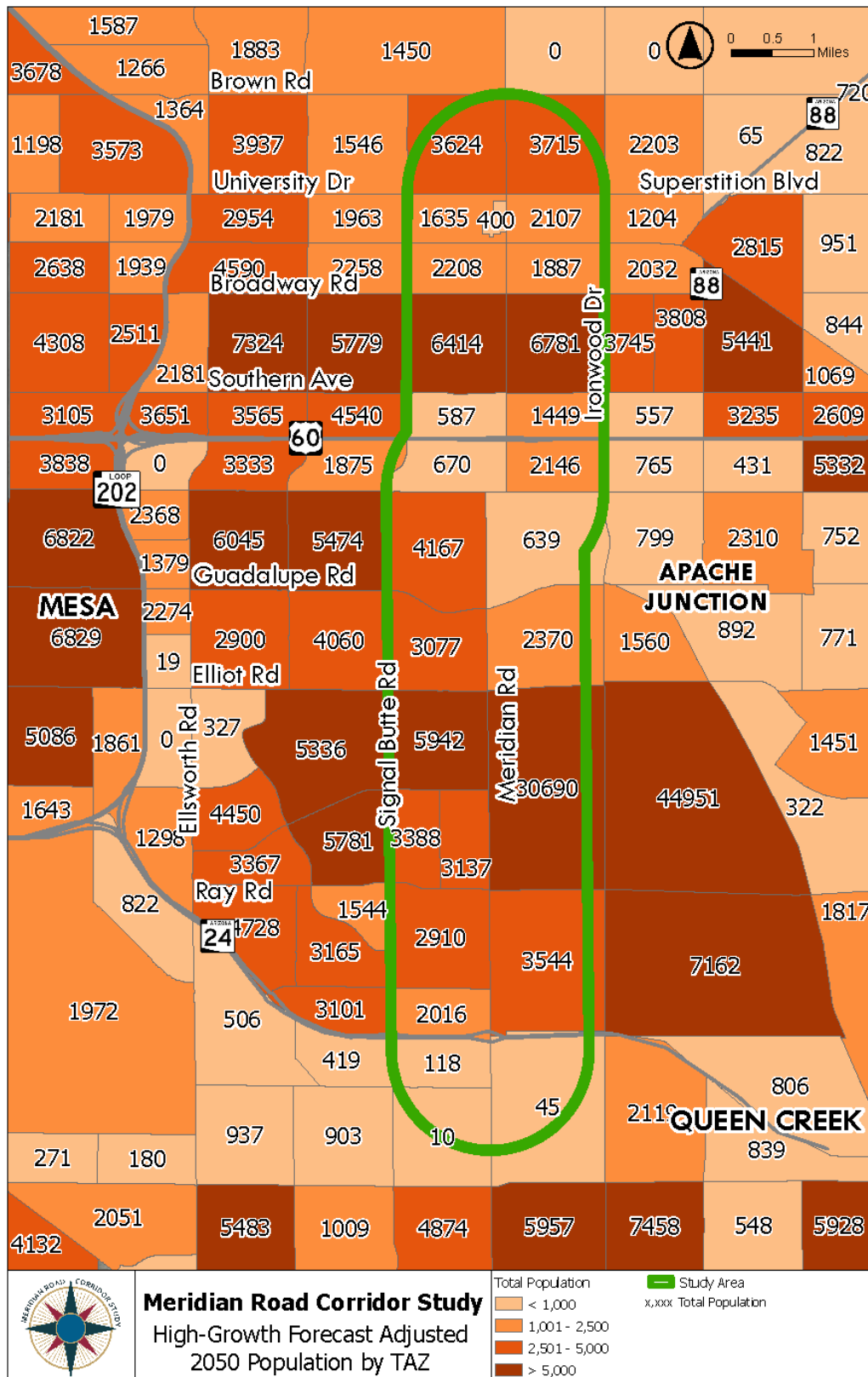
The future roadway network, depicted in **Figure 4-5**, consists of significantly enhanced connectivity at the local and regional level. Notable changes include:

- A continuous Meridian Road corridor throughout the study area
- Extension of Guadalupe Road and Warner Road east toward the CAP canal
- Extension of Elliot Road, Ray Road, and SR 24 east to US 60
- New regional north-south connectivity east of the study area, including the Central Arizona Parkway and North-South freeway corridor



Meridian Road Corridor Study: Technical Memorandum – Existing & Future Conditions

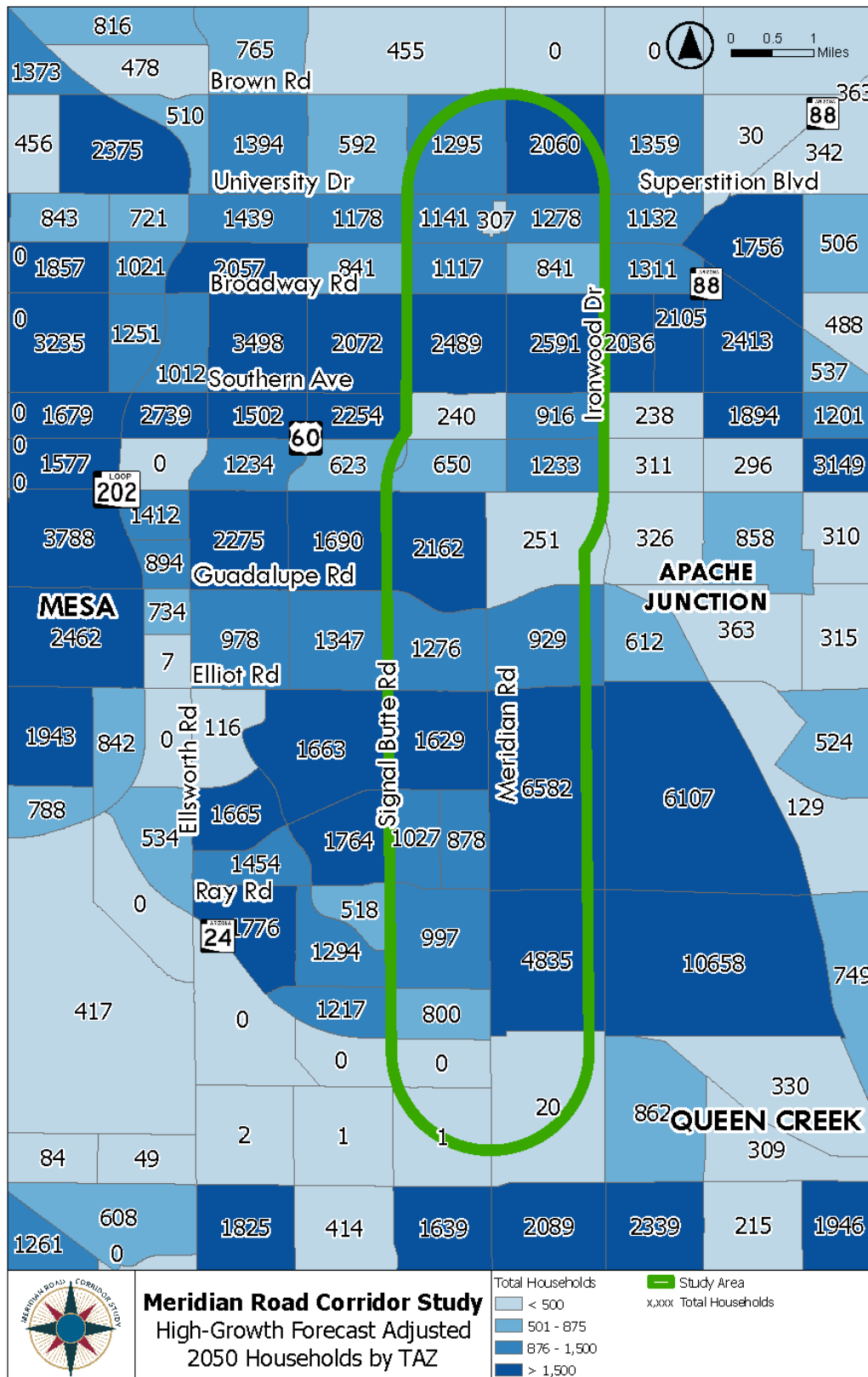
Figure 4-2. Future Population





Meridian Road Corridor Study: Technical Memorandum – Existing & Future Conditions

