



## COUNCIL MINUTES

April 4, 2013

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 April 4, 2013 at 7:32 a.m.

### COUNCIL PRESENT

Scott Smith  
Alex Finter  
Christopher Glover  
Dennis Kavanaugh  
Dave Richins  
Scott Somers

### COUNCIL ABSENT

Dina Higgins

### OFFICERS PRESENT

Christopher Brady  
Debbie Spinner  
Dee Ann Mickelsen

(Mayor Smith excused Councilwoman Higgins from the entire meeting.)

(Items on the agenda were discussed out of order, but for purposes of clarity will remain as listed on the agenda.)

1-a. Hear a presentation, discuss and provide direction on the Gilbert Road Light Rail Extension project.

Transit Project Manager Jodi Sorrell introduced Transportation Department Director Dan Cleavenger, Wulf Grote, Director of Planning and Development for Valley METRO, and Ben Limmer, Planning Manager for Valley METRO, who were prepared to address the Council.

Mr. Grote displayed a PowerPoint presentation (**See Attachment 1**) and provided an update on the Gilbert Road light rail extension project, which will include the addition of two light rail stations and a park-and-ride lot. He said that this project will be included in the Maricopa Association of Governments' (MAG) Regional Transportation Plan.

Mr. Grote advised that one of the light rail stations will be located at Stapley Drive and the other at Gilbert Road. He reviewed some of the factors that were considered in determining the location of the stations as follows:

- User access
- Economic development potential
- Property impacts
- Bus connections

Mr. Grote reported that staff is recommending that the light rail station at Stapley Drive be located approximately 500 feet east of the intersection. He said that this location will not have a significant impact on the businesses in the area, but will allow for the potential economic development of the parcels to the north and east of Stapley Drive.

Mr. Grote stated that staff is recommending that the second light rail station be located just west of Gilbert Road. He explained that this location will provide flexibility if, in the future, the light rail is extended farther east or possibly south on Gilbert Road. He added that this station will also be within close proximity to the proposed park-and-ride lot.

Mr. Grote displayed a map that illustrates the location of the two park-and-ride options that are being considered. (See Page 7 of Attachment 1) He said that staff is recommending that the park-and-ride lot be located on the south side of Main Street and Gilbert Road and outlined some of the advantages to this location as follows:

- Least amount of impact on neighboring businesses
- Lower costs
- Adequate space for bus turn-around
- Accommodates the initial parking demands

Mr. Grote briefly reviewed some of the objectives that will need to be considered with regard to a 4-lane street configuration along the light rail extension as follows:

- Additional right-of-way at stations are required
- Left turn lanes can be provided
- Bike lanes can be provided
- No on-street parking

Mr. Grote also outlined the factors that will need to be considered for the construction of a 2-lane street configuration along the light rail extension as follows:

- No on-street parking at stations
- Some parking on-street (outside of stations)
- Left turn lanes can be provided
- Bike lanes can be provided

Mr. Grote compared the 2-lane and 4-lane configurations and noted that the only real difference is that the 2-lane option would allow for some on-street parking. (See Pages 9 through 12 of Attachment 1) He described the hybrid options that have been developed by staff as follows:

- 1) Hybrid option one (base option) – would consist of two traffic lanes that would widen to four lanes at the two major intersections (Stapley Drive and Gilbert Road). This option would retain bike lanes as well as some on-street parking.
- 2) Hybrid option two – would include all the features of the base option with the addition of roundabouts at Horne Road and Harris Drive. This option will provide more auto capacity and less right-of-way than the 4-lane option.

Mr. Grote explained that the roundabouts would be located halfway between the major arterial roads. He briefly highlighted some of the advantages and issues to be considered with regard to hybrid option two (roundabout option) as follows:

- Provides more auto capacity than the 2-lane option
- Easier U-turns
- Requires crossing gates
- Requires additional signals
- Requires more right-of-way than the 2-lane option

Mr. Grote displayed a table that outlined the street configuration for each of the options that were presented. (See Page 15 of Attachment 1) He said that based on the advantages previously mentioned, staff is recommending hybrid option two with the roundabouts.

Mr. Grote referenced a list of the stakeholders that have been contacted and public outreach efforts that have been made. He said that these efforts include, but are not limited to, public meetings, community and neighborhood group meetings and individual stakeholder briefings. He noted that the hybrid options were created based on input received from the community. (See Page 17 of Attachment 1)

In response to a question from Vice Mayor Finter, Mr. Grote explained that the preliminary estimated cost of the 4-lane option is approximately \$125 million and the cost for the 2-lane option is \$115 million. He estimated the cost of the hybrid option to be less than half the cost of the 4-lane option. He added that an updated report will be provided to the Council at the end of the engineering phase, which will take approximately six to eight months to complete.

Responding to a question from Vice Mayor Finter, City Manager Christopher Brady clarified that acquisition is not just about money, it is about businesses. He noted that the City has been very sensitive to the businesses that will be impacted by the light rail extension. He said that staff believes that some significant investments will need to be made to enhance the pedestrian experience along the light rail extension. He added that staff would also like the park-and-ride lot to become somewhat of a "multi-mobile center" and not just where the light rail ends.

Mayor Smith remarked that the roundabouts will help to improve the business environment by providing an even flow of traffic and easy U-turns. He requested that staff explore the possibility of shortening the sidewalks in order to provide extra space for landscaping.

Councilmember Richins suggested that the size of the sidewalk vary in some locations and that an ample amount of shade be provided. He stated that the idea will be to provide a positive pedestrian experience that will include shade (natural or artificial) as well as garbage cans, and bike racks.

Mayor Smith stated that the City is trying to mitigate the impact the light rail will have on businesses by creating an attractive pedestrian experience. He added that providing a varied sidewalk and landscaping is one way the City can upgrade the area so that the businesses that are not located near a light rail station will receive some benefit.

Discussion ensued relative to the flexibility of the landscaping design and options for creating a pleasant pedestrian experience.

Councilmember Somers expressed concern with regards to extending the “downtown experience” an additional two miles. He said that enhancing the pedestrian experience is something that will work in the downtown area, but noted that the area between Mesa Drive and Gilbert Road was built for an “automotive experience.” He added that encouraging the “walkable experience” around Stapley Road will not support the existing businesses and noted that the character of the area may be forever changed.

Extensive discussion ensued regarding the street scene enhancements; possible bottlenecks that could be created by only having 2-lanes of traffic and the possibility of creating 4-lanes of traffic by eliminating on-street parking.

Mr. Brady suggested that staff be as liberal as possible and explore the possibility of 4-lane intersections. He also requested that staff remain sensitive to the impact the street configuration may have on businesses.

Councilmember Kavanuagh expressed support for the “roundabout option” as it creates the best opportunities for multi-mobile transportation. He remarked that there are opportunities for variation that, along with shade, will produce a pleasant pedestrian experience. He added that the roundabout methods have worked well in other communities.

Vice Mayor Finter commented that currently, Main Street is a dead and dying area that consists of four wide lanes of traffic and large sidewalks. He stated that it would not make sense for the City to continue developing in the same manner and indicated his support for the hybrid option. He also said that he would support an option that would allow for on street parking that, in the future, could be eliminated if there was a need to add another traffic lane.

Mr. Cleavenger explained that a typical parking space is eight feet wide and said that 11 feet would be needed in order to add a traffic lane. He said that adding another lane could compromise the bike lanes, therefore, staff would need to explore this option further.

In response to a question from Councilmember Somers, Mr. Grote explained that the options that have been presented today are concepts. He stated that many of the ideas that have been discussed, such as pedestrian space, bus pullouts and opportunities to maximize traffic, will be addressed during the design phase.

Councilmember Somers commented that the feedback that has been provided by the Council indicates that there is support for the hybrid option with the roundabouts. He suggested that staff also explore the possibility of providing ample bus pullouts in order to eliminate the frustration of being caught behind a bus that is stopped in a lane of traffic.

Mayor Smith thanked Mr. Grote and staff for the presentation.

1-b. Hear a presentation, discuss and provide direction on the FY 13/14 Capital Improvement Program Overview, 2013 Bond Sale, and Water and Energy Capital Improvement Programs.

This item was continued to the April 11, 2013, Study Session.

Mr. Brady advised that a list of projects that are being proposed for the next bond sale, as well as next year’s Capital Improvement Program, have been included in the Council packet.

1-c. Hear a presentation, discuss and provide direction on an update of the TOPAZ Regional Wireless Cooperative (TRWC).

Communications Administrator Randy Thompson introduced John Cross, Queen Creek Town Manager and Chairman of the TOPAZ Regional Wireless Cooperative (TRWC), who was prepared to address the Council.

