

COUNCIL MINUTES

October 23, 2014

The City Council of the City of Mesa met in a Study Session in the lower level meeting room of the Council Chambers, 57 East 1st Street, on October 23, 2014 at 7:33 a.m.

COUNCIL PRESENT

John Giles
Alex Finter
Christopher Glover
Dennis Kavanaugh
David Luna

COUNCIL ABSENT

Dave Richins
Scott Somers

COUNCIL-ELECT PRESENT

Kevin Thompson

OFFICERS PRESENT

Christopher Brady
Debbie Spinner
Dee Ann Mickelsen

Vice Mayor Glover excused Councilmembers Somers and Richins from the entire meeting; he excused Mayor Giles from the beginning of the meeting; he arrived at 7:37 a.m.

1-a. Hear a presentation, discuss and provide direction on the Mesa 2040 Transportation Plan and Transit Master Plan Update.

Transportation Department Director Lenny Hulme introduced Senior Transportation Engineer Mark Venti, Planner II Jim Hash and Transit Department Director Jodi Sorrell, who were prepared to address the Council.

Mr. Hulme displayed a PowerPoint presentation **(See Attachment 1)** and reported that the Mesa 2040 Transportation Plan was prepared in conjunction with the Mesa 2040 General Plan. He explained that the Mesa 2025 Transportation Plan contained a small component related to transit. He noted, however, that since transit has become an integral element in the community and the region as a whole, staff determined that it would be appropriate to create a separate Transit Master Plan as part of the Mesa 2040 Transportation Plan.

Mr. Hulme offered a brief historical overview of staff's efforts with respect to the update process. His comments included, but were not limited to, the following: that in the spring of 2012, staff began to work on the Mesa 2040 Transportation Plan update; that the scope of work consisted of a variety of elements, such as long-range planning, public involvement, coordination with many City departments, and a technical analysis of the Plan; and that on several occasions, staff presented the draft document to the Transportation Advisory Board (TAB) to solicit their feedback and ultimately seek approval of the document. He expressed appreciation to Mr. Venti, Mr. Hash, Ms. Sorrell and her staff for their efforts and hard work in this regard

Mr. Venti commented that the Mesa 2025 Transportation Plan has been a valuable tool used by staff on a daily basis. He explained that over the years, the construction of regional freeway

systems and many of Mesa's road networks was completed. He stated that more recently, Transportation staff began to work on projects such as Eastmark and the Fiesta District and began to think about streets in a different way.

Mr. Venti remarked that during the public meeting process for the Mesa 2040 General Plan and the Mesa 2040 Transportation Plan updates, residents expressed interest in a greater focus on livability, neighborhoods, connectivity and mobility. He noted that the Mesa 2040 Transportation Plan addresses such goals through its emphasis on bike paths, sidewalks, and access to transit options and commercial uses. He further stated that staff used the principles in the Mesa 2040 General Plan in order to craft the Mesa 2040 Transportation Plan. He added that staff envisions the Mesa 2040 Transportation Plan as a more useable tool as opposed to merely a speculative list of future projects.

Mr. Venti briefly highlighted an outline of the Plan. (See Page 4 of Attachment 1)

Mr. Hash discussed Mesa's Shared Vision for Transportation, which is contained in Part 1 of the Plan. (See Page 5 of Attachment 1) He reported that the vision was achieved through the continuation of the goals and objectives found in the Mesa 2025 Transportation Plan; results from public input; a holistic approach utilized by staff known as "a pattern language," which describes a community "from the top down" and focuses on individual neighborhoods; and the goals, objectives and visions being developed concurrently as part of the Mesa 2040 General Plan.

Mr. Hash referred to Part 1 – Vision and Goals (See Pages 6 through 8 of Attachment 1) and highlighted each of the three goals. He stated that the goals were created in an effort to achieve Mesa's shared vision for transportation.

Mr. Venti continued with the presentation and offered a short synopsis of Part 2, which includes an overview of the eight elements of the transportation network. (See Page 9 of Attachment 1) He pointed out that subsequent to the completion of the Mesa 2025 Transportation Plan, three new elements were added, including Complete Streets, Aviation and Intelligent Transportation Systems (ITS).

Mr. Venti reported that Complete Streets is the first chapter in Part 2 and unifies all of the elements into one system. He explained that a Complete Street is a street right-of-way that provides facilities for all users and modes. He pointed out that a Complete Streets policy is included in the Plan, which is intended to be adopted as part of the document. He added that the policy reflects that the City embraces Complete Streets principles and also provides guidance for staff with respect to future projects.

Mr. Venti, in addition, remarked that the Bicycle Element is an Executive Summary of the City's Bicycle Master Plan, which was adopted by the Council in 2013, while the Transit Element is a summary of the newly-completed Transit Master Plan.

Ms. Sorrell stated that since the Mesa 2025 Transportation Plan was developed, transit services in Mesa, as well as regionally, have become more prevalent. She stated that it was necessary to create a separate Transit Master Plan in order to provide recommendations for transit improvements in Mesa in the context of existing and future funding constraints.

Ms. Sorrell briefly discussed the four basic themes of the Transit Master Plan, which include the following: Develop transit priority corridors; Connect activity centers; Prioritize frequency over

coverage; and Balance local and regional transit needs. She pointed out that during this process, the Town of Gilbert and the City of Tempe were also updating their Transit Master Plans. She stated that City staff worked with those entities to ensure that transit needs throughout the three communities were coordinated.

Ms. Sorrell displayed a map illustrating the City's existing transit system. (See Page 11 of Attachment 1) She explained that most of the arterial streets west of Gilbert Road have fairly good coverage, but remarked that transit service farther east is more challenging. She also referenced a map demonstrating Mesa's existing High Capacity Transit (HCT) network, which includes light rail transit (LRT), streetcars and LINK bus rapid transit (BRT). (See Page 12 of Attachment 1)

Ms. Sorrell, in addition, reported that the Transit Master Plan contains five Alternative Transit Plan Scenarios in order to provide staff a level of flexibility with respect to what occurs in the future. She provided a brief overview of each of the scenarios as follows:

- One Short-Term Transit Plan (See Pages 13 and 14 of Attachment 1) – Correlates to the opening of the Gilbert Road light rail extension in 2018.
- Two Mid-Term Transit Plan options (See Pages 15 through 18 of Attachment 1) – Represents a 15 to 20-year planning horizon (2030).
- Two Long-Term Transit Plan options (See Pages 19 through 22 of Attachment 1) – Corresponds to the build-out planning horizon for the City of Mesa General Plan (2040).

Ms. Sorrell summarized the goals of the Short-Term, Mid-Term 1, Mid-Term 2, Long-Term 1 and Long-Term 2 Scenarios. **(See Attachment 2)**

Ms. Sorrell reported that Mesa has partnered with the City of Chandler to conduct a study to maximize the development potential in the Fiesta District and County Club/Arizona Avenue corridor. She explained that the study would assess the potential for BRT or light rail options that would connect downtown Chandler to assets in the Fiesta District, including Mesa Community College and Banner Desert Medical Center. She stated that the anticipated two-year study is slated to begin in early 2015. She added that the study would include different scenarios, similar to what has been included in the Transit Master Plan. She also displayed a map illustrating the proposed study area. (See Page 24 of Attachment 1)

Ms. Sorrell commented that the cost of the study is estimated at \$687,500, with the City of Mesa's share being \$322,458. She indicated that Chandler would pay 100% of the study costs upfront and noted that if Proposition 400, a half-cent sales tax that funds highway and transit projects, is extended, Mesa would reimburse Chandler on or before January 1, 2027. She noted, however, that if the sales tax were to expire, Mesa would reimburse Chandler on or before January 1, 2034. She added that the scope of work and a funding agreement associated with the study will be included on the November 17, 2014 Regular Council meeting agenda for the Council's consideration.

