

SUSTAINABILITY AND TRANSPORTATION COMMITTEE MINUTES

September 19, 2024

The Sustainability and Transportation Committee of the City of Mesa met in the lower-level meeting room of the Council Chambers, 57 East 1st Street, on September 19, 2024, at 9:59 a.m.

COMMITTEE PRESENT

Alicia Goforth, Chairperson
Francisco Heredia
Jennifer Duff

COMMITTEE ABSENT

None

STAFF PRESENT

Candace Cannistraro
Holly Moseley
Jack Vincent

Chairperson Goforth conducted a roll call.

1. Items from citizens present.

There were no items from citizens present.

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

Assistant Transportation Director Erik Guderian introduced Senior Transportation Engineer Mark Venti and displayed a Power Point presentation. (**Attachment 1**)

Mr. Guderian reported on the progress that staff and the consultant, Kittleson & Associates, Inc., have made on the project and provided an overview of proposed changes to the draft Transportation Master Plan (TMP). He noted that an executive summary was developed and would go to Council for review in the next week. (See Pages 2 and 3 of Attachment 1)

Mr. Venti gave an overview of Phase III of the project which included posting a draft TMP on the City website for review and extensive public outreach. He said that the draft plan was revised based on the comments and feedback received. (See Page 4 of Attachment 1)

Mr. Venti explained that the updated elements of the TMP include Complete Networks, Travel Sheds, Street Typologies, and Corridors of Opportunity. He defined each element and described the logic behind each. (See Pages 5 through 9 of Attachment 1)

Mr. Guderian reiterated that the TMP is used to help define projects over the next 10 years and identified the parts of the plan that are utilized when deciding on how to proceed such as prioritized needs, public comments and feedback, and a progress checklist. He explained how the roadway improvement needs are prioritized based on short-, mid- and long-term needs. He confirmed that breaking them out by travel mode assists with funding initiatives, as well as the

Capital Improvement Project (CIP) process. (See Pages 10 and 11 of Attachment 1)

Mr. Guderian provided a map used to identify areas of concern based on data received from public feedback. He said that the map assists staff with understanding the citywide priorities. (See Page 12 of Attachment 1)

Mr. Guderian highlighted the TMP progress checklist used to track and evaluate the progress for each of the five goals, which includes a list of actions to be accomplished over 10 years. He commented that not all actions listed in the TMP could be executed, and staff would come to Council for direction on an annual basis. He stressed the importance of the TMP noting that staff uses the plan daily to determine how to proceed with a variety of projects. (See Page 13 and 14 of Attachment 1)

Committeemember Duff suggested the Safety First performance measure that states, “not to exceed previous year number of fatalities per capita” be changed to “less than the previous year number of fatalities per capita.”

Committeemember Heredia voiced his interest in utilizing transportation technology to promote placemaking, as well as provide connectivity options to help direct people to places in Mesa and not to another city.

Transportation Department Director RJ Zeder pointed out that staff is currently developing the Comprehensive Safety Action Plan with the goal to reduce serious and fatal accidents by at least 30% by 2030. He reiterated that the concurrent work being done will identify areas with safety concerns and provide concepts and ideas to improve roadway safety.

Responding to a question from Committeemember Duff, Mr. Zeder confirmed that project delays happen for a combination of reasons and capital projects are reviewed monthly to ensure the projects move ahead in a timely manner. He acknowledged the timeline for funding projects that utilize grants and explained the process for utilizing federal funds.

Mr. Guderian reiterated that the current reason for project delays is related to high material costs, utility coordination, and complex interdepartmental coordination. He pointed out that the City receives an annual grant that allows completion of smaller safety projects which do not receive as much recognition.

Assistant City Manager Candace Cannistraro recalled the addition of the in-house concrete crew which has expedited the completion of smaller safety projects.

Additional discussion ensued regarding how projects are prioritized, traffic safety, and the balance of multimodal transportation.

In response to a question from Chairperson Goforth, Vamshi Yellisetti, Kittleson & Associates senior principal planner, provided details about how the walking and biking access areas were identified and confirmed that the map identifies gaps to complete the multimodal network.

Mr. Guderian clarified that the TMP outlines a snapshot in time to identify the needs, but the projects are not prioritized in the plan. He confirmed that if a road improvement project is approved, bike and pedestrian improvements will also be made.

Chairperson Goforth thanked staff for the presentation.

3. Adjournment.

Without objection, the Sustainability and Transportation Committee meeting adjourned at 11:02 a.m.

