



SUPERSTITION VISTAS
MULTIMODAL TRANSPORTATION PLANNING STUDY

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EXECUTIVE SUMMARY

DECEMBER 2025



Superstition Vistas Multimodal Transportation Planning Study

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Prepared for:

Maricopa Association of Governments
302 N. 1st Avenue, #300
Phoenix, AZ 85003



Prepared by:

Michael Baker International



In association with:



Technical Advisory Group Agencies:



Arizona Department
of Transportation

INTRODUCTION

The Superstition Vistas Multimodal Transportation Planning Study (SVMTPS) Study Area spans across approximately 287 square miles covering the City of Apache Junction, the Town of Florence, the City of Mesa, the Town of Queen Creek, the Town of San Tan Valley, Pinal County, and unincorporated Maricopa County, including land managed by the Arizona State Land Department (ASLD), and adjacent to the Gila River Indian Community (GRIC).

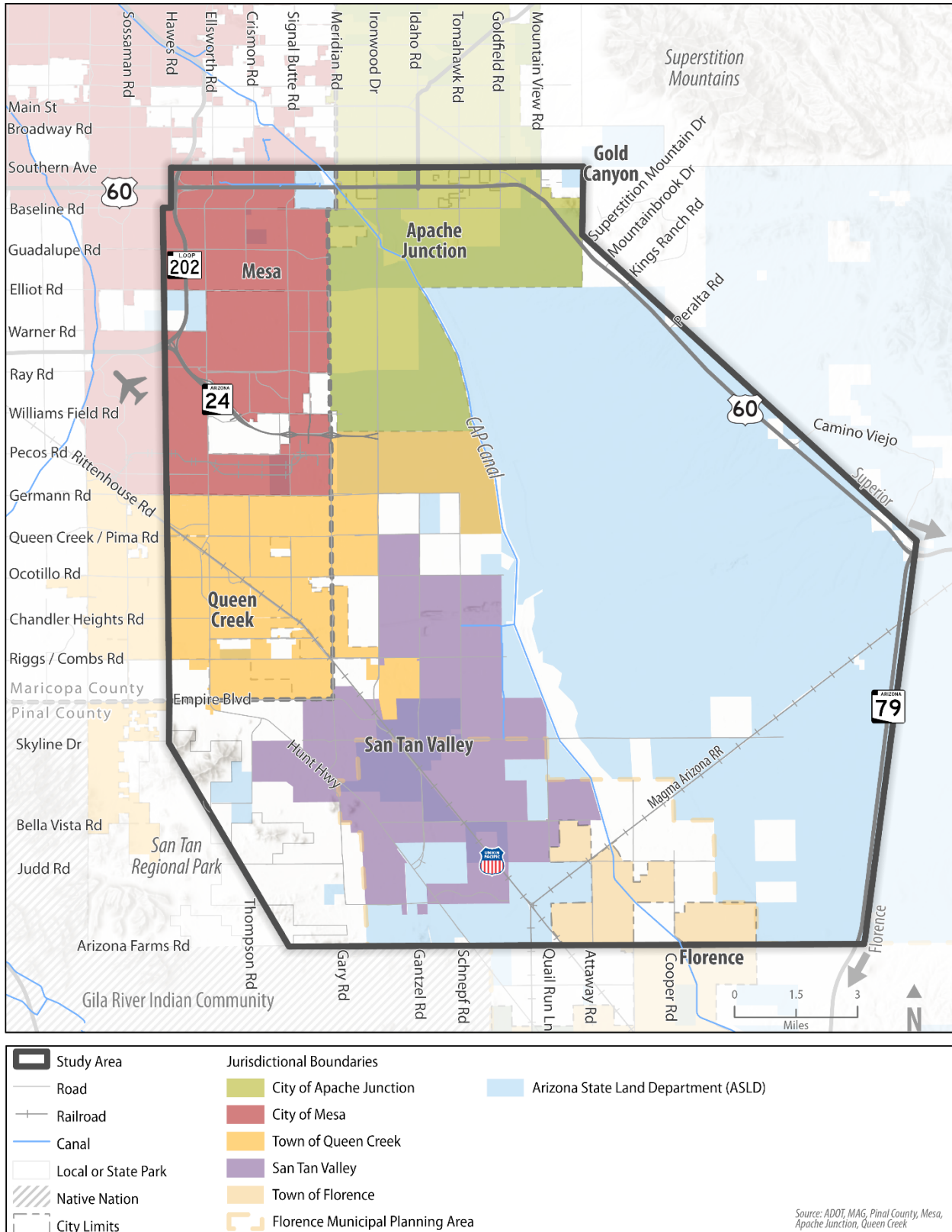
The Study Area is diverse, represented by urban, suburban, and undeveloped wilderness landscape that is rich in Arizona history. In the 19th and early 20th century, this area was largely home to ranchers and miners. But over the past several years, this area has been undergoing rapid urbanization, particularly in east Mesa, Queen Creek, and the San Tan Valley. By contrast, the SVMTPS Study Area is also home to thousands of acres of vacant State Trust Lands largely slated for future growth and development. The SVMTPS Study Area lies within the expanding Sun Corridor “super region”— an area that includes Phoenix and Tucson, a region where continued urbanization is anticipated. Through this study effort, Maricopa Association of Governments (MAG), with guidance and coordination from its member and partner agencies, has developed a multimodal transportation framework to better accommodate currently urbanizing areas and establish an inaugural multimodal transportation framework for the remaining thousands of vacant acres of land.

Study Area Overview

As shown in and **Figure 1**, the Study Area is 287 square miles and within northern Pinal County, located in the southeastern portion of the MAG planning area. The Study Area is bounded by Hawes Road in the City of Mesa, the Town of Queen Creek, and San Tan Mountain Regional Park to the west; Arizona Farms Road along the Gila River Indian Community, San Tan Valley, and the Town of Florence to the south; State Route 79 (SR 79) and U.S. Route 60 (US 60) to the east; and Southern Avenue in the cities of Apache Junction and Mesa to the north.



Figure 1: Superstition Vistas Multimodal Transportation Planning Study Area Map



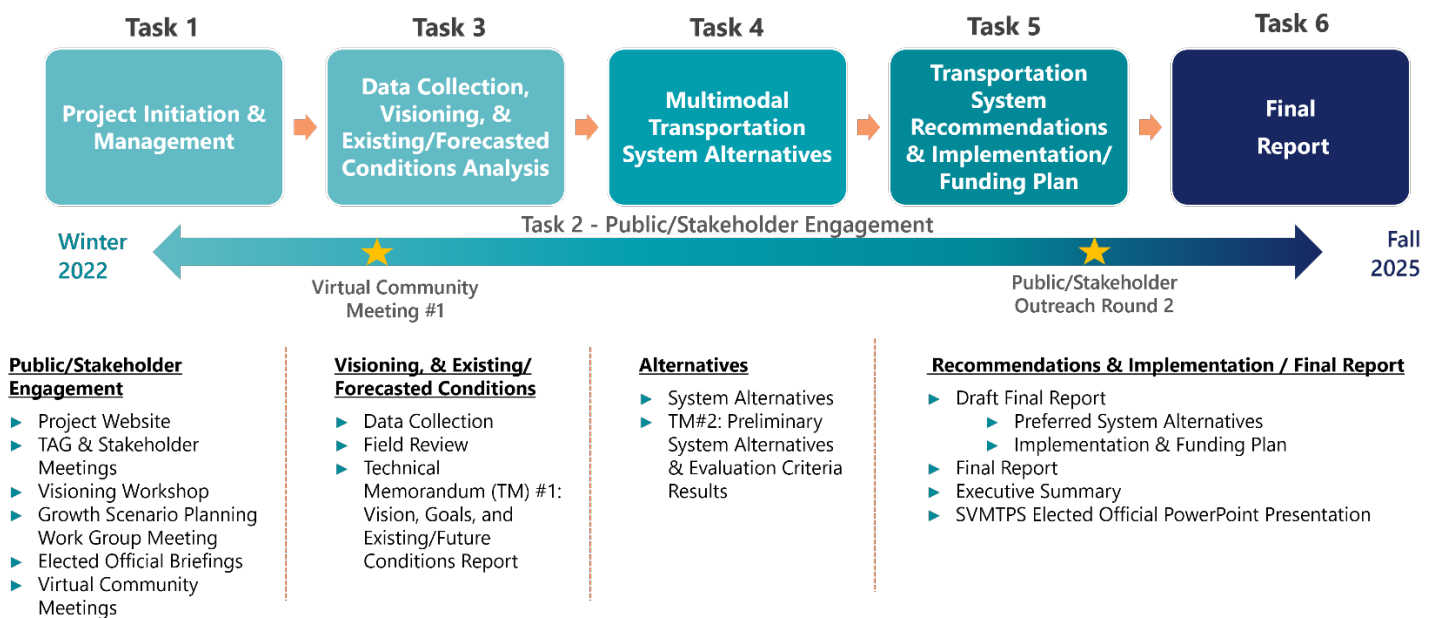
Planning Process

As illustrated in **Figure 2**, the SVMTPS consisted of a thorough, six-step process with two detailed technical memorandums and Final Report that can be sourced from the [SVMTPS Website](#) or via the final report appendices.