Mr. Cross displayed a PowerPoint presentation (**See Attachment 2**) and provided an update on the TOPAZ Regional Wireless Cooperative (TRWC). He discussed the TRWC and the Regional Wireless Cooperative (RWC) Joint Strategic Planning efforts and reported that a resolution has been drafted. He said that two working groups have been formed and he briefly described the focus of those groups as follows:

- Governance working group will discuss options for future relationships and make recommendations to the Boards
- Technical working group will discuss methods for linking the two networks and providing redundancy

Mr. Cross explained that the working groups meet on a regular basis and noted that a significant amount of discussion, collaboration and joint planning has taken place. He stated that the RWC has been in collaboration with the stakeholders throughout the planning process. He noted, however, that there is always room for improvement.

Mr. Cross advised that the TRWC user group includes representation from fire, police and other municipal users. He said that one of the goals of this group is to improve communications and gather user input. He added that this group plans to meet on a monthly basis. (See Page 3 of Attachment 2)

Mr. Thompson continued with the presentation and provided a brief overview of the network improvements that have been completed as follows:

- New radio site at Fire Station 219 (improved reliability)
- Completed move to Thompson Peak radio site
- New radio site to improve coverage on west side (Shaw Butte)
- Replaced radios for network connectivity at Fire Stations 202, 211, 216 and 217
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Mr. Thompson reported that the job requirements of the Executive Director position have been developed. He noted, however, that the recruitment of that position has been put on hold pending the outcome of the joint TRWC/RWC governance working group. (See Page 5 of Attachment 2)

In response to a question from Mayor Smith, Mr. Cross explained that the TRWC is keeping all options open pending the outcome of the governance. He said that the direction of the working group could have an effect on the Executive Director position. He added that waiting to fill the position will not hinder operations.

Mr. Thompson briefly summarized the proposed TRWC FY 2013/14 budget that was approved by the TRWC Board of Directors on February 12, 2013. He pointed out that there is a 2.02% increase in labor costs as well as a slight increase in non-labor costs. (See Page 6 of Attachment 2)

Mr. Thompson provided an overview of some of the upcoming communications projects (See Page 7 of Attachment 2) as follows:

- “Rebranding” of 800 MHz frequencies (project will be paid for by Sprint/Nextel)
- Upgrading of voice radio network in FY 2015/16 (infrastructure reaching end of lifecycle)
- Motorola quality issues escalated to the attention of Motorola Senior Management

Mr. Thompson reported that 28 vehicle-mounted and 119 portable dual-band radios have been purchased for all of Mesa’s front line fire units. He noted that staff is in the process of programming all new radios. (See Page 8 of Attachment 2)

In response to a series of questions from Mayor Smith, Mr. Thompson explained that the new radios eliminate the need for firefighters to carry two radios in order to communicate with the Phoenix Fire Department on hot zone calls. He stated that firefighters will now be able to toggle back and forth between an 800 MHz and a Very High Frequency (VHF) network. He noted that the TRWC only operates on an 800 MHz system, while the RWC operates on 800 MHz, but switches to VHF inside the hot zone.

Extensive discussion ensued with regards to the manner in which firefighters currently interact between two different communication systems and the manner in which communications will take place once the new radios are available.

Responding to a question from Mayor Smith, Assistant Fire Chief Dan Stubbs explained that a hazard zone situation is a critical incident where firefighters may need to communicate an immediate change in strategy. He stated that the City of Phoenix believes the VHF network is best and is less likely to experience a breakdown in communication.

Chief Stubbs clarified that Mesa firefighters have the ability to switch to the VHF network when responding to calls in Phoenix.

Councilmember Somers explained that the VHF system performs better inside buildings. He said that there have been instances when communications have been lost while using the 800 MHz system.

In response to a question from Vice Mayor Finter, Chief Stubbs explained that firefighters in Tempe do not have dual-band radios, they would need two different radios in order to respond to calls in Mesa. He said that Tempe firefighters who respond to calls in Mesa have to switch to an 800 MHz system since that is the only system Mesa utilizes.

Chief Stubbs added that the City’s 800 MHz system far exceeds the capabilities of a VHF system. He noted, however, that a perfect system does not exist.

Mayor Smith inquired as to whether the City was adequately covered by only using an 800 MHz system.

Chief Stubbs advised that the Regional Operating Consistency Committee and the Life Safety Council have had discussions regarding the inoperability and inconsistency of the systems. He reported that the Mesa Fire Department has not experienced any major failures with the 800 MHz system within hot zones. He noted, however, that there are some limitations and voice transmissions can become “garbled.” He added that these limitations do not exist with the VHF system.

In response to a series of questions from Mayor Smith, Chief Stubbs explained that communicating with two different dispatch centers during a critical emergency can be a significant limitation. He said that there is significant room for potential failures when firefighters are operating two different radios. He stated that if all agencies operated on the same system inside a hot zone, some of those potential communication failures could be eliminated.

Chief Stubbs stated that the new dual-band radios will be beneficial when responding to calls west of Price Road. He said, however, that firefighters on either side of Price Road must constantly navigate between two different radio systems as well as remember which dispatch center they need to communicate with. He added that it is difficult for firefighters to use two different radio systems during critical incidents.

Further discussion ensued with regards to the use of dual-band units when responding to calls across jurisdictional lines and what efforts would need to be made in order to bring a VHF system to Mesa.

Responding to a question from Mayor Smith, Chief Stubbs explained that the TRWC, the City of Mesa and the City of Phoenix have participated in discussions regarding the addition of mobile repeaters. He said that last week, staff toured Phoenix’s VHF infrastructure to determine what it would take to bring a similar system to Mesa.

Chief Stubbs explained that inside the City limits, firefighters can push an emergency button that will identify and alert the dispatch center as to which firefighter may be lost or trapped. He said that when Mesa firefighters respond to calls in other jurisdictions and push the emergency button on the VHF network an alarm is received, however, the dispatcher is not able to identify the firefighter.

Mayor Smith clarified that a VHF system would provide firefighters with the ability to communicate while working in other jurisdictions. He noted, however, the ability to identify which firefighter pressed the emergency button is lost.

Councilmember Kavanaugh reported that the Public Safety Committee has had extensive discussions regarding this issue. He briefly summarized the conclusions of the Committee as follows:

- The “divorce” between the two systems has not produced beneficial results
- The Committee has suggested that the reasons for the “divorce” be set aside by both groups
- The Committee strongly supports the efforts being made to work towards a governance structure
- The Committee supports end user participation within the working groups

Councilmember Kavanaugh stated that he appreciates the efforts that have been made and advised that the Committee will continue to monitor this issue. He added that a governance needs to be explored and said there needs to be mediation and a “marital” reconciliation of the group.

Responding to a question from Mayor Smith, Mr. Cross advised that discussions are going well and quarterly meetings are taking place. He stated that there are many options that exist and noted that there will need to be a thorough understanding as to what the outcome of each option will be. He added that a perfect technology solution does not exist.

Mayor Smith briefly summarized some of the solution options as follows:

- RWC could merge with TOPAZ
- TOPAZ could merge with RWC
- Create a completely regional system that is neither TOPAZ or RWC

Mayor Smith indicated that there would be hardware and technology costs associated with either option due to the changes in equipment that would be required.

In response to a question from Mayor Smith, Mr. Cross advised that regional solutions are being discussed. He said that the reports he has received indicate that a tremendous amount of progress is being made in terms of a cooperative effort.

Mr. Cross said that when the Joint Resolution was adopted, it solidified many prior efforts and noted that sharing a joint capital plan will help to prevent redundancy.

Mayor Smith commented that it would appear that a lot of progress is being made and it is good to know that discussions are taking place and people are not dwelling on the past.

Mr. Cross concurred with Mayor Smith’s comments and said that progress is being made. He noted, however, that reflecting on the past so that similar attempts are not repeated can be a good exercise.

Vice Mayor Finter remarked that unless there has been some significant communication that has taken place since this issue came before the Public Safety Committee, it was his understanding that the discussions have not been going well. He thanked Mr. Cross for his services, however, he did not want the citizens of Mesa left with the impression that everyone was working together to resolve this issue, because if that were the case this discussion would not be taking place.

Mr. Cross clarified that the issues have not been resolved and the lines of communication are not completely unobstructed. He said, however, that having more stakeholders at the table is an improvement and a step in the right direction.

Mr. Thompson continued with the presentation and briefly highlighted the performance measures and availability of the TOPAZ system. He displayed a chart that illustrates the availability of the TOPAZ system and noted that the system is at 99.999% availability. He reported that in December, there were two outages, which caused the system to be unavailable for a total of 61-seconds. (See Pages 9, 10, and 11 of Attachment 2)

Discussion ensued regarding the future of voice radio systems and whether they could be replaced by broadband network systems.

Mayor Smith thanked Mr. Cross and staff for the presentation.

Bryan Jeffries, President of the United Mesa Firefighters Association, introduced Fire Captain Randy Budd, who was prepared to address the Council. He said that Captain Budd, who is stationed on the west side of Mesa, utilizes the City's radios on a regular basis.

Mr. Jeffries explained that in the past, firefighters were required to use two different radios. He said that one radio operates much like a cell phone, while the other operates like a walkie-talkie. He noted that the radios that were recently purchased for the Fire Department have both features.