Councilmember Kavanaugh remarked that in his capacity as a member of the Valley Metro Regional Public Transportation Authority (RPTA) Board and Chair of the Valley Metro Rail Board, he has worked with Ms. Sorrell, her staff and elected officials from Chandler regarding the Fiesta Downtown Chandler Transit Corridor Study. He noted that in speaking with developers in the Fiesta District area, representatives of the local colleges and residents, the proposal has generated a tremendous amount of excitement for long-term sustainability in the Fiesta District corridor. He said that designating the area as a HCT corridor is "a smart move"

and the most logical way for Chandler to access such services. He added that the study would afford opportunities for the Federal Transit Administration (FTA) to research alternate or interim uses to light rail, such as streetcars. He pointed out that the Tucson streetcar project recently opened with great fanfare.

Mr. Venti displayed a map illustrating the Future Roadway Plan 2040. (See Page 26 of Attachment 1) He explained that the map usually accompanies a list of proposed projects that will be built over the next 20 to 40 years and said that the Mesa 2040 Transportation Plan will be used as a guide to determine which projects should be built.

Mr. Hash explained that Part 3 of the Plan defines Mesa's circulation plan for the future. He pointed out that the majority of the community's arterial network is built out and stated that Transportation staff will now begin to focus on assisting the Mesa 2040 General Plan with the activation of the individual neighborhoods in the community. (See Page 27 of Attachment 1) He said that this would be accomplished by providing Complete Streets; accessibility to mode choices; walkable access; a more efficient transportation system; and promoting economic development through the land use decisions set forth in the Mesa 2040 General Plan.

Mr. Venti concluded the presentation by reviewing the manner in which staff intends to implement the principles of the Mesa 2040 Transportation Plan and Transit Master Plan. (See Page 28 of Attachment 1)

Mr. Hulme indicated that staff was seeking the Council's input and direction to place a resolution on the November 17, 2014 Regular Council meeting agenda for adoption of the Mesa 2040 Transportation Plan and Transit Master Plan.

Mayor Giles commended staff for their efforts and hard work with regard to the Mesa 2040 Transportation Plan and Transit Master Plan. He also voiced support for the City partnering with Chandler on the study previously discussed by Ms. Sorrell.

In response to a question from Mayor Giles, Ms. Sorrell clarified that at the November 17, 2014 Regular Council meeting, the Council will be asked to approve the funding agreement and scope of work for the study. She stated that if such approval is received, the study will begin in early 2015. She added that on a periodic basis, she would update the Council regarding the status of the study.

Councilmember Luna remarked that in speaking with constituents in his district, they often stress the need for accessibility to the bus system. He thanked Ms. Sorrell for including the Mid-Term 1 options of extending bus routes farther east in the community.

Vice Mayor Glover commented that Benedictine University had requested that the BUZZ travel to the Marriott Hotel in order to drop off students and be used by the downtown colleges. He stated that he and several of his fellow Councilmembers support such a request. He inquired whether the proposal was included in the Short-Term and Long-Term Scenarios for the Transit Master Plan.

Ms. Sorrell responded that such an option has not been included in the Long-Term Scenario. She noted, however, that staff was considering making adjustments to the BUZZ route in conjunction with the Short-Term Scenario so that it would connect to light rail and the downtown area. She explained that staff was currently assessing the route to determine how it can service

those areas in the most efficient manner and also calculate the costs to the City in order to implement such additions.

Councilmember Kavanaugh stated the opinion that the Transit Master Plan was well done and recognizes the changing attitudes in the country to be multi-modal, both for Millennials and older citizens who may no longer be able to drive a vehicle. He noted that he also liked the fact that the Plan creates options for pedestrians and bicyclists, as well as easier access to various transit services, which encourages Mesa to be a walkable community.

Mayor Giles thanked staff for the presentation.

2. Information pertaining to the current Job Order Contracting projects.

City Engineer Beth Huning reported that the document titled "Planned Job Order Projects (10/23/14)" reflects only one project, although staff intended to submit two projects for the Council's review. **(See Attachment 3)** She stated that the second project, which is located at the Southeast Water Reclamation Plant, relates to the replacement of submersible mixers in the aeration basins. She added that the estimated construction cost of the project is \$250,000.

3. Hear reports on meetings and/or conferences attended.

Mayor Giles: Tour of the Oakland Athletics Training Facility

4. Scheduling of meetings and general information.

City Manager Christopher Brady stated that the meeting schedule is as follows:

Saturday, October 25, 2014, 7:00 a.m. – Make a Difference Day

Saturday, October 25, 2014, 10:00 a.m. – Dia de los Muertos Festival, Mesa Arts Center

Saturday, October 25, 2014, 7:30 a.m. – Latino Town Hall, Mesa Arts Center

Sunday, October 26, 2014, 12:00 p.m. – Dia de los Muertos Festival, Mesa Arts Center

Wednesday, October 29, 2014, 5:00 p.m. – Halloween Costume Party, Mesa Main Library

Thursday, October 30, 2014, 7:30 a.m. – Study Session

Thursday, October 30, 2014, 8:00 a.m. – Audit, Finance & Enterprise Committee

5. Convene an Executive Session.

It was moved by Vice Mayor Glover, seconded by Councilmember Luna, that the Council adjourn the Study Session at 8:10 a.m. and enter into Executive Session.

Mayor Giles declared the motion carried unanimously by those present.

- 5-a. Discussion or consultation for legal advice with the City Attorney. (A.R.S. §38-431.03A (3)) Discussion or consultation with the City Attorney in order to consider the City's position and instruct the City Attorney regarding the City's position regarding contracts

that are the subject of negotiations, in pending or contemplated litigation or in settlement discussions conducted in order to avoid or resolve litigation. (A.R.S. §38-431.03A(4))

1. GT Advanced Technologies.

6. Adjournment.

Without objection, the Executive Session adjourned at 8:34 a.m.



JOHN GILES, MAYOR

ATTEST:



DEE ANN MICKELSEN, CITY CLERK

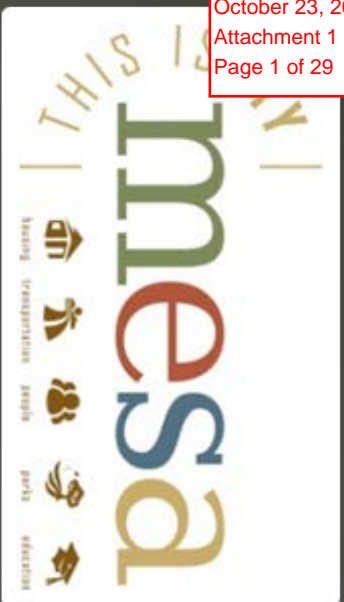
I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Study Session of the City Council of Mesa, Arizona, held on the 23th day of October, 2014. I further certify that the meeting was duly called and held and that a quorum was present.