- Technical Memorandum #1: Vision, Goals, and Existing/Future Conditions Report
- Technical Memorandum #2: Preliminary System Alternatives & Evaluation Criteria Results
- Final Report: Recommended Transportation Systems, Implementation & Funding Plan

The SVMTPS planning process was supported by invaluable contributions from stakeholders and members of the public during key milestones of the development of the plan. This process was guided by key project stakeholders including a Technical Advisory Group (TAG) and Stakeholder Focus Groups (SFG).

Figure 2: SVMTPS Planning Process Flow Chart



Public & Stakeholder Engagement Process

The SVMTPS study process included a two-phase public engagement process that consisted of a variety of mediums and tools to broadly disseminate, and make available, project related information. Project agency partners within the TAG and their respective communications channels supplemented MAG’s efforts to ensure public and stakeholders in the SVMTPS Study Area were informed of the project.

Project Website

A project website was developed to serve as a central project hub for all project information including, meeting notices, community survey and technical documents. Project website can be accessed via the link below:

<https://azmag.gov/Programs/Transportation/Regional-and-Subregional-Studies/Superstition-Vistas-Multimodal-Transportation-Planning-Study>

Advisors and Stakeholders

The SVMTPS was developed through a highly collaborative and consensus-driven approach, facilitated by ongoing coordination with both the TAG and the SFG. Advisors in the TAG, representing key agencies and communities, played a critical role in overseeing the study, guiding its direction, and ensuring alignment with local plans and priorities. Meanwhile, the study team engaged with the SFG via interviews which provided valuable input and feedback that shaped the recommendations and outcomes. This structured engagement fostered transparency and ensured that diverse perspectives were incorporated into each stage of the SVMTPS.

Technical Advisory Group

The SVMTPS TAG was created to oversee study coordination, offer guidance, and ensure that the SVMTPS Technical Memorandums and Final Report were consistent with community plans and desires. TAG members consisted of representatives from MAG member and partner agencies, who have a stake in the Study Area and bring respected transportation knowledge and experience. Representatives from the following agencies comprise the SVMTPS TAG:

- City of Apache Junction
- Arizona State Land Department (ASLD)
- Arizona Department of Transportation (ADOT)
- Town of Florence
- Gila River Indian Community (GRIC)
- City of Mesa
- Maricopa County
- Pinal County
- Town of Queen Creek

After the initial TAG meeting, the study team held individual meetings with each TAG member agency to gather information on their planning efforts, projects, and priorities within the SVMTPS Study Area. These discussions captured agency input on issues and objectives and were documented for use in the study's planning process.

The TAG held five meetings throughout the study to provide feedback on deliverables and reach consensus on key decisions. A notable meeting featured an interactive workshop that helped establish the vision and objectives for the SVMTPS, which guided the selection and evaluation of transportation alternatives.

Stakeholder Focus Groups

Alongside government agencies on the TAG, the SVMTPS process engaged key stakeholders through focus group meetings. These collaborations helped shape a multimodal transportation vision and integrate energy and water infrastructure. Individual interviews also explored agency-specific issues within four main SFG.

- **Energy, water, and flood protection infrastructure providers** - including Salt River Project (SRP), Queen Creek Water, EPCOR Water, City of Mesa, Superstition Mountain Community Facilities Department /Apache Junction, and Flood Control District of Maricopa County (FCDMC).
- **Transit providers** within or near the study area, including Valley Metro and Central Area Regional Transit.
- **Rail or freight providers** within or near the study area, including Union Pacific Railroad (UPRR), PIRATE Spur project representatives, Resolution Copper, and the Arizona Rock Products Association.
- **Bicycle and pedestrian groups** with interests in the study area, including the San Tan Shredders.

Interviews and input obtained from the SFG meetings were utilized to guide the preparation of the draft alternatives and final recommendations of the SVMTPS study process.

Elected Official Briefings.

The SVMTPS study team conducted two rounds of elected official briefings to ensure that local policymakers and agency leaders were engaged throughout the planning process. These briefings provided opportunities for elected officials to offer input on study objectives, review draft recommendations, and discuss local priorities and concerns. The feedback received during these sessions was instrumental in shaping the study's direction and ensuring consensus on the final recommendations.

Round #1

The first round of briefings, held at the initiation of the study, focused on introducing the SVMTPS objectives, process, and schedule. The study team sought input from MAG member agencies on local issues, concerns, and desired outcomes for the project. Round #1 Elected Official Briefing included:

- Queen Creek Town Council – April 19, 2023
- Apache Junction City Council – May 1, 2023
- Pinal County Board of Supervisors – May 3, 2023
- Florence Town Council – May 15, 2023
- Mesa City Council – May 2023 (memorandum)
- Pinal County Board of Supervisor Goodman – June 29, 2023

Summarized feedback received is provided below:

- Queen Creek Town Council (April 19, 2023): Councilmembers appreciated the regional approach and asked about the inclusion of aviation in the study. They were satisfied that Mesa Gateway Airport was a stakeholder and highlighted the importance of including major new employers (e.g., LG Energy Solution) in travel demand forecasts.
- Apache Junction City Council (May 1, 2023): Councilmembers sought clarity on project stakeholders, the scope of public transit elements, and the consideration of off-street trails for equestrian use.
- Pinal County Board of Supervisors (May 3, 2023): The Board acknowledged the challenge of keeping pace with rapid growth in northern Pinal County and thanked MAG for the study.
- Florence Town Council (May 15, 2023): The presentation was well received, with no additional comments.
- Mesa City Council (May 2023): The Council received the briefing as a memorandum and had no further questions or comments.
- Pinal County Board of Supervisor Goodman (June 29, 2023): Supervisor Goodman was briefed on the study's purpose, methodology, and early findings, and received a summary of stakeholder and public engagement results. This feedback helped refine the study's direction.

Round #2

The second round of briefings presented the draft transportation system recommendations for 2030 and 2050 to city and town managers, elected officials, and policy committees. The goal was to gather feedback on the recommendations, address any concerns, and build consensus among member agencies. Round #2 Elected Official Briefing included:

- MAG Management Committee – August 13, 2025
- MAG Transportation Policy Committee – September 17, 2025
- MAG Regional Council – September 24, 2025
- Queen Creek Town Council – October 15, 2025
- Apache Junction City Council – October 21, 2025

- MAG Transportation Review Committee – October 23, 2025
- Florence Town Council – November 18, 2025

Summarized feedback received is provided below:

- MAG Management Committee (August 13, 2025): Members discussed the importance of regional coordination, planning for state trust lands, and the inclusion of newly incorporated Santan Valley. The study was praised for its thoroughness and value for long-term programming.
- MAG Transportation Policy Committee (September 17, 2025): Discussion focused on funding challenges, the need for clear public communication about project funding, and the urgency of moving from planning to implementation. Members also discussed coordination with Pinal County and operational issues such as SR 24 speed limits.
- MAG Regional Council (September 24, 2025): Members emphasized the challenge of funding most recommended projects, the need for regional coordination, and the importance of including San Tan Valley in planning efforts.
- Queen Creek Town Council (October 15, 2025): Councilmembers inquired about the distinction between new roadway connections and widening projects, and discussed the correlation of recommendations with growth projections and funding availability.
- Apache Junction City Council (October 21, 2025): Discussion centered on local priorities, including the need for a US 60 bypass, SR 24 extension, and consideration of local zoning and development impacts.
- MAG Transportation Review Committee (October 23, 2025): The committee reviewed the technical process and recommended acceptance of the SVMTPS as presented.
- Florence Town Council (November 18, 2025): The Council received an overview of the study's purpose, process, and recommendations, with emphasis on the importance of regional coordination for future mobility.

Vision & Modal Goals

Consensus-based SVMTPS Vision and Modal Goal Statements were developed through an interactive exercise and collaboration with the TAG. *Tech Memo #1 – Vision, Goals, and Existing/Forecasted Conditions Report*, located on [MAG’s SVMTPS project web page](#), provides more details on the development of the SVMTPS Vision and Modal Goal Statements outlined in the following subsections.

Study Area Vision

The Superstition Vistas Multimodal Transportation Planning Study provides a framework for a coordinated, connected, and reliable interjurisdictional multimodal transportation network. The multimodal transportation system enables safe and efficient movement of people and goods, responds to the current and projected growth, addresses the evolving needs of residents and businesses, enhances quality of life, and complements economic progress to promote balanced development with a variety of land uses.

