



CITY OF SURPRISE
Regular City Council Work Session Agenda
16000 N. Civic Center Plaza
Surprise, AZ 85374

Tuesday, January 19, 2016 @ 4:00 PM
COUNCIL CHAMBERS

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- A. Call To Order
- B. Roll Call
- C. Pledge of Allegiance
- D. Call To The Public:

INSTRUCTIONS: In order to address the City Council, you will need to fill out a Call to the Public Form available at the front counter, and then turn it in to the City Clerk before the meeting begins.

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The Call to the Public form is also available at the front counter.

Note: A.R.S. 38-431.01(H) - During this time members of the public may address City Council on any item not on the agenda. At the conclusion of the open call, City Council may respond to criticism, may ask staff to review the matter or may ask that the matter be put on a future agenda. No discussion or action shall take place on any item raised.

Approval of items on the Consent Agenda – all items with an asterisk (*) are considered to be routine matters and will be enacted by one motion and one roll call vote to the City Council. There will be no separate discussion on these items unless a Councilmember requests, in which event the item will be removed from the consent agenda and considered in its normal sequence on the agenda.

E. Regular City Council Work Session Agenda:

Regular Agenda Item - Non-Public Hearing:

1. District Citywide [Presentation and discussion pertaining to the implementation of the Maricopa Association of Governments \(MAG\) Compass Study, an update on the Grand Avenue High Capacity Transit Study and East West Corridors.](#) None
Martin Lucero,
Community Development
2. District Internal [Presentation and discussion regarding the White Tank Mountains Conservancy.](#) None
Nicole Lance,
Deputy City Manager
3. District Citywide [Presentation and discussion regarding Bell Grand construction timelines, communication outreach to the public, and business](#) No Action
Michael

F. Executive Session:

For information Purposes; Upon a public majority vote of a quorum of the City Council, the Council may hold an executive session, which will not be open to the public, but for only the following purposes:

- discussion or consideration of personnel matters (A.R.S. §38-431.03 (A)(1));
- discussion or consideration of records exempt by law from public inspection (A.R.S. §38-401.03 (A)(2));
- discussion or consultation for legal advice with the city's attorneys (A.R.S. §38-431.03 (A)(3));
- discussion or consultation with the city's attorneys regarding the city's position regarding contracts that are the subject of negotiations, in pending or contemplated litigation, or in settlement discussions conducted in order to avoid or resolve litigation (A.R.S. §38-431.03 (a)(4));
- discussion or consultation with designated representatives of the city in order to consider its position and instruct its representatives regarding negotiations with employee organizations (A.R.S. §38-431.03 (A)(5)); or
- discussion, consultation or consideration for international and interstate negotiations or for negotiations by a city or town, or its designated representatives, with members of a tribal council, or its designated representatives, of an Indian reservation located within or adjacent to the city or town. A.R.S. §38-401.03 (A)(6)).
- discussing or consulting with designated representatives of the city in order to consider its position and instruct its representatives regarding negotiations for the purchase, sale or lease of real property (A.R.S. §38-431.03 (A)(7)).

Confidentiality Requirements Pursuant to A.R.S. §38-431.03(C)(D): Any person receiving executive session information pursuant to A.R.S. §38-431.02 shall not disclose that information except to the Attorney General or County Attorney by agreement of the City Council, or as otherwise ordered by a court of competent jurisdiction.

The council may vote to hold an executive session for the purpose of obtaining legal advice from the Board's attorney on any matter listed on the agenda pursuant to A.R.S. § 38-431.03(A)(3).

G. Adjournment:

SHERRY ANN AGUILAR, CITY CLERK, MMC

POSTED: Posted on January 14, 2016 @ 4:30 p.m.

SPECIAL NOTE: PERSONS WITH SPECIAL ACCESSIBILITY NEEDS, INCLUDING LARGE PRINT MATERIALS OR INTERPRETER, SHOULD CONTACT THE CITY CLERK'S OFFICE @ 623.222.1200 OR TTY 623.222.1002, BY NO LATER THAN 24 HOURS IN ADVANCE OF THE REGULAR SCHEDULED MEETING TIME.



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Council Meeting Date:	January 19, 2016	Contact Person:	Martin Lucero, Community Development
Submitting Department:	CD	District:	Citywide
Staff Recommendations:	None		

Consent	Regular	Public Hearing	Report/Discussion
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Agenda Wording:

Presentation and discussion pertaining to the implementation of the Maricopa Association of Governments (MAG) Compass Study, an update on the Grand Avenue High Capacity Transit Study and East West Corridors.

Motion:

No action - discussion only.

Background:

Council will hear three separate presentations.

1. MAG will be presenting on the implementation of the recently completed COMPASS study. It is anticipated that the MAG member agencies along US-60 will:

- 1 Accept the recommendations found in the study and place them into the MAG Regional Transportation Plan.
- 1 Adopt a Zoning Overlay District to help promote development, public safety and maintain a high level of access management along US-60/Grand Avenue.

2. Valley Metro will be presenting an update on how to best implement High Capacity Transit along the US-60 Corridor. It is anticipated that the recommendation will include a near, mid and long term implementation plan and will also provide a recommended circulator for the Surprise Area to help support the HCT.

3. Staff will provide information on efforts being made to help secure and build new and future East West connections over the Agua Fria.

Attached is the City's final draft of our short range transit plan for review. This document was developed with Valley Metro in an effort to comply with Valley Metro's short range transit planning process.

Objective Analysis:

Policy Compliant:

This is compliant with the City of Surprise Strategic Plan under

Transportation- Goal 1: Improve access to and from Surprise, specifically east/west connections.

Strategies: a, c & d. Review federal MAP-21 legislation and grant programs to identify potential federal funding opportunities for City of Surprise transportation system projects.

And City of Surprise Strategic Plan under

Transportation- Goal 4: Provide local public transit service in Surprise.

Strategies: c. Work with MAG to develop local transit plan through the Northwest Valley Local Transit System Study.

Financial Impact:

None at this time; however, topics discussed in this work session could lead to future actions which may have a fiscal impact on city operations.