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Sustainability and Transportation Committee meeting of Mesa, Arizona, held on the 19th day of September 2024. I further certify that the meeting was duly called and held and that a quorum was present.



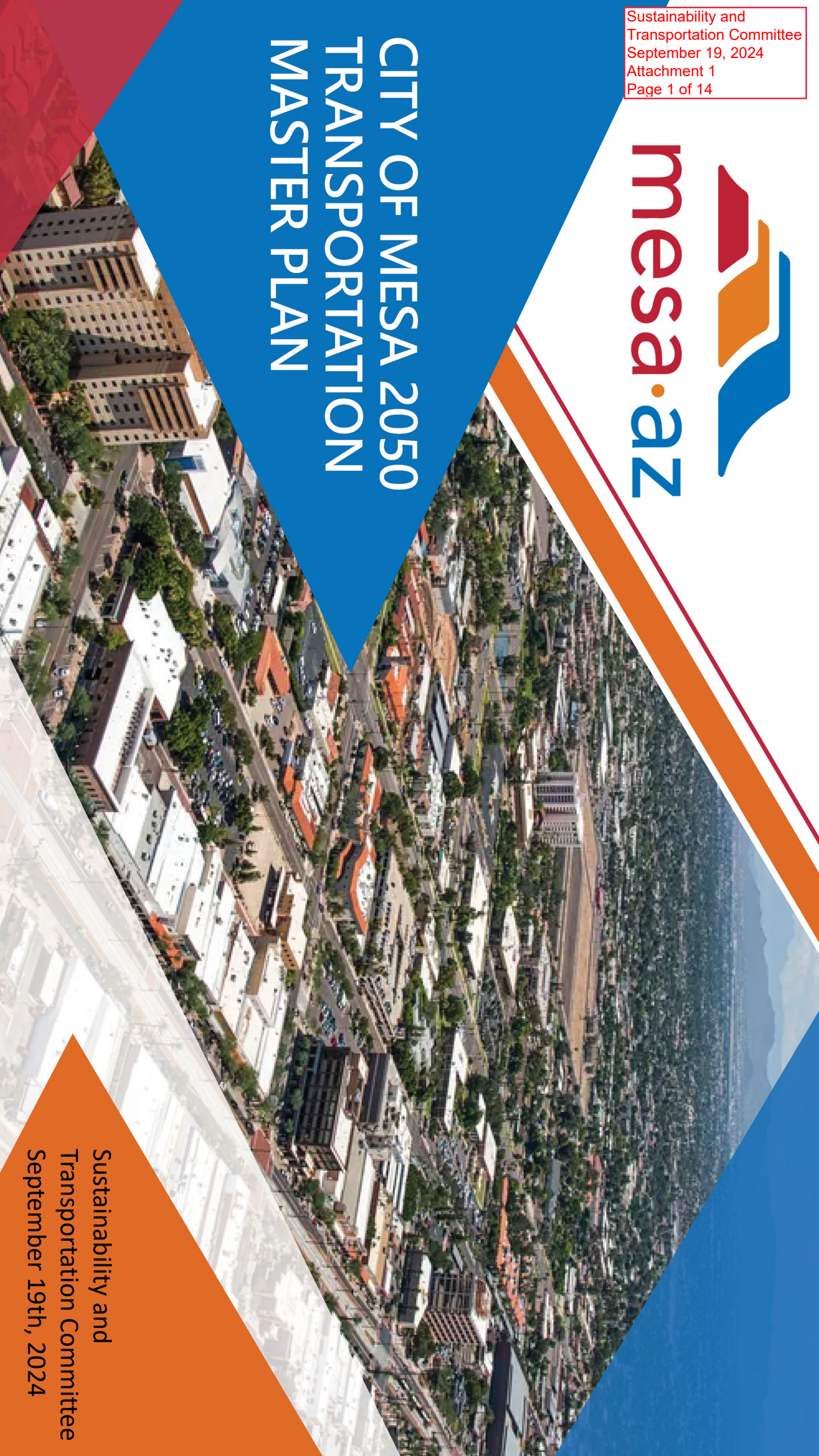
HOLLY MOSELEY, CITY CLERK

sr
(Attachments – 1)



mesa·az

CITY OF MESA 2050 TRANSPORTATION MASTER PLAN



Sustainability and
Transportation Committee
September 19th, 2024

Agenda

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

nce We Last Met...

- ***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 document***



Phase III Public Engagement

th – 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!



