



# MEMO

**Date:** August 19, 2014  
**To:** Transportation Advisory Board  
**From:** Jodi Sorrell, Transit Services Director  
**Re:** Transit Master Plan Update

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The Office of Transit Services is updating the Transit Master Plan in coordination with the General Plan and Transportation Master Plan updates. The plan will include five different planning scenarios: one short term (5-10 years) two mid-term (10-20 years) and two long-term (20-30).

The final document can be viewed at <http://thisismymesa.org/Transit.aspx> on or before 5 pm Thursday, August 14<sup>th</sup>, 2014.

300 East Sixth Street  
P.O. Box 1466  
Mesa Arizona 85211-1466  
480.644.2160Tel  
480.644.3909  
[www.cityofmesa.org/transporation](http://www.cityofmesa.org/transporation)



# Transit Master Plan Update



Transportation Advisory Board

August 19, 2014

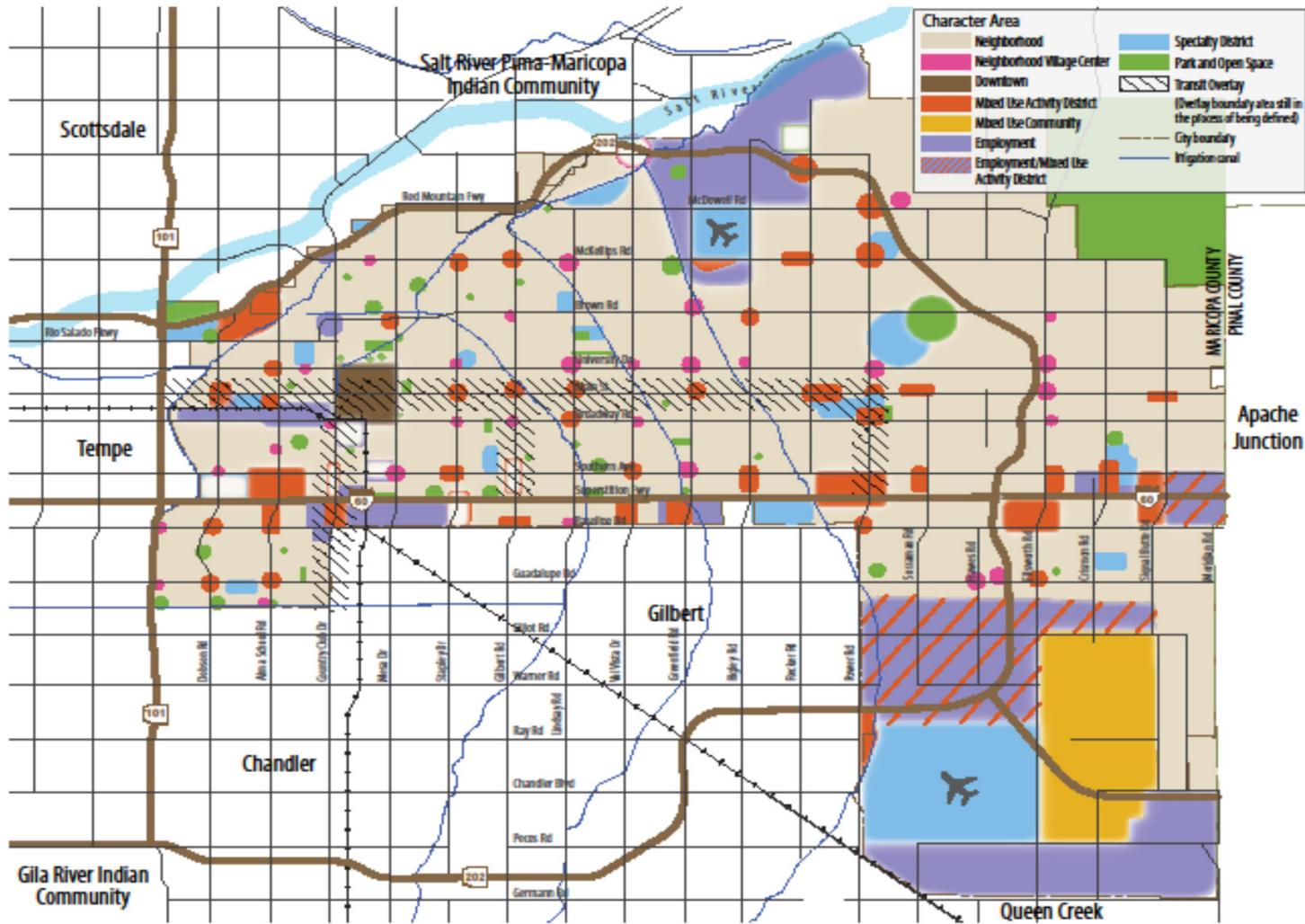


# Themes

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



Figure 1: General Plan Land Use Character Areas



Source: City of Mesa General Plan, 2013

# TRANSIT

*“The goal for these areas is to become a gathering place for local residents.”*

Transit Districts include the light rail corridor, bus rapid transit corridors, and areas designated for a consistent high level of transit options. The focus in these districts is to develop a mixed-use, pedestrian-oriented urban environment, particularly within walking distance of transit stops. This character type overlays the other areas and is used to transition the area into a more transit and pedestrian-oriented development form. This overall category is divided into corridors and station areas; the latter will have more intense development.