Modal Goal Statements

As previously mentioned, the SVMTPS study process evolved to create more emphasis on ensuring project recommendations provide adequate roadway capacities (roadway widening and new roadway construction projects) to serve ongoing and projected growth in the study area. Despite this shift in plan emphasis, the SVMTPS has ensured the Modal Goal Statements remain integral to the plan. The Modal Goal Statements capture the importance of a balanced and sustainable transportation network that addresses not only immediate congestion issues, but also future mobility needs to work towards a comprehensive, multimodal transportation system.



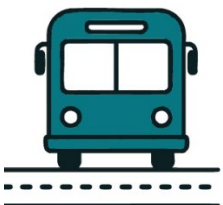
Goal 1 – Roadway Network

Establish a connected and access-managed roadway network that promotes safety, mitigates traffic congestion, accommodates multiple uses, operates at an acceptable level-of-service (LOS), and evolves to seamlessly accommodate the latest technological advancements to foster safer and more efficient transportation systems for the future.



Goal 2 – Nonmotorized Transportation

Establish a connected and technologically advanced network of nonmotorized transportation corridors to promote easily accessible destinations for all modes and safe, convenient, and comfortable connections within, to and through communities.



Goal 3 – Transit

Develop a framework for an appropriately scaled regional transit network and investment strategy that promotes a safe, affordable, and accessible transit system. Provide a variety of services that complement and seamlessly integrates with the demographic structure and the characteristics of the built environment.



Goal 4 – Rail and Freight

Identify preferred truck and rail freight corridors that promote safe and efficient movement of goods, encourage the area as a gateway into the Valley, and support the unique existing and planned future land uses.

2.0 EXISTING & FORECASTED CONDITIONS

The SVMTPS Study Area is seeing considerable growth, placing economic and related pressures in and around the SVMTPS Study Area. This rapid development is not only transforming the landscape from predominantly rural and agricultural uses to more suburban and urban environments, but it is also creating new demands on the region’s transportation network. These evolving land use patterns and increased activity underscore the importance of a proactive and comprehensive approach to planning for both existing and forecasted conditions. In this section, a detailed analysis of current land use, ongoing and planned developments, and anticipated future changes informs the development of targeted recommendations. By examining these factors, the study ensures that transportation solutions align with the long-term vision for the area, support sustainable growth, and effectively address both immediate needs and future mobility challenges.

Land Use

The SVMTPS Study Area is very diverse, consisting of 12 different land use typologies. The study area is rural/semi-rural with a land use composition largely comprised of vacant and agricultural land uses. Even though more than half of the study area is predominantly vacant or occupied by agricultural uses, there are considerable portions of the study area with both newly developed and established suburban and urban land use characteristics, including parts of Queen Creek, Mesa, San Tan Valley, and Florence.

77%
of the land is
developable.



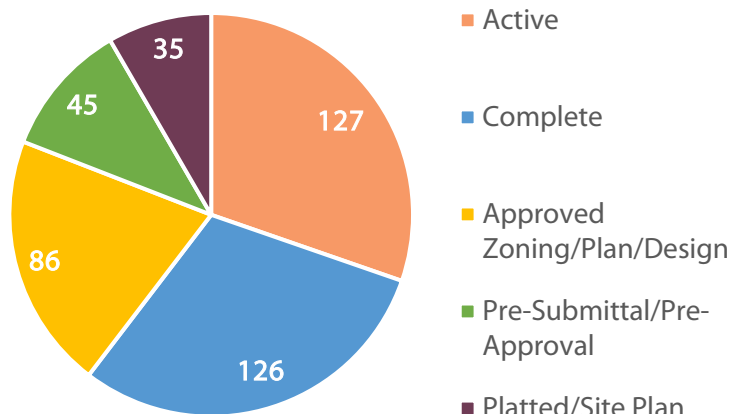
As the SVMTPS Study Area continues to develop over time, the future land use plans are intended to guide growth and align the long-term vision for the Study Area.

Ongoing & Planned Developments

There are 419 ongoing and planned developments in the SVMTPS Study Area that span approximately 63,300 acres, or over one-third of the total Study Area. These planned developments will generate traffic which needs to be considered to determine future travel needs. Some of these developments may have stipulations requiring them to dedicate right-of-way for, and in some cases even construct, transportation facilities.

Most active or completed developments are concentrated in western areas like Mesa and the Queen Creek, while eastern areas have more platted or pre-approved projects. Key non residential developments providing jobs include LG Energy Solution Arizona, Inc., CMC Steel, Gateway Airport, Facebook Data Center, and others.

Figure 3: Composition of Developments by Status

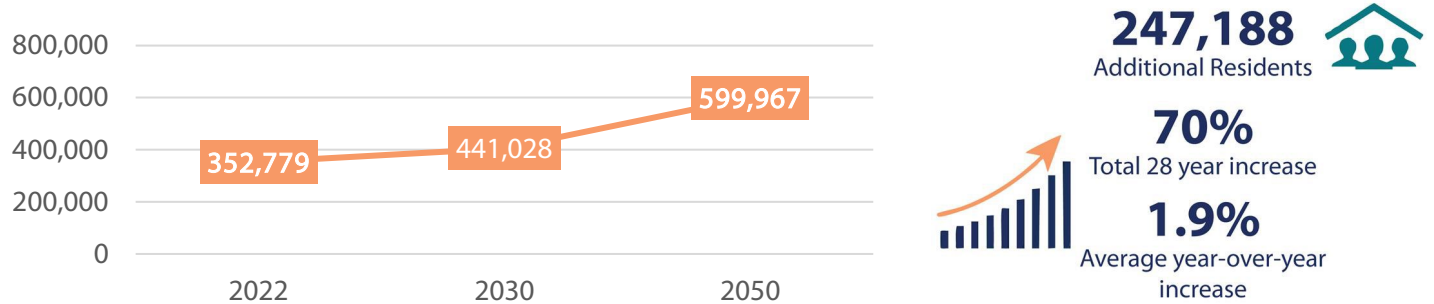


Population & Employment Growth

The SVTMPS Study Area is expected to experience tremendous growth over the next 25 years, and the forecasted population and employment numbers support that expectation.

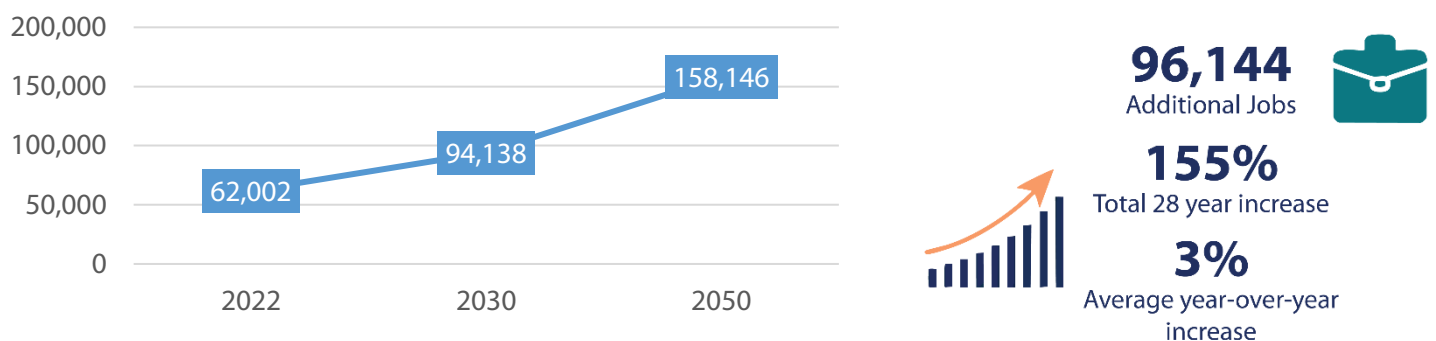
As shown in Figure 4, there are currently 352,779 people who live within the SVTMPS Study Area, and the total population is forecasted to increase to 441,028 people by 2030, and 599,967 by 2050 – a 25 percent and 70 percent total increase, respectively.

Figure 4: Population Growth – 2022-2050



As shown in **Figure 5.**, total of 62,002 people currently work within the Study Area and employment is projected to increase to 94,138 jobs by 2030 and 158,146 by 2050 – a 52 percent and 155 percent total increase, respectively. The population projections are greater than the employment in totality, which is typical of a developing suburban area; However, the total employment average year-over-year growth rate is higher than the population. This means the population growth is projected to increase at a consistent rate through 2050, while employment is forecasted to increase at a relatively higher rate, especially through 2030.

Figure 5: Employment Growth – 2022-2050



Growth Scenarios

Growth scenario planning can support informed decision-making for multimodal infrastructure planning, helping ensure resources are effectively allocated and transportation investments respond to both current and future needs. Extensive coordination with the PMT coupled with statistical analysis resulted in data-driven, consensus built-methodology for assessing and developing a total of three growth scenarios for the 2030 and 2050 horizon years.

The three growth scenarios — Low (LGS), Medium (MGS), and High (HGS) Growth Scenarios — represent different projection scenarios for population and employment growth in the study area.