Draft Plan Available for Review
on comments and feedback.

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.

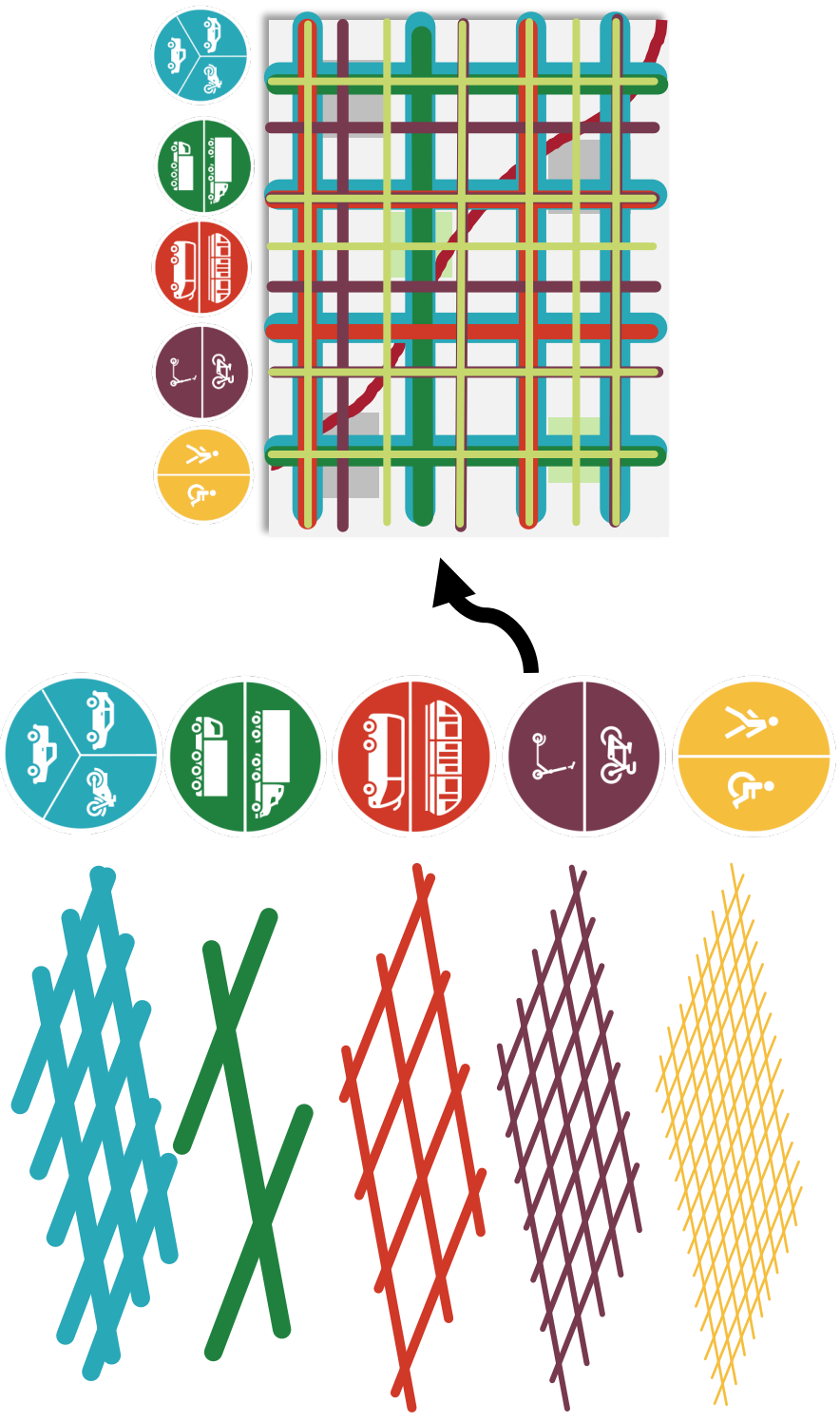
Submit comments below.

