

MESA TRANSIT PLAN 2040



September 2014

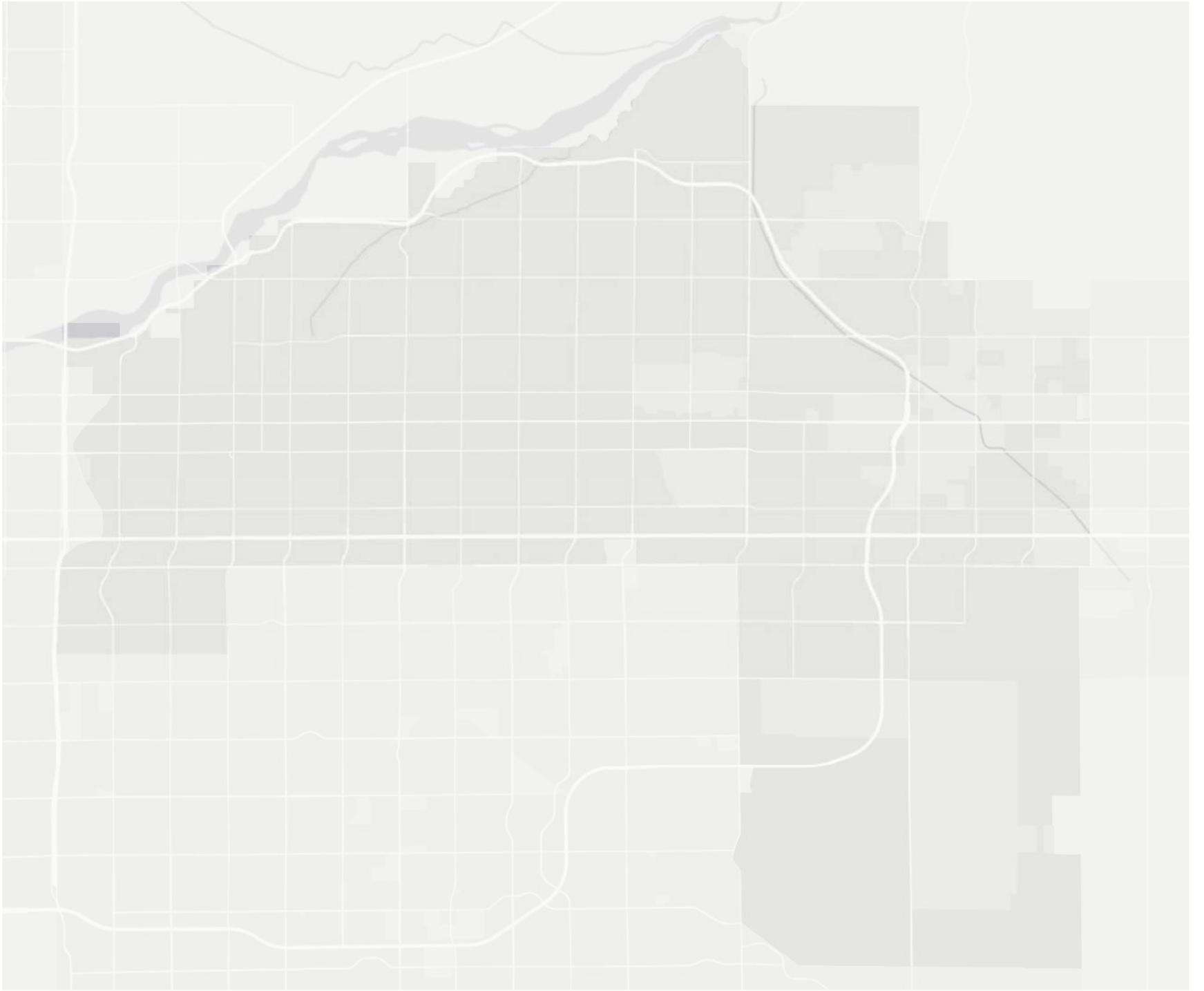


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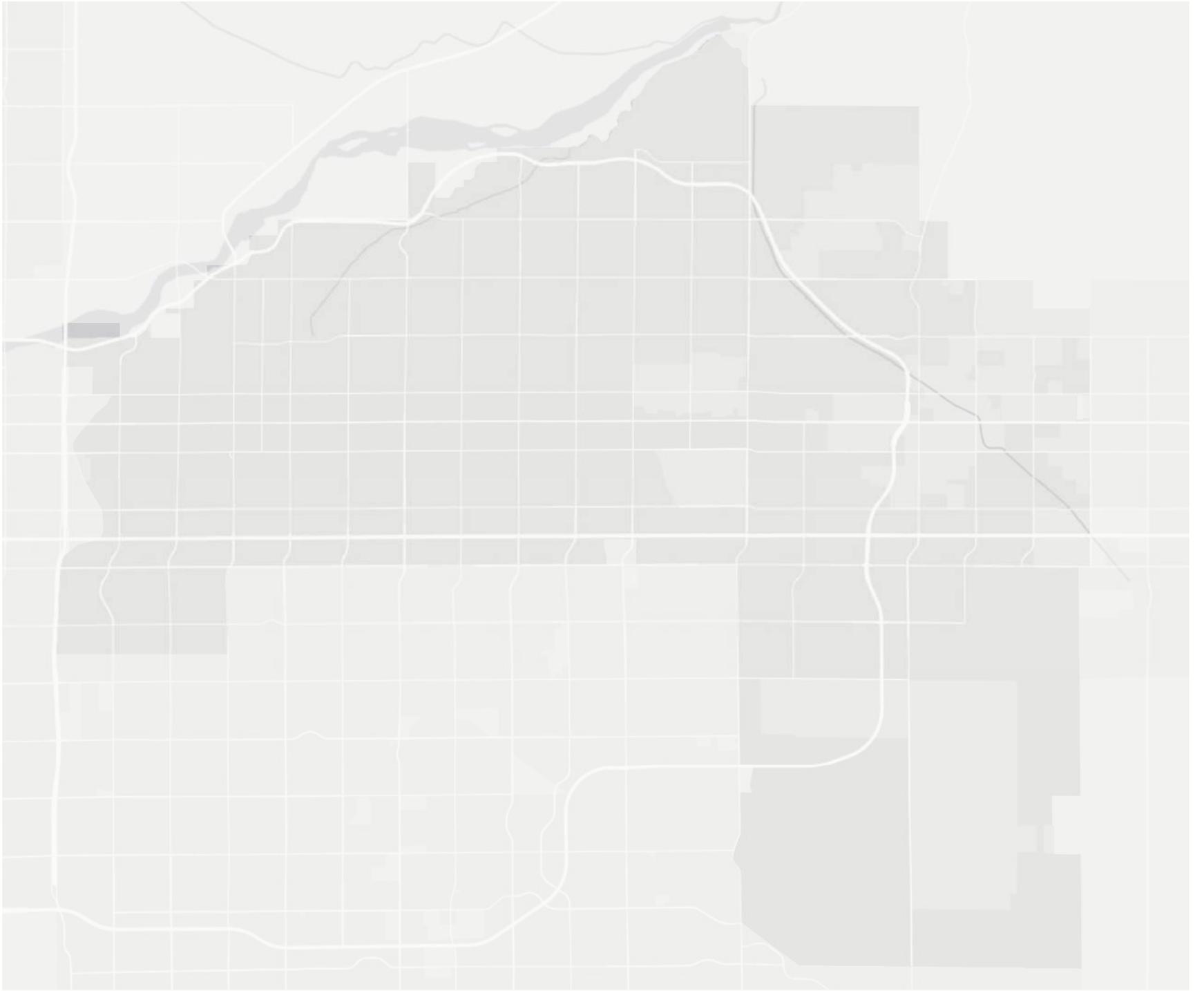
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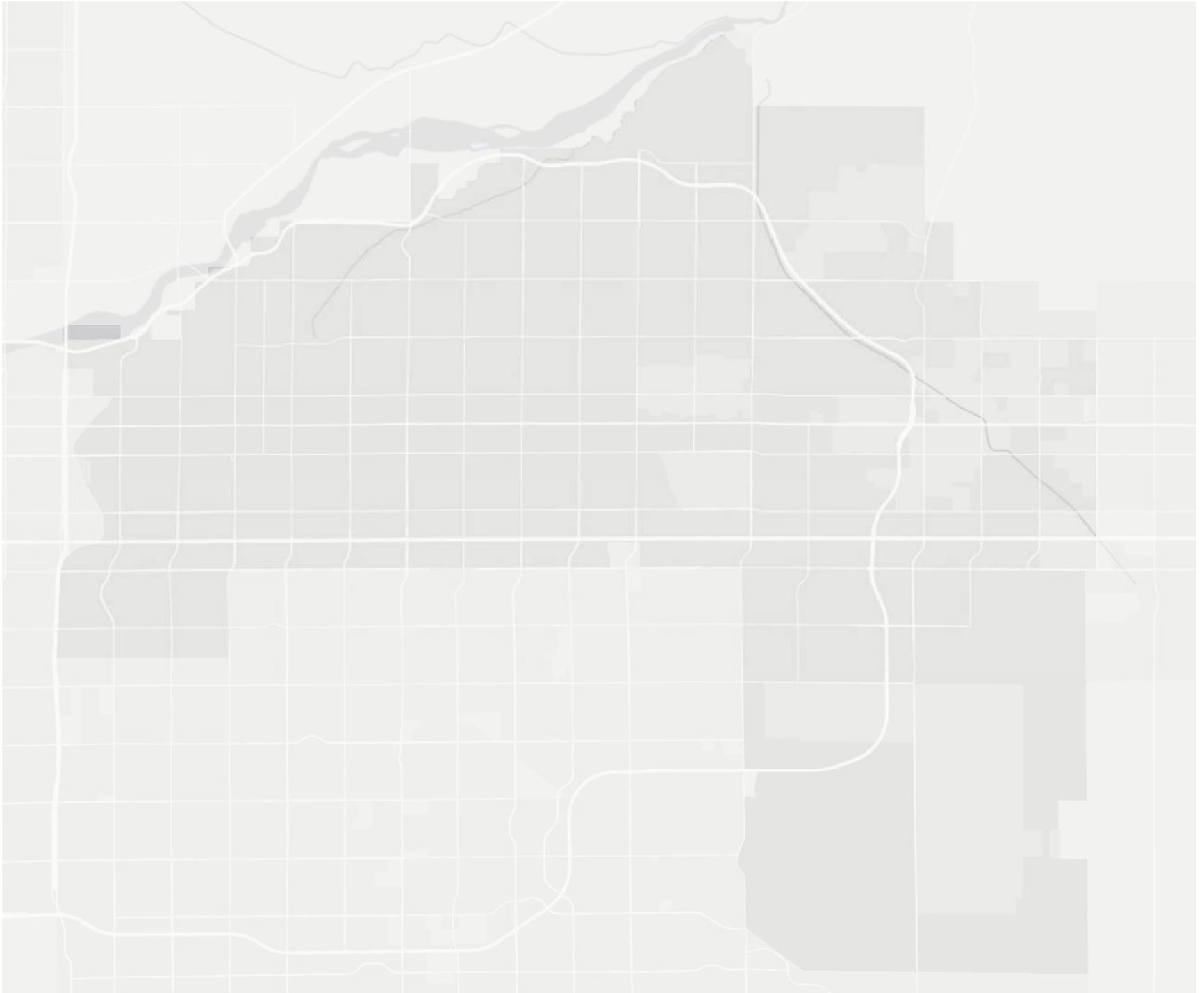
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INTRODUCTION



1.0 INTRODUCTION

The City of Mesa Transit Master Plan identifies the types of transit services, facilities, and features that are needed to support a multi-modal transportation system in the City of Mesa. The Transit Master Plan is being developed in conjunction with the General Plan and Transportation Master Plan.

The Transit Master Plan will develop an activity center-based transit plan that identifies transit priority corridors and multi-modal connections within the City of Mesa. This effort will consider various travel markets and transit technologies, including METRO light rail, LINK premium bus service, local and express bus service, future intercity and commuter rail, and demand response service.

1.1 Why is the Transit Master Plan Needed?

The Transit Master Plan is needed to provide recommendations for transit improvements in the City of Mesa in the context of existing and future funding constraints.

Connect Activity Centers

The Transit Master Plan is needed to address connections to activity centers, which often serve as gateways to other destinations. Examples within Mesa include Downtown, the Fiesta District, Falcon Field, Riverview, Superstition Springs Center, Phoenix-Mesa Gateway Airport (Gateway), and the Arizona State University (ASU) Polytechnic campus. Regional examples include Sky Harbor International Airport, Downtown Phoenix, and multiple ASU campuses.

Transit Priority Corridors

The Transit Master Plan is needed to make recommendations that further consolidate transit service into priority corridors in the City of Mesa. This has already been started with METRO light rail and LINK premium bus service.

Local and Regional Transit Circulation

The Transit Master Plan is needed to identify differences in local and regional transit circulation, as the demand for internal trips within the City of Mesa differs from external trips serving regional corridors and destinations. The City of Mesa will continue to evaluate corridors connecting to other communities that enhance education, economic development, and overall quality of life.

Changes in Travel Patterns

The Transit Master Plan is needed to respond to a change in travel patterns in the City of Mesa, as land use and transit opportunities become more urban in character. This includes an increased emphasis on making connections to major activity centers and regional transportation nodes.



1.2 Goals, Policies, and Strategies

The Transit Master Plan is being developed in conjunction with the General Plan, which is focused on creating a distinct, recognizable city with a sense of place. There are three guiding principles in the General Plan:

1. Create and maintain a variety of great neighborhoods
2. Grow and maintain stable and diverse jobs
3. Provide rich public spaces and cultural amenities

The General Plan is developing a flexible land use plan based on character areas (Figure 1). These character areas include “transit districts” that will be the focus of transit services in the Transit Master Plan.



Goal

- » Develop an activity center-based transit plan that identifies transit priority corridors in the City of Mesa.

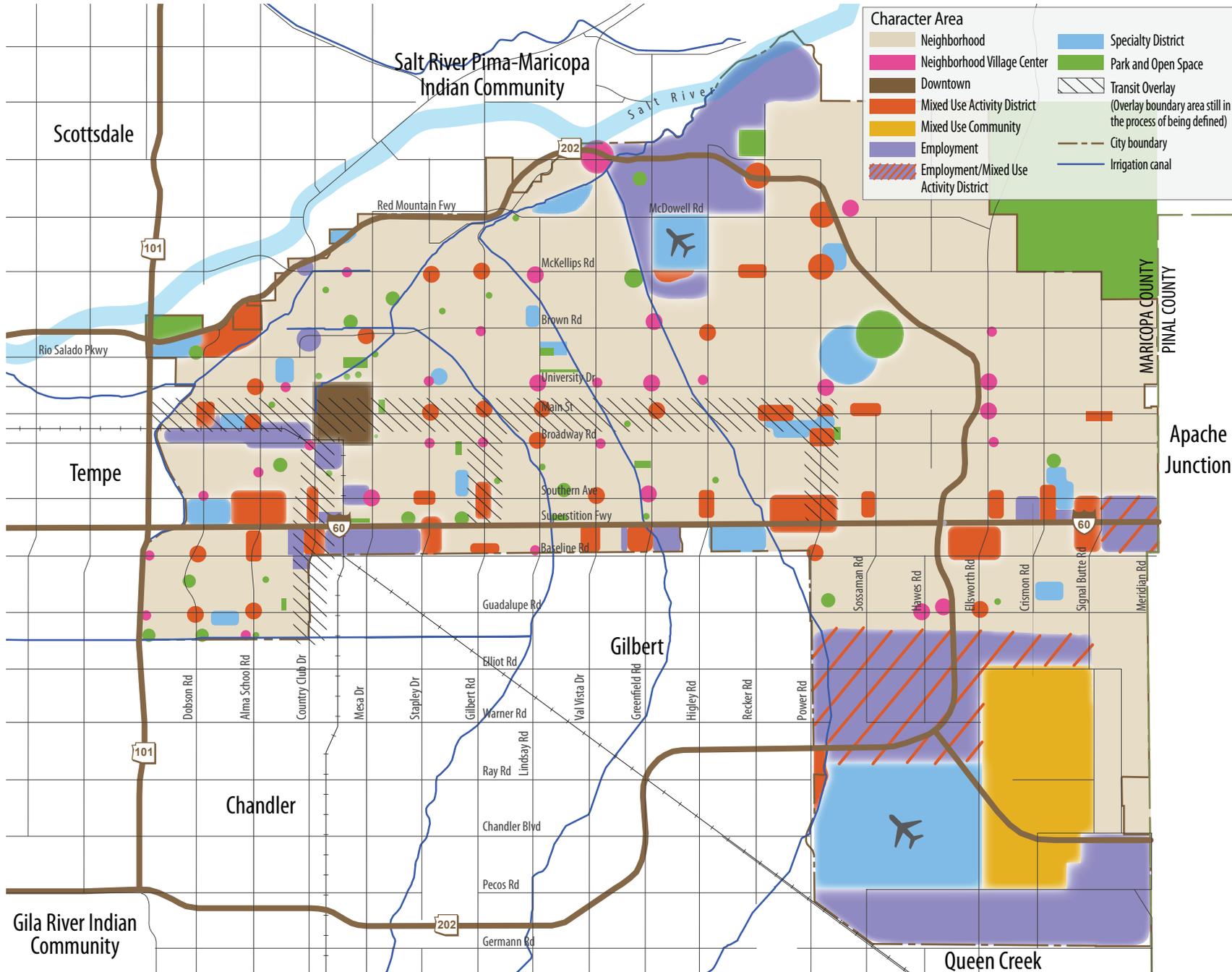
Policies

- » Connect activity centers using transit
- » Identify transit priority corridors
- » Emphasize transit service frequency over coverage
- » Develop transit service to match character areas
- » Ensure compatibility with the regional transit system
- » Integrate transit into the multi-modal transportation network
- » Create a transit system that is sustainable over the long term

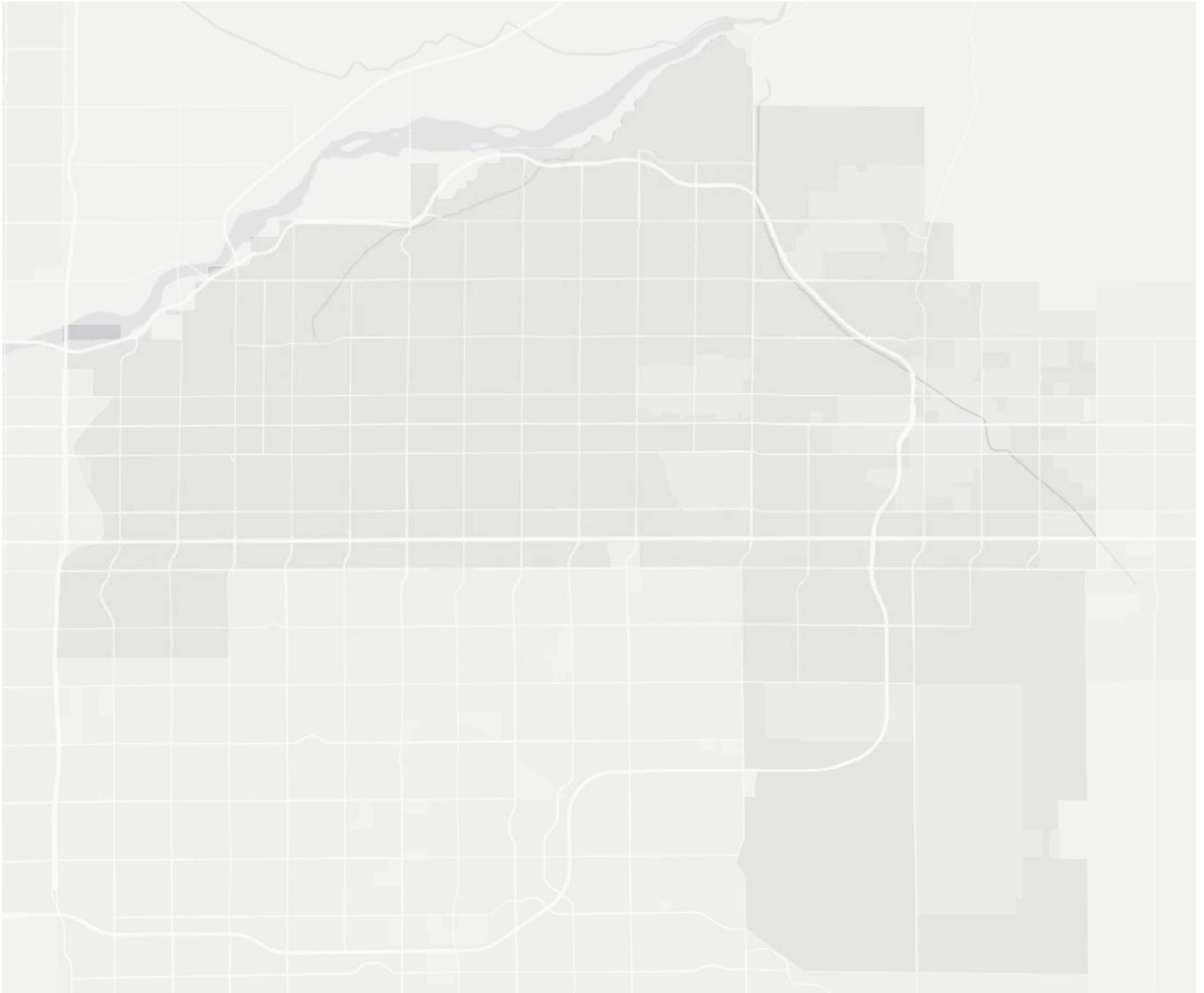
Strategies

- » Review planned and programmed transit improvements
- » Identify key outcomes from community outreach to guide the development of transit alternatives
- » Identify transit priority corridors that serve key activity centers
- » Develop short, mid, and long term transit plans including recommendations for implementation of transit service options
- » Identify implementation strategies based on potential costs and funding availability

Figure 1: General Plan Land Use Character Areas

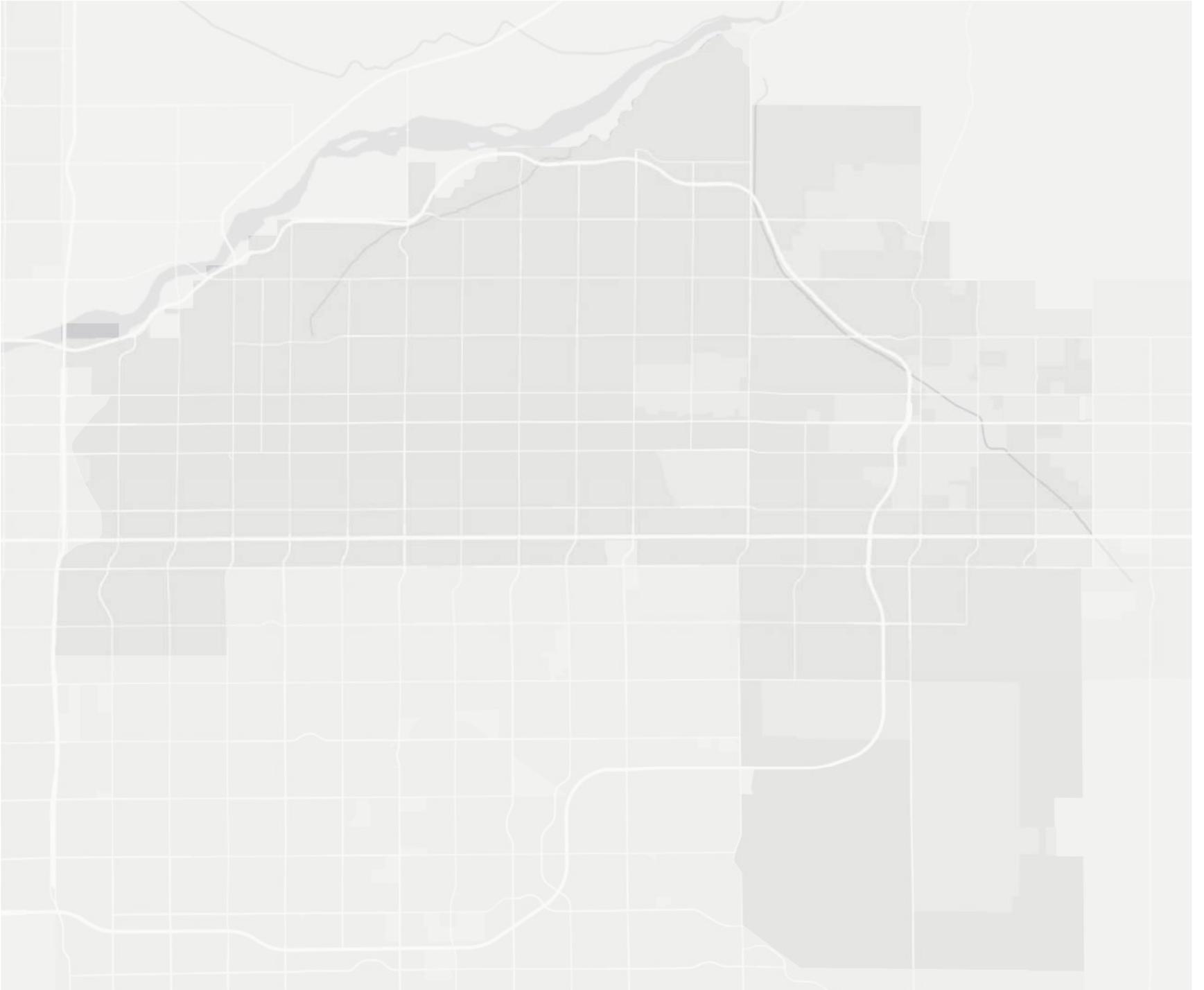


Source: City of Mesa General Plan, 2013



TRANSIT PROFILE





2.0 TRANSIT PROFILE

The transit profile in Mesa has changed dramatically in recent years. The implementation of new transit services (such as METRO light rail), the Great Recession and “new normal” economy, and the continued development and evolution of activity centers and districts (such as Downtown Mesa, Fiesta District, and Gateway) have changed the transit landscape in Mesa. This includes both those who ride transit in Mesa today as well as who are likely to do so in the future.

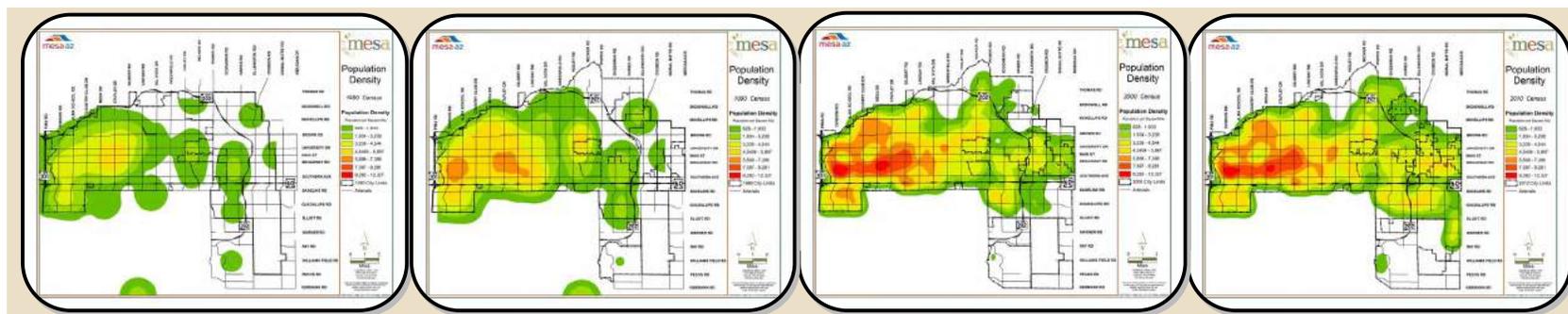
2.1 Demographics

The recent demographic changes in Mesa are well documented (see Figure 2). Mesa is continuing to transform from a suburban bedroom community that was primarily auto-oriented to a more urbanized city that includes multi-modal transportation connections and defined character areas.