It is important to note that the MGS reflects the MAG model forecast, providing a baseline for regional planning efforts. However, a constrained HGS was developed with the incorporation of MAG’s buildout projections to ensure that the population and employment growth within the scenarios did not exceed the buildout projections.

Ultimately the HGS (constrained) was selected as the scenario to plan for the highest possible demands, ensuring that the travel demand modeling process incorporates a conservative approach to infrastructure planning. This methodology ensures that the resulting recommendations are resilient to uncertainty in future growth and supports the development of a multimodal transportation network capable of meeting the highest forecasted travel demand.

Figure 6: Growth Scenario Population Projections

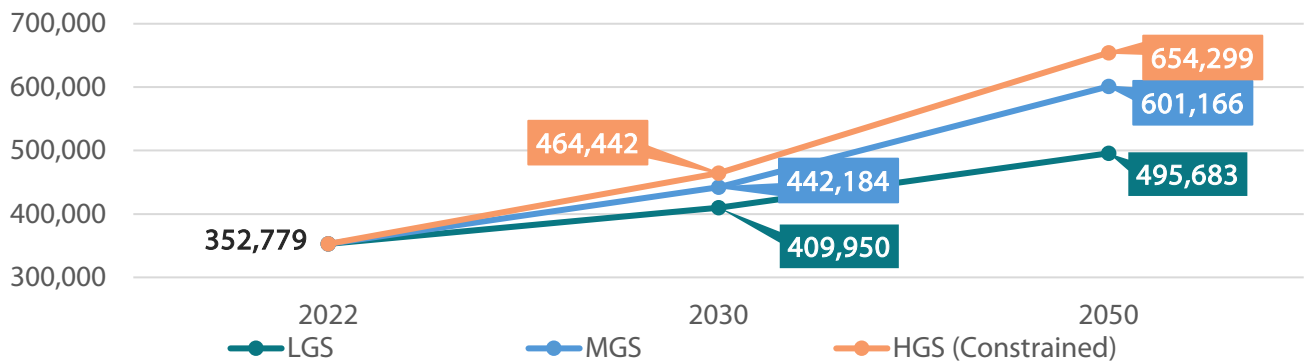
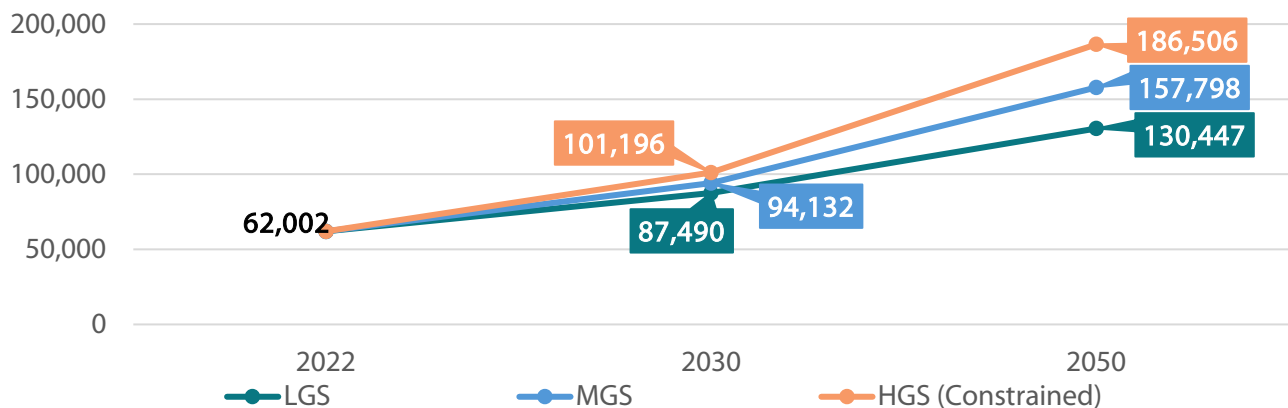


Figure 7: Growth Scenario Employment Projections



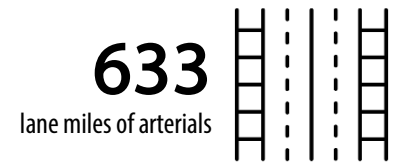
Existing and Forecasted Transportation Network

The current roadway network is primarily a reflection of the natural and man-made environment; alignment of rivers/washes/creeks and canals; location of mountain ranges; and alignment of freeways and railroads. In relatively flat or gently sloping areas, the network follows a simple and efficient grid-like pattern. In other areas, the network pattern and street alignments deviate from the grid to avoid the natural/man-made physical constraints resulting in a less-efficient network.



Traffic Conditions

The study's analysis of the existing and forecasted traffic conditions provides a comprehensive assessment of roadway operational characteristics, capacity constraints, and locations exhibiting recurrent congestion, utilizing quantitative metrics such as traffic volumes and level of service (LOS) ratings.



Traffic conditions within the SVMTPS Study Area reflect evolving travel demand patterns influenced by population growth, employment shifts, and regional development. Analysis of AM and PM peak periods across three planning horizons — 2023, 2030, and 2050 — highlights increasing congestion and travel time variability.



Figure 8 and **Figure 9** illustrate the Study Area AM and PM Peak Period LOS comparatively between the 2023, 2030 and 2050 planning horizon years. These data-driven insights were leveraged to develop targeted recommendations aimed at enhancing network safety and operational efficiency. The ability of an existing roadway system to transmit the transportation demand is characterized as its LOS. Level-of-Service is a rating system from "A", representing the best level of operation, to "F", representing the worst level of operation.

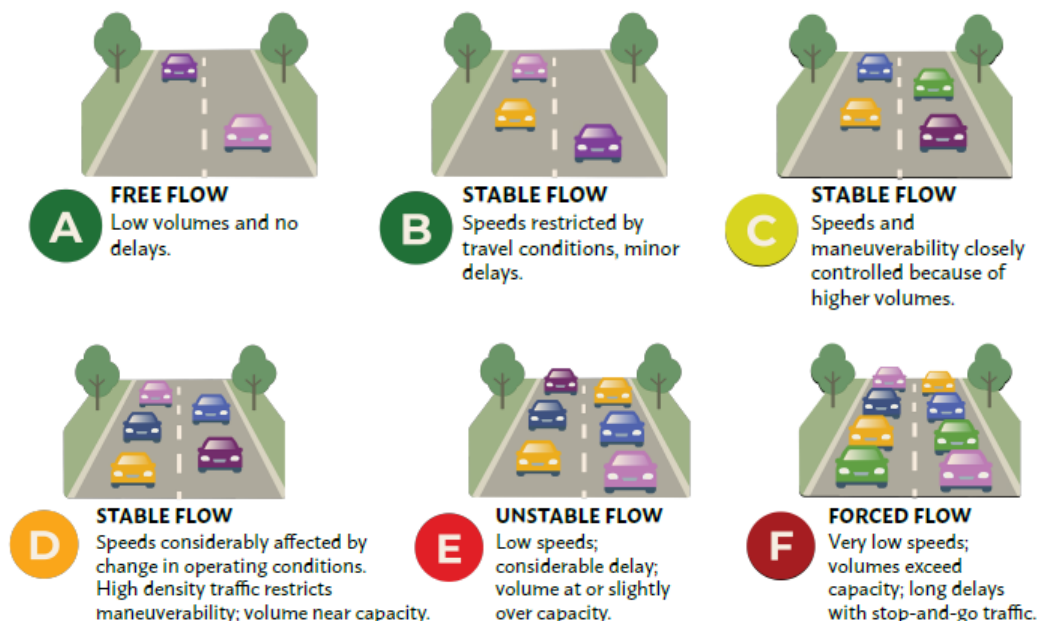
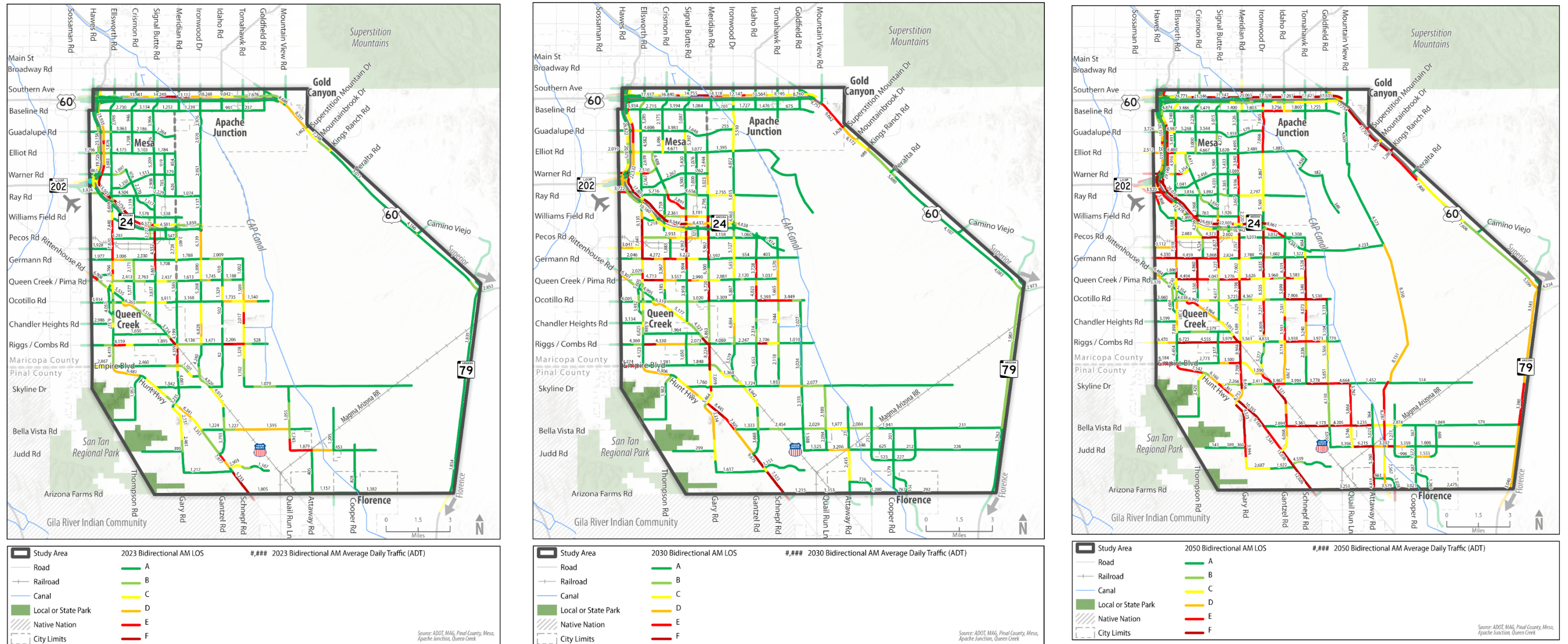


