



COUNCIL MINUTES

December 7, 2023

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 December 7, 2023, at 7:31 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 December 11, 2023, 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

Responding to a question from Councilmember Duff regarding Item 5-a, **(Approving and adopting the updated City of Mesa Emergency Operations Plan (EOP) and, consistent with Federal Emergency Management Agency recommendations, authorizing City departments to make non-material modifications to the Plan. (Citywide))**, on the Regular Council meeting agenda, City Manager Christopher Brady clarified that the City of Mesa Emergency Operations Plan (EOP) is reviewed and practiced annually to ensure the plan is accurate and works for each possible emergency scenario or disaster.

Responding to a question from Councilmember Freeman regarding Item 4-b, **(Purchase to Upgrade/Convert One MD Helicopter (Sole Source) for the Mesa Police Department (Citywide))**, on the Regular Council meeting agenda, Mr. Brady said that the timeline for getting the helicopter upgrade is not known and that he will provide the information when it is available.

Responding to a question from Councilmember Freeman regarding Item 5-c, **(Approving and authorizing the City Manager to execute a waiver of the Arizona Department of Transportation's (ADOT) four-year notice provision for right-of-way abandonment as**

allowed by A.R.S. § 28-7209. Execution of the Waiver will allow ADOT to proceed with the abandonment and transfer to the City of previously identified traffic interchanges along United States Route 60 between Dobson Road and Ellsworth Road. (Districts 2,3,4, and 6)), on the Regular Council meeting agenda, Assistant Transportation Director Erik Guderian explained that the Arizona Department of Transportation (ADOT) has been working on a yearlong project to resurface the United States Route 60 (US 60) and has decided to return portions of right-of-way along the US 60 to Mesa. He indicated that in order to proceed, ADOT must obtain a waiver of the four-year advanced notice requirement from the City and that is what this item is authorizing.

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

Transit Services Director Jodi Sorrell displayed a PowerPoint presentation. **(See Attachment 1)**

Ms. Sorrell reviewed the status of the updated Transit Master Plan. She explained that Proposition 479 (Prop 479) is required to be a productivity-based plan which means putting transportation service where it is being used most. She remarked that ridership numbers are being studied for each area and will be evaluated for possible future expansion, adding that budgeting decisions related to funding will be necessary. She stated that to qualify for Regional Funding, the transportation routes would need to serve more than one jurisdiction, therefore extending into Tempe, Chandler, or Gilbert. (See Page 1 of Attachment 1)

Ms. Sorrell indicated that staff is currently in the implementation phase of the project and gave a progress update. She noted the coordination efforts made with the General Plan (GP) vision and goals and the Transportation Master Plan, all working in unity toward the final product. She outlined the preliminary Transit recommendations and explained that the possible changes may include route modifications. (See Pages 2 through 4 of Attachment 1)

Ms. Sorrell discussed service improvements and the aim of increasing the frequency of stops from every 30 minutes to every 15 minutes to improve ridership numbers. She detailed the route modification possibilities and described an east to west route from Country Club Drive to Power Road, which is the last route that currently does not have full service. She provided examples of possible new routes to allow service to additional communities, as well as emerging markets which would be evaluated for circulator or micro-transit options. She pointed out the high-capacity corridor options which could include proposed street cars or future light rail. (See Pages 5 through 9 of Attachment 1)

Ms. Sorrell reviewed the recommended priorities and said that all the suggested modifications will be ranked by a two-part evaluation which includes a needs score and productivity score. She explained the next steps, beginning with recommendations for the near future until Prop 400 expires, and then 10 and 15 years later. She said staff will obtain additional public input for the final recommendations and will produce a final report. (See Pages 10 and 11 of Attachment 1)

Discussion ensued related to current ridership numbers compared to the pre-pandemic numbers, changes seen in trends based on the various transit options, and the challenges of shelters in spaces not owned by the City.

In response to a question from Councilmember Duff, Ms. Sorrell explained that anything that is currently funded or planned to be funded by Prop 479 will continue to be funded as a base layer. She described the other two layers as a productivity level for bus services, and a third

layer which will fund the emerging markets. She reported that it takes about three to four years to get ridership up and going on a route.

Mayor Giles thanked staff for the presentation.

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

Assistant Transportation Director Erik Guderian introduced Supervising Engineer Sabine King and Senior Transportation Engineer Mark Venti and displayed a PowerPoint presentation. **(See Attachment 2)**

Mr. Guderian provided an update on the Transportation Master Plan (TMP) that will be finished by February or March 2024. He reported that previous TMPs focused on growth and the horizon year for this plan is 2050 when the transportation network will be built out. He reported on the relevance of the TMP in guiding staff on future plans, adding that staff works in coordination with the GP development. He indicated that the community feedback received has been incorporated into the TMP and has helped develop specific projects as part of the Capital Improvement Plan (CIP) and bond projects. (See Page 2 of Attachment 2)

Ms. King provided details about the community outreach that was conducted by both the Transportation Department and the Transit Department staff. She reviewed the outcome from the Phase 1 outreach which indicated the following citizen concerns: Maintaining existing infrastructure for increased safety, increased congestion as the population grows, and the need for safer and more comfortable multimodal options. (See Page 3 of Attachment 2)

Ms. King emphasized that a priority of Phase 2 of the public outreach efforts included obtaining a wide variety of input, specifically noting East, Central and Southeast Mesa. She detailed the additional community connections that were made during stakeholder focus groups, various community organizations, and neighboring cities. She mentioned that additional meetings will be held as needed. (See Page 4 of Attachment 2)

Ms. King reported that the Transportation Advisory Board (TAB) has also been involved in the TMP planning and has provided input. She reported one idea expressed by the TAB was to consider roadways which do not need the extra travel lanes could be converted and used for bicycle and pedestrian facilities. (See Page 5 of Attachment 2)

Mr. Guderian acknowledged the goal of aiming at consistency between the GP and the TMP. He said that staff collaborated to develop transportation specific actions which are included in both plans. (See Page 6 of Attachment 2)

Mr. Guderian provided an overview of the Transportation goals that will be included in the TMP, indicating that all five goals were derived from citizens and stakeholder comments. He outlined the highlighted categories and explained how each of these aspects relates to the plan and how they will serve the community. (See Page 7 of Attachment 2)

In response to a question from Councilmember Duff, Mr. Venti explained that along with the GP, the TMP has three tiers of objectives that are specified as goals, visions, and actions. He said that the GP has more specific goals which are to be accomplished through actions.

In response to a concern expressed by Councilmember Goforth related to the disconnect with the previous TMP vision, Mr. Guderian said that he did not have the past verbiage in this

presentation; however, he will provide it to the Council at a later time. He explained that staff learned that the previous TMP goals were stated but there was not a way to track them. He reported that staff is working with a consultant to come up with action items that can be tracked and reported with a metric.

Additional discussion ensued regarding the TMP goals and visions.

Mr. Brady explained the history of big Master Plans and how they are executed. He summarized that the execution of the plans takes funding, typically through a transportation bond, and that is how they are measured.

Mr. Venti explained that the TMP document is approximately halfway complete and discussed existing conditions and future conditions. He noted that a consultant is working with staff now on the overview of future conditions, which will include the networks themselves and the needs of the City overall by travel sheds and street typologies. He expanded by saying the networks today include bike, pedestrian and transit which are referred to as complete networks and provided details of how the different networks will be reviewed to make sure they align in the plan. (See Pages 8 and 9 of Attachment 2)

Mr. Venti advised that Mesa is unique from a transportation perspective. He explained that the consultant assisted staff with the idea of travel sheds, which are defined by both physical geography and socioeconomic geography. He reported that the final plan document will have a detailed breakdown for each of the travel shed areas and presented an example showing Downtown Mesa and Southeast Mesa. He said that staff and consultants are working to define the overall characteristics in each area and determine the transportation needs in the future based on feedback from the community. (See Page 10 and 11 of Attachment 2)

Mr. Venti voiced that the street typologies tie the networks together and will work well when integrating with Public Works, explaining that this is a street-based approach. He said that networks will be based on the area and the future land use which will assist with coming up with ideas of how to design the street. He pointed out that there are 11 categories in the GP for land use and showed a graphic combining the General Plan land uses and Street Context Types. He said that this allows staff to see it from a corridor perspective. (See Page 12 and 13 of Attachment 2)

Mr. Venti provided examples of street typologies. He indicated that the details are still being worked out with the consultant; however, when finalized it will include a range of ideas and concepts to be used such as sidewalks, trees, bike lanes, and bike and street facilities. He said they are setting a standard by creating a true Street Design Guide as an action step. He shared the next steps stating that the final project should be complete in late February or early March. (See Page 14 of Attachment 2)

In response to a question from Councilmember Freeman related to collaboration with school districts and walkability for students, Mr. Guderian explained that most schools were built prior to traffic issues in their areas. He reported that it is a requirement for new schools to do a traffic study and follow the guidelines.