Figures 1 through 11 show a sample of current demographic information in Mesa, including:

- » Population density
- » Employment density
- » Minority population density
- » Hispanic population density
- » Population under 18 density
- » Population over 65 density
- » Household density
- » Housing units density
- » Vehicle availability

Figure 2: Population Growth in Mesa



Source: Mesa 2040 General Plan, 2013

Figure 3: Population Density

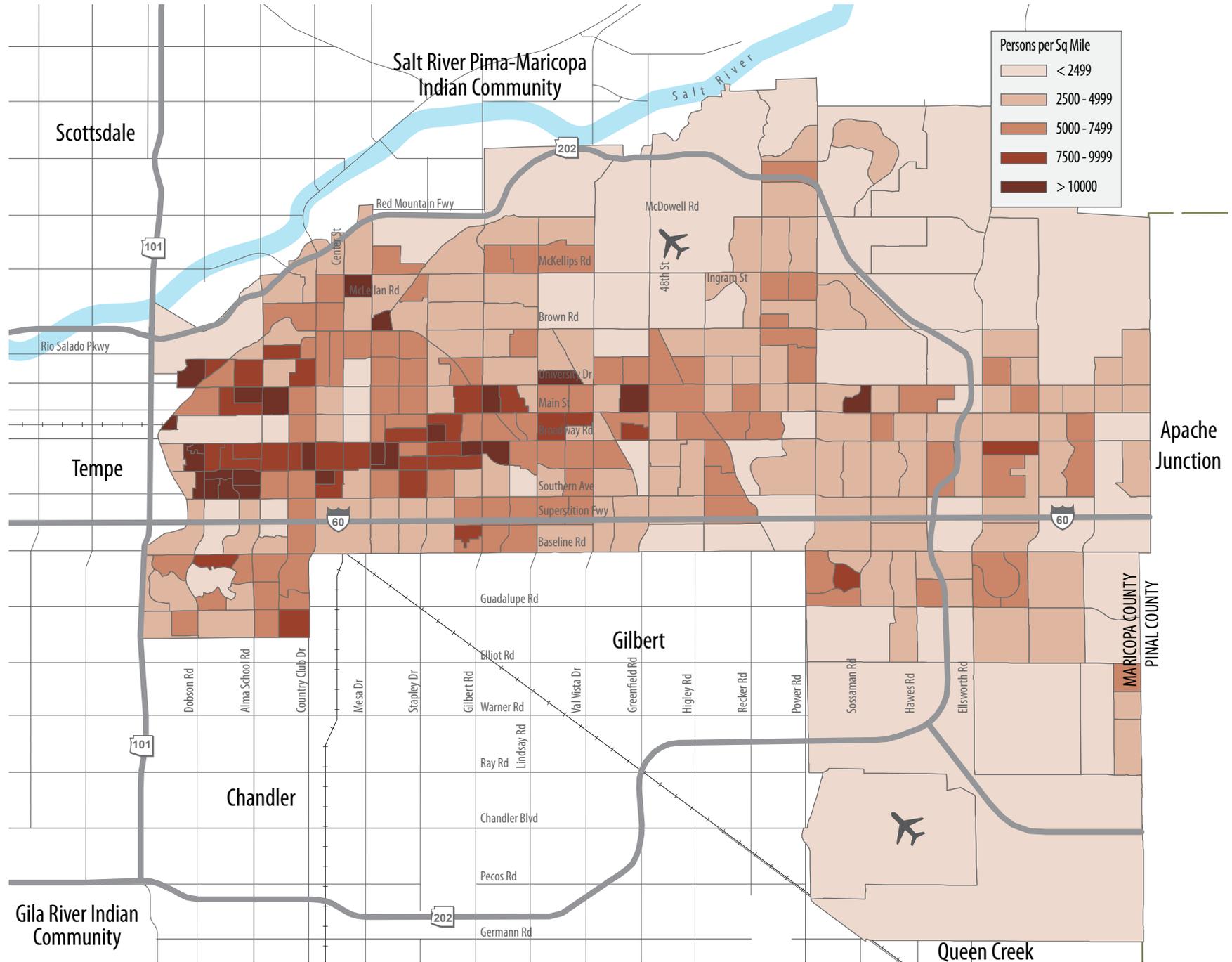


Figure 4: Employment Density

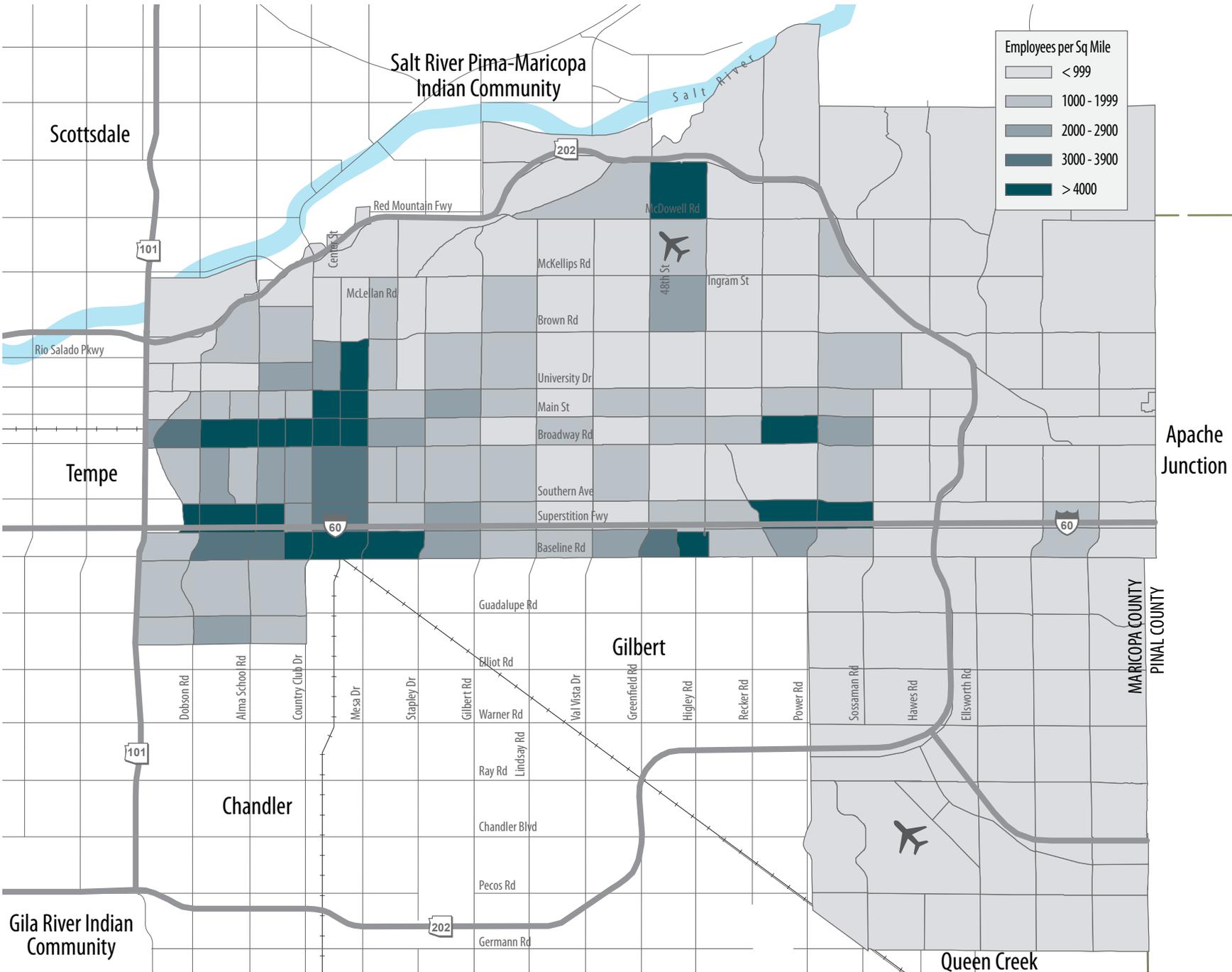


Figure 5: Minority Population Density

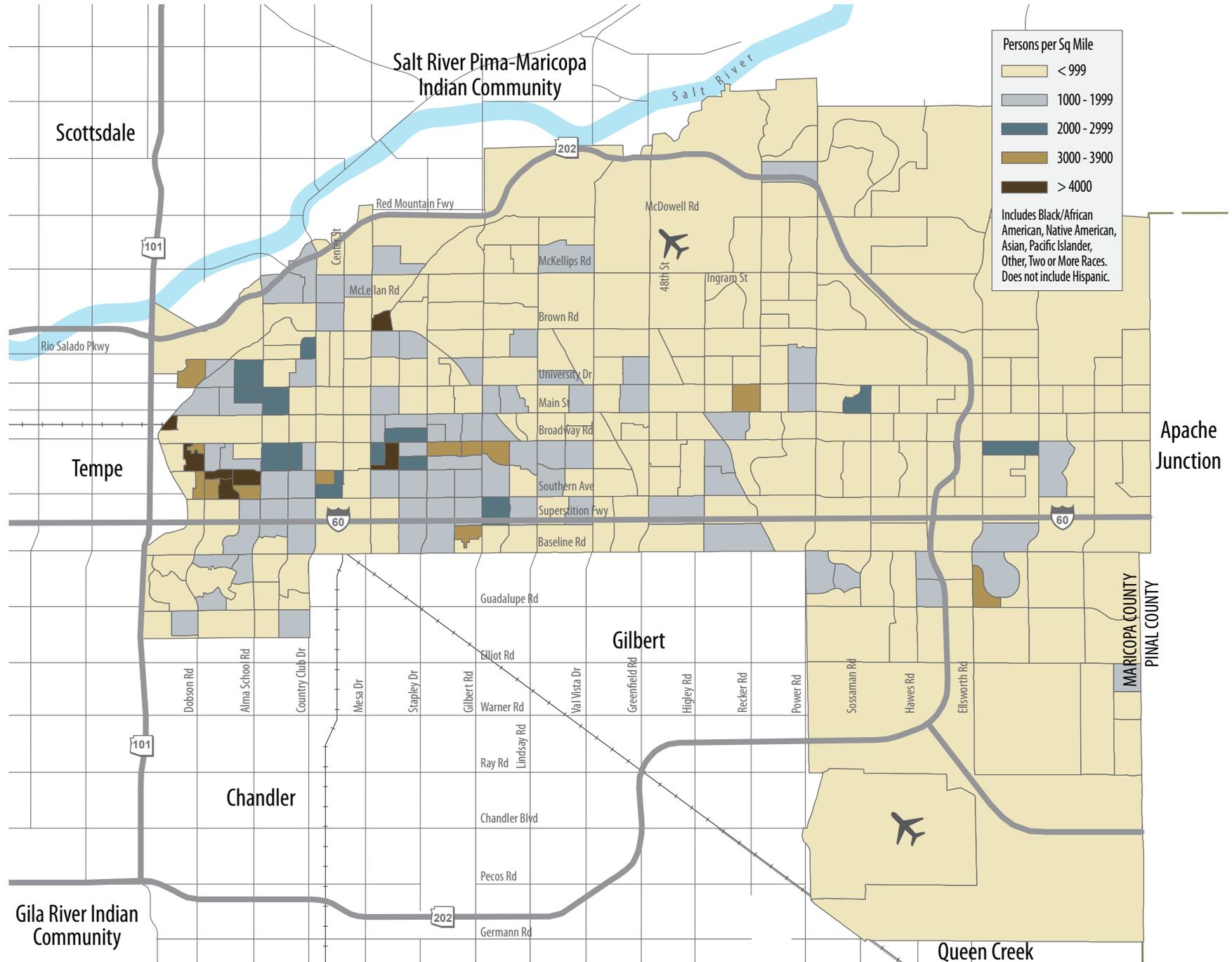


Figure 6: Hispanic Population Density

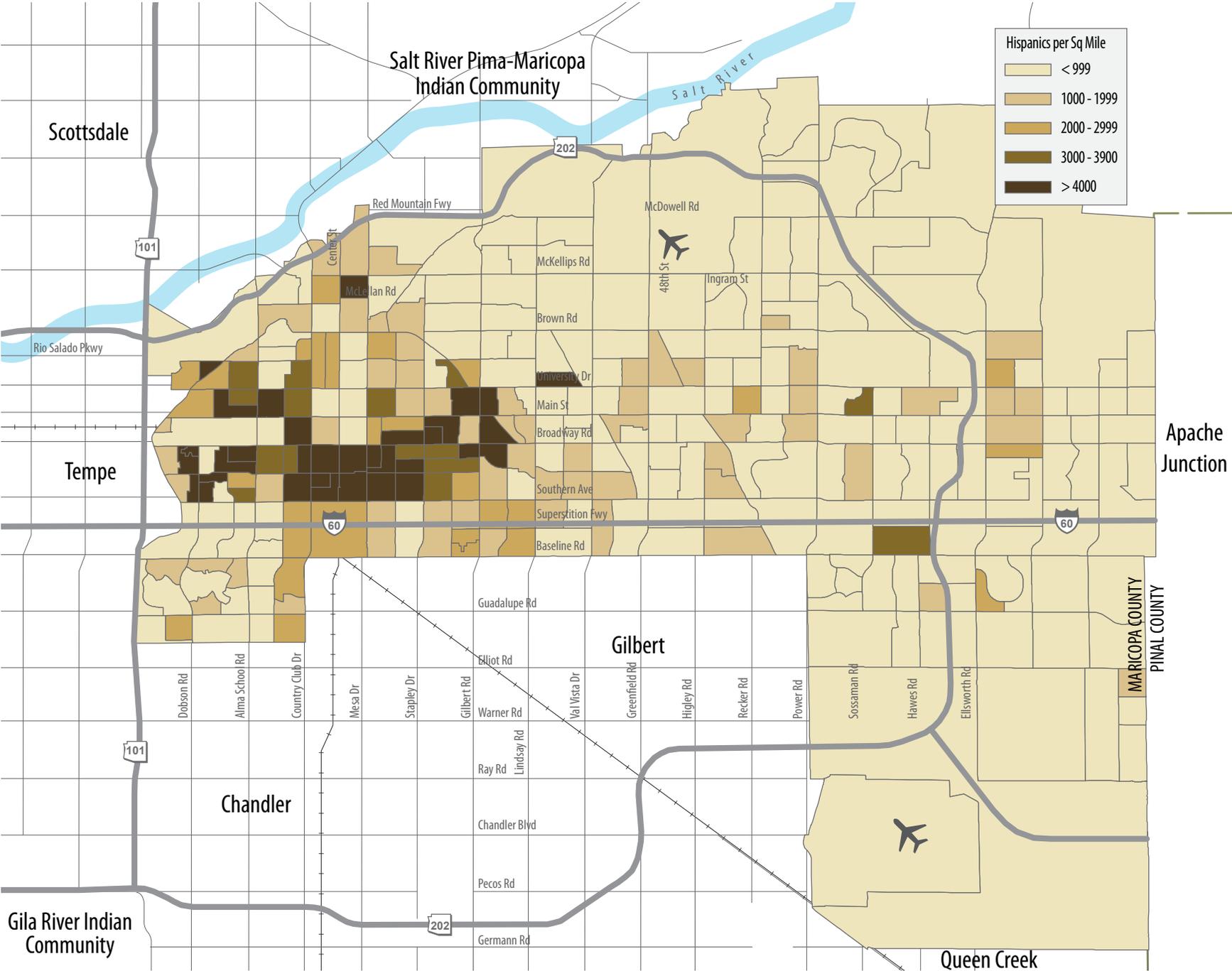


Figure 7: Population Under 18 Density

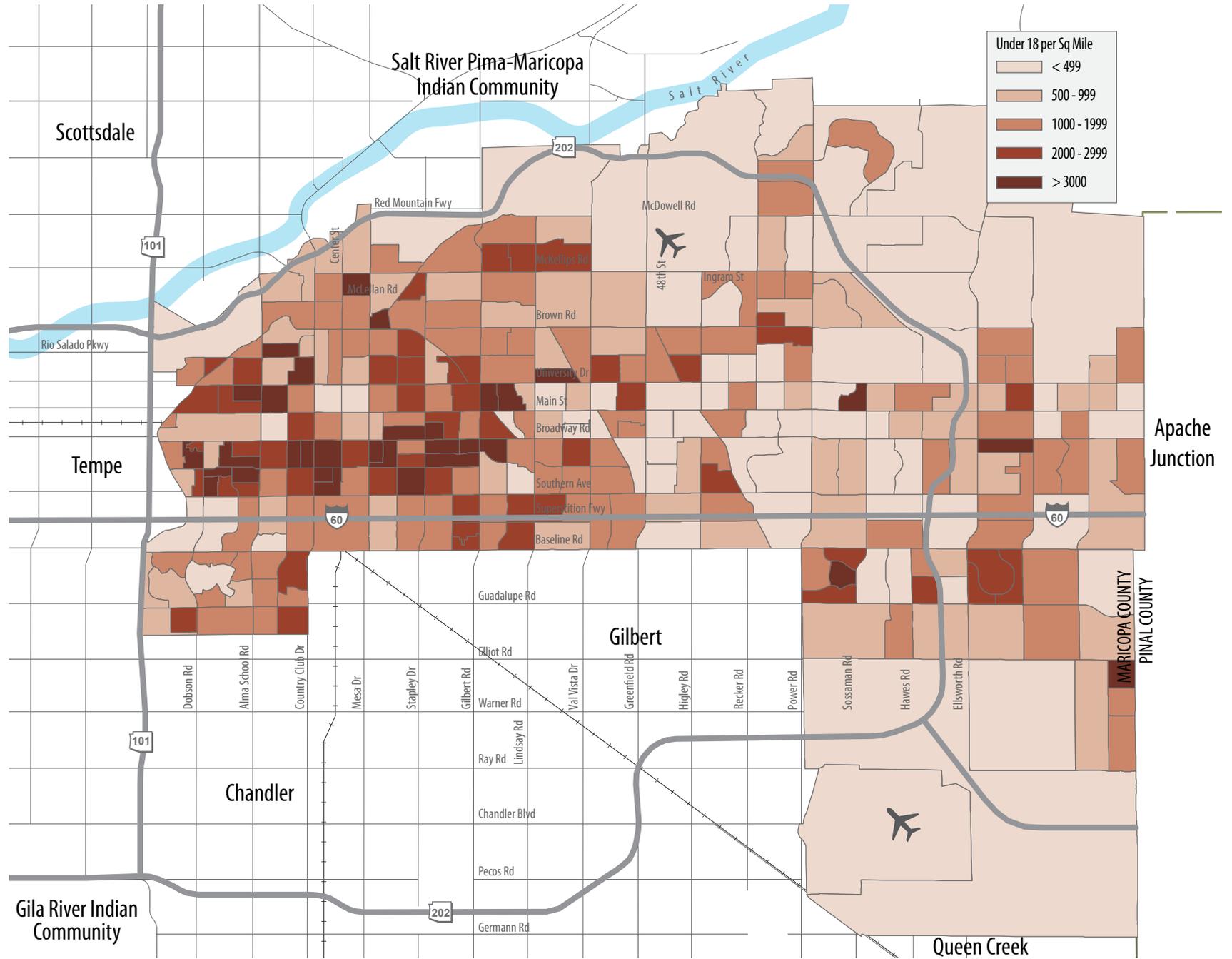


Figure 8: Population Over 65 Density

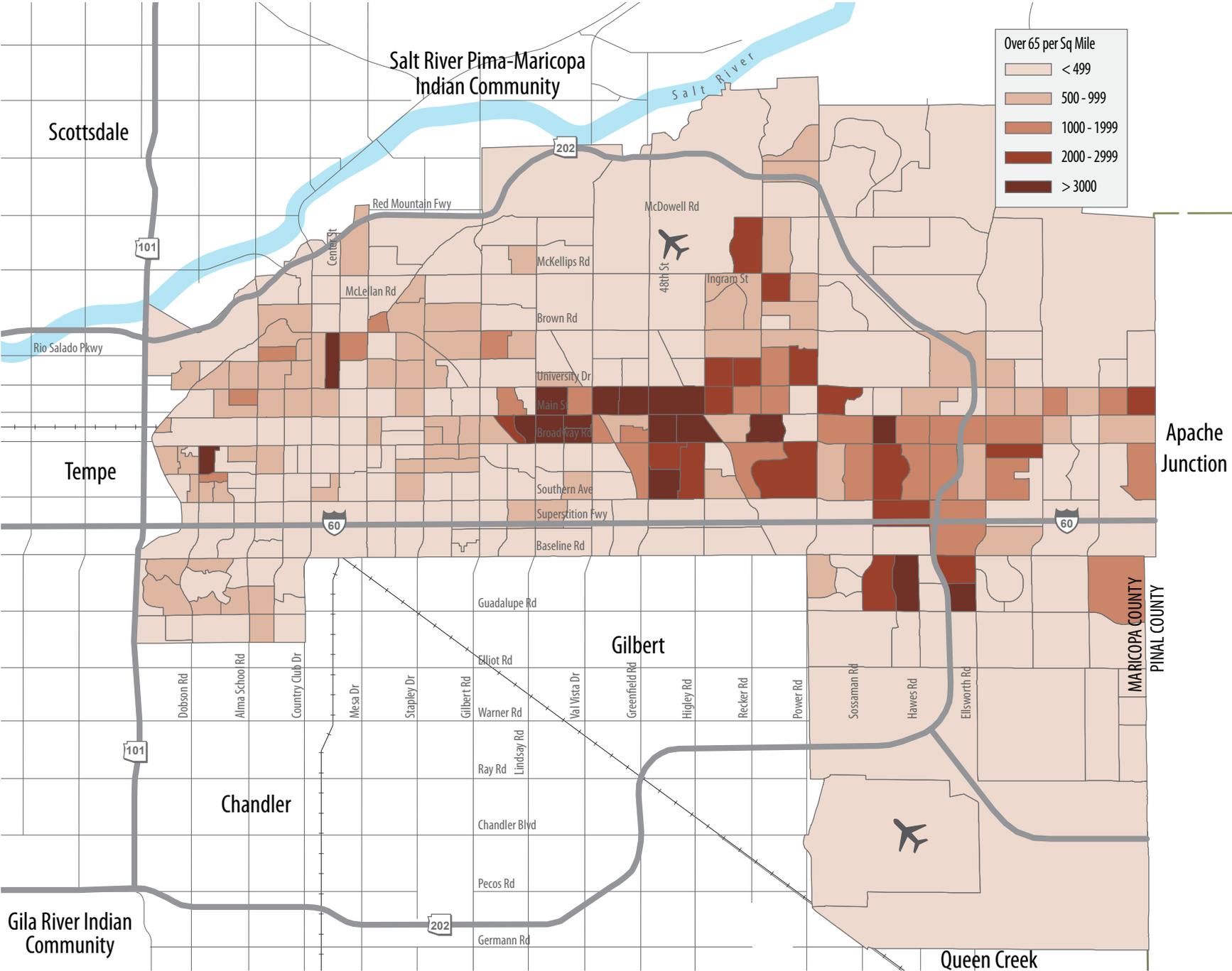


Figure 9: Household Density

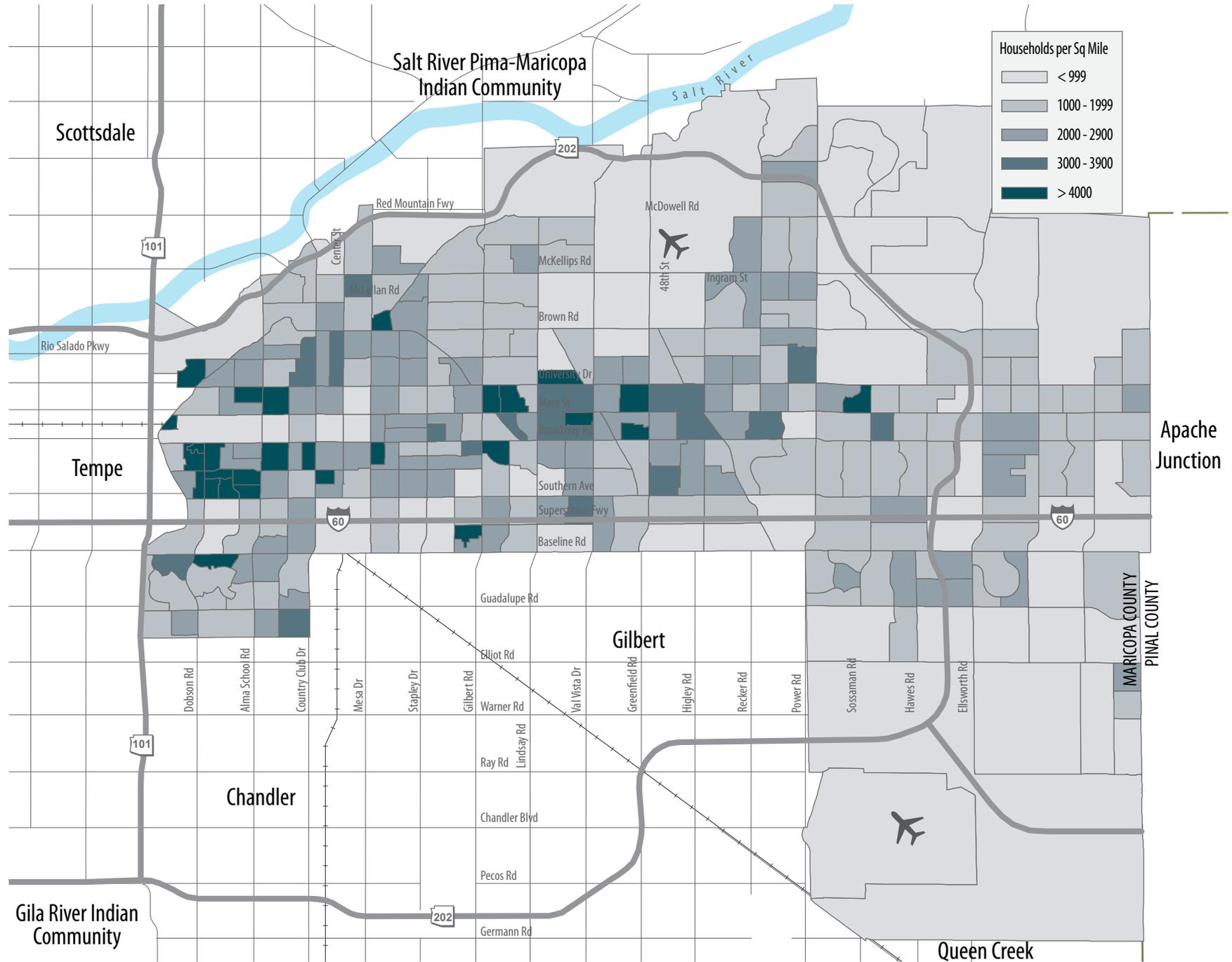


Figure 10: Housing Units Density

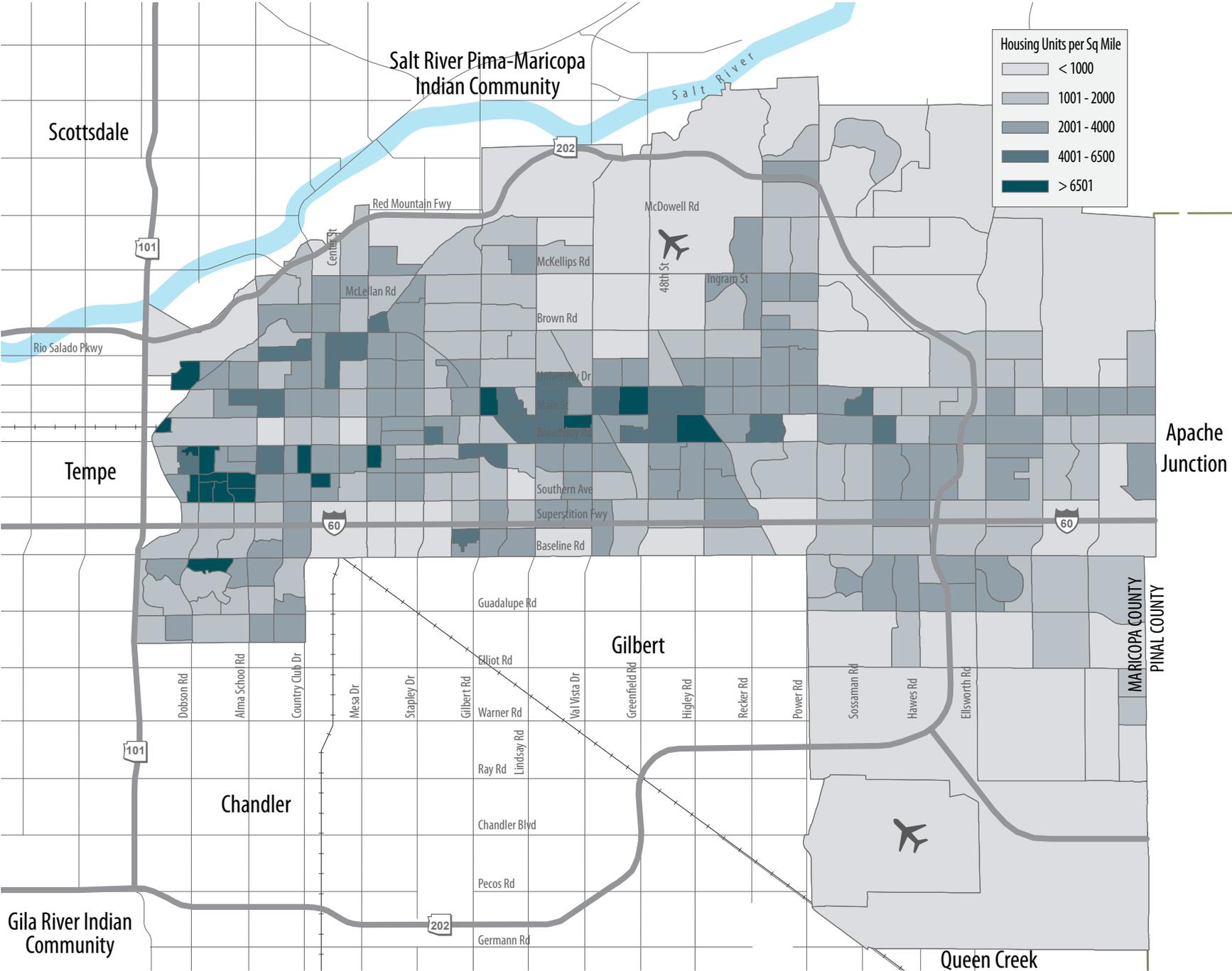
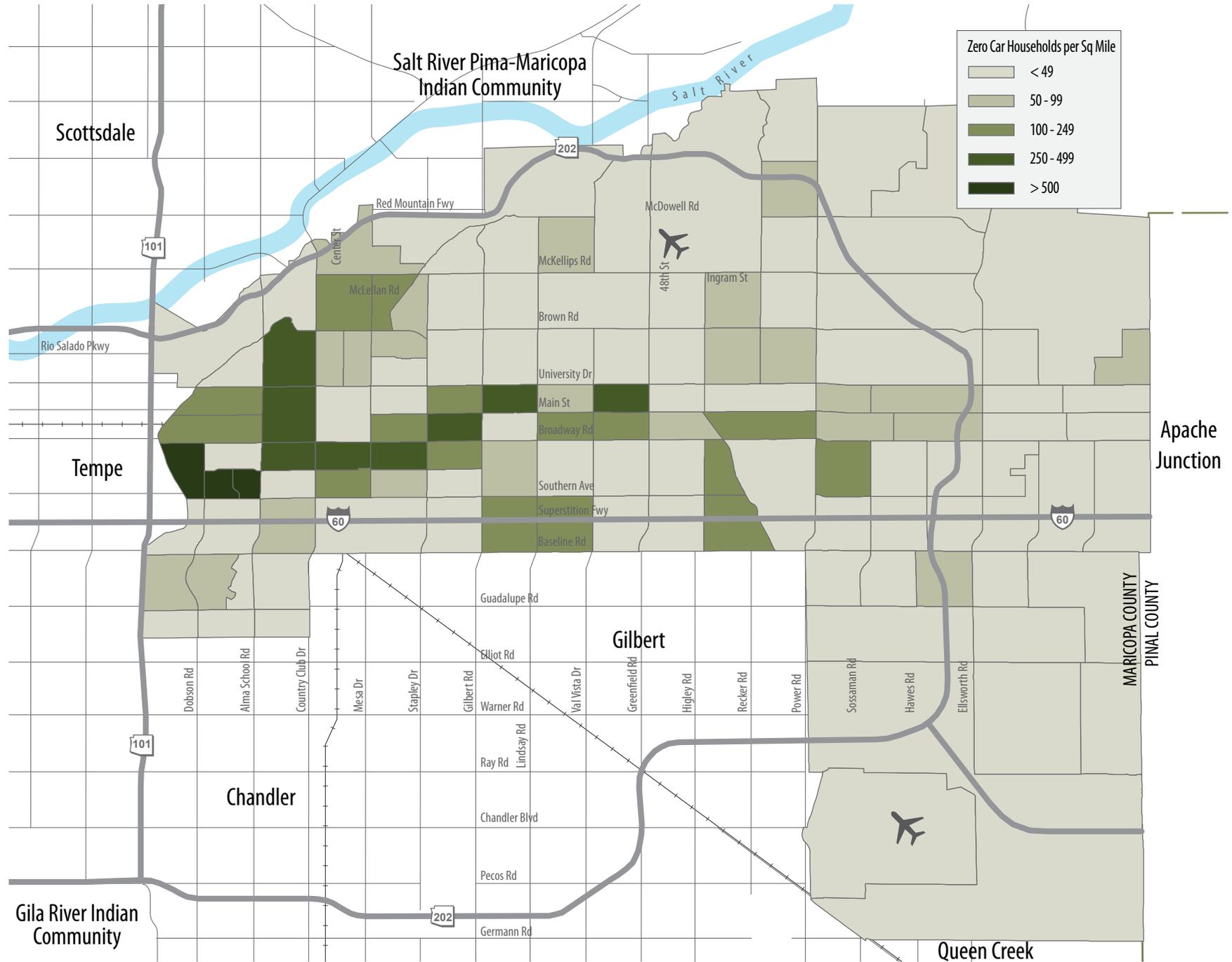