Figure 8: Existing, 2030, & 2050 AM Peak Period Forecasted Traffic Volumes and LOS Maps

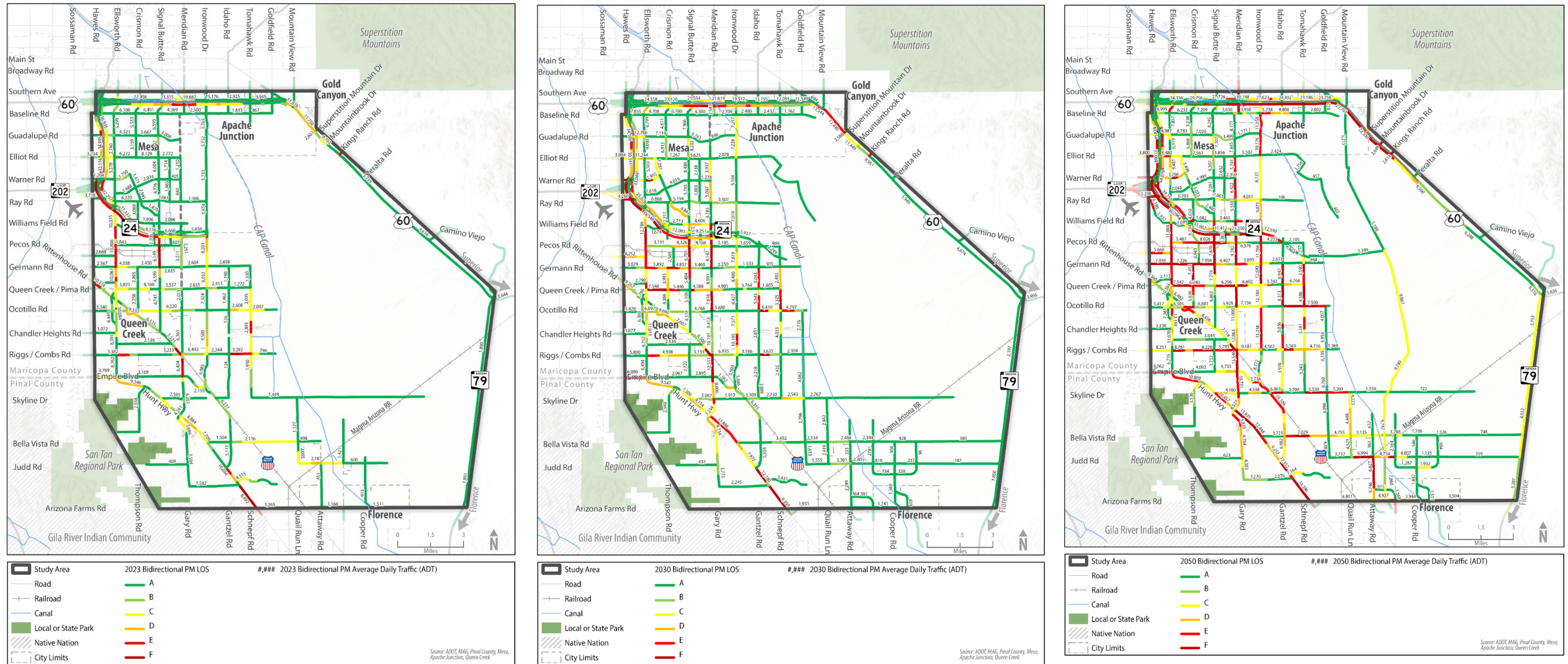


Existing AM Peak Period
Level of Service

2030 AM Peak Period
Level of Service

2050 AM Peak Period
Level of Service

Figure 9: Existing, 2030, & 2050 PM Peak Period Forecasted Traffic Volumes and LOS Maps



Existing PM Peak Period
Level of Service

2030 PM Peak Period
Level of Service

2050 PM Peak Period
Level of Service

3.0 RECOMMENDED TRANSPORTATION SYSTEM

The SVMTPS followed a structured, collaborative, and data-informed approach to identify and evaluate transportation needs across the Study Area. This process was grounded in regional coordination, technical analysis, and stakeholder engagement.

1

Define Needs Through Collaborative Discovery

Transportation needs were identified through a combination of technical analysis and extensive stakeholder input.

Review of Existing and Future Conditions: Analysis of current system performance and projected growth trends using MAG datasets and modeling tools.

Plan and Policy Integration: Review of relevant local and regional plans, including General Plans, Transportation Master Plans, Area Plans, and CIP/TIPs.

Stakeholder and Public Engagement: Input gathered through public outreach phases, focus group discussions, and coordination with the MAG TDM Focus Group, Transportation Advisory Group (TAG), and local agency staff.

2

Organize and Screen Needs to Develop Recommendations

Identified needs were organized into thematic categories such as roadway, non-motorized, transit, and freight to for alignment with the SVMTPS vision and modal goal statements. Each need was screened using a consistent methodology.

Ability to address identified system gaps or deficiencies.

Support from community and agency stakeholders.

Roadway recommendations were vetted through scenario TDM stress testing.

This step ensured that all needs were grounded in both technical justification and community priorities

3

Prioritize Projects for Implementation

The multimodal recommendations were evaluated for implementation feasibility and ranked in priority using both qualitative and quantitative criteria to equitably score the recommendations..

Quantitative metrics to measure benefit.

Project readiness and coordination with ongoing efforts.

Funding eligibility and potential partnerships.

This prioritization framework supports a strategic, phased implementation approach aligned with regional goals and available resources.

Implementation & Prioritization

To equitably and effectively prioritize multimodal transportation system improvements for each horizon year, an evaluation criteria prioritization tool was developed with both qualitative and quantitative metrics to create an intuitive and clear, data-driven approach to the prioritization of the SVMTPS recommendations that address transportation system needs.

A total of eight evaluation criteria were created – four of the highest weighted criteria are directly correlated with the coordinated vision statement and multimodal goal statements – measuring how well each project meets the goals of the SVMTPS vision and goals overall. The remaining four evaluation criterion prioritize projects based on factors such as proximity to Study Area trip generators or key destinations, safety, the overall constructability/feasibility of the project, and public/stakeholder acceptance.

Evaluation Criteria

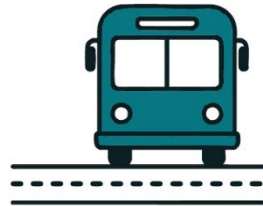
Roadway Network Improvement



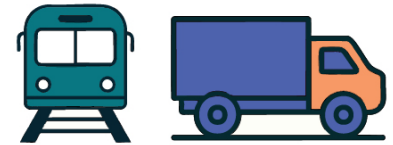
Non-Motorized Network Improvement



Transit Network Improvement



Rail & Freight Network Improvement



Provides Access to Trip Generators



Safety



Constructability



Public/Stakeholder Support



Each evaluation criterion is comprised of detailed sub-criteria, each with specific metrics and a structured scoring system designed to objectively assess the effectiveness of individual recommendations. Points are assigned based on predetermined distribution thresholds, ensuring a transparent and consistent approach to measuring project performance within the prioritization process.

