



COUNCIL MINUTES

October 3, 2024

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 3, 2024, at 7:30 a.m.

COUNCIL PRESENT

John Giles
Francisco Heredia
Jennifer Duff
Mark Freeman
Alicia Goforth
Scott Somers
Julie Spilsbury

COUNCIL ABSENT

None

OFFICERS PRESENT

Christopher Brady
Holly Moseley
Jim Smith

Mayor Giles conducted a roll call.

1. Review and discuss items on the agenda for the October 7, 2024, Regular Council meeting.

All of the items on the agenda were reviewed among Council and staff and the following was noted:

Conflict of interest: None

Items removed from the consent agenda: None

City Manager Christopher Brady advised that Item 6-a, **(ZON23-00417 "Jardinero" (District 1) Within the 3800 block of East McDowell Road (south side). Located south of East McDowell Road and east of North Val Vista Drive (19± acres). Rezone from Single-Residence-35 (RS-35) to Single-Residence-35 with a Planned Area Development overlay (RS-35-PAD). This request will allow for a single residence subdivision. EW Gardner Family Limited Partnership No. 2, owner; Sean Lake, Pew & Lake, PLC, applicant.)**, on the Regular Council meeting agenda, will be continued until October 21, 2024, as the City collaborates with the developer and owners regarding the new development.

In response to a request from Councilmember Freeman for an overview regarding Item 4-a, **(Broadway Road Improvements - Phase 1 - Mesa Drive to Stapley Drive - Pre-Construction Services and Construction Manager at Risk (CMAR). (District 4)**, on the Regular Council meeting agenda, City Engineer Beth Huning introduced Transportation Director RJ Zeder and displayed a PowerPoint presentation. **(See Attachment 1)**

Ms. Huning explained that the purpose of the pre-construction services contract is to hire a contractor to assist staff with the project. She indicated that the project has an estimated construction cost of \$45 million and not only involves roadway, but the majority of the work includes utility replacement and storm drains due to the mature state of the area. She presented a map of the project boundaries and described the scope of the work involved. She shared some of the history regarding the project and stated that the City is working with contractors to remain in budget. (See Page 1 of Attachment 1)

Ms. Huning provided an image illustrating the Broadway roadway section and summarized the project improvements and feedback from neighbors along the alignment. She emphasized that the project is a major arterial reconstruct and major utility project. (See Page 2 of Attachment 1)

Mr. Zeder stated that in addition to the work described, the City is adding two pedestrian hybrid beacons along the corridor to allow for safer pedestrian crossing.

Mr. Brady commented that although the project began as a priority for arterials, safety, and congestion, the City has an opportunity to make improvements to existing older infrastructure, other elements, and other modes of transportation simultaneously.

In response to multiple questions from Councilmember Freeman, Ms. Huning answered that the overall construction cost is \$45 million; adding design, right-of-way (ROW), and preparation for construction increases, the total is approximately \$57 million. She noted that agenda Item 4-a is only for the pre-construction services contract. She mentioned the Engineering Department will return to the Council in March 2025 with Good Manufacturing Practices (GMPs) and described some of the GMPs. She indicated that staff will be meeting with a contractor to work on reducing costs over the next few months.

In response to multiple questions from Councilmember Goforth, Ms. Huning replied that on the Broadway roadway section, the curbs will be moving out a foot and a half for the addition of bike lanes. She described road improvements to cross-sections that will allow for large vehicles that cross Broadway Road.

Discussion ensued relative to Broadway Road improvements, placement of underground electric lines, mobility issues, speed limits, providing more shade, the amount of road construction, notifying residents of road construction, coordination of construction projects, increasing barricade fees, and a potential code change.

Mayor Giles thanked staff for the presentation.

2-a. Hear a presentation, discuss, and receive an update on the Transportation Master Plan.

Transportation Director RJ Zeder introduced Deputy Transportation Director Erik Guderian and displayed a PowerPoint presentation. **(See Attachment 2)**

Mr. Zeder outlined the topics of the presentation for the 2050 Transportation Master Plan (TMP) and shared the work that has been undertaken to accomplish the plan. (See Pages 2 and 3 of Attachment 2)

Mr. Guderian stated that Kittelson & Associates, Inc. was hired as the consultant over the last 18 months. He referenced the public engagement conducted and the feedback received was incorporated into a draft plan document that was shared with the public in July. (See Page 4 of Attachment 2)

Mr. Guderian explained that as Mesa continues to grow, Mesa intends to have a complete transportation network by 2050. He described some of the new concepts for the TMP and the priorities considered throughout the city through the following types of networks: pedestrian, bike, transit, freight, and a vehicular network. (See Page 5 of Attachment 2)

Mr. Guderian provided an overview of the 11 travel sheds throughout the City of Mesa (COM) based on travel paths and demographics. He commented that public outreach was categorized by travel shed to identify the priorities for each. (See Page 6 of Attachment 2)

In response to a question from Councilmember Somers, Mr. Guderian answered that even though the City does not maintain the U.S. 60 Corridor, it is identified as a travel shed due to its close proximity to the interchange streets and land use types along Baseline and Southern, compared to other surrounding areas.

Mr. Zeder added that the Transportation Department and the Development Services Department meet weekly to coordinate offsite improvements.

Mr. Guderian indicated that the TMP document includes a multi-page description of the demographics of each travel shed and travel needs. He commented that street typologies are a tool used for planning future roadways and will be included in the TMP appendix. He reviewed the criteria for identifying corridors for reconfiguration, as well as for identifying future Capital Improvement Projects (CIP). He discussed the implementation of the TMP and the three components that will be utilized for implementation. (See Pages 7 through 10 of Attachment 2)

Mr. Guderian stated that the consultant collaborated with the City to determine the short-term, mid-term, and long-term priorities to develop CIP and the Comprehensive Safety Plan. (See Page 11 of Attachment 2)

In response to multiple questions from Councilmember Somers, Mr. Zeder discussed several construction projects, including adding capacity to Ellsworth Road which is the busiest road section in the city. He emphasized that the City attempts to coordinate the timing of all their projects and provide residents with alternative route options during construction. He noted costs and funding are taken into consideration for construction projects.

Mr. Guderian referred to a map created by the consultant that identifies the areas where public comments were received, as well as the type of comment, which helps staff prioritize projects. (See Page 12 of Attachment 2)

Mr. Guderian shared an action item checklist that staff developed for the next 10 years to more effectively achieve the TMP's goals, while also tracking progress and reporting back to the Sustainability and Transportation Committee on an annual basis. He reported that staff utilizes the TMP daily for development-related issues. He indicated the next steps are to receive feedback from the Council to incorporate into the final plan, which will be presented to the City Council for adoption at the end of year. (See Pages 13 and 14 of Attachment 2)

Discussion ensued related to tracking public comments and the use of technology to reach a broader audience.

In response to a question from Councilmember Duff, Mr. Zeder explained that the preference is for wider sidewalks, especially along arterials; however, the availability of physical space is a factor in some instances.