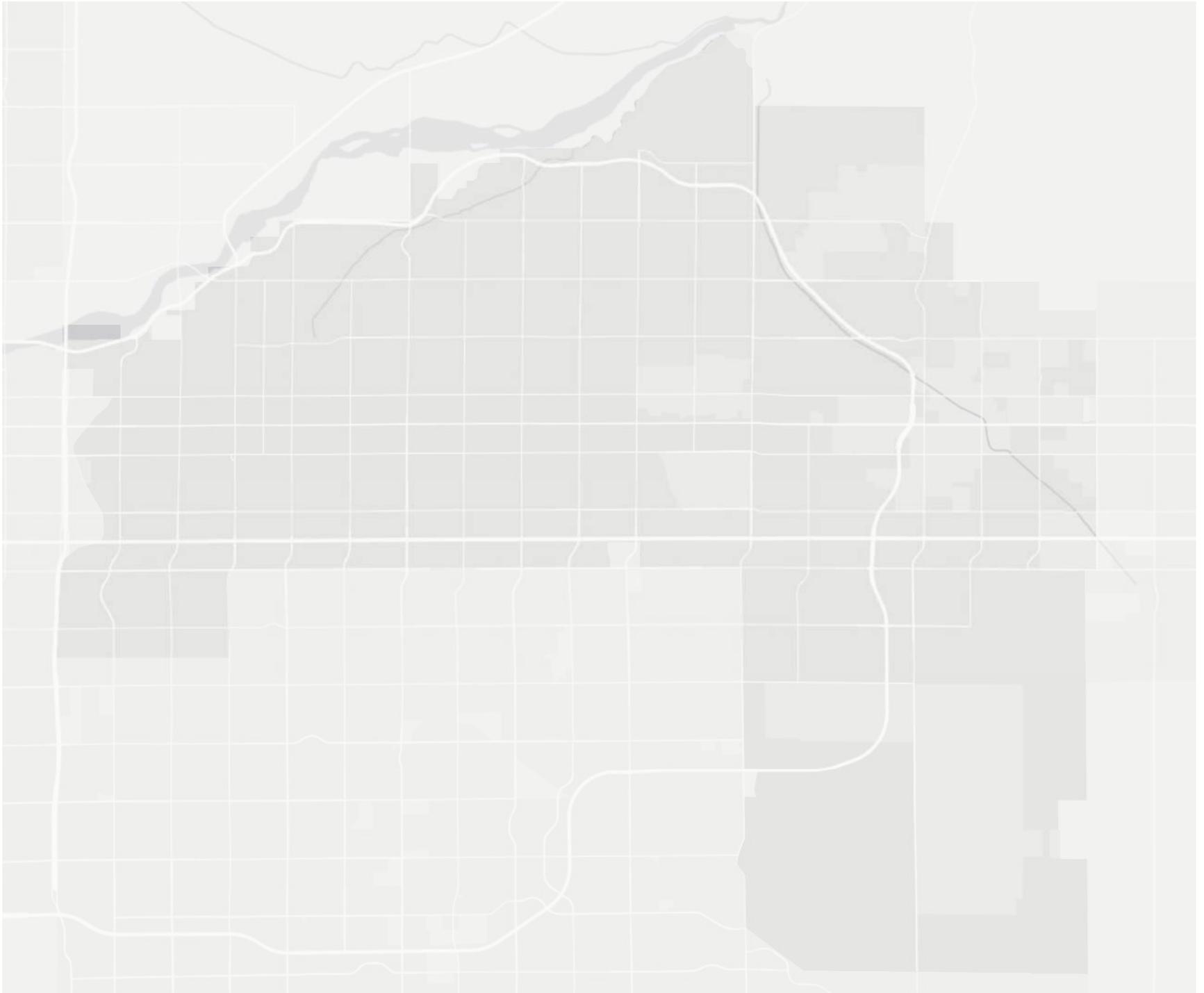
Figure 11: Vehicle Availability





EXISTING TRANSIT SERVICE





3.0 EXISTING TRANSIT SERVICE

Existing transit service in Mesa includes METRO light rail transit (LRT), LINK premium bus service, local and express bus service, a neighborhood circulator, and paratransit. Transit service in Mesa has changed dramatically in the last five years with the implementation of METRO light rail and LINK premium bus service.

3.1 Transit Services

Existing transit service in Mesa is shown in Figure 12 while a list of transit routes, including service hours and frequency, is provided in Table 1. Figure 13 shows a map of the frequent transit service in Mesa. Frequent transit service is defined as routes that provide 15 minute frequency or better during the peak period. Currently, there are only five routes that meet this designation.

Light Rail

METRO light rail transit service began operation in December 2008. There is one light rail station in Mesa, located at Sycamore and Main Street. This station is the eastern terminus for the 20-mile light rail system and is the highest ridership station in terms of boardings and alightings. A 3.1-mile extension of METRO light rail to Downtown Mesa is currently under construction and scheduled to open in 2016. An additional 2-mile extension to Gilbert Road is under study and tentatively scheduled to open in 2018.

Premium Bus

There are two LINK bus lines in Mesa. Main Street LINK operates between the Sycamore light rail station and the Superstition Springs Transit Center and Park-and-Ride. Country Club Drive LINK operates



METRO Light Rail



Main Street LINK

Figure 12: Existing Transit Service

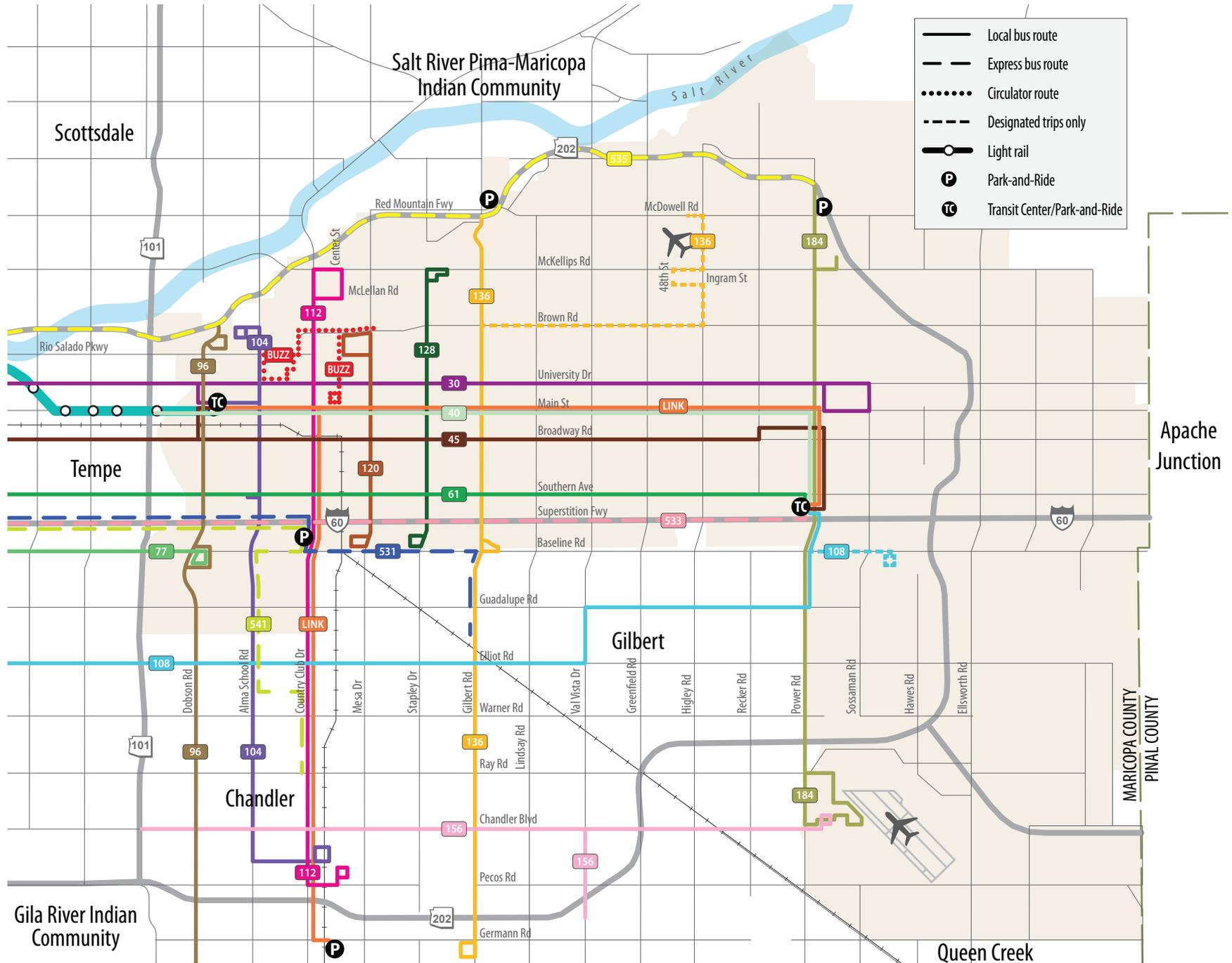
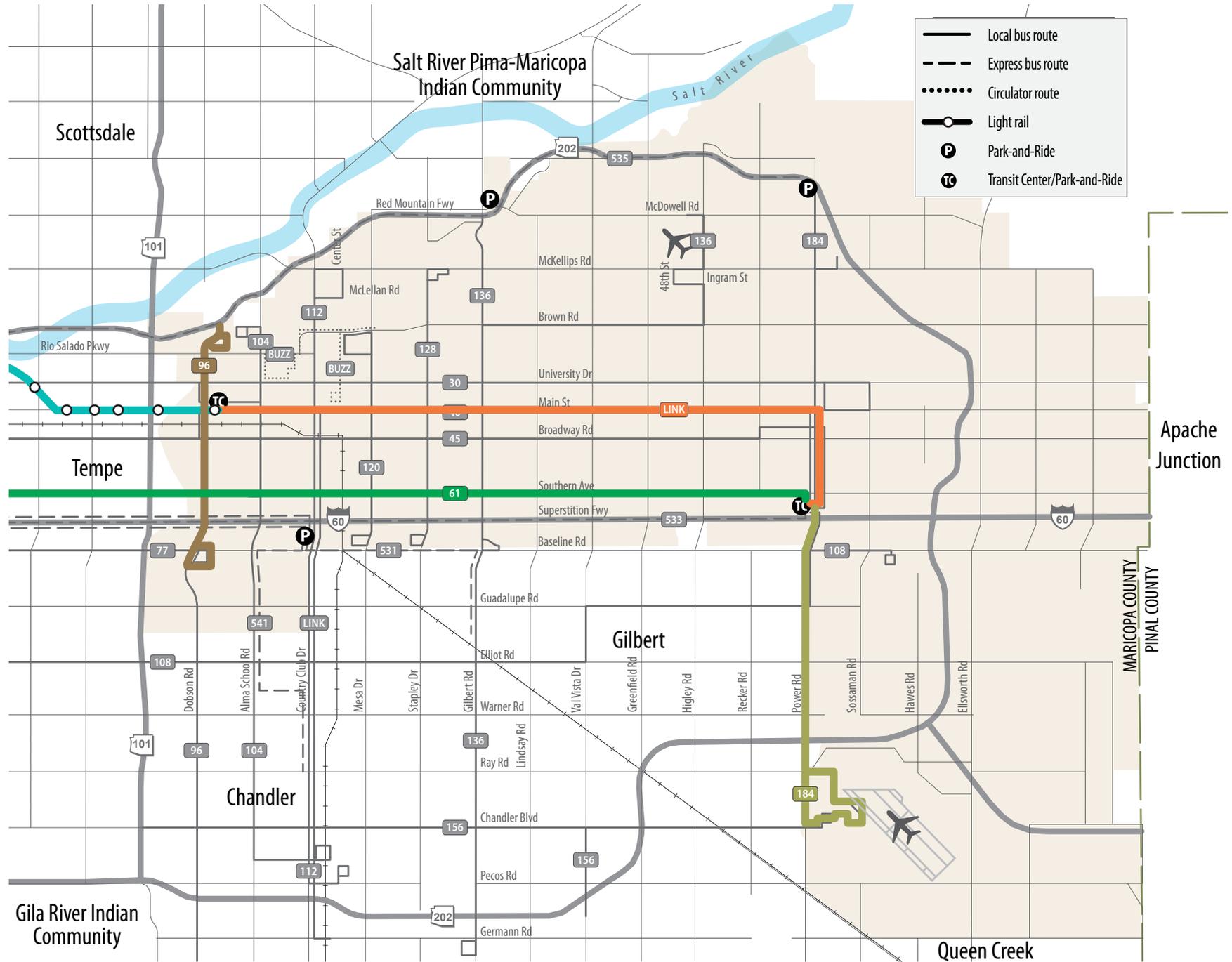


Table 1: Transit Service Hours and Frequency

ROUTE/NAME	WEEKDAY				SATURDAY			SUNDAY		
	Hours	Peak	Off-Peak	Night	Hours	Day	Night	Hours	Day	Night
Light Rail										
METRO	4:40am-11:00pm	12	12	20	5:00am-2:00am	15	20	5:00am-11:00pm	20	20
Premium Bus										
Main	4:00am-10:30pm	15	25	30	No service	--	--	No service	--	--
Country Club	4:45am-10:45pm	25	25	60	6:45am-11:00pm	60	60	7:30am-9:30pm	60	--
Local Bus										
30 - University	4:00am-11:00pm	30	30	30	5:00am-11:00pm	60	60	No service	--	--
40 - Apache/Main	4:45am-11:00pm	30	30	30	5:45am-11:00pm	30	30	5:45am-10:45pm	30	30
45 - Broadway	4:45am-10:15pm	30	30	--	6:00am-10:15pm	60	--	No service	--	--
61 - Southern	5:00am-11:45pm	15	30	30	4:45am-11:30pm	30	30	5:15am-11:30pm	60	60
77 - Baseline	5:00am-11:00pm	30	30	--	5:15am-10:00pm	60	--	No service	--	--
96 - Dobson	4:30am-11:30pm	15	30	30	5:15am-11:00pm	30	30	5:15am-11:00pm	30	30
104 - Alma School	6:00am-9:45pm	30	30	--	6:00am-9:45pm	60	--	No service	--	--
108 - Elliot	5:00am-9:30pm	30	30	--	7:00am-8:45pm	60	--	7:00am-7:45pm	60	--
112 - Country Club	5:30am-10:00pm	30	30-60	--	6:30am-9:30pm	60	--	7:15am-9:00pm	60	--
120 - Mesa	8:45am-9:00pm	30	30	--	8:45am-8:30pm	60	--	No service	--	--
128 - Stapley	5:45am-6:45pm	30	30	--	5:45am-7:00pm	60	--	No service	--	--
136 - Gilbert	4:45am-7:15pm	30	30	--	7:45am-7:15pm	60	--	No service	--	--
156 - Williams Field	5:30am-10:00pm	30	30	30	6:45am-9:30pm	30	--	7:15am-7:30pm	30	--
184 - Power	4:30am-10:00pm	15-30	30	--	5:00am-9:00pm	60	--	5:00am-9:00pm	60	--
Express Bus										
531 - Mesa/Gilbert	6 trips AM peak, 6 trips PM peak				No service	--	--	No service	--	--
533 - Mesa	6 trips AM peak, 6 trips PM peak				No service	--	--	No service	--	--
535 - Northeast Mesa	5 trips AM peak, 5 trips PM peak				No service	--	--	No service	--	--
541 - Chandler	4 trips AM peak, 4 trips PM peak				No service	--	--	No service	--	--
Circulator Bus										
BUZZ	5:30am-8:00pm	30	30	--	7:00am-9:30pm	60	--	No service	--	--

Figure 13: Frequent Transit Service



Main Street LINK

Main Street LINK opened in conjunction with METRO light rail in 2008 and was the first premium bus line in the region. Main Street LINK connects the eastern terminus of METRO light rail at Sycamore and Main Street with Superstition Springs Center. Main Street LINK is 13 miles in length and includes 26 uniquely branded stations.



Main Street LINK (Superstition Springs Center)



Mesa Main Street LINK Stations

The LINK bus stations, located on Main Street and Power Road, provide a new level of transit service and a serious commitment to environmental excellence for the Valley. Serving as highly innovative bus stops, the first-ever LINK bus service began operating with light rail service in December 2008. Passengers can catch a bus at any of the 26 stations along the route connecting to either METRO light rail or the Superstition Springs Transit Center.

The shelters incorporate elements of sustainability and comfort by utilizing a special design that incorporates passenger safety and protection from the elements, regardless of season. With screens made of fiberglass grates, they resist heat transmission or conduction. As the outside surface is warming up, the thick screens prevent the inside surface from being hot to the touch. The custom-designed LINK shelters bring about an enhanced customer experience with an emphasis on increased outdoor livability.



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A flat, modern design complements the environment.



Passengers are provided shade in summer or on winter's cooler days.



A band of green lighting helps drivers locate the shelters, but does not detract from dark skies.



Signature shelter at the Mesa Arts Center shows how the shelter fits in the desert.

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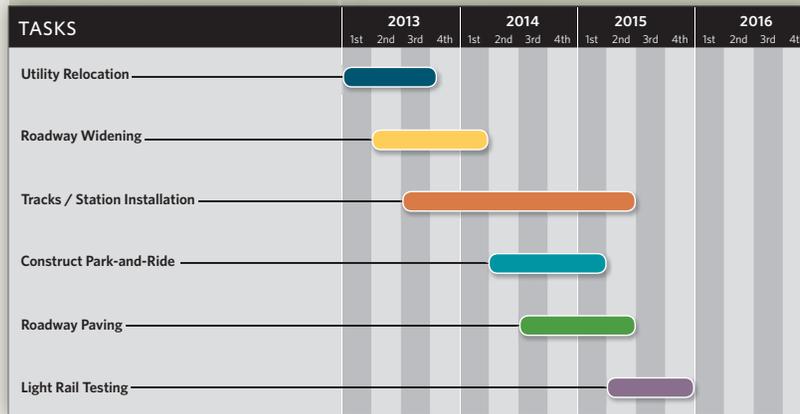
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Main Street LINK station (Baywood Avenue and Power Road)

Central Mesa Light Rail Extension

The Central Mesa Light Rail Extension is a 3.1 mile extension of METRO light rail to Downtown Mesa from the current terminus at Sycamore and Main Street. The project is currently under construction and scheduled to open in 2016.



Source: Valley Metro Project Fact Sheet, April 2013



Federal funding announcement Central Mesa Extension (October 2012)

Source: Valley Metro website, October 2013



LIGHT RAIL EXTENSION

PROJECT FACT SHEET

APRIL 2013

PHASE I OVERVIEW

- **Number of miles** – 3.1
- **Number of stations** – Four stations at Alma School Road, Country Club Drive, Center Street, Mesa Drive
- **Number of park-and-rides** – One at the northeast corner of Main Street and Mesa Drive
- **Estimate to build** – \$200 million from a combination of Proposition 400 countywide sales tax revenues and federal air quality and grant dollars
- **Jobs generated** – 706 in 2013; 710 in 2014
- **Estimate to operate** – \$4 million annually from fares and city of Mesa
- **Ridership estimate** – 5,000 new riders per day
- **Construction start** – July 2012
- **Business assistance program** – A wide array of business assistance programs are available to provide local storefronts with the resources to keep their businesses well-positioned during the construction phase. Residents can get a METRO Max Rewards card to receive special offers and discounts from businesses along the construction area. Visit valleymetro.org to find out more.
- **Opening day** – Late 2015/early 2016

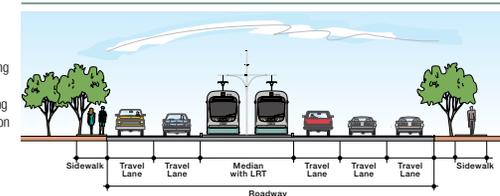
Route Map



PROJECT PURPOSE

The Central Mesa light rail extension will serve neighborhoods, the downtown business district, educational institutions, Mesa Arts Center, City Hall and the numerous special events that take place along the corridor. It will also better connect the amenities in central Mesa to those in Tempe and Phoenix, giving riders greater connectivity and offerings. The extension will attract new ridership due to travel demand in the East Valley, leading to enhanced economic development opportunities.

Typical Cross Section



For more information, please contact Rob Antoniak, Community Outreach Coordinator, at 602.495.8209 / cell 602.369.3681 or rantoniak@valleymetro.org. Additional information can be found at www.valleymetro.org/centralmesa. To receive information in alternative formats, call 602.253.5000 / TTY 602.251.2039.

LRT1948/04-01-1

Source: Valley Metro Project Fact Sheet, April 2013

between the Sycamore light rail station and Downtown Chandler and the Chandler Park-and-Ride. Both routes will be modified once METRO light rail is extended to Downtown Mesa.

Local Bus Service

There are fourteen local bus routes in Mesa. Local bus service hours and frequency vary by route, with some routes providing early morning and late evening service.

Express Bus Service

There are four express bus routes in Mesa, all of which provide service to and from Downtown Phoenix. These routes primarily originate at regional park-and-ride facilities.



Transit shelter at Superstition Springs Center Park-and-Ride



Local Bus Route 184 (Power Road)



Express Bus Route 533 (Mesa Express)

Circulator

The BUZZ is a free circulator in Downtown Mesa that serves designated bus stops on major streets and flag stops on neighborhood streets using a smaller transit vehicle.

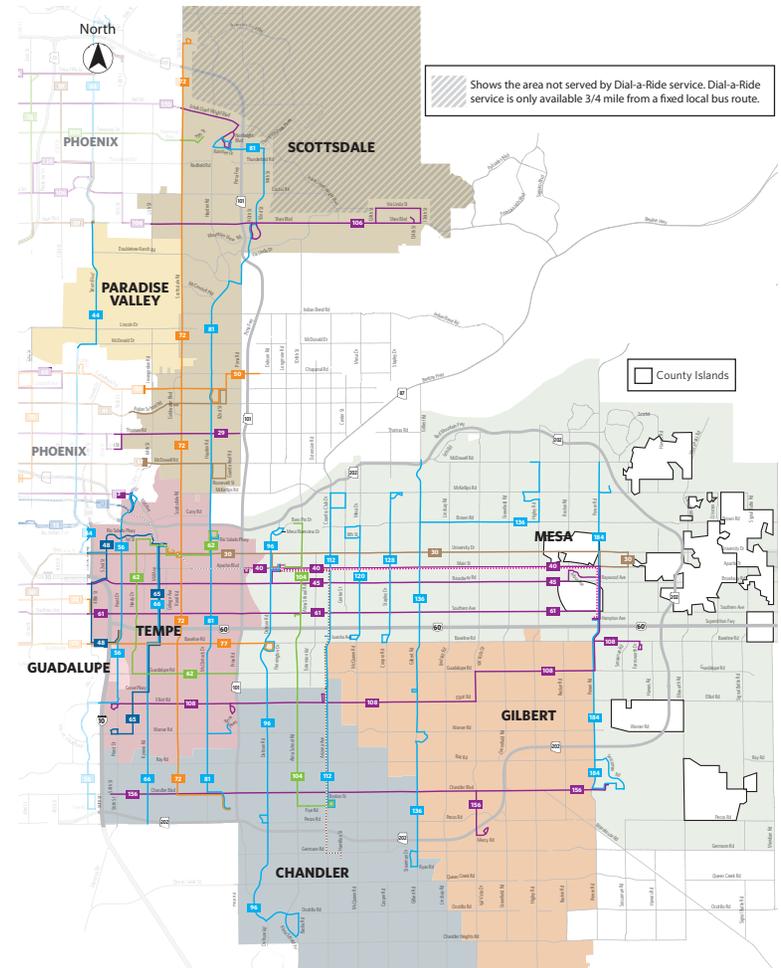
Paratransit

Paratransit service in Mesa is provided by East Valley Dial-a-Ride (EVDAR) and can be used by passengers who are certified by the American with Disabilities Act (ADA). ADA requires that complementary paratransit service be provided in all areas within three-fourths of a mile of fixed route transit service. Mesa provides this service citywide, regardless of the distance from a fixed route. The EVDAR service area is shown in Figure 14. In addition to EVDAR, service to persons with disabilities and seniors is provided through East Valley RideChoice Program, which is a cab connection service.



BUZZ circulator vehicle

Figure 14: East Valley Dial-a-Ride Service Area



RPT1648_4-1-12

Source: Valley Metro, 2013

3.2 Transit Facilities

Existing transit facilities in Mesa include both transit centers and regional park-rides.

Transit Centers

There are two transit centers in Mesa (Figure 15). The Sycamore/ Main Street Transit Center is located adjacent to the METRO light rail station at Sycamore and Main Street. The Superstition Springs Transit Center is located at the US 60 and Power Road next to Superstition Springs Center. Both transit centers include regional park-and-ride lots. A third transit center and park-and-ride lot is proposed at Gilbert Road as part of the Gilbert Road extension project. A fourth passenger facility is planned in Downtown Mesa and will accommodate two buses at one time.

Figure 15: Transit Centers



Source: Valley Metro, 2013



Sycamore and Main Street Transit Center



Superstition Springs Transit Center

Park-and-Rides

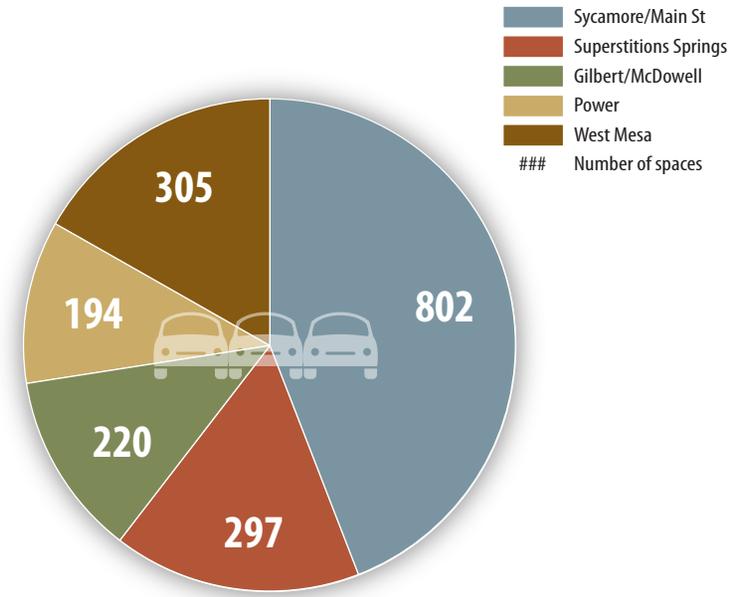
There are five regional park-and-rides in Mesa, all of which have been constructed since 2007. The Sycamore/Main Street and Superstition Springs Center Park-and-Rides are the largest. Table 2 and Figure 16 describe the regional park-and-rides in Mesa. Two additional park-and-rides are proposed, one at Mesa Drive and Main Street and one at Gilbert Road and Main Street. These two, along with the Sycamore/

Table 2: Regional Park-and-Rides

Park-and-Ride	Routes Served	Parking Space		Bicycle Storage
		Total	Covered	
Sycamore/ Main St	METRO light rail LINK - Main LINK - Country Club 30 - University 40 - Apache/Main 45 - Broadway 96 - Dobson 104 - Alma School	802	0	28
Superstition Springs (Power/US 60)	533 - Mesa LINK - Main 40 - Apache/Main 45 - Broadway 61 - Southern 108 - Elliot 184 - Power 277 - Baseline	297	0	16
Gilbert/McDowell (Gilbert/L202)	535 - Northeast Mesa 136 - Gilbert	220	0	48
Power (Power/L202)	535 - Northeast Mesa 184 - Power	194	24	27
West Mesa (Country Club/ US 60)	531 - Mesa/Gilbert 541 - Mesa LINK - Country Club 112 - Country Club	305	0	32

Source: Valley Metro Park-and-Ride Survey, 2013

Figure 16: Mesa Park-and-Ride Capacity





Gilbert/McDowell Park-and-Ride



Power Park-and-Ride



Power Park-and-Ride



West Mesa Park-and-Ride

Main Street Park-and-Ride, will be developed by and the responsibility of Valley Metro as part of the light rail facilities.