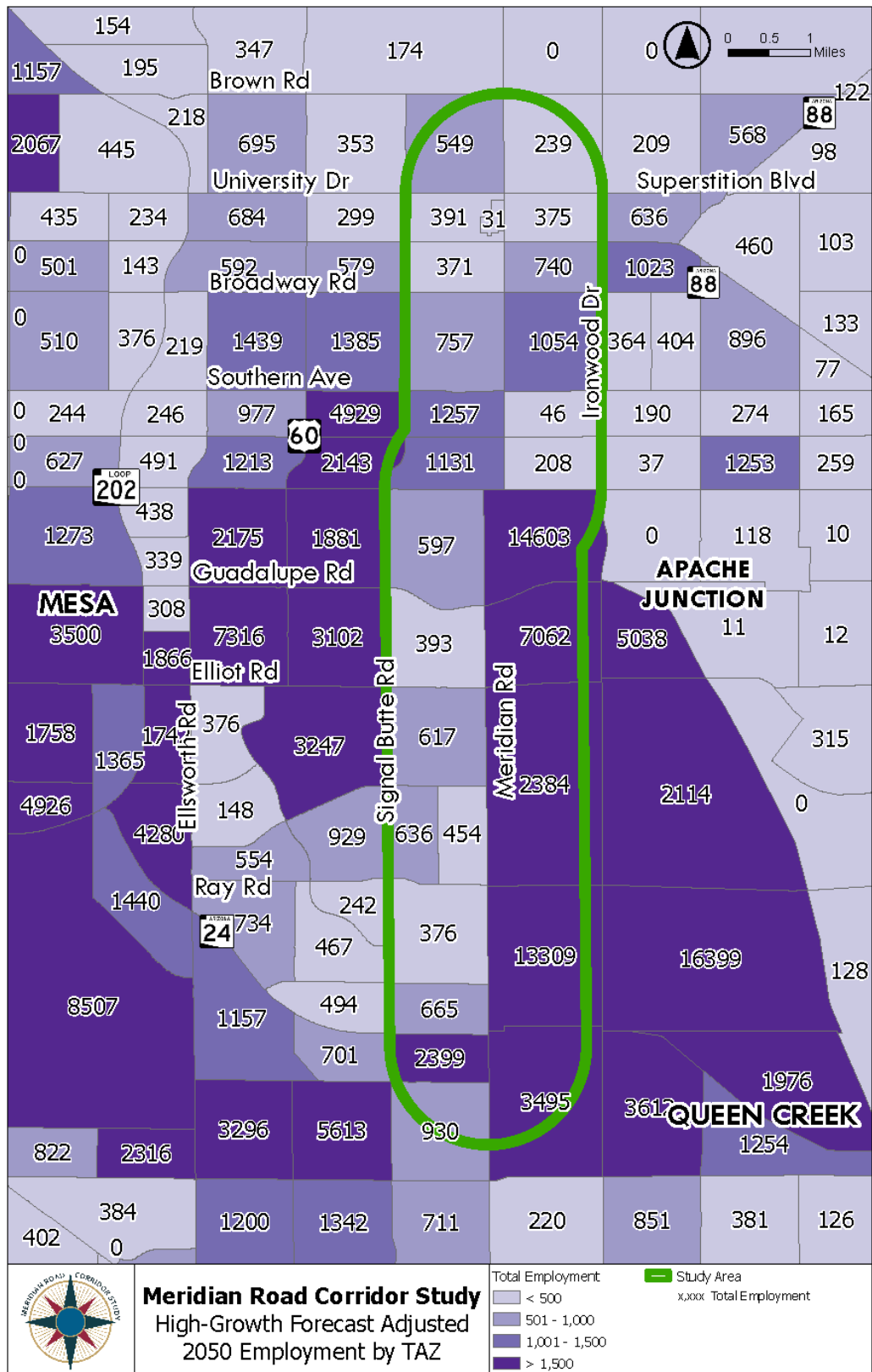
Figure 4-3. Future Households





Meridian Road Corridor Study: Technical Memorandum – Existing & Future Conditions

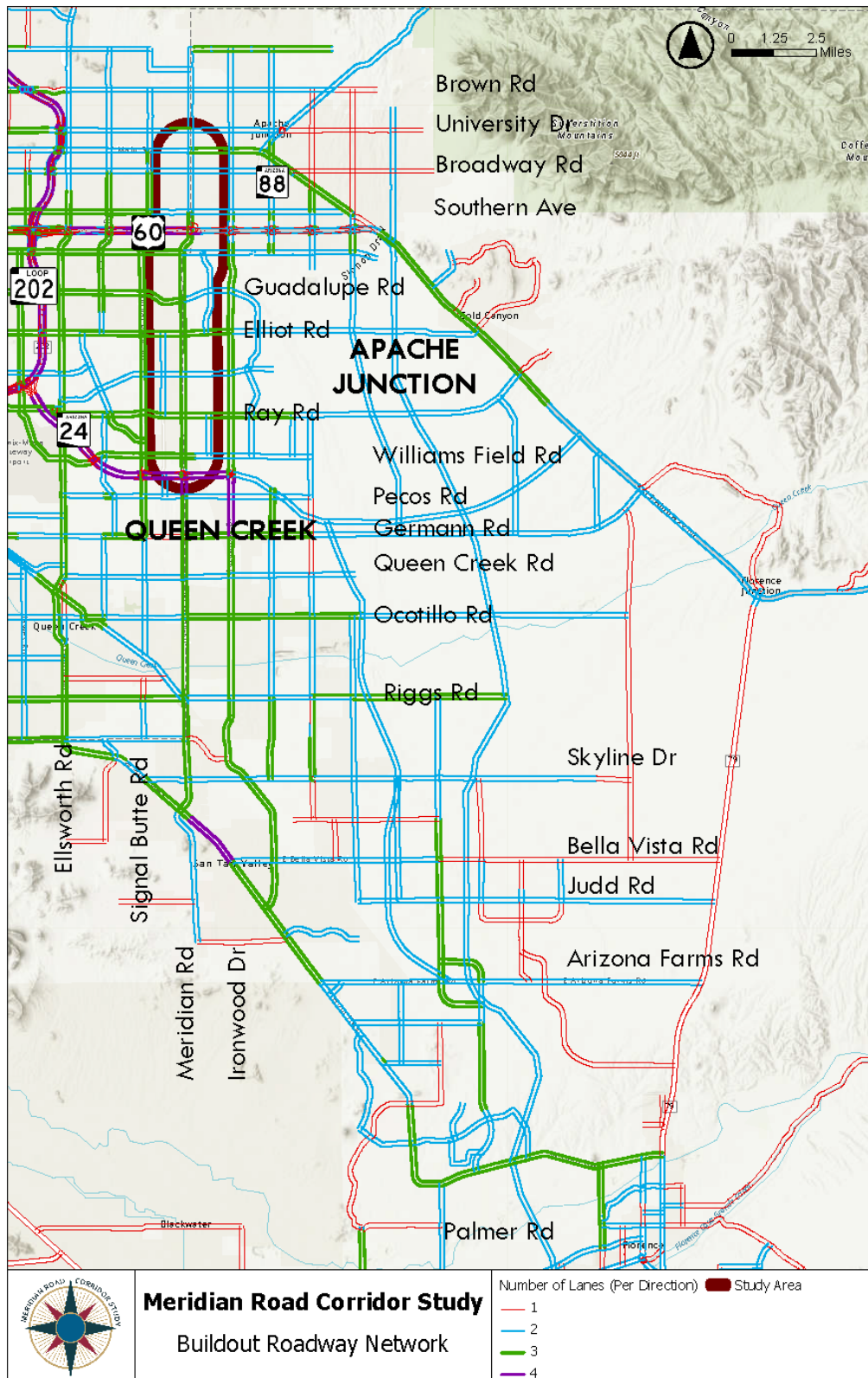
Figure 4-4. Future Employment





Meridian Road Corridor Study: Technical Memorandum – Existing & Future Conditions

