INTRODUCTION

The City of Mesa Transit Master Plan identifies the types of transit services, facilities, and features that are needed to support a multi-modal transportation system in the City of Mesa. The Transit Master Plan is being developed in conjunction with the General Plan and Transportation Master Plan.

The Transit Master Plan will develop an activity center-based transit plan that identifies transit priority corridors and multi-modal connections within the City of Mesa. This effort will consider various travel markets and transit technologies, including METRO light rail, LINK premium bus service, local and express bus service, future intercity and commuter rail, and demand response service.

Why is the Transit Master Plan Needed?

The Transit Master Plan is needed to provide recommendations for transit improvements in the City of Mesa in the context of existing and future funding constraints.

Connect Activity Centers

The Transit Master Plan is needed to address connections to activity centers, which often serve as gateways to other destinations. Examples within Mesa include Downtown, the Fiesta District, Falcon Field, Riverview, Superstition Springs Center, Phoenix-Mesa Gateway Airport (Gateway), and the Arizona State University (ASU) Polytechnic campus. Regional examples include Sky Harbor International Airport, Downtown Phoenix, and multiple ASU campuses.

Transit Priority Corridors

The Transit Master Plan is needed to make recommendations that further consolidate transit service into priority corridors in the City of Mesa. This has already been started with METRO light rail and LINK premium bus service.

Local and Regional Transit Circulation

The Transit Master Plan is needed to identify differences in local and regional transit circulation, as the demand for internal trips within the City of Mesa differs from external trips serving regional corridors and destinations. The City of Mesa will continue to evaluate corridors connecting to other communities that enhance education, economic development, and overall quality of life.

Changes in Travel Patterns

The Transit Master Plan is needed to respond to a change in travel patterns in the City of Mesa, as land use and transit opportunities become more urban in character. This includes an increased emphasis on making connections to major activity centers and regional transportation nodes.

Main Street LINK

EXISTING TRANSIT SERVICE

Existing transit service in Mesa includes METRO light rail transit (LRT), LINK premium bus service (BRT), local and express bus service, a neighborhood circulator, and paratransit. Transit service in Mesa has changed dramatically in the last five years with the implementation of METRO light rail and LINK premium bus service.

Transit Services

Existing transit service in Mesa is shown in Figure 1 while a list of transit routes, including service hours and frequency, is provided in Table 1.

Light Rail

METRO light rail transit service began operation in December 2008. There is one light rail station in Mesa, located at Sycamore and Main Street. This station is the eastern terminus for the 20-mile light rail system and is the highest ridership station in terms of boardings and alightings. A 3.1-mile extension of METRO light rail to Downtown Mesa is currently under construction and scheduled to open in 2016. The Gilbert Road extension, an additional 2 miles, is under study and tentatively scheduled to open in 2018.

Premium Bus

There are two LINK bus lines in Mesa. Main Street LINK operates between the Sycamore light rail station and the Superstition Springs Transit Center and Park-and-Ride. Country Club Drive LINK operates between the Sycamore light rail station and Downtown Chandler and the Chandler Park-and-Ride. Both routes will be modified once METRO light rail is extended to Downtown Mesa.