Discussion ensued on charter schools and the traffic challenges that occur around schools throughout the city.

Mayor Giles thanked staff for the presentation.

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

3-a. Transportation Advisory Board meeting held on September 19, 2023.

It was moved by Councilmember Spilsbury, seconded by Councilmember Duff, 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, December 11, 2023, 5:15 p.m. – Study Session

Monday, December 11, 2023, 5:45 p.m. – Regular meeting

6. Adjournment.

Without objection, the Study Session adjourned at 9:24 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 7th day of December 2023. 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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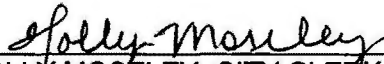
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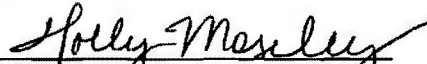
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City of Mesa

TRANSIT MASTER PLAN



City Council Study Session

December 7, 2023

Jodi Sorrell, Transit Services Director

Progress Update

- Completed Public Outreach
- Developed Vision, Goals, and Objectives
- Completed city-wide Needs Assessment
- Developed Preliminary Transit Recommendations
- Identified transit-supportive land use and technology strategies
- Developed methodology for recommendation prioritization



Vision, Goals, and Objectives

Support a reliable, productive, and well-connected multimodal transit system that fosters economic growth, diversity, and inclusiveness for the City of Mesa.



Mobility and Accessibility: Provide an equitable transit system that provides mobility and access to all residents in the City of Mesa.



Connectivity: Connect the City with neighboring communities and destinations with strong links to the regional transit network.



Productivity: Construct and manage the transit system, infrastructure, and transit operations efficiently with a high degree of transparency.



Safety & Reliability: Improve rider comfort as well as the operational safety and reliability of transit services.



Sustainability: Improve the quality of life and support future development in the City of Mesa through sustainable transit improvements and infrastructure.



Preliminary Transit Recommendations

Route Modifications

- Includes route extensions, reroutes, and other modifications

Service Improvements

- Increases in peak period frequencies to meet current and future needs

New Routes

- New alignments to serve additional communities

High-Capacity Transit

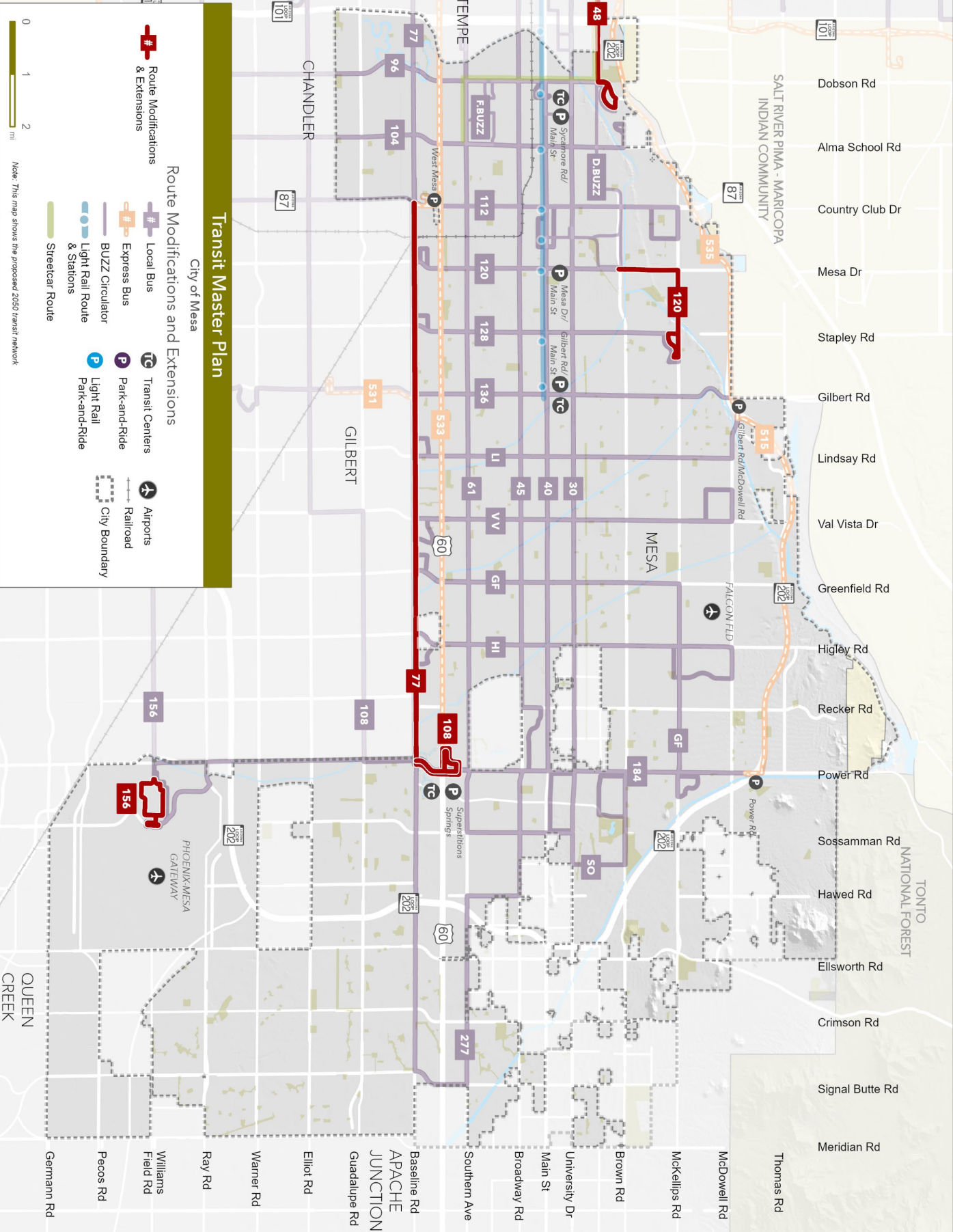
- Streetcar, light rail, and other high-capacity transit (HCT)

Emerging Markets

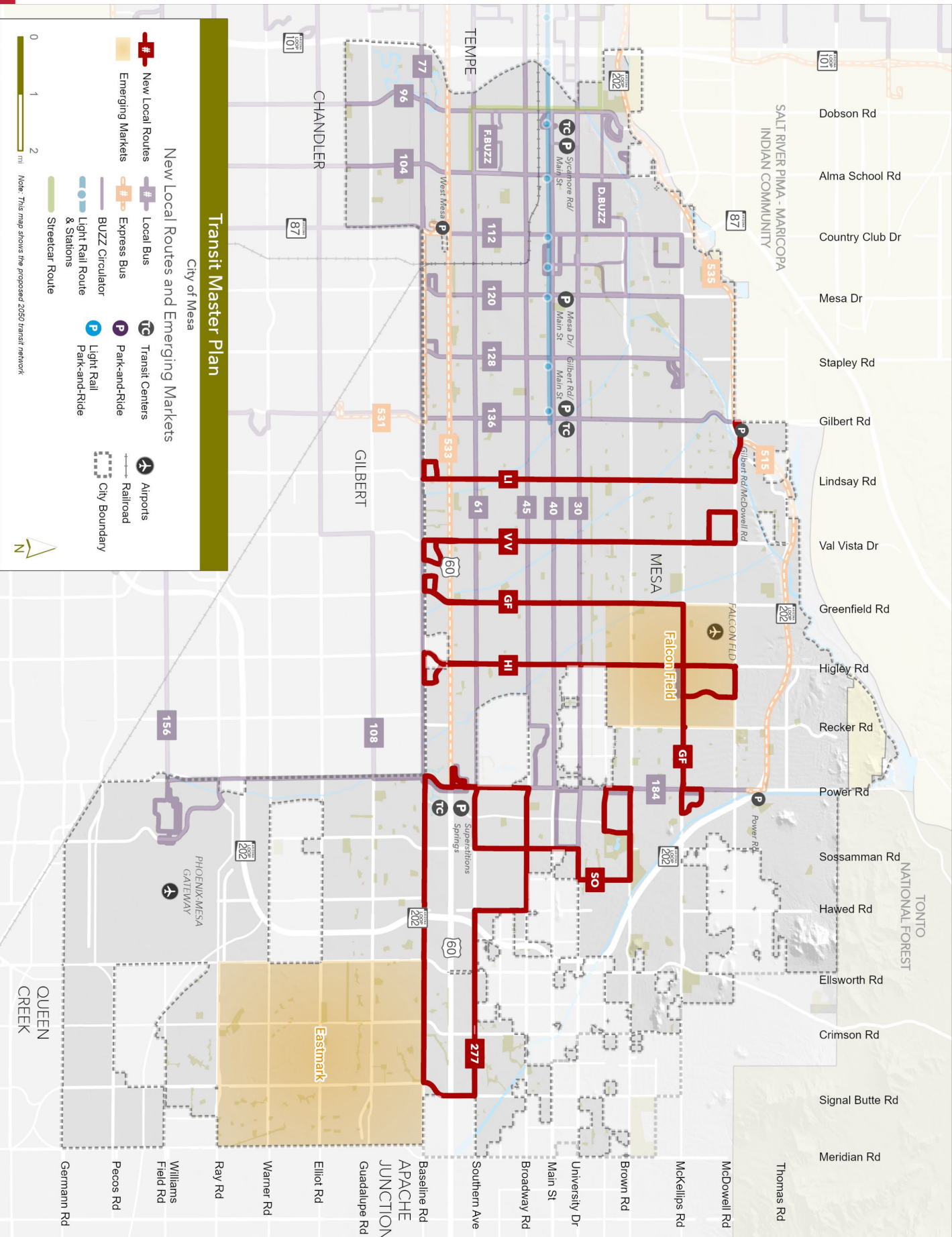
- Microtransit zones or circulator areas