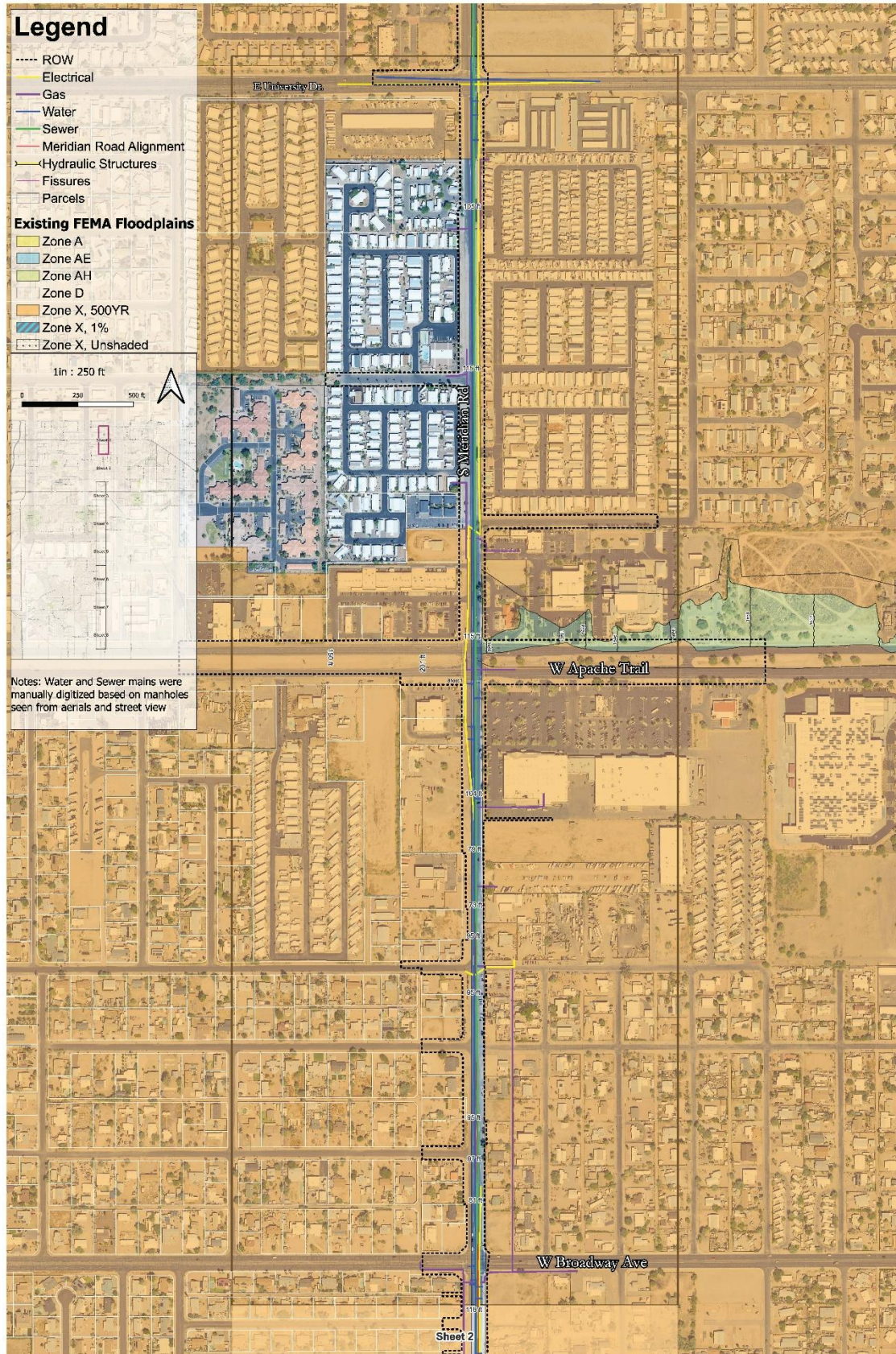
Figure 4-5. Future Roadway Network



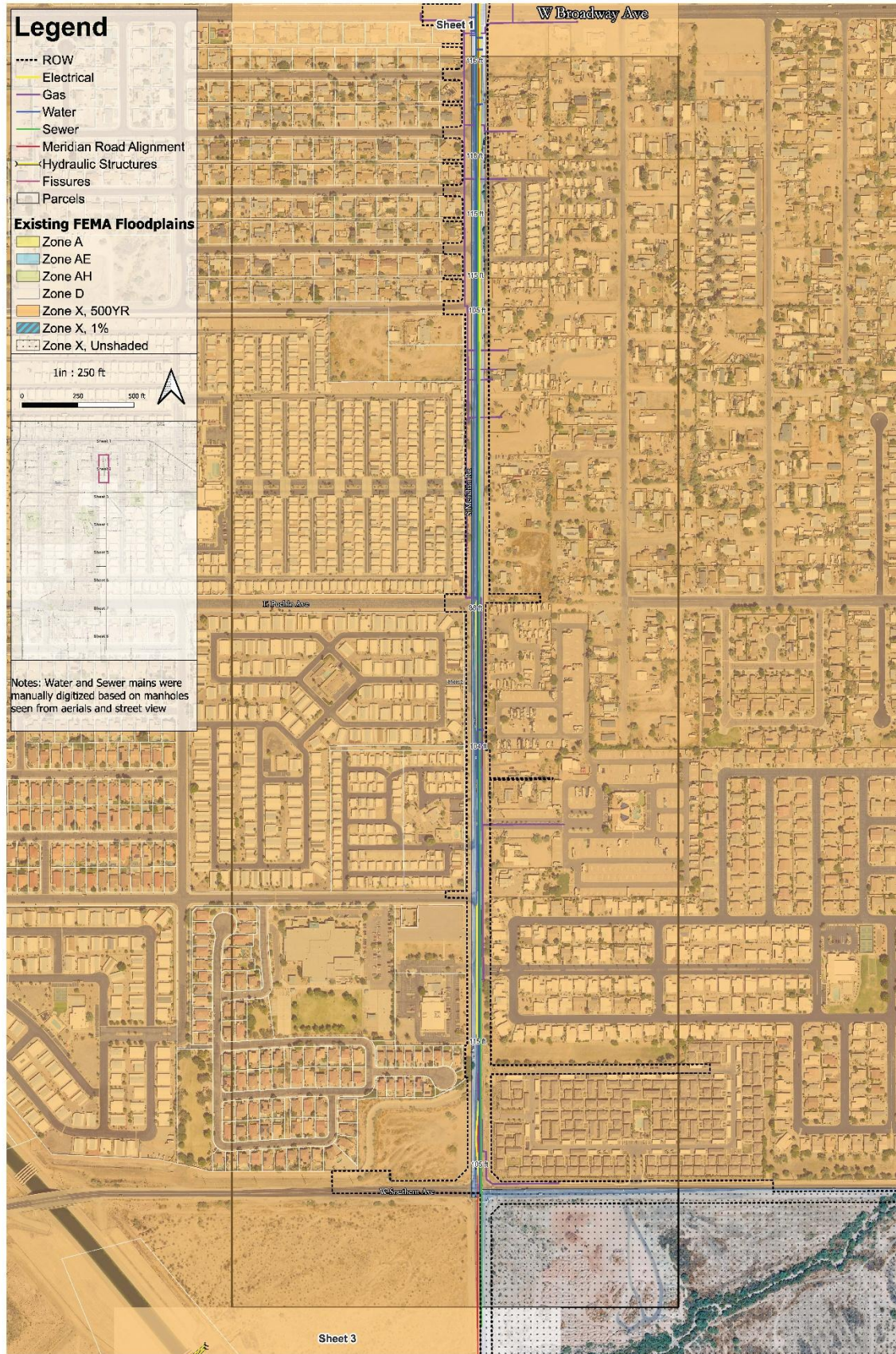


Appendix A: Effective FEMA Floodplain Delineation

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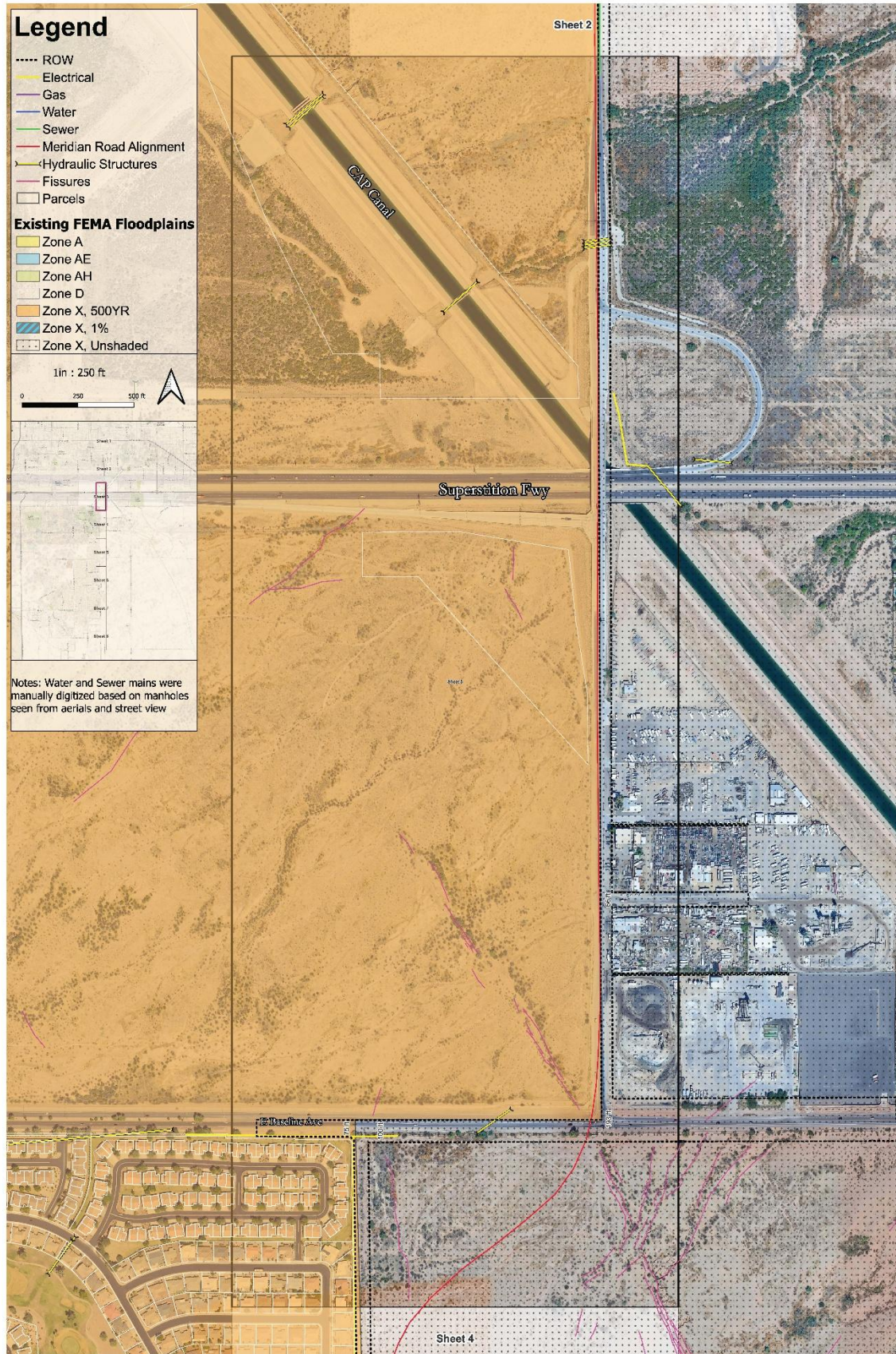