Responding to a question posed by Councilmember Duff, Mr. Guderian stated that in 2018 or 2019 the City conducted an ADA assessment of all arterial and collector streets in Mesa. He stressed that regarding the collector sidewalk condition, the City has been attempting to conduct annual improvements in locations that have been identified as either missing or deficient, and although improvement programs are available, the conditions are constantly changing.

In response to a question from Councilmember Duff, Mr. Zeder advised if Councilmembers receive any concerns or complaints from residents regarding a specific issue or area, he should be contacted so that his team can review the complaint from a maintenance standpoint. He commented that his team has a very cost-effective solution rather than replacing an entire sidewalk. He indicated that once his staff responds to an issue in a specific area, a search in the area nearby is conducted to determine if any additional work needs to be completed. He stated that the Council approved an addition of an in-house sidewalk crew, and the City has an external contractor that completes most of the bulk concrete work.

In response to multiple questions posed by Mayor Giles, Mr. Zeder explained that the TMP identifies needs but does not identify funding. He stated that even if Prop 479 passes, there will likely be more projects identified in the TMP than there is funding to support, and that is what is prioritized. He emphasized the positive impacts of Prop 479, if approved, noting that an assessment will be conducted to determine the amount of money that is available and the effects of the implementation of the plan. He advised that the City will continue with the plan regardless of the funding. He described the next phase assuming Prop 479 passes.

In response to a question from Councilmember Duff, Mr. Zeder replied that the Transportation Plan is updated every 10 years.

Mayor Giles thanked staff for the presentation.

3. Acknowledge receipt of minutes of various boards and committees.

- 3-a. Housing and Community Development Advisory Board meeting held on May 2, 2024.
- 3-b. Transportation Advisory Board meeting held on July 16, 2024.
- 3-c. Museum & Cultural Advisory Board meeting held on July 25, 2024.
- 3-d. Economic Development Committee meeting held on September 3, 2024.

It was moved by Councilmember Spilsbury, seconded by Councilmember Freeman, that receipt of the above-listed minutes be acknowledged.

Upon tabulation of votes, it showed:

AYES – Giles–Heredia–Duff–Freeman–Goforth–Somers–Spilsbury
NAYS – None

Carried unanimously.

4. Current events summary including meetings and conferences attended.

Mayor Giles and Councilmembers highlighted the events, meetings and conferences recently attended.

5. Scheduling of meetings.

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

Monday, October 7, 2024, 5:15 p.m. – Study Session

Monday, October 7, 2024, 5:45 p.m. – Regular meeting

6. Adjournment.

Without objection, the Study Session adjourned at 8:56 a.m.

JOHN GILES, MAYOR

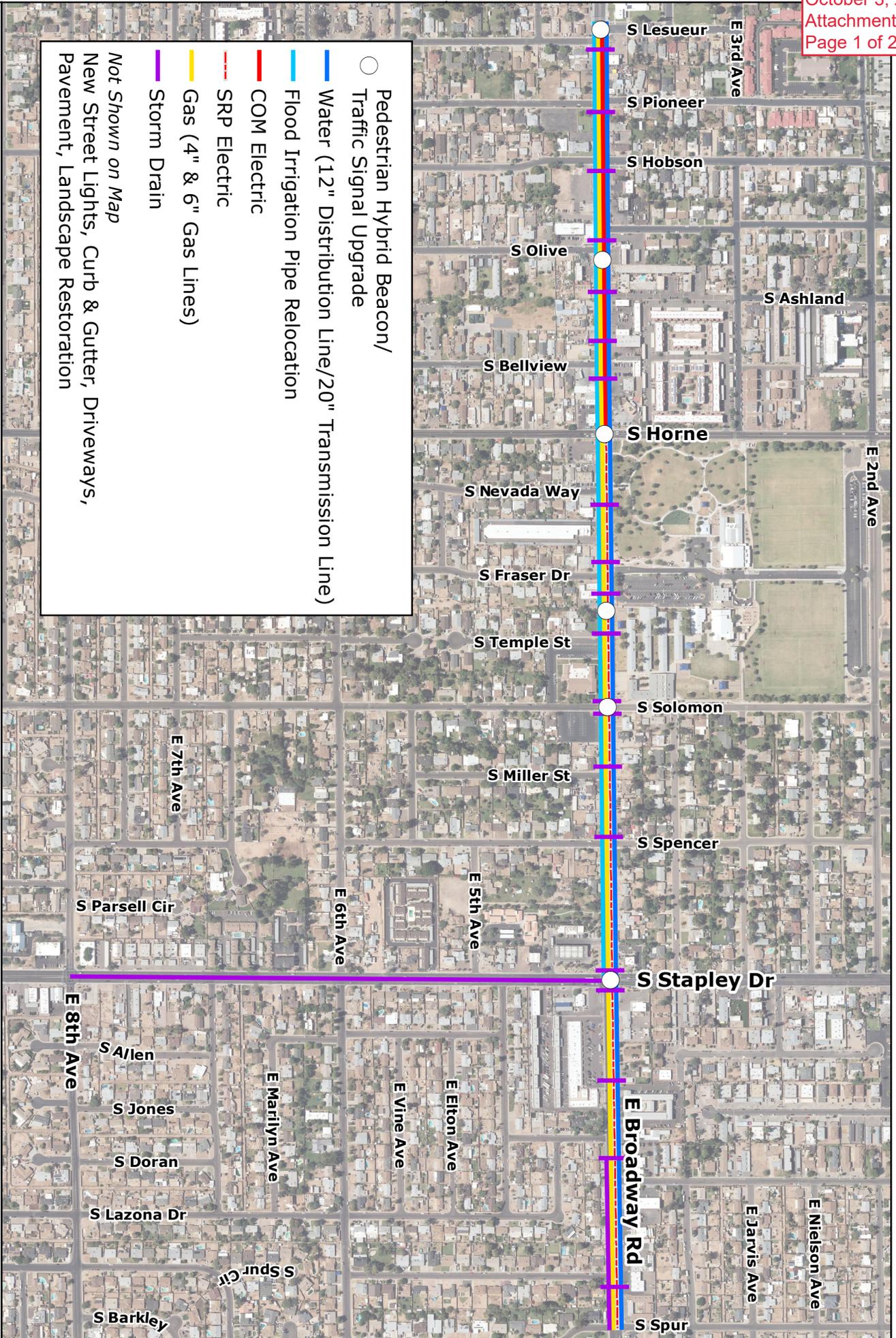
ATTEST:

HOLLY MOSELEY, 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 3rd day of October 2024. I further certify that the meeting was duly called and held and that a quorum was present.