Mr. Jeffries displayed a PowerPoint presentation (**See Attachment 3**) and provided an overview of the Radio Communications System. He described the serious communication issues that occurred between the various Public Safety jurisdictions during the 9/11 attacks as well as the challenges that Orange County firefighters experienced when multiple jurisdictions worked together to battle the massive wildfires in California. (See Pages 2 and 3 of Attachment 3)

Mr. Jeffries discussed how the various regions of the Valley have grown together geographically and that through "Automatic Aid," fire agencies can work together and operate as one large fire department. He said that it is extremely important that all fire departments have the ability to communicate in the same manner and that the dispatch and radio systems be under one umbrella.

Mr. Jeffries explained that in the past, many smaller agencies with outdated systems were glad to switch over and utilize Phoenix's regional system, which is now a 30-community RWC. He said, however, that Mesa had its own robust system, and therefore, did not believe that it was in the best interest of the City to switch over to Phoenix's system.

Mr. Jeffries indicated that the current radio communications system has created an unsafe situation for firefighters. He said that studies conducted by Buford and Goff and the Federal Emergency Management Agency (FEMA) have revealed the challenges of using a cell phone type of system within the hazard zone.

Mr. Jeffries stated that it has been reported that TOPAZ is in the process of forming a strategic plan that will be several years in the making. He noted, however, that firefighters who use these communication systems have not been asked to provide any input.

Mr. Jeffries reported that the agencies operating on the Phoenix (RWC) system use VHF technology in the hazard zones, while all of the agencies on the Mesa system (TOPAZ) use the 800 MHz technology. He remarked that if Mesa's system were coupled with Phoenix, Mesa would have the ability to use Phoenix's towers and, therefore, would not need to build a tower on Shaw Butte. (See Page 12 of Attachment 3)

Mr. Jeffries indicated that it will take time and money to correct the issues, however, the cost of one dead firefighter is far more important than the cost to unite the communication systems. He pointed out that the City of Scottsdale went through a negotiation process and is now onboard with the City of Phoenix.

Mr. Jeffries further advised that the City of Phoenix is under new political leadership and is willing to negotiate with Mesa. He added that Phoenix has demonstrated a desire to mend the situation by making the effort to come to Mesa and request that this issue be rectified. He said that he has received numerous phone calls from people who realize how important this issue is and have indicated that they strongly support the reunification.

Mr. Jeffries stressed the importance of having one seamless, Valley-wide, user-friendly emergency radio system. He said that firefighters from the City of Surprise to the City of Apache Junction need to be able to operate in the same manner and have one consistent, reliable radio system.

Mr. Jeffries summarized the reasons why a governance needs to be formed as follows:

- The “divorce” needs to be reconciled immediately
- The current radio system used by the City (TOPAZ) is dangerous inside the hazard zone
- Fire Service is a regional service that requires one regional strategic plan, one operational procedure and one standard for equipment/users

Mr. Jeffries concluded his presentation by requesting that the Council support the proposed resolution.

Captain Budd addressed the Council and described the challenges of using multiple radios when responding to calls in Tempe. He described an incident where he was unable to communicate with the incident commander on the outside of a structure fire. He expressed his concern with regards to the inability to communicate in an emergency situation.

Responding to a series of questions from Mayor Smith, Captain Budd explained that he was unable to determine why the radios did not allow him to communicate to the incident commander. He explained that sometimes the radios get wet and will not operate. He noted, however, that he tried to use a dry radio and it did not work either. He added that he believes the radios were unable to reach the tower and the communication signal was lost.

Captain Budd stated that while the dual-band radios are an improvement, each band does operate in a different manner. He indicated that it would be his desire for all fire agencies to operate under the same, yet safest system. He added that the VHF system is the best system to use within the hazard zone.

Mr. Jeffries concurred with Captain Budd’s statements and advised that all of the major fire organizations across the nation are recommending the VHF network.

Responding to a question from Mayor Smith, Mr. Jeffries advised that he would recommend that TOPAZ explore the possibility of switching to a VHF system. He said that Mesa has a VHF system already in place, but is unsure what the condition of the system is at this time.

Discussion ensued regarding the possibility of Mesa switching to a VHF system; the cost of getting the VHF system up and running; the challenges associated with using a VHF system while en route to a hot zone call; and the limitations of both the VHF system and the 800 MHz system.

Vice Mayor Finter remarked that if there had been some communication taking place, this issue would have been resolved years ago, possibly saving the citizens of Mesa millions of dollars. He stated that communication between the parties needs to be restored so that they can work together on a governance.

Mayor Smith commented that the “divorce” was not a mutual separation and said that the fact of the matter is the City was “kicked out.” He noted, however, that those issues should not stand in the way of solving the problem.

Mayor Smith indicated that he did not believe that the RWC will merge with the TRWC. He stated that there is the potential for a regional system and said he would like to see some serious discussions taking place with regard to a regional type of a solution.

Mayor Smith added that another issue that should be considered is whether the City should actively pursue a VHF system. He said that all of the trucks will be outfitted with dual-band radios and every firefighter will have a dual-band radio regardless of what station they work at. He agreed that while the issues seem complicated, at the end of the day, it’s about the safety of the firefighters and whether or not they have the ability to push a button and talk to someone.

Mr. Jeffries concurred with Mayor Smith’s comments and noted that the “elephant in the room” has always been that only a few select people were involved in the decision making and the issues became about power and control and not about the customer. He stated that the “marriage” needs to be reconciled so that firefighters will have the ability to operate under a single system.

In response to a question from Mayor Smith, Mr. Jeffries explained that it would be his desire to have one regional governance and that all agencies have the same standard operating procedures for radios.

Mayor Smith stated that it has been reported that there are two working groups that are meeting on a regular basis. He said that the Council would encourage those groups to “get serious” about discussions and report back to the Council on the progress that is being made. He added that the separation was not a one-way split, therefore, it can’t be a one-way rejoining.

Mr. Jeffries remarked that Phoenix has demonstrated a desire to mend the situation by making the effort to come to Mesa to meet with the City Manager.

Mayor Smith commented that the Council would encourage the TOPAZ working groups to actively discuss the possibility of creating or moving ahead with a regional system. He added that the Council would also encourage the groups to explore the possibility of increasing the VHF capabilities inside the hot zones.

Mr. Jeffries concurred with Mayor Smith’s comments and requested that he contact the Mayor of Phoenix and encourage him to discuss this issue with Phoenix City Manager David Cavazos.

Mayor Smith remarked that he has not been approached by a single mayor regarding this issue. He stated that if this issue has risen to this level in any other city, he is unaware of it.

Mr. Jeffries stated that a proposed resolution has been drafted for the City of Chandler, the City of Tempe and the City of Scottsdale. He said that the City of Scottsdale has reviewed the resolution and has indicated they are onboard.

Mayor Smith commented that the real issue is whether or not our firefighters have the ability to push a button and communicate with someone and noted that anything beyond that issue is just "clutter."

Mr. Brady remarked that he has always encouraged a regional solution. He also said that he would be glad to share the Council's requests with TOPAZ and endorse them with the City of Phoenix as well as other City Managers.

Mayor Smith advised that he would discuss this issue with other Mayors across the Valley in an effort to push the issue forward.

Mr. Brady indicated that he would encourage ongoing discussions between TOPAZ and RWC. He added that he would also communicate the desires of the Council to Chairman Cross and request that he provide an update on the progress that is being made.

Mayor Smith stated that the new dual-band radios, while to some may be considered a band-aid, are state of the art, water resistant and shock resistant. He said that all of the trucks will be outfitted with the new radios and all firefighters will be trained on how to operate them, regardless of what station they work at. Mayor Smith concluded his comments by saying that he would like to see this issue brought back to the Council within the next quarter.

Mayor Smith thanked Mr. Jeffries for the presentation.

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

Mayor Smith: Diving Lady Rededication Ceremony

3. Scheduling of meetings and general information.

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

Thursday, April 11, 2013, 7:30 a.m. – Housing Governing Board meeting

Thursday, April 11, 2013, 7:35 a.m. – Study Session

Thursday, April 11, 2013, 9:00 a.m. – Audit, Finance and Enterprise Committee meeting

4. Items from citizens present.

There were no items from citizens present.

5. Convene an Executive Session.

It was moved by Councilmember Somers, seconded by Vice Mayor Finter, that the Council adjourn the Study Session at 9:39 a.m. and enter into Executive Session.

Carried unanimously.

5-a. Discussion or consultation for legal advice with the City Attorney. (A.R.S. §38-431.03A (3)) Discussion or consultation with designated representatives of the City in order to consider the City's position and instruct the City's representatives regarding negotiations for the purchase, sale, or lease of real property. (A.R.S. §38-431.03A (7)) 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. Development of hotels on the Riverview site.

6. Adjournment.

Without objection, the Executive Session adjourned at 10:28 a.m.

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SCOTT SMITH, MAYOR

ATTEST:

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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 4<sup>th</sup> day of April, 2013. I further certify that the meeting was duly called and held and that a quorum was present.