Route Modifications



New Local Routes and Emerging Markets



Mesa's Transit Master Plan

- Enhances existing transit services and explores innovative transit programs for Mesa
- Creates a road map to reach Mesa's short-term (2035) and long-term (2050) transit goals



Community Outreach



Review Existing Transit Conditions



Understands Future Needs



Transportation Master Plan & General Plan Coordination



Service Development



Implementation Strategies



We Are Here



Recommendation Prioritization

Needs Score



- Current and future population
- Current and future employment
- Service equity
- Affordable housing
- Land use and key destinations
- Compatibility with previous plans

Productivity Score



- Projected ridership
- Planning-level cost estimates



Next Steps

- Prioritization of recommendations
 - Near-term (2024-2026)
 - Mid-term (2026-2035)
 - Long-term (2035-2050)
- Solicit public feedback on phased plans
- Implementation strategies - cost estimates and funding
- Final report



COM



Thank You!

City of Mesa
TRANSIT MASTER PLAN



mesa·az

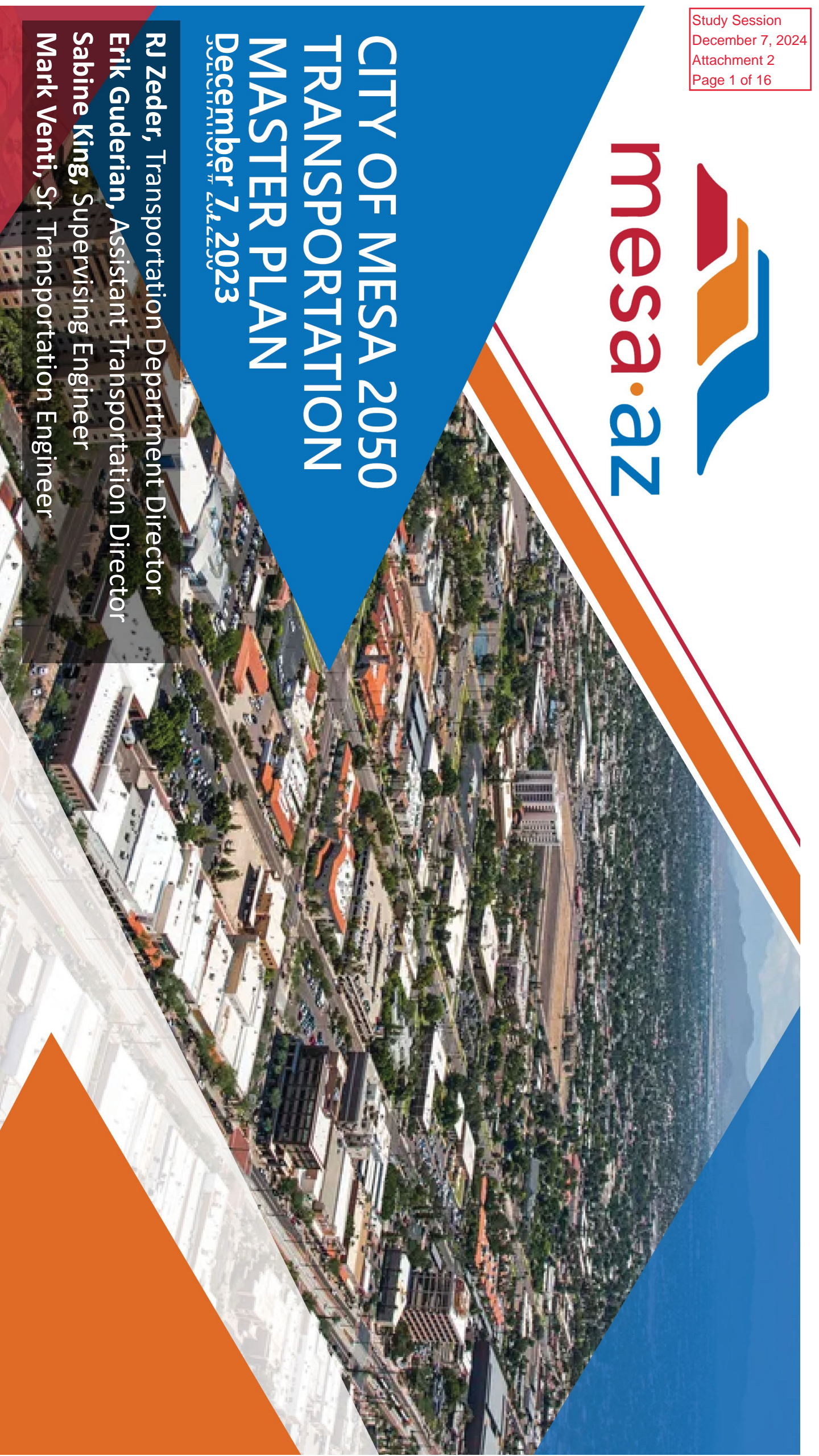
CITY OF MESA 2050 TRANSPORTATION MASTER PLAN December 7, 2023