## Form and Guidelines\*

FORM	GUIDELINE
Height	<b>at least 2 stories</b>
Lot coverage	<b>40-80%, but could be 100%</b>
Setback	<b>buildings set close to street to frame public realm</b>
Sidewalks	<b>at least 12' wide</b>
Architectural detailing	<b>no blank walls longer than 20'</b>
	<b>principal entry to face a street or plaza, not a parking lot</b>
Street	<b>shade sidewalks with trees or shade structures</b> <b>provide urban landscape forms, public art, and street furniture</b>
Drainage	<b>stormwater retention underground or in urban design form</b>
Public space	<b>provide pocket parks and plazas along the street</b>

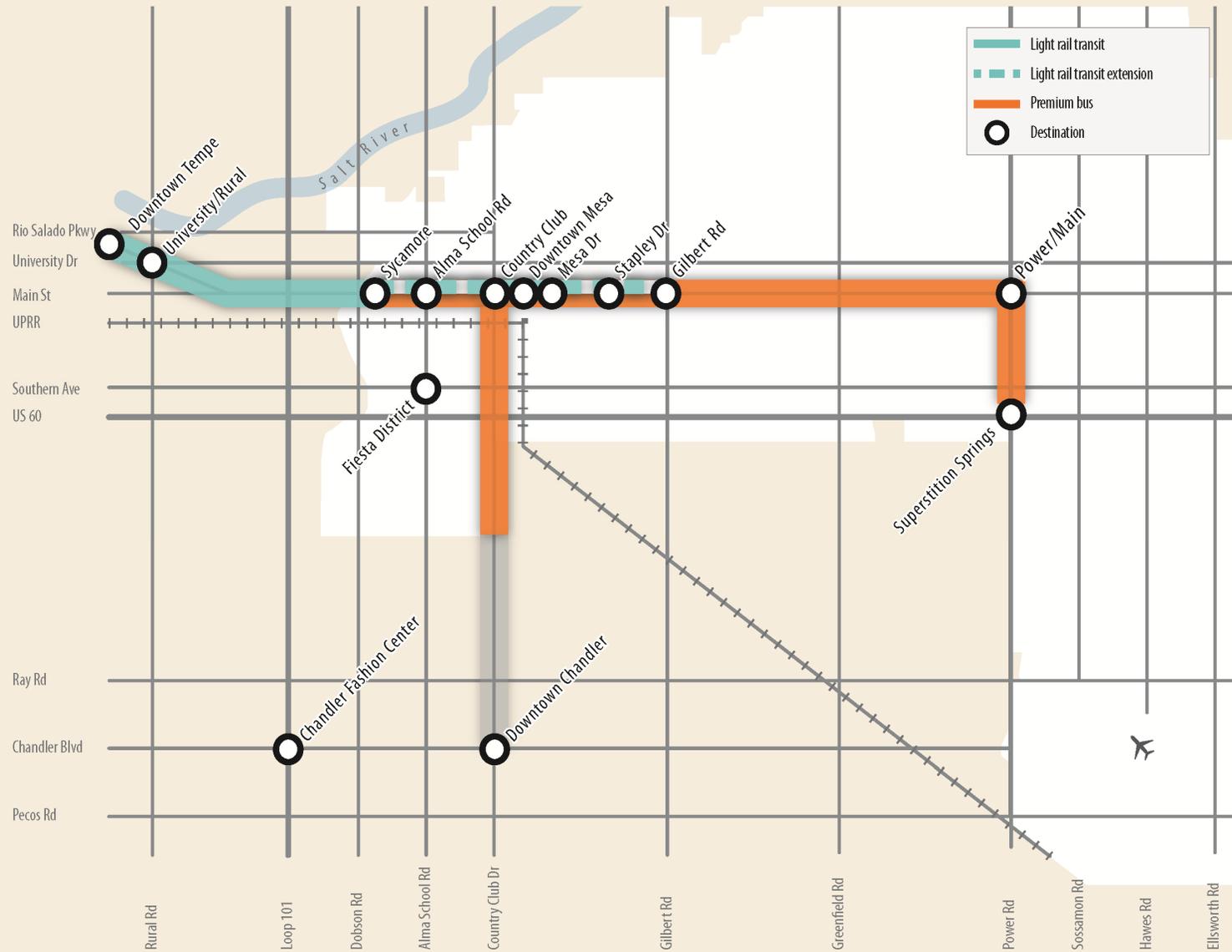
*\*These standards, uses, and zoning are specifically for the Corridor sub-type. Refer to the General Plan for guidance on the Station Area sub-type.*

## Typical Uses\*

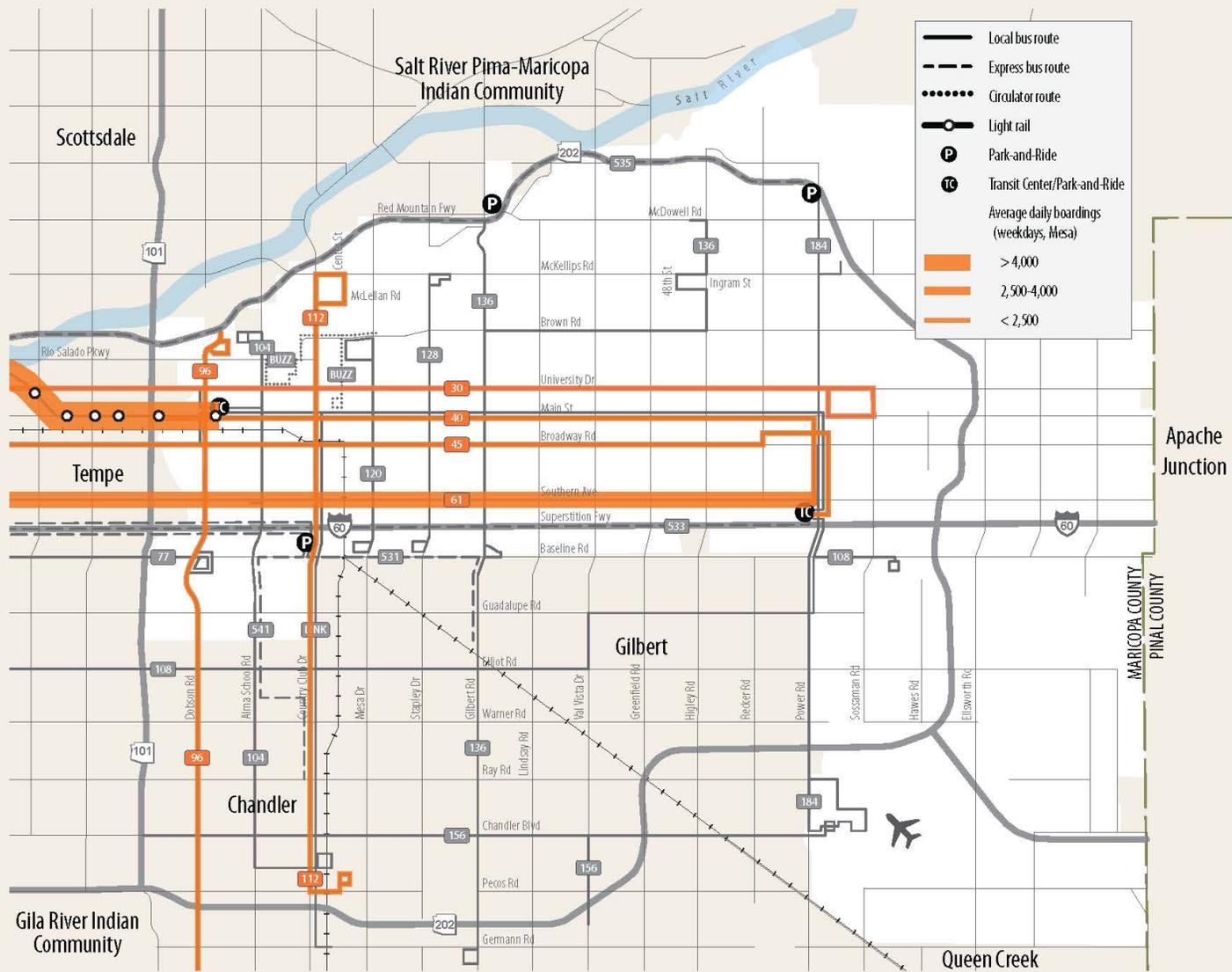
- » Retail
- » Restaurants
- » Bars and night clubs
- » Office
- » Service
- » Hotels
- » Multi-residence buildings, condominiums, townhouses
- » Central public gathering places
- » Compatible public, quasi-public, and special uses