3.3 Transit Performance

Ridership

Ridership data for existing transit service in Mesa is available from Valley Metro. Transit ridership continues to grow throughout the region, with existing transit ridership in Mesa representing almost 10 percent of all transit ridership in the Valley. Figure 17 shows the annual transit ridership increase in Mesa since 2008.

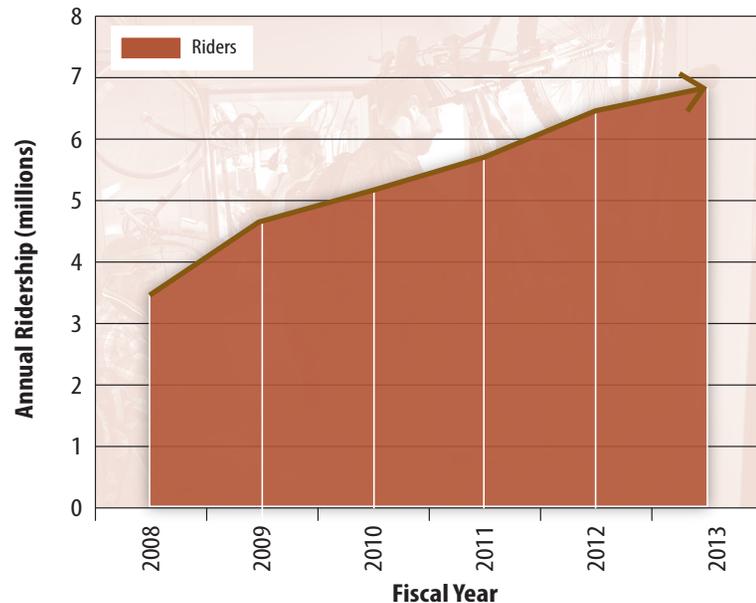
For the purpose of evaluating transit performance in Mesa, the April 2013 ridership is being used because it best represents average system-wide ridership conditions. Average weekday boardings, total monthly boardings, daily revenue miles, and boardings per mile by

route are included in Table 3. For those routes that operate in multiple jurisdictions, the ridership data for both the segment that operates in Mesa and the total route is included.

Average daily boardings and boardings per mile are two common metrics used to evaluate ridership performance by Valley Metro. Based on these metrics, the highest performing transit routes in Mesa are METRO light rail, Main Street LINK, and Routes 30 (University), 40 (Apache/Main), 45 (Broadway), 61 (Southern), 96 (Dobson), and 112 (Country Club). Route 533 (Mesa Express) is the highest performing express bus route in Mesa and the highest ridership express bus route in the region, excluding City of Phoenix RAPID bus service.

Figures 18 and 19 illustrate transit performance by average daily boardings and boardings per mile. Figures 20 and 21 show these ridership metrics in bar chart format.

Figure 17: Annual Transit Ridership in Mesa



Route 61 (Southern)

- » **Highest performing** bus route in Mesa
- » **Top 10** in ridership for all transit routes in the region
- » **Over 1,000** more average daily boardings than the next highest bus route in Mesa
- » Serves approximately the same number of **daily boardings** as the Main Street LINK and Route 40 on Main Street combined
- » **Connects** Fiesta District and Superstition Springs Center

Table 3: Transit Performance

ROUTE/NAME	Average Daily Boardings		Monthly Boardings		Daily Revenue Miles		Boardings per Mile	
	Mesa	Route Total	Mesa	Route Total	Mesa	Route Total	Mesa	Route Total
Light Rail								
METRO	4,349	48,126	95,682	1,058,777	351.9	7,197.1	12.4	6.7
Premium Bus								
LINK - Main	1,623	1,623	35,680	35,680	1,181.0	1,181.0	1.4	1.4
LINK - Country Club	805	1,242	17,685	27,337	318.7	732.7	2.5	1.7
Local Bus								
30 - University	1,818	3,134	40,029	68,942	1,072.5	1,947.0	1.7	1.6
40 - Apache/Main	1,794	1,887	39,468	41,503	922.6	954.3	1.9	2.0
45 - Broadway	2,095	5,324	46,084	117,115	1,095.7	2,418.4	1.9	2.2
61 - Southern	3,264	6,972	71,772	153,341	1,237.0	2,750.8	2.6	2.5
77 - Baseline	192	3,725	4,197	81,897	84.9	1,540.0	2.3	2.4
96 - Dobson	2,042	2,401	44,920	52,803	552.0	1,008.3	3.7	2.4
104 - Alma School	1,090	1,446	23,951	31,799	538.0	837.9	2.0	1.7
108 - Elliot	52	513	1,159	11,318	59.2	800.6	0.9	0.6
112 - Country Club	1,500	2,027	32,993	44,582	423.7	774.1	3.5	2.6
120 - Mesa	397	397	8,711	8,711	214.5	214.5	1.9	1.9
128 - Stapley	428	428	9,401	9,401	290.0	290.0	1.5	1.5
136 - Gilbert	710	1,135	15,611	24,954	411.9	891.0	1.7	1.3
156 - Williams Field	61	1,363	1,345	29,956	23.7	1,350.6	2.6	1.0
184 - Power	527	568	11,618	12,535	914.2	1,087.9	0.6	0.5
Express Bus								
531 - Mesa/Gilbert	71	309	1,550	6,812	74.2	308.5	1.0	1.0
533 - Mesa	293	515	6,427	11,292	176.9	346.6	1.7	1.5
535 - Northeast Mesa	170	336	3,753	7,365	165.0	280.3	1.0	1.2
541 - Chandler	64	202	1,413	4,429	56.1	212.1	1.1	1.0
Circulator Bus								
BUZZ	476	476	10,467	10,467	225.0	225.0	2.1	2.1

Source: Valley Metro, April 2013 Monthly Ridership Report

**Figure 20: Transit Performance in Mesa
(Routes >1,500 Average Daily Boardings)**

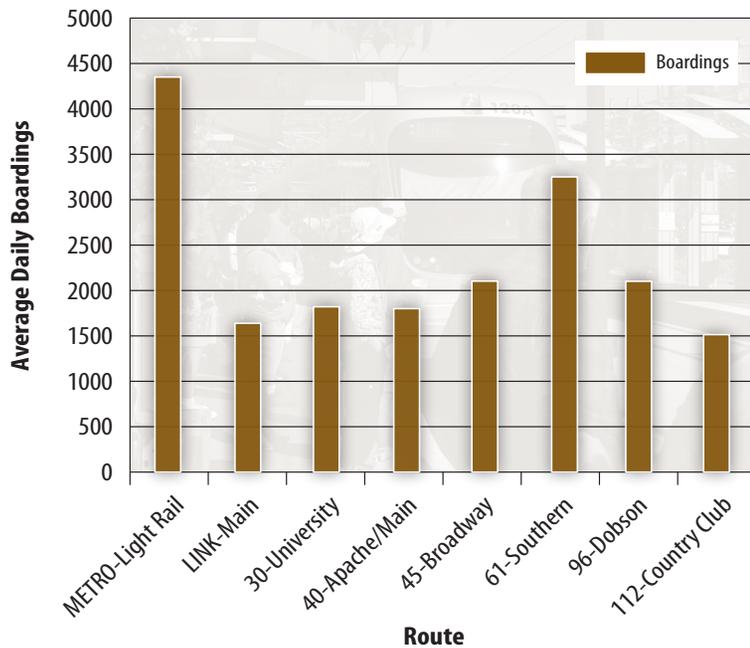
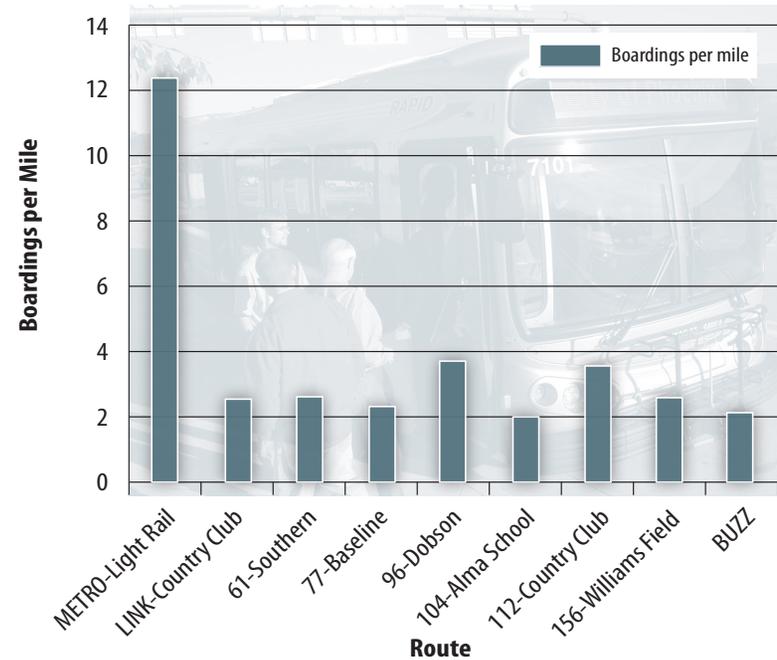


Figure 22 shows average daily boardings by stop location for the highest performing bus routes in Mesa (Main Street LINK and Routes 30, 40, 45, 61, 96, and 112). This information is based on farebox data obtained from the City of Phoenix Public Transit Department through Valley Metro for February 2012. The following are some key trends observed from this data set:

- » The highest performing transit service area in terms of average daily boardings by stop is between Dobson Road, University Drive, Country Club Drive, and Southern Avenue.
- » The highest average daily boarding stop locations are generally at the one-mile arterials intersections where multiple bus routes intersect.

**Figure 21: Transit Performance in Mesa
(Routes >2.0 Boardings per Mile)**



- » The average daily boardings by stop decrease east of Country Club Drive, then again east of Gilbert Road. This is a direct correlation to the decrease in north/south bus service east of Downtown Mesa.
- » The average daily boardings by stop are generally a function of frequency. For example, the Routes 96 (Dobson) and 61 (Southern) have high average boardings by stop since they have high frequency (15 minute frequency during the peak period).
- » The average daily boardings by stop data further identifies Route 61 (Southern) as the highest performing bus route in Mesa, with high average daily boardings by stop at the one-mile arterial intersections between Dobson Road and Val Vista Drive, and at Superstition Springs Center.

Park-and-Ride Utilization

Valley Metro completed a survey of regional park-and-ride facilities in April/May 2013. This survey documented the total number of parking spaces at each park-and-ride, as well as the number of occupied parking spaces on an average weekday.

Within Mesa, the Sycamore/Main Street and Superstition Springs Center Park-and-Rides have the most park-and-ride users. The utilization of the Sycamore and Main Street Park-and-Ride is only 38 percent, but it also has over 800 parking spaces. The Superstition Springs Center Park-and-Ride is almost full with a utilization of 94 percent. The other three park-and-rides in Mesa (Gilbert/McDowell, Power, and West Mesa) are much smaller, with utilization between 36 and 50 percent.

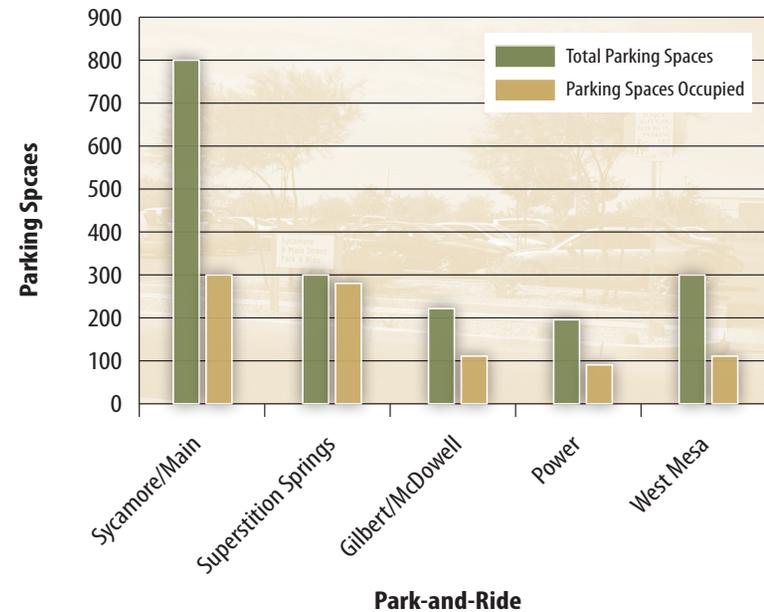
According to the survey, the average park-and-ride occupancy is approximately 50 percent throughout the region with approximately 54 percent of parking spaces covered. Park-and-ride utilization in Mesa is approximately 49 percent but only 1 percent of parking spaces are covered. Table 4 and Figure 22 show park-and-ride utilization in Mesa.

Table 4: Park-and-Ride Utilization

Park-and-Ride	Total Parking Spaces	Parking Spaces Occupied	Percent Occupied (%)
Sycamore/Main St	802	305	38
Superstition Springs Center	297	279	94
Gilbert/McDowell	220	110	50
Power	194	89	46
West Mesa	305	110	36
TOTAL	1818	893	49

Source: Valley Metro Park-and-Ride Survey, April/May 2013

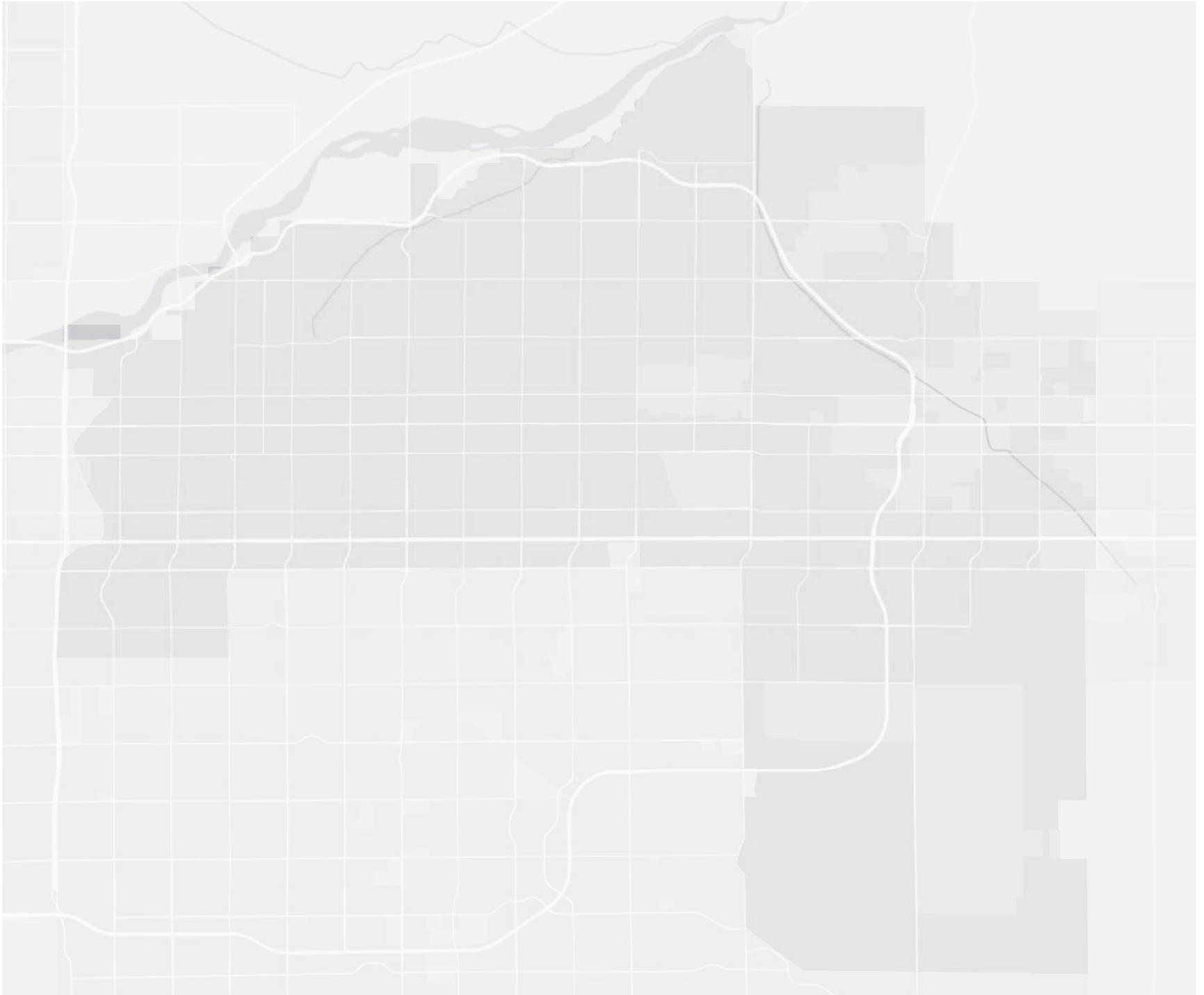
Figure 23: Park-and-Ride Utilization





TRANSIT SUPPORTIVE POLICIES

A.C.



4.0 TRANSIT SUPPORTIVE POLICIES

The Transit Master Plan identifies a set of transit supportive policies intended to help guide the development of the short, mid, and long term transit plan scenarios. These policies are grouped into transit service, facilities, and fleet, along with a list of complimentary activities that is provided to help encourage transit use in Mesa. Additionally, these activities and policies should be coordinated with those of Mesa's Transportation Department.

It is important to recognize that the City of Mesa has direct control over several of the activities listed below, while other policies, programs, or practices (i.e., active bus control, seating layout on buses, vehicle wraps, and fleet size) are and will be under the purview of regional agencies.

Common Theme to Transit Supportive Policies:

Focus on the Customer

- » Consider **transit supportive policies** in the context of the transit passenger
- » Prioritize based on ability to **attract and retain transit passengers**
- » Prioritize **frequency, on-time performance, and passenger experience**

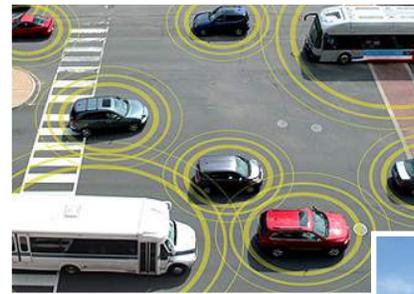


Table 5: Menu of Transit Supportive Policies

Element	Action
Service	
Valley Metro regional service standards	Meet or exceed Valley Metro regional service standards
Transit frequency versus coverage	Prioritize frequency before coverage
Frequent transit network	Develop frequent transit network
Station/stop placement and spacing	Optimize the placement and spacing of stations/stops
Active bus control	Employ technology to monitor bus locations
Facilities	
Bus shelters	Prioritize bus shelters based on key stop locations
Bus bays	Limit bus bays to transfer and layover locations
Bus bulbs	Add bus bulbs in high pedestrian areas
Bus boarding islands	Consider bus boarding islands where right turn movements or parking activity is high
Transit priority treatments	Use transit priority treatments
Fleet	
Fleet size	Tailor fleet size to frequent transit network
Seating layout	Use 2+1 seating layout frequent transit network buses
Vehicle Wraps	Do not cover vehicle windows with vehicle wraps
Low-floor or level boarding vehicles	Use of low-floor or level boarding vehicles
Advanced fare collection on vehicles	Use advanced fare collection to facilitate rapid boardings and alightings
Complimentary Activities	
Urban street and bikeway design guidelines	Consider following best practices for urban street and bikeway design guidelines
Bicycle improvements	Coordinate transit and bicycle improvements
Bicycle share	Consider GRID bicycle share program
Parking management and congestion pricing	Consider parking management policies and congestion pricing to encourage transit use as an inexpensive travel alternative

The following pages provide detail for each action.

SERVICE

Valley Metro Regional Service Standards

» Meet or exceed Valley Metro regional service standards

Valley Metro developed regional service standards in partnership with its member agencies. These service standards have been adopted by the Valley Metro Board of Directors. As part of this effort, Valley Metro worked to identify “key local bus” routes that deserve priority investment. Route 61 (Southern Avenue) is an example of a key local bus route.

Service	Frequency		Hours		
	Peak	Off-Peak	M-F	Sat	Sun
Light Rail	12	20	18	14	12
Local Bus	30	30	16	14	12
Key Local Bus	15	30	16	14	12
Limited Stop	12-24	30	16	–	–
Express	4 trips AM peak, 4 trips PM peak		–	–	–
Circulator	30	30	12	–	–

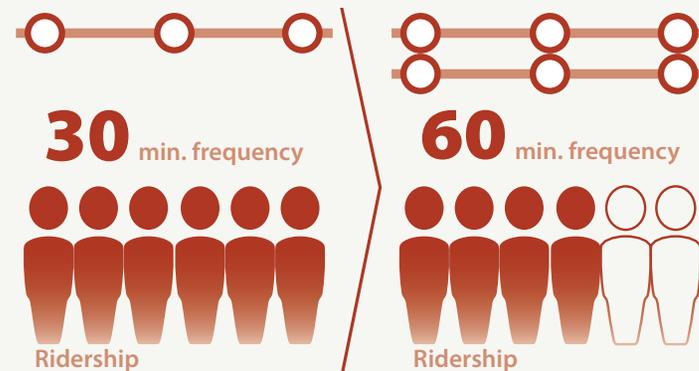
Source: Valley Metro Regional Service Standards, as adopted by Valley Metro Board of Directors, 2013.

Transit Frequency versus Coverage

» Prioritize frequency before coverage

Transit service frequency versus coverage is an issue that balances the trade-offs between providing higher quality service on a fewer number of streets (more frequency) versus lower quality service on a wider range of streets (greater coverage). Transit service in Mesa should prioritize frequency before coverage for the following reasons:

- Frequency generates **more ridership** than coverage
- Frequency attracts **more new riders** than coverage
- Frequency is **more cost-effective** than coverage
- Frequency **facilitates transfers** better than coverage



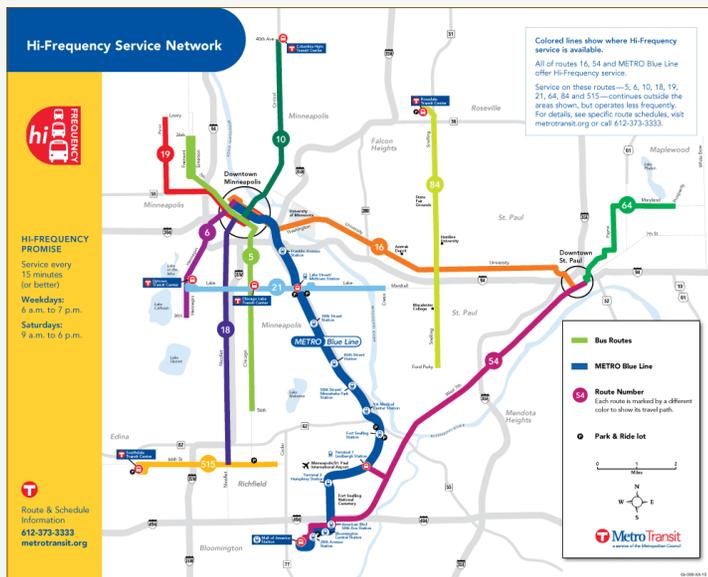
SERVICE

Frequent Transit Network

» Develop frequent transit network

Frequent routes provide 15 minute frequency or better during the peak period and 30 minute service during the off-peak.

- Prioritize routes that connect to high capacity transit and connections between activity centers
- Prioritize routes based on transit performance
- Develop a map of frequent transit routes



Frequent transit network (Minneapolis, MN)
Source: Metro Transit, 2013

Station/stop Placement and Spacing

» Optimize the placement and spacing of stations/stops

Station/stop placement and spacing has significant implications for the operating efficiency of a transit system. More stops mean greater accessibility, but can result in higher operating costs and slower trips. Conversely, fewer stops speed up transit trips and reduce operating cost but reduce passenger access.

- Optimize station and stop spacing to balance speed versus accessibility
- Follow Valley Metro standards (currently in development) for stop spacing intervals
- Identify stops with higher volumes of passengers through available boarding and alighting data to determine adequate placement and spacing

Service	Stop Spacing	
	General	High Density Area
Light Rail	1 mile	1/2 mile
Local Bus	1/4 mile	1/8 mile
Key Local Bus	1/4 mile	1/8 mile
Express	4 stops	1/8 mile
Circulator	1/4 mile	1/8 mile

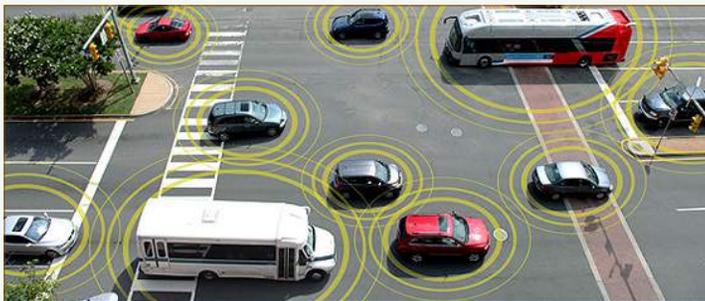
Source: Valley Metro Board Stop Spacing Standards, as adopted by Valley Metro Board of Directors, 2013

Active Bus Control

» ***Employ technology to monitor bus locations***

“Bus bunching” is a function of bus delay, when the lead (first) bus is slowed by passenger boardings or alightings and the following (second) bus spends less time stopping due to fewer passengers. Gradually, these buses bunch together which leaves passengers frustrated since it seems as though all of the buses serving the route are arriving simultaneously.

- Use active bus control monitoring to help **reduce incidences of buses bunching** to maintain schedule adherence and reliability among customers



“Bus bunching” can be managed through active bus control
Source: USDOT ITS Joint Program Office, 2013

FACILITIES

Bus Shelter

» ***Prioritize bus shelters based on key stop locations***

Bus shelters in Mesa are located based on frequency, ridership, bus operational requirements, pedestrian safety, passenger comfort, and right-of-way availability. The placement of future shelters in Mesa should be based on the following:

- Prioritize **new bus shelter locations** at key bus stop points along routes and transfer locations between routes, which are often at arterial intersections
- Prioritize **shade** in the design of future bus shelters
- Consider implementing **real-time transit information displays** specifying the arrival time of the next bus
- Ensure space is available in or around the shelter area for localized **wayfinding** to nearby businesses, public institutions, or other districts/landmarks
- Consider installing bicycle or other **non-motorized infrastructure** at key bus stop locations



Typical bus shelter in Mesa (Alma School Rd. and Southern Ave.)

Bus Bay

» ***Limit bus bays to transfer and layover locations***

Bus bays are pullouts where buses stop outside the travel lane to allow traffic to pass. Generally, bus bays do not increase the speed or reliability of transit, and instead impact transit effectiveness because buses are often forced to wait until traffic has passed before proceeding.

- Exceptions: Bus stop in a time point or layover where the bus may dwell longer than normal or safety concerns prohibit the bus from safely dwelling in the traffic lane



Typical bus bay in Mesa (Southern Avenue and Stapley Drive)

FACILITIES

Bus Bulb

» Add bus bulbs in high pedestrian areas

Bus bulbs are sections of sidewalk that extend from the curb to the edge of the travel lane. Bus bulbs are typically found in urban areas and prioritize transit travel time over vehicular travel time. Existing curb bulbs in Downtown Mesa function similar to bus bulbs.

- Bus bulbs should be included as a standard design element in Downtown Mesa and other character areas **where pedestrian concentrations are located**
- Bus bulbs should be included on roadways **with on-street parking**



Example of bus bulb (Seattle, WA)
Source: SDOT Blog, 2013

Bus Boarding Island

» Consider bus boarding islands where right turn movements or parking activity is high

Boarding islands are short, raised passenger refuge islands located within a street. Similar to bus bulbs, they allow buses to maintain their directional course without having to weave into and out of thru traffic lanes. Bus boarding islands improve the overall performance of bus systems, acting as mini transit stations, and can provide a streetscape beacon or identifier to pedestrians. They are best used where there is a significant volume of vehicles making right turns, or where parking rates are high.

- Consider the use of boarding islands in areas with high volumes of right turning vehicles that potentially hamper transit reliability



Example of bus boarding island (Seattle, WA)

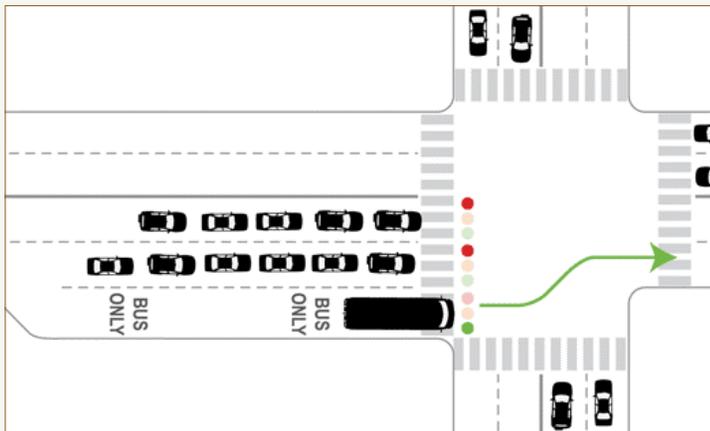
FACILITIES

Transit Priority Treatment

» *Use transit priority treatments*

Transit priority treatments increase the speed and reliability of transit through modest capital improvements. Transit priority treatments are most successful in areas with traffic congestion, limited street capacity, and traffic congestion.

- **Transit Signal Priority (TSP):** Signal technology that allows transit to communicate with an approaching traffic signal via a transponder to provide green light time for transit
- **Queue Jump:** Allows transit to bypass known congestion points by giving it exclusive right-of-way combined with TSP
- **Business Access and Transit Lanes:** Travel lane restricted for transit and right turns



Example of queue jump and transit signal priority

FLEET

Fleet Size

» *Tailor fleet size to frequent transit network*

The use of low floor articulated buses with three doors that accommodate larger passenger volumes and rapid boarding/alighting should be considered.