METRO Light Rail

Main Street LINK

Figure 1: Existing Transit Service

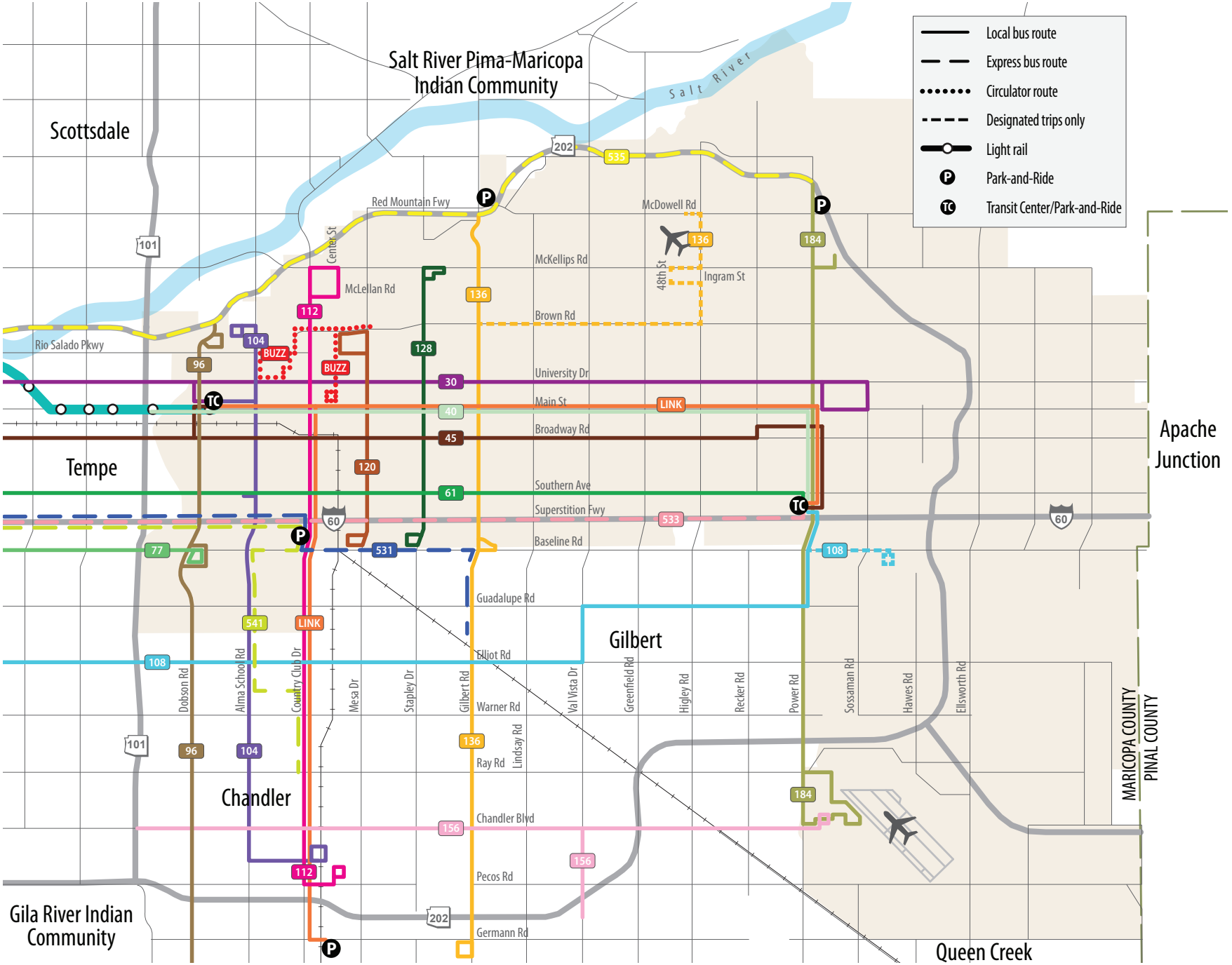


Table 1: Transit Service Hours and Frequency

ROUTE/NAME	WEEKDAY				SATURDAY			SUNDAY		
	Hours	Peak	Off-Peak	Night	Hours	Day	Night	Hours	Day	Night
Light Rail										
METRO	4:40am-11:00pm	12	12	20	5:00am-2:00am	15	20	5:00am-11:00pm	20	20
Premium Bus										
Main	4:00am-10:30pm	15	25	30	No service	--	--	No service	--	--
Country Club	4:45am-10:45pm	25	25	60	6:45am-11:00pm	60	60	7:30am-9:30pm	60	--
Local Bus										
30 - University	4:00am-11:00pm	30	30	30	5:00am-11:00pm	60	60	No service	--	--
40 - Apache/Main	4:45am-11:00pm	30	30	30	5:45am-11:00pm	30	30	5:45am-10:45pm	30	30
45 - Broadway	4:45am-10:15pm	30	30	--	6:00am-10:15pm	60	--	No service	--	--
61 - Southern	5:00am-11:45pm	15	30	30	4:45am-11:30pm	30	30	5:15am-11:30pm	60	60
77 - Baseline	5:00am-11:00pm	30	30	--	5:15am-10:00pm	60	--	No service	--	--
96 - Dobson	4:30am-11:30pm	15	30	30	5:15am-11:00pm	30	30	5:15am-11:00pm	30	30
104 - Alma School	6:00am-9:45pm	30	30	--	6:00am-9:45pm	60	--	No service	--	--
108 - Elliot	5:00am-9:30pm	30	30	--	7:00am-8:45pm	60	--	7:00am-7:45pm	60	--
112 - Country Club	5:30am-10:00pm	30	30-60	--	6:30am-9:30pm	60	--	7:15am-9:00pm	60	--
120 - Mesa	8:45am-9:00pm	30	30	--	8:45am-8:30pm	60	--	No service	--	--
128 - Stapley	5:45am-6:45pm	30	30	--	5:45am-7:00pm	60	--	No service	--	--