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

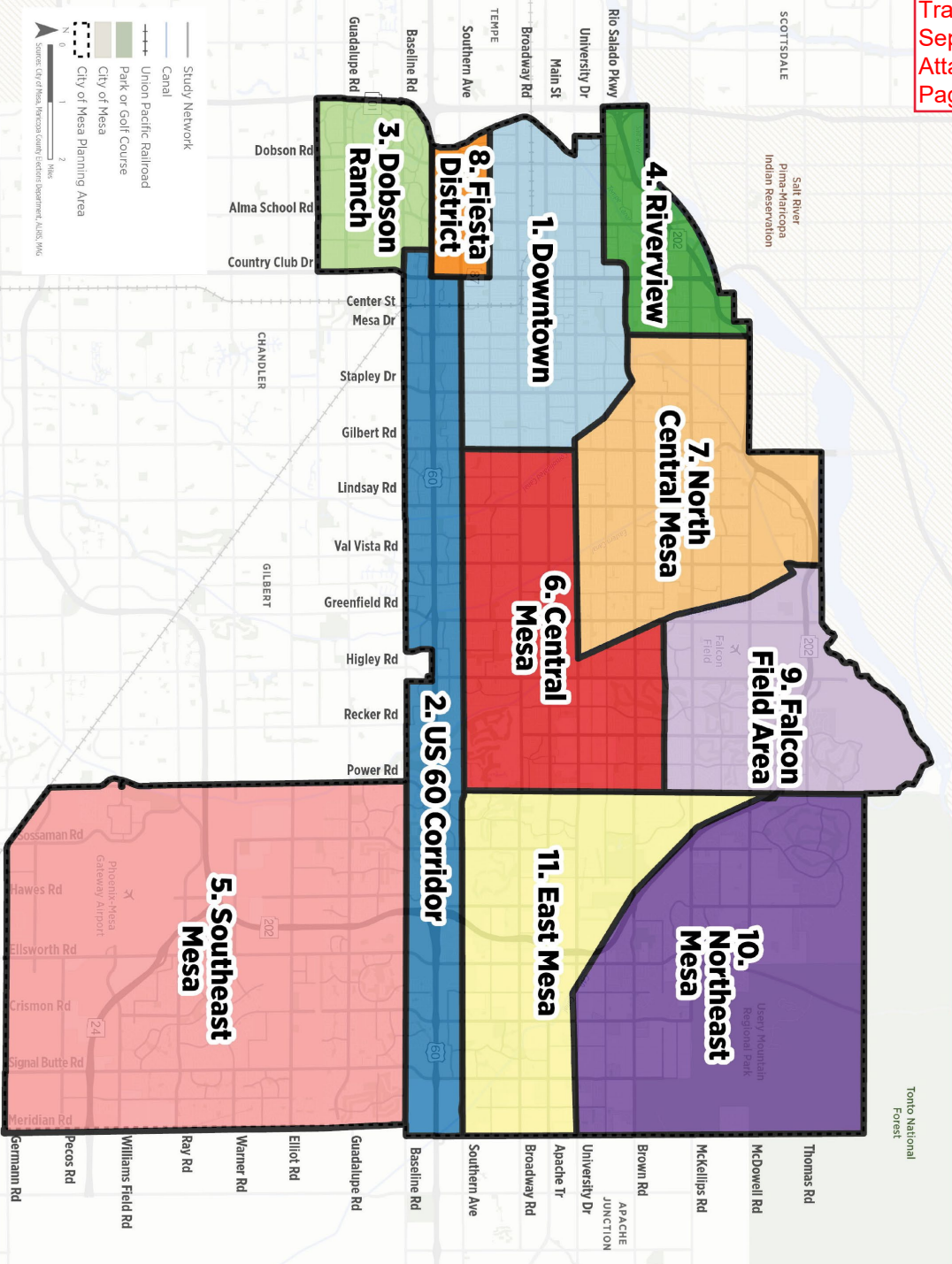


What Is New: COMPLETE NETWORKS

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



What Is New: TRAVEL SHEDS



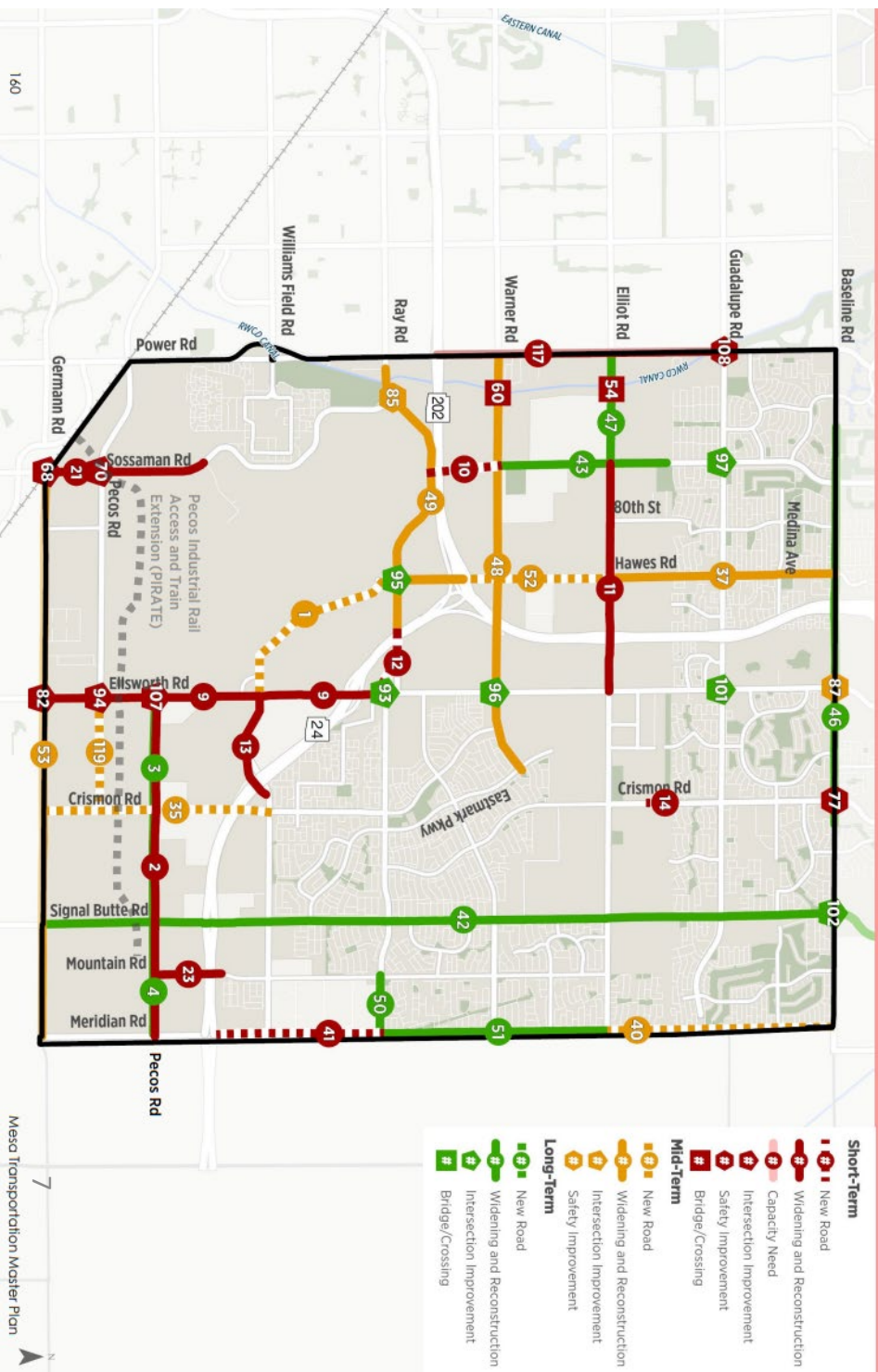
Travel Sheds: Each Mesa area is unique and has unique transportation needs

- **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)

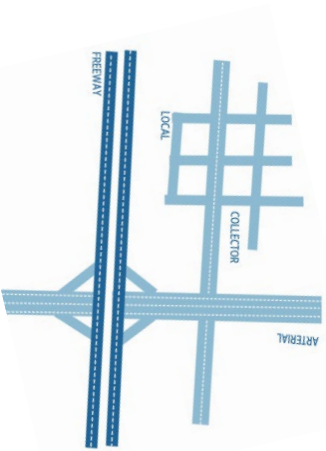
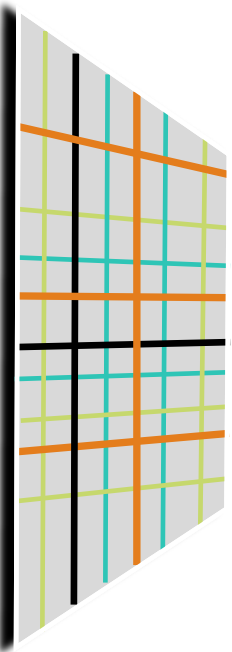
What Is New: TRAVEL SHEETS