- Use on key local bus routes that are part of the frequent transit network
- Use on routes with high ridership
- Use on routes with “crush loads” or high special event ridership



Main Street LINK articulated bus with three doors

Seating Layout

» *Use 2+1 seating layout on frequent transit network buses*

Use 2+1 seating, which eliminates one seat in each row in favor of a wider aisle, on frequent transit service buses. This seating arrangement creates a wider aisle (thereby facilitating rapid boarding and alighting), works well on bus routes with many short trips and high turnover, and creates more personal space for passengers.

- Work with Valley Metro on future bus procurements to consider this or other seating arrangements for routes with frequent service and high passenger turnover rates



2+1 seating layout example (Toronto, ON)

FLEET

Vehicle Wrap

» Do not cover vehicle windows with vehicle wraps

Many Valley METRO light rail vehicles and Valley Metro buses use wraps to generate advertising revenue.

- Wraps **should not cover vehicle windows**, as it makes it difficult for the passenger to see in or out



Vehicle wrap that does not cover windows (Portland, OR)

Low-floor or Level Boarding Vehicles

» Use of low-floor or level boarding vehicles

Climbing steps or extending bridge plates to board a bus adds dwell time when passengers are boarding a vehicle, and also extends the trip times of current passengers. Steps may also be difficult for older passengers, or for passengers with mobility aides, baby strollers, or other large devices. Using low-floor or level boarding vehicles speeds boarding and alighting, adds ease and convenience for the passenger, and reduces overall operating costs.



EmX low floor articulate bus (Eugene, OR)

Advanced fare collection on vehicles

» *Use advanced fare collection to facilitate rapid boardings and alightings*

Fare collection plays a major role in the speed, operating efficiency, and reliability of transit services. Advanced fare collection systems use new fare collection technology to facilitate faster boardings and alightings while generating revenue.



Valley Metro bus farebox

COMPLIMENTARY ACTIVITIES

Urban Street and Bikeway Design Guidelines

» Consider following best practice guides

Consider following best practice guides that are available for urban street and bicycle design guidelines. Examples of street guidelines include streets, intersections, street and intersection design elements, and interim design strategies. Examples of bicycle design guidelines include bicycle lanes, cycletracks, bicycle signs and markings, and bicycle boulevards. Best practice guides can identify tools and tactics that can be applied in Mesa to make streets more “livable” and thereby create pedestrian and bicycle-friendly streets that are supportive of transit.

Transit Corridor

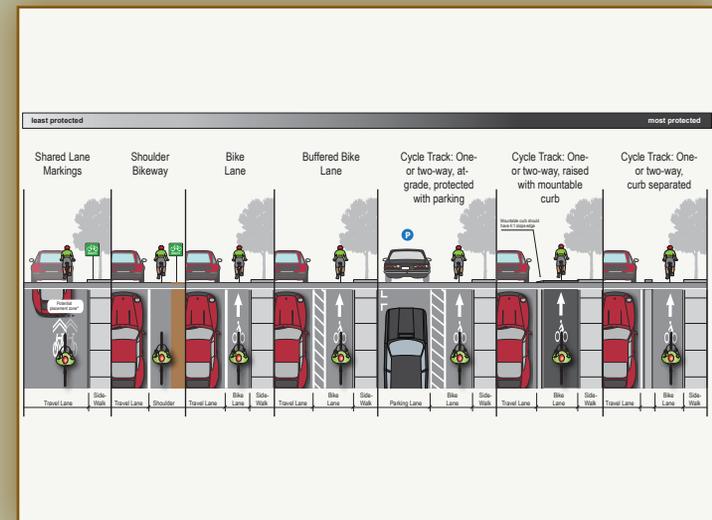
Transit corridors, including light rail (LRT), streetcar, and bus rapid transit (BRT), promote economic development around high-quality transit service while restoring a pedestrian scale in which walking and biking actively complement public transit. As major generators of pedestrian traffic, heavy surface transit routes should be prioritized for pedestrian safety improvements in both the immediate surrounding area and major access routes within the transit access shed.

When redesigning streets for high-quality transit service, designers should assess how transit service is impacted not only by the geometry of the corridor, but also its existing signal timing, signal phasing, turn, and other operations that may jeopardize the quality of service.

The street illustrated below depicts a 120-foot roadway within a 150-foot right-of-way.



Source: NACTO webpage (<http://nacto.org/usdg/streets/transit-corridor/>), 2013



Source: Washington County, Bicycle Facility Design Toolkit, December 2012

COMPLIMENTARY ACTIVITIES

Bicycle Share

» Launch a bicycle share program

Locating bike share facilities at key transit stations and stops will both improve access to transit and alleviate bicycle overcrowding on light rail vehicles and buses. The City of Phoenix launched their program in January 2014. Mesa could use the same or similar facilities.

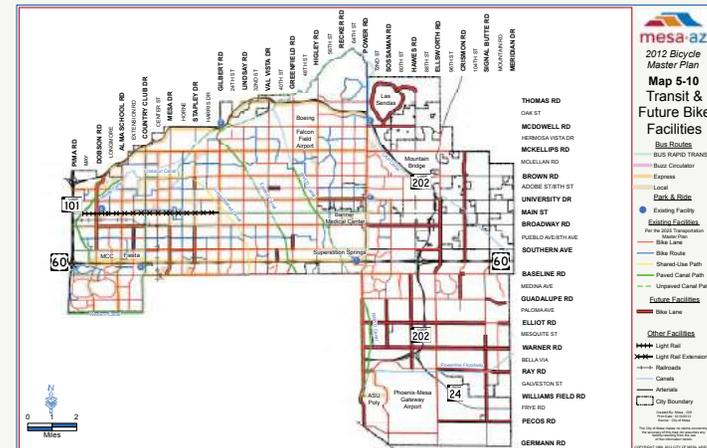


Mesa Mayor Scott Smith showing a City of Phoenix shared bicycle
Source: GRID Bike Share, 2013

Bicycle Improvements

» Coordinate transit and bicycle improvements

Bicycling is playing an increasingly important role in the Valley Metro regional transit system, as an increasing number of transit users are bringing bicycles on-board buses and light rail vehicles. Improving bicycle access to transit (both in terms of access and facilities) is key to supporting transit growth in Mesa.



Future Mesa Bike Facilities
Source: City of Mesa Bicycle Master Plan, 2012

COMPLIMENTARY ACTIVITIES

Parking Management and Congestion Pricing

- » ***Consider parking management policies and congestion pricing to encourage transit use as an inexpensive travel alternative***

Parking management policy is one of the most important factors when deciding whether or not to use transit. The availability and cost of parking is often cited as the primary determinant for whether trips are made via public transportation or private automobile. Cities across the United States have started to consider and implement innovative parking management policies and practices to help encourage travelers to use alternative modes for their trips. Some cities have deployed congestion parking pricing in specific areas of the city where prices for parking increase based on the volume of parked cars in a designated area.

- **Parking management restrictions policy.** Consider implementing a parking management policy that outlines time-of-day and street specific

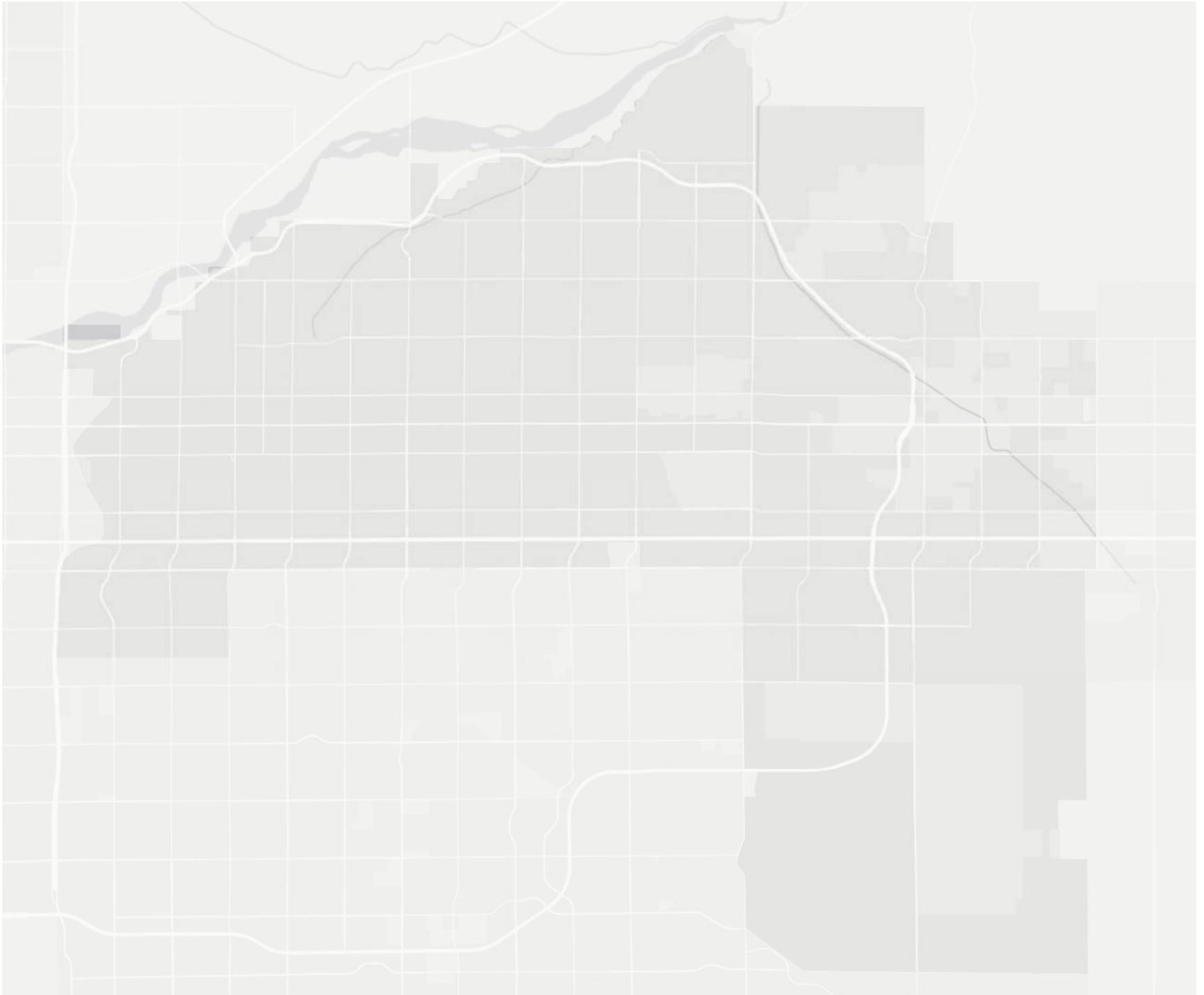


Downtown Mesa parking map

parking restrictions to provide transit with a strategic time advantage. Parking restrictions during peak travel periods improve transit efficiencies by creating an exclusive lane for transit, removing delays associated with parking automobile maneuvers, thereby increasing bus speeds.



MODAL CONNECTIONS



5.0 TRANSIT CHARACTER AREAS

The Transit Master Plan identifies potential character areas that support the development of an activity center-based transit plan that is built on transit priority corridors and multi-modal connections.

5.1 Transit Character Areas

The City of Mesa *General Plan* identifies nine character areas that create and maintain a recognizable sense of place throughout the city. Two of these character areas (summarized on pages 58 and 59) are specific to the goals, transit supportive policies, and alternative transit plan scenarios in the Transit Master Plan. They are:

- » **Transit:** Character areas that can develop around transit with a more intense, walkable urban environment.
- » **Mixed Use Activity:** Character areas of activity, generally larger than 25 acres, that serve the larger community; primarily retail areas and entertainment centers, but often also include offices, multi-residential, and other supporting uses.

5.2 Transit Priority Intersections and Nodes

Using the transit character areas as a guide, visual examples were created about what these transit character areas could look like at an intersection or node in Mesa. An example of a transit priority intersection (Southern Avenue and Country Club Road) is shown in Figure 24, on pages 60 and 61, and a transit priority node (Superstition Springs) in Figure 25, on pages 62 through 65.

Transit priority intersections are locations in Mesa where the roadway cross-section could be modified in conjunction with pedestrian, bicycle, and transit improvements. The example in Figure 24 shows how Southern Avenue could be modified at Country Club Drive to better facilitate pedestrian and transit movements. The roadway cross-section could be changed so there are two thru lanes in each direction. The excess right-of-way from the lane reduction and narrowing could be converted to a curb extension and bus bulb. This narrows the distance between the north and south sides of Southern Avenue, thereby

facilitating transfers between the Route 61 (Southern) and Route 112 (Country Club) and Link (Country Club).

Transit priority nodes are locations where major transit corridors and facilities are located in Mesa. The example in Figure 25 shows how future light rail and passenger rail could serve Superstition Springs, which is the major transfer location for transit service in east Mesa. There are a number of options in terms of how light rail and passenger rail could connect at this location in the context of existing and future development.

TRANSIT

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

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

**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

MIXED USE ACTIVITY

“The goal for these areas is to be strong and viable centers of commercial activity that attract people to unique shopping and entertainment experiences.”

Mixed use Activity Districts are large-scale (typically over 25 acres) community and regional activity areas that usually have a significant retail commercial component, including shopping areas such as malls, power centers, or lifestyle centers, that are designed and developed to attract customers from a large radius. These districts often include other uses such as office, entertainment, and residential. Big box development is appropriate in these districts. Particularly with redevelopment of shopping centers, these districts may take on a significant residential character, but will still have a mix of uses. There are two Mixed Use Activity subtypes: Community-scale and Regional-scale (shown).



Form and Guidelines*

FORM	GUIDELINE
Height	1-3 story, taller encouraged
Lot coverage	<30%
Layout	one or more anchor buildings with associated shops and pad sites
Density	higher when in conjunction with a transit district
Parking	buildings usually setback from the street by parking fields

**These standards, uses, and zoning are specifically for the Regional-scale sub-type. Refer to the General Plan for guidance on the Community-scale District sub-type.*

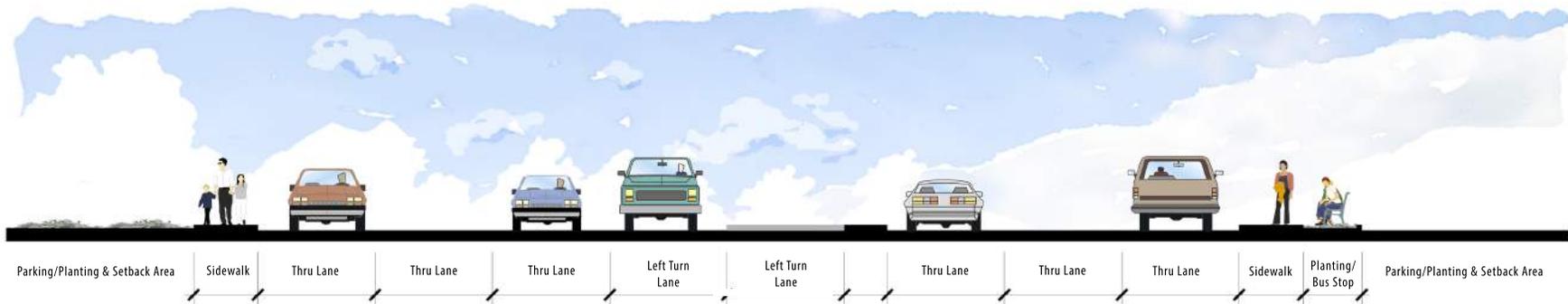
Typical Uses*

- » Retail including grocery stores, big box stores, and specialty stores
- » Restaurants and fast food pads with drive-thrus
- » Office including medical and professional
- » Services
- » Hotels
- » Sport complexes
- » Residential in conjunction with other uses
- » Compatible public, quasi-public, and special uses such as police and fire substations, and electric substations

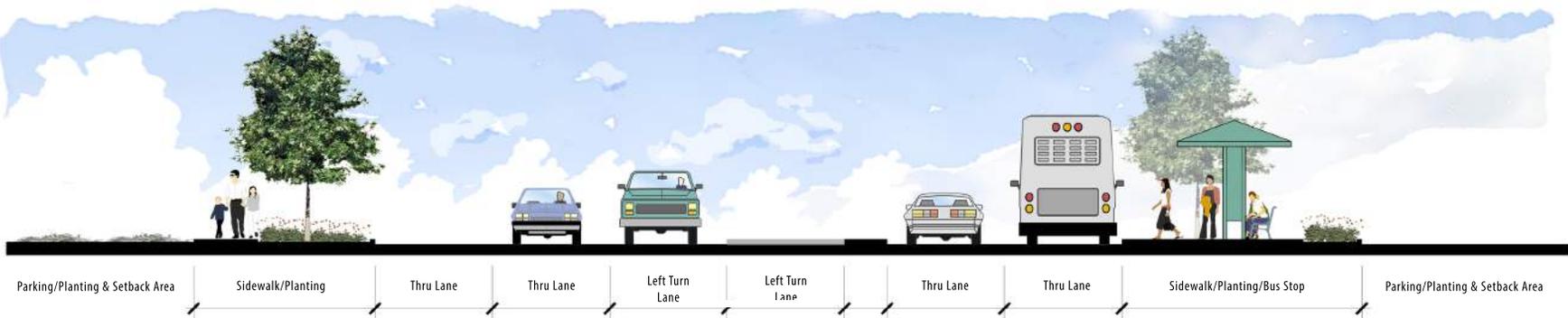
Figure 24: Transit Priority Intersection



Figure 24: Transit Priority Intersection (continued)



Southern Avenue at Country Club Drive Looking West - Existing



Southern Avenue at Country Club Drive Looking West - Future

SECTIONS

Figure 25: Transit Priority Node



Figure 25: Transit Priority Node (continued)



Light rail along US 60 in context of possible future development

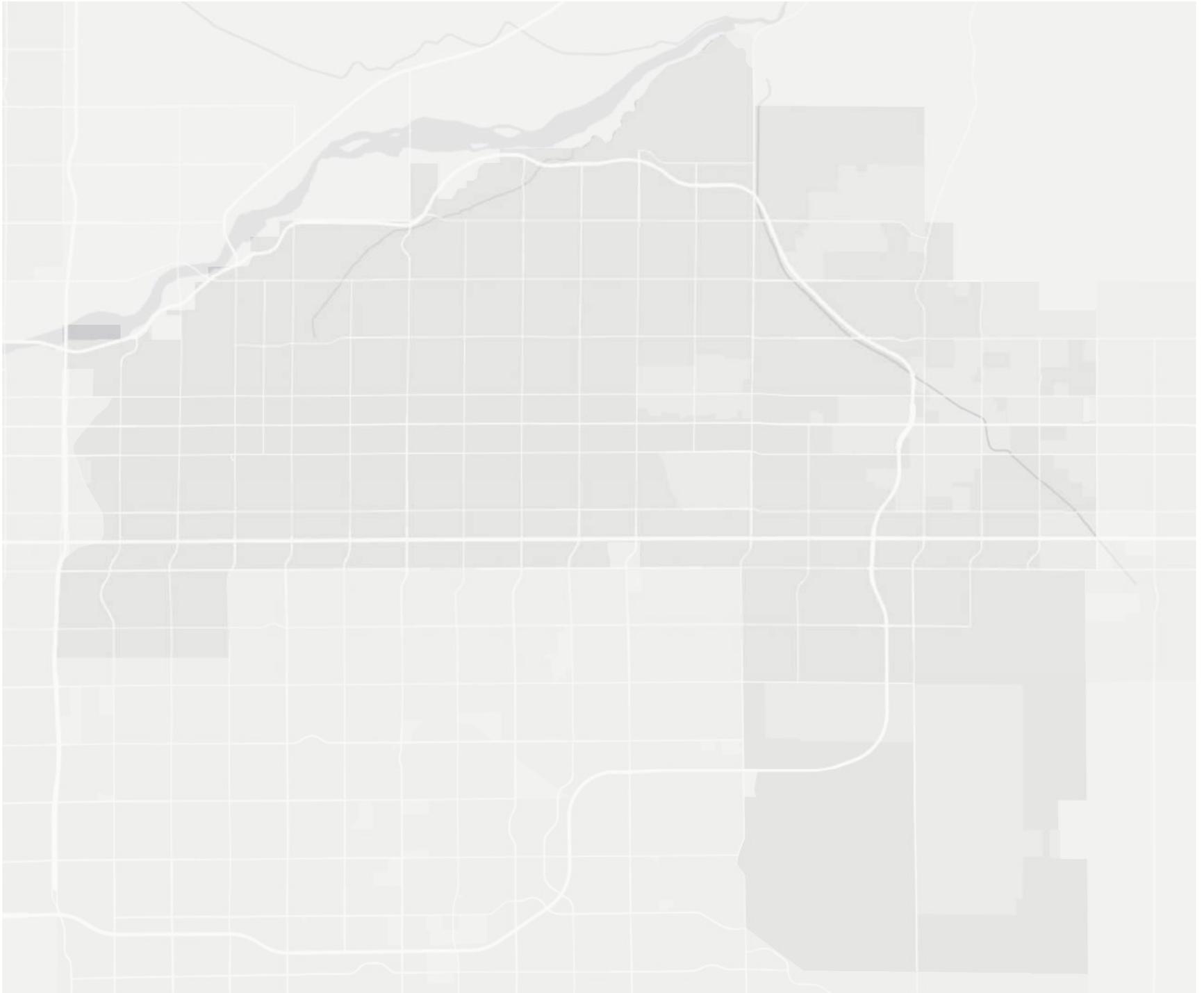
Figure 25: Transit Priority Node (continued)

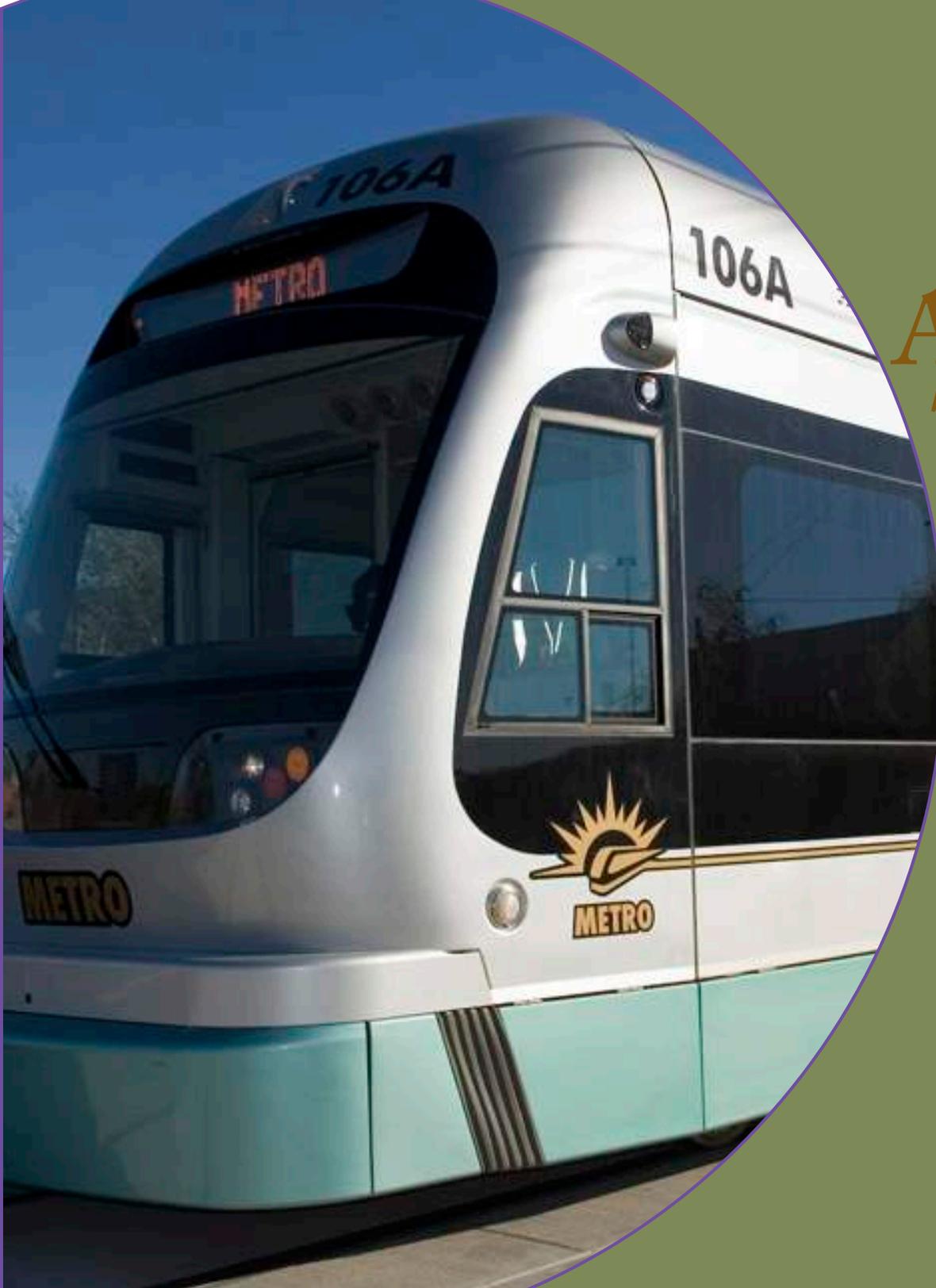


Figure 25: Transit Priority Node (continued)



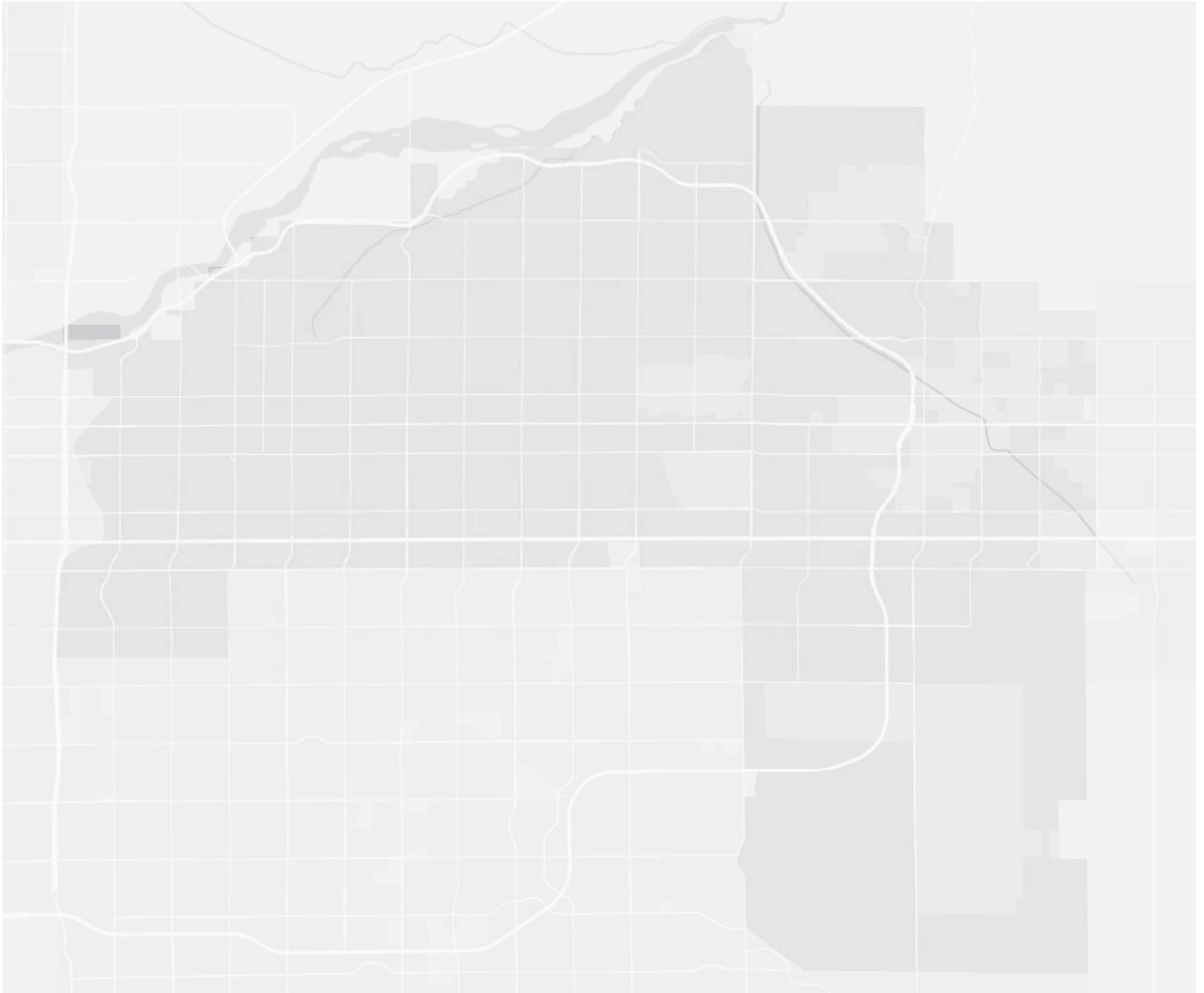
Passenger rail along US 60 and light rail along Power Road, in context of possible future development





ALTERNATIVE TRANSIT PLAN SCENARIOS





6.0 ALTERNATIVE TRANSIT PLAN SCENARIOS

The Alternative Transit Plan Scenarios identify the types of transit services, facilities, and features that are needed to support a multi-modal transportation system in the City of Mesa. The Transit Master Plan includes five Alternative Transit Plan Scenarios:

- » One **Short Term** transit plan scenario that correlates to the opening of the Gilbert Road light rail extension in 2018.
- » Two **Mid Term** transit plan scenarios that correlate to a 15-20 year planning horizon (2030).
- » Two **Long Term** transit plan scenarios that correlate to the build-out planning horizon for the City of Mesa General Plan (2040).

The goal of the Alternative Transit Plan Scenarios is to develop an activity center-based transit plan that identifies transit priority corridors and multi-modal connections within the City of Mesa. This effort considers various travel markets and transit technologies, including light rail, premium bus service, local and express bus service, future intercity and commuter rail, and demand response service.