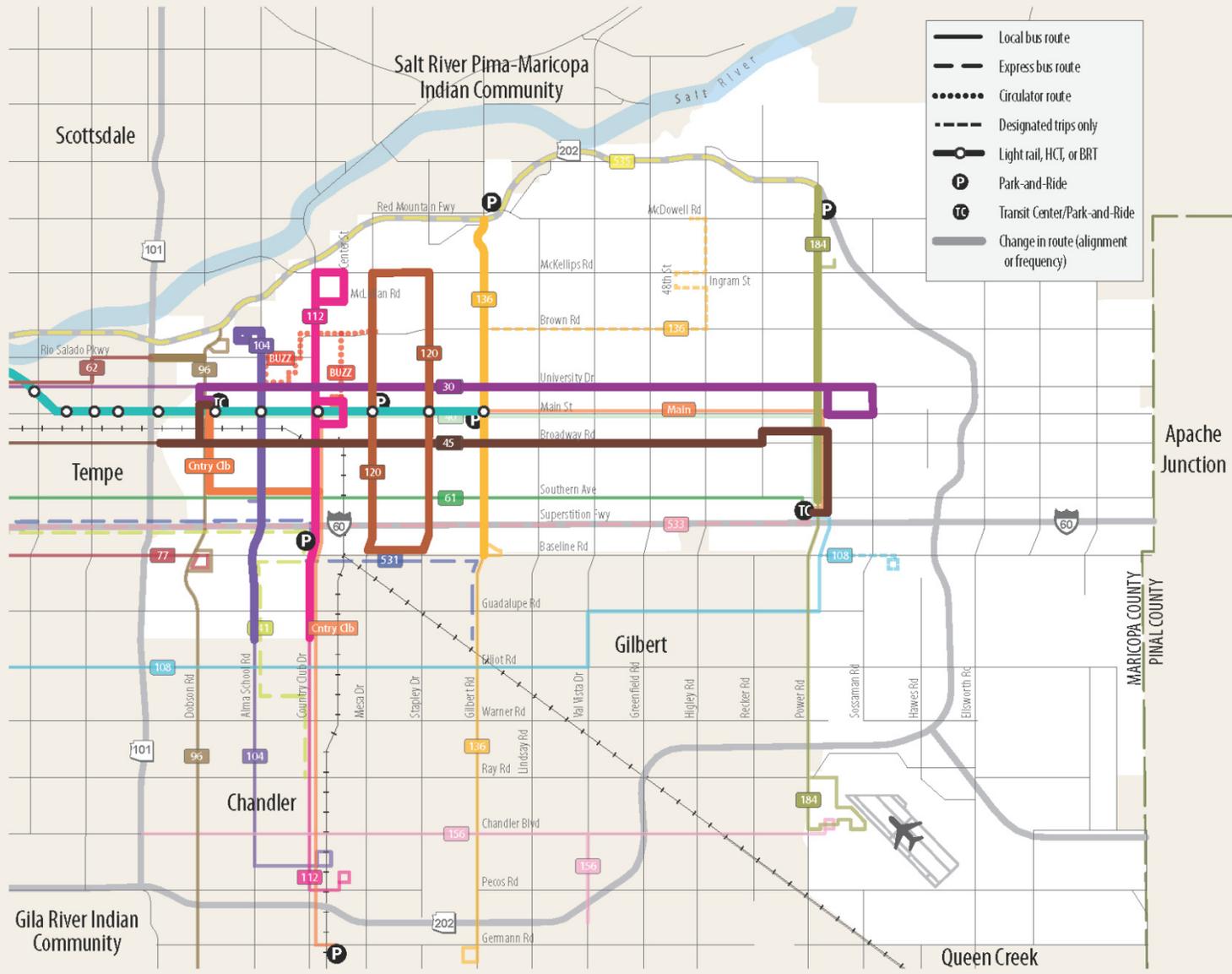
# Existing Condition - High Capacity Transit