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DEE ANN MICKELSEN, CITY CLERK

bdw  
(attachments – 3)

# **Gilbert Road Extension Project Update**

**City Council Meeting**

**April 4, 2013**

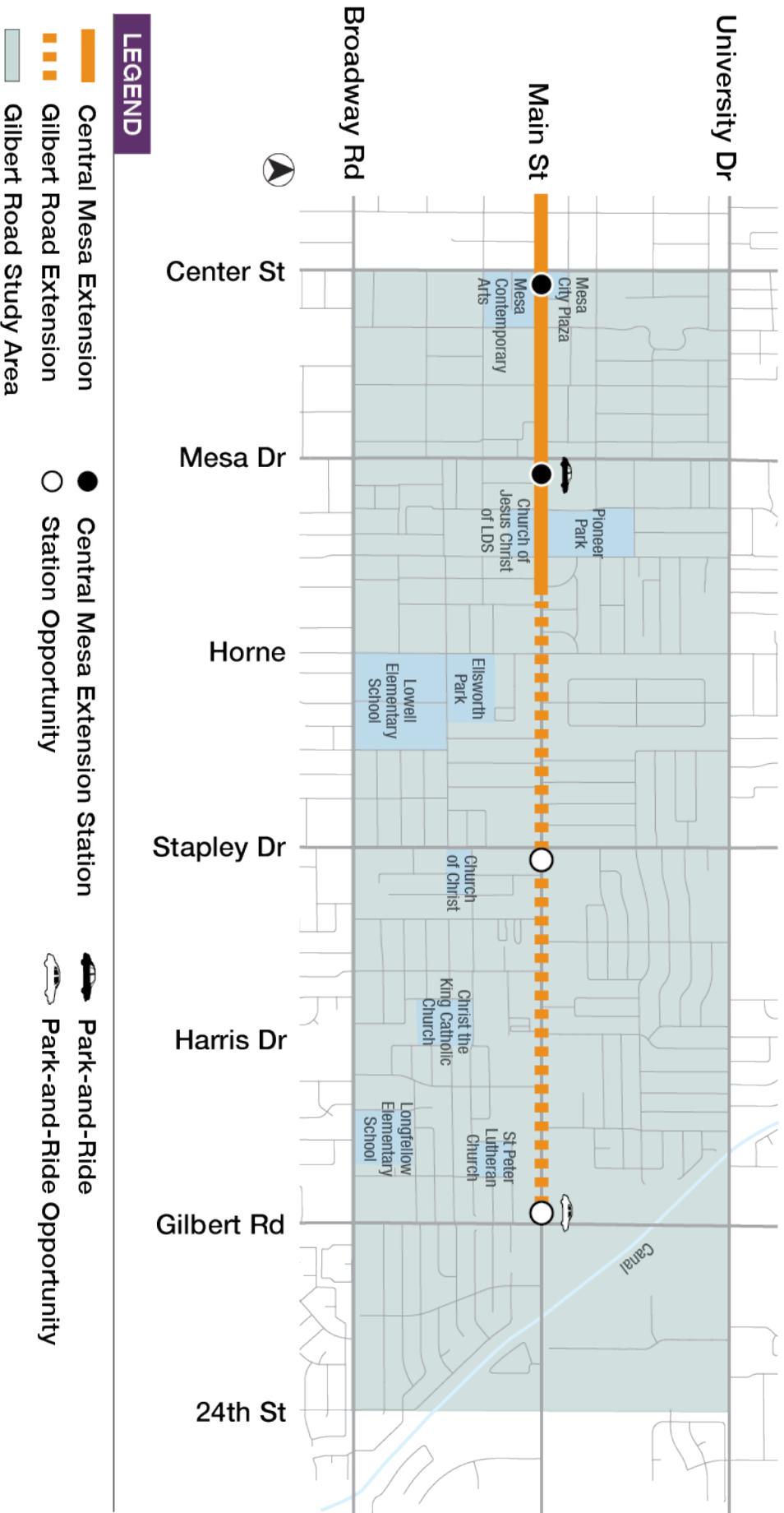
# Today's Agenda



- **Station Locations**
- **Park-and-Ride Location**
- **Street Configurations**



# Corridor Study Area



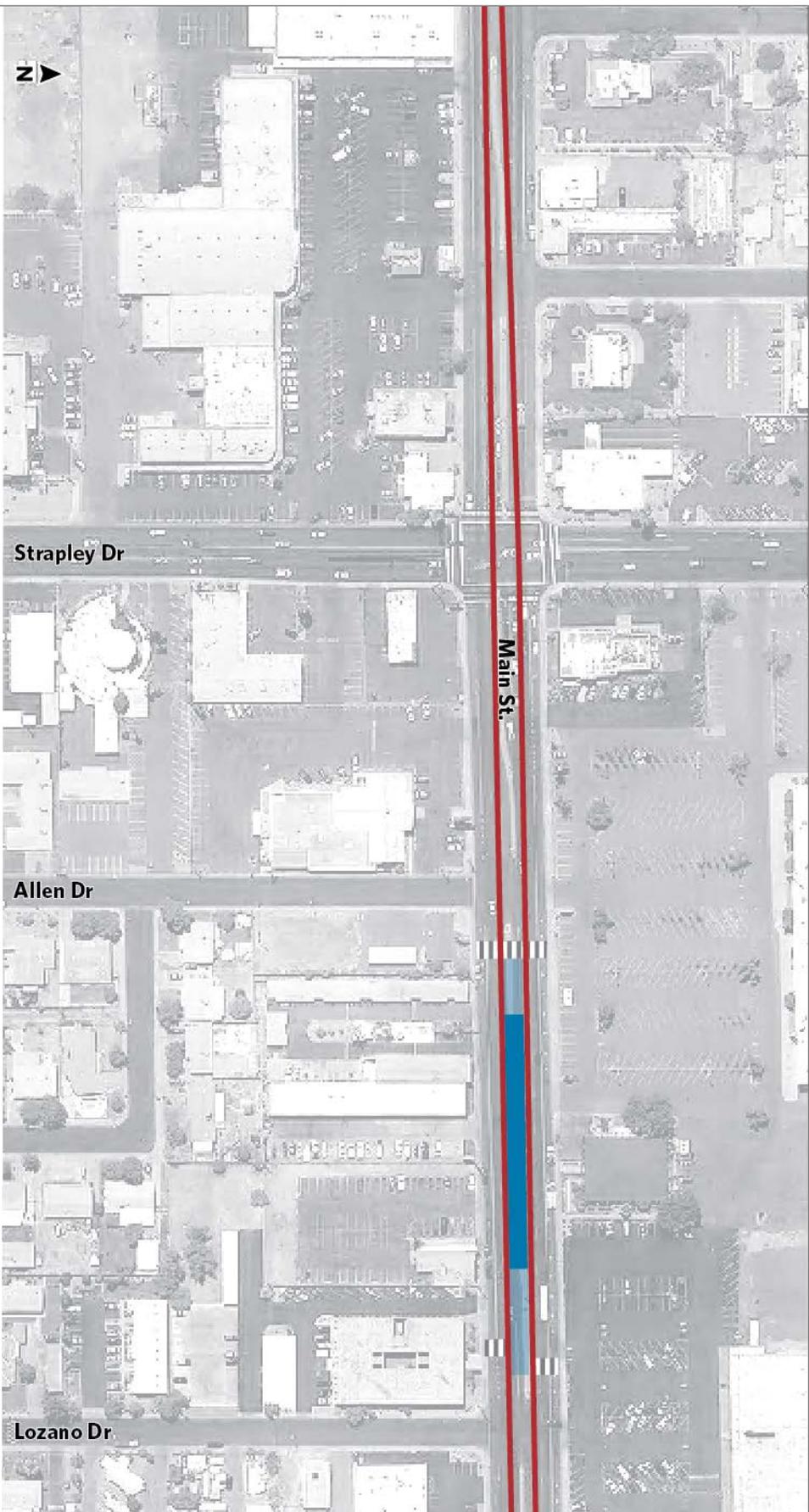
# Station Locations



- Station Locations
  - Stapley Drive
  - Gilbert Road
- Site Location Factors
  - User Access
  - Economic Development Potential
  - Property Impacts
  - Bus Connections