The methodology for developing the Alternative Transit Plan Scenarios starts with a transit propensity analysis. This analysis uses the information compiled in the transit profile to identify where transit service is needed based on demographics such as population/employment density and transit dependent populations. It then compares this demographic information with existing transit performance to identify transit priority corridors and multi-modal connections. These transit priority corridors are then refined using transit supportive policies related to transit service, facilities, and fleet.

The existing and future High Capacity Transit (HCT) network dictate opportunities and constraints for transit service in Mesa. Therefore, the Alternative Transit Plan Scenarios are developed in context of what the future of the HCT network might look like. The primary differences in the various Mid Term and Long Term transit plan scenarios are the assumptions related to future HCT service (BRT, LRT, and passenger rail). The existing HCT network is shown in Figure 26.

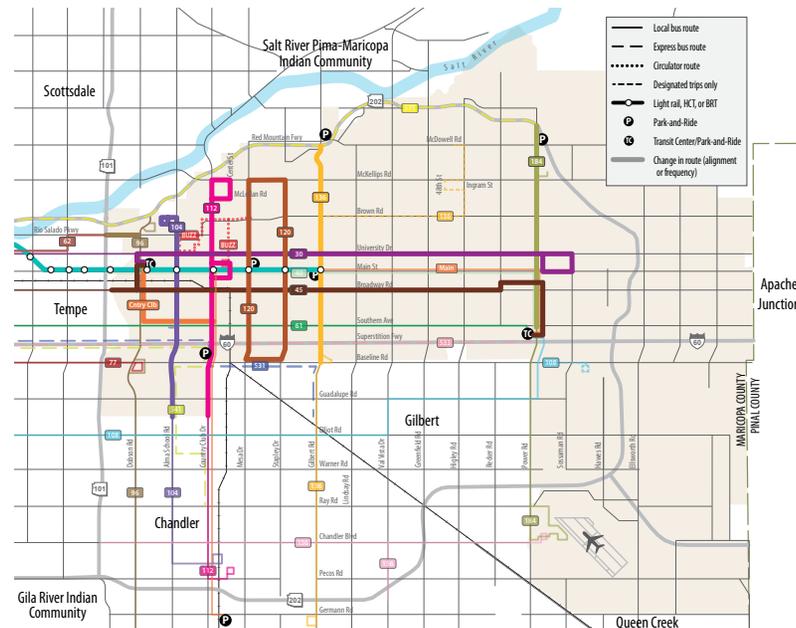
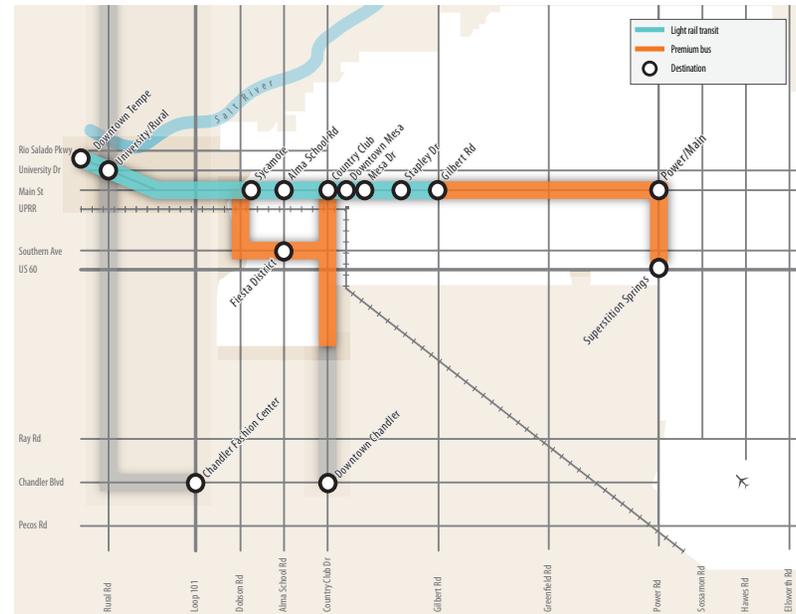


6.1 Transit Plan Scenario Comparison

The Transit Master Plan includes five Alternative Transit Plan Scenarios (Short Term, Mid Term 1, Mid Term 2, Long Term 1, and Long Term 2). Each transit plan scenario includes both a high capacity transit network map and a transit network map that shows all routes. Given the number of transit plan scenarios, it is helpful to compare these maps side to side before reviewing each scenario individually.

Figures 27 through 29 show side by side comparisons of the Short Term, Mid Term, and Long Term transit plan scenarios. **More detailed descriptions, tables, and maps for each transit plan scenario are provided in Sections 6.2 through 6.4.**

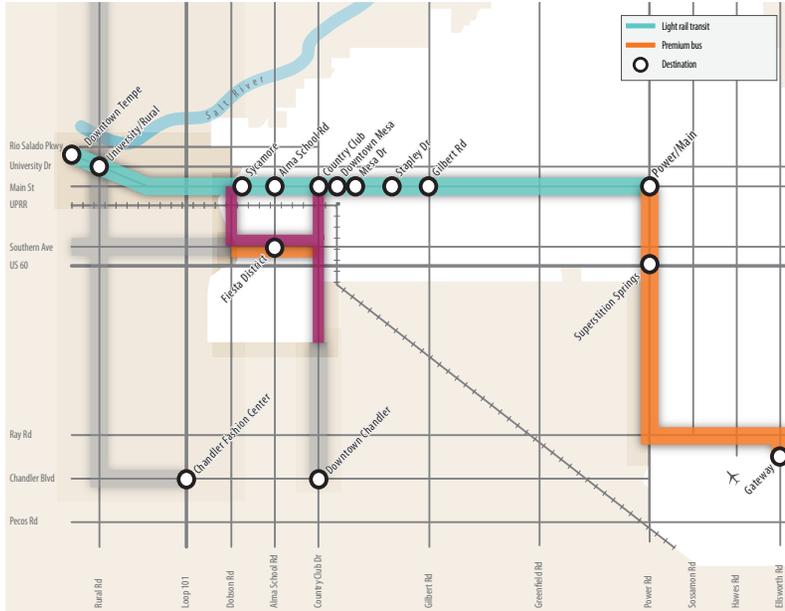
Figure 27: Short Term Transit Comparison



METRO Light Rail Train

Figure 28: Mid Term Transit Comparison

Mid Term 1



Mid Term 2

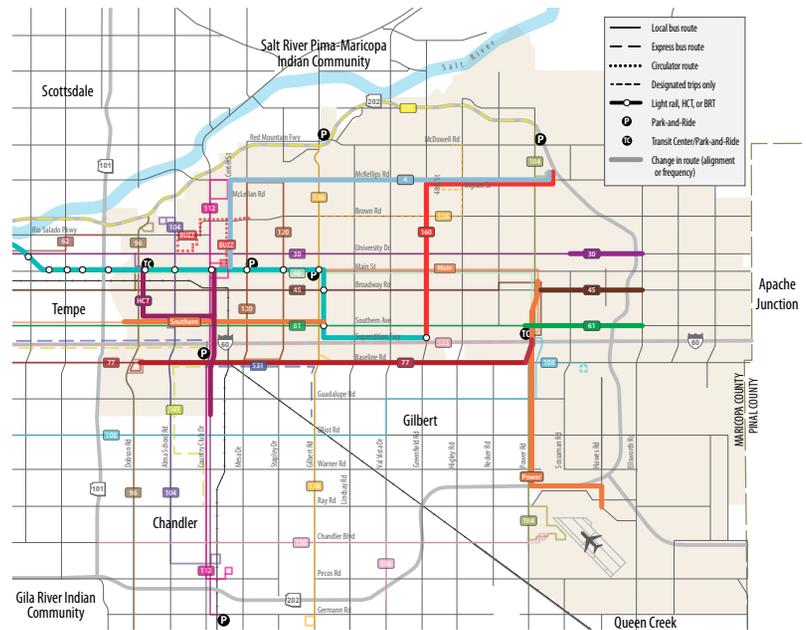
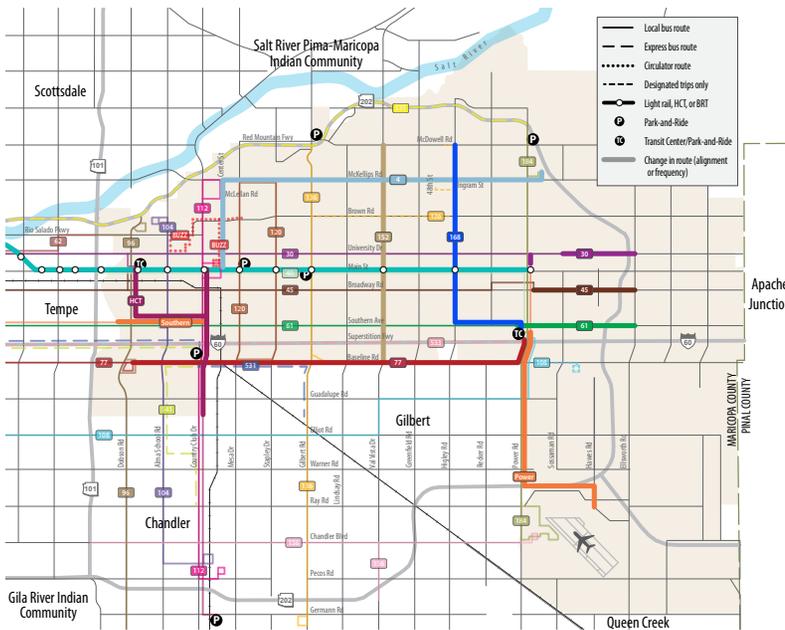
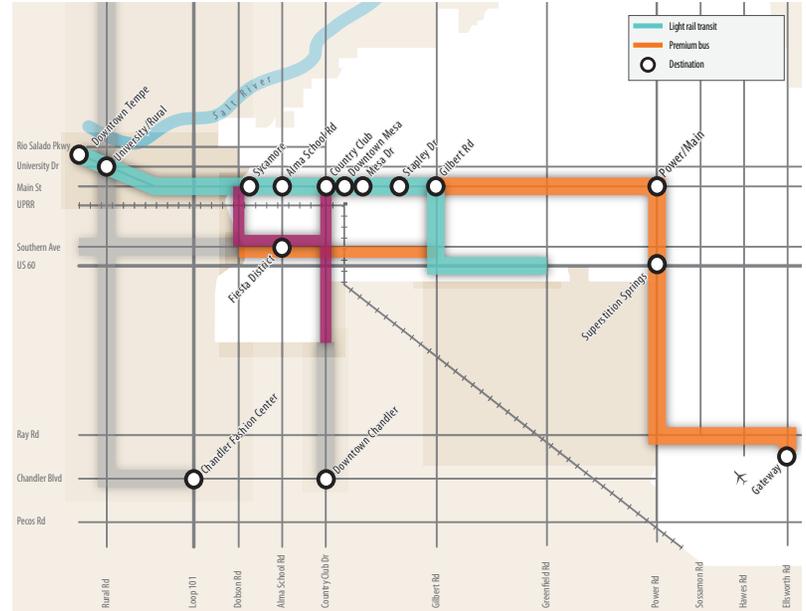
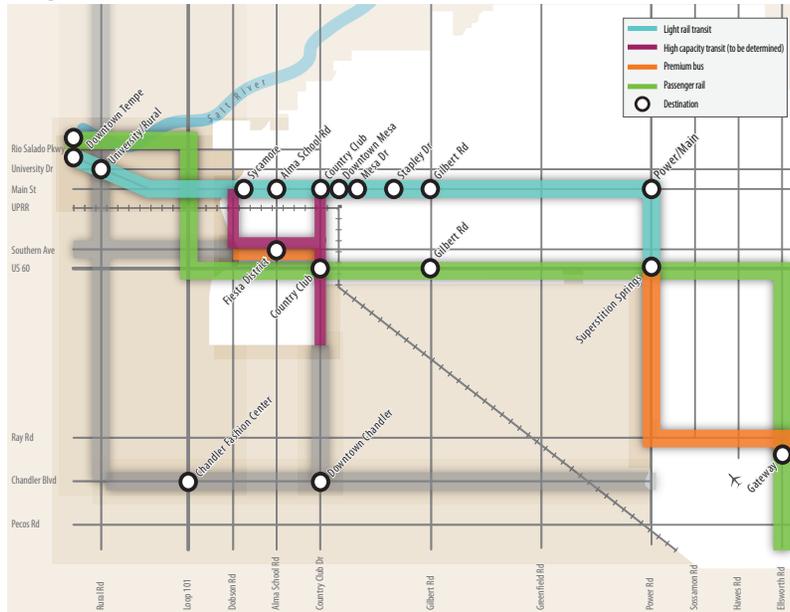


Figure 29: Long Term Transit Comparison

Long Term 1



Long Term 2

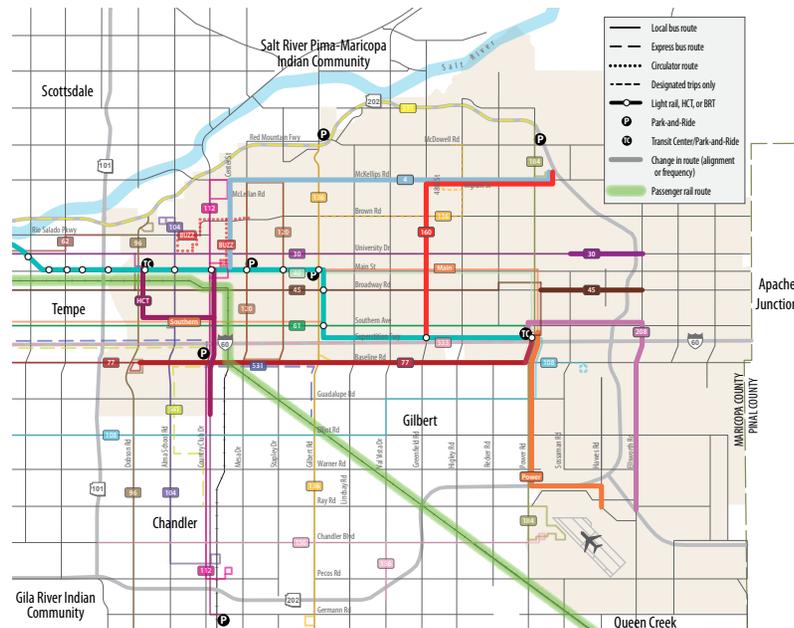
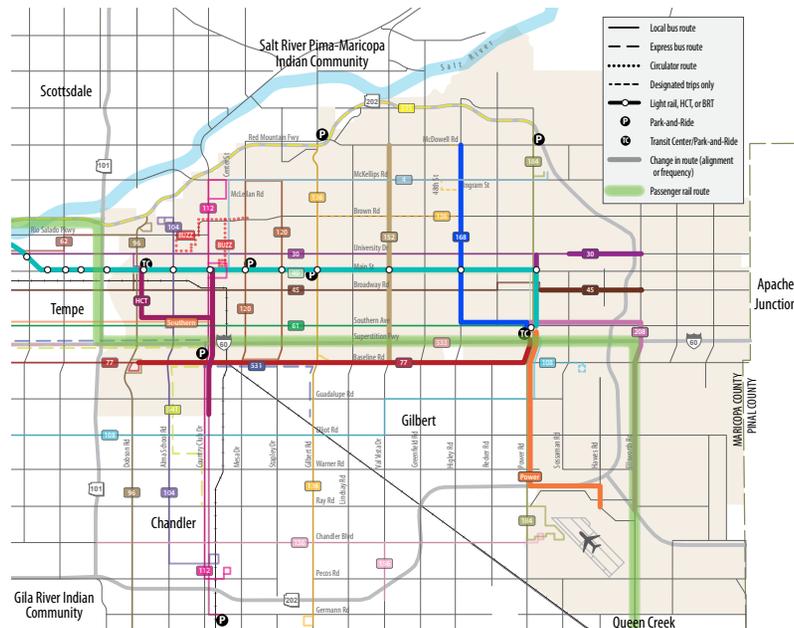
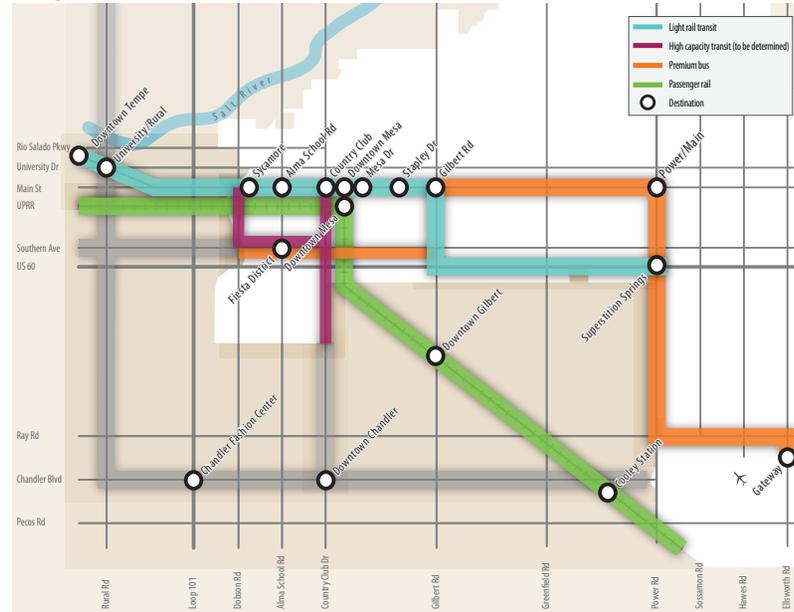


Table 3: Summary of Transit Network Changes by Phase

Phase	Routes Served
Short Term	Extend 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	Extend light rail east on Main Street to Power Road Add new High Capacity Transit on Dobson Road, Southern Avenue, and Country Club Drive 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 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	Extend light rail south on Gilbert Road to US 60 and east on US 60 to Greenfield Road Add new High Capacity Transit on Dobson Road, Southern Avenue, and Country Club Drive 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 Increase peak frequency to 15 minutes on Route 77 (Baseline) Add new Routes 4 (McKellips/Center) and 160 (Greenfield/McKellips)
Long Term 1	Extend light rail south on Power Road from Main Street to Superstition Spring Transit Center 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	Extend light rail east on US 60 from Greenfield Road to Superstition Springs 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

6.2 Short Term (2018)

The Short Term transit plan scenario correlates to the opening of the Gilbert Road light rail extension in 2018. This light rail extension will dramatically alter how transit service is operated in Mesa as it moves the eastern terminus of light rail beyond Downtown Mesa.

The Short Term transit plan scenario includes the following:

- » **Extend** METRO light rail east on Main Street from Mesa Drive to Gilbert Road with stations at Stapley Drive/Main Street and Gilbert Road/Main Street.
- » **Modify** Main Street premium bus to originate at Gilbert Road instead of Sycamore as part of Gilbert Road light rail extension.
- » **Modify** Country Club Drive premium bus to also serve Dobson Road and Southern Avenue through the Fiesta District.
- » **Increase** frequency to 15 minutes in the peak 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** frequency to 30 minutes on Sundays on Route 61 (Southern).
- » **Increase** frequency to 30 minutes on Saturday and Sundays on Route 136 (Gilbert).
- » **Add** four new trips in the AM and PM peak for Route 533 (Mesa Express) and one new trip in the AM and PM peak for the Route 525 (Northwest Mesa Express).

The Short Term High Capacity Transit Network is shown in Figure 30 and the overall Short Term Transit Scenario is shown in Figure 31. The Short Term transit scenario improvements are described in detail in Table 6 and the Short Term transit scenario operating costs are shown in Table 7.

For clarification, extension refers to a route that is being extended in length; frequency is a route with a proposed frequency improvement; modified is a route alignment that is changed; and new is a new route.

Route/Name	Short Term Improvement			
Light Rail				
METRO				
Premium Bus				
Main				
Country Club				
Local Bus				
30 - University				
40 - Apache/Main				
45 - Broadway				
61 - Southern				
77 - Baseline				
96 - Dobson				
104 - Alma School				
108 - Elliot				
112 - Country Club				
120 - Mesa				
136 - Gilbert				
156 - Williams Field				
184 - Power				
Express Bus				
531 - Mesa/Gilbert				
533 - Mesa				
535 - Northeast Mesa				
541 - Chandler				

 = Route Extension
  = Frequency Improvement
  = Route Modification

Figure 30: Short Term High Capacity Transit Network

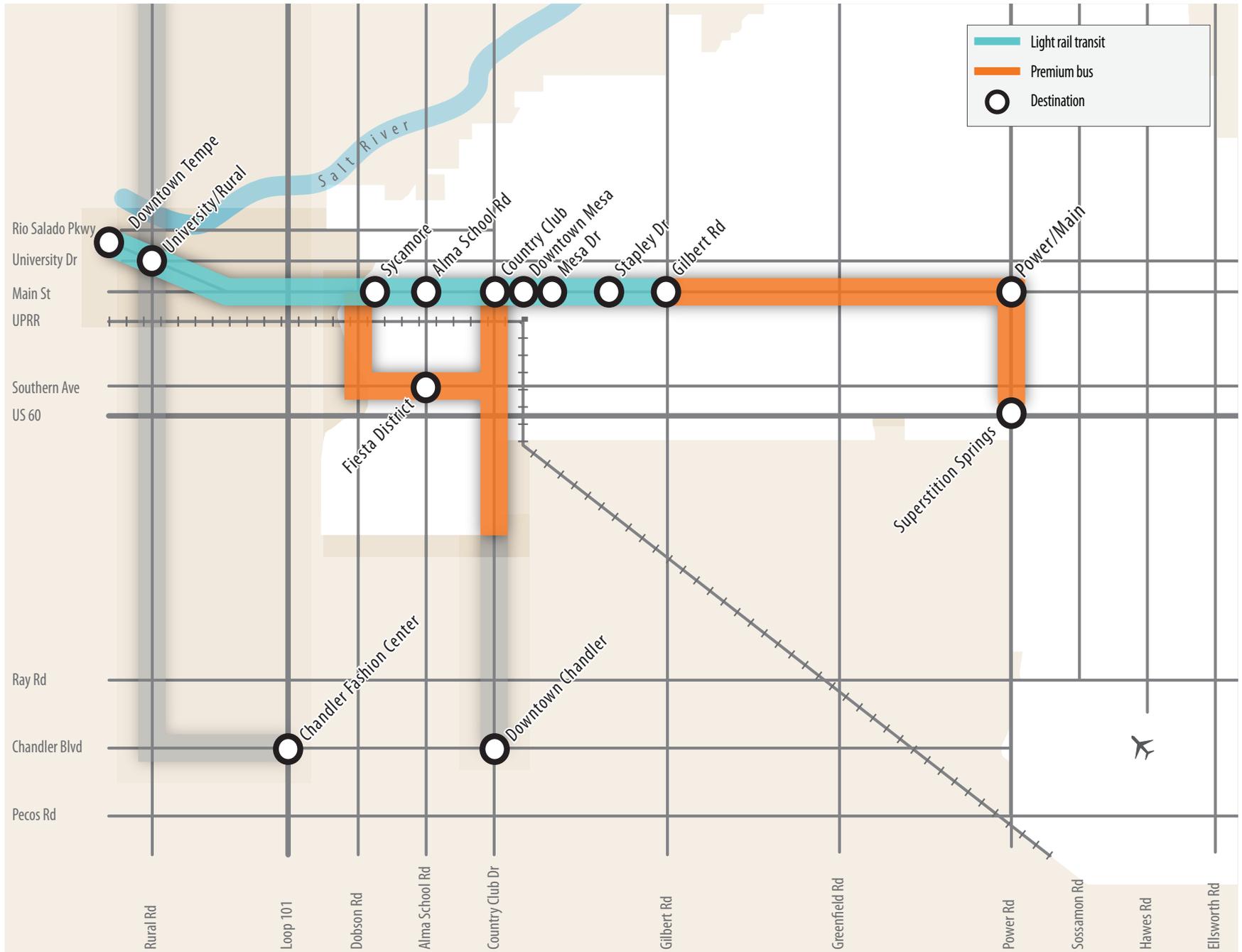


Figure 31: Short Term Transit Scenario

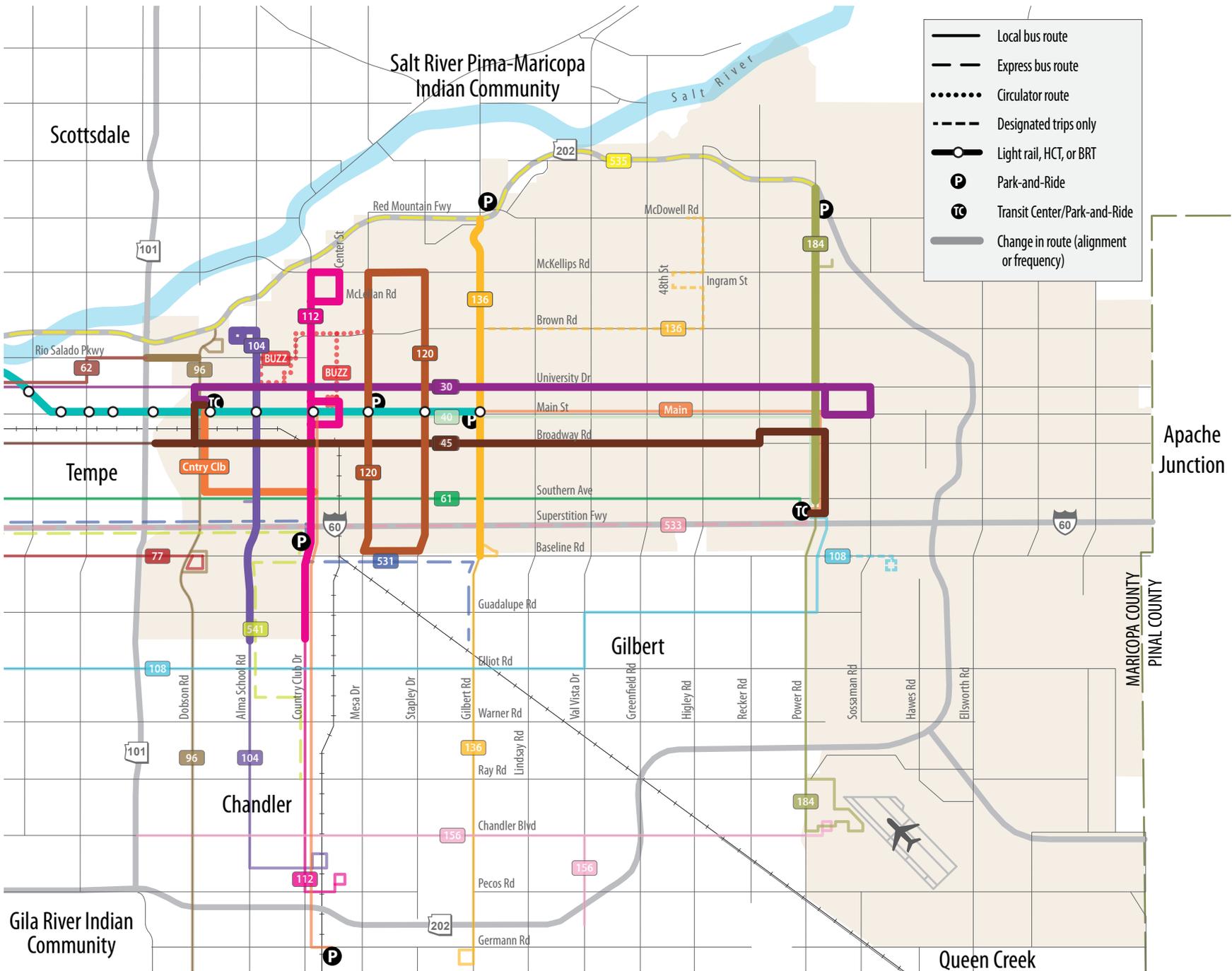


Table 6: Short Term Transit Scenario

Route/Name	Improvement	Existing Frequency (Peak/Off-Peak)	Short Term Frequency (Peak/Off-Peak)
Light Rail			
METRO	Extend east on Main St. to Gilbert Rd. with stations at Stapley Dr. and Gilbert Rd.	12/20	No change
Premium Bus			
Main St	Modify to originate at Gilbert Rd. instead of Sycamore as part of Gilbert Rd. light rail extension	15/25	No change
Country Club	Increase frequency and modify to also serve Dobson Rd. and Southern Ave. through Fiesta District	25/25	15/25
Local Bus			
30 - University	Increase frequency	30/30	15/30
40 - Apache/Main	No change	30/30	No change
45 - Broadway	Increase frequency	30/30	15/30
61 - Southern	Increase frequency	15/30-60	15/30
77 - Baseline	No change	30/30	No change
96 - Dobson	Extend route west on Rio Salado Pkwy. to interline with Route 62	15/30	No change
104 - Alma School	Increase frequency	30/30	15/30
108 - Elliot	No change	30/30	No change
112 - Country Club	Increase frequency	30/60	15/30
120 - Mesa	Increase frequency and combine with Route 128 to form a new loop route using Mesa Dr., McKellips Rd., Stapley Dr., and Baseline Rd.	30/30	15/30
128 - Stapley	Replace with Route 120	30/30	—
136 - Gilbert	Increase frequency	15/30-60	15/30
156 - Williams Field	No change	30/30	No change
184 - Power	Increase frequency north of Superstition Springs Center	30/30	15/30
Express Bus			
531 - Mesa/Gilbert	No change	6 trips AM, 6 trips PM	No change
533 - Mesa	Add 4 trips in AM and PM	6 trips AM, 6 trips PM	10 trips AM, 10 trips PM
535 - Northeast Mesa	Add 1 trip in AM and PM	5 trips AM, 5 trips PM	6 trips AM, 6 trips PM
541 - Chandler	No change	4 trips AM, 4 trips PM	No change