136 - Gilbert	4:45am-7:15pm	30	30	--	7:45am-7:15pm	60	--	No service	--	--
156 - Williams Field	5:30am-10:00pm	30	30	30	6:45am-9:30pm	30	--	7:15am-7:30pm	30	--
184 - Power	4:30am-10:00pm	15-30	30	--	5:00am-9:00pm	60	--	5:00am-9:00pm	60	--
Express Bus										
531 - Mesa/Gilbert	6 trips AM peak, 6 trips PM peak				No service	--	--	No service	--	--
533 - Mesa	6 trips AM peak, 6 trips PM peak				No service	--	--	No service	--	--
535 - Northeast Mesa	5 trips AM peak, 5 trips PM peak				No service	--	--	No service	--	--
541 - Chandler	4 trips AM peak, 4 trips PM peak				No service	--	--	No service	--	--
Circulator Bus										
BUZZ	5:30am-8:00pm	30	30	--	7:00am-9:30pm	60	--	No service	--	--

Local Bus Service

There are fourteen local bus routes in Mesa. Local bus service hours and frequency vary by route, with some routes providing early morning and late evening service.

Express Bus Service

There are four express bus routes in Mesa, all of which provide service to and from Downtown Phoenix. These routes primarily originate at regional park-and-ride facilities.

Transit shelter at Superstition Springs Center Park-and-Ride

Local Bus Route 184 (Power Road)

Express Bus Route 533 (Mesa Express)

Circulator

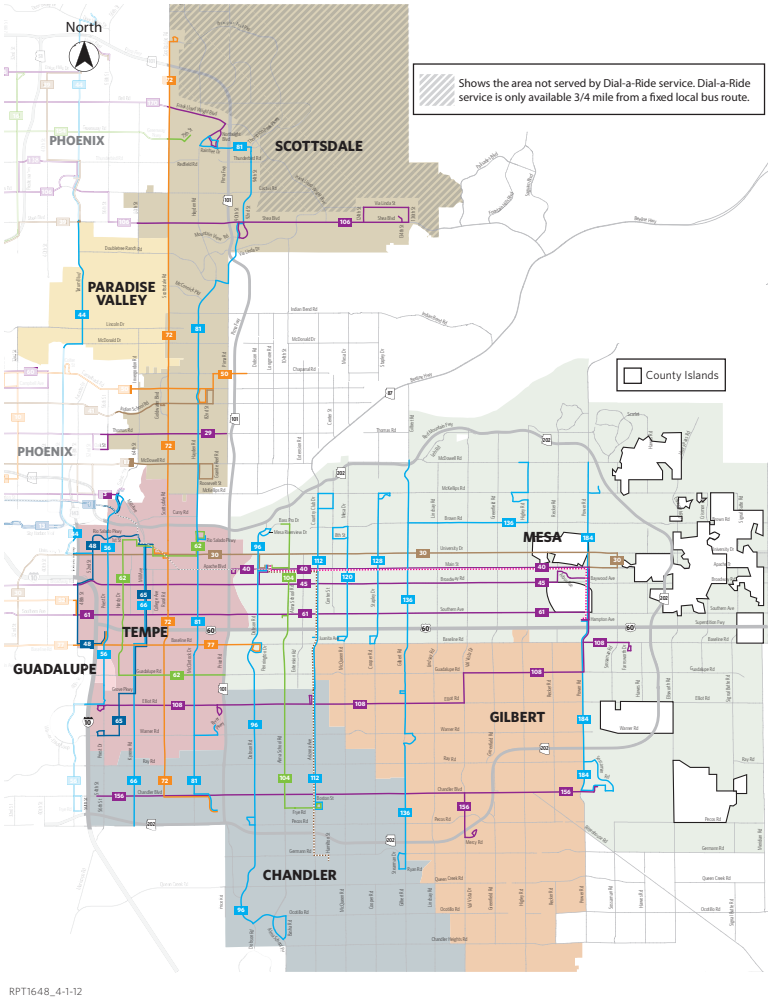
The BUZZ is a free circulator in Downtown Mesa that serves designated bus stops on major streets and flag stops on neighborhood streets using a smaller transit vehicle.