# Recommended Station Site

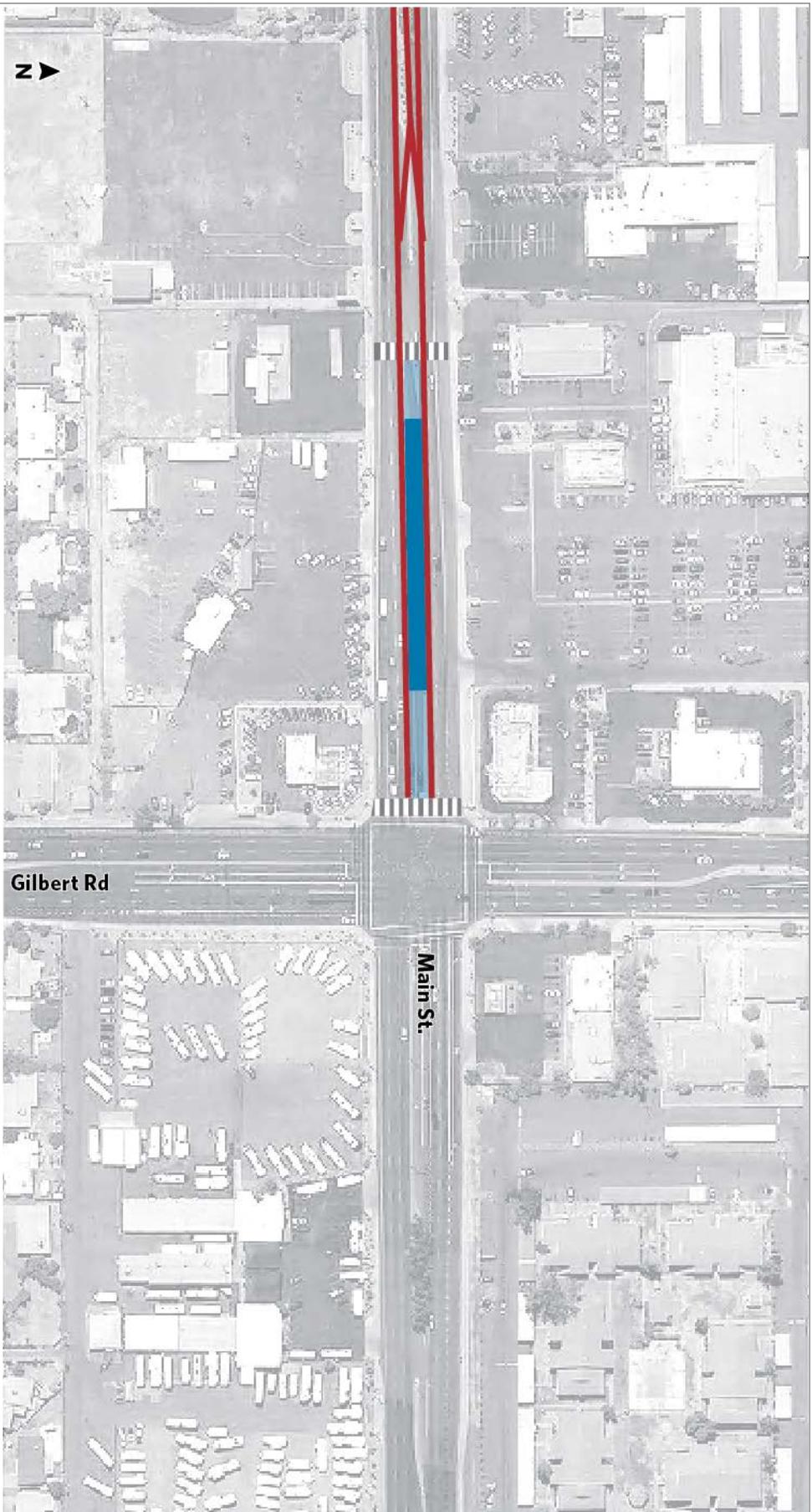


## LEGEND

-  Proposed Station
-  Proposed Track
-  Proposed Station Entry
-  Crosswalk

# Stapley Drive

# Recommended Station Site



## Gilbert Road

# Park-and-Ride Options



- Two sites considered:
  - North Option (850 spaces)
  - South Option (700 spaces)
- Space for bus turnaround
- Parking Space Demand:

Station	Year 1	Year 20
Gilbert Road *	500	850

\* Assumes park-and-ride at Mesa Drive

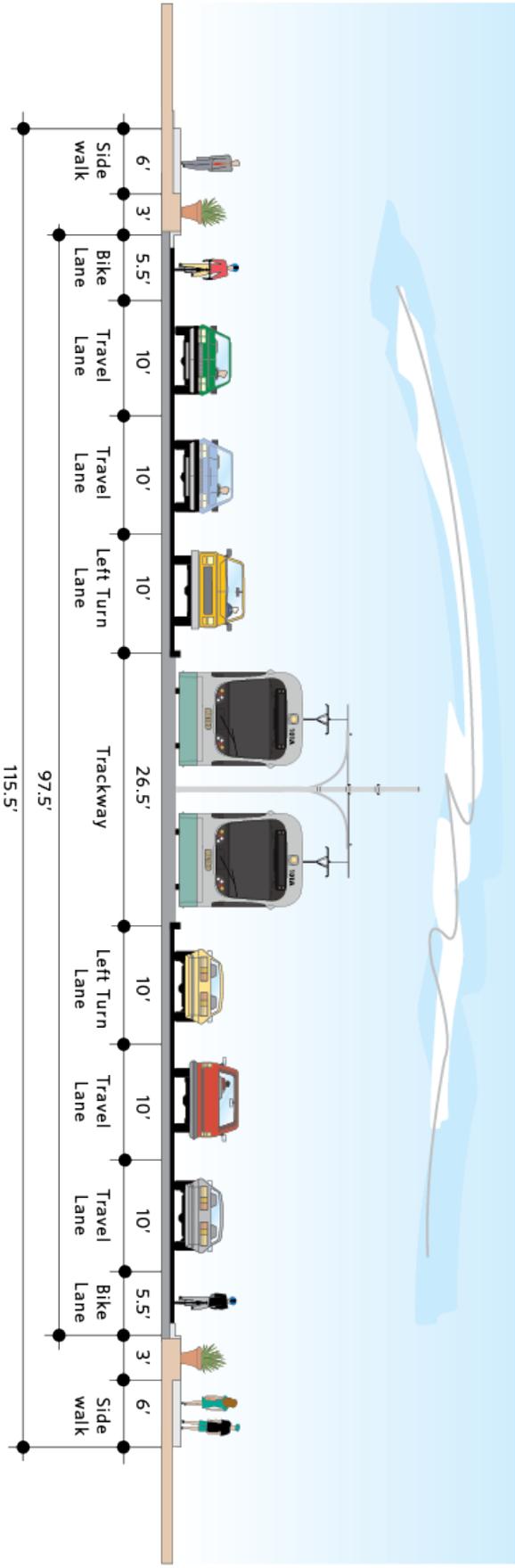


# Recommended Park-and-Ride

Site	Reasons for Selection
<b>South Option</b>	<ul style="list-style-type: none"><li>• Less impact on businesses</li><li>• Less impact on buildings</li><li>• Lower cost</li><li>• Acceptable auto and bus access</li><li>• Accommodates initial parking demand*</li></ul>

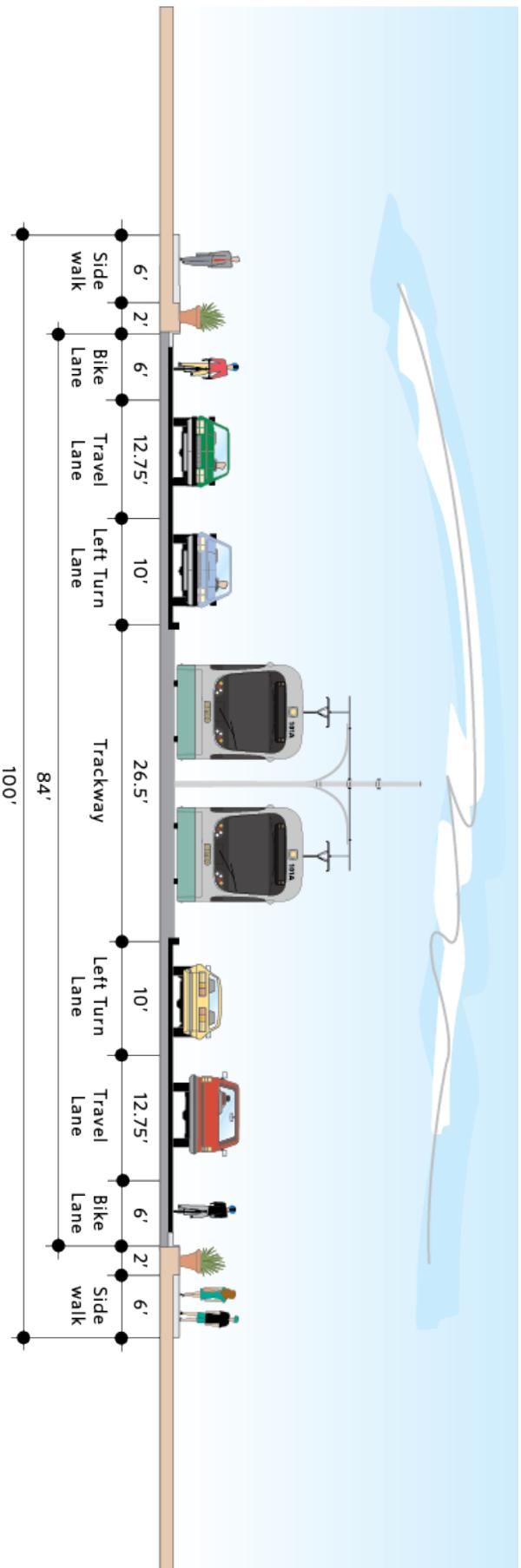
\* May require future expansion to meet forecasted long term parking demand