DEE ANN MICKELSEN, CITY CLERK

pag
(attachments – 3)





My Mesa 2040 Transportation Plan and Transit Master Plan Update



City of Mesa Council Presentation

October 23, 2014

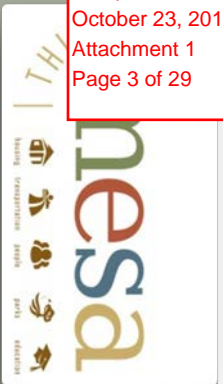
Transportation Plan Background



2025 Transportation Plan

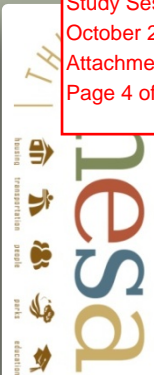
June 24, 2002





Focus for Transportation Plan Update

- ∞ Support guiding principals of the General Plan
- ∞ Emphasis on Multi-Modal Mobility
- ∞ Complete Streets
- ∞ Usable document
 - Long term vision with key goals, policies and strategies versus itemized list of projects



Plan Outline

🌀 Part 1: Introduction, Goals and Objectives

🌀 Part 2: Mode Elements

- Complete Streets
- Roadway
- Transit
- Pedestrian
- Bicycle
- Aviation
- Travel Demand Management
- Intelligent Transportation Systems

🌀 Part 3: Mesa's Circulation Blueprint



Part One – Vision and Goals

Mesa's Shared Vision for Transportation

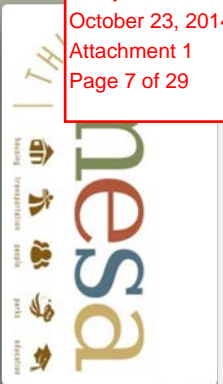
Mesa will develop a transportation system that supports shorter trips, sustainable mode choices, a high quality of life, economic development and the creation of high-quality jobs.



Part One – Vision and Goals

Goal #1 Develop a safe and efficient transportation system that provides access to all public places by multiple modes of travel and by various users.

- Build the future transportation network to fill gaps
- Provide facilities that allow all users to access community places with ease and comfort
- Develop a set of comprehensive design standards and guidelines to carry out the plan
- Allow access and easy integration between all modes of transportation
- Develop a comprehensive pedestrian plan
- Continue carrying out the Bicycle Master Plan



Part One – Vision and Goals

Goal #2 Develop inviting streets that identify with the context of the surrounding neighborhood and help to create a sense of community and vibrant public space.

- Promote streets that are inviting and comfortable for people to gather and interact
- Make walking safe, convenient and enjoyable in public places
- Seek opportunities to apply complete streets principles
- Use specific urban design elements and principles for areas in the General Plan
- Use the neighborhood unit as the fundamental building block
- Make downtown Mesa the most special of all the neighborhood units



Part One – Vision and Goals

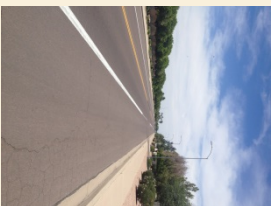
Goal #3 Develop a transportation network concentrated around activity centers that encourages dense, diverse public places and fosters economic growth.

- Develop a methodology to locate and prioritize activity centers
- Connect activity centers to mixed-use and high density land use areas
- Fill gaps between activity centers and neighborhood units
- Connect all modes to each activity center throughout the transportation network
- Connect each neighborhood unit to an activity center by multiple modes
- Create places where people want to congregate and spend time socializing

Part Two - Transportation Plan Elements



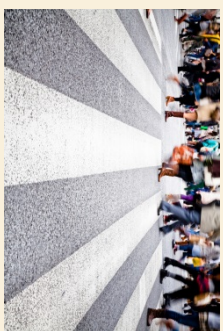
Complete Streets
Element



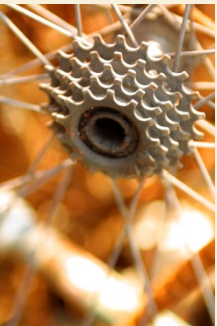
Roadway
Element



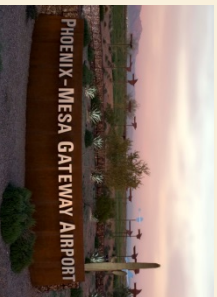
Transit
Element



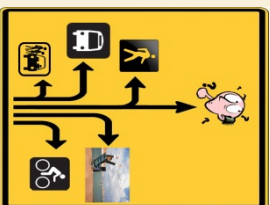
Pedestrian
Element



Bicycle
Element



Aviation
Element



Travel Demand
Management
Element



Intelligent
Transportation
Systems
Element



Transit Master Plan Themes

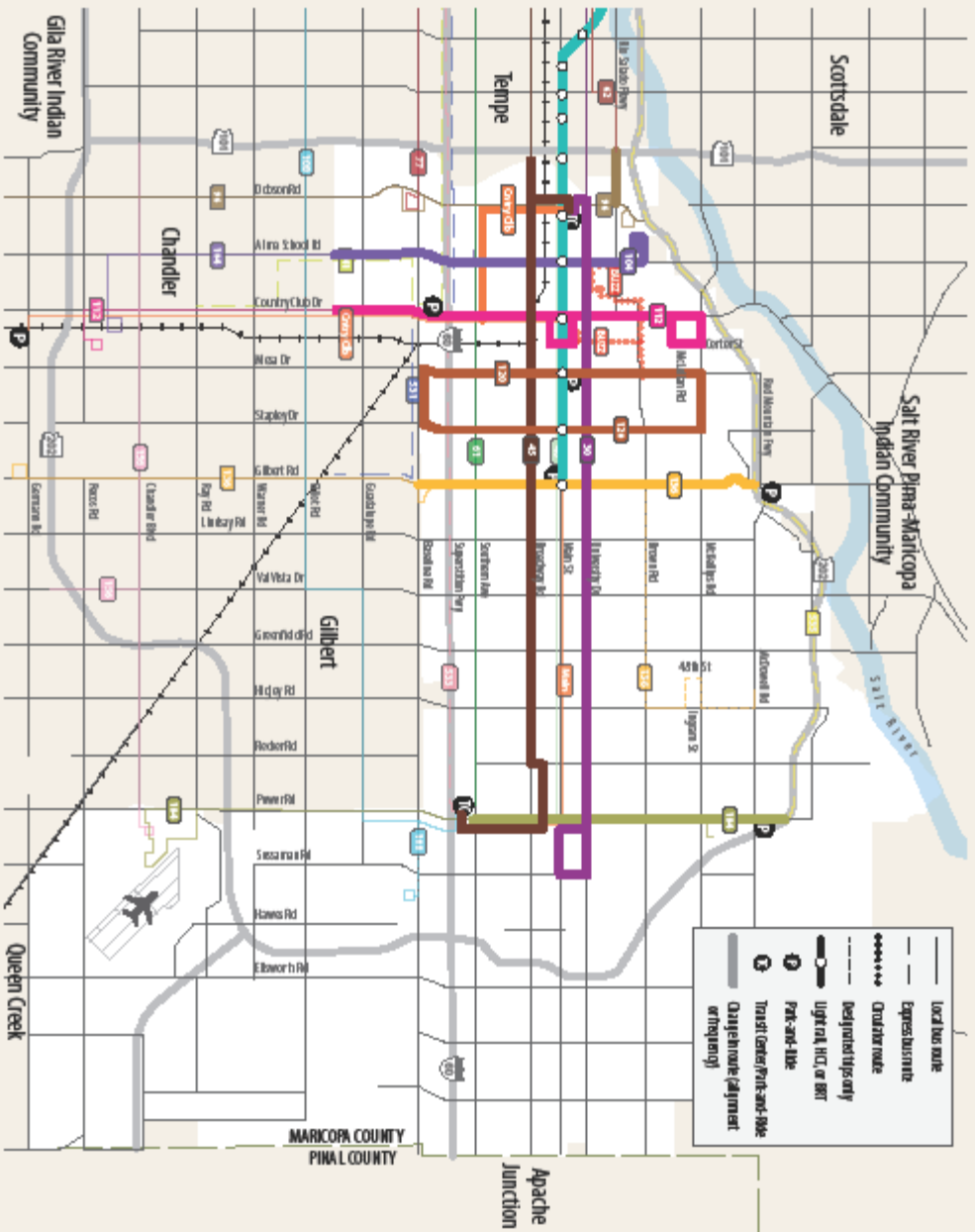
- ∞ Develop transit priority corridors
- ∞ Connect activity centers
- ∞ Prioritize frequency over coverage
- ∞ Balance local and regional transit needs