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

Southwest Mesa Roadway Improvement Needs



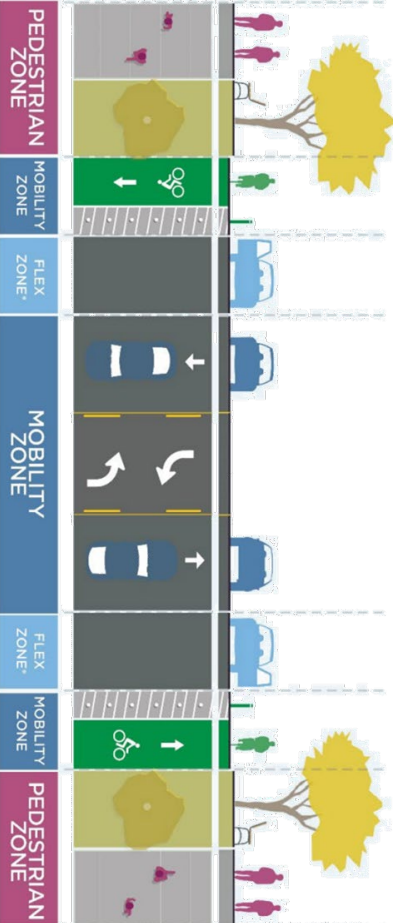
What Is New: STREET TYPOLOGIES



Complete Networks

Functional Classification

Street Context



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

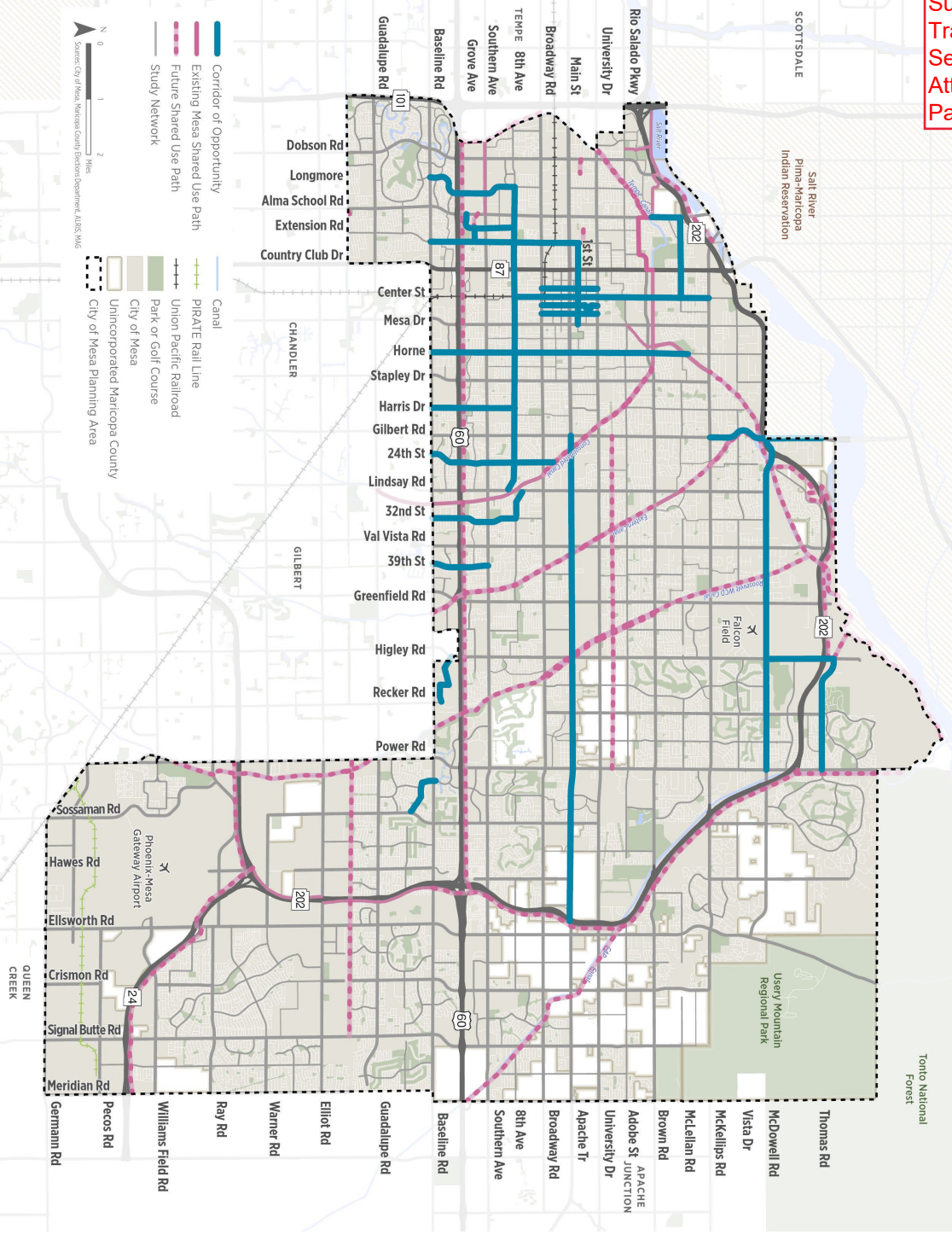
	Preferred	Allowable Range
VEHICLES		
Travel Lane Width	11'	10'-12'
Raised Median (Preferred)	14-20'	11-24'
Striped Median (Alternate Option)	12-14'	11-16'
Preferred: Protected Bike Lane or Shared Use Path		
Alternate Option: Buffered Bike Lane		
Protected Bike Lane Width	6'	5-8'
Protected Bike Lane Buffer*	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