Paratransit

Paratransit service in Mesa is provided by East Valley Dial-a-Ride (EVDAR) and can be used by passengers who are certified by the American with Disabilities Act (ADA). ADA requires that complementary paratransit service be provided in all areas within three-fourths of a mile of fixed route transit service. Mesa provides this service citywide, regardless of the distance from a fixed route. The EVDAR service area is shown in Figure 2. In addition to EVDAR, service to persons with disabilities and seniors is provided through East Valley RideChoice Program, which is a cab connection service.

BUZZ circulator vehicle

Figure 2: East Valley Dial-a-Ride Service Area



Source: Valley Metro, 2013

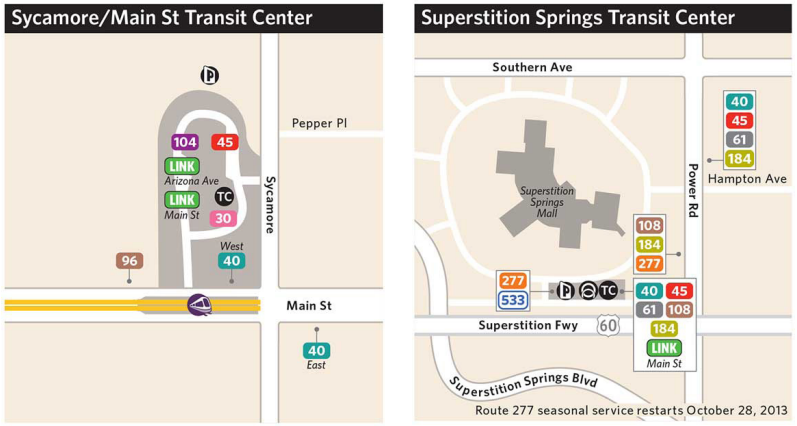
Transit Facilities

Existing transit facilities in Mesa include both transit centers and regional park-rides.

Transit Centers

There are two transit centers in Mesa (Figure 3). The Sycamore/ Main Street Transit Center is located adjacent to the METRO light rail station at Sycamore and Main Street. The Superstition Springs Transit Center is located at the US 60 and Power Road next to Superstition Springs Center. Both transit centers include regional park-and-ride lots. A third transit center and park-and-ride lot is proposed at Gilbert Road as part of the Gilbert Road extension project. A fourth passenger facility is planned in Downtown Mesa and will accommodate two buses at one time.