Appendix A: Effective FEMA Floodplain Delineation

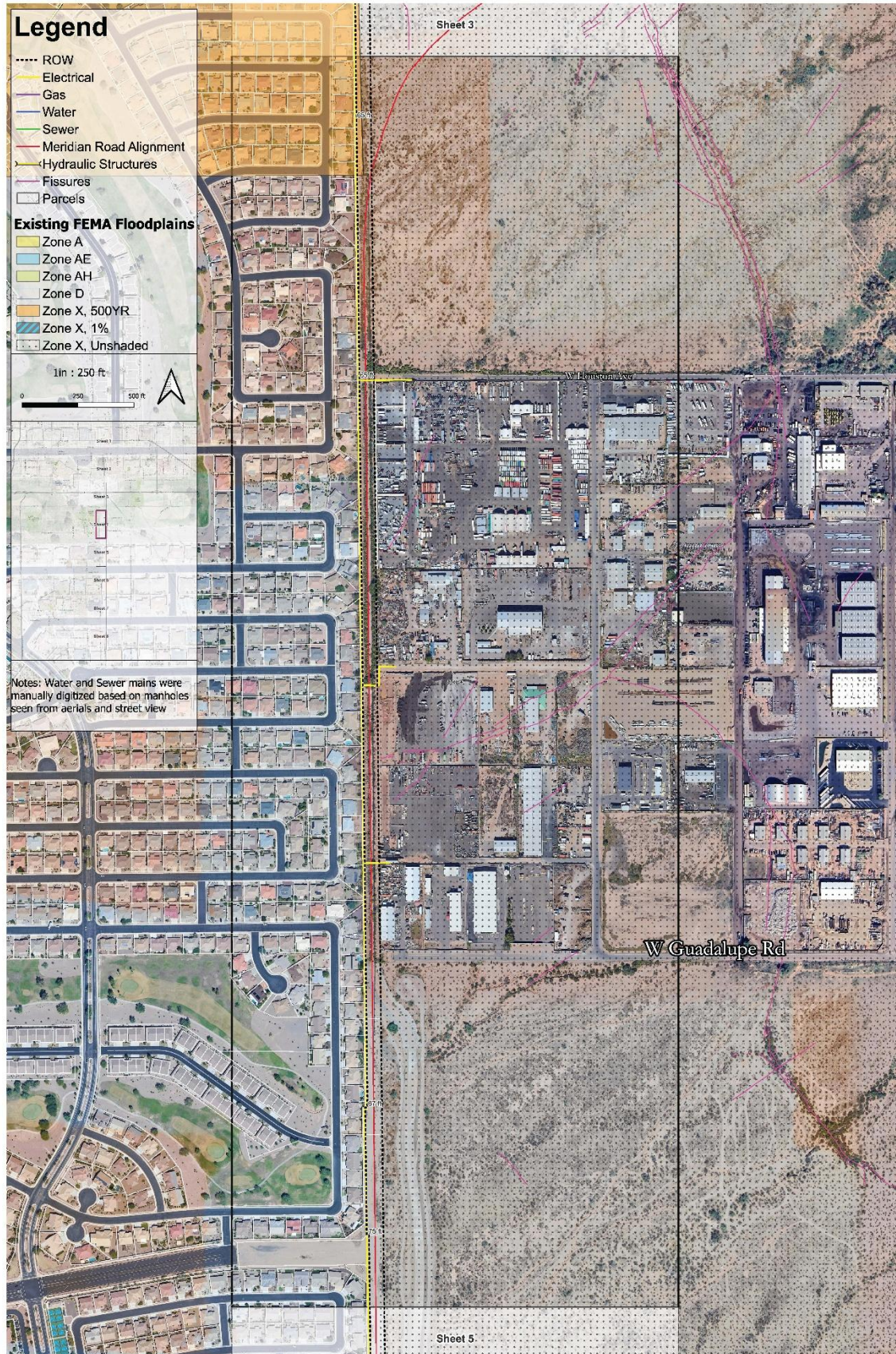




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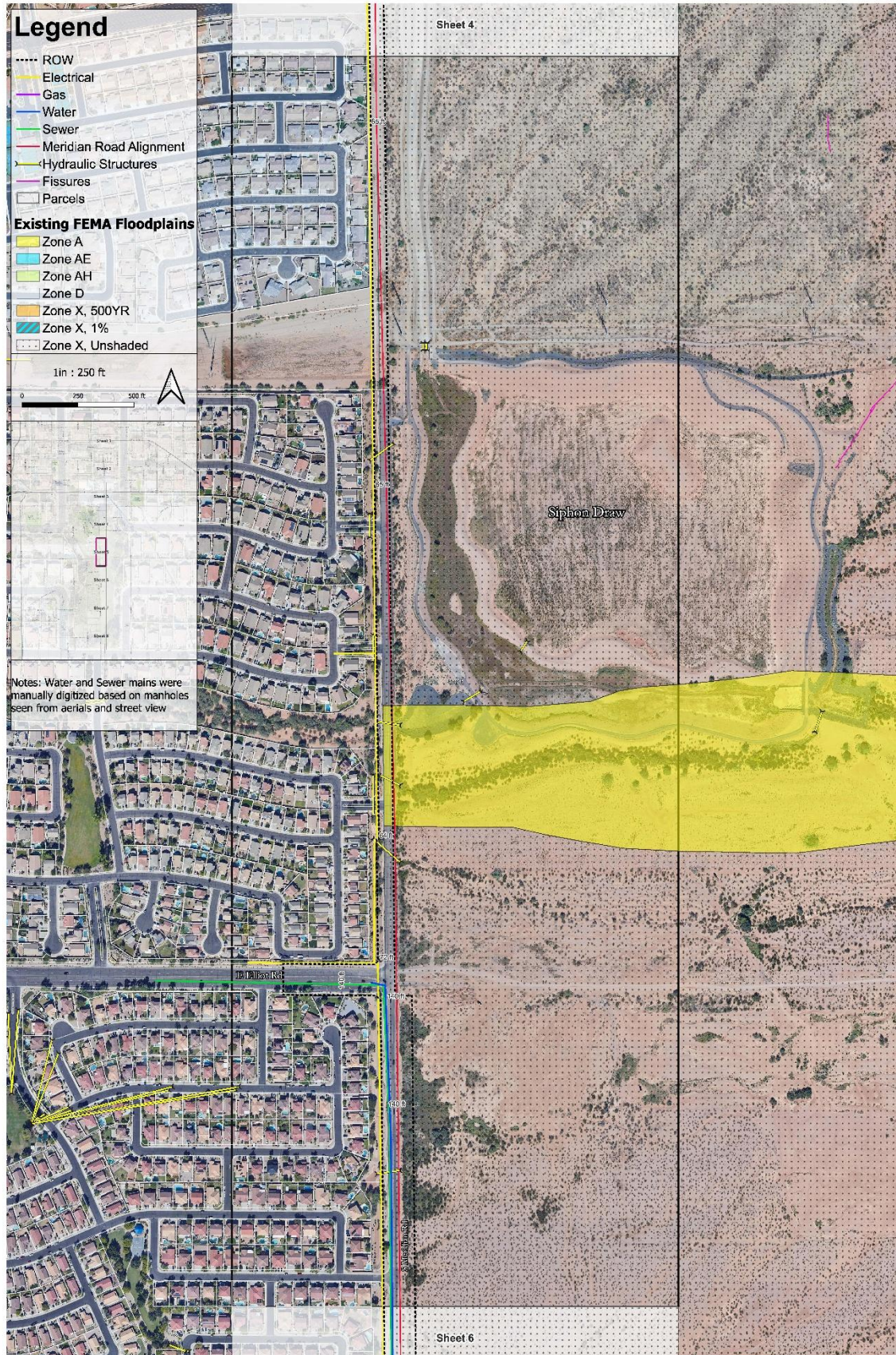