Budget Impact:

The projects discussed in this work session item are not included in the FY2016 approved budget.

FTE Impact:

The number of full time equivalents (FTE) is not impacted by this item.

ATTACHMENTS:

Click to download

- ☐ [Transportation and Transit Update - Staff Report](#)
 - ☐ [FINAL DRAFT](#)
 - ☐ [Valley Metro Presentation](#)
-



COMMUNITY DEVELOPMENT

Date: January 19, 2016

To: Mayor and City Council

From: Martin Lucero, Transportation Planning Manager
martin.lucero@surpriseaz.gov, 623-222-3142
Eric Fitzer, Community Development Director

Re: Transportation and Transit Update

Background

Over the past 12 months Staff has been working with its regional partners and with private and public stakeholders to improve the efficiency of the existing roadway network, through relatively low-cost measures that improve the operations and safety of roads. Examples include improved traffic signalization, expanded intersection capacity, and better access management.

Staff has also worked with Valley Metro and MAG to evaluate opportunities to bring high capacity transit option to Grand Avenue and to establish near and long term options for transit within the City of Surprise.

Compass Study and Implementation

The US-60/Grand Avenue COMPASS study was conducted by the Maricopa Association of Governments in order to identify a long-term solution for accommodating travel demand and adjacent property access.

The document discusses principles to improve the effectiveness of traffic operations, and a prepared Access Management Plan specific to the US 60 corridor.

The study also provides the following recommendations:

- Support high capacity transit.
- Consolidate access.
- Facilitate grade-separated crossings of the BNSF Railway as much as possible.
- Facilitate context-sensitive character improvements for Lower Grand Avenue.

MAG will present further information on the Study and the next steps.

Transit

The Valley Metro Grand Avenue Transit Feasibility Study is currently underway. The study is evaluating potential short, mid, and long-term transit options for the Grand Avenue corridor between Surprise and Downtown Phoenix. These transit scenarios will focus on transit

opportunities and bus service improvements within, and intersecting into the Grand Avenue corridor. Transit options may also include a local circulator to help load a bus rapid transit in the corridor

East West Corridor update

The number of east west connection within and around the City Surprise has been a concern that has been evaluated by both the City and its' Regional Partners. The City is currently working with its partners to improve the functionality of Bell Road. Some of the projects that will begin within the year include the coordination of and timing of all the signals along Bell Road from SR 303 to Scotts Dale, and the US60 and Bell road interchange.

However, the City recognizes the need to add additional crossings to help alleviated the pressures along Bell Road. One of the most recent studies was performed by Maricopa County in 2006. It was called the Agua Fria River Crossing I10 to Bell Road and evaluated all the existing and possible river crossings. The study documented that the majority of the possible Agua Fria River crossings have been lost due to residential development, with the lack of a traditional grid system, east of Surprise. As such the nearest crossing to Bell Road is Olive 5 miles to the south and State Route 303 3 miles to the North.

However, a current project that is proposed to occur is the Williams/Deer Valley River Crossing. It is currently being funded by Maricopa County but has been held up by the acquisition of right-of-way. It is north of Bell Road and would help divert some vehicle trips that currently utilize Bell as the closest east west connection into the Phoenix Metro area.

Future East West Connections and Right-of-Way preservation

As the City continues to grow, it will become crucial that the City work with its regional partners to preserve the right-of-way of the identified corridors. This will allow for future development of the east west crossings of the Agua Fria River and connection into the Phoenix Metroplex. These future connections include:

- Happy Valley Road
- Jomax
- Lone Mountain
- Dove Valley

Recommendation

Presentation and discussion only.

ATTACHMENTS:

1. PowerPoint Presentation

CITY OF SURPRISE SHORT RANGE TRANSIT PROGRAM

INTRODUCTION

Mayor and Council have expressed interest in developing several transit options, which would allow Surprise residents to connect to the regional transit grid, providing residents access to shopping, medical, and entertainment destinations within the City. Surprise is currently served by one transit route, Express Route 571, which operates on weekdays providing four Phoenix inbound trips in the morning and four Phoenix outbound trips in the evening. The route provides residents limited opportunity to connect with Valley Metro's regional transit grid.

This past year, Valley Metro adjusted the Short Range Transit Programming (S RTP) process; the program continues to be updated annually. The revised S RTP documents regional and local transit service improvements programmed in the Transit Life Cycle Program (TLCP), as well as local operating budgets, for the next five years (FY16 to FY20). The S RTP is a planning tool to help Valley Metro ensure buses and staff will be available to operate services. The S RTP is based on input submitted by individual member agencies, as well as concepts developed by Valley Metro staff in conjunction with the Valley Metro Board approved Transit Standards and Performance Measures (TSPM).

The S RTP is divided in two planning periods, the short-term (one to two years), known as 'production' years, and the long-term (three to five years), known as the 'development' years. Service improvements listed under 'production' years must have committed funding sources and an implementation schedule. Service improvements under 'development' years may not have committed funding and require further analysis.

For the 'production' years, the S RTP also analyzes all potential regionally funded modifications through a set of guiding principles and member agency feedback. The guiding principles are built around the VM Board adopted TSPM effort and TLCP policies. The Guiding Principles are split into two categories, existing and new service.

Existing service:

- Operationally financially sustainable (e.g. are there funds to operate the service for more than three years);
- Capital financially sustainable (e.g. are there vehicles to operate the service or funds to purchase vehicles for the service);
- Transit Performance Threshold Quartiles (e.g. is the proposed service in the upper/lower quartiles);
- Supports Major High Capacity Transit Investment (e.g. does the service change support a major regional high capacity corridor as defined in the Regional Transportation Plan); and
- Future Performance (e.g. how does the change affect the performance).

New service:

City of Surprise Short Range Transit Program

- Operationally financially sustainable (e.g. are there funds to operate the service for more than three years);
- Capital financially sustainable (e.g. are there vehicles to operate the service or funds to purchase vehicles for the service);
- Proposition 400 Service (e.g. is the service part of the original Proposition 400 plan);
- Supports Major High Capacity Transit Investment (e.g. does the service change support a major regional high capacity corridor as defined in the Regional Transportation Plan); and
- Future Performance (e.g. how does the change affect the performance).