HOLLY MOSELEY, CITY CLERK

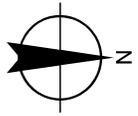
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(Attachments – 2)



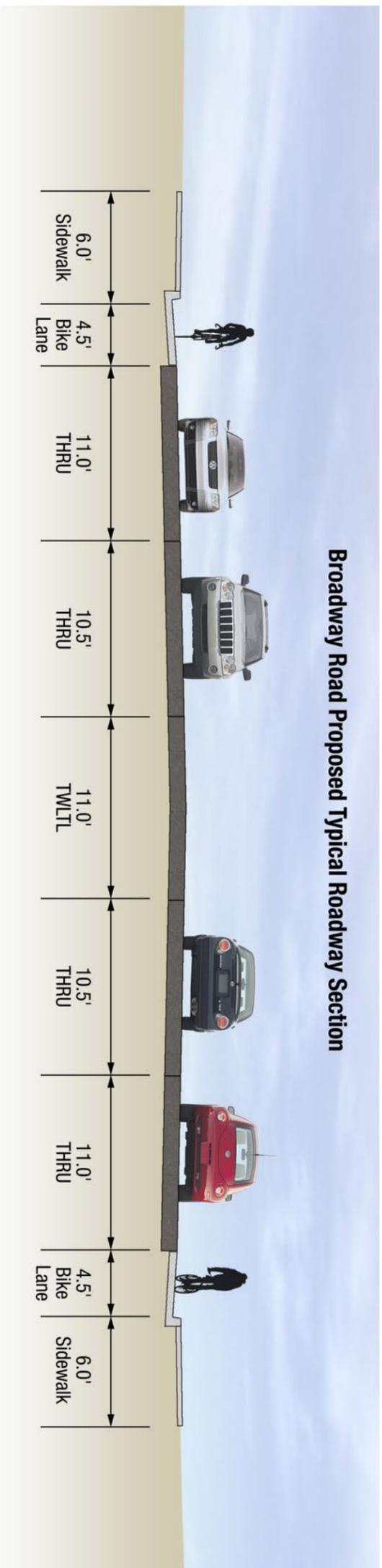
- Pedestrian Hybrid Beacon/
Traffic Signal Upgrade
 - Water (12" Distribution Line/20" Transmission Line)
 - Flood Irrigation Pipe Relocation
 - COM Electric
 - SRP Electric
 - Gas (4" & 6" Gas Lines)
 - Storm Drain
- Not Shown on Map*
 New Street Lights, Curb & Gutter, Driveways,
 Pavement, Landscape Restoration



Broadway Rd: Mesa Dr to Stapley Dr
 Project Number: CP0666



Typical Roadway Section for Broadway Road Improvements



Summary of Project Improvements

Broadway Road Only

- Full Asphalt Pavement Replacement, Road Striping and Signalized Crosswalks
- New Right Turn Lanes on all Four Legs of Broadway Rd/Stapley Dr Intersection
- 6-ft Wide Sidewalk and 4.5-ft Wide Bike Lanes (Similar to Mesa Drive Phase II)
- New ADA Concrete Sidewalk Ramps/Driveways
- Convert Most Over-Head-Electric to Underground
- Gas, Water & Storm Drain Utility Replacements
- Storm Drain



View of Broadway Road **Before** Improvements

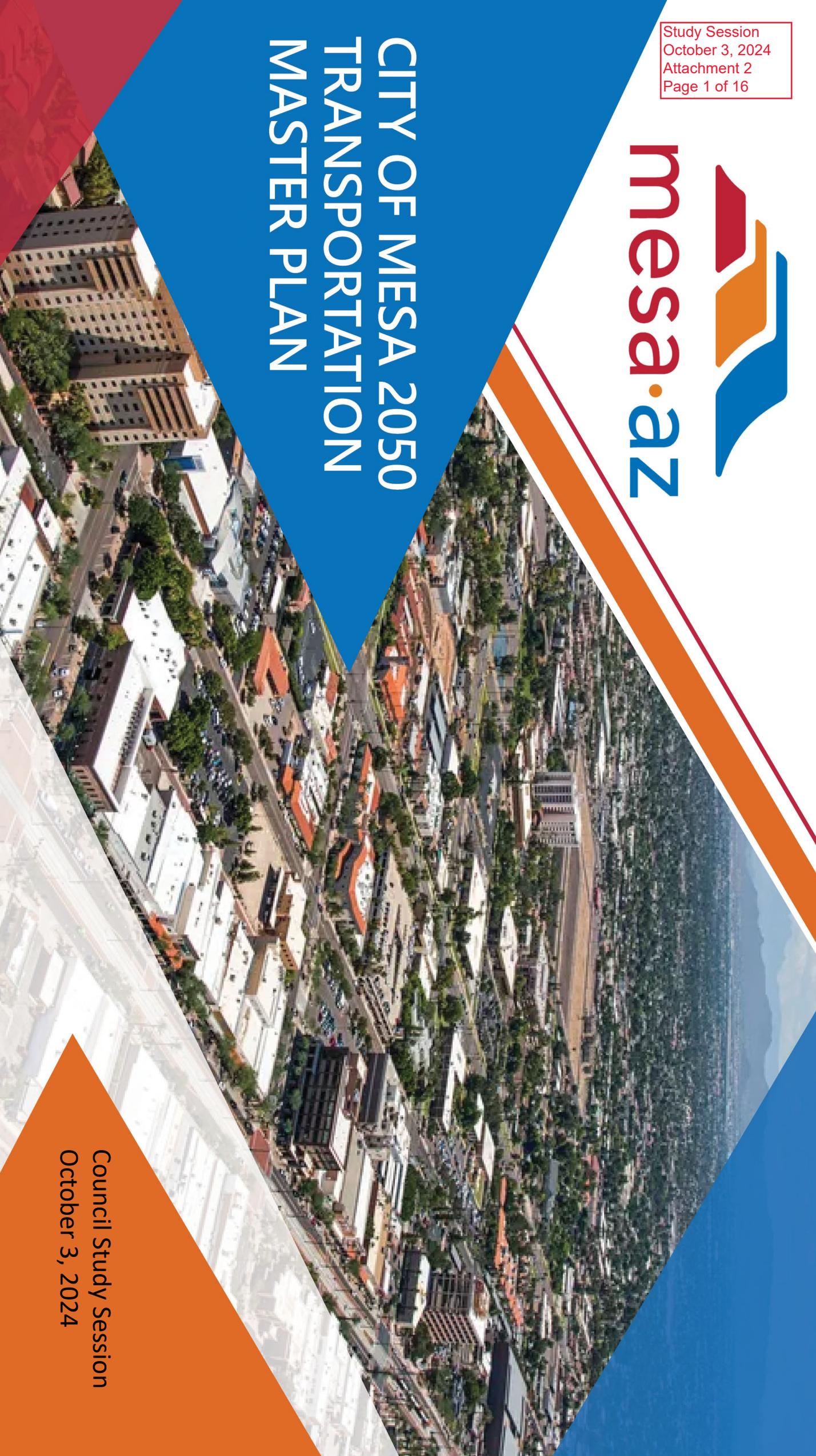


View of Broadway Road **After** Improvements



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CITY OF MESA 2050 TRANSPORTATION MASTER PLAN



Council Study Session
October 3, 2024

Agenda

- ***Activities Update Since We Met***
- ***What's New in the 2050 Transportation Plan?***
- ***What's Next - Implementation***

...nce We Last Met...