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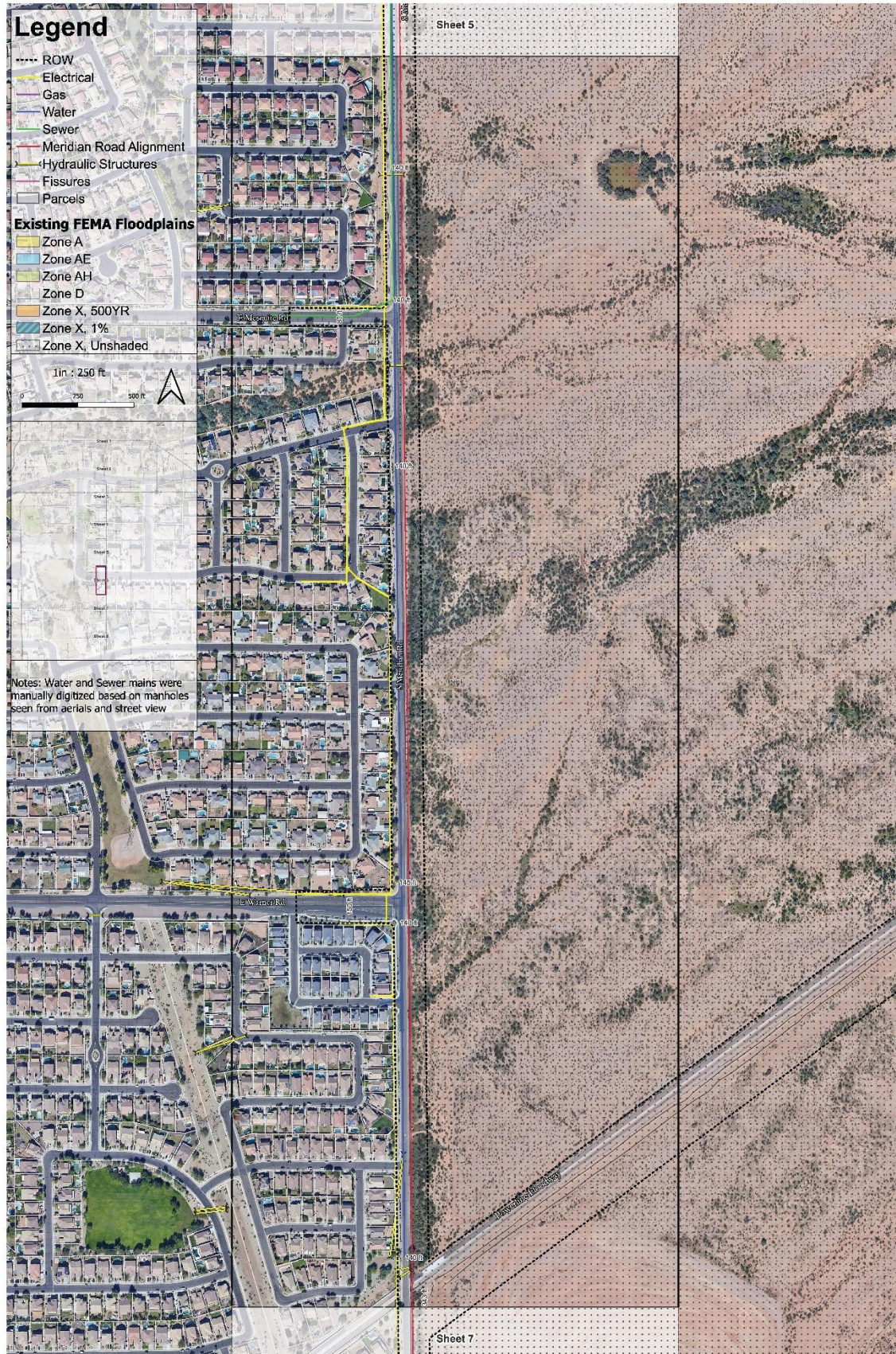


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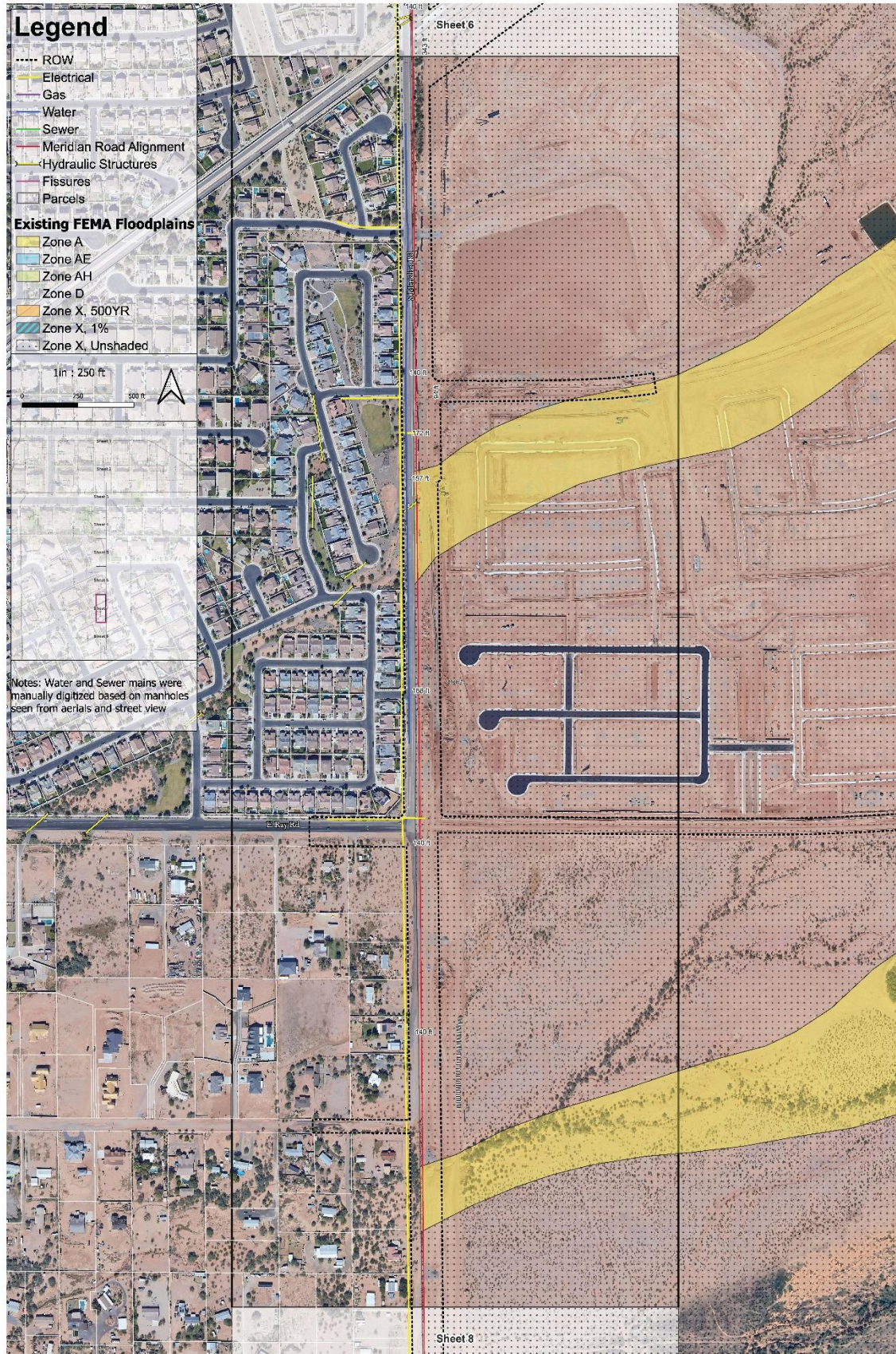