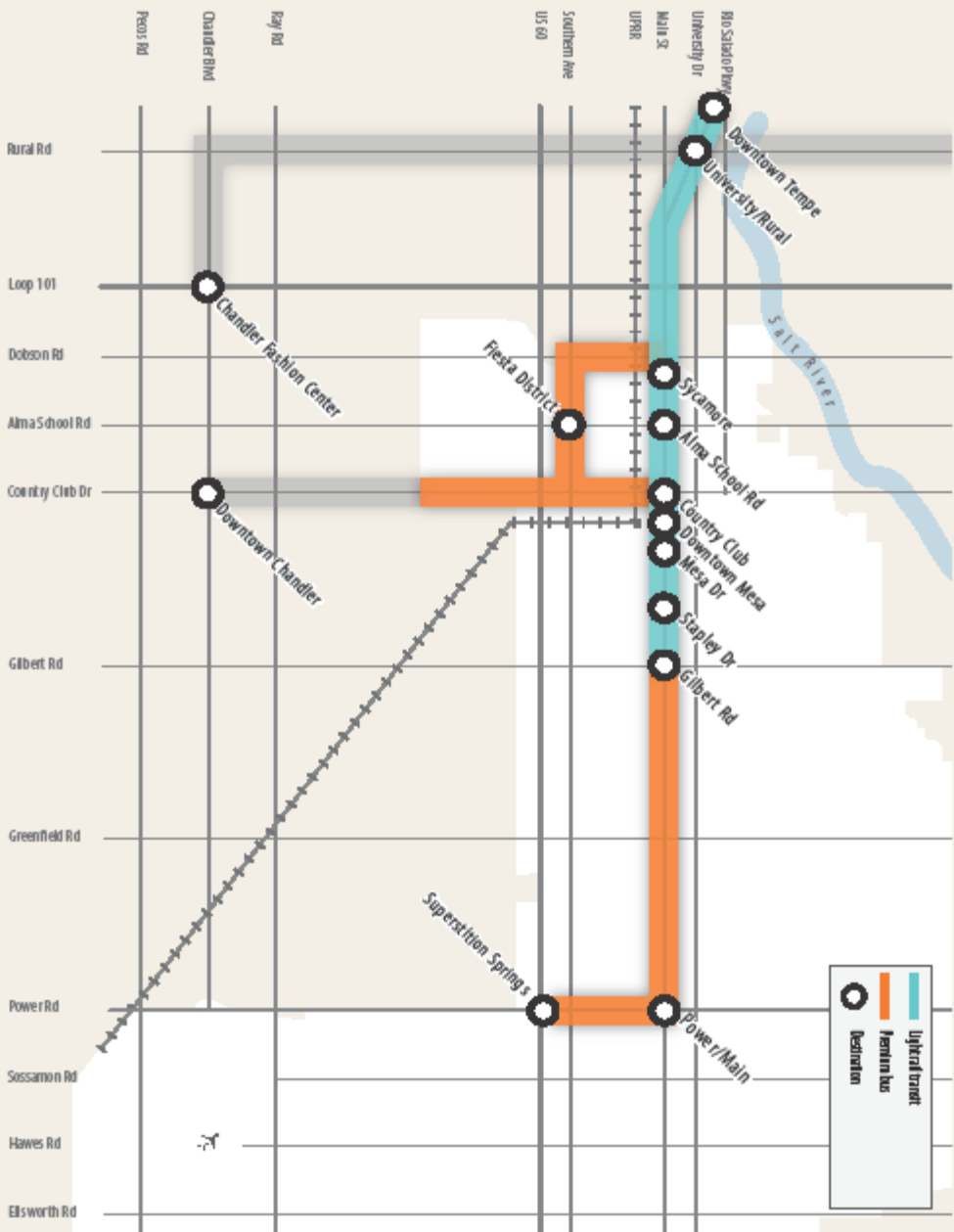
Existing Condition - High Capacity Transit