# 4-Lane Cross-Section



- Requires additional right-of-way at stations and left turn lanes
- No on-street parking

# 2-Lane Cross Section



- No on-street parking at stations and left turn lanes

# Street Configuration: Findings



2-Lane	4-Lane
<ul style="list-style-type: none"><li>• Least property acquisition</li><li>• Reduced traffic capacity</li><li>• Lowest cost</li><li>• Some on-street parking</li></ul>	<ul style="list-style-type: none"><li>• Most property impact</li><li>• Best for traffic capacity</li><li>• Highest cost</li><li>• No on-street parking</li></ul>

# Hybrid Options

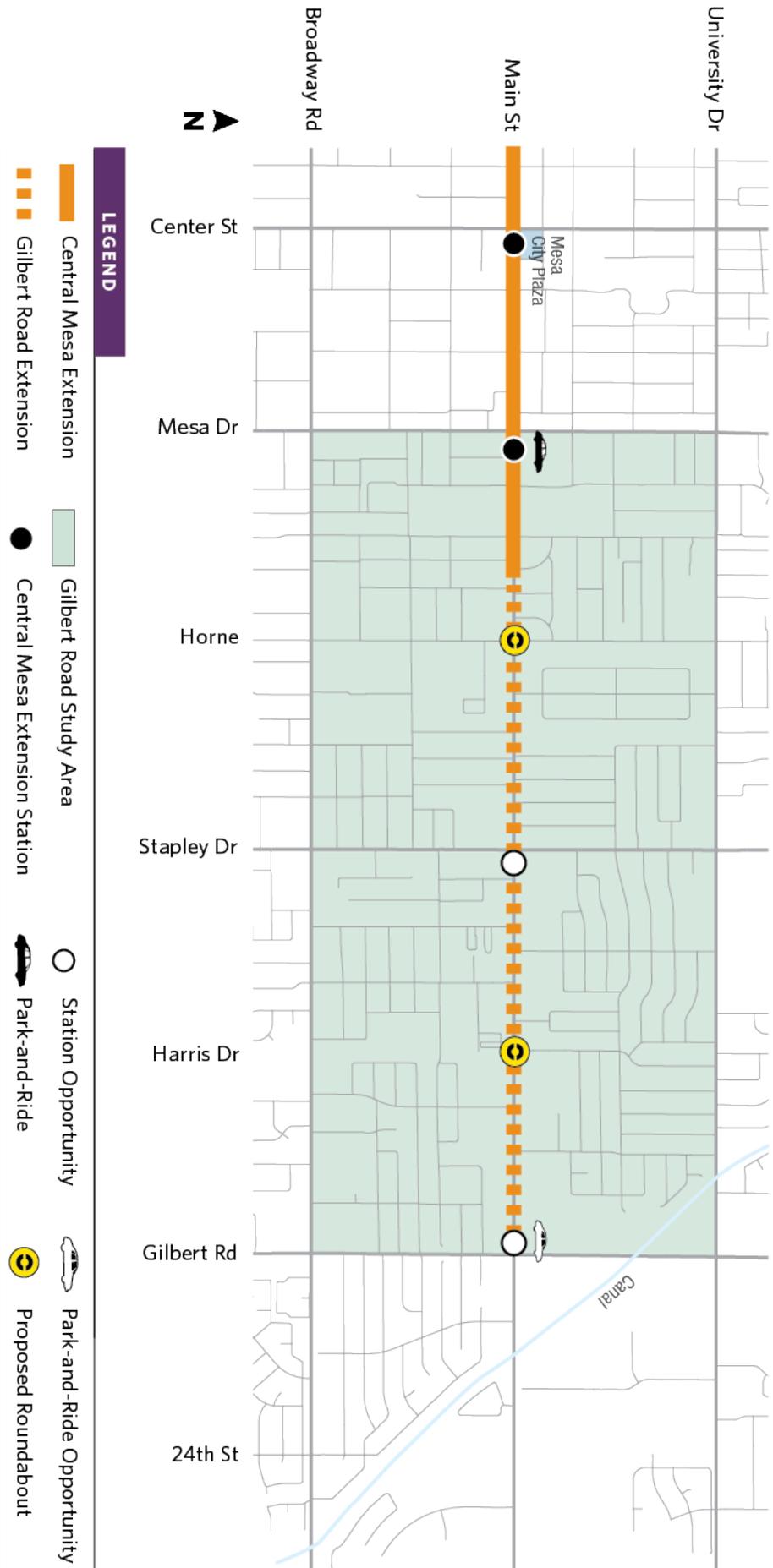


- **Base Option:**
  - 2 through traffic lanes
  - Widen to 4 traffic lanes at Stapley and Gilbert
  - Retains bicycle lanes and some on-street parking
- **Base With Roundabouts:**
  - Horne and Harris

## Benefits

- More auto capacity than 2-lane option
- Less right-of-way than 4-lane option

# Roundabout Locations



# Roundabout

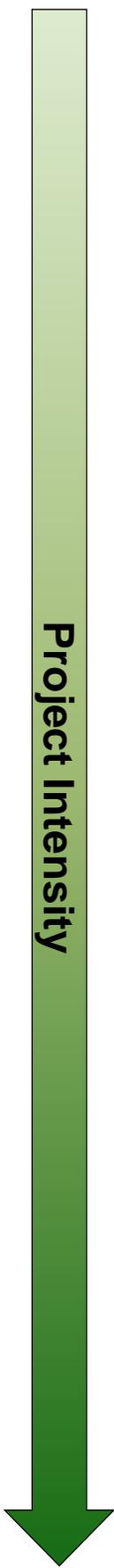


- More auto capacity than 2-lane
- Easier U-Turns
- Requires crossing gates
- Requires additional signals
- More right-of-way than 2-lane





# Street Configuration Matrix



Element	2-Lane	Hybrid Base	Hybrid With Roundabouts	4-Lane
Right-of-Way (SF)	25,000	48,000	62,000	85,000
Partial Acquisitions	12	34	37	66
Building Impacts	0	3	3	3
New Traffic Signals	7	7	9	7
On-Street Parking Spaces	100	30	100	0
Daily Traffic Volumes	16,000-20,000	18,000-22,000	18,000-22,000	24,000-28,000

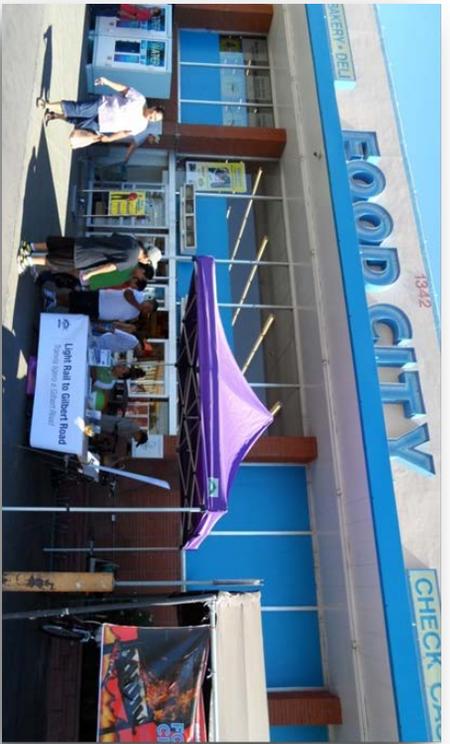
# Recommended Street Configuration



Option	Reasons for Selection
<p><b>Hybrid Option With Roundabout</b></p>	<ul style="list-style-type: none"><li>• More auto capacity than 2-lane</li><li>• Roundabouts improve traffic flow</li><li>• Less right-of-way than 4-lane</li><li>• Less cost than 4-lane</li><li>• Preserves opportunity for parking</li></ul>

# Stakeholder & Public Outreach

- Public Meetings (6)
- Neighborhood/community group meetings (8)
- Individual stakeholder briefings (6)
- Contact with approximately 70 businesses (out of 110)
- Emails, neighborhood canvassing, event tables, targeted bilingual outreach
- Feedback forms (41 received)





# TRWCC Update

Mesa City Council

April 4, 2013





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# TRWC & RWC Joint Strategic Planning

- Key outcome from Joint Chair Resolution
  - Draft plan produced by team and DHS reviewed October 2012
- Two Joint Working Groups Were Formed
  - Governance
    - Decision matrix has been developed
    - Actively discussing options sent for future relationship
    - Work scheduled through 2013
    - Will make recommendations to the Boards
  - Technical
    - Met several times to discuss roadmap and methods for linking the two networks – ongoing process into the future
      - TRWC & RWC roadmaps are in good alignment
    - Continue meetings of this group will be scheduled to summarize options for linking regional radio systems