- **Developed Prioritized Needs for each Travel Mode**
- **Finalized Street Typologies graphics and Corridors of Opportunity maps**
- **Developed the Executive Summary**
- **Conducted the Phase III Public Engagement (final outreach)**
- **Finalized revisions and the assembly of the completed Final Plan**



Phase III Public Engagement

July 8th – August 4th

- **Document and Maps Posted on Project Website for Review**
- **Outreach Included**
 - City of Mesa Newsletters (Economic Reporter and MesaNow)
 - Internal City of Mesa Departments, Council, Management and Planning Partners
 - Social Media posts
 - Online Surveys

Extensive comments received from TAB, City Manager, Planning, Transit and across the Transportation Department!



Final Plan was revised based on comments and feedback.

Draft Plan Available for Review

We have used what we have heard from you and your neighbors over the past 18 months to develop the Draft City of Mesa Transportation Master Plan (TMP). Thank you to everyone who shared their input and ideas during this process! Your input helped shape the draft TMP.

Now, we're asking for you to review the draft TMP and share input recommendations in the Draft TMP include roadway, safety, intersection, pedestrian, and bicycle improvement needs.

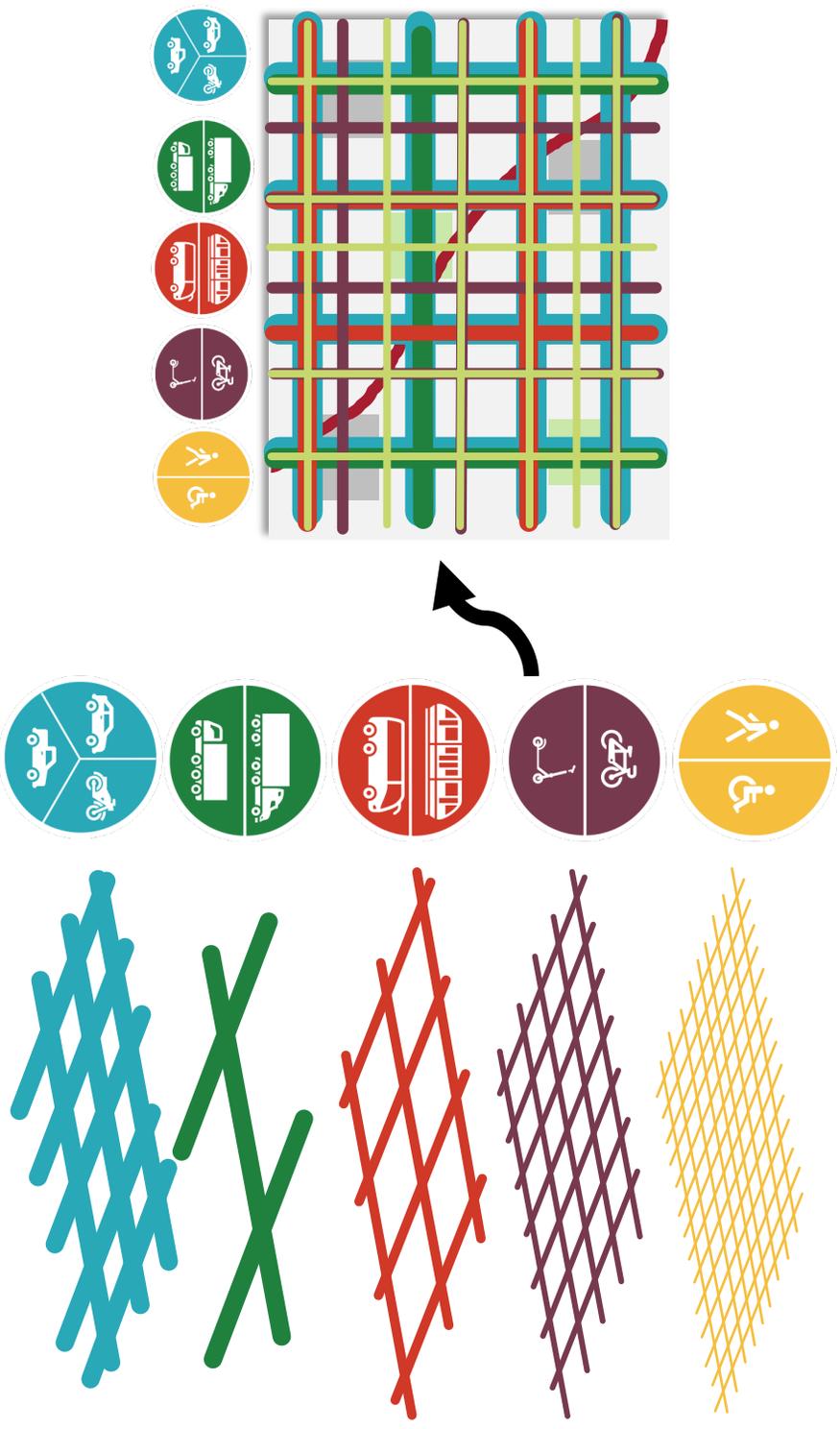
Comments must be submitted by **August 5, 2024**, to be included in the final review.

Submit comments below.

[Click Here to Read the Draft Transportation Master Plan.](#)

What Is New: COMPLETE NETWORKS

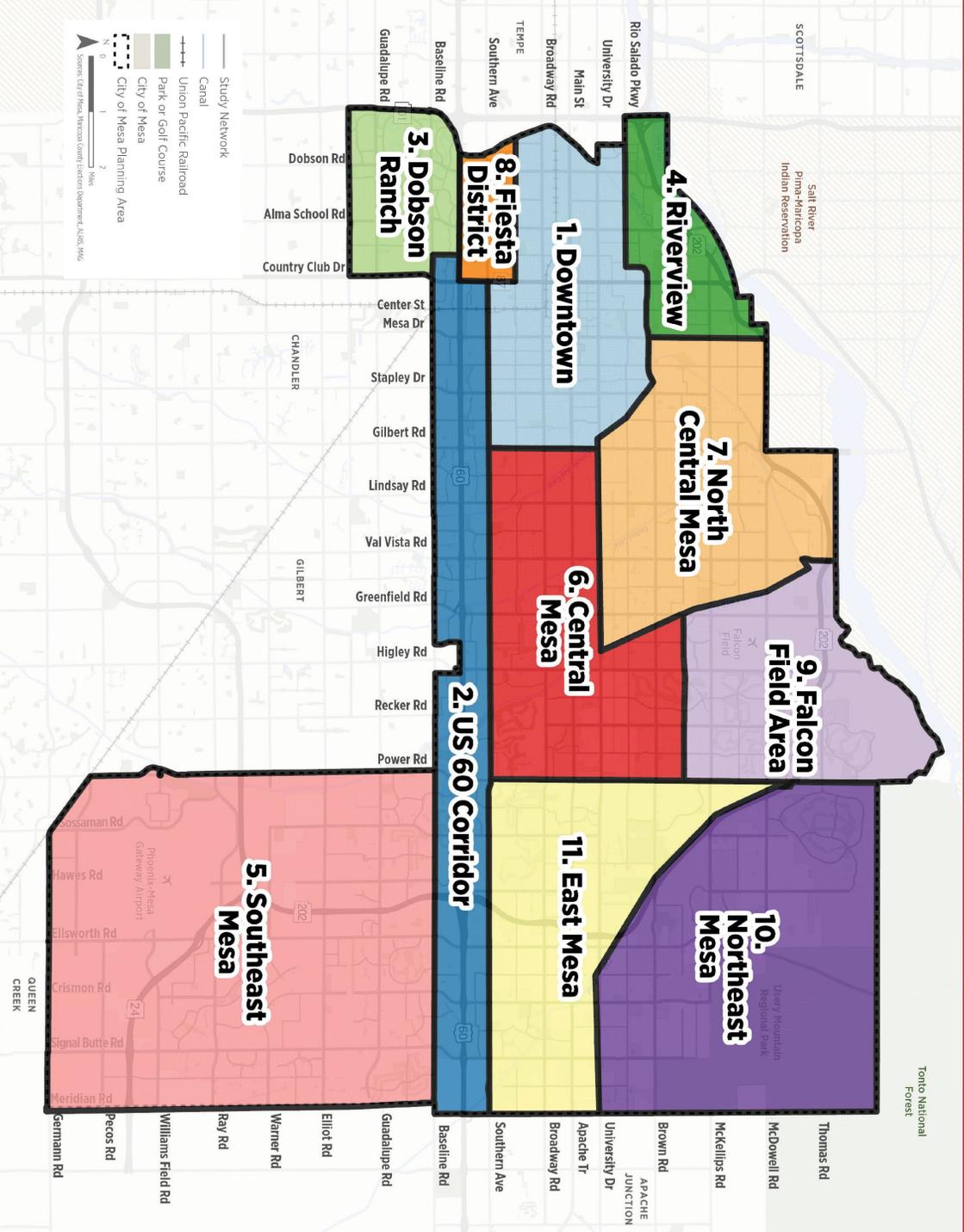
Understand the Modal Needs of Each Street to Create a Combined Intermodal Network That Provides Travel Choices Citywide.