The City currently participates in the SRTP and included four service change concepts in the three to five year window, known as the development years.

BACKGROUND

The City participated in the planning and programming efforts of Proposition 400, which was passed by Maricopa County voters on November 2, 2004 and authorized a 20-year half-cent sales tax for transportation projects (highways, streets, and transit) in Maricopa County. The tax was initiated on January 1, 2006 and continued the half-cent sales tax for transportation, approved by the voters in 1985 through Proposition 300¹. The 20-year tax is divided into three life cycles programs: Arterial, Freeway, and Transit.

Regarding transit service, several improvements were included in the 20-year Transit Life Cycle Program (TLCP) but unfortunately, due to funding shortfalls caused by the Great Recession; regionally planned transit service improvements were cut or delayed in order to balance the program. Funds balance fluctuates year over year depending on tax receipts collected and forecasted economic outlook. The Valley Metro Board of Directors is responsible for the TLCP; project funding requests or changes need to meet the adopted Valley Metro service standards and pass through the TLCP committee process² for Board approval.

The City has also participated in several regional transit studies, which include the Maricopa Association of Governments (MAG) Northwest Valley Local Transit System Study (NWVLTSS); the MAG US 60/Grand Avenue Corridor Optimization, Access Management Plan, and System Study (COMPASS); and the currently underway MAG/Valley Metro Grand Avenue Transit Feasibility Study. These studies examine various options and features to add transit to the Northwest Valley. The following is a summary of the aforementioned studies:

- The MAG NWVLTSS was developed with the intent to identify transit needs in the Northwest Valley while developing practical and sustainable transportation

¹ Source: Maricopa Association of Governments

² This is an annual process and is initiated in the month of January.

City of Surprise Short Range Transit Program

solutions in response to the growing population base of this region. The study identified several preferred transit priorities including improved access to local retail centers and healthcare centers via public transit, implementation of local circulators as a means of addressing intra-community needs, and improved transit service to destinations beyond the Northwest Valley. The following cities participated in the study Surprise, Peoria, El Mirage, Youngtown and Glendale as well as Maricopa County. Short-, mid- and long-term service scenarios were proposed for future implementation.

- The MAG US 60/Grand Avenue Corridor Optimization, Access Management Plan, and System Study (COMPASS) identified future access control improvements and grade separations in the corridor. Multiple scenarios were evaluated though ultimately a scenario that did not involve transit improvements was recommended for advancement.
- The MAG/Valley Metro Grand Avenue Transit Feasibility Study will develop and evaluate potential short-, mid-, and long-term transit scenarios in the Grand Avenue corridor between Surprise and Phoenix. The Grand Avenue Transit Feasibility Study limits are from Loop 303 in Surprise to I-10 and 19th Avenue in Phoenix. The study will evaluate Bus Rapid Transit (BRT) service options, which could lead to a long-term commuter rail service. This study is currently underway. Once this study is completed and accepted by Valley Metro's Board and MAG's Regional Council the City will insert this option into a revised SRTP for the City.

SERVICE OPTIONS

Four transit service options were included in the SRTP. Options outlined below include two types of service, regional grid routes, and neighborhood circulators. Regional grid routes, typically traverse across the region and connect to other regional routes along the arterial grid system. Circulator service operates within a specific locale, such as a neighborhood or downtown area, and connects to major traffic corridors.

REGIONAL GRID ROUTES:

Extending regional routes into/out of the City would provide east-west connections to Phoenix, Scottsdale, Peoria, and Glendale including Metro light rail and Phoenix Sky Harbor International Airport. The following are three regional grid routes considered for extensions, please refer to Appendix A for maps of the different options.

- **Route 170 Extension:** Regional connections to the 186 route at Union Hills, the 170 route at Bell Road and, the 67 route at 67th Avenue at Arrowhead Towne Center. The FY16 SRTP productivity analysis of this route was 1.3 boarding's per revenue mile, which is above the bottom productivity threshold.

City of Surprise Short Range Transit Program

- **Route 138 Extension:** Regional connections to the 138 route on Thunderbird Rd and the 106 route on Peoria Avenue at Boswell Hospital. The FY16 SRTP productivity analysis of this route was 1.2 boardings per revenue mile, which is the bottom productivity threshold.
- **Route 70 Extension or Connector:** Regional connection south on Litchfield Road to Luke Air Base and includes the route 70 along Glendale Avenue. This route was designated as a potential connector service in the SRTP for Surprise. The route analysis tool is not designed to analyze productivity for connector routes.

LOCAL CIRCULATORS:

The MAG NWVLTSS reviewed a number of circulator options for the City including some connections to neighboring cities and medical facilities outside of the City used by residents. All circulator options would require the City to invest in purchasing a smaller transit vehicle similar in size to the Avondale Zoom route. If the City were to pursue a circulator, it could consider applying for an 80% Federal grant match opportunity for the capital cost of vehicles through the Section 5307 process managed at MAG (note that federal funds are limited and various cities request for capital match). Estimated cost for such a bus is around \$180,000 and the City would contract with Valley Metro to operate service.

Although not a recommended option, the City could offer one-directional circulator service as a startup. Such service does not meet Valley Metro adopted standards for service. The annual operating cost associated with one-directional service for a 7.2 mile route would be an estimated \$393K in FY17 dollars. Additionally, an estimated two buses would need to be acquired for the service.

Appendix A provides detailed options for the circulator routes provided through the NWVLTSS. Total costs associated with any circulator option are driven by four factors: miles per route, bi-directional or one way continuous loop, hours of service per day, and number of buses in service. Cost estimates for these services are provided below.

COST ESTIMATES

Cost estimates are listed below by service type: regional grid routes and circulator routes. Other costs, such as capital costs of transit stop infrastructure and vehicles for example are omitted from service estimates below.