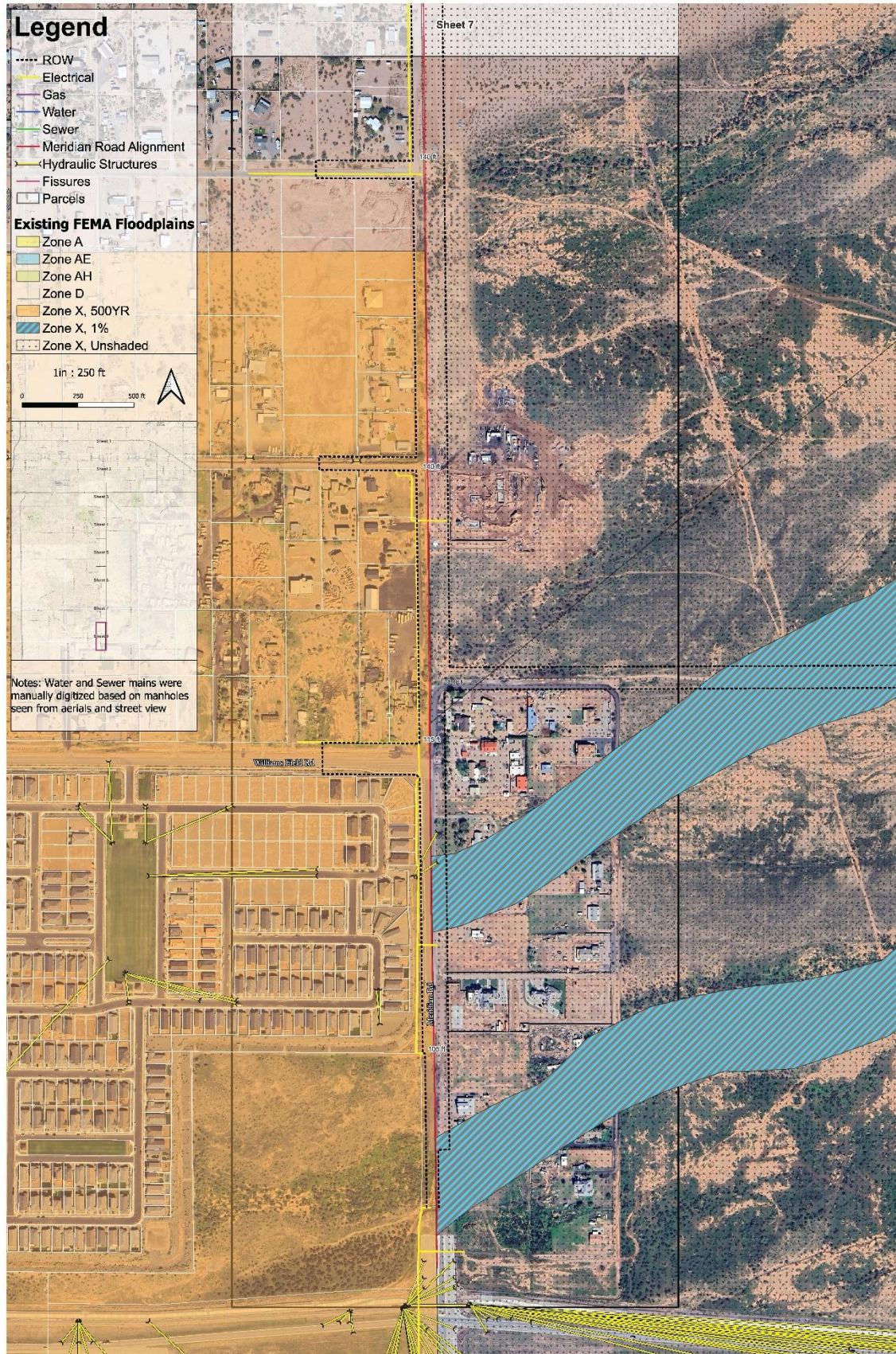
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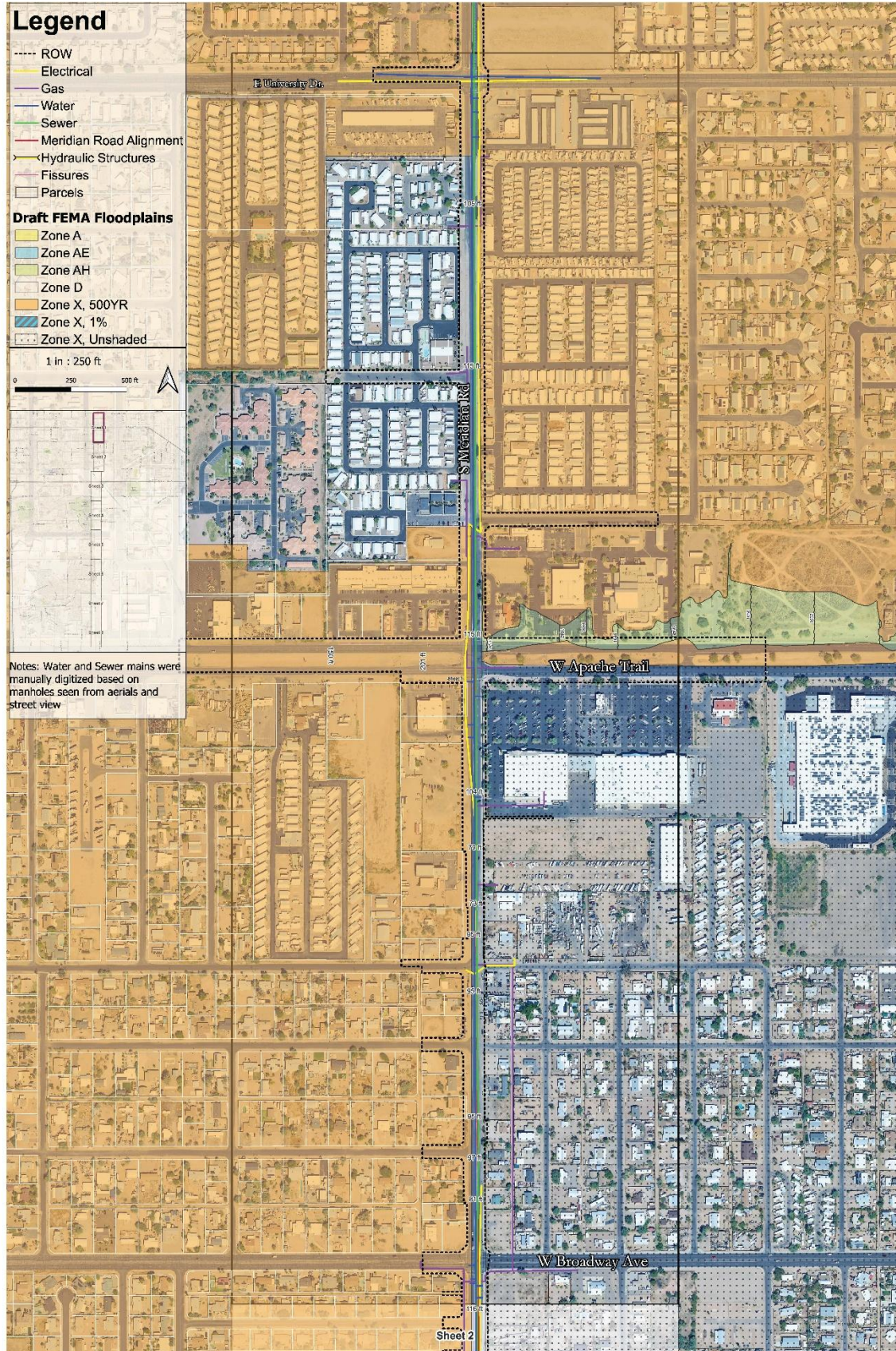
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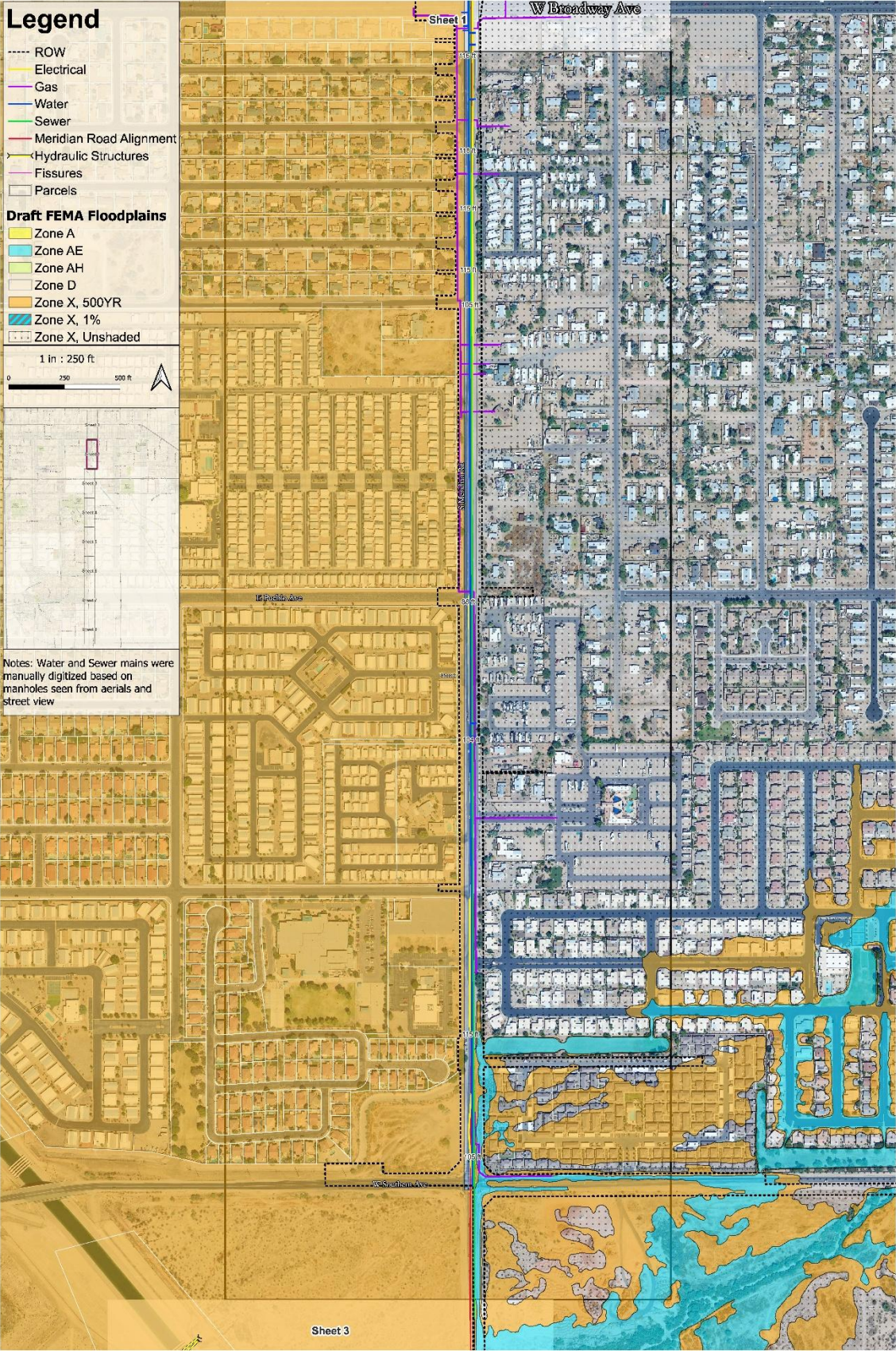