Figure 3: Transit Centers



Source: Valley Metro, 2013

Sycamore and Main Street Transit Center

Superstition Springs Transit Center

Park-and-Rides

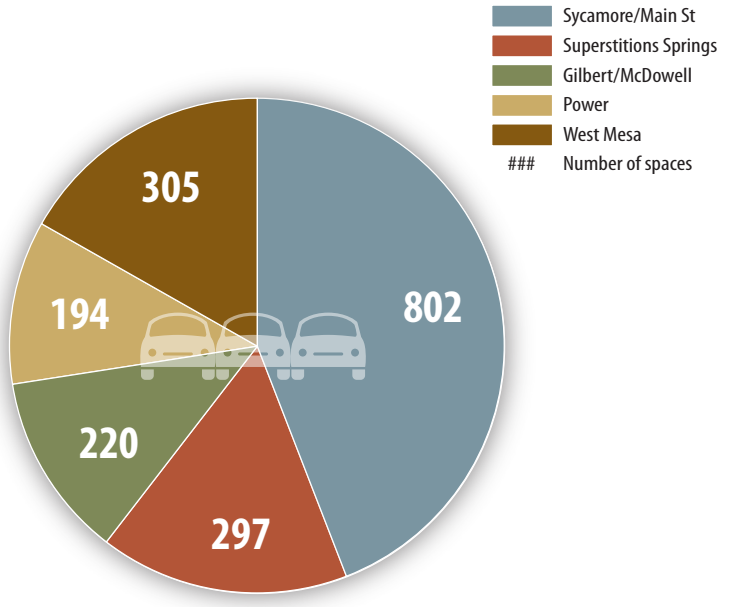
There are five regional park-and-rides in Mesa, all of which have been constructed since 2007. The Sycamore/Main Street and Superstition Springs Center Park-and-Rides are the largest. Table 2 and Figure 4 describe the regional park-and-rides in Mesa.

Table 2: Regional Park-and-Rides

Park-and-Ride	Routes Served	Parking Space		Bicycle Storage
		Total	Covered	
Sycamore/ Main St	METRO light rail LINK - Main LINK - Country Club 30 - University 40 - Apache/Main 45 - Broadway 96 - Dobson 104 - Alma School	802	0	28
Superstition Springs (Power/US 60)	533 - Mesa LINK - Main 40 - Apache/Main 45 - Broadway 61 - Southern 108 - Elliot 184 - Power 277 – Baseline	297	0	16
Gilbert/McDowell (Gilbert/L202)	535 - Northeast Mesa 136 - Gilbert	220	0	48
Power (Power/L202)	535 - Northeast Mesa 184 - Power	194	24	27
West Mesa (Country Club/ US 60)	531 - Mesa/Gilbert 541 - Mesa LINK - Country Club 112 - Country Club	305	0	32

Source: Valley Metro Park-and-Ride Survey, 2013

Figure 4: Mesa Park-and-Ride Capacity



Gilbert/McDowell Park-and-Ride

ALTERNATIVE TRANSIT PLAN SCENARIOS

The Alternative Transit Plan Scenarios identify the types of transit services, facilities, and features that are needed to support a multi-modal transportation system in the City of Mesa. The Transit Master Plan includes five Alternative Transit Plan Scenarios:

- One **Short Term** transit plan scenario that correlates to the opening of the Gilbert Road light rail extension in 2018.
- Two **Mid Term** transit plan scenarios that correlate to a 15-20 year planning horizon (2030).
- Two **Long Term** transit plan scenarios that correlate to the build-out planning horizon for the City of Mesa General Plan (2040).

The goal of the Alternative Transit Plan Scenarios is to develop an activity center-based transit plan that identifies transit priority corridors and multi-modal connections within the City of Mesa. This effort considers various travel markets and transit technologies, including light rail, premium bus service, local and express bus service, future intercity and commuter rail, and demand response service.

The methodology for developing the Alternative Transit Plan Scenarios starts with a transit propensity analysis. This analysis uses the information compiled in the transit profile to identify where transit service is needed based on demographics such as population/employment density and transit dependent populations. It then compares this demographic information with existing transit performance to identify transit priority corridors and multi-modal connections. These transit priority corridors are then refined using transit supportive policies related to transit service, facilities, and fleet.