REGIONAL COST ESTIMATES:

Regional grid routes are operated by Valley Metro or the City of Phoenix depending on the area of service and vehicle garage proximity. Annual cost estimates are listed in

City of Surprise Short Range Transit Program

FY17 dollars from the current route terminus into the City. Cost estimates for the full extensions are listed as follows³:

Regional Grid Route Extension Location	Estimated FY 17 Annual Net Cost
Arrowhead Towne Center	\$1.5M
Banner Boswell Medical Center	\$1.2M
Luke Air Force Base Connector ⁴	\$1.0M

Possible regional funding partners for the Arrowhead Towne Center connection could be Glendale, Peoria, and Maricopa County. Potential partners for the Banner Boswell Medical Center connection could be Maricopa County, Town of Youngtown, and the City of El Mirage. The Luke Air Force Base connection regional partner could be Maricopa County. All other regional participation would need further review and approval from their appropriate governing bodies. However, at this time, there are no plans for collaboratively funding any of the connections, until further discussions with member agencies. A 15% fare recovery is included for fixed route expansions in the cost estimates listed. Funding for this route extension could come from the city's general fund or any future excess TLCP funds (currently the city is using all available TLCP funds and does not have excess funds). Cost estimates do not reflect needed fleet, bus stop facilities, and other capital improvements.

CIRCULATOR COSTS:

Circulator route cost estimates are listed below by the length of the route and the service operating parameters. Annual cost estimates assume that the route would be operated by Valley Metro and are listed in FY17 dollars by the route length and service characteristics.

Circulator Route Length and Parameters	Estimated FY17 Annual Net Cost
Bidirectional Route (9.2 route miles) for about 12 hours at 30 min frequency. (Mon-Fri)	\$658K
Bidirectional Route (9.2 route miles) for about 12 hours at 30 min frequency. (Mon-Sun)	\$962K
Bidirectional Route (14.5 route miles) for about 12 hours at 30 min frequency. (Mon-Fri) ⁵	\$1.04M

³ Cost estimates are for full extensions; there is a potential to collaborate with other member agencies to reduce the burden of costs on the City of Surprise. These partnerships would need to be pursued.

⁴ A connector service has a lower cost per mile because it operates weekdays for fewer hours in a smaller vehicle.

⁵ Note this is the routing outlined in the NWVLTSS; weekend service could be included as well.

City of Surprise Short Range Transit Program

A fifty-cent fare per rider is included in the cost estimates listed. Neighborhood circulators do not qualify for TLCP funding and would completely have to be funded by the City. Cost estimates do not reflect needed fleet; the number of vehicles varies by route length from three to five buses. The cost of five circulator vehicles is approximately \$900,000. The City of Surprise may apply for up to 80% reimbursement Federal funds, which would require a local match of \$180,000 (note that vehicle needs would compete for funding against other transit needs in the region).

Below is a description of potential funding sources that may be utilized to program operating costs of the transit service. Additional costs to operate service may include capital costs of fleet, bus stops, and other infrastructure. Operating ADA service is mandated with any fixed route service. These costs would be in addition to those estimated above.

FUNDING

Current sources of funding include Arizona Lottery Funds (ALF), General Fund monies, New Freedom grants, and TLCP. Brief descriptions of these expenditures and their potential applicability for expansion services are below.

- ALF monies vary annually, and are approximately \$350,000 per year. These funds are used to offset costs associated with Dial-a-Ride services and the 571 Express. General Fund monies are also utilized for Dial-a-Ride and 571 Express.
- New Freedom grant monies are currently utilized for Dial-a-Ride and are ineligible for circulator or regional grid service.
- TLCP allocations have been exhausted. Circulator expenses are not an eligible use of TLCP dollars. TLCP has contributed to Dial-a-Ride and 571 Express costs.
- City General Fund is used to match funds for either ALF or New Freedom grant monies. Typically, General Fund budget dollars are approximately \$400,000 annually.

There are no other current provisions for dedicated funding for transit. Other funding sources typically seen in neighboring cities are a dedicated sales tax, examples would be:

- Scottsdale 0.2% of Sales Tax in perpetuity
 - o Eligible uses: Transit and other transportation projects
- Tempe 0.5% of Sales Tax in perpetuity
 - o Eligible uses: Transit services only

City of Surprise Short Range Transit Program

- Phoenix 0.7% of Sales Tax 2050
 - o Eligible uses: Transit and other transportation projects
- Glendale 0.5% of Sales Tax in perpetuity
 - o Eligible uses: Transit and other transportation projects
- Peoria 0.3% of Sales Tax in perpetuity
 - o Eligible uses: Transit and other transportation projects

These cities have more transit services since they have dedicated local funding sources on top of the regional tax to contribute to providing transit to their residents.

CONCLUSION

The SRTP includes three regional route transit connections (Route 138, Luke AFB connector, and Route 170) and one neighborhood circulator placeholder. Route 138 is the closest in distance to the City and there may be interest from the City of El Mirage to participate in funding the service. A regional connector to Luke AFB could potentially qualify for a competitive grant funding opportunity through the future Job Access Reverse Commute Grant, note that this is grant only provides one to two years of operating funds. Route 170 is the most expensive and has little opportunity for partnerships. These three grid routes increase the ability of City residents to reach other regional grid routes and eventually shopping and employment access within and around Surprise. Any of the identified circulator routes also allow for internal city circulation and connection to other transit services.

However, the City would be committed to an annual ongoing funding allocation of \$2M to \$3M in operating funds on top of needed capital funds from either the City's general fund or a local transit/transportation initiative, and/or an extension of the current regional transit tax is passed. Therefore, the recommendation is to keep all options in the 3 to 5 year development window of the Valley Metro SRTP where concepts are illustrative and funding is not committed yet. Upon funding commitment, the transit service options could be advanced into the production years or the implementation process could be initiated by Valley Metro to determine the earliest service could be operable based on fleet and resource availability.