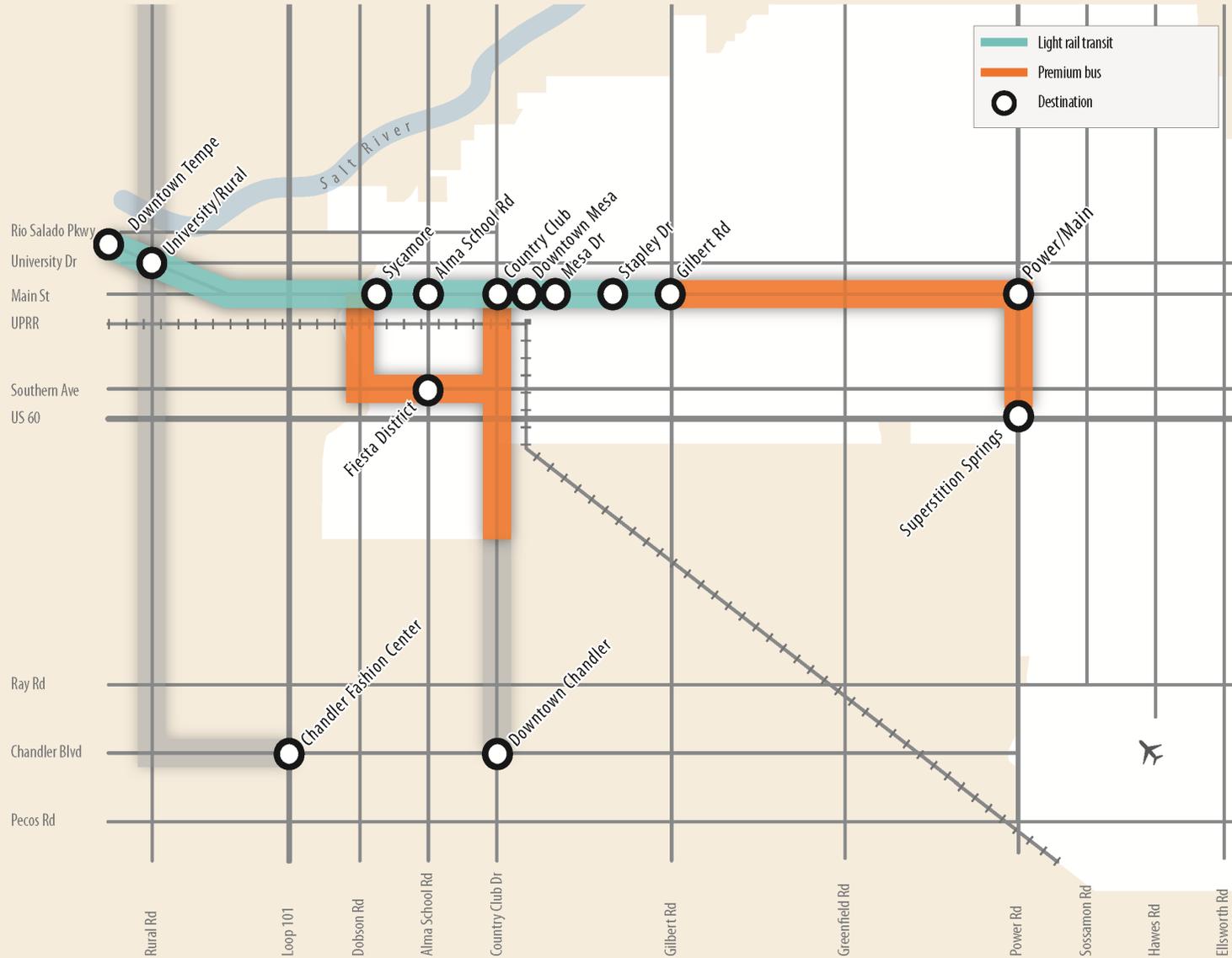
# Average Daily Boardings



# Short Term



# Short Term - High Capacity Transit

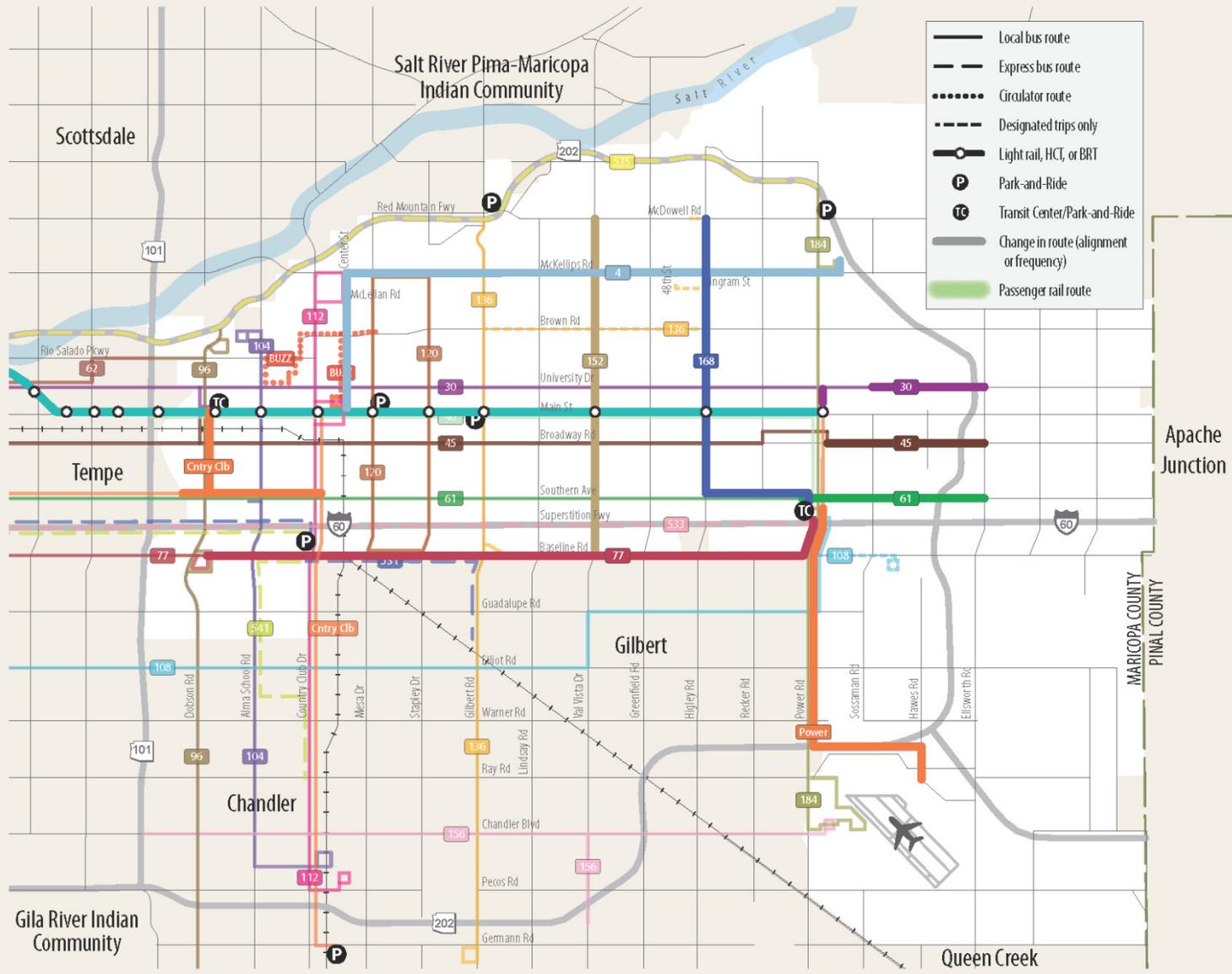




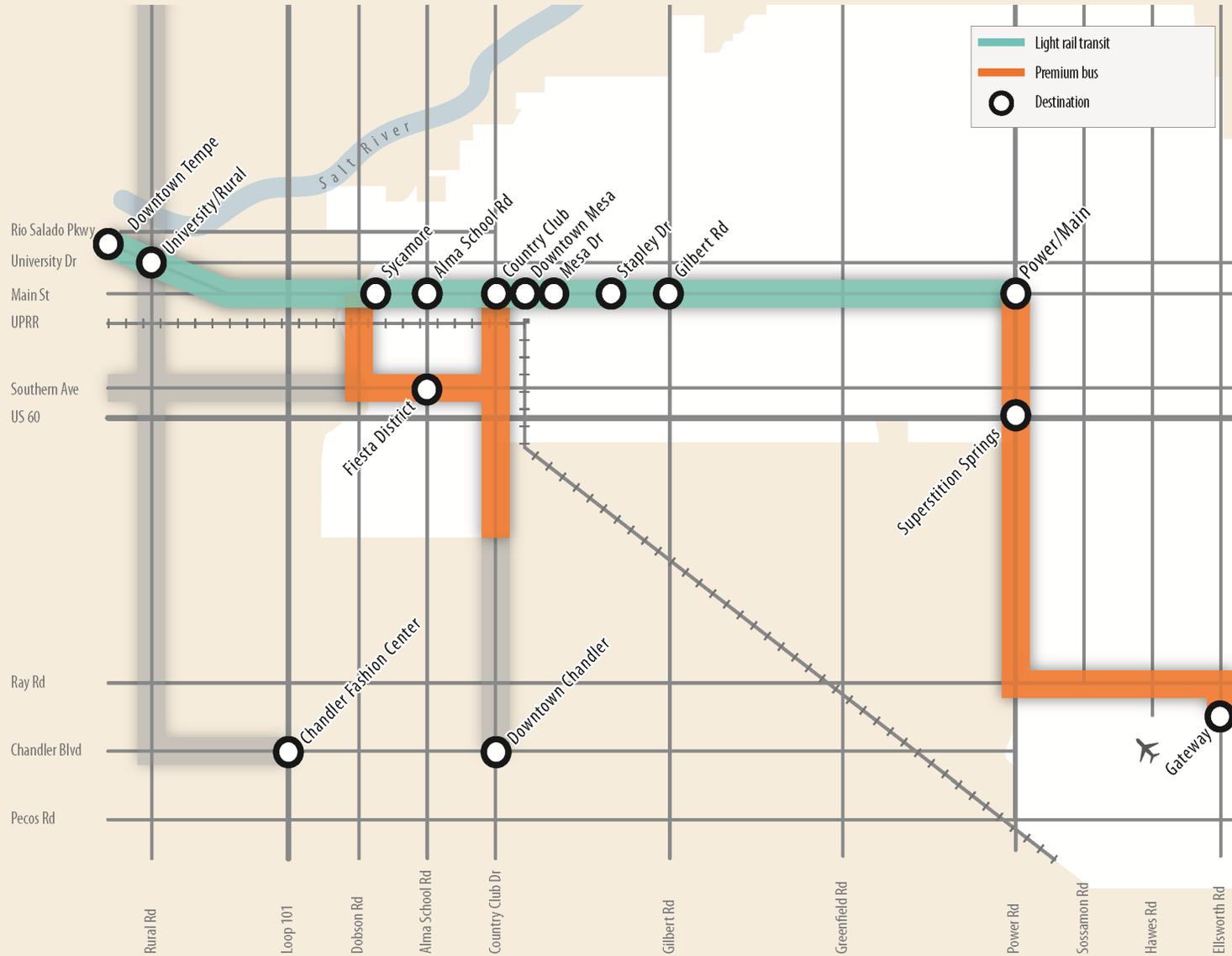
# Short Term

- ☞ Extend METRO light rail east to Gilbert Road
- ☞ Modify Main Street premium bus to originate at Gilbert Road
- ☞ Modify Country Club premium bus to also serve Fiesta District
- ☞ Increase peak frequency to 15 minutes on Country Club premium bus and Routes 30 (University), 45 (Broadway), 104 (Alma School), 112 (Country Club), 120 (Mesa), 136 (Gilbert), and 184 (Power)
- ☞ Increase Sunday frequency to 30 minutes on Route 61 (Southern)
- ☞ Add 4 new trips for Route 533; 1 new trip for Route 525