RJ Zeder, Transportation Department Director

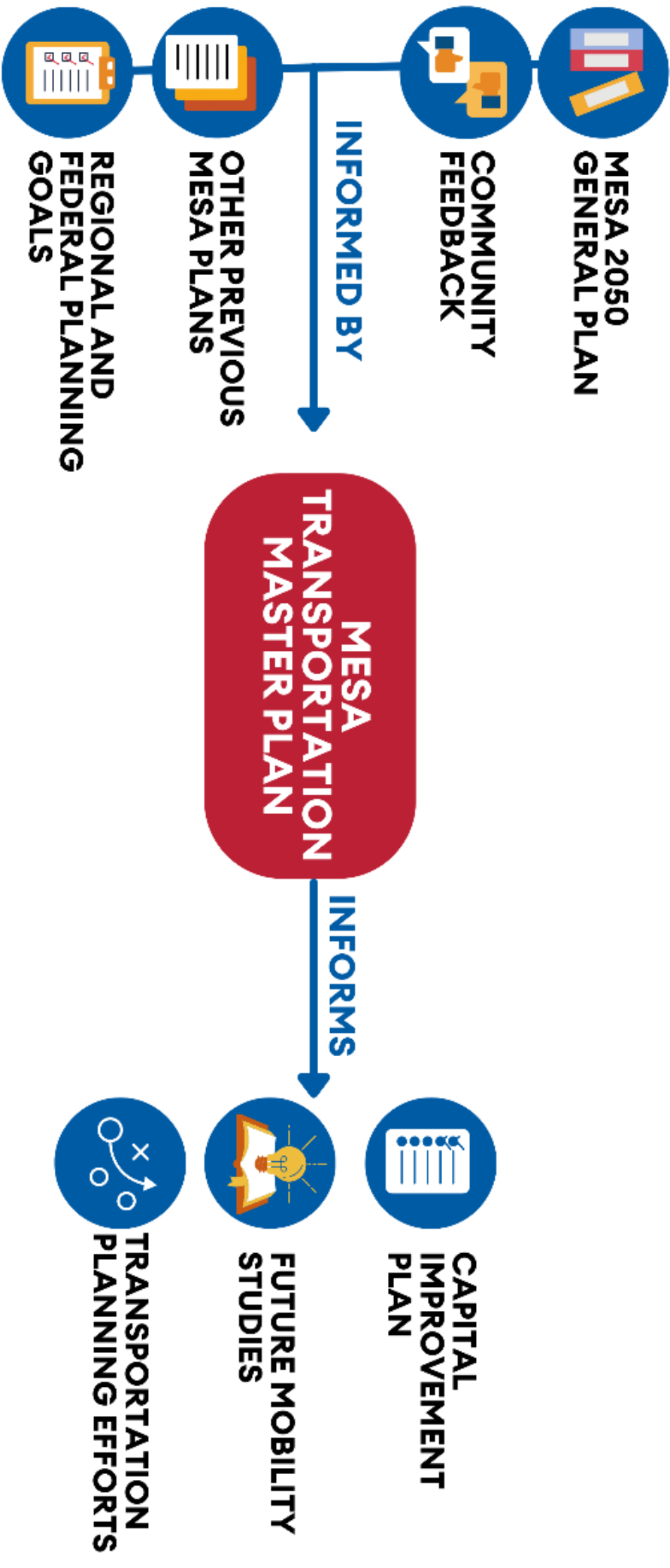
Erik Guderian, Assistant Transportation Director

Sabine King, Supervising Engineer

Mark Venti, Sr. Transportation Engineer



MP/Transit – General Plan Coordination



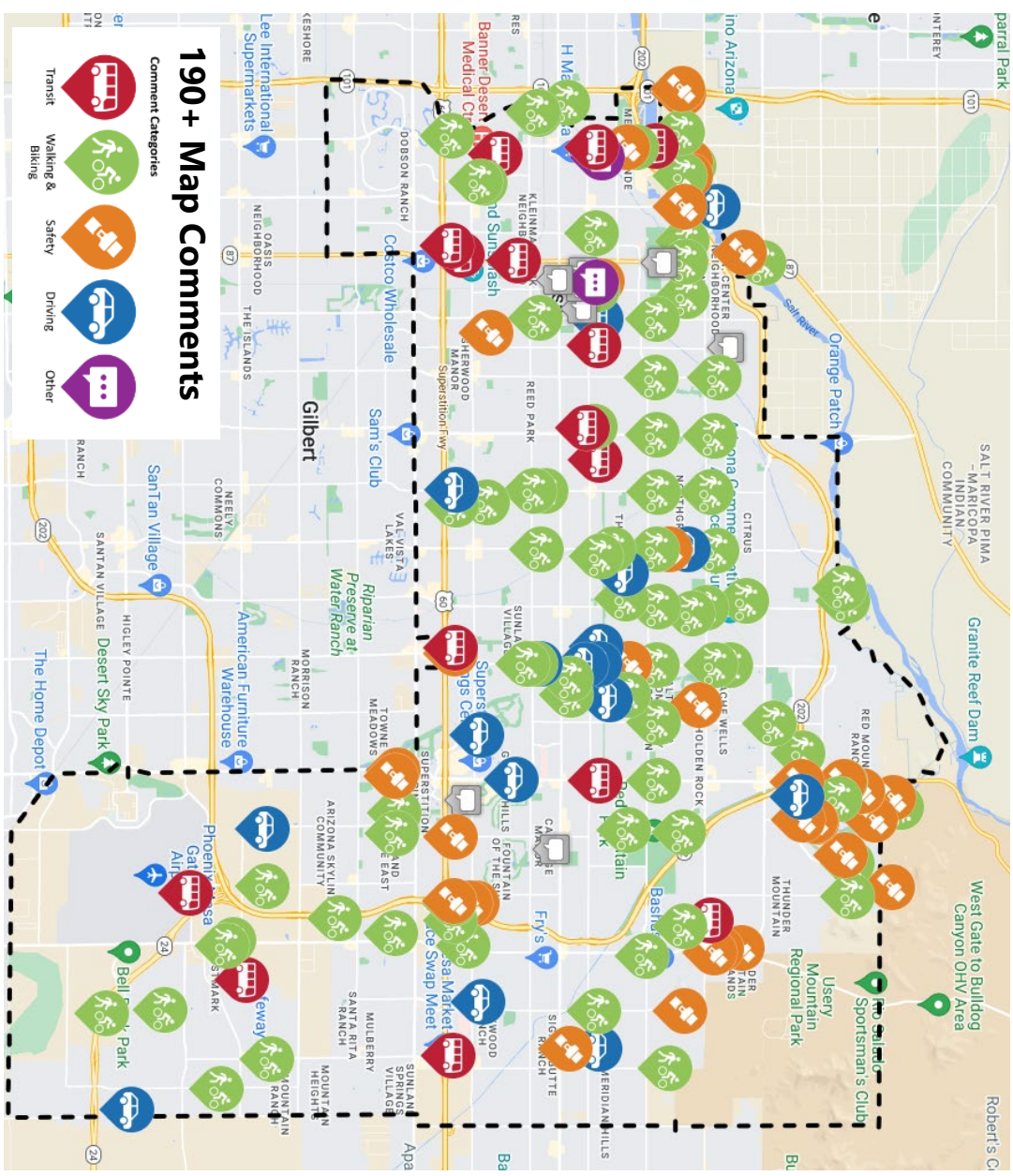
WHAT WE HEARD – PHASE I

Phase I (Complete)

- **In-Person Events:** Asian Festival, I Love Mesa, Eastmark Safety Fair, Coming Up: Cyclo Mesa, Farmers Market, Celebrate Mesa
- **Online Outreach:** Survey, Interactive Map, Website

Needs/Concerns Today (Public Feedback):

- Maintaining existing roads and improving safety is greatest transportation need today.
- Concern for increased congestion going forward
- Need safer and comfortable multimodal options



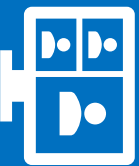
Phase II Public Outreach Update!



350+ surveys completed to date



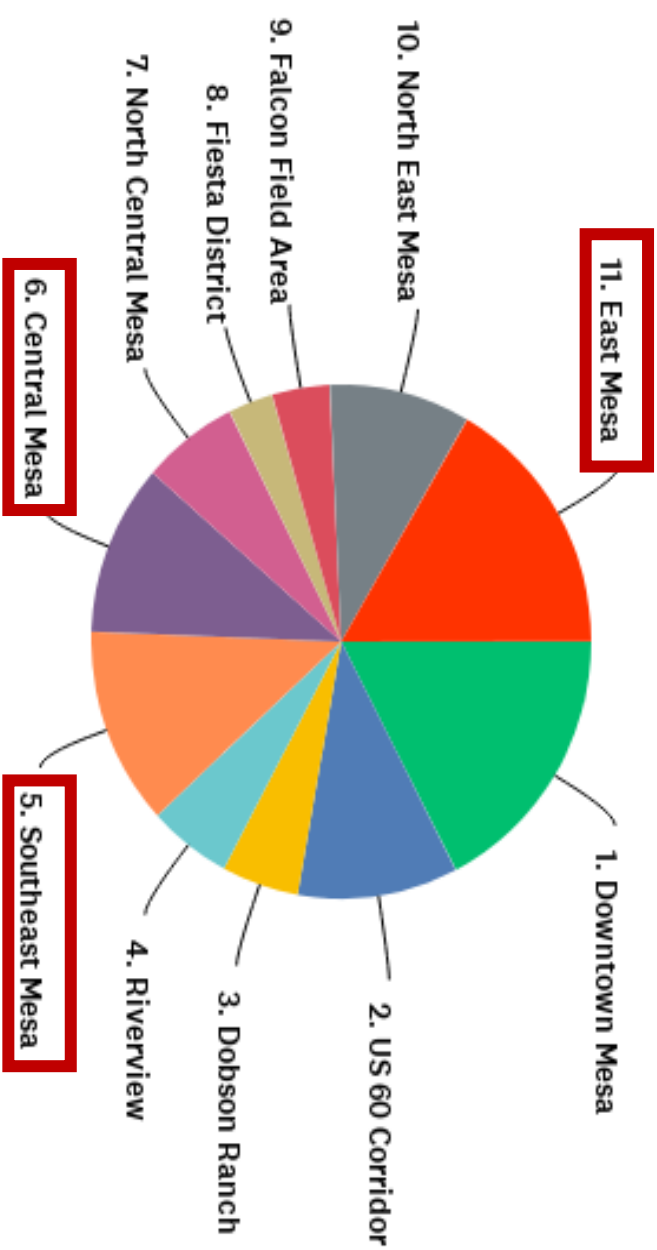
1,138 unique visitors to website



Stakeholder Focus Group meetings completed - Nov 15 and 16

- Internal City Department Staff
- Community organizations, business groups, etc
- Neighboring cities and partnering agencies

Feedback From Virtual Project Guide Website



No feedback received during in-person meetings

Combined with in-person events, we received balanced feedback from across the City

Transportation Advisory Board

What approach do you prefer to improve vehicle congestion and mobility?