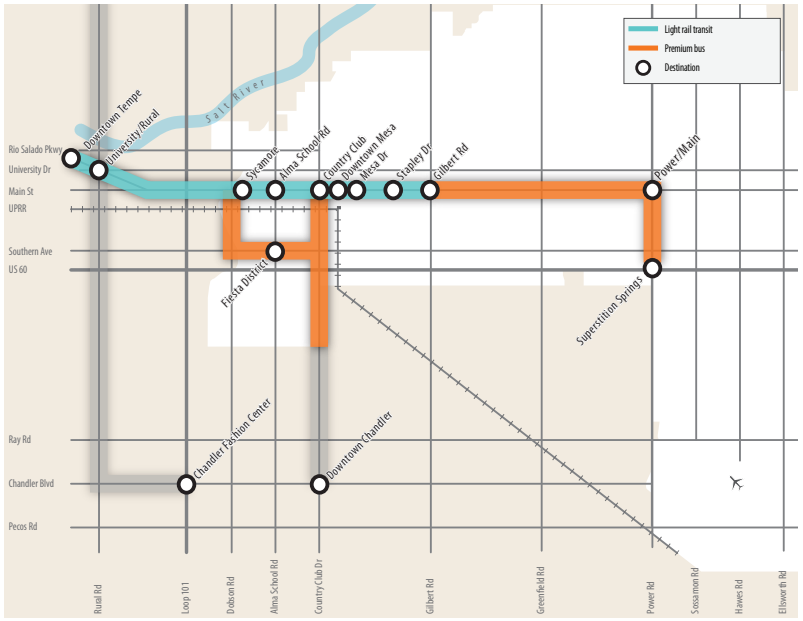
The existing and future High Capacity Transit (HCT) network dictate opportunities and constraints for transit service in Mesa. Therefore, the Alternative Transit Plan Scenarios are developed in context of what the future of the HCT network might look like. The primary differences in the various Mid Term and Long Term transit plan scenarios are the assumptions related to future HCT service (BRT, LRT, and passenger rail).

METRO Light Rail Train

Table 3: Summary of Transit Network Changes by Phase

Phase	Routes Served
Short Term	» Extend light rail east to Gilbert Road » Modify Main Street premium bus to originate at Gilbert Road » Modify Country Club premium bus to also serve Fiesta District » Increase peak frequency to 15 minutes on Country Club premium bus and Routes 30 (University), 45 (Broadway), 104 (Alma School), 112 (Country Club), 120 (Mesa), 136 (Gilbert), and 184 (Power) » Increase Sunday frequency to 30 minutes on Route 61 (Southern) » Add 4 new trips for Route 533; 1 new trip for Route 525
Mid Term 1	» Extend light rail east on Main Street to Power Road » Add new High Capacity Transit on Dobson Road, Southern Avenue, and Country Club Drive » Modify Main Street premium bus to operate solely on Power Road and extend to Gateway » Add new Southern Avenue premium bus between Phoenix/Tempe and Country Club Drive » Extend Routes 30 (University), 45 (Broadway), and 61 (Southern) east from Power Road to Ellsworth Road » Increase peak/off-peak frequency to 12/20 minutes on Main Street premium bus » Increase peak frequency to 15 minutes on Route 77 (Baseline) » Add new Routes 4 (McKellips/Center), 152 (Val Vista), and 168 (Higley)
Mid Term 2	» Extend light rail south on Gilbert Road to US 60 and east on US 60 to Greenfield Road » Add new High Capacity Transit on Dobson Road, Southern Avenue, and Country Club Drive » Extend Main Street premium bus south on Power Road to Gateway » Add new Southern Avenue premium bus between Phoenix/Tempe and Country Club Drive » Extend Routes 30 (University), 45 (Broadway), and 61 (Southern) east from Power Road to Ellsworth Road » Increase peak/off-peak frequency to 12/20 minutes on Main Street premium bus » Increase peak frequency to 15 minutes on Route 77 (Baseline) » Add new Routes 4 (McKellips/Center) and 160 (Greenfield/McKellips)
Long Term 1	» Extend light rail south on Power Road from Main Street to Superstition Spring Transit Center » Modify Power Road premium bus to operate solely on Power Road between Superstition Springs and Gateway » Add new passenger rail in US 60 corridor between Downtown Phoenix and Gateway » Add new Route 208 (Ellsworth) between Superstition Springs and Gateway
Long Term 2	» Extend light rail east on US 60 from Greenfield Road to Superstition Springs » Extend Southern Avenue premium bus service east from Country Club Drive to Gilbert Road » Add new passenger rail in Phoenix Southeast Subdivision corridor between Downtown Phoenix and Gateway » Add new Route 208 (Ellsworth) between Superstition Springs and Gateway