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## *TRWC User Group Formation*

- Team members can include fire, police, and municipal users from all TRWC members
- Exec Director and Exec Committee Chair to participate
- Open format and user driven
- Established to improve communications, gather user input and provide general feedback
- First meeting being scheduled for early April, 2013





# *Network Improvements*

- New Radio Site @ FS219
  - Reliability improvement to backhaul network
- Thompson Peak Radio Site Move
  - Eliminates ongoing site license cost
- New Radio Site for West Side Coverage
  - Shaw Butte
- Replaced Radios for Network Connectivity
  - FS202, FS216, FS217, FS211



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# TRWC Administrative Update

- Executive Director Transition
  - Job requirements developed with input from Mesa Public Safety Chiefs, TRWC board members and surveys of other organizations
  - Collaborative interview process with Public Safety, TRWC Board, and other partners.
  - Mesa placed recruiting on hold pending the outcome of the Joint TRWC/RWC Governance Working Group



# ***Proposed TRWC FY 13/14 Budget***

- Reviewed & approved by the TRWC Board of Directors on February 12, 2013
  - 2.02% increase in labor cost
  - 2.05% increase in non-labor cost





## *Upcoming Events*

- “Rebanding” of 800 MHz frequencies – FCC Mandate, paid for by Sprint/Nextel
- Upgrade of voice radio network in 2015-16, to replace aging equipment
  - Reviewing funding sources
- Motorola quality issues
  - Escalated to senior Motorola management



# Upcoming Events

- 28 new vehicle mounted & 119 new portable dual-band radios for all Mesa front line fire units
  - Eliminates need for two radios to operate with Phoenix fire on hot zone calls

Radio Band Usage	TRWC	RWC
<ul style="list-style-type: none"> <li>• Law Enforcement</li> <li>• Fire – non-hot zone</li> <li>• Other Municipal</li> </ul>	800 MHz	800 MHz
<ul style="list-style-type: none"> <li>• Fire - hot zone</li> </ul>	800 MHz	<b>VHF *</b>

\*Not part of the RWC portfolio; managed by Phoenix Fire





# Performance Measurements

- Infrastructure and System availability  $\geq 99.999\%$   
 $\leq 316$  seconds/year downtime
- Radio channel availability  
Measure peak channels in use – capacity monitoring
- End User Equipment
  - All radios operate correctly
  - Preventive maintenance to identify defects
  - Programming defects and errors
  - Repair & installation defects

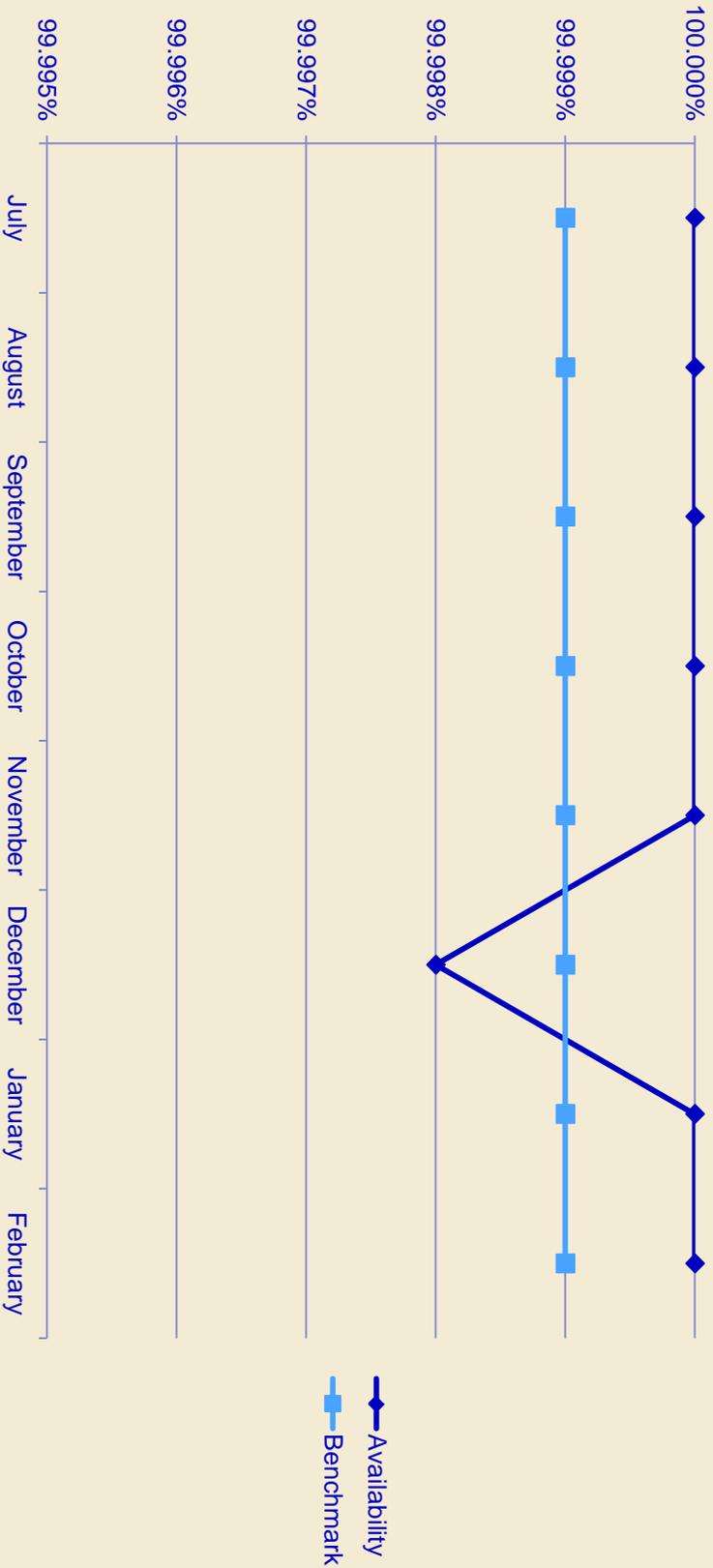


# Performance Measurements

- Needed Additional/Improvements in Measurements
  - Radio system coverage
    - Need to expand program with appropriate test equipment or services (\$\$\$)
    - Need user input when problems are encountered (\$)
      - CAD form or SmartPhone App
    - Increased input from user reported errors
    - Customer Satisfaction with our services
      - Low use/response to survey cards



# TOPAZ System Availability





Are There Any Questions?





# EMERGENCY RADIO COMMUNICATIONS

- HISTORY
- CONCERNS
- OPPORTUNITIES
- VISION

***BY YOUR***

***MESA FIRE FIGHTERS***

*“The inability to communicate was a critical element at the World Trade Center, Pentagon, and Somerset County, Pennsylvania, crash sites, where multiple agencies and multiple jurisdictions responded. The occurrence of this problem at three very different sites is strong evidence that compatible and adequate communications among public safety organizations at the local, state, and federal levels remains an important problem”* **HOMELAND SECURITY 9/11 COMMISSION**

# WHAT COULD HAPPEN?

*“DURING THE DEVASTATING CALIFORNIA WILDFIRES, I WATCHED OVER 400 HUNDRED HOMES BURN UP NEEDLESSLY BECAUSE OUR VARYING AGENCIES COULD NOT COMMUNICATE WITH EACH OTHER. I WAS ASKED AFTERWARD WHY I COULDN’T COORDINATE OUTSIDE COMPANIES TO EFFECTIVELY PROTECT THOSE HOMES.....I SAID.....*

*BECAUSE I COULDN’T TALK TO THEM!*

*THIS WILL BOTHER ME FOR THE REST OF MY LIFE”*

**JOE KERR, RETIRED ORANGE COUNTY FIRE  
CAPTAIN**

# A LITTLE HISTORY

- THE VALLEY HAS COME TOGETHER GEOGRAPHICALLY
- RURAL METRO FIRE IS GONE
- AUTOMATIC AID – WE ARE ONE REGIONAL SERVICE MODEL – WE ARE LIKE ONE LARGE VALLEY FIRE DEPARTMENT

# HISTORY . . . . .

- AS REGION CAME TOGETHER - LAST FRONTIER FOR AMALGAMATION OF OUR REGIONAL SYSTEM WAS BRINGING DISPATCH AND RADIO SYSTEMS UNDER ONE UMBRELLA (MOST IMPORTANT PIECE!!!)
- NEGOTIATIONS BEGIN TO BRING SYSTEMS TOGETHER
- PHOENIX MANAGER WAS HEAVY HANDED AND MESA MANAGER SIMPLY QUIT - EGOS GOT IN THE WAY OF WHAT IS BEST FOR THE CUSTOMER

# HISTORY .....

- SEPARATE REGIONAL GOVERNANCE WAS FORMED
- IN FEBRUARY 2010 PHOENIX AND MESA SYSTEMS SEPARATED
- TOPAZ AND RWC ARE NOW IN DIFFERENT CARS AND DRIVING SEPARATE DIRECTIONS