Short Term



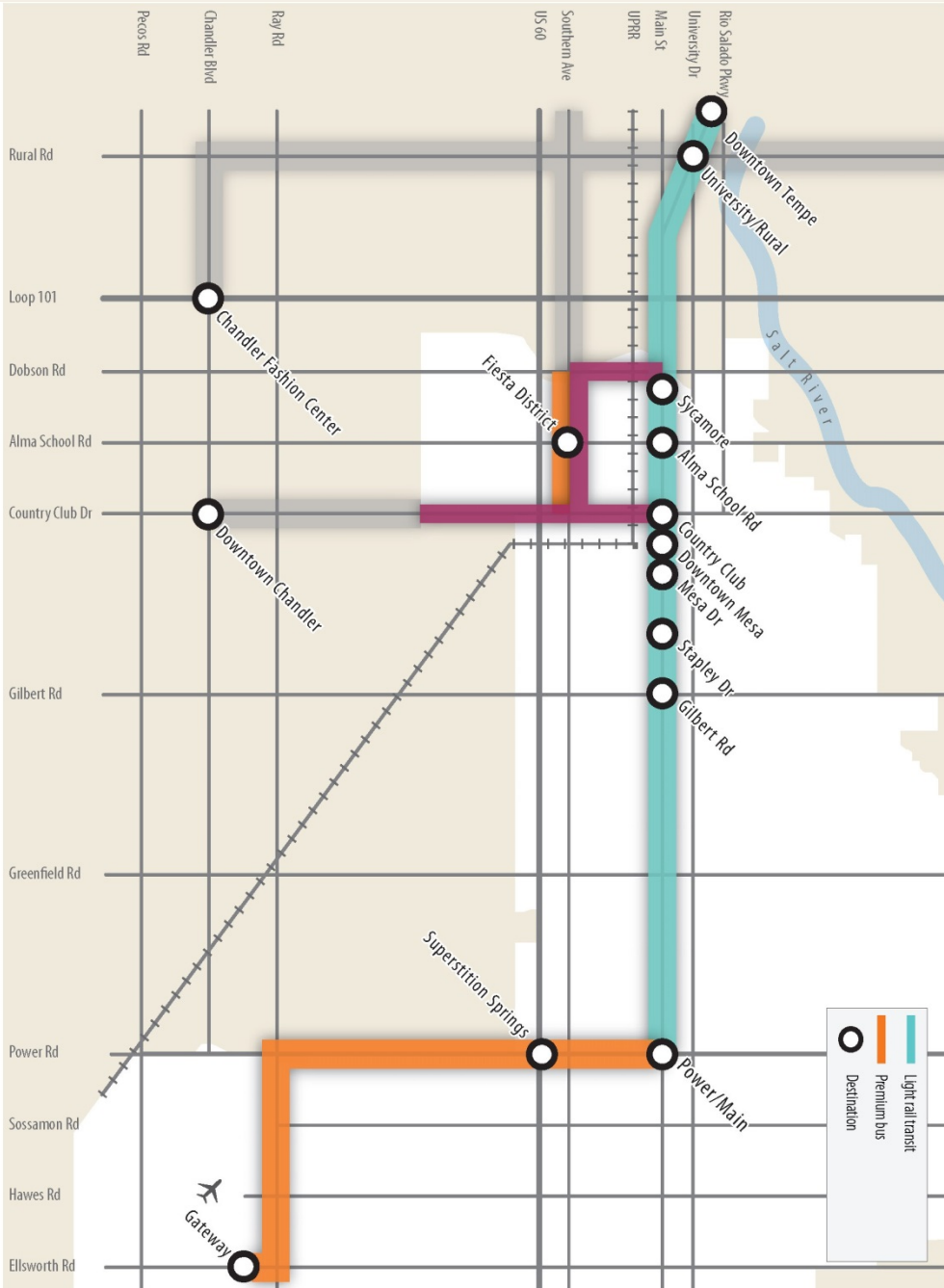
Short Term - High Capacity Transit



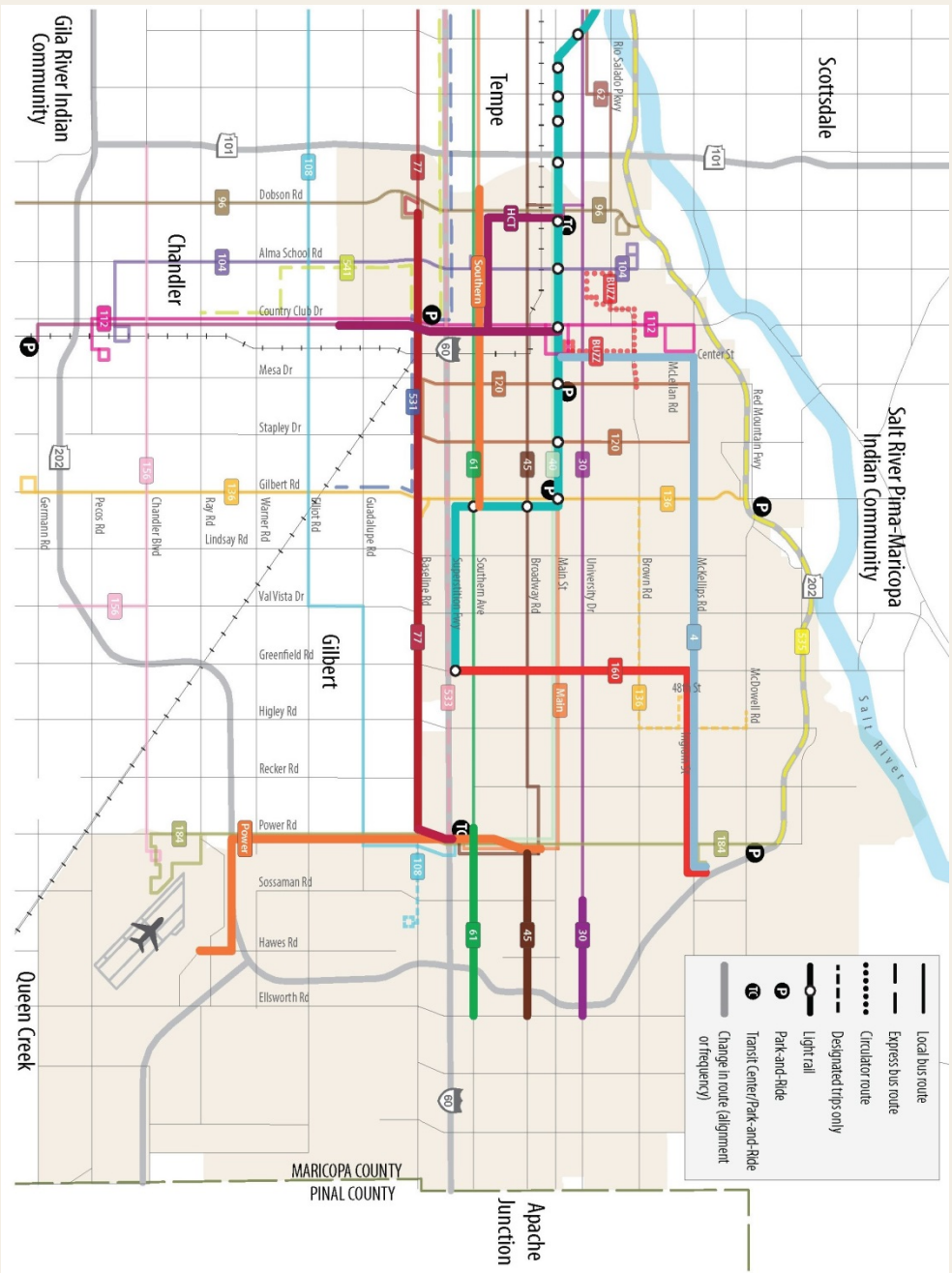
MidTerm 1



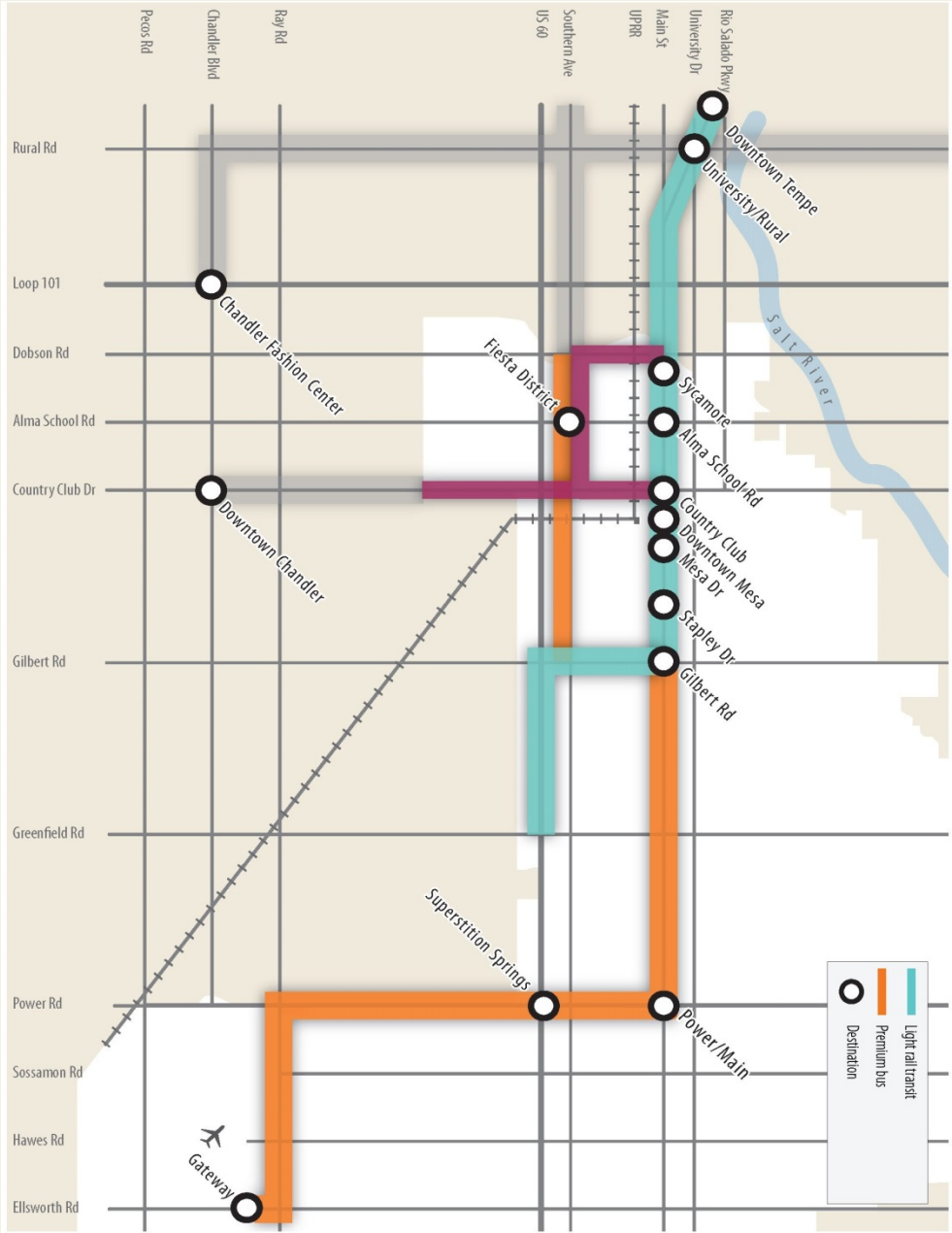
Mid Term 1 - High Capacity Transit



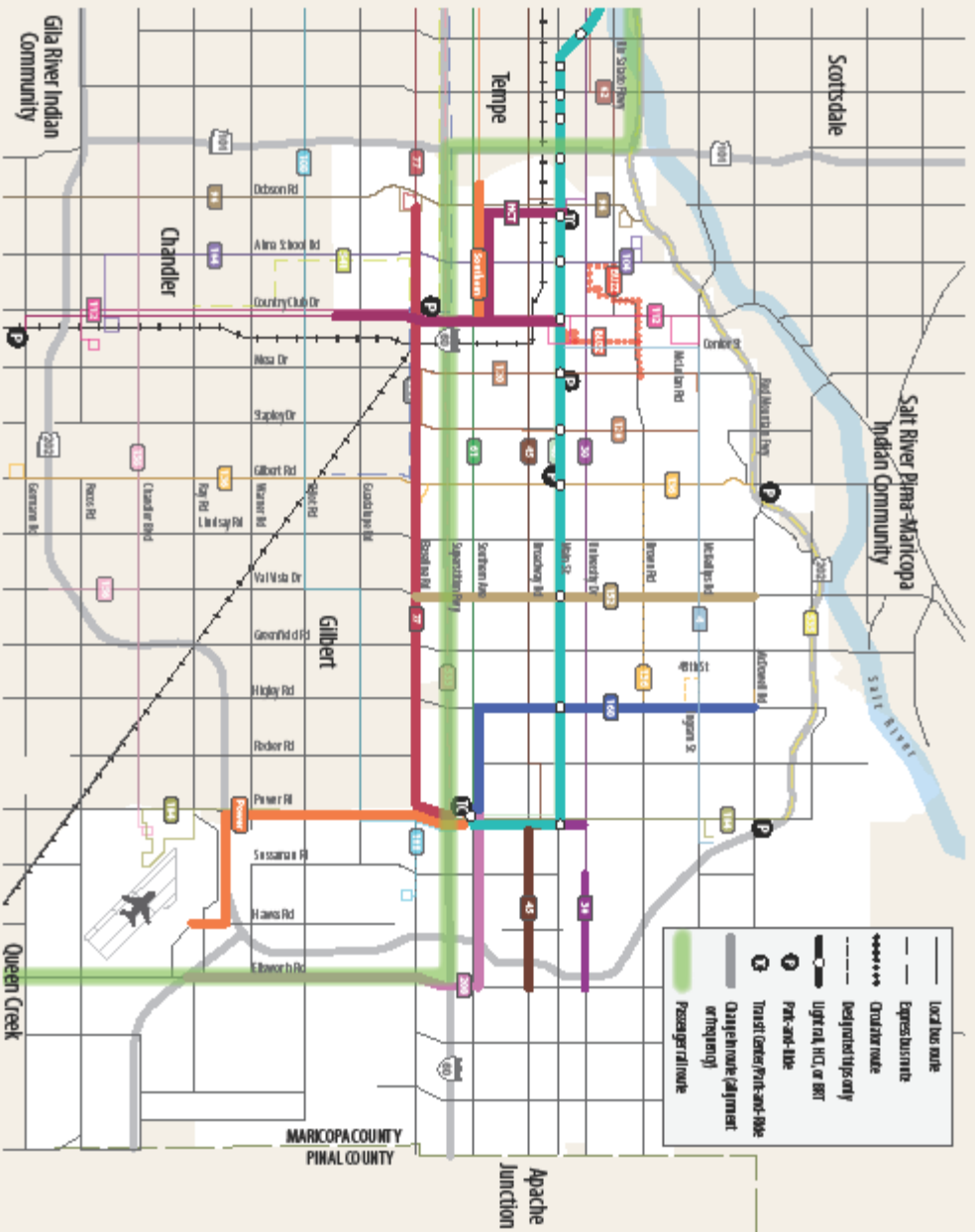
MidTerm 2



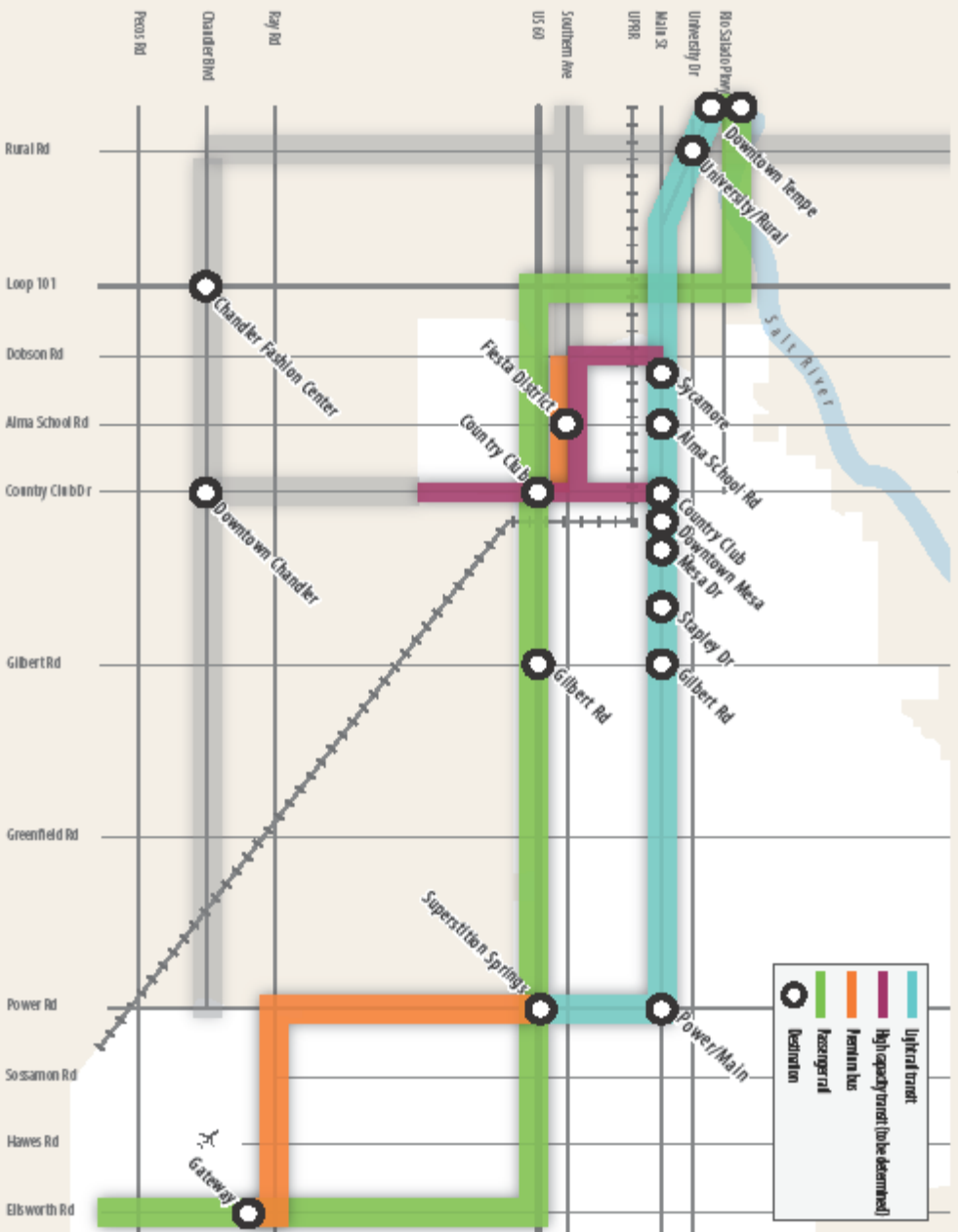