What Is New: TRAVEL SHEDS

Travel Sheds: Each Mesa area is unique and has unique transportation needs

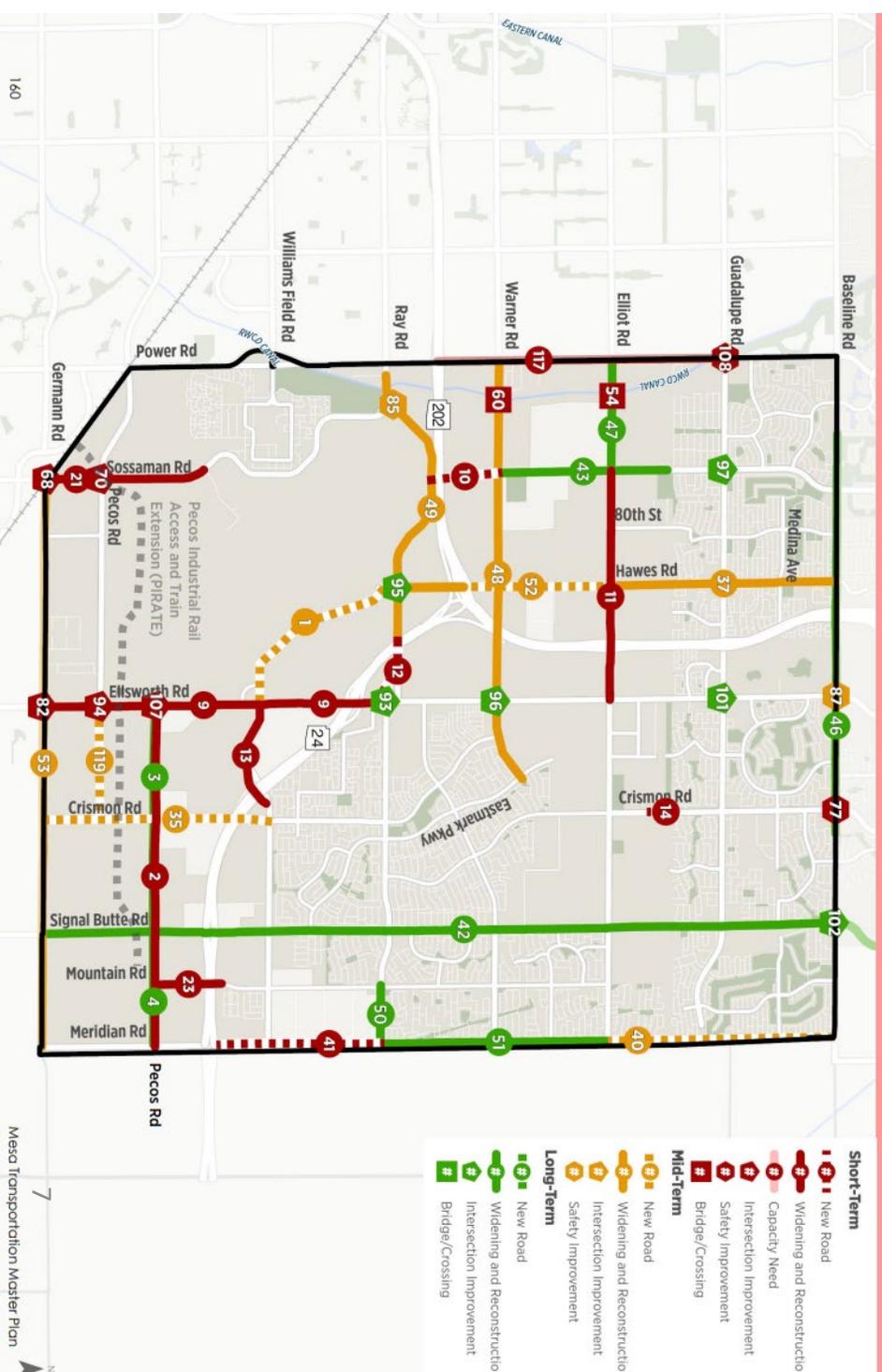
- **Travel Sheds** are geographic areas that have similar socioeconomics and trip making characteristics; and tend to have similar transportation needs
- **Factors used to define travel sheds**
 - Socioeconomics (income level, household size, age, poverty status, zero-car households, minority concentrations, etc)
 - Future land use (General Plan)
 - Travel characteristics (predominant modes used, average travel distances, travel purposes, etc)



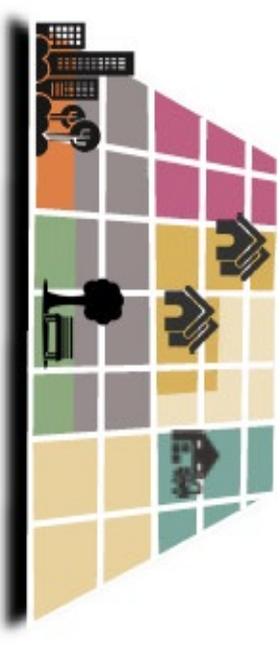
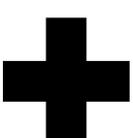
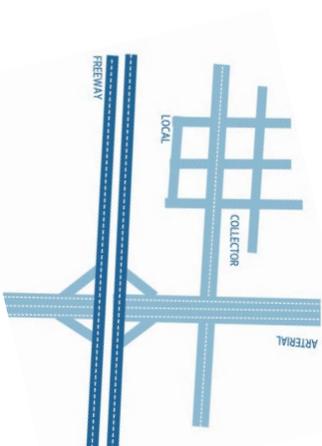
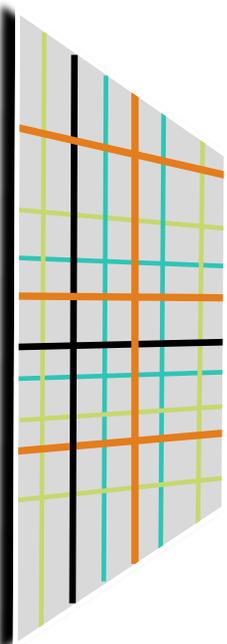
What Is New: TRAVEL SHEDS