Transportation System Recommendations

The study team meticulously developed comprehensive multimodal transportation network recommendations for the 2030 and 2050 planning horizons, leveraging a collaborative approach that incorporated substantive input from member agencies. These proposed networks are constituted by a portfolio of individual projects, systematically sourced from the MAG regional investment plan, municipal CIPs, adopted local transportation plans, and additional projects identified through rigorous network stress-testing scenarios performed during the study. This multi-source project identification process ensures that the recommended networks are both technically robust and contextually responsive to current and projected mobility demands.

Rather than prescribing a static set of projects, the recommended networks are intended to function as dynamic planning instruments — providing a structured analytical framework that enables cities and regional agencies to systematically assess priorities, guide strategic development decisions, and synchronize future transportation investments. The SVMTPS transportation system recommendations were formulated by the study team in close coordination with the TAG and are organized into distinct modal categories that directly align with the study’s modal goal statements:

- **Roadway Network:** This category encompasses a technically prioritized suite of roadway widening projects, new arterial and collector roadway construction, and intersections identified for targeted operational enhancements. The selection of projects is underpinned by traffic modeling, scenario-based stress-testing, and quantitative evaluation of congestion mitigation potential and network connectivity improvements.
- **Nonmotorized Network:** Recommendations within this category include the implementation of on-street bike lanes, paved shoulders, and multi-use paths or trails. For the purpose of cost estimation and technical project evaluation, certain nonmotorized improvements are integrated with adjacent roadway projects to maximize multimodal synergy and construction efficiency, while others are delineated as standalone projects specifically engineered to address and close critical gaps in the nonmotorized transportation network.
- **Intersection Operational Enhancements:** suggested operational upgrades at select intersections with short-segment undesirable LOS where bundling with an adjacent roadway project is infeasible and added through-lane capacity would create scalloped streets. Measures include adaptive signal control, signal phasing/timing optimization to manage queues and increase storage, and additional dedicated turn lanes to remove turning movements from through lanes — providing congestion relief and improved LOS without expanding mainline capacity.
- **Transit Network:** This segment includes strategic expansions of fixed route bus public transit services informed by projected ridership growth, service reliability metrics, and accessibility analyses.
- **Rail/Freight Network:** Recommendations target the optimization of freight corridors and rail infrastructure, incorporating operational improvements and capacity upgrades designed to facilitate efficient goods movement, reduce bottlenecks, and support regional economic competitiveness.

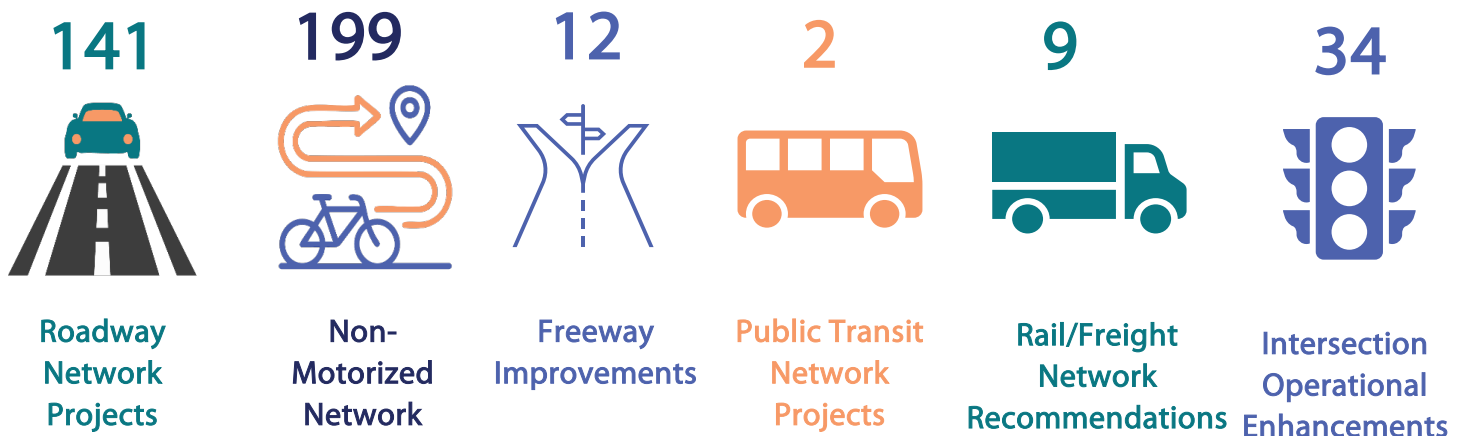
This technical structure advances the SVMTPS vision by ensuring that network recommendations are organized to promote a balanced, analytically grounded approach to multimodal connectivity. The framework supports data-driven decision-making and provides member agencies with the necessary tools to evaluate, schedule, and coordinate transportation investments in alignment with regional objectives and evolving community needs.

Transportation System Recommendation Summary

At the heart of the SVMTPS, the 2030 and 2050 roadway network recommendations serve as the cornerstone of the study’s vision for future mobility. These recommended networks and their prioritization are not prescriptive lists, but rather essential planning tools — designed to empower member agencies in making informed decisions about programming and funding transportation investments. By offering a systematic framework, the study equips cities and agencies with the resources needed to strategically evaluate, schedule, and coordinate projects, ensuring that transportation development aligns with regional goals and evolving community needs.

At the core of the SVMTPS, the 2030 and 2050 roadway network recommendations form the foundational element of the region’s long-term transportation strategy, distinguishing themselves as the primary driver for future mobility compared to other modal investments such as non-motorized, transit, and freight/rail networks. The roadway network recommendations reflect a technically robust approach, encompassing both the expansion of arterial corridors through new construction and widening, as well as targeted operational improvements at critical intersections. These projects are carefully prioritized not as static, prescriptive lists, but as dynamic planning instruments intended to guide member agencies in the optimal allocation of programming and funding resources.

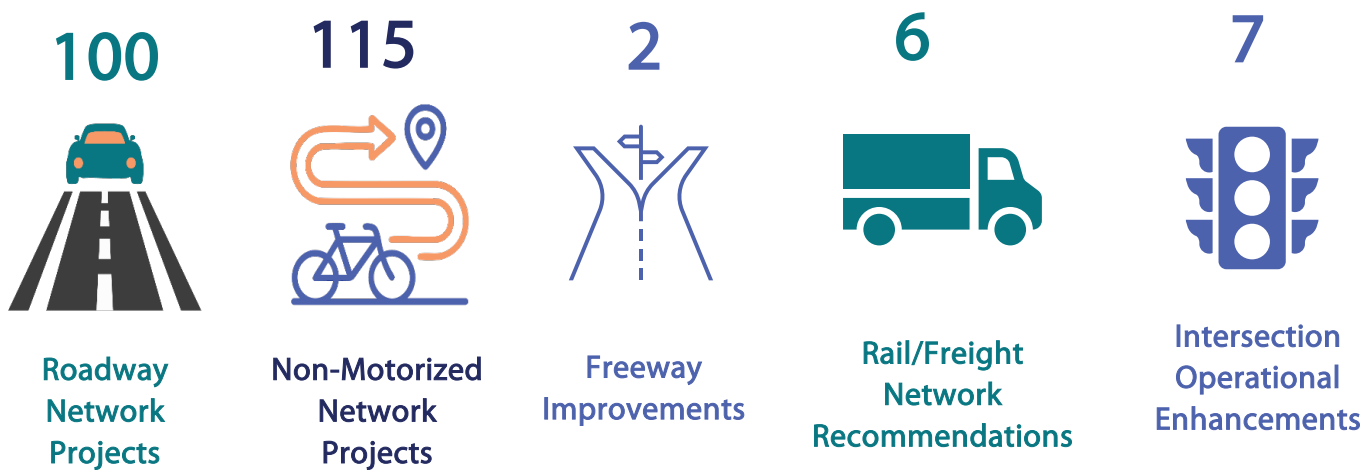
By establishing a systematic framework grounded in quantitative analysis and scenario-based stress testing, the SVMTPS empowers cities and agencies to strategically assess project feasibility, sequence implementation, and synchronize investments across multiple jurisdictions and planning horizons. This technical methodology ensures that roadway network enhancements — such as the addition of lane miles, the closure of network gaps, and the mitigation of congestion — are fully integrated with complementary modal recommendations, including non-motorized infrastructure, public transit expansions, and freight mobility improvements. The result is a coordinated, data-driven approach that aligns transportation development with regional objectives, delivers measurable performance outcomes, and adapts to the evolving demands of a diverse and rapidly growing community.