- Tied –
 - Increase capacity by adding lanes and/or other infrastructure
 - Manage demand with technology or by enhancing other transportation modes
- **89%** - Converting the lane to enhance/add pedestrian and bicycle facilities

If a travel lane on a road was no longer needed, how would you like to see that space used?

1. What transportation investments would you most like to see?

Ranking Poll 8 votes 8 participants

More sidewalks and bike lanes



Improvements to enhance safety for travel by vehicles



Improvements to reduce vehicle congestion



Expand public transit service



Technology improvements (i.e., electric charging stations)



0 2.5 5.0

Weighted Score

General Plan / TMP – Common Vision

**General Plan (GP)
developed Guiding
Principles**

**Building off the GP Guiding
Principles, TMP developed a
comprehensive
Vision/Goals/Actions
Document**

**TMP and GP teams
collaborated to develop
transportation specific
actions that are included in
both Plans**

Example Transportation Specific Actions in General Plan

- Prepare and implement additional studies:
 - Active Transportation Plan
 - Citywide Safety Action Plan
 - Assist with the Downtown Micromobility Plan
- Develop Design Guidance to Integrate TMP Street Typologies
- Integrate Technology into Street Design
- Increase Options on the City's Bicycle and Pedestrian Network
- Continue Implementation of the ADA Transition Plan
- Increase EV Facilities

TRANSPORTATION GOALS



MANAGE AND MAINTAIN

Promote stewardship of a **sustainable and efficient transportation system** through strategic system management and preservation.



CONNECTIONS AND CHOICES

Develop an integrated and **complete multimodal transportation network** that provides improved and accessible mobility options for all modes.



THRIVE AND PROSPER

Strengthen the city, its residents, and its businesses, by **advancing equity and economic competitiveness** through improved transportation access to jobs, education, services, and goods.



SAFETY FIRST

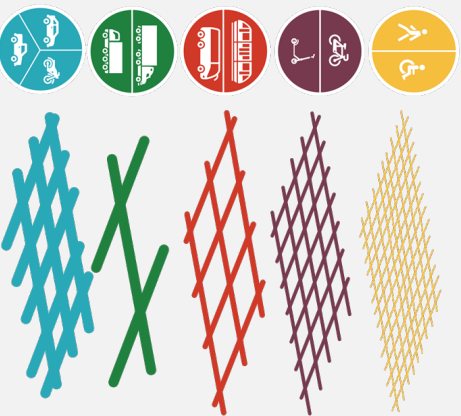
Create a transportation network that consists of **safe and comfortable** mobility options for all current and future users.



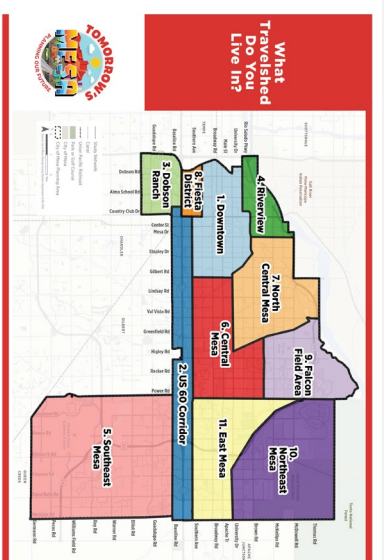
ANTICIPATE AND ADAPT

Adapt to emerging technologies, land use changes, and transportation mobility demands by being innovative and flexible to ensure a **resilient and responsive transportation system**.

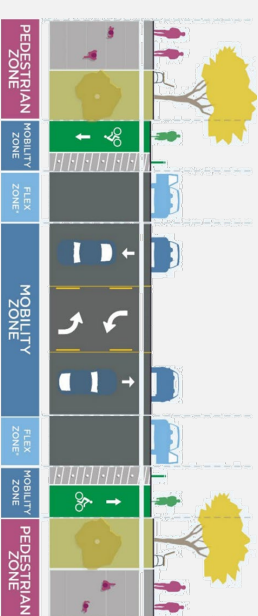
Outcomes of the TMP



Complete Networks



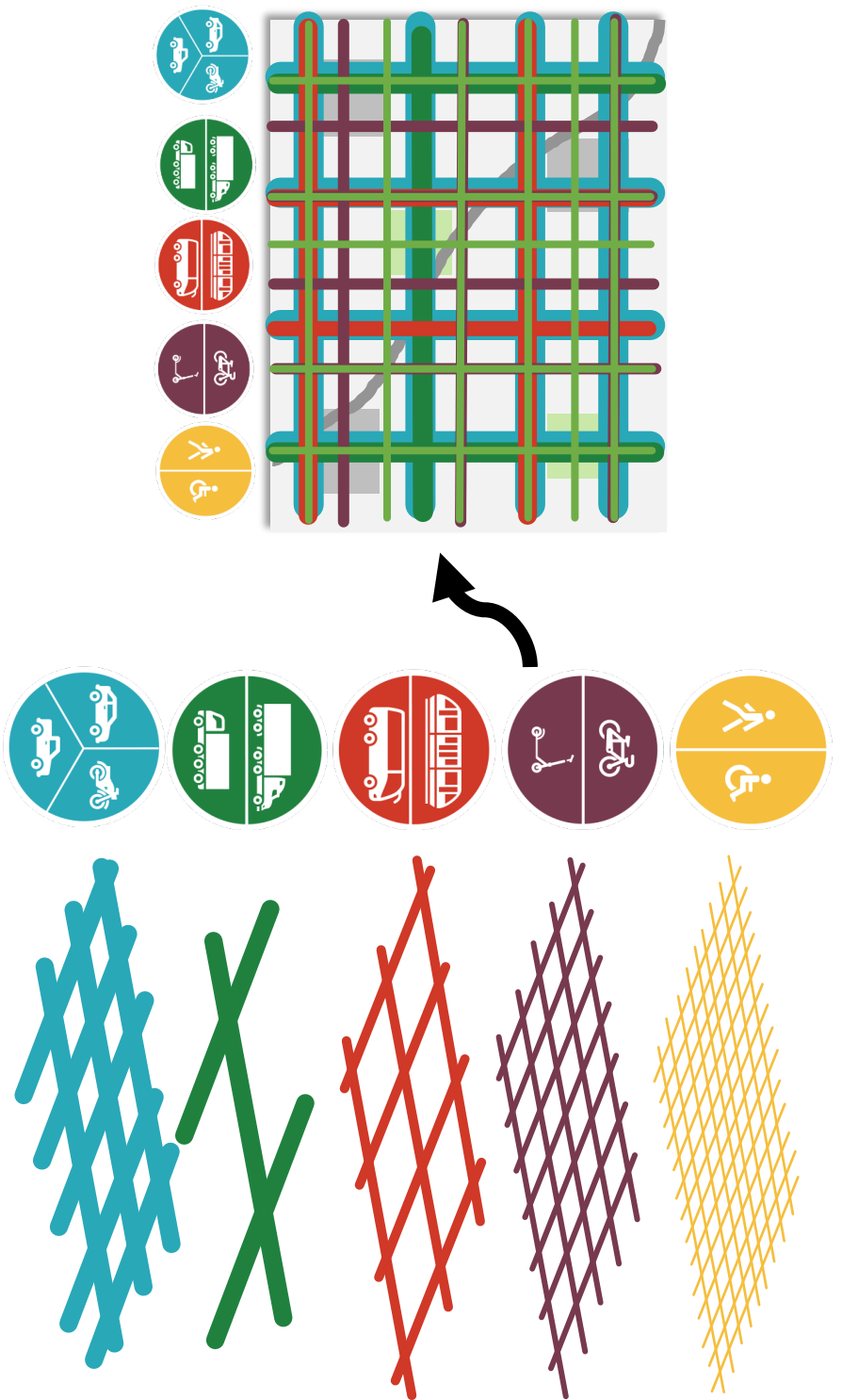
Phased Transportation Needs by Travel Sheds