Table 7: Short Term Operating Costs

Route/Name	Improvement (Route Modification and/or Frequency)	Existing Frequency Peak/ Off-Peak	Short Term Frequency Peak/ Off-Peak	Funding Source Local or Regional (Prop 400)						Annual Cost (\$)
Light Rail										
METRO	Extend east on Main St to Gilbert Rd with stations at Stapley Dr and Gilbert Rd	12/20	No change	Local	Transportation					1,350,000
					Vehicle Maintenance					364,000
					Systems and Facilities Maintenance					551,000
					Administration					308,000
TOTAL										2,573,000
Route/Name	Improvement (Route Modification and/or Frequency)	Existing Frequency Peak/ Off-Peak	Short Term Frequency Peak/ Off-Peak	Funding Source Local or Regional (Prop 400)	Days	Total Trips	Miles (One- Way)	Cost per Mile (\$)	Total Days	Annual Cost (\$)
Premium Bus										
Main	Modify to originate at Gilbert Rd instead of Sycamore as part of Gilbert Rd light rail extension	15/25	No change	Regional	Weekday	90	4.7	-6.11	253	-653,886
					Sat	0	4.7	-6.11	52	0
					Sun/Hol	0	4.7	-6.11	60	0
Country Club	Increase frequency and modify to also serve Dobson Rd and Southern Ave through Fiesta District	25/25	15/25	Regional	Weekday	16	3.8	6.11	253	92,750
					Sat	0	3.8	6.11	52	0
					Sun/Hol	0	3.8	6.11	60	0
Local Bus										
30 - University	Increase frequency during peak	30/30	15/30	Local	Weekday	16	16.0	6.11	253	395,732
					Sat	0	16.0	6.11	52	0
					Sun/Hol	0	16.0	6.11	60	0
40 - Apache/Main	No change	30/30	No change	Regional	—	—	—	—	—	—
45 - Broadway	Increase frequency during peak	30/30	15/30	Local	Weekday	16	15.5	6.11	253	383,366
					Sat	0	15.5	6.11	52	0
					Sun/Hol	0	15.5	6.11	60	0
61 - Southern	Increase frequency on Sundays	15/30-60	15/30	Regional	Weekday	0	12.0	6.11	253	0
					Sat	0	12.0	6.11	52	0
					Sun/Hol	34	12.0	6.11	60	149,573
77 - Baseline	No change	30/30	No change	Regional						
96 - Dobson	Extend route west on Rio Salado Pkwy to interline with Route 62	15/30	No change	Regional	Weekday	88	0.8	6.11	253	102,025
					Sat	68	0.8	6.11	52	16,204
					Sun/Hol	68	0.8	6.11	60	18,697
104 - Alma School	Increase frequency during peak	30/30	15/30	Local	Weekday	16	6.0	6.11	253	148,400
					Sat	0	6.0	6.11	52	0
					Sun/Hol	0	6.0	6.11	60	0
108 - Elliot	No change	30/30	No change	Regional	—	—	—	—	—	—

(table continues on next page)

Table 7: Short Term Operating Costs (continued)

Route/Name	Improvement (Route Modification and/or Frequency)	Existing Frequency Peak/ Off-Peak	Short Term Frequency Peak/ Off-Peak	Funding Source Local or Regional (Prop 400)	Days	Total Trips	Miles (One- Way)	Cost per Mile (\$)	Total Days	Annual Cost (\$)
112 - Country Club	Increase frequency during peak	30/30-60	15/30	Regional	Weekday	16	6.0	6.11	253	148,400
					Sat	0	6.0	6.11	52	0
					Sun/Hol	0	6.0	6.11	60	0
120 - Mesa	Increase frequency and combine with Route 128 to form a new loop route using Mesa Dr, McKellips Rd, Stapley Dr, and Baseline Rd	30/30	15/30	Local	Weekday	47	5.5	-6.11	253	-399,597
					Sat	24	5.5	-6.11	52	-41,939
					Sun/Hol	0	5.5	-6.11	60	0
					Weekday	64	12.0	6.11	253	1,187,197
					Sat	28	12.0	6.11	52	106,754
128 - Stapley	Replace with Route 120	30/30	—	Not Applicable	Weekday	52	5.5	-6.11	253	-442,107
					Sat	28	5.5	-6.11	52	-48,929
					Sun/Hol	0	5.5	-6.11	60	0
136 - Gilbert	Increase frequency during peak and Saturdays; add new service on Sundays	30/30	15/30	Regional	Weekday	16	6.0	6.11	253	148,400
					Sat	24	6.0	6.11	52	45,752
					Sun/Hol	48	6.0	6.11	60	105,581
156 - Williams Field	No change	30/30	No change	Regional						
184 - Power	Increase frequency during peak north of Superstition Springs	30/30	15/30	Regional	Weekday	16	6.5	6.11	253	160,766
					Sat	0	6.5	6.11	52	0
					Sun/Hol	0	6.5	6.11	60	0
Express Bus										
531 - Mesa/Gilbert	No change	6 trips AM, 6 trips PM	No change	Regional	—	—	—	—	—	—
533 - Mesa	Add 4 trips in AM and PM	6 trips AM, 6 trips PM	10 trips AM, 10 trips PM	Regional	Weekday	8	29.0	6.11	253	358,633
535 - Northeast Mesa	Add 1 trip in AM and PM	5 trips AM, 5 trips PM	6 trips AM, 6 trips PM	Regional	Weekday	2	28.0	6.11	253	86,566
541 - Chandler	No change	4 trips AM, 4 trips PM	No change	Regional	—	—	—	—	—	—
Circulator Bus										
BUZZ	No change	30/30	No change	Local						
TOTAL										2,068,336

Assumptions

Operating costs for incremental improvements only.

Bus operating cost per mile is \$6.11.

Schedule includes 8 holidays.

Operating costs do not include farebox return.

6.3 Mid Term (2030)

6.3.1 Mid Term 1

The Mid Term 1 transit plan scenario correlates to a 15-20 year planning horizon. The Mid Term 1 is the first of two Mid Term transit plan scenarios.

The Mid Term 1 transit plan scenario includes the following:

- » **Extend** METRO light rail east on Main Street from Gilbert Road to Power Road with stations at Val Vista Drive/Main Street and Higley Road/Main Street.
- » **Add** new High Capacity Transit on Dobson Road, Southern Avenue, and Country Club Drive.
- » **Modify** Main Street premium bus to operate solely on Power Road and extend south from Superstition Springs Center 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** frequency to 12/20 minutes in the peak/off-peak on Main Street premium bus to match METRO light rail frequency.
- » **Increase** frequency to 15 minutes in the peak on Route 77 (Baseline).
- » **Add** new Routes 4 (McKellips/Center), 152 (Val Vista), and 168 (Higley).

The Mid Term 1 High Capacity Transit Network is shown in Figure 32 and the overall Mid Term 1 Transit Scenario is shown in Figure 33. The Mid Term 1 transit scenario improvements are described in detail in Table 8.

For clarification, extension refers to a route that is being extended in length; frequency is a route with a proposed frequency improvement; modified is a route alignment that is changed; and new is a new route.

Route/Name	Mid Term 1 Improvement			
Light Rail				
METRO				
High Capacity Transit				
HCT - Dobson/Southern/Country Club				
Premium Bus				
Power				
Southern				
Local Bus				
30 - University				
40 - Apache/Main				
45 - Broadway				
61 - Southern				
77 - Baseline				
96 - Dobson				
104 - Alma School				
108 - Elliot				
112 - Country Club				
120 - Mesa				
136 - Gilbert				
156 - Williams Field				
184 - Power				
4 - McKellips/Center				
152 - Val Vista				
168 - Higley				
Express Bus				
531 - Mesa/Gilbert				
533 - Mesa				
535 - Northeast Mesa				
541 - Chandler				

 = Route Extension
  = Frequency Improvement
  = Route Modification
 = New Route

Figure 32: Mid Term 1 High Capacity Transit Network

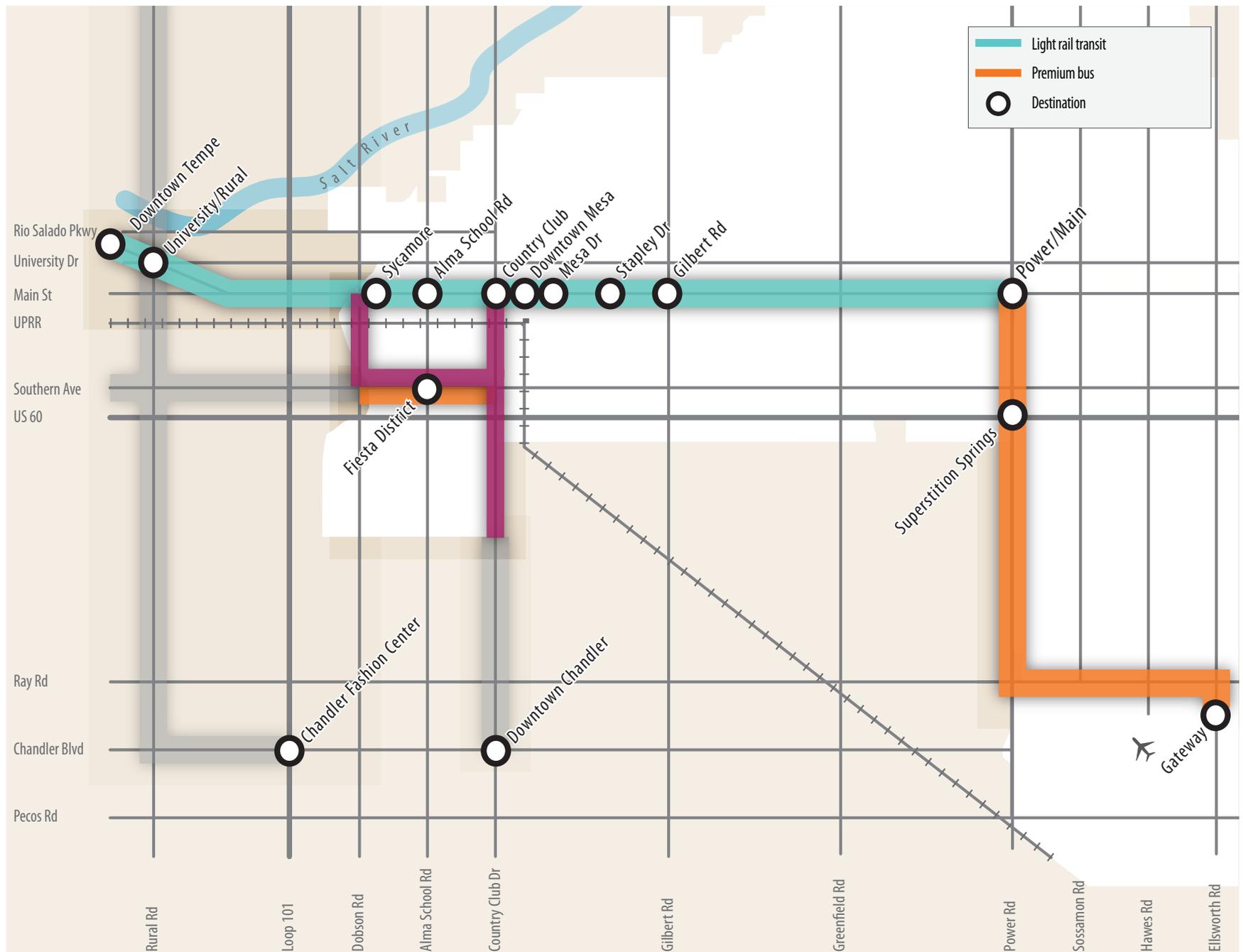


Figure 33: Mid Term 1 Transit Scenario

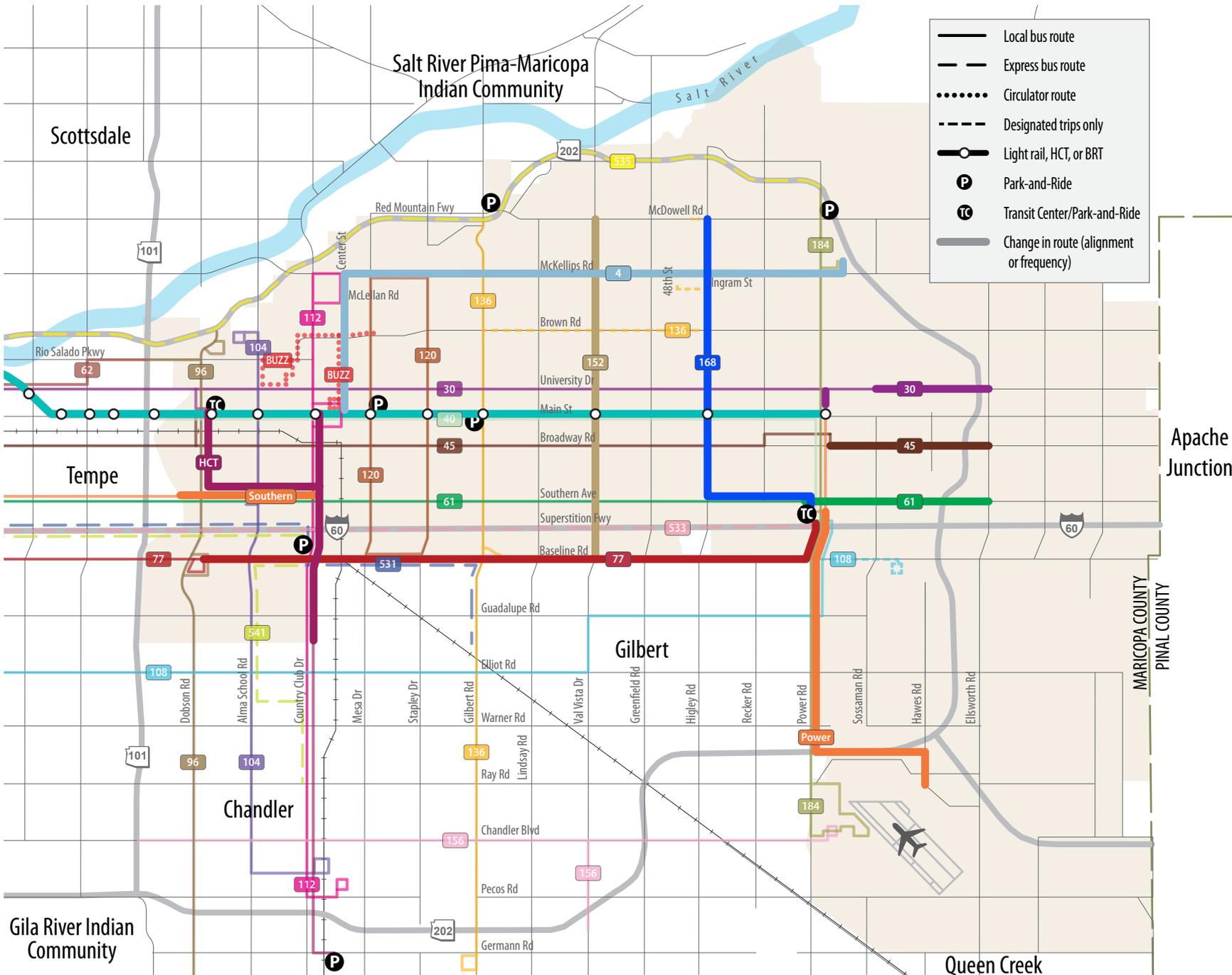


Table 8: Mid Term 1 Transit Scenario

Route/Name	Improvement	Short Term Frequency (Peak/Off-Peak)	Mid Term 1 Frequency (Peak/Off-Peak)
Light Rail			
METRO	Extend east on Main Street from Gilbert Rd. to Power Rd. with stations at Val Vista Dr./Main St. and Higley Rd./Main St.	12/20	No change
High Capacity Transit			
Dobson/Southern/ Country Club	Add new High Capacity Transit on Dobson Rd., Southern Ave., and Country Club Dr.	—	12/20
Premium Bus			
Power	Increase frequency and modify to operate solely on Power Rd. and extend south from Superstition Springs Center to Gateway; rename as Power Rd.	15/25	12/20
Southern	New service on Southern Ave. between Tempe and Country Club Dr.	—	12/20
Local Bus			
30 - University	Extend east from Power Rd. to Ellsworth Rd.	15/30	No change
40 - Apache/Main	No change	30/30	No change
45 - Broadway	Extend east from Power Rd. to Ellsworth Rd.	15/30	No change
61 - Southern	Extend east from Power Rd. to Ellsworth Rd.	15/30	No change
77 - Baseline	Increase frequency	30/30	15/30
96 - Dobson	No change	15/30	No change
104 - Alma School	No change	15/30	No change
108 - Elliot	No change	30/30	No change
112 - Country Club	No change	15/30	No change
120 - Mesa	No change	15/30	No change
136 - Gilbert	No change	15/30	No change
156 - Williams Field	No change	30/30	No change
184 - Power	No change	15/30	No change
4 - McKellips/Center	New route on McKellips Rd. and Center St. between Downtown Mesa and Mesa Community College Red Mountain Campus	—	15/30
152 - Val Vista	New route on Val Vista Dr. between McDowell Rd. and Baseline Rd.	—	15/30
168 - Higley	New route on Higley Rd. and Southern Ave. between McDowell Rd. and Superstition Springs Center	—	15-30
Express Bus			
531 - Mesa/Gilbert	No change	6 trips AM, 6 trips PM	No change
533 - Mesa	No change	10 trips AM, 10 trips PM	No change
535 - Northeast Mesa	No change	6 trips AM, 6 trips PM	No change
541 - Chandler	No change	4 trips AM, 4 trips PM	No change

6.3.2 Mid Term 2

The Mid Term 2 transit plan scenario correlates to a 15-20 year planning horizon. The Mid Term 2 is the second of two Mid Term transit plan scenarios.

The Mid Term 2 transit plan scenario includes the following:

- » **Extend** METRO light rail south on Gilbert Road to US 60 and east on US 60 to Greenfield Road with stations at Broadway Road/Gilbert Road, Southern Avenue/Gilbert Road, and Greenfield Road/US 60.
- » **Add** new High Capacity Transit on Dobson Road, Southern Avenue, and Country Club Drive.
- » **Extend** Main Street premium bus south on Power Road from Superstition Springs Center 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** frequency to 12/20 minutes in the peak/off-peak on Main Street premium bus to match METRO light rail frequency.
- » **Increase** frequency to 15 minutes in the peak on Route 77 (Baseline).
- » **Add** new Routes 4 (McKellips/Center) and 160 (Greenfield/McKellips).

The Mid Term 2 High Capacity Transit Network is shown in Figure 34 and the overall Mid Term 2 Transit Scenario is shown in Figure 35. The Mid Term 2 transit scenario improvements are described in detail in Table 9.

For clarification, extension refers to a route that is being extended in length; frequency is a route with a proposed frequency improvement; modified is a route alignment that is changed; and new is a new route.

Route/Name	Mid Term 2 Improvement			
Light Rail				
METRO				
High Capacity Transit				
HCT - Dobson/Southern/Country Club				
Premium Bus				
Main/Power				
Southern				
Local Bus				
30 - University				
40 - Apache/Main				
45 - Broadway				
61 - Southern				
77 - Baseline				
96 - Dobson				
104 - Alma School				
108 - Elliot				
112 - Country Club				
120 - Mesa				
136 - Gilbert				
156 - Williams Field				
184 - Power				
4 - McKellips/Center				
160 - Greenfield/McKellips				
Express Bus				
531 - Mesa/Gilbert				
533 - Mesa				
535 - Northeast Mesa				
541 - Chandler				

= Route Extension
 = Frequency Improvement
 = Route Modification
 = New Route

Figure 34: Mid Term 2 High Capacity Transit Network

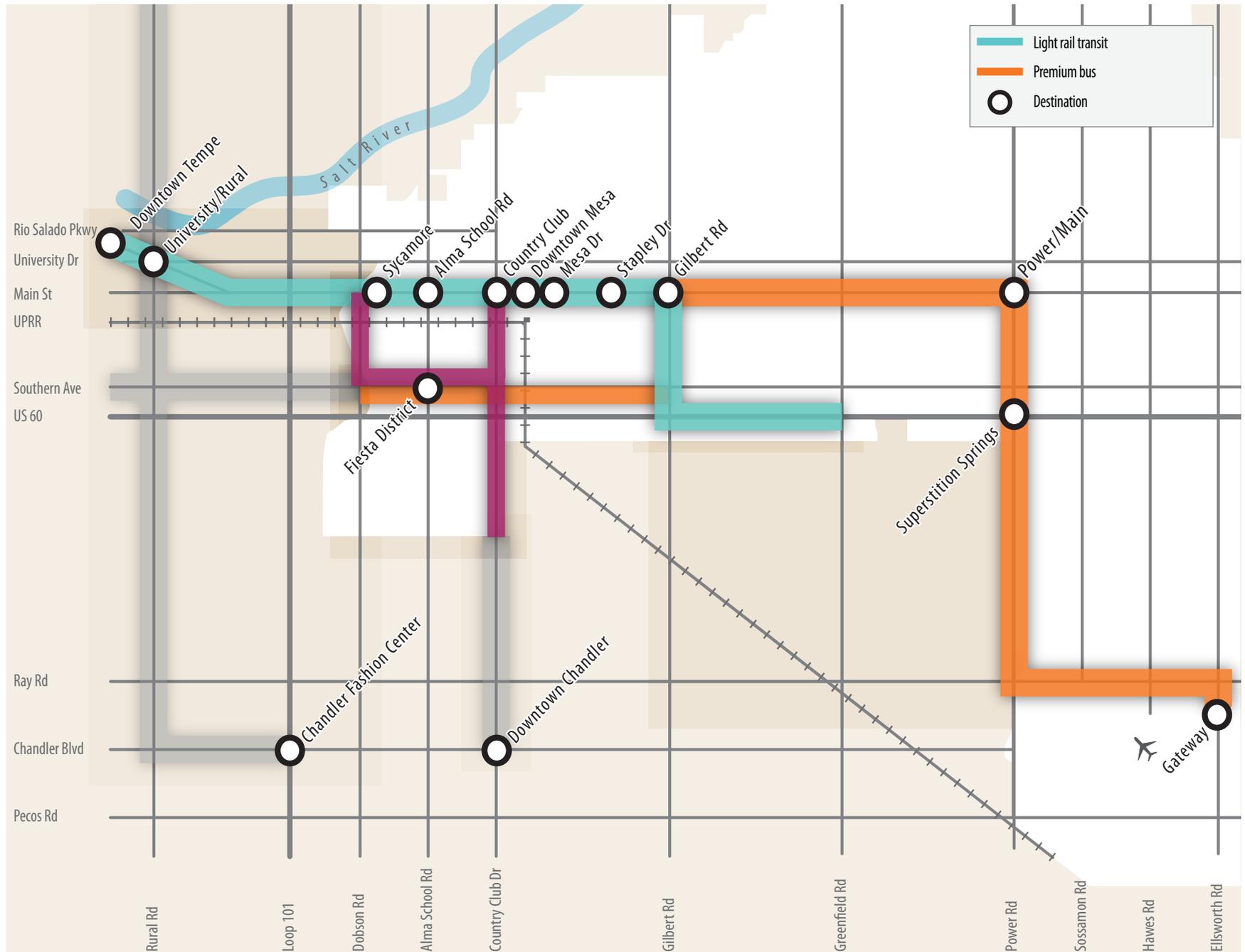


Table 9: Mid Term 2 Transit Scenario

Route/Name	Improvement	Short Term Frequency (Peak/Off-Peak)	Mid Term 2 Frequency (Peak/Off-Peak)
Light Rail			
METRO	Extend south on Power Rd. from Main St. to Superstition Springs Center with stations at Power Rd./Main St. and Superstition Springs Center	12/20	No change
High Capacity Transit			
Dobson/Southern/ Country Club	Add new High Capacity Transit on Dobson Rd., Southern Ave., and Country Club Dr.	—	12/20
Premium Bus			
Power	Modify to operate solely on Power Rd. between Superstition Springs Center and Gateway	15/25	12/20
Southern	No change	—	12/20
Local Bus			
30 - University	No change	15/30	No change
40 - Apache/Main	No change	30/30	No change
45 - Broadway	No change	15/30	No change
61 - Southern	Eliminate segment east of Superstition Springs Center (replaced by Route 208)	15/30	No change
77 - Baseline	No change	15/30	No change
96 - Dobson	No change	15/30	No change
104 - Alma School	No change	15/30	No change
108 - Elliot	No change	30/30	No change
112 - Country Club	No change	15/30	No change
120 - Mesa	No change	15/30	No change
136 - Gilbert	No change	15/30	No change
156 - Williams Field	No change	30/30	No change
184 - Power	No change	15/30	No change
4 - McKellips/Center	No change	15/30	No change
152 - Val Vista	No change	15/30	No change
168 - Higley	No change	15/30	No change
208 - Ellsworth	New route on Ellsworth Rd. and Southern Ave. between Superstition Springs Center and Gateway; replaces Route 61 east of Superstition Springs Center	—	15/30
Express Bus			
531 - Mesa/Gilbert	No change	6 trips AM, 6 trips PM	No change
533 - Mesa	No change	10 trips AM, 10 trips PM	No change
535 - Northeast Mesa	No change	6 trips AM, 6 trips PM	No change
541 - Chandler	No change	4 trips AM, 4 trips PM	No change

6.4 Long Term (2040)

6.4.1 Long Term 1

The Long Term 1 transit plan scenario correlates to the build-out planning horizon for the City of Mesa General Plan (2040). The Long Term 1 is the first of two Long Term transit plan scenarios.

The Long Term 1 transit plan scenario includes the following:

- » **Extend** METRO light rail south on Power Road from Main Street to Superstition Spring Transit Center with stations at Power Road/Main Street and Superstition Springs Center.
- » **Modify** Power Road premium bus to operate solely on Power Road between Superstition Springs Center and Gateway.
- » **Add** new passenger rail in US 60 corridor between Downtown Phoenix and Gateway with stops in Mesa near Fiesta District, Superstition Springs Center, and Gateway; part of larger ADOT Passenger Rail between Phoenix and Tucson.
- » **Add** new Route 208 (Ellsworth) between Superstition Springs Center and Gateway.

The Long Term 1 High Capacity Transit Network is shown in Figure 36 and the overall Long Term 1 Transit Scenario is shown in Figure 37. The Long Term 1 transit scenario improvements are described in detail in Table 10.