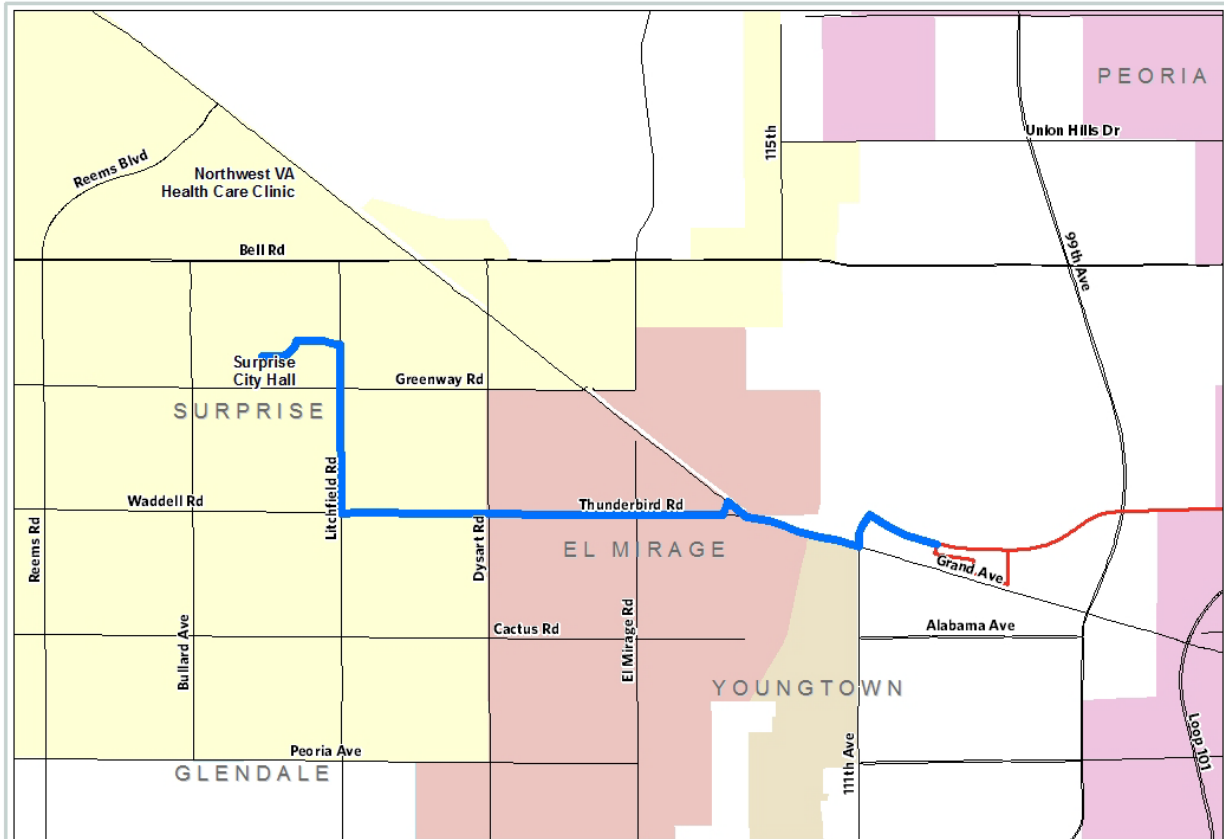
City of Surprise Short Range Transit Program

Appendix A

Regional Grid Options

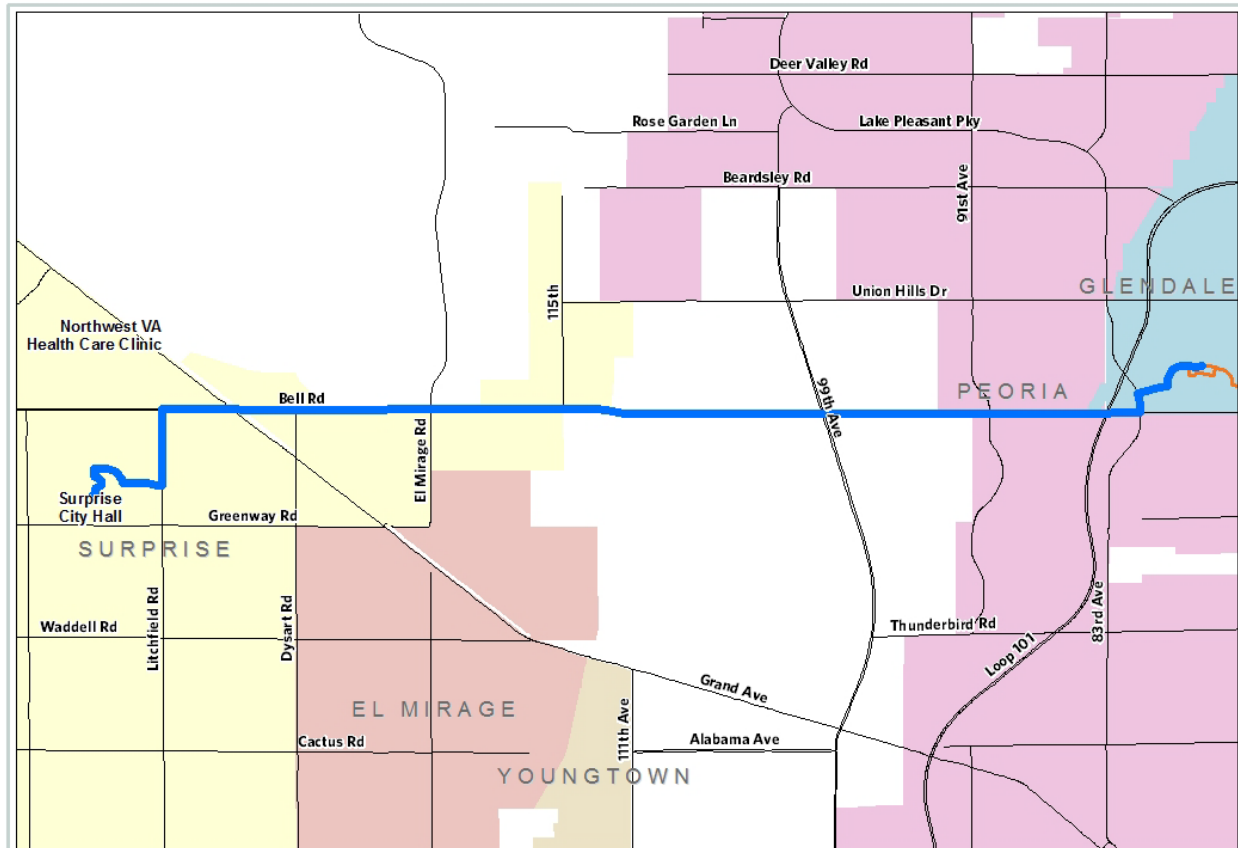
City of Surprise Short Range Transit Program