MidTerm 2 - High Capacity Transit



Long Term 1



Long Term 1 - High Capacity Transit



Long Term 2



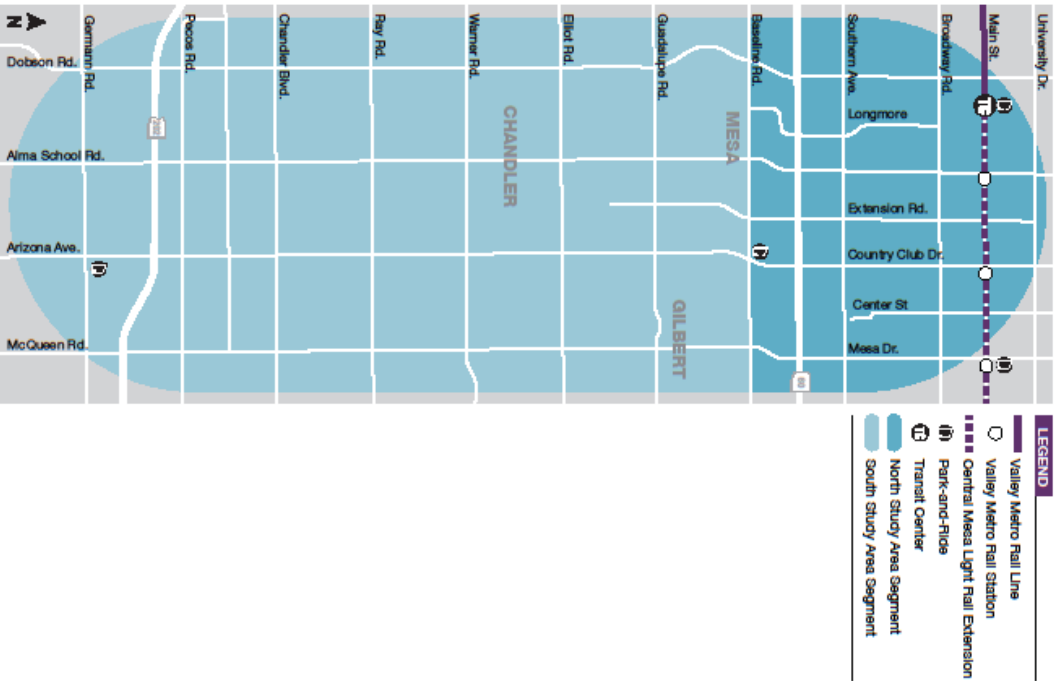
Long Term 2 - High Capacity Transit



Fiesta Downtown Chandler Transit Corridor Study

- Partnership with the City of Chandler to maximize development potential in the Fiesta District and Country Club/Arizona Ave corridor.
- Connects Downtown Chandler to assets in the Fiesta District such as Mesa Community College and Banner Desert.
- Assessment will include the potential for bus rapid transit or light rail
- 2 year study to begin in early 2015

