

Mesquite Vision Zero CSAP | Pop Up #2 Recap Document

The Mesquite Vision Zero Comprehensive Safety Action Plan (CSAP) occurred at Front Street Station, 100 S Front Street, on Saturday, **August 16th, 2025, from 9 am to 1 pm**. A total of 38 pom-poms and comments were recorded. The pop-up event format consisted of Kimley-Horn hosting a tent booth at the Downtown Farmers Market. The team passed out informational postcards, one in English and the other in Spanish, with general information about Mesquite's Vision Zero CSAP and a QR code directing visitors to the project website. The team presented visitors with the identified High Injury Network (HIN)—streets and intersections with high numbers of crashes resulting in fatalities and serious injuries. Based on the corridors, the Kimley-Horn team has proposed countermeasures, and at the pop-up, the team sought feedback from the public on how they feel these countermeasures would best serve (or not) the HIN. The activity can be seen in Image 1 below.



Image 1: Event Set up

Event Materials

Image 2 shows the postcard-sized handouts with project information. One side is written in English, the other is in Spanish.



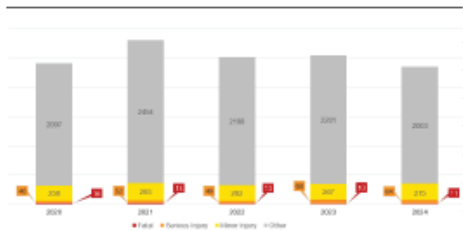
Image 2: Project Handouts

Image 3, crash statistics during the study period of 2020-2024 were displayed at the table.

Vision Zero Comprehensive Safety Action Plan
City of Mesquite Crash Statistics

Why is a Safety Action Plan Needed?

High-Injury Crashes Over Time



Source: 2020 - 2024, TxDOT CRIS DATA

Serious & Fatal Injuries - Top Contributing Factors in Mesquite (2020-2024)



35%
Roadway/Lane
Departure



32%
Speeding



29%
Intersection
Related

Fatalities by Mode in Mesquite (2020-2024)



0.7%
Pedestrians



0.02%
Bicyclists



0.4%
Vehicles

Vulnerable Road User Crashes in Mesquite (2020-2024)

- **137** pedestrian related crashes
- **13** pedestrian fatalities
- **36** bicyclist-related crashes
- **1** bicyclist fatality

From 2020-2021, Mesquite experienced a 15.2% increase in total crashes.



Source: 2020 - 2024, TxDOT CRIS DATA

Mesquite Fatal Crashes by Emphasis Area (2020-2024)

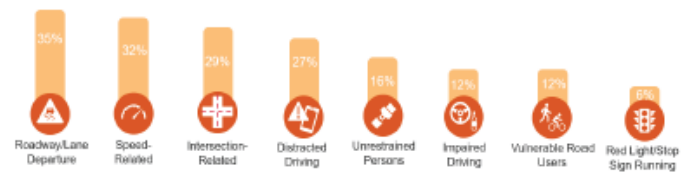


Image 3: Crash Statistics, 2020-2024

Vision Zero Comprehensive Safety Action Plan

City of Mesquite

The city has identified the following corridors as priority areas for safety concerns within Mesquite. Please reference the corridors below to participate in our activities!

Corridor Legend

- **Cartwright Road**
Cheyenne Rd to Wilkinson Rd
- **Samuell Boulevard**
Big Town Blvd to Town East Blvd
- **Lawson Road**
Milliam Rd to Cartwright Rd
- **Oates Drive**
Wooded Lake Dr to Frontier Blvd
- **Galloway Avenue**
Hillcrest St to Grubb Dr
- **Citywide**