# Mid Term 1



# Mid Term 1 - High Capacity Transit

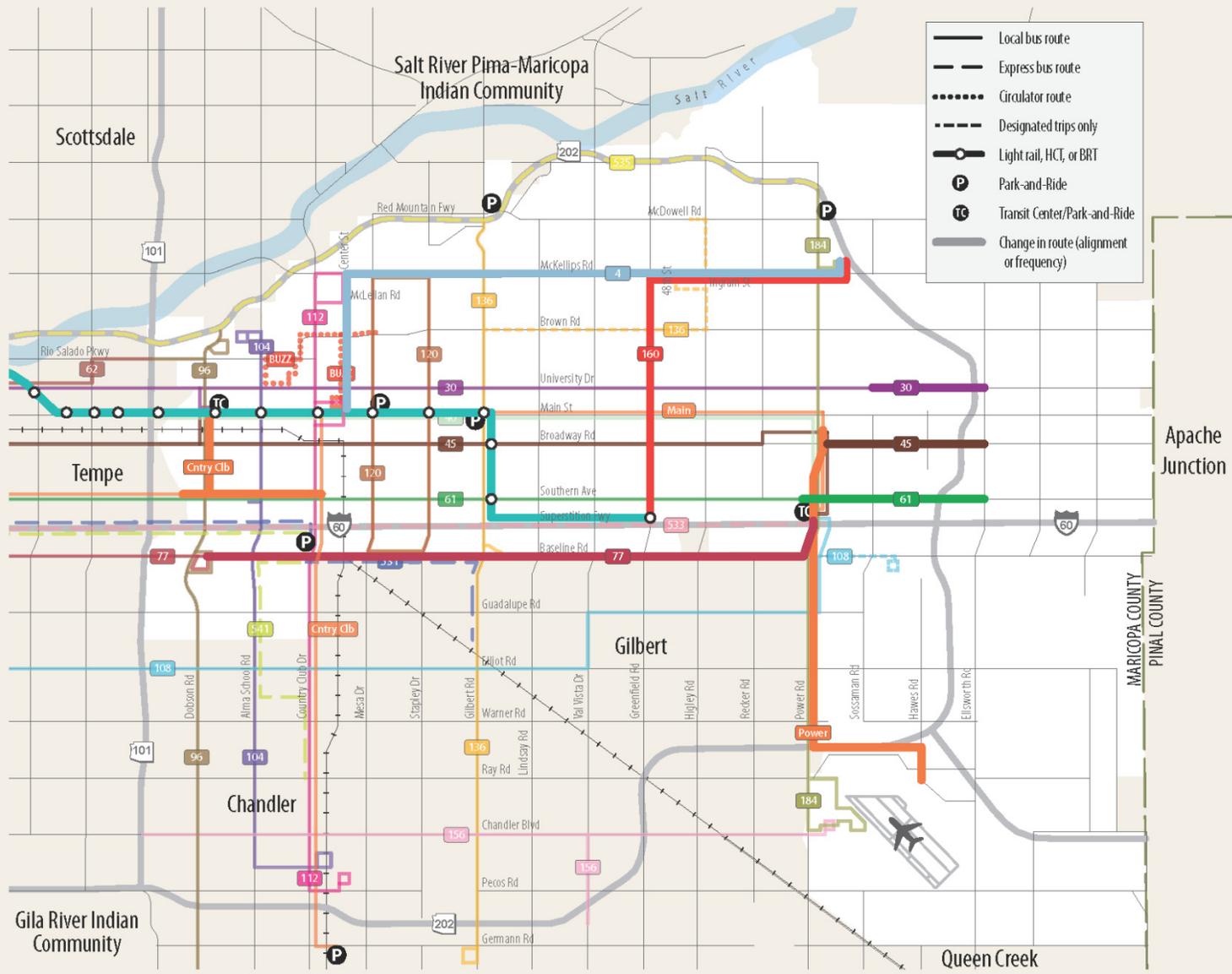




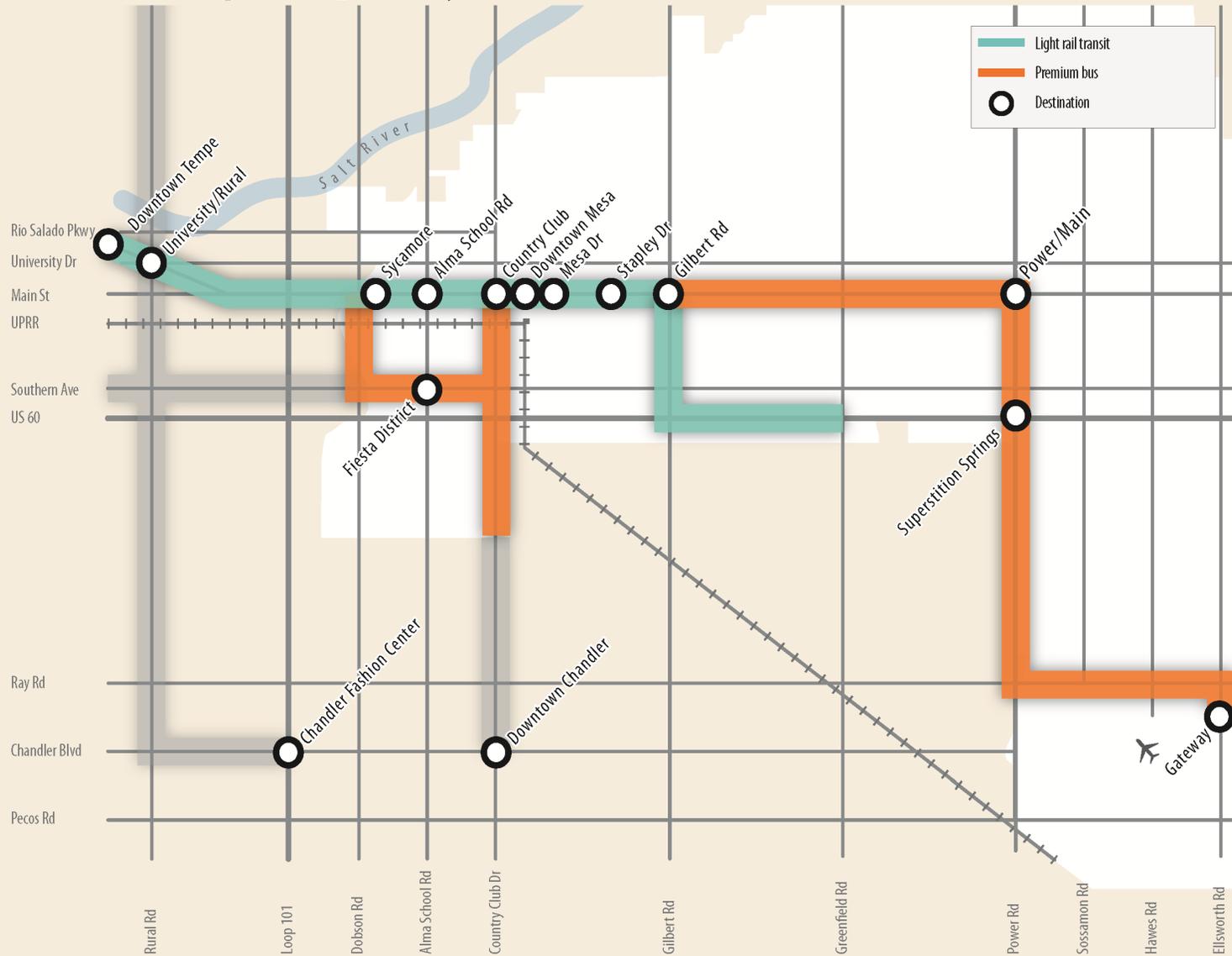
# Mid Term 1

- ∞ Extend METRO light rail east on Main Street to Power Road
- ∞ Modify Main Street premium bus to operate solely on Power Road and extend to Gateway
- ∞ Add new Southern Avenue premium bus between Phoenix/Tempe and Country Club Drive
- ∞ Extend Routes 30 (University), 45 (Broadway), and 61 (Southern) east from Power Road to Ellsworth Road
- ∞ Increase peak/off-peak frequency to 12/20 minutes on Main Street premium bus and Country Club premium bus
- ∞ Increase peak frequency to 15 minutes on Route 77 (Baseline)
- ∞ Add new Routes 4 (McKellips/Center), 152 (Val Vista), and 168 (Higley)