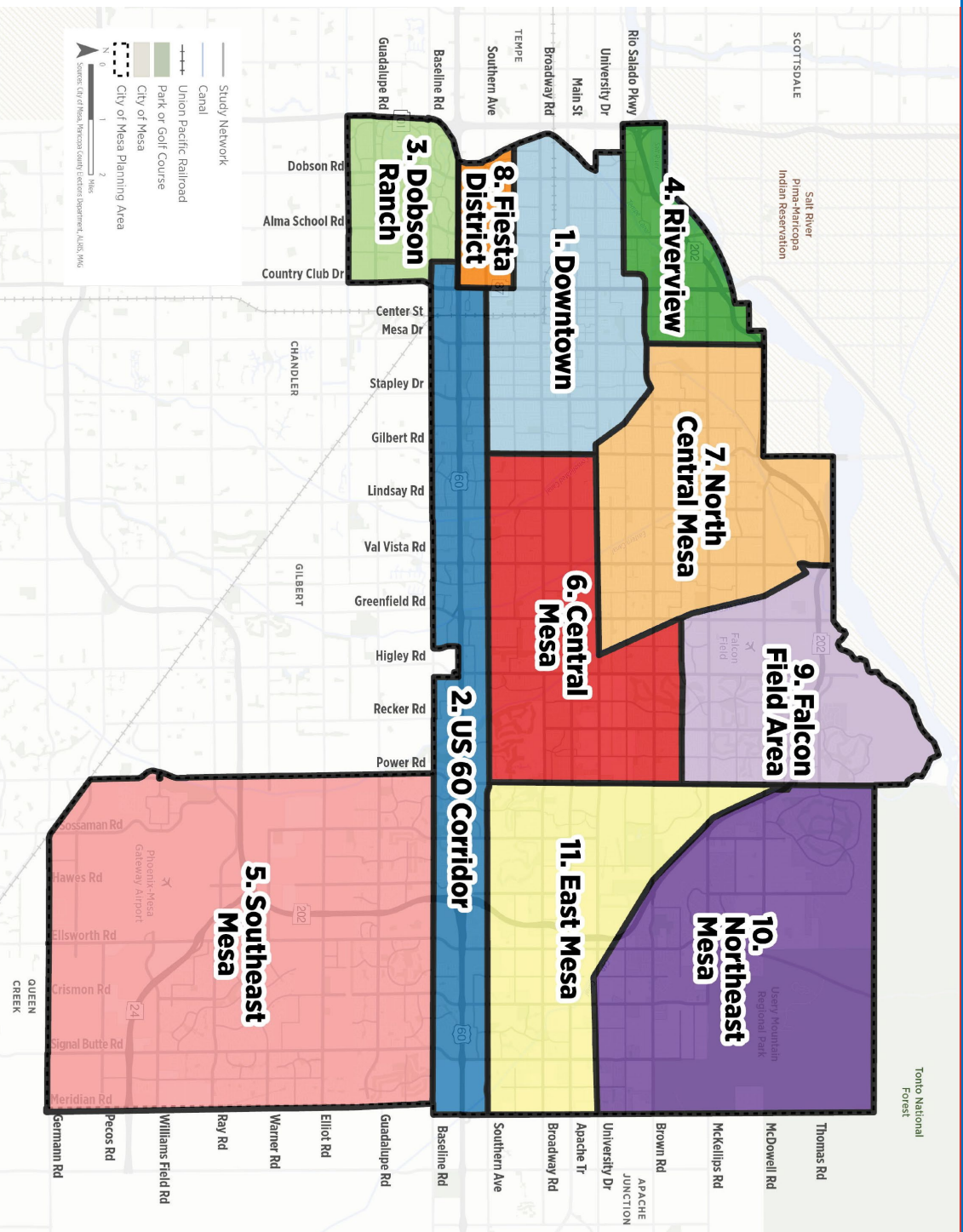
Street Typologies – Context-Sensitive Street Design Guidance

COMPLETE NETWORKS

Understand the
Modal Needs of
Each Street
to Create Complete
and Connected
Networks



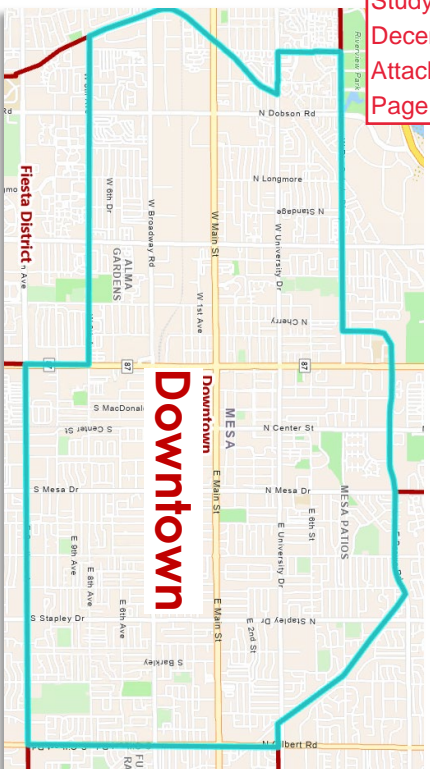
TRAVEL SHEDS



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)

Downtown Mesa



Characteristics:

- High concentrations of disadvantaged populations
- High growth & high land use densities
- Highest volumes of transit/ped/bike travel in Mesa

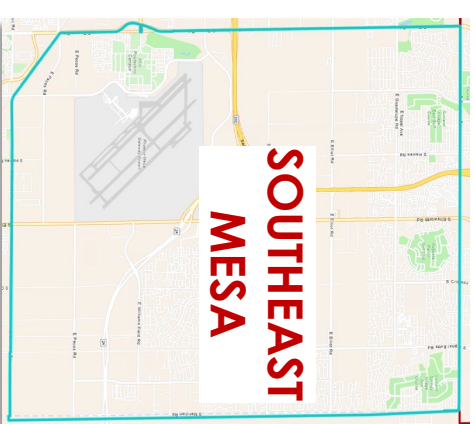
Public Feedback:

- Priority Investment- Upgrade/improve existing infrastructure
- Need safer and more comfortable bike facilities
- Encourage alternative transportation uses
- Manage demand with technology or other modes

Key Transportation Needs / Focus Areas:

- Enhancing and closing gaps in the multimodal network
- Accommodating regional travel on Main Street, Broadway Road, and Country Club Drive
- Enhanced transit services and First/last mile connections
- Supporting new development while maintaining existing character

5 Southeast Mesa



Characteristics:

- High growth, newly built area, with low concentrations of disadvantaged populations
- Travel Mode: Vehicle (89%); Walking (9%)

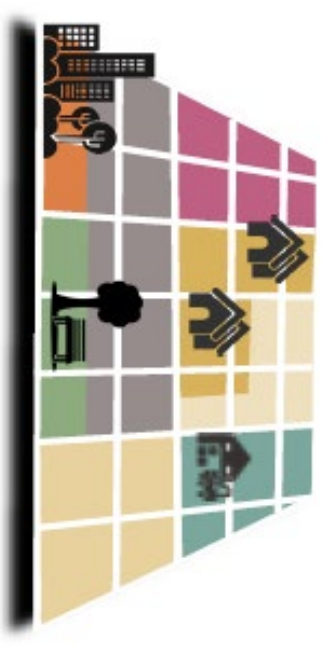
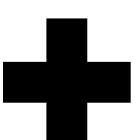
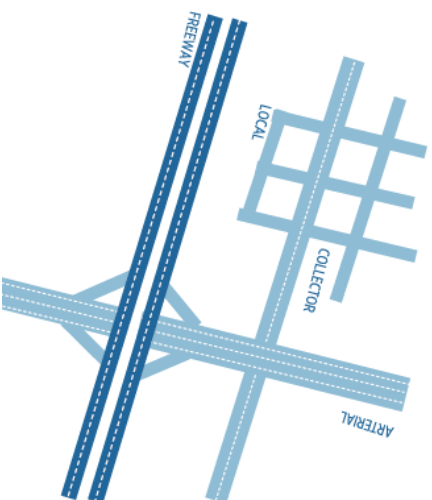
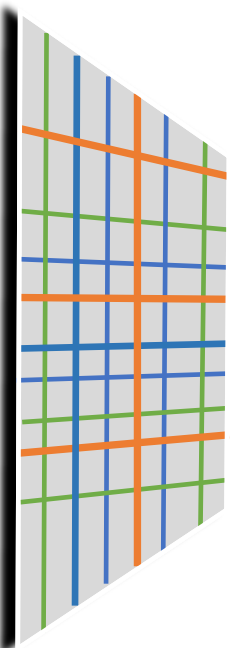
Public Feedback:

- Priority Investment- Expand transportation system
- Embrace new technologies; Improve roadway conditions
- Manage demand with technology and other modes
- Add transit options

Key Transportation Needs / Focus Areas:

- Build out arterial and freeway transportation network
- Improved access to key regional destinations
- Enhance multimodal network through master planned developments
- Identify and build out key freight corridors

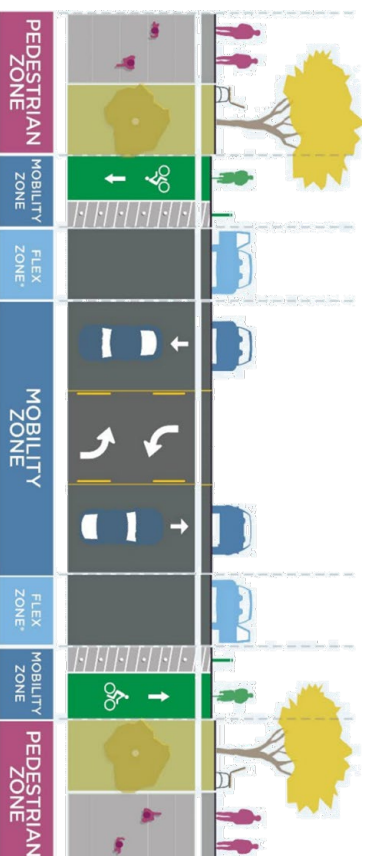
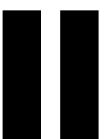
STREET TYPOLOGIES PROCESS



Complete Networks

Functional Classification

Street Context



Street Typologies

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

STREET CONTEXT

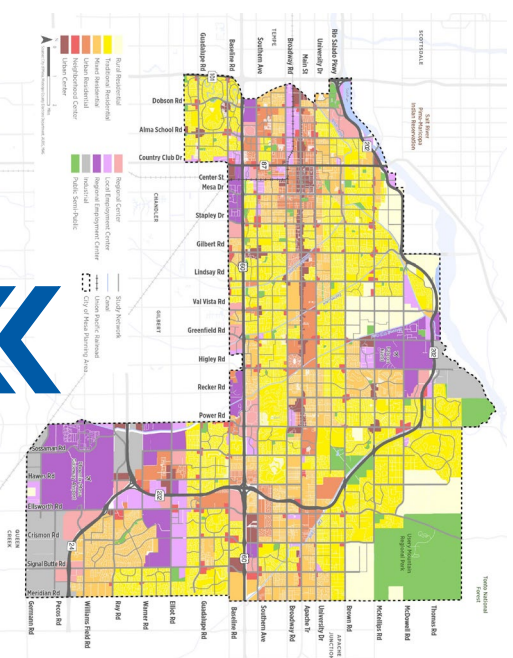


EXAMPLE ONLY

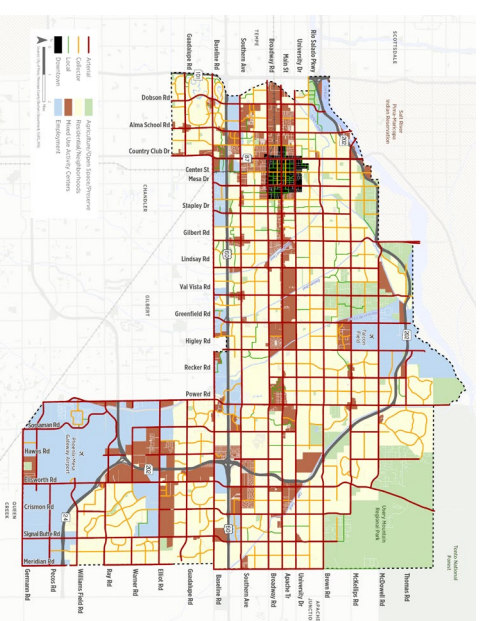
Street Context Types

Residential/Neighborhoods	Mixed Use Activity Centers
Employment	Agriculture/Open Space/Preserve
Downtown	

Buils on
 General Plan
 Land Use



General Plan
 Land Uses



Street Context
 Types

STREET TYPOLOGIES

Arterial Employment

Our Vision: Super arterials within Regional Activity Centers are important corridors for moving people and providing access to employment, services, and activity centers. Many trips cover longer distances, either by car or transit, but Regional Activity Centers also include density housing and must provide a safe environment for people walking and accessing transit.

Key Characteristics



Step 1. How many lanes are needed?



Step 2. Street Design Elements

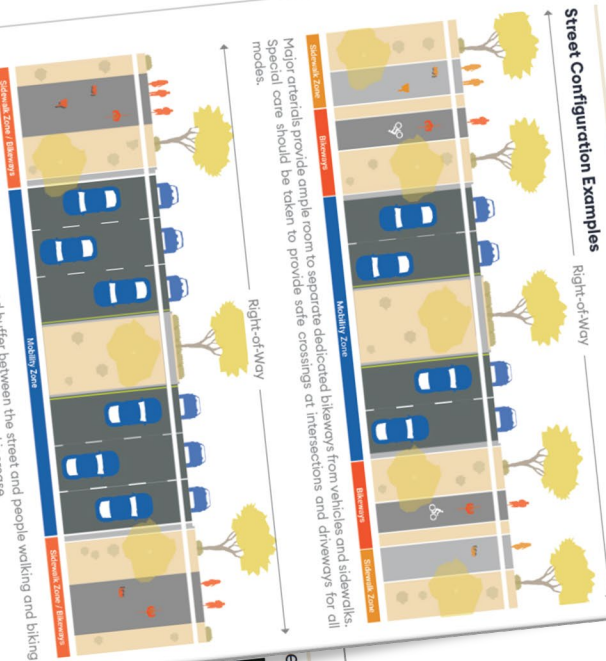
	11'	10 - 11'
MOBILITY ZONE		
Toward & Turn Lane Width	14 - 20'	11 - 24'
Median Width	25'	25 - 30'
Corner Turning Radii:	6'	5 - 7'
Bikeway Width (one-way)	3'	2 - 5'
Bikeway Buffer Width*	12'	10 - 16'
Shared-Use Path Width*	8'	6 - 10'
BKEWAYS		
Sidewalk Width	8 - 12'	3 - 16'
Landscaped Buffer Width	800'	800 - 2600'
SIDEWALK ZONE		
Landscaped Buffer Width		
Pedestrian Crossing Frequency		

*A landscaped use path with both the sidewalk and sidewalk.

EXAMPLE ONLY

Street Typologies

Street Configuration Examples



Major arterials provide ample room to separate dedicated bikeways from vehicles and sidewalks. Special care should be taken to provide safe crossings at intersections and driveways for all modes.

The importance of a wide landscaped buffer between the street and people walking and biking increases as the number of travel lanes, volumes, and speed increase.

Street Typologies

Bicycle Guidance

Major arterials in Regional Activity Centers must provide a safe environment for people biking to access jobs, services, and commercial centers.

Bikeway Option 1: Off-Street Shared Use Paths. Bicycles should be separated from vehicles and pedestrians. Bikeway width should be low and very limited volumes are anticipated. Shared use paths are preferred over on-street bikeways.

Bikeway Option 2: Off-Street Cycle Ways. Cycle ways should be used in areas of higher volumes and are preferred over on-street bikeways. They are preferred over on-street bikeways.

Bikeway Option 3: On-Street. On-street bikeways are not recommended for arterials. If used, they should be used in areas of lower volumes and are preferred over on-street bikeways.