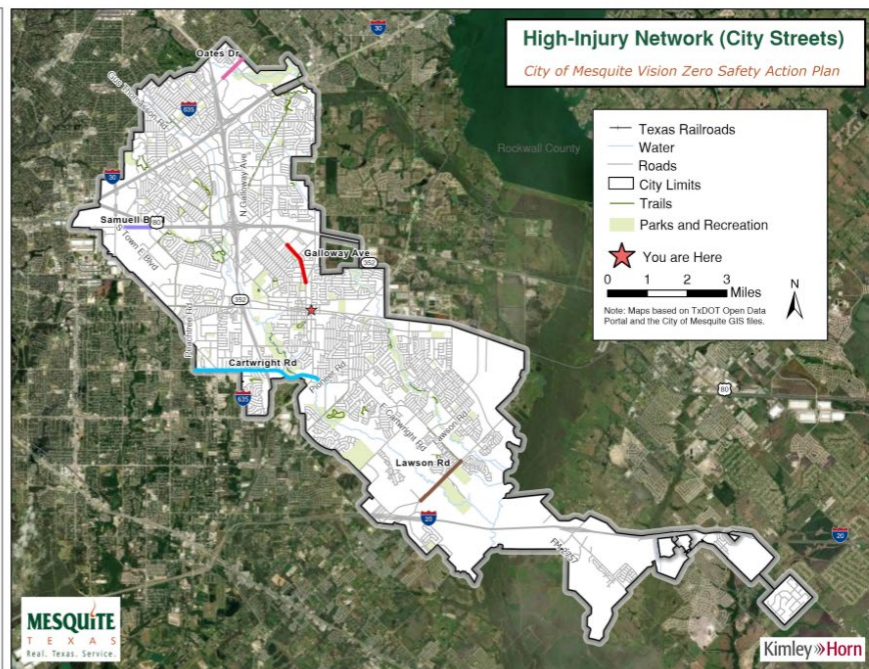


Image 4: HIN Corridors



Image 5: Proposed Safety Countermeasures

Image 4 above displayed a map of the City of Mesquite, along with a legend of the identified corridors in the HIN. These corridors include Cartwright Rd, Samuell Blvd, Lawson Rd, Oates Dr, Galloway Ave, and city-wide comments. Six safety countermeasures were presented (shown in Image 5), including: Protected left-turn signal, Sidewalks, Raised Medians, Flashing Curve Signs, Protected Midblock Crossings, and Other—used for suggestions of another safety countermeasure. These countermeasures were presented along with example images to make it easier for the public to understand what these countermeasures look like in use. The goal of this activity was to understand the safety

countermeasures they best see fit in these identified areas. While feedback was being specifically sought out for the HIN, many residents also provided input on other areas of concern. Some of these were proposals of the countermeasure but implemented in another area. These comments were recorded by placing a detailed note into the corresponding countermeasure's jar. The responses to this activity can be found below.

Event Results



Protected Left-Turn Signal

- No votes, no additional comments

Sidewalks

- Galloway (1 vote): Non-ADA compliant sidewalk
- Citywide (1 vote): Quality improvements for cracks and connectivity
- Franklin Ave: Needs sidewalks & protected crossings
- Near Town Center Tripp

Raised Medians

- Lawson Rd (3)

Flashing Curve Signs

- Cartwright Rd (2)

Protected Midblock Crossings

- Franklin Ave
- Elm Falls → Valley Creek Park: not safe with speeding cars; light posts don't work

Other Comments

- Citywide (3): Backplate reflectors on stoplights would help for those who are visually impaired; repavement of street
- Galloway (2): Narrow road, median would be nice; resurfacing of street needed
- Cartwright (2): Potholes; Blind spot when turning; reduce speeding; advance warning of turn; guardrails to avoid nearby ditches
- Oates Dr (2): Fan of Oates Dr., not a fan of zig-zag design on roads because it's; speeding still occurs
- Lawson Rd (2): road widening; improve road by adding curb/ gutter
- Franklin Ave (Mall → 80): Potholes
- Mesquite Valley Rd: Stop sign makes it feel safer, but speeding is still an issue; blind spot due to the winding road
- Cantina/ San Simon: Speed bumps
- Council District 1: Potholes
- Berry Middle School: cut through
- Near St. Stephen United Methodist Church: the entryway of the church has a dip due to fire truck marks created when it was first paved
- Heritage Trail: Safer crossings; sighting issues; improve sidewalk quality
- Berry Rd (1700 Block) → FP Lucas; near Edward's Church: Large trucks on road; needs better signage enforcement to keep truck off roads
- Syenne Rd: Used as a highway connector and is not ideal near schools and residential
- La Prada Dr: No curbs, remove the parking because it reduces lanes
- Motley Dr: straighten sidewalks & fix missing sidewalks (lack of connectivity); medians
- Woodson Way: Potholes
- Solterra Neighborhood: Speed bumps or something to calm traffic, especially near Gentry Elementary School; existing bike lanes appreciated

Key Takeaways

- **Sidewalk and Pedestrian Infrastructure**
 - Non-ADA compliant sidewalks in many areas.
 - Quality improvements needed for cracked and disconnected sidewalks.
 - New sidewalks and protected crossings requested.
- **Traffic Calming and Safety Measures**
 - Speed bumps requested in various areas to reduce speeding.
 - Flashing curve signs and advance warnings for turns suggested.
 - Protected midblock crossings needed, especially in high-speed areas.
- **Road Quality and Maintenance**
 - Pothole issues in several locations.
 - Road resurfacing and repavement are needed in multiple areas.
 - Median implementation on narrow roads for safety.
- **Accessibility and Visual Aids**
 - Installation of backplate reflectors on stoplights for visually impaired individuals.
 - Improvements in street lighting and repairs of non-functional lighting posts.
 - Advanced warning signs for winding roads
- **Traffic Flow and Parking**
 - Concerns over narrow roads due to parking; suggestions to eliminate parking to improve lane width.
 - Need for curb and gutter additions in certain areas.