Southwest Mesa Roadway Improvement Needs

The TMP includes multi-page spreads detailing recommended needs within each travel shed



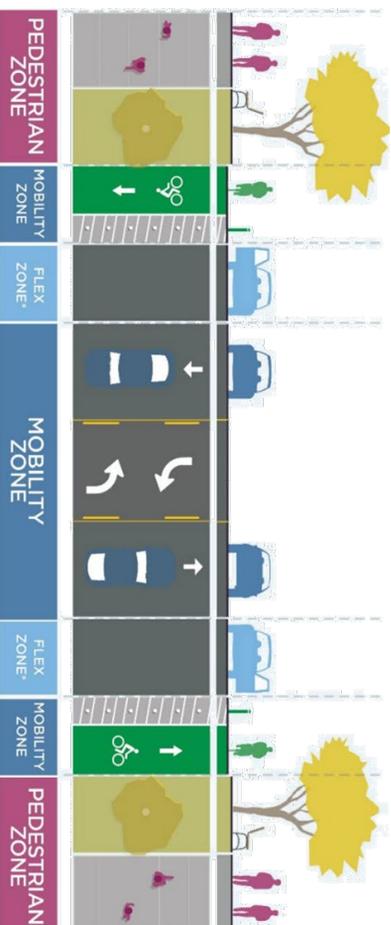
What Is New: STREET TYPOLOGIES



Complete Networks

Functional Classification

Street Context



Street Typologies
 Defines Street
 Elements
 (Travel lanes,
 transit
 infrastructure,
 sidewalks, bike
 lanes, etc.)

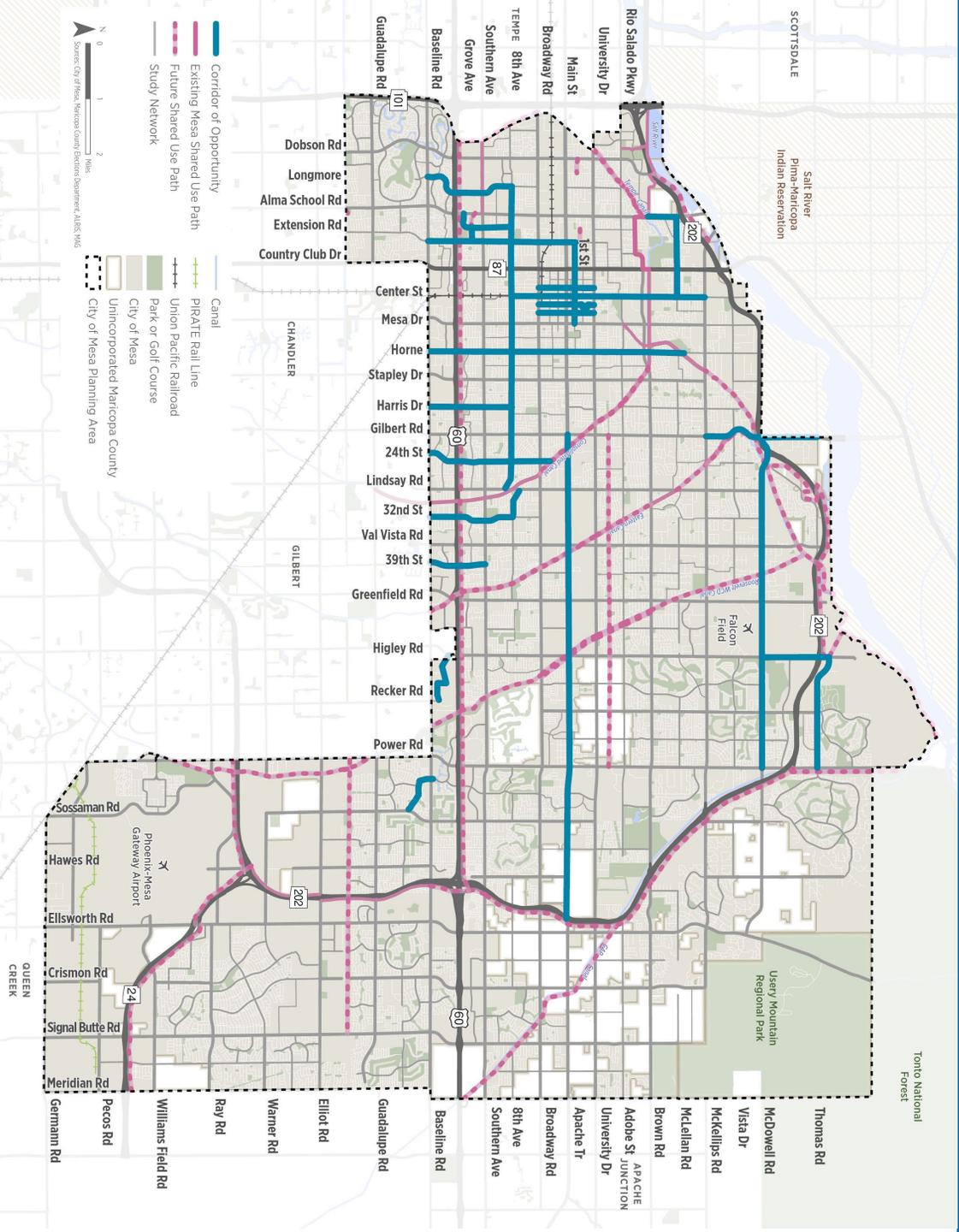
	Preferred	Allowable Range
VEHICLES		
Travel Lane Width	11'	10'-12'
Raised Median (Preferred)	14-20'	11-24'
Striped Median (Alternate Option)	12-14'	11-16'
Preferred: Protected Bike Lane or Shared Use Path		
Alternate Option: Buffered Bike Lane		
Protected Bike Lane Width	6'	5-8'
Protected Bike Lane Buffer*	4'	2-6'
Shared Use Path Width**	12'	8-16'
Buffered Bike Lane Width	6'	5-8'
Buffered Bike Lane Buffer	4'	2-6'
BIKEWAYS		
Sidewalk Width	6'	5-8'
Landscaped Buffer Width	8-12'	4-15'
Pedestrian Crossing Frequency	1300'	1300-2600'
SIDEWALK		

** Buffer width may be smaller if using vertical separation
 ** A shared use path acts as both the bikeway and sidewalk

What Is New: CORRIDORS OF OPPORTUNITY

The plan proposes streets that could be considered for reconfiguration to better support adjacent land uses and address changing modal needs found there.