Route 138 with connections to Route 106



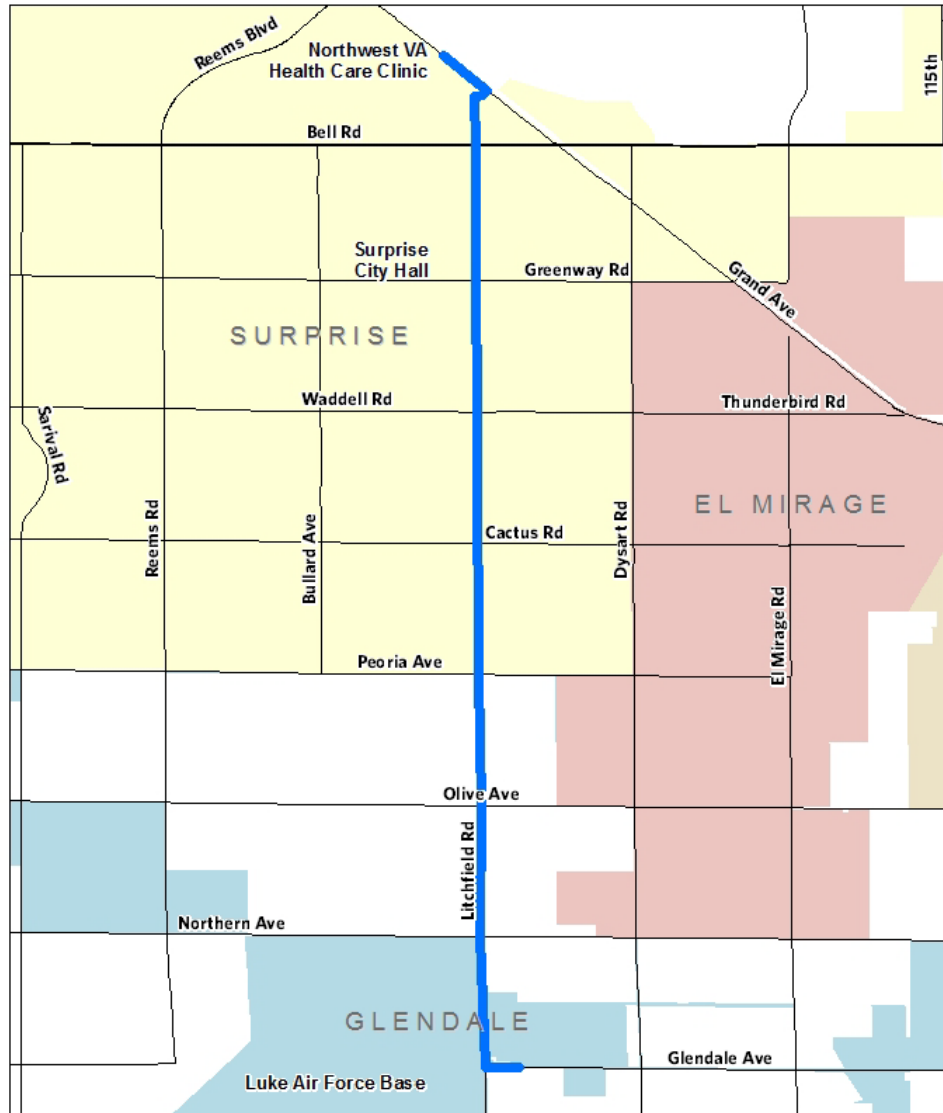
City of Surprise Short Range Transit Program