Appendix B: Draft FEMA Floodplain Delineation

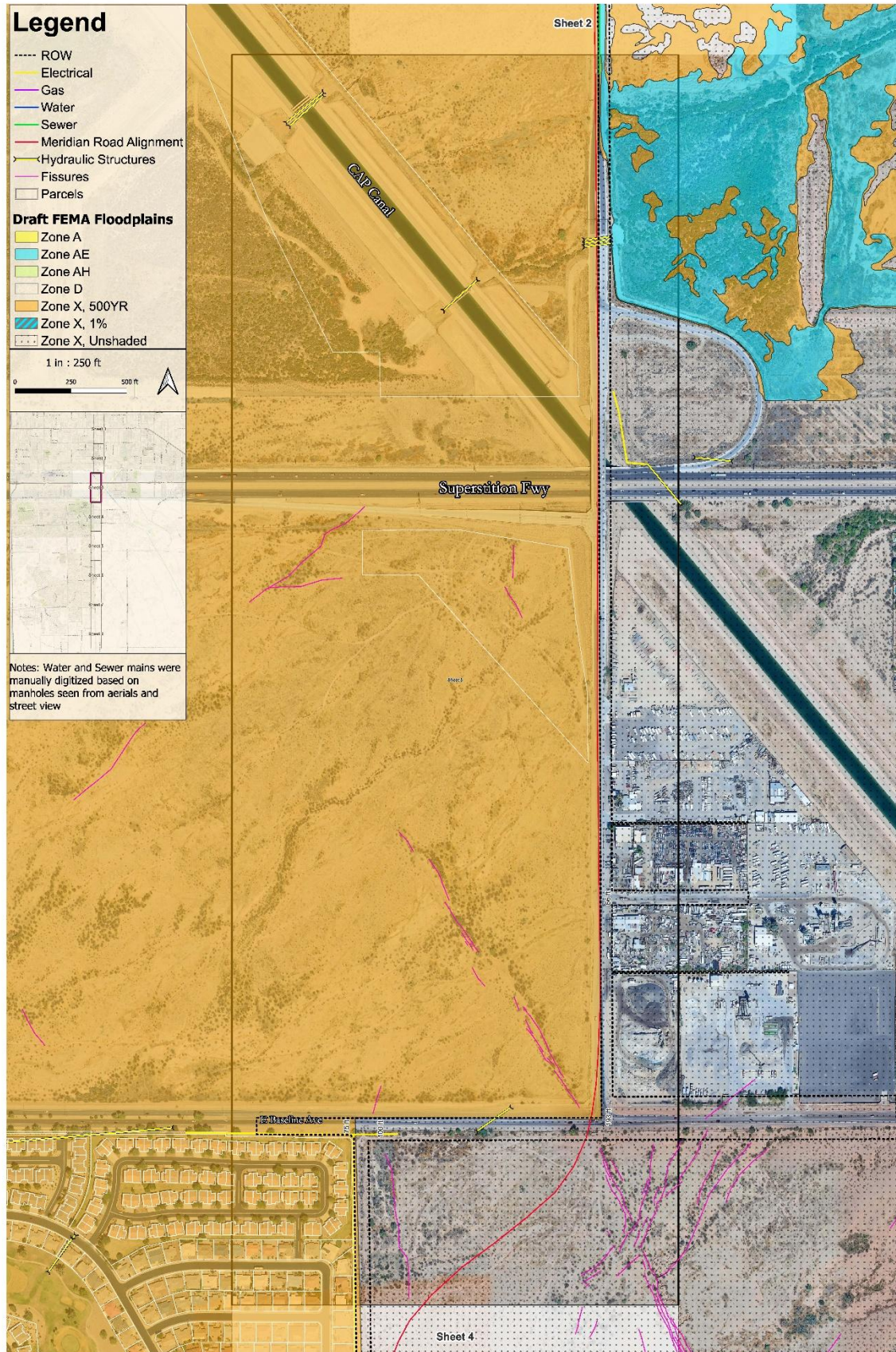
Appendix B: Draft FEMA Floodplain Delineation