- **Criteria used to define these corridors:**
 - **Functional Class**
 - **Traffic Volumes**
 - **Levels of Service**
 - **ROW Width**
 - **Adjacent Land Use**
 - **Population Density**
 - **Disadvantaged Populations**
 - **Impact on Surrounding Network**



Implementation

The TMP is used as a tool to help define projects over the next 10 years

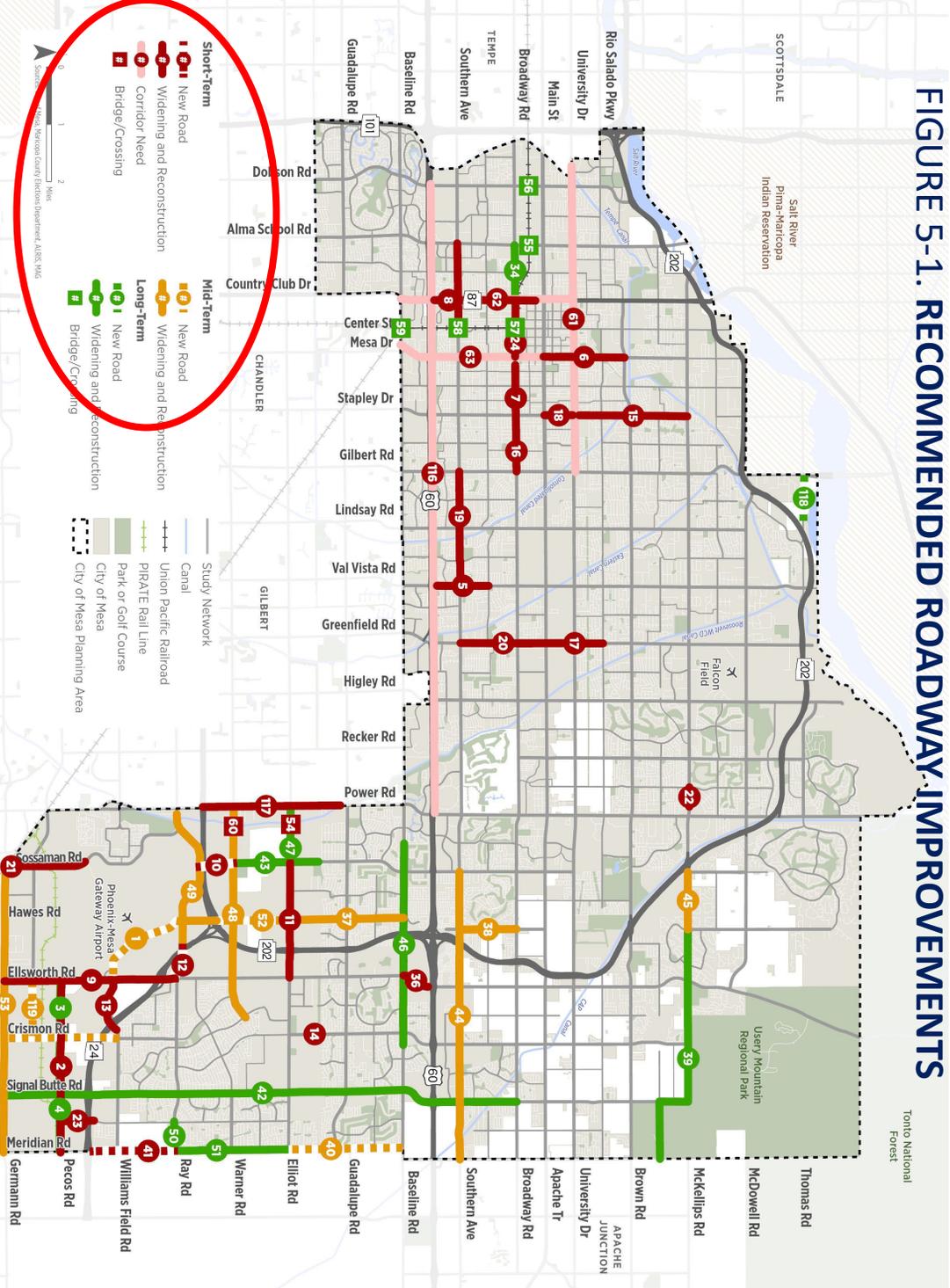
Parts of the Plan used to help with implementation:

- ***Prioritized Needs***
- ***Public Comments and Feedback***
- ***Progress Checklist***