Study Area



Funding

Study budget is \$687,500

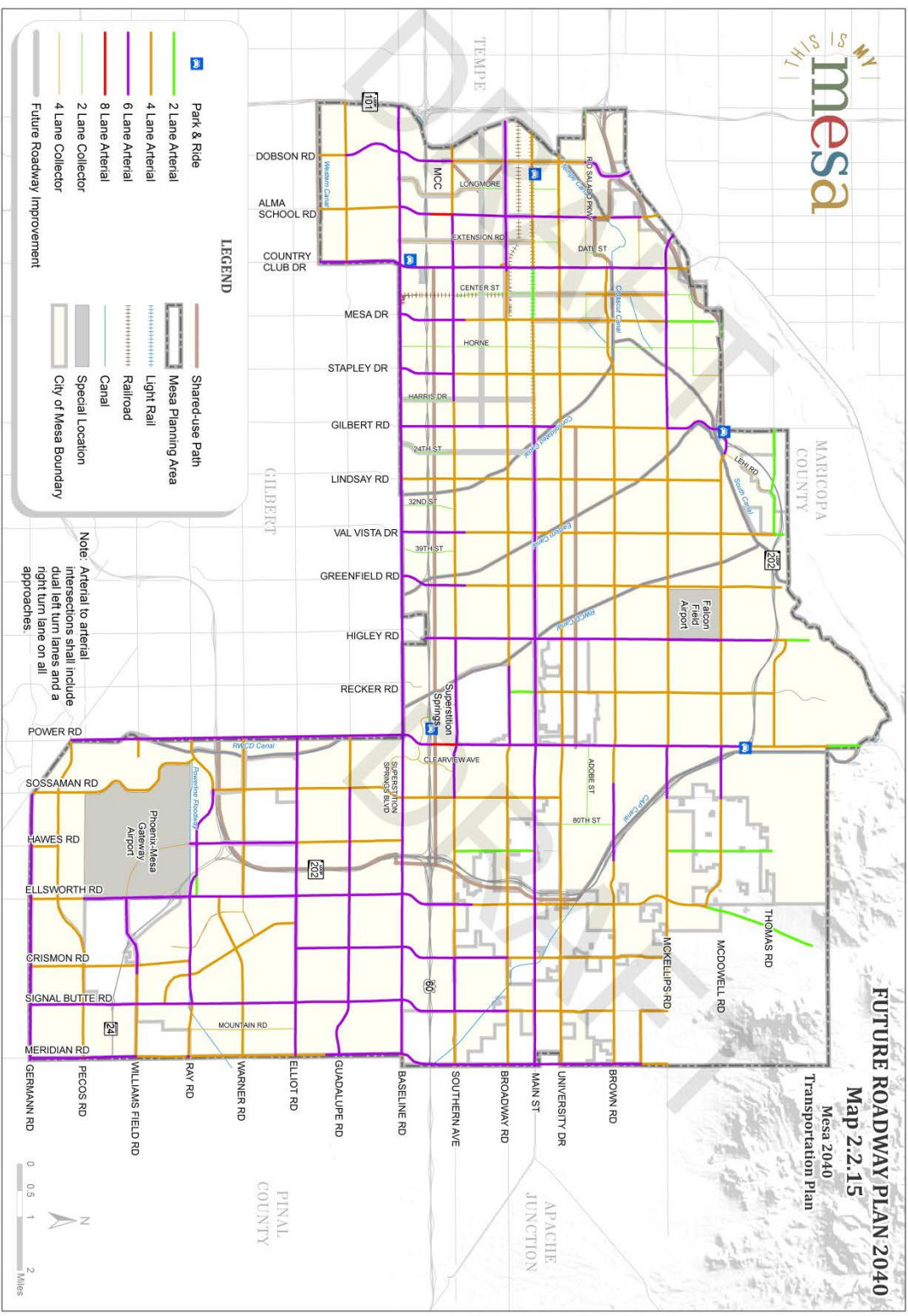
Mesa share is \$322,458

Chandler will initially fund 100% of the study cost

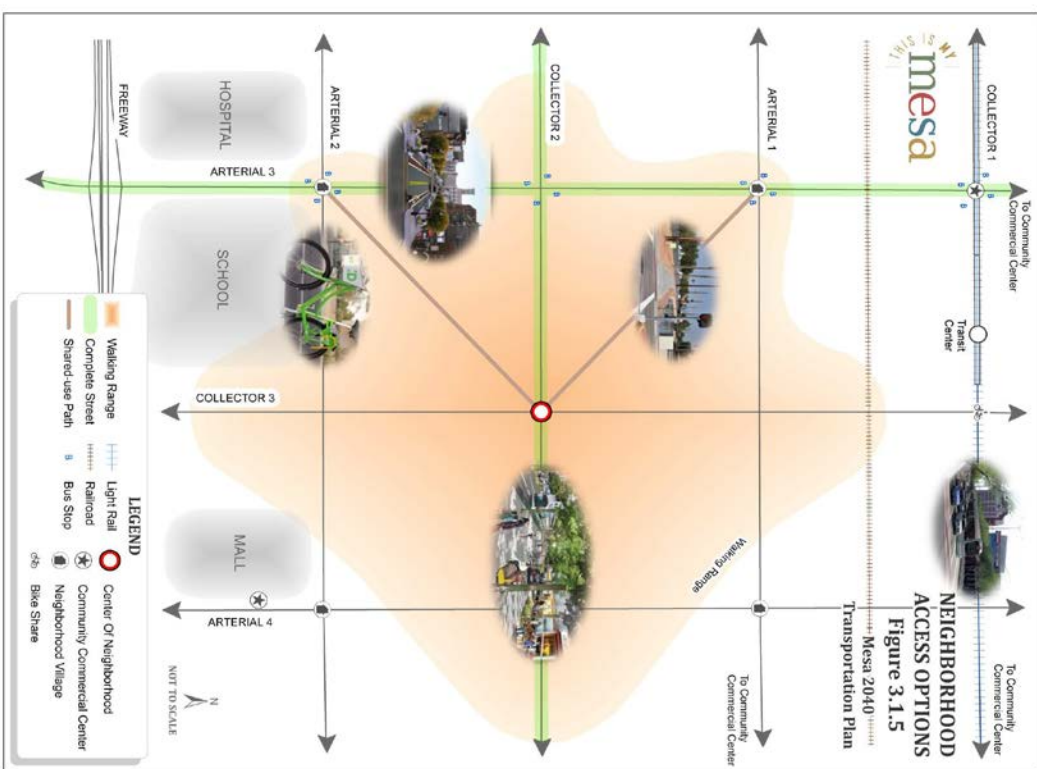
- If a countywide transportation sales tax beyond Proposition 400 passes, Mesa will reimburse Chandler on or before January 1, 2027.
- If a countywide transportation sales tax does not pass then Mesa will reimburse Chandler on or before January 1, 2034.

Funding agreement will be on November 3 Council agenda

Future Roadway Plan 2040



Mesa's Neighborhood of the Future



Walkable Access

Accessibility to Multiple Mode Choices

More Efficient Transportation System

Complete Streets



Implementation

- Review City Capital Improvement Projects for continuity with the Plan
- Coordination with private development in the public right-of-way during plan development
- Incorporate Urban Complete Street Design Guidelines for transportation infrastructure
- Partnering with existing neighborhoods for implementation of Plan elements as funding is available

Questions & Direction

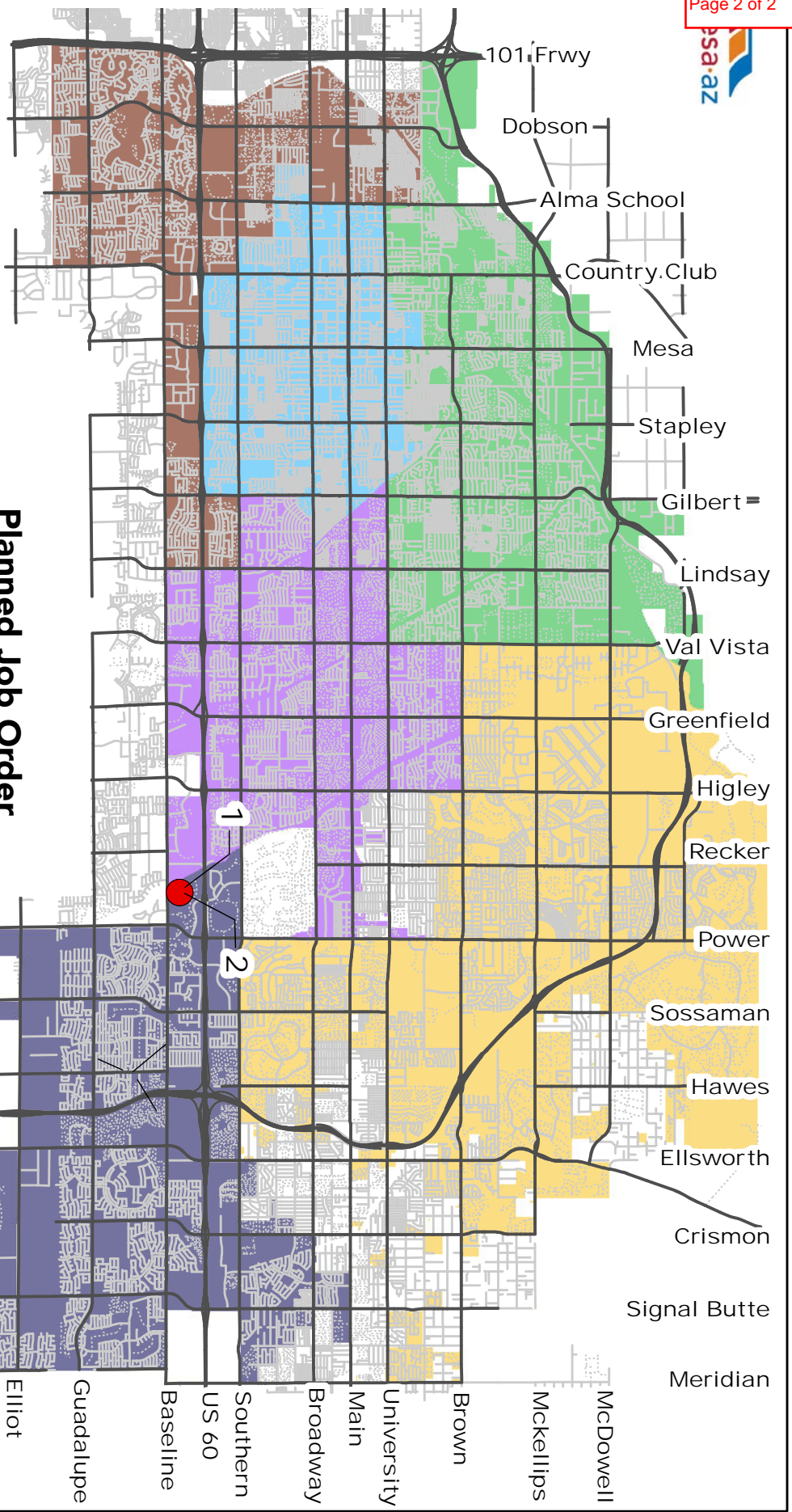
*Seeking Council input and direction to place resolution for the
2040 Transportation Plan & Transit Master Plan on the
November 17th, 2014 Council Agenda*

Table 2.3.3: Summary of Transit Network Changes by Phase

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

Planned Job Order Projects (10/23/2014)

No.	Project Name/Address	Project Description	Estimated Construction		Funding Source	Estimated Start		Contractor	District
			Cost			Date (Mnth/Yr)			
1	Southeast Water Reclamation Plant Maintenance Building Improvements / 6308 E. Baseline Rd	Modify the former Chlorination Building in order to convert the existing space into a Maintenance shop. This project will include replacing the main maintenance building electrical and lighting systems, install and modify concrete pads and containment walls on the west and north side of maintenance building, install new access doors, install new roll up maintenance bay doors.	\$130,000.00		2010 Water Bonds	Nov-14		Felix	6



Planned Job Order Projects- 10/23/2014

● JOC Project Locations

Council Districts

- Council District 1
- Council District 2
- Council District 3
- Council District 4
- Council District 5
- Council District 6

Project:
 #1 Southeast Water Reclamation Plant
 Maintenance Building Improvements
 6308 E. Baseline Rd
 #2 Southeast Water Reclamation Plant
 Invert Mixer Installation
 6308 E. Baseline Rd



Map Creation Date: 10/16/2014
 Map Created By: Engineering-GIS