2030 Transportation System Recommendations

Substantial upgrades to the arterial roadway network are recommended to alleviate congestion, enhance regional connectivity, and support projected growth. The recommended portfolio consists of 100 distinct roadway projects, comprising 41 new roadway segments and 59 widening projects. Collectively, these transportation investments will add 507 lane miles to the network, representing a 55 percent increase over the current 912 lane miles. This expansion is split between 257 lane miles of entirely new facilities and 250 lane miles gained through the widening of existing corridors, significantly bolstering both the redundancy and capacity of the system.

The 2030 network addresses current development pressures, by expanding existing arterial roadway capacities and closing key connectivity gaps in the grid network, particularly where growth is most concentrated. Many of these projects address congestion hot spots along corridors like Hunt Highway, Ironwood Dr, Ellsworth Rd, and Germann Rd, which are already operating near capacity.

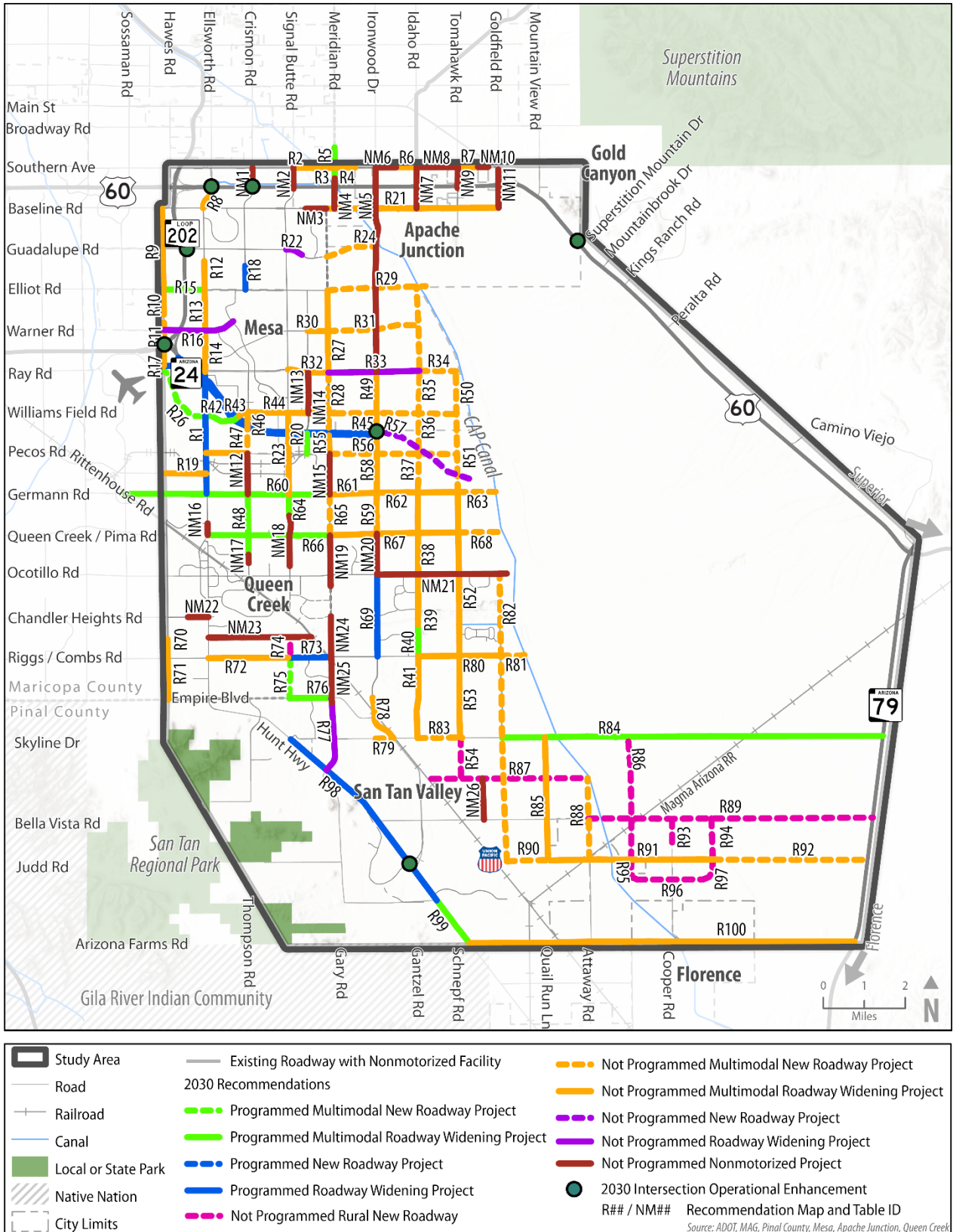


Additionally, a significant freeway project is planned for implementation by 2030: the conversion of SR 24 into a full freeway with grade-separated interchanges. This upgrade is designed to alleviate pressure on surrounding arterial corridors by improving regional mobility, reducing congestion, and enhancing safety along this critical east-west route. The freeway conversion will provide an efficient alternative for through traffic, supporting both current and future growth while complementing the broader set of arterial improvements recommended for the 2030 network.

These projects, combined with operational enhancements at key intersections and integration with nonmotorized and transit improvements, are engineered to create a resilient and future-ready arterial network. The technical approach prioritizes connectivity, capacity, and safety, ensuring that the roadway system can adequately serve the region's growing population and evolving travel patterns through 2030.

For a comprehensive visual overview of the 2030 recommended transportation system infrastructure projects, refer to **Figure 10**. This map illustrates the locations and scope of all proposed improvements, including new roadway segments, widening projects, and enhancements to non-motorized and transit networks, providing a clear spatial representation of how these initiatives will shape regional mobility through 2030.

Figure 10: 2030 Transportation System Recommendations Map



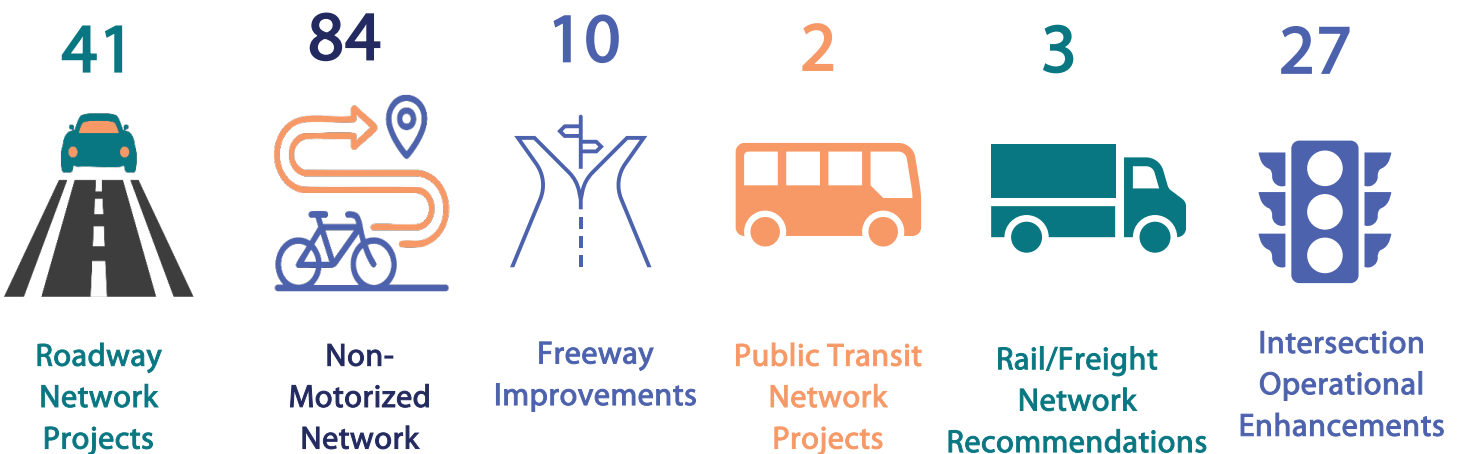
2050 Transportation System Recommendations

Building on the foundation of the 2030 investments, the 2050 transportation system recommendations prioritize completing and expanding the grid network in the Study Area’s eastern portions, where future development—especially east of the CAP Canal—is expected to surge. The plan outlines 41 roadway projects, including 24 new segments and 17 widening projects, collectively adding 430 lane miles. Central to the 2050 vision are new east/west and north/south corridors that close longstanding gaps in the grid and open new access points to US 60.

For instance, completing missing links along Meridian Road and extending Southern Avenue will notably improve east–west travel and accessibility in Apache Junction. These targeted investments directly benefit local communities and relieve congestion on existing corridors by dispersing traffic and enhancing network redundancy. Expanding grid options for travelers and freight supports more resilient, efficient regional mobility.