Route 170 with connections to Route 186 and 67



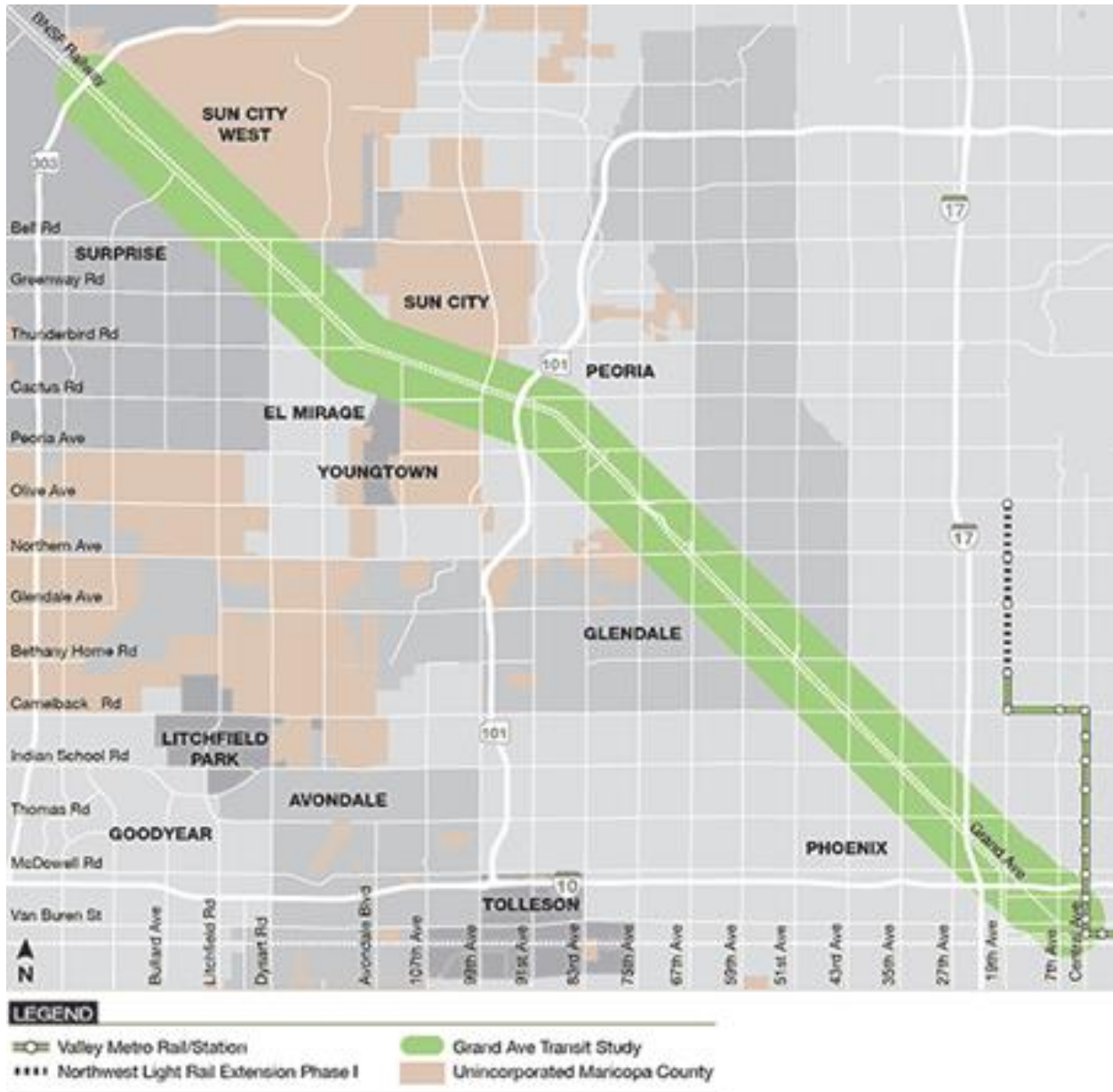
City of Surprise Short Range Transit Program

New Route with connection to Route 70



City of Surprise Short Range Transit Program

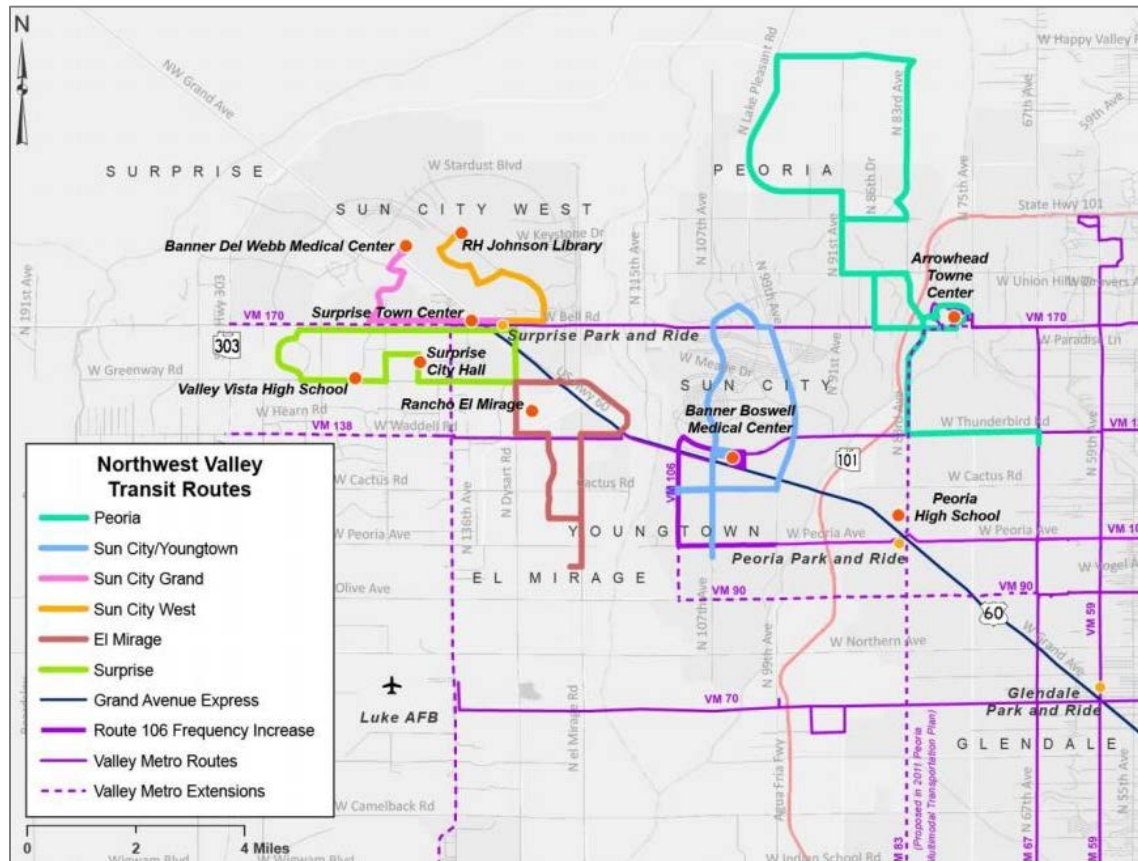
Grand Avenue Bus Rapid Transit (BRT) Options



Source: Valley Metro Grand Avenue Feasibility Study, 2015 (In Progress)