# WHY NOW?

- SINCE 2010 WE HAVE TRIED ALL INTERNAL MEANS TO GET LEADERS TO FIX THIS.
- IN DECEMBER PHOENIX AND TEMPE OFFICIALS PLEADED WITH MESA CITY MANAGER TO DO WHAT WAS RIGHT FOR THE PUBLIC AND EMERGENCY RESPONDERS AND HE SAID NO.
- BUFORD AND GOFF AND ASSOCIATES REPORT
- FEMA REPORT – PROVIDED TO COUNCIL
- EXASPERATION OVER LACK OF USER INPUT

# CONCERNS

- TOPAZ - LACK OF VISION
- RESULTS - COMPROMISED SAFETY

# CONCERNS.....TOPAZ

- SEPARATED SYSTEMS
- FORCED US TO USE MOST DANGEROUS RADIO SYSTEM AVAILABLE IN THE HAZARD ZONE
- UN COUPLED FROM REGIONAL 800 MHZ

# CONCERNS.....TOPAZ

- BOARD IS RUN BY TECHNICAL PEOPLE AND MANAGERS
- NO STRATEGIC PLAN
- NO PERFORMANCE BENCHMARKS TO ASSESS SYSTEM FAILURES
- ZERO USER INPUT (RESPONDERS ARE THEIR CUSTOMER!!!)
- ZERO CITY COUNCIL INPUT, UPDATES OR FEEDBACK
- ONE EQUIPMENT DECISION TO GO WITH DIFFERENT BRAND/EQUIPMENT COULD SET US BACK DECADES AND FURTHER COMPROMISE SAFETY

# CONCERNS..... HAZARD ZONE SAFETY

- USING DIFFERING SYSTEMS CAUSES  
CONFUSION FOR RESPONDERS WORKING ON  
OUR COMMUNITY BORDERS
- VHF AND 800 MHZ RADIOS WORK AND ACT VERY  
DIFFERENTLY

# CONCERNS.....

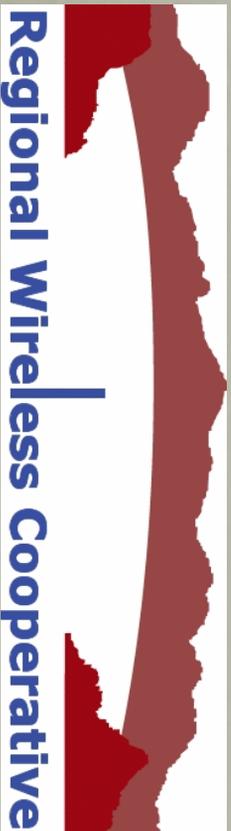
## HAZARD ZONE SAFETY

- Radios present the most prescient challenge to Fire Fighters operating in the hazard zone
- In the hazard zone all of the agencies operating on the Phoenix (RWC) system use VHF technology (OUR BORDER CITIES: TEMPE, CHANDLER, SCOTTSDALE)
- In the hazard zone all agencies in the Mesa (TOPAZ) system use 800 mhz radio technology (MESA, GILBERT)
- ON A DAILY BASIS FIRE FIGHTERS IN BOTH SYSTEMS OPERATE IN THE HAZARD ZONE TOGETHER ALONG OUR BORDERS.....THIS IS A MAJOR PROBLEM!!!!

# OPPORTUNITIES

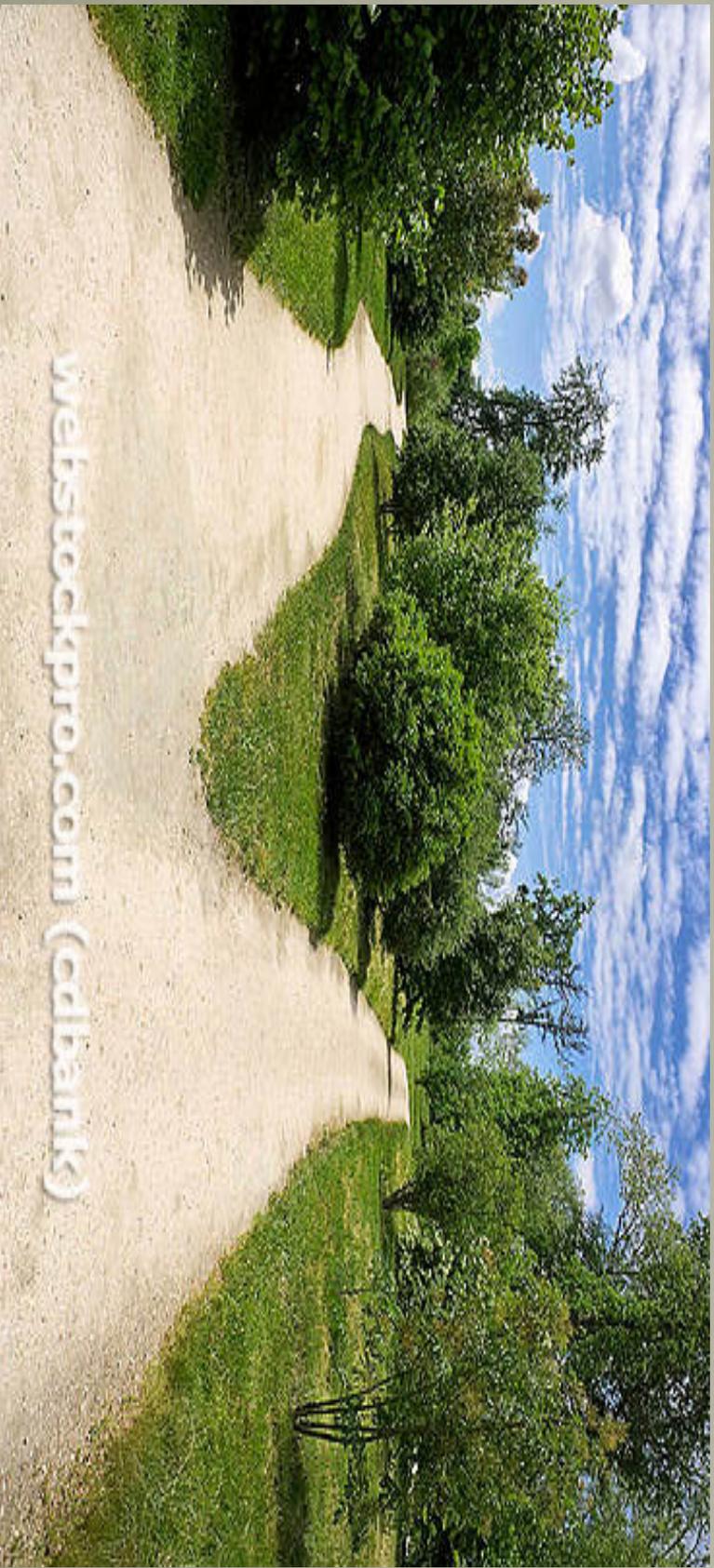
*THE GOOD NEWS!!!!*

# SEPARATION OR DIVORCE???



- PHOENIX HAS COME A LONG WAY
- SCOTTSDALE EXAMPLE
- PHOENIX NOW USING 800 MHZ ON NON HAZARD ZONE CALLS
- REACHED OUT TO MESA MANAGEMENT TO RENEGOTIATE

# WHY DOES GOVERNANCE MATTER?



# OUR RADIO VISION

- ONE SEAMLESS, VALLEY-WIDE, USER-FRIENDLY EMERGENCY RADIO SYSTEM.
- VOLUME 2 APPROACH.
- FROM SURPRISE TO APACHE JUNCTION WE OPERATE ON THE SAME PAGE AND COMMUNICATE SEAMLESSLY.

# SUMMARY

- THE DIVORCE NEEDS RECONCILIATION IMMEDIATELY
- CURRENT RADIO SYSTEM TOPAZ HAS US IN FOR HAZARD ZONE IS DANGEROUS
- WE ARE A REGIONAL SERVICE – LIKE LIGHT RAIL, WE NEED ONE REGIONAL STRATEGIC PLAN, ONE OPERATIONAL PROCEDURE AND ONE STANDARD FOR EQUIPMENT/USERS.

# OUR ASK.....

- PLEASE SUPPORT OUR RESOLUTION
- IMMEDIATELY SUPPORT MERGING US WITH THE VALLEY WITH 800 MHZ FOR NON-HAZARD ZONE COMMUNICATIONS
- IMMEDIATELY SUPPORT MERGING US WITH VALLEY ON VHF HAZARD ZONE COMMUNICATIONS
- PLEASE URGE CITY MANAGER TO IMPROVE PROACTIVE COMMUNICATIONS AND CONCERN FOR EMPLOYEE INPUT

# IMAGINE TWO SEPARATE LIGHT RAILS



*“EGGOS EAT BRAINS”*

**CHIEF ALAN BRUNACINI**