Route/Name	Long Term 1 Improvement			
Light Rail				
METRO				
High Capacity Transit				
HCT - Dobson/Southern/Country Club				
Premium Bus				
Power				
Southern				
Passenger Rail				
US 60 Passenger Rail				
Local Bus				
30 - University				
40 - Apache/Main				
45 - Broadway				
61 - Southern				
77 - Baseline				
96 - Dobson				
104 - Alma School				
108 - Elliot				
112 - Country Club				
120 - Mesa				
136 - Gilbert				
156 - Williams Field				
184 - Power				
4 - McKellips/Center				
152 - Val Vista				
168 - Higley				
208 - Ellsworth				
Express Bus				
531 - Mesa/Gilbert				
533 - Mesa				
535 - Northeast Mesa				
541 - Chandler				

 = Route Extension
  = Frequency Improvement
  = Route Modification
 = New Route

Figure 36: Long Term 1 High Capacity Transit Network

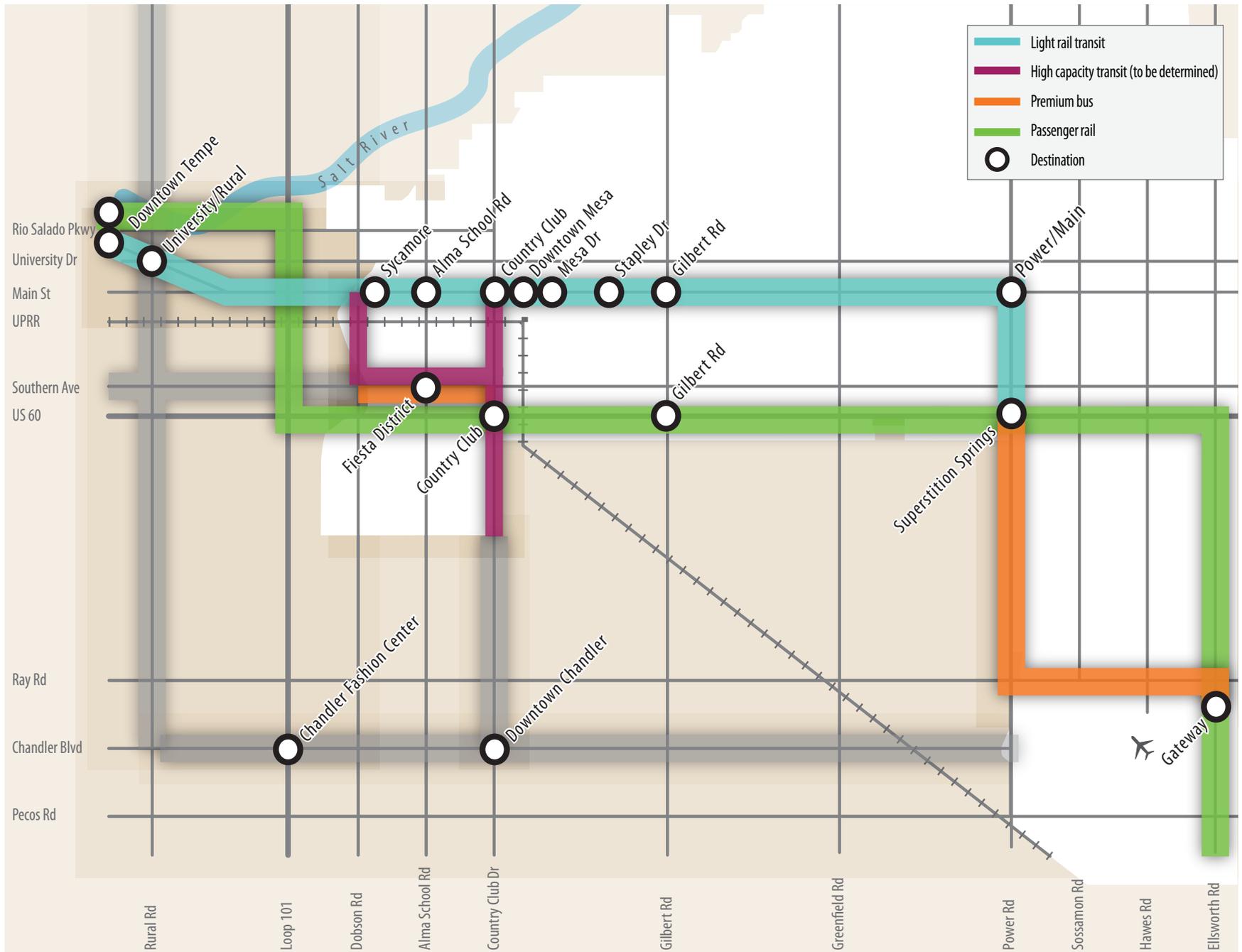


Figure 37: Long Term 1 Transit Scenario

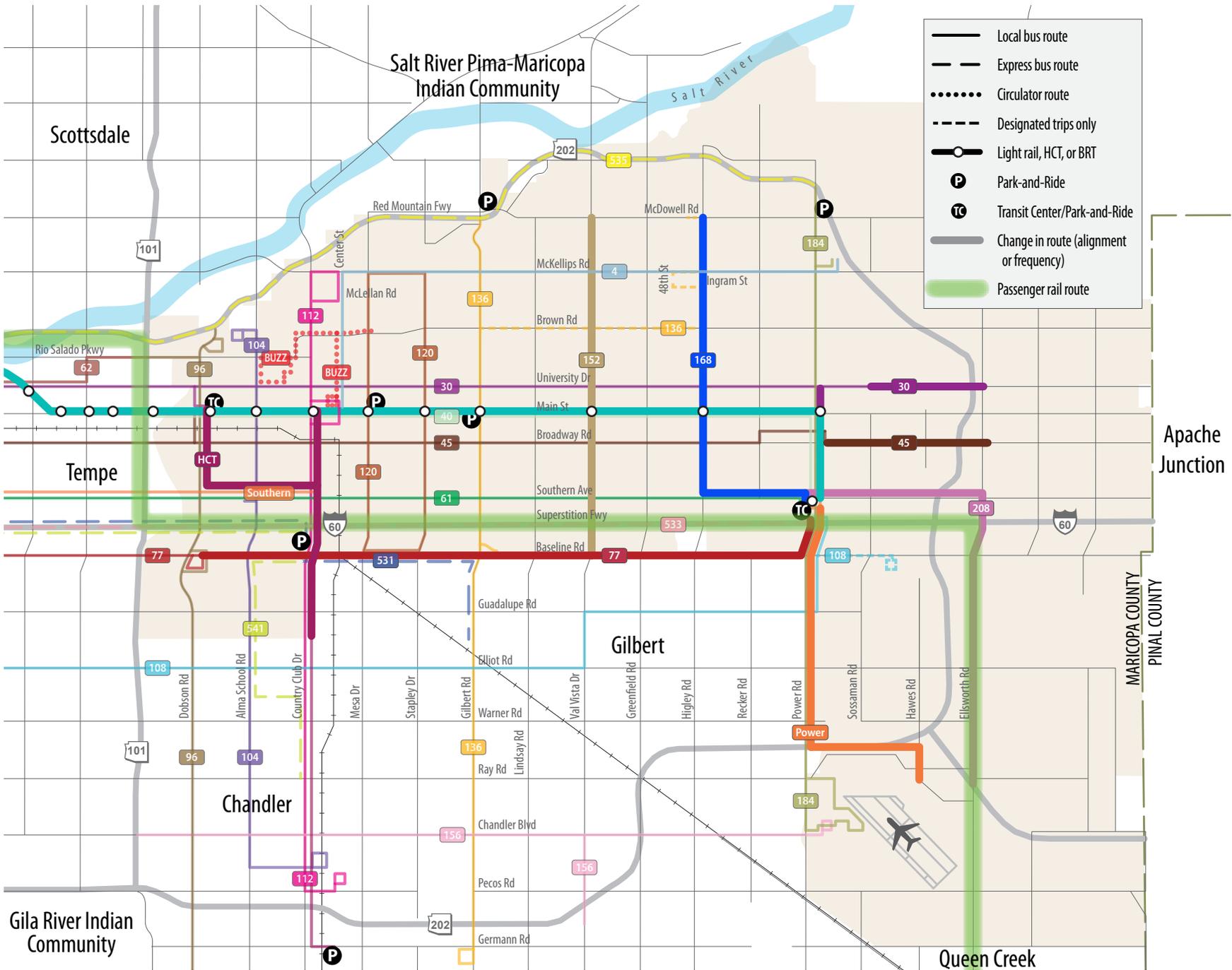


Table 10: Long Term 1 Transit Scenario

Route/Name	Improvement	Mid Term Frequency (Peak/Off-Peak)	Long Term 1 Frequency (Peak/Off-Peak)
Light Rail			
METRO	Extend east on Main Street from Gilbert Rd. to Power Rd. with stations at Val Vista Dr./Main St. and Higley Rd./Main St.	12/20	No change
High Capacity Transit			
Dobson/Southern/ Country Club	No change	12/20	No change
Premium Bus			
Power	Increase frequency and modify to operate solely on Power Rd. and extend south from Superstition Springs Center to Gateway; rename as Power Rd.	12/20	12/20
Southern	New service on Southern Ave. between Tempe and Country Club Dr.	12/20	12/20
Passenger Rail			
US 60 Passenger Rail	New passenger rail in US 60 corridor between Downtown Phoenix and Gateway with stops near Fiesta District, Superstition Springs Center, and Gateway; part of larger ADOT Passenger Rail between Phoenix and Tucson	—	30/60
Local Bus			
30 - University	Extend east from Power Rd. to Ellsworth Rd.	15/30	No change
40 - Apache/Main	No change	30/30	No change
45 - Broadway	Extend east from Power Rd. to Ellsworth Rd.	15/30	No change
61 - Southern	Extend east from Power Rd. to Ellsworth Rd.	15/30	No change
77 - Baseline	Increase frequency	30/30	15/30
96 - Dobson	No change	15/30	No change
104 - Alma School	No change	15/30	No change
108 - Elliot	No change	30/30	No change
112 - Country Club	No change	15/30	No change
120 - Mesa	No change	15/30	No change
136 - Gilbert	No change	15/30	No change
156 - Williams Field	No change	30/30	No change
184 - Power	No change	15/30	No change
4 - McKellips/Center	New route on McKellips Rd. and Center St. between Downtown Mesa and Mesa Community College Red Mountain Campus	—	15/30
160 - Greenfield/McKellips	New route on Greenfield Rd. and McKellips Rd. between Greenfield Rd./US 60 light rail station and Mesa Community College Red Mountain Campus	—	15-30
Express Bus			
531 - Mesa/Gilbert	No change	6 trips AM, 6 trips PM	No change
533 - Mesa	No change	10 trips AM, 10 trips PM	No change
535 - Northeast Mesa	No change	6 trips AM, 6 trips PM	No change
541 - Chandler	No change	4 trips AM, 4 trips PM	No change

6.4.2 Long Term 2

The Long Term 2 transit plan scenario correlates to the build-out planning horizon for the City of Mesa General Plan (2040). The Long Term 2 is the second of two Long Term transit plan scenarios.

The Long Term 2 transit plan scenario includes the following:

- » **Extend** METRO light rail east on US 60 from Greenfield Road to Superstition Springs Center with stations at Greenfield Road/US 60 and Superstition Springs Center.
- » **Extend** Southern Avenue premium bus service east from Country Club Drive to Gilbert Road; connects the Fiesta District and the Southern Avenue/Gilbert Road light rail station.
- » **Add** new passenger rail in Phoenix Southeast Subdivision corridor between Downtown Phoenix and Gateway with stops in Mesa near Downtown Mesa and Gateway; part of larger ADOT Passenger Rail between Phoenix and Tucson.
- » **Add** new Route 208 (Ellsworth) between Superstition Springs Center and Gateway.

The Long Term 2 High Capacity Transit Network is shown in Figure 38 and the overall Long Term 2 Transit Scenario is shown in Figure 39. The Long Term 1 transit scenario improvements are described in detail in Table 11.

Route/Name	Long Term 2 Improvement			
Light Rail				
METRO				
High Capacity Transit				
HCT - Dobson/Southern/Country Club				
Premium Bus				
Power				
Southern				
Passenger Rail				
Phoenix Southeast Subdivision				
Local Bus				
30 - University				
40 - Apache/Main				
45 - Broadway				
61 - Southern				
77 - Baseline				
96 - Dobson				
104 - Alma School				
108 - Elliot				
112 - Country Club				
120 - Mesa				
136 - Gilbert				
156 - Williams Field				
184 - Power				
4 - McKellips/Center				
152 - Val Vista				
168 - Higley				
208 - Ellsworth				
Express Bus				
531 - Mesa/Gilbert				
533 - Mesa				
535 - Northeast Mesa				
541 - Chandler				
 = Route Extension  = Frequency Improvement  = Route Modification  = New Route				

Figure 38: Long Term 2 High Capacity Transit Network

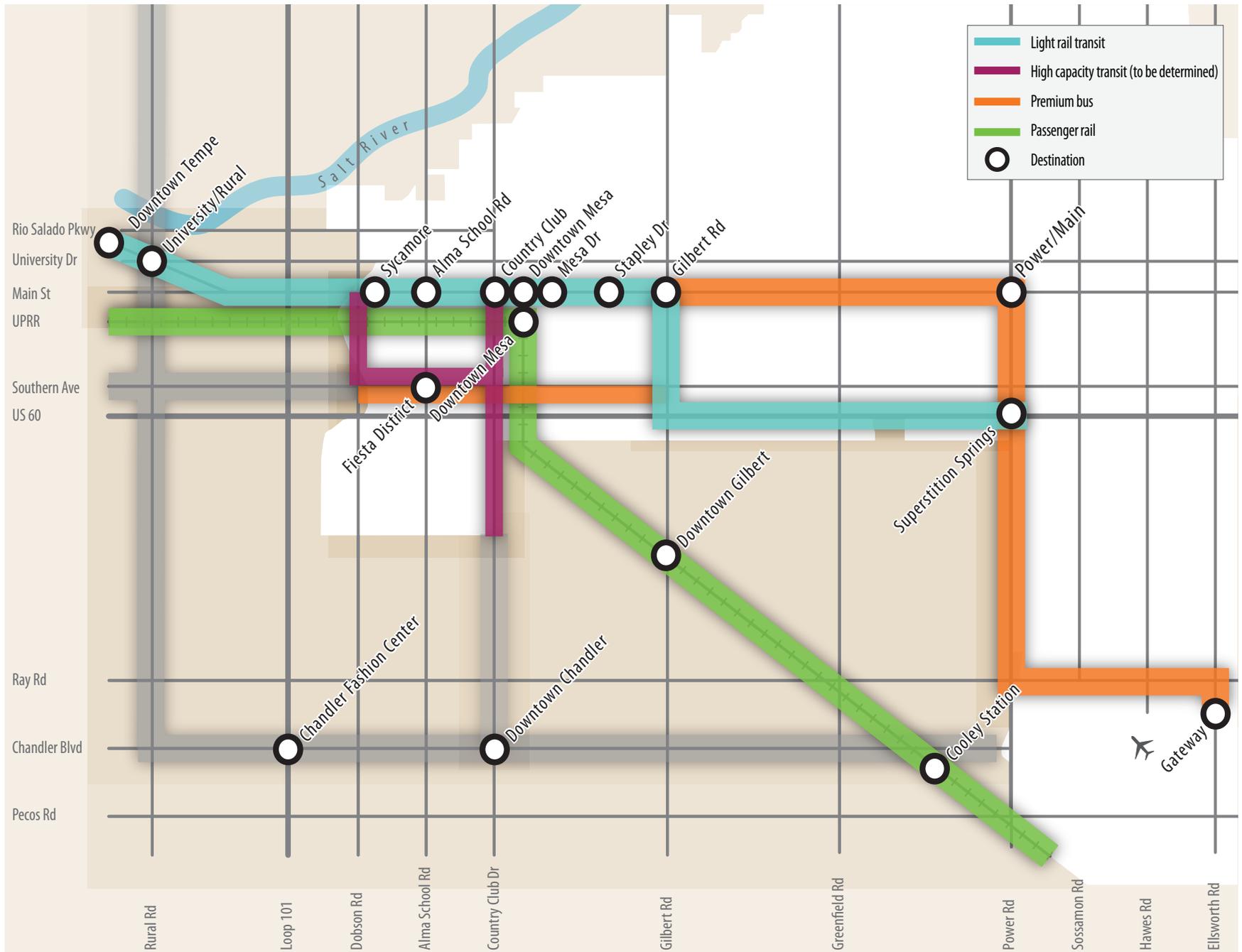


Figure 39: Long Term 2 Transit Scenario

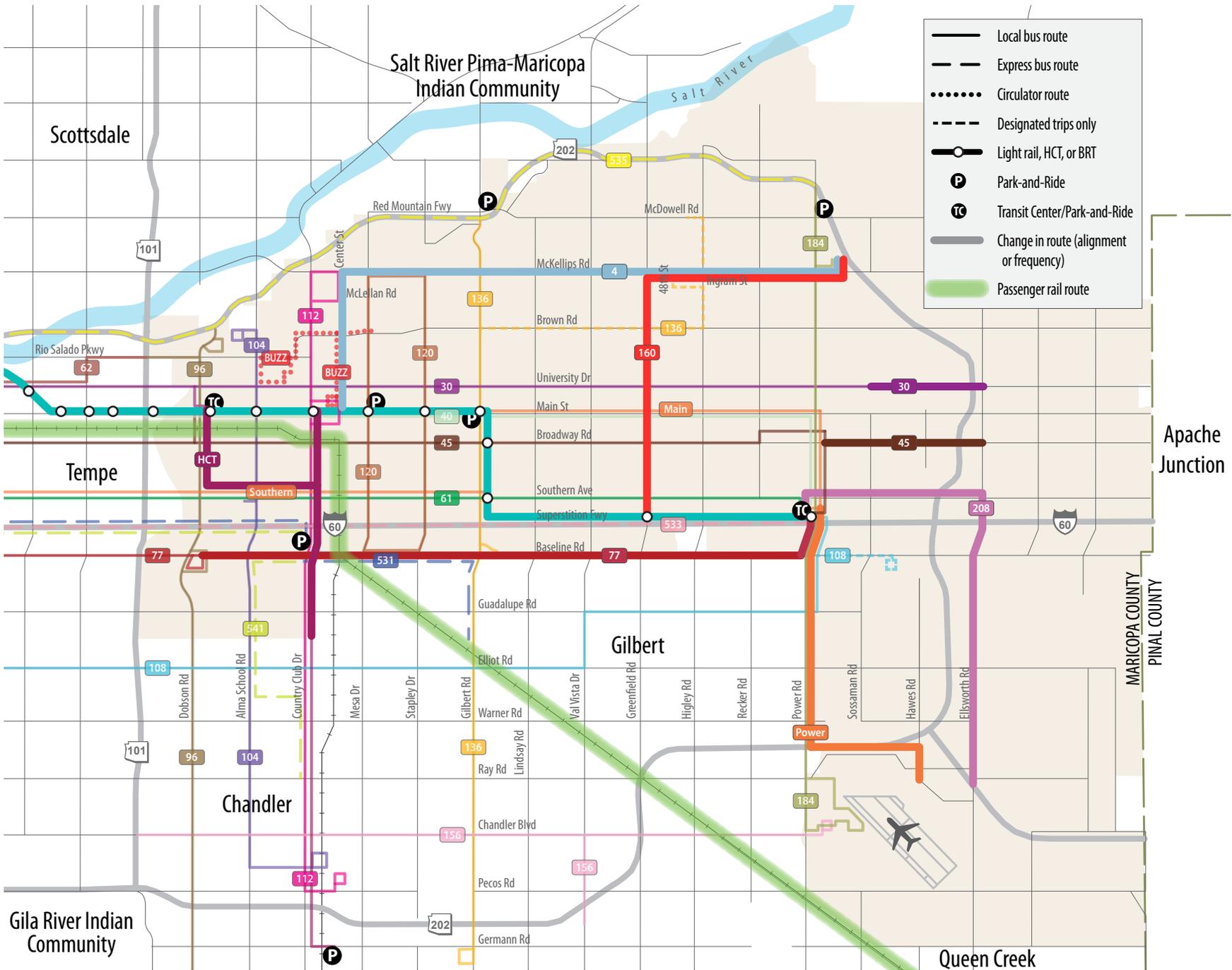
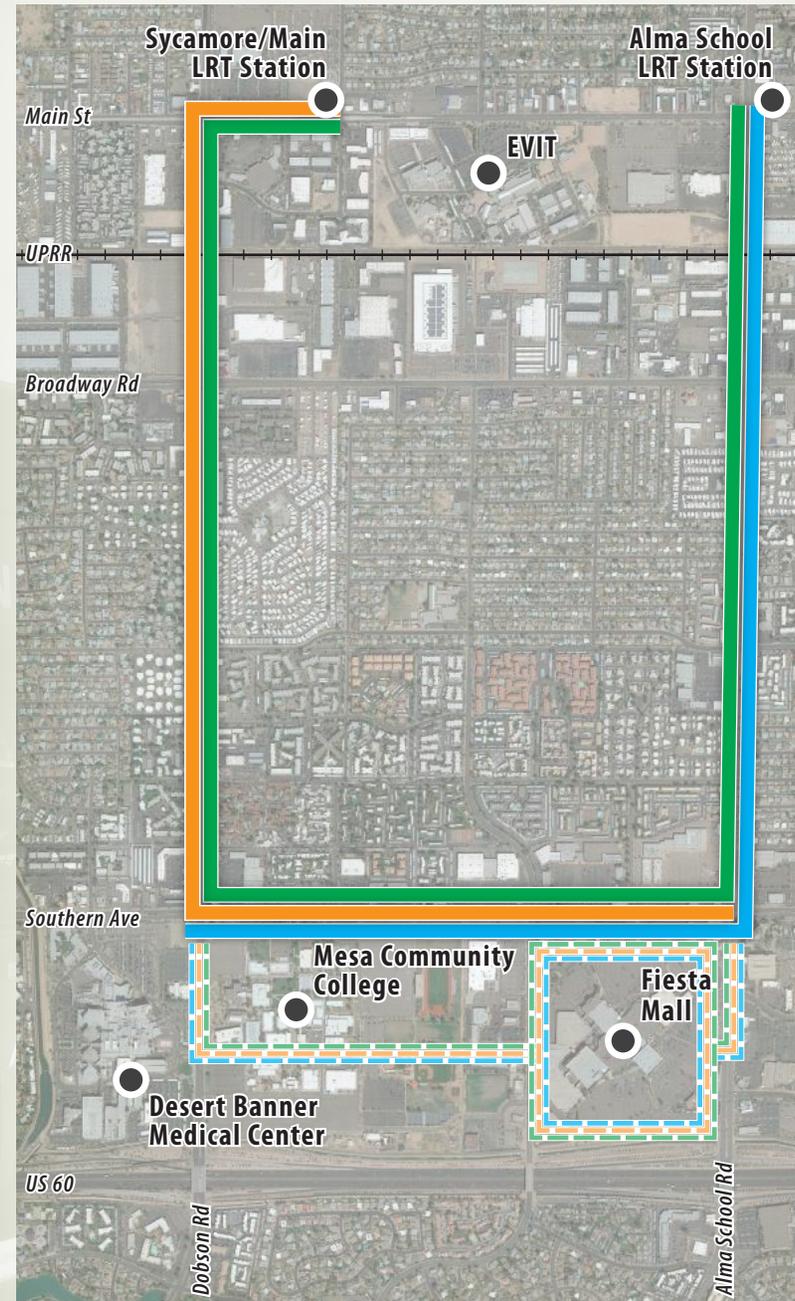


Table 11: Long Term 2 Transit Scenario

Route/Name	Improvement	Mid Term Frequency (Peak/Off-Peak)	Long Term 2 Frequency (Peak/Off-Peak)
Light Rail			
METRO	Extend east on US 60 from Greenfield Rd. to Superstition Springs Center with stations at Greenfield Rd./US 60 and Superstition Springs Center.	12/20	No change
High Capacity Transit			
Dobson/Southern/ Country Club	No change	12/20	No change
Bus Rapid Transit			
Power	No change	12/20	No change
Southern	Extend east on Southern Ave. from Country Club Dr. to Gilbert Rd.	12/20	No change
Passenger Rail			
Phoenix Southeast Subdivision Passenger Rail	New passenger rail in Phoenix Southeast Subdivision corridor between Downtown Phoenix and Gateway with stops in Mesa near Downtown and Gateway; part of larger ADOT Passenger Rail between Phoenix and Tucson	—	30/60
Local Bus			
30 - University	No change	15/30	No change
40 - Apache/Main	No change	30/30	No change
45 - Broadway	No change	15/30	No change
61 - Southern	Eliminate segment east of Superstition Springs Center (replaced by Route 208)	15/30	No change
77 - Baseline	No change	15/30	No change
96 - Dobson	No change	15/30	No change
104 - Alma School	No change	15/30	No change
108 - Elliot	No change	30/30	No change
112 - Country Club	No change	15/30	No change
120 - Mesa	No change	15/30	No change
136 - Gilbert	No change	15/30	No change
156 - Williams Field	No change	30/30	No change
184 - Power	No change	15/30	No change
4 - McKellips/Center	No change	15/30	No change
152 - Val Vista	No change	15/30	No change
168 - Higley	No change	15/30	No change
208 - Ellsworth	New route on Ellsworth Rd. and Southern Ave. between Superstition Springs Center and Gateway; replaces Route 61 east of Superstition Springs Center	—	15/30
Express Bus			
531 - Mesa/Gilbert	No change	6 trips AM, 6 trips PM	No change
533 - Mesa	No change	10 trips AM, 10 trips PM	No change
535 - Northeast Mesa	No change	6 trips AM, 6 trips PM	No change
541 - Chandler	No change	4 trips AM, 4 trips PM	No change

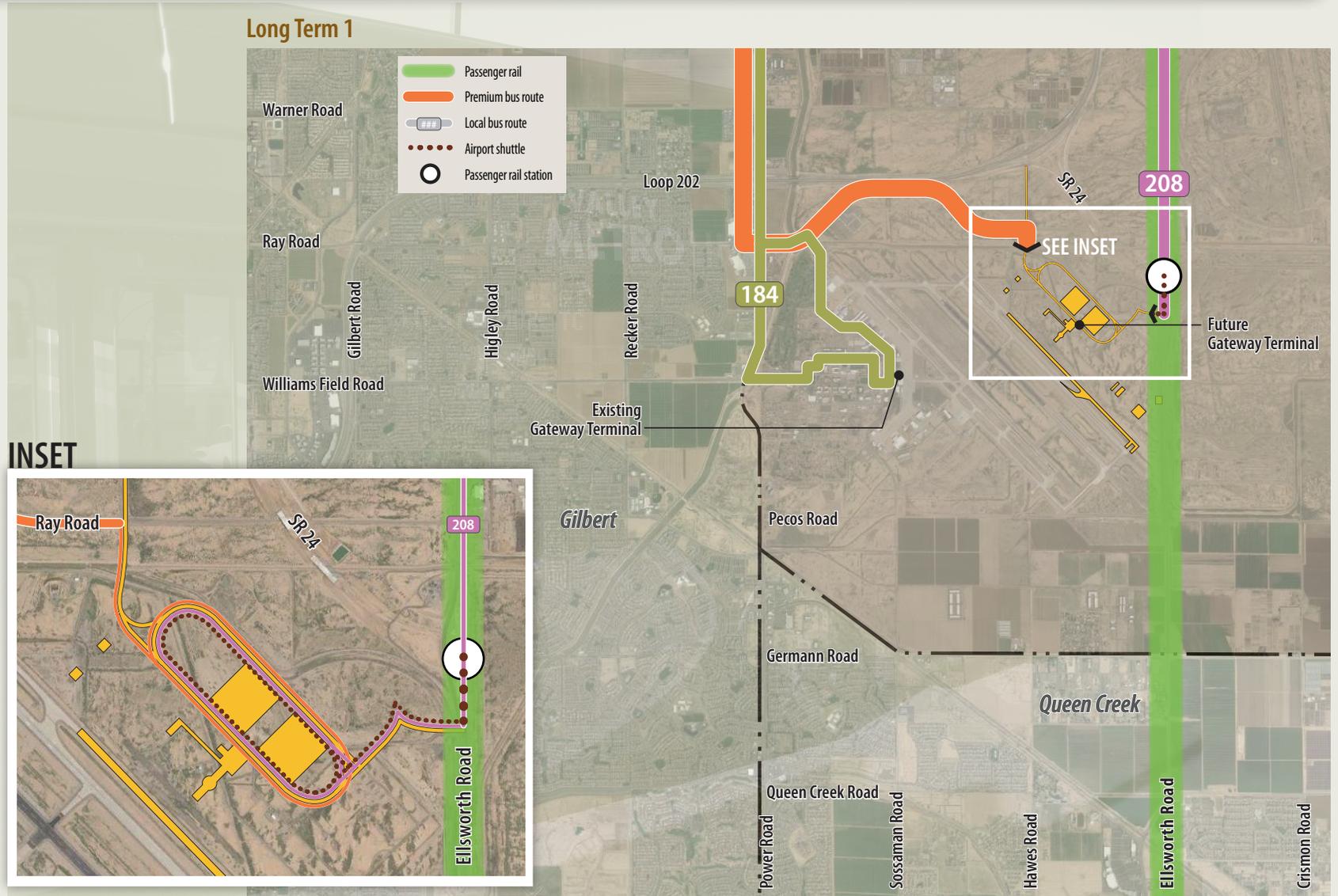
Central Mesa Circulator

With the future expansion of METRO light rail to Downtown Mesa, there is renewed interest in a potential circulator connecting to and from the Fiesta District. This map shows potential concepts for a circulator that could connect the Fiesta District with METRO light rail and/or Downtown Mesa. Future consideration will be given to other destinations such as Riverview. The actual routing and technology (bus, streetcar, etc.) will be determined by future planning and community input.

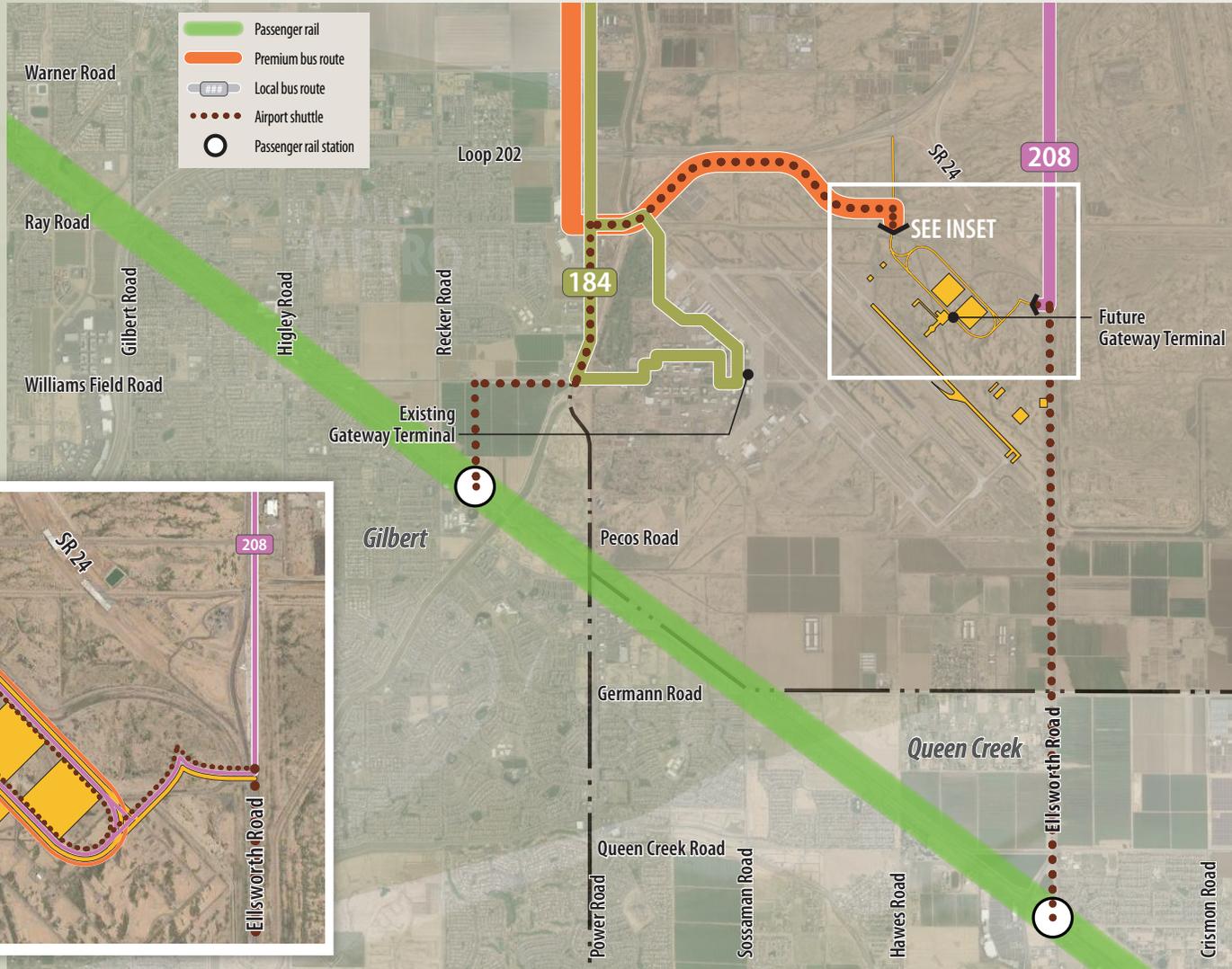


Gateway

The long term plan for Gateway Airport is to develop a new terminal on the east side of the existing runway. The primary access points for the new terminal would be from Hawes Road and Ellsworth Road. Connections would also be provided to future passenger rail. Currently, there are two passenger rail alignments identified.



Long Term 2



INSET