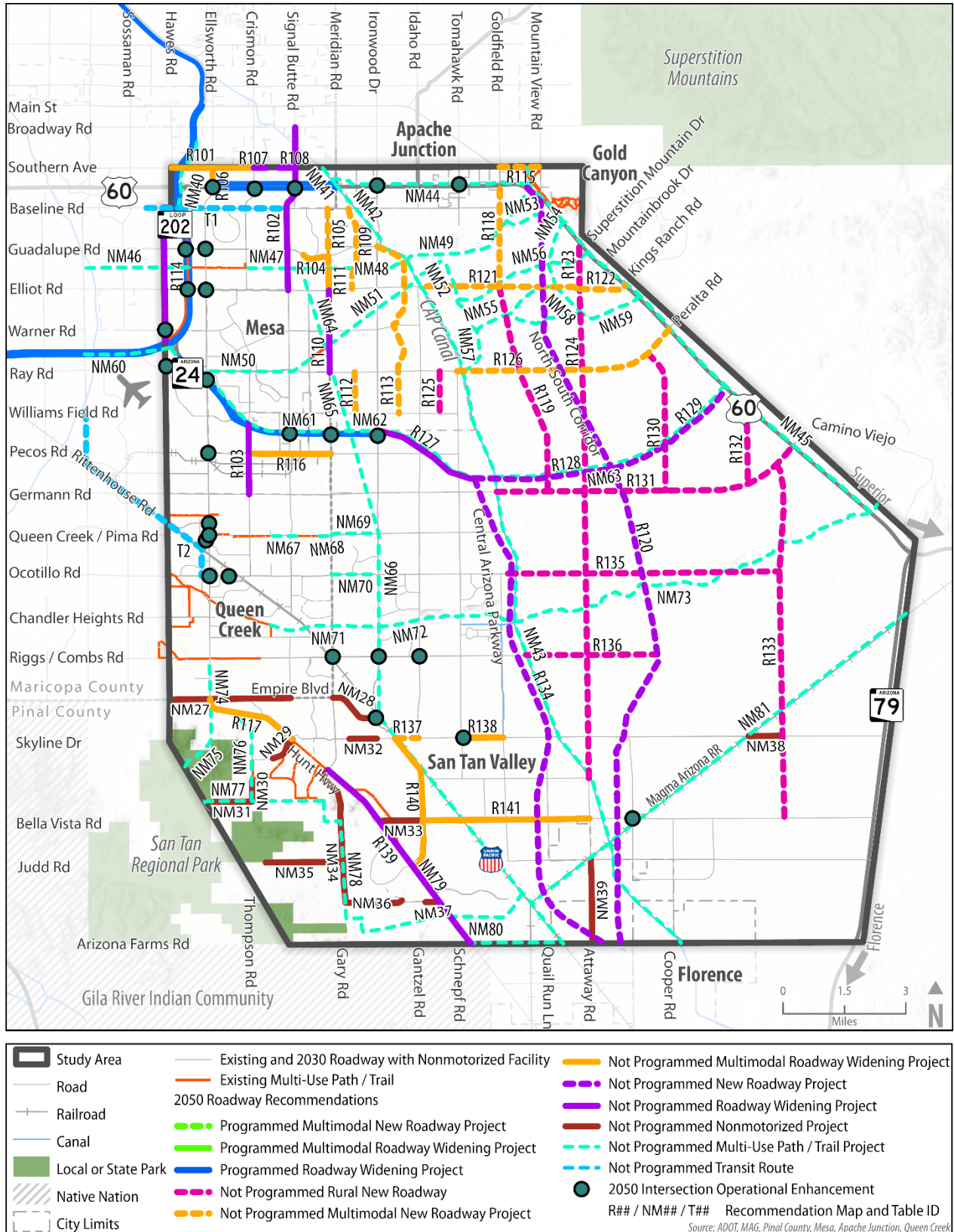
Key strategic corridors—like the extension of SR 24, the development of the North-South Corridor, and the Central Arizona Parkway—remain prominent, but the overarching 2050 vision is a robust, interconnected grid. This approach is designed to accommodate sustained economic growth and rising travel demand in the eastern region, supporting new development and ensuring the transportation system meets future needs.

By 2050, the recommended network would add 272 miles of bike lanes, paved shoulders, and multi-use paths, expanding the bike lane network to 397 miles and multi-use paths to 264 miles. Additionally, two long-range bus route extensions are proposed: Route 108 from Baseline Road to Signal Butte Road, and Route 156/184 from Mesa Gateway Airport to Queen Creek Village Center, both aimed at enhancing regional access and connectivity.



Collectively, the 2050 recommendations position the region to meet future mobility demands under a high-growth scenario, while also advancing broader goals of sustainability, safety, and economic vitality. For a comprehensive overview of the proposed 2050 transportation system, refer to **Figure 11**, which maps the locations and extents of all recommended improvements, illustrating how these investments will shape travel patterns and regional connectivity through mid-century.

Figure 11: 2050 Transportation System Recommendations Map

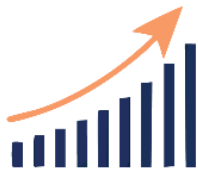


4.0 CONCLUSION

Superstition Vistas is one of Arizona’s fastest-growing subregions. The SVMTPS provides a forward-looking, data-informed framework to keep residents moving and to MAG’s member and partner agencies respond to growth with coordinated, multimodal transportation solutions. Through a robust, data-driven process — grounded in technical analysis, stakeholder collaboration, and extensive public engagement — the study has delivered a comprehensive framework for near-term (2030) and long-range (2050) multimodal transportation investments.

In conclusion, the SVMTPS stands as a robust, data-driven resource for MAG’s member and partner agencies, offering a comprehensive framework to guide transportation infrastructure investments and policy decisions. By drawing on detailed technical analysis, stakeholder collaboration, and public input, the study equips agencies with the tools needed to develop coordinated, multimodal solutions that address both immediate needs and long-term growth. Member agencies are encouraged to use the SVMTPS as a practical toolkit, ensuring that transportation project selection, prioritization, and investment strategies not only meet today’s demands but also position the SVMTPS Study Area for a resilient and prosperous future.

Key Findings



Growth & Demand: The SVMTPS Study Area is experiencing unprecedented population and employment growth, with projections forecasting a 70 percent increase in residents and a 155 percent increase in jobs by 2050. This growth is transforming the region’s land use, travel patterns, and infrastructure needs, requiring coordinated planning across jurisdictions.



Community Priorities: Survey results and public input consistently identified traffic congestion, roadway network gaps, and safety as the top priorities. While multimodal options such as transit and active transportation are valued, the immediate priority is expanding roadway capacity and completing the arterial grid network.



Technical Analysis: The study’s scenario-based modeling and evaluation criteria ensured recommendations are resilient to uncertainty and responsive to both current and future conditions. The prioritization tool systematically ranked projects using quantitative and qualitative metrics, aligning investments with the SVMTPS vision and modal goals.

Recommended Transportation System



Roadway Network: By 2030, 100 roadway projects could add 507 lane miles — a 55 percent increase over current conditions. By 2050, an additional 430 lane miles could be delivered, with strategic focus on corridors such as SR 24, North-South Corridor, and Central Arizona Parkway.



Non-Motorized Network: The plan calls for 199 nonmotorized projects, expanding bike lanes and multi-use paths to 397 and 264 miles respectively by 2050, closing critical gaps and supporting healthy, sustainable travel.



Transit & Rail/Freight Networks: Long-term recommendations include extending regional fixed-route transit services and establishing freight corridors, with policy guidance to ensure safe and efficient movement of people and goods.

Economic Competitiveness



Transportation investments are critical to sustaining current economic growth and attracting new businesses. By improving freight corridors, regional connectivity, and multimodal options, SVMTPS supports job creation and strengthens the Southeast Valley's role as a regional economic hub.

Sustainability & Environmental Stewardship



Long-range planning must balance mobility improvements with environmental responsibility. The SVMTPS promotes strategies that reduce emissions, and encourage active transportation, supporting regional sustainability goals and quality of life.

Implementation & Funding



Delivering the SVMTPS Vision will require leveraging a diverse and interactive funding resource repository — local, regional, state, and federal sources — alongside innovative partnerships and phased implementation strategies. The study provides a roadmap for agencies to pursue competitive grants, bundle projects for greater impact, and align local priorities with regional and federal programs.

Collaborative Approach



The process was shaped by consensus-building among agency partners, technical advisors, and stakeholders. Technical Memorandum #1 established the vision, goals, and existing/future conditions, while Technical Memorandum #2 guided the development and evaluation of system alternatives. Public engagement was integral at every stage, ensuring recommendations reflect community values and needs.

Path Forward



The SVMTPS sets the stage for transformative change in the Superstition Vistas subregion. By prioritizing congestion relief, connectivity, safety, and multimodal options, the region is positioned to support sustainable growth, economic vitality, and enhanced quality of life. Continued collaboration, adaptive planning, and strategic investment will be essential to realize this vision for 2030 and 2050.



SUPERSTITION VISTAS
MULTIMODAL TRANSPORTATION PLANNING STUDY