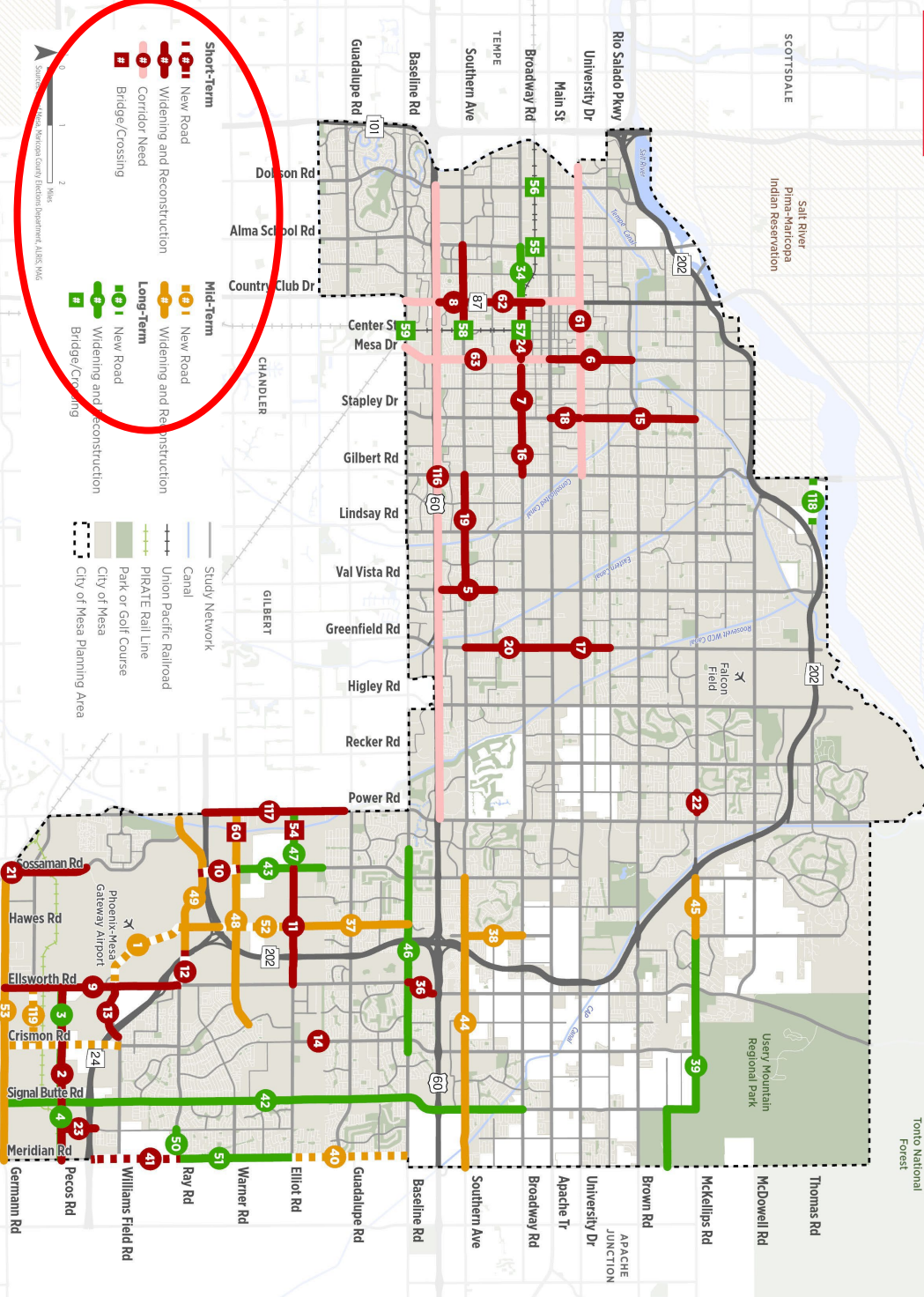
Parts of the Plan used to help with implementation:

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



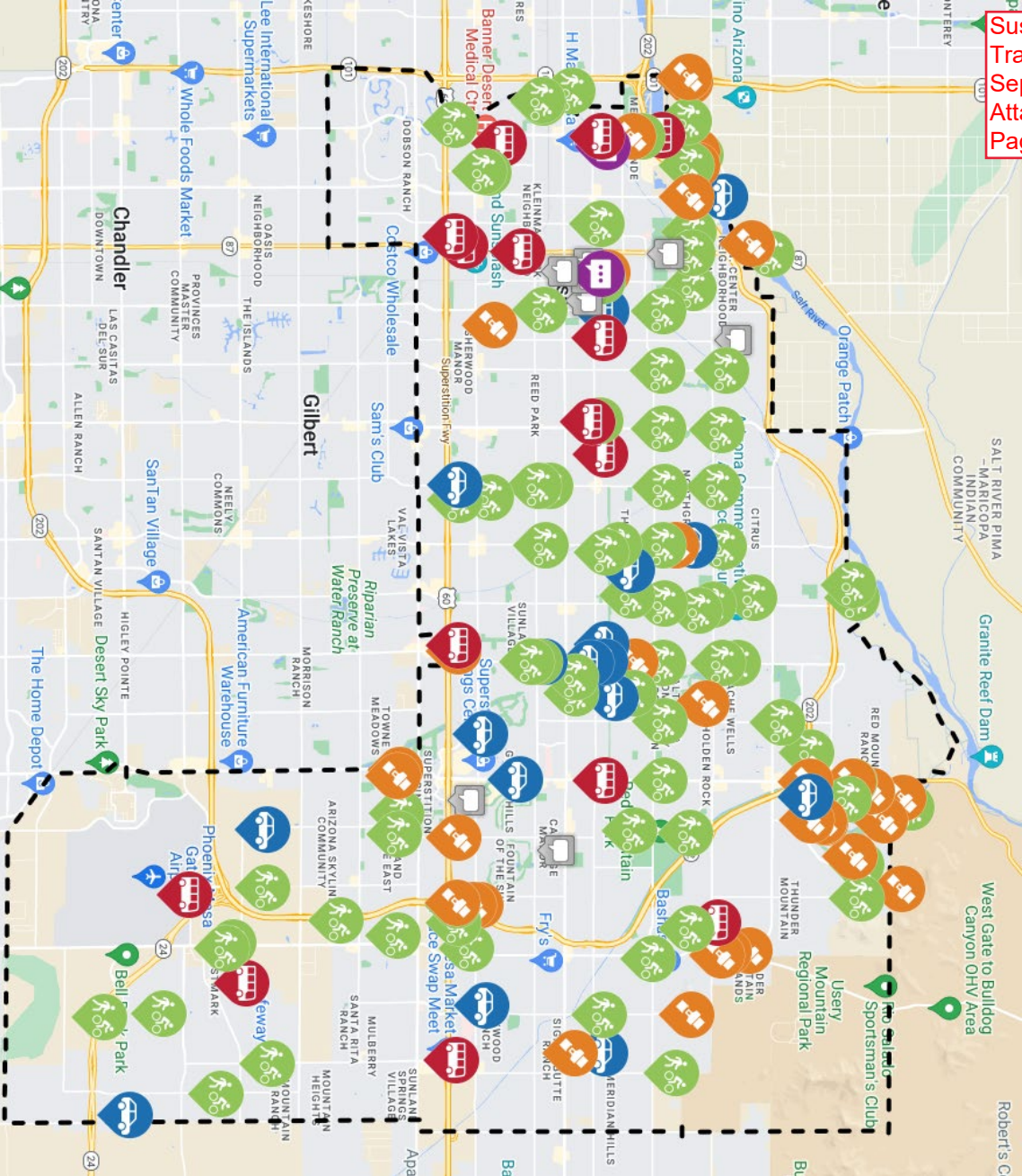
Priority Needs

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

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