Figure 5: Short Term Transit Comparison



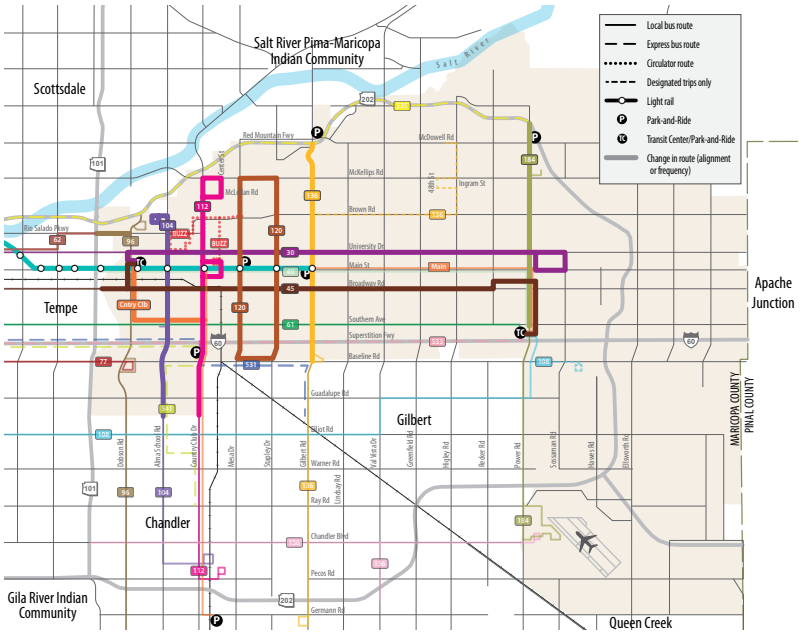
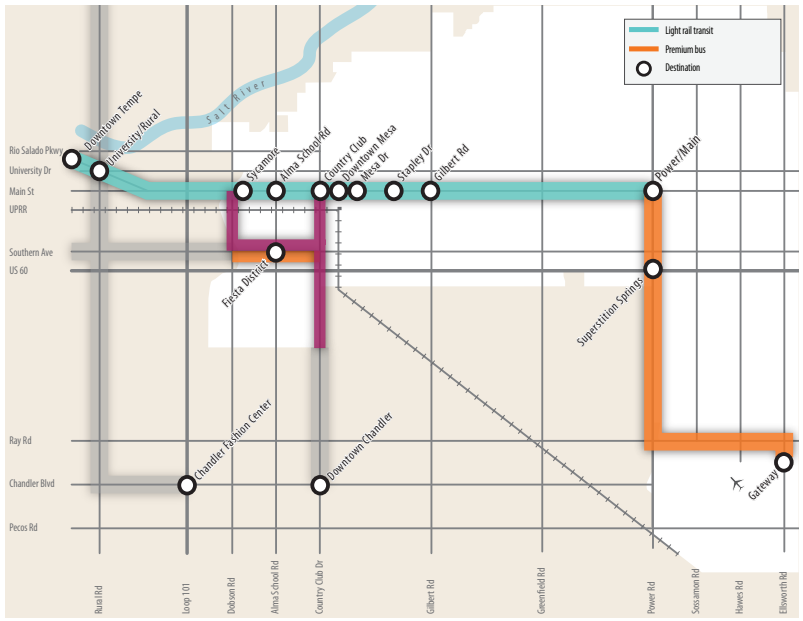
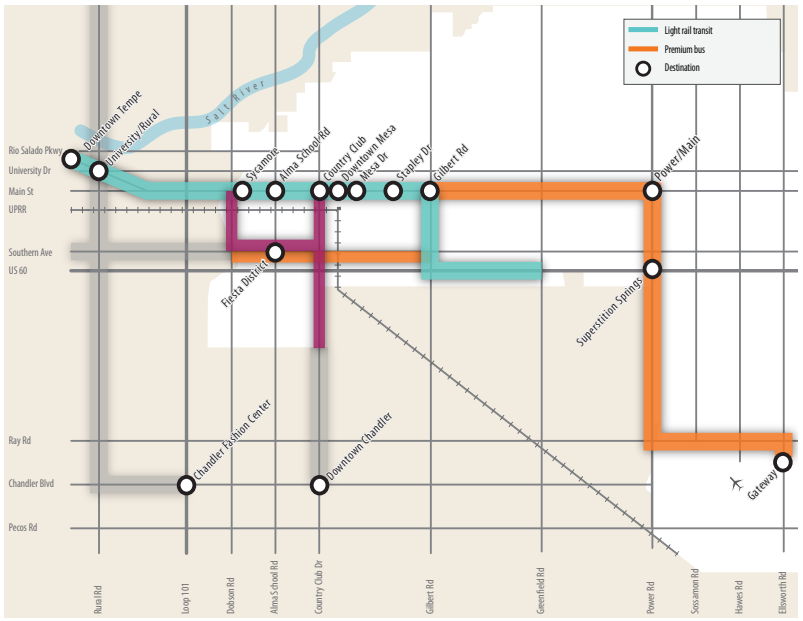