# Mid Term 2



# Mid Term 2 - High Capacity Transit



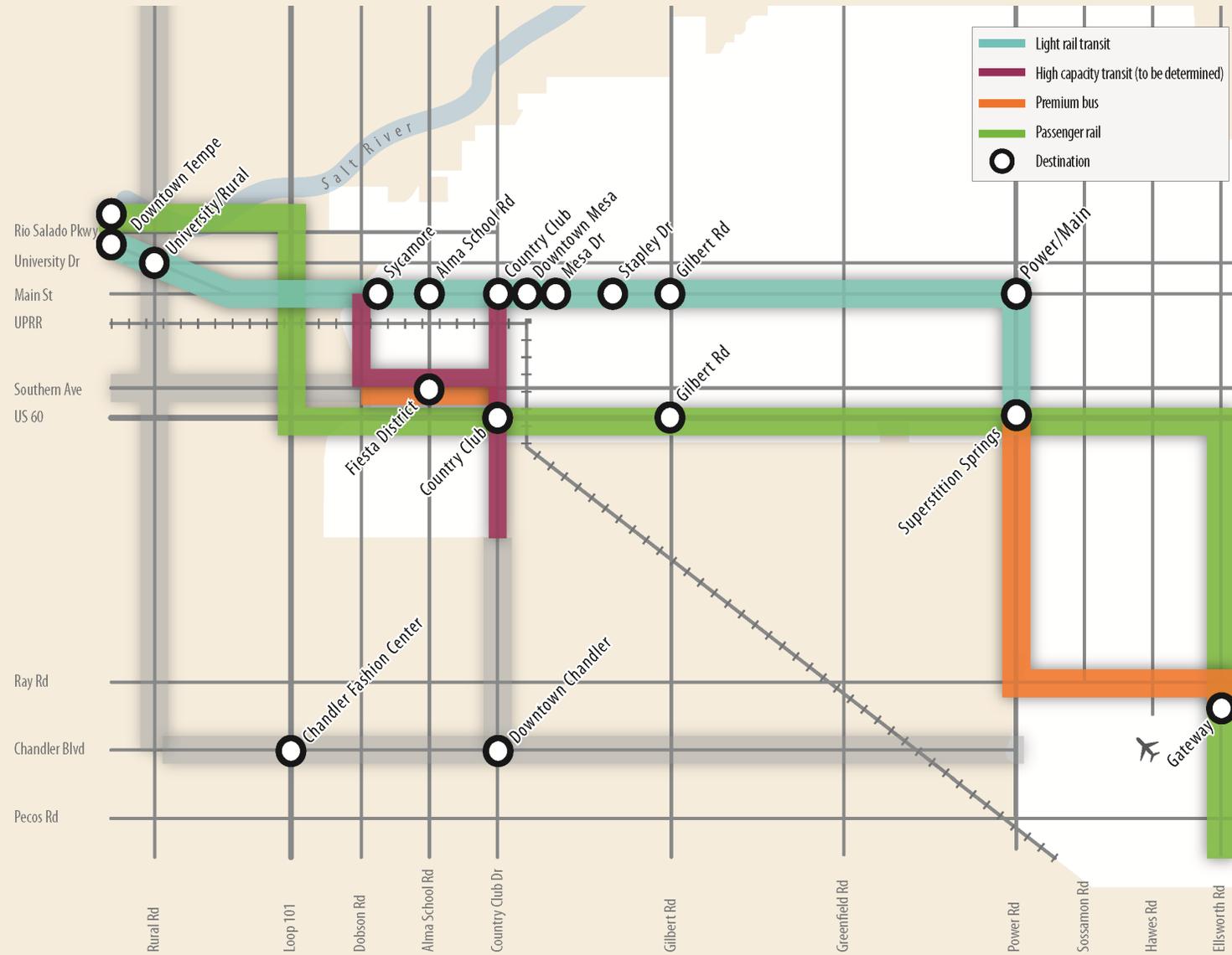


## Mid Term 2

- ∞ Extend METRO light rail south on Gilbert Road to US 60 and east on US 60 to Greenfield Road
- ∞ Extend Main Street premium bus south on Power Road to Gateway
- ∞ Add new Southern Avenue premium bus between Phoenix/Tempe and Country Club Drive
- ∞ Extend Routes 30 (University), 45 (Broadway), and 61 (Southern) east from Power Road to Ellsworth Road
- ∞ Increase peak/off-peak frequency to 12/20 minutes on Main Street premium bus and Country Club premium bus
- ∞ Increase peak frequency to 15 minutes on Route 77 (Baseline)
- ∞ Add new Routes 4 (McKellips/Center) and 160 (Greenfield/McKellips)



# Long Term 1 - High Capacity Transit



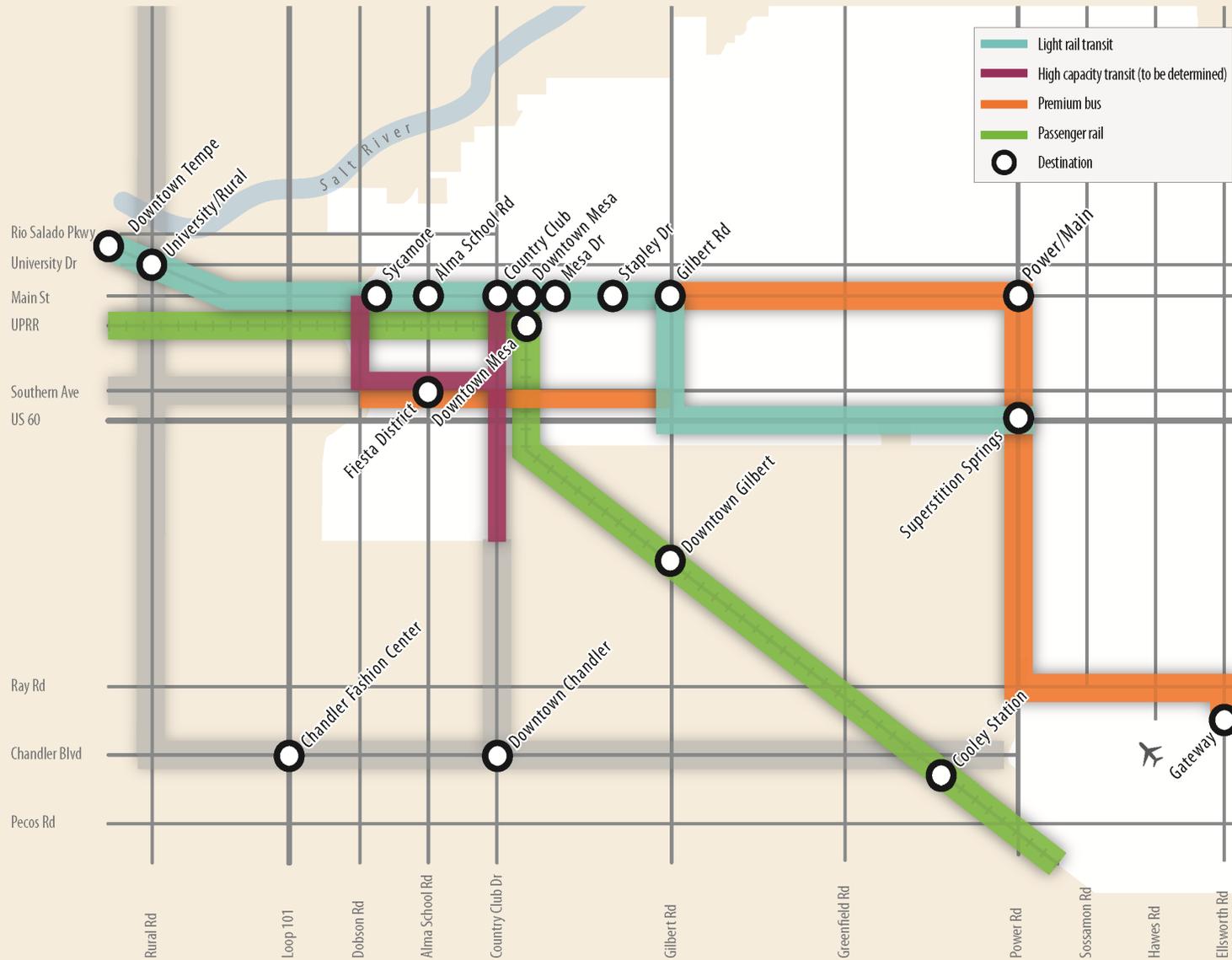


# Long Term 1

- ☞ Extend METRO light rail south on Power Road from Main Street to Superstition Spring Transit Center
- ☞ Add new high capacity transit on Dobson Road, Southern Avenue and Country Club Drive
- ☞ Modify Power Road premium bus to operate solely on Power Road between Superstition Springs and Gateway
- ☞ Add new passenger rail in US 60 corridor between Downtown Phoenix and Gateway
- ☞ Add new Route 208 (Ellsworth) between Superstition Springs and Gateway



# Long Term 2 - High Capacity Transit





## Long Term 2

- ☞ Extend METRO light rail east on US 60 from Greenfield Road to Superstition Springs
- ☞ Add new high capacity transit on Dobson Road, Southern Avenue and Country Club Drive
- ☞ Extend Southern Avenue premium bus service east from Country Club Drive to Gilbert Road
- ☞ Add new passenger rail in Phoenix Southeast Subdivision corridor between Downtown Phoenix and Gateway
- ☞ Add new Route 208 (Ellsworth) between Superstition Springs and Gateway

Figure 25: Transit Priority Node



Figure 25: Transit Priority Node (continued)