Median Guidance

Major arterials often have a raised median. Major arterials should focus on providing a raised median that is wide enough to provide a safe refuge space for pedestrians and cyclists. Green infrastructure for street lighting can also be included in raised medians.

Transit Guidance

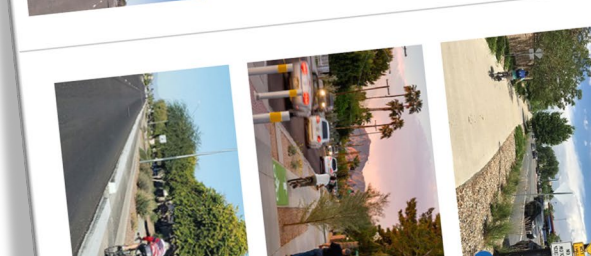
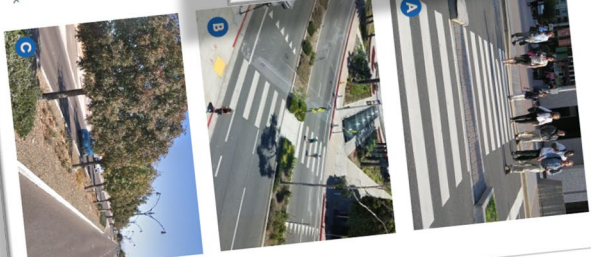
Transit shelters should be provided at every stop to offer protection from sun and wind and a place to sit. Routes that serve major activity centers should be prioritized. Off-street bike racks are recommended for streets with bikeways, clear markings should be provided for transit.

Calming traffic speed is essential to create a safe and attractive environment for people walking and biking on major arterials in Regional Activity Centers.

Center Medians: Planted center medians (C) narrow the field of vision for drivers and can result in slower vehicle speeds.

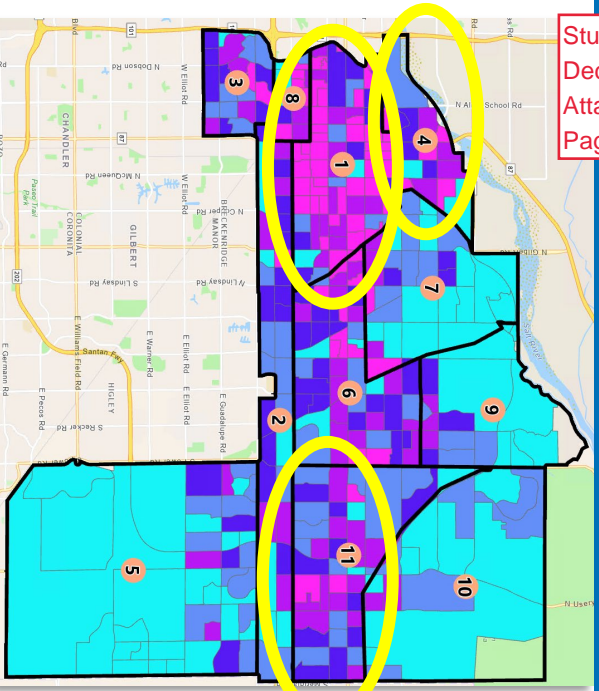
Signal Coordination: Signals should be timed to enable the progression of bicycles traveling at the speed limit and to discourage speeding.

Speed Feedback Signs: Speed limits may be lowered to schools and speed feedback signs help remind drivers that they are passing through a slower travel zone.



QUESTIONS OR COMMENTS

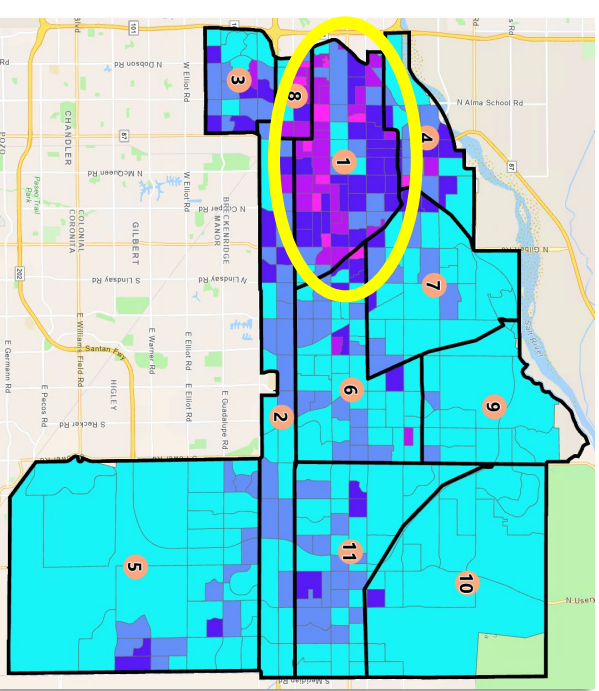
RAVEL SHEEDS – SOCIOECONOMIC OVERLAYS



Poverty

Population Below Poverty Per Sq Mi

0.000 - 84.97
84.98 - 254.6
254.7 - 528.6
528.7 - 1280
1281 - 13280

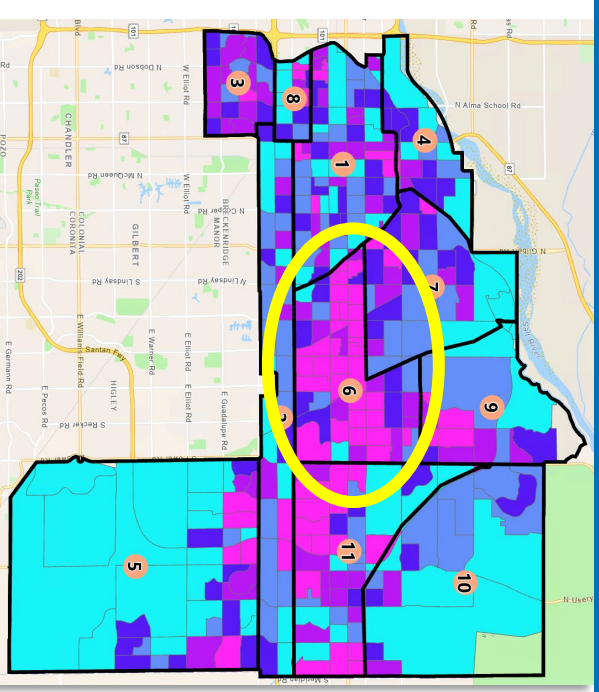


Minorities

Minority Population Per Sq Mi

MINORITY_P / SQMI

0.000 - 1269
1270 - 2833
2834 - 5331
5332 - 9682
9683 - 18800

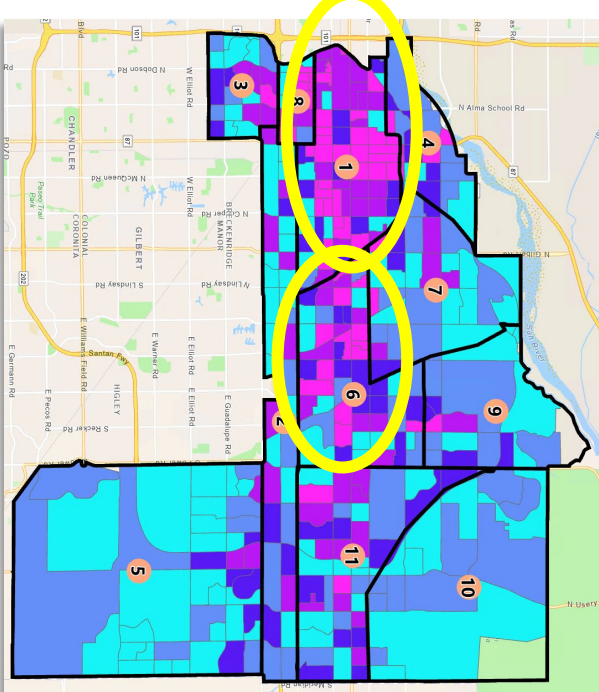


Elderly Population

Elderly Population Per Sq Mi

AGE65PLUS / SQMI

0.000 - 288.5
288.6 - 518.3
518.4 - 744.8
744.9 - 1207
1208 - 5937



Zero Car Households

Households with Zero-Vehicles Per Sq Mi

MINORITY_P / SQMI

0.000 - 1269
1270 - 2833
2834 - 5331
5332 - 9682
9683 - 18800