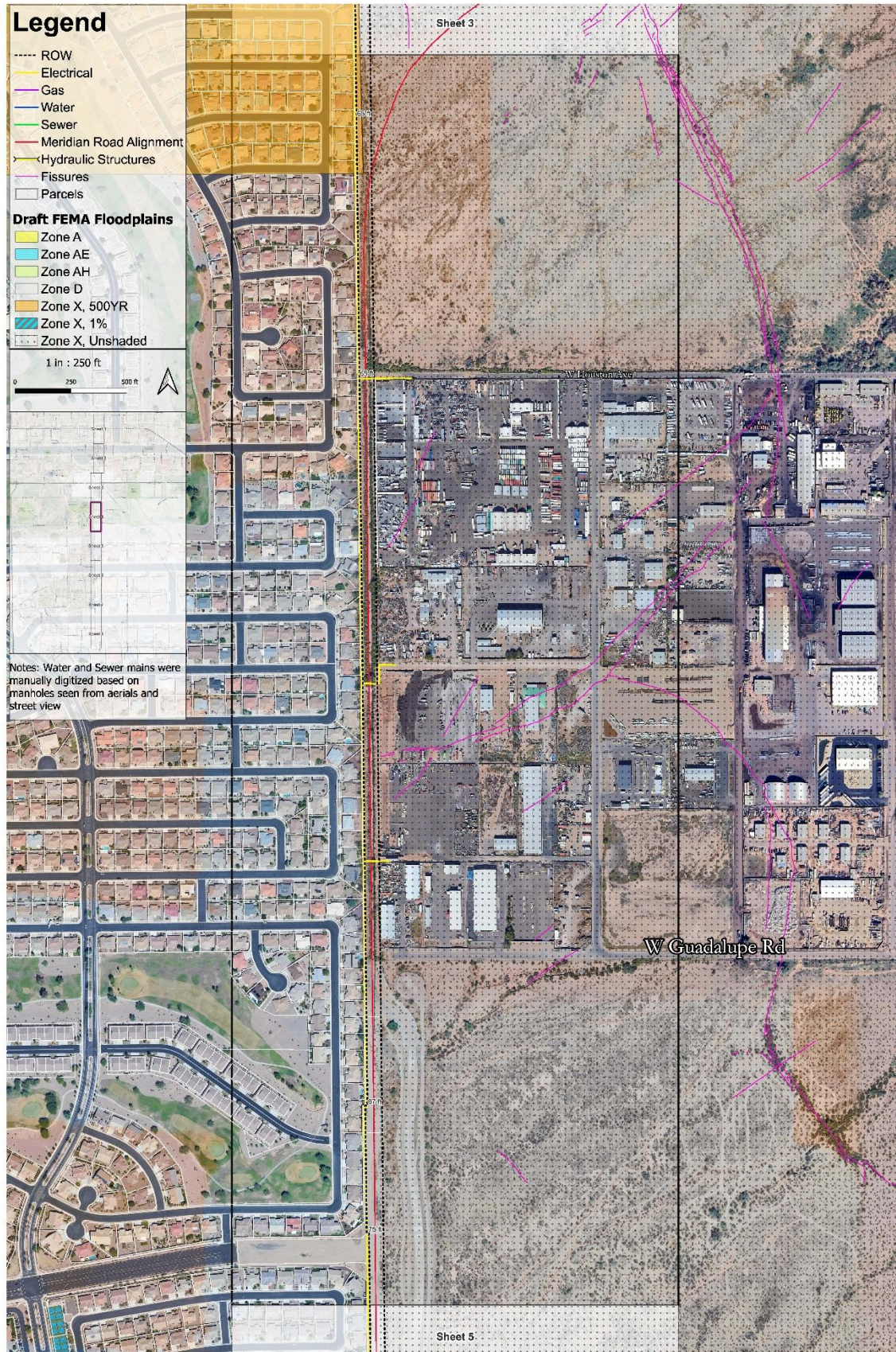




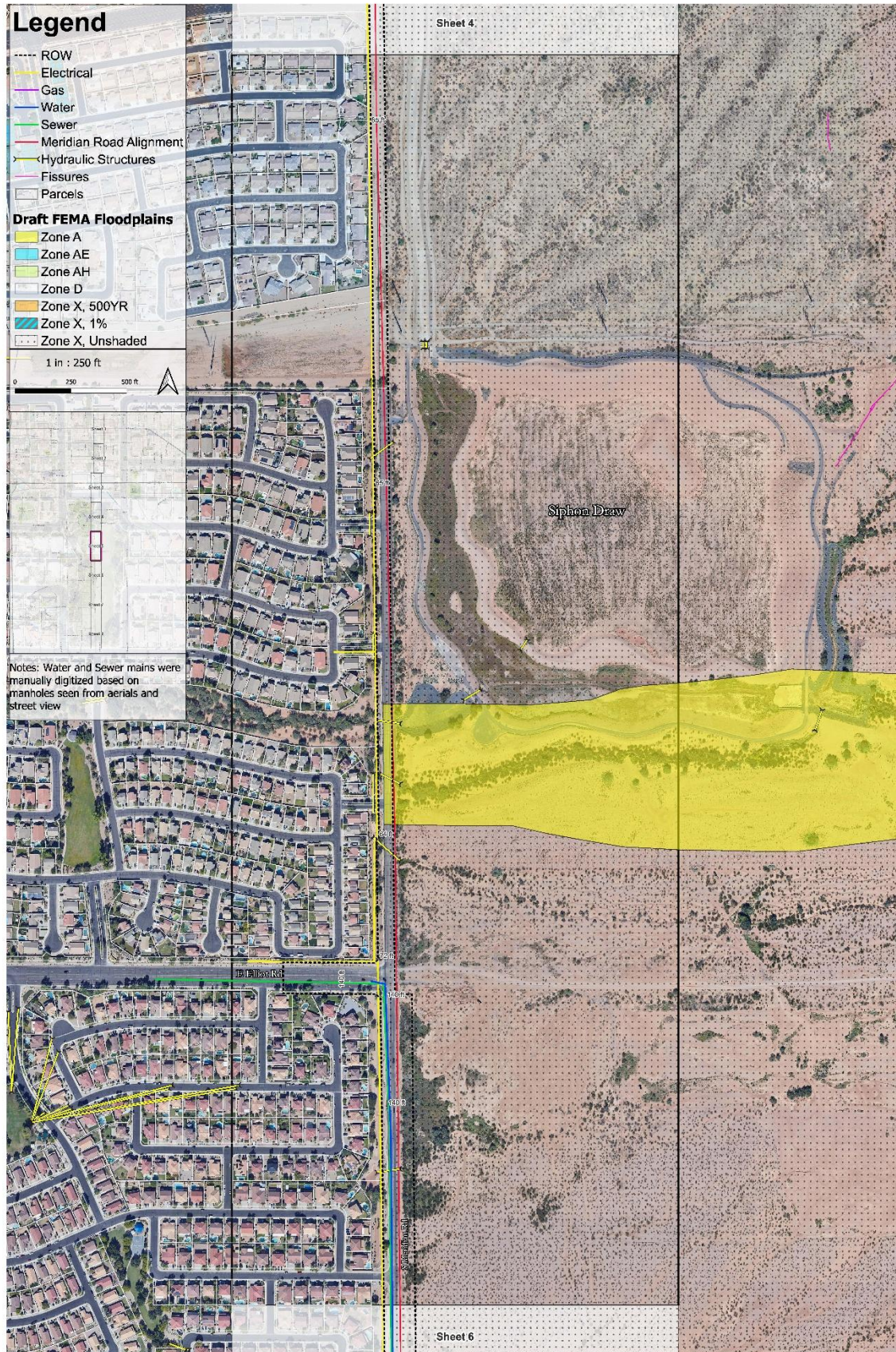
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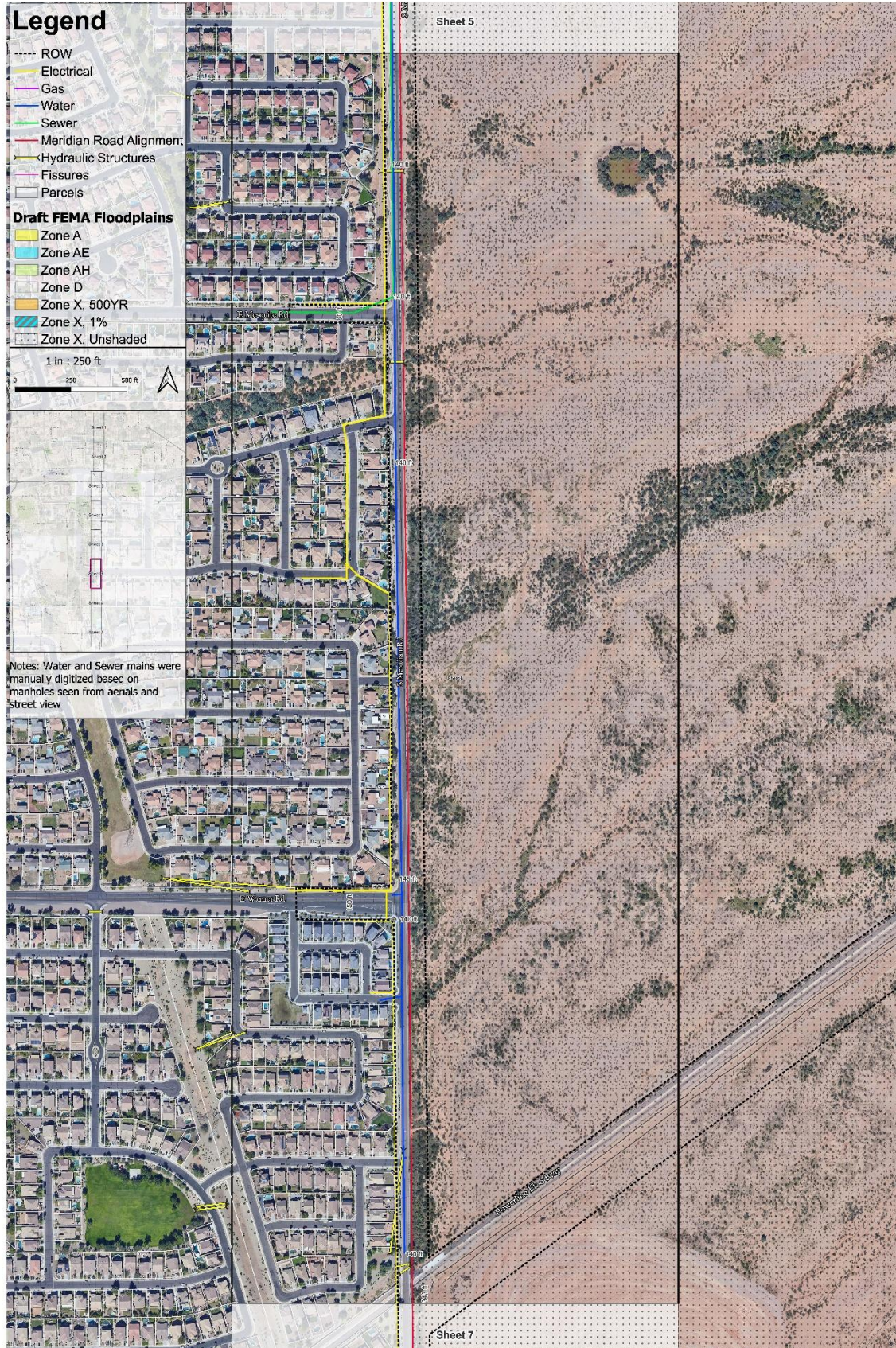
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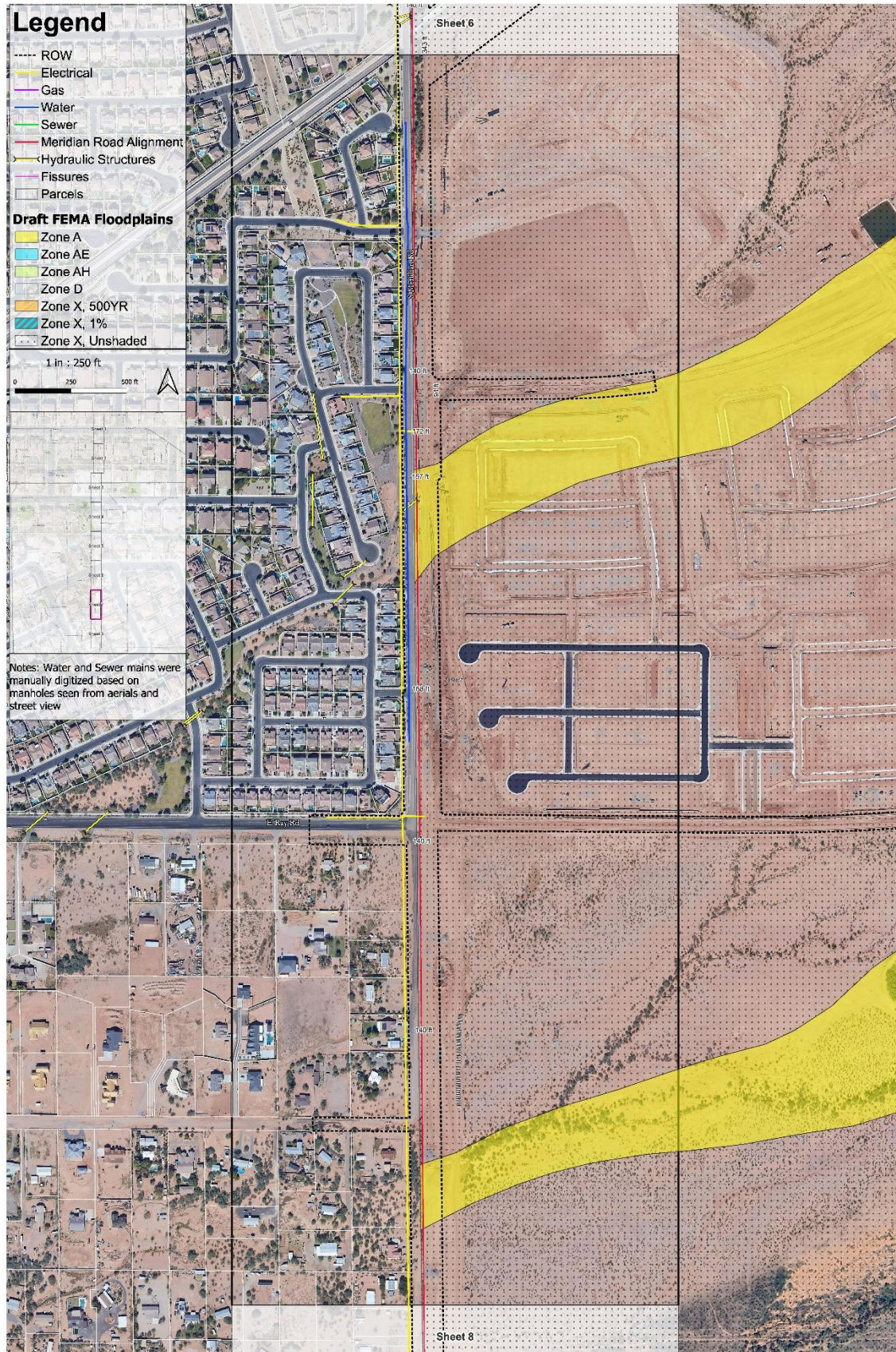


Appendix B: Draft FEMA Floodplain Delineation





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