Figure 6: Mid Term Transit Comparison

Mid Term 1



Mid Term 2



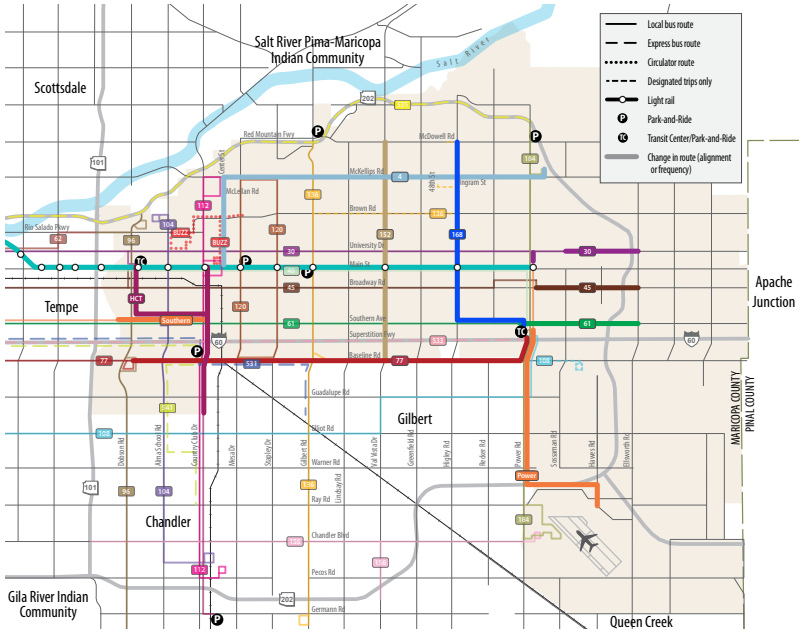
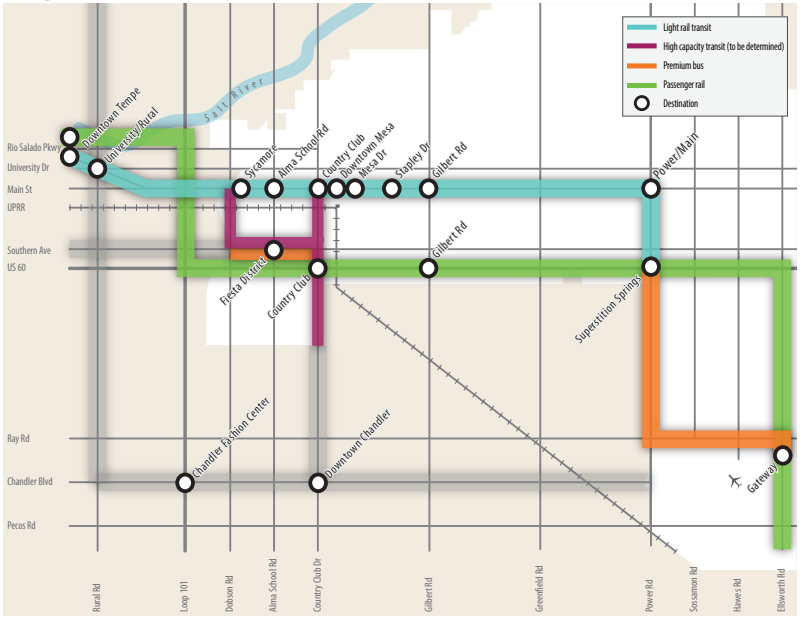


Figure 7: Long Term Transit Comparison

Long Term 1



Long Term 2