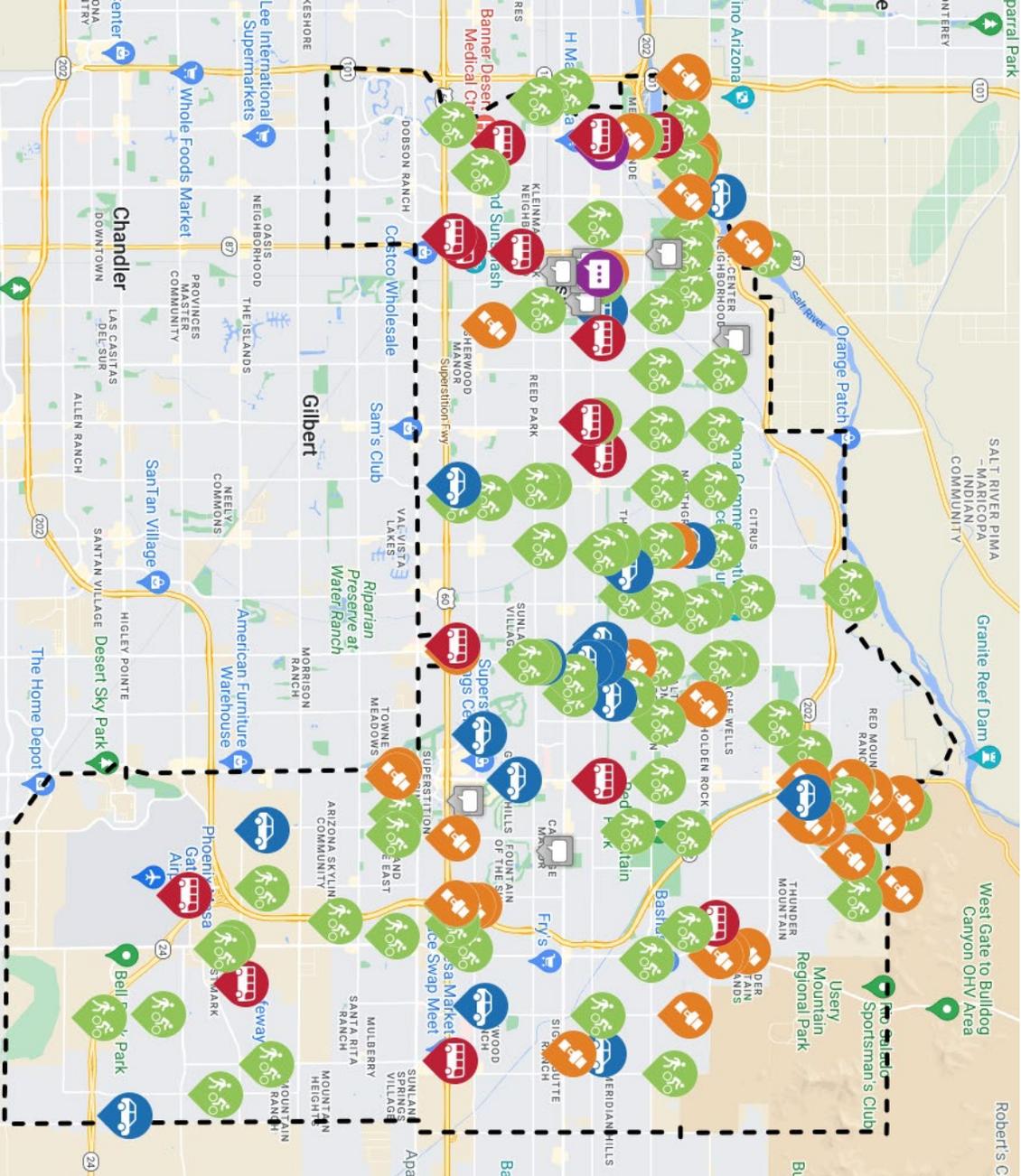
Priority Roadway Needs

FIGURE 5-1. RECOMMENDED ROADWAY IMPROVEMENTS



- Short-Term Horizon (Y2024 to Y2030)
- Mid-Term Horizon (Y2031 to Y2035)
- Long-Term Horizon (Y2036 to Y2050)

Public Comments and Suggestions



Clusters of public suggestions or concerns will help staff understand and prioritize project selections Citywide.

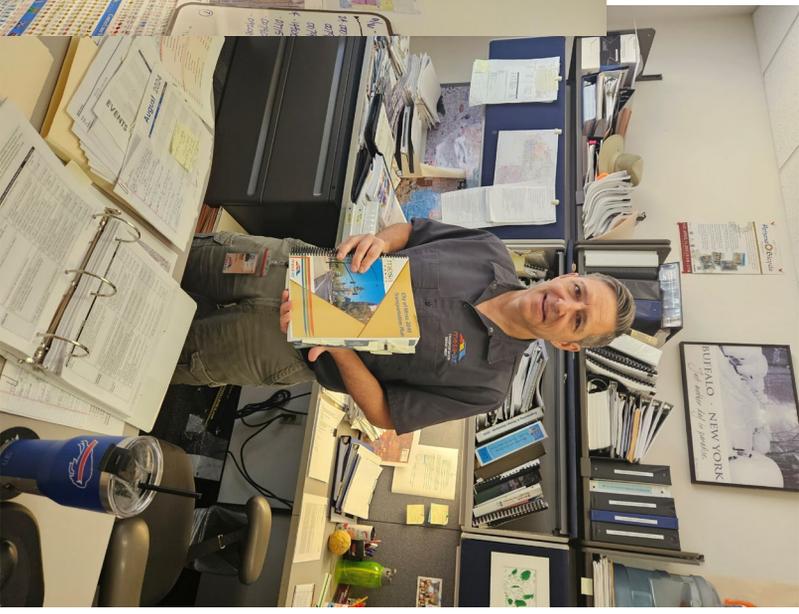
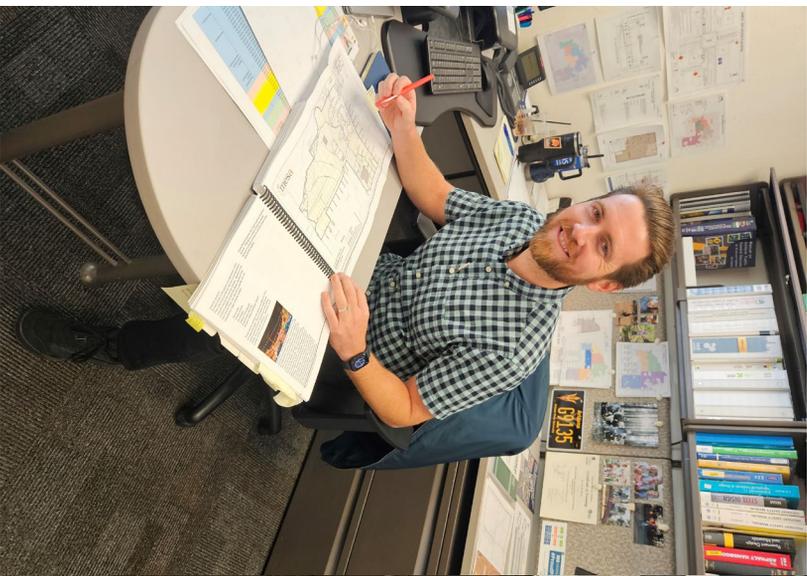
Tracking and Evaluating

Table 8-3. TMP Progress Checklist

TMP Goals		Actions	Performance Measure And Desired Trend	Track Progress
Manage and Maintain	<ul style="list-style-type: none"> Collect traffic counts along major arterials and bicycle and pedestrian counts along key shared use path locations. Plan and perform routine maintenance on Mesa maintained roads, paths, bike facilities, sidewalks, and other transportation facilities. 	<ul style="list-style-type: none"> Maintain current, or increase, in percent of roadway miles in fair or better pavement condition Maintain current or increase in percent of bridges in fair or better condition 	<ul style="list-style-type: none"> Completed – Yes/No/Ongoing 	<ul style="list-style-type: none"> Two-year cycle
				<ul style="list-style-type: none"> Annually
Safety First	<ul style="list-style-type: none"> Evaluate mobility performance (LOS) of key arterial corridors. Evaluate traffic signal timing and operations. Prepare a citywide Safety Action Plan. Conduct a yearly safety review of Mesa's high injury network and intersections and determine potential safety countermeasures. Plan, design, and construct corridor improvements to incorporate safety measures. 	<ul style="list-style-type: none"> Maintain current, or increase, in percent of bridges in fair or better condition Arterials - Maintain or improve miles of roadways operating at LOS E or worse Collectors - Maintain or improve miles of roadways operating at LOS E or worse Maintain or improve number of intersections operating at LOS E or worse Completed – Yes/No/Ongoing Do not exceed previous year number of fatalities per capita Do not exceed previous year number of serious injury crashes per capita Do not exceed previous year number of pedestrian and bicyclist crashes per capita 	<ul style="list-style-type: none"> As needed Alternate years 3-year cycle Annually Alternate years One time Annually Annually Annually 	<ul style="list-style-type: none"> As needed
				<ul style="list-style-type: none"> Alternate years
				<ul style="list-style-type: none"> 3-year cycle
				<ul style="list-style-type: none"> Annually
				<ul style="list-style-type: none"> Alternate years

Performance measures help determine tangible benefits for the TMP's goals while helping to track progress and effectiveness over time.

Staff Use the Plan Daily for Various Needs





REVIEW COMMENTS and QUESTIONS?



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CITY OF MESA 2050 TRANSPORTATION MASTER PLAN