City of Surprise Short Range Transit Program

Circulator Options



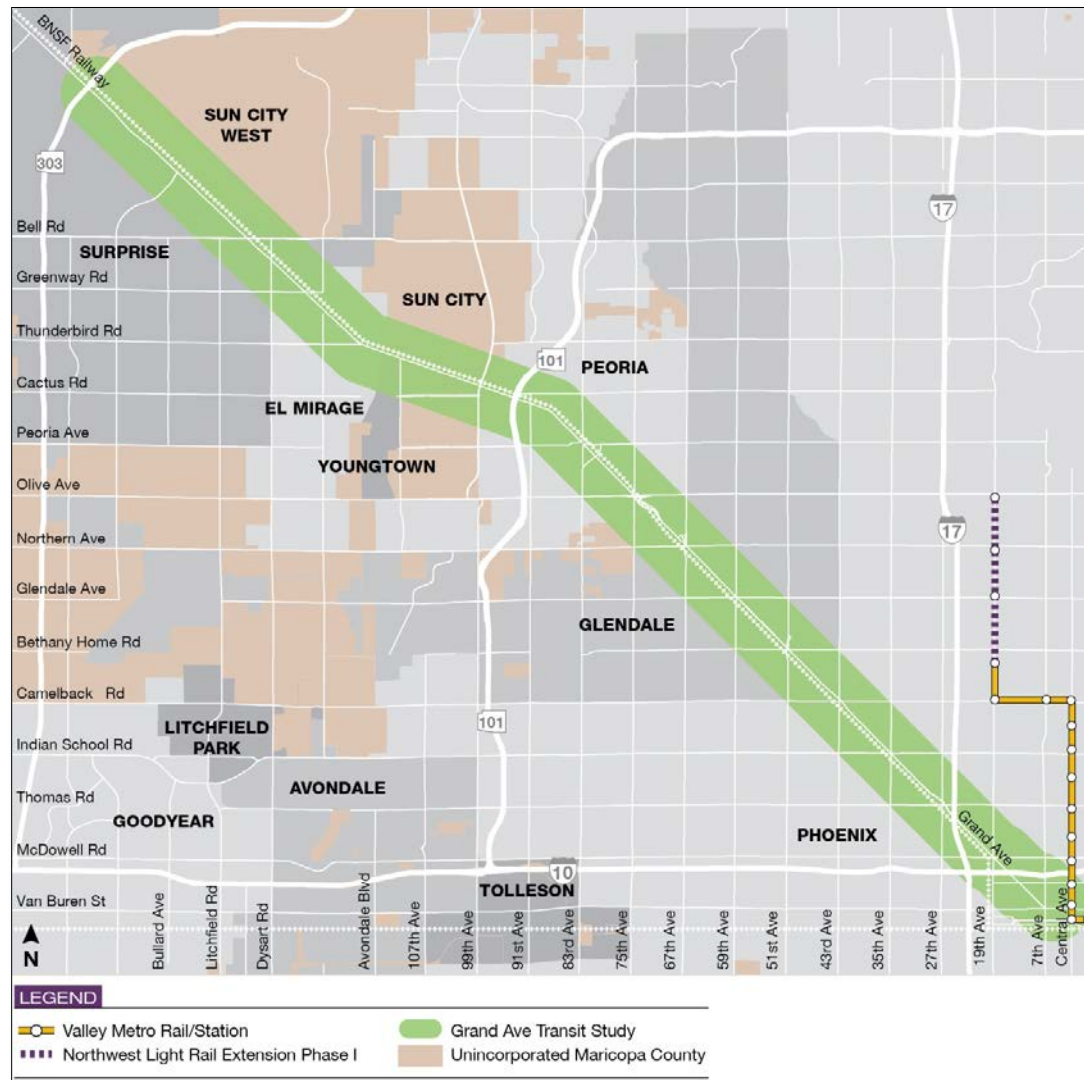
Source: MAG Northwest Valley Local Transit System Study, 2013



Grand Avenue Transit Feasibility Study

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Study Area



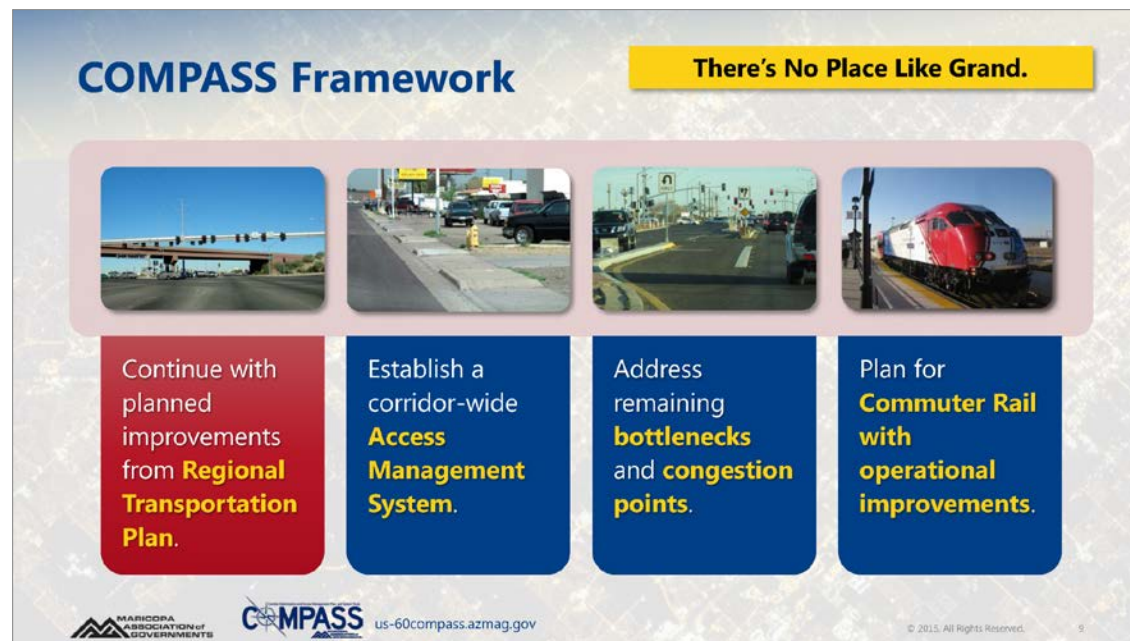
Project Goals

- Build transit ridership within the corridor
 - Intersecting and parallel routes
- Address transit operational issues along the corridor.
- Evaluate alternatives ranging from enhanced bus operating in mixed traffic to BRT operating in dedicated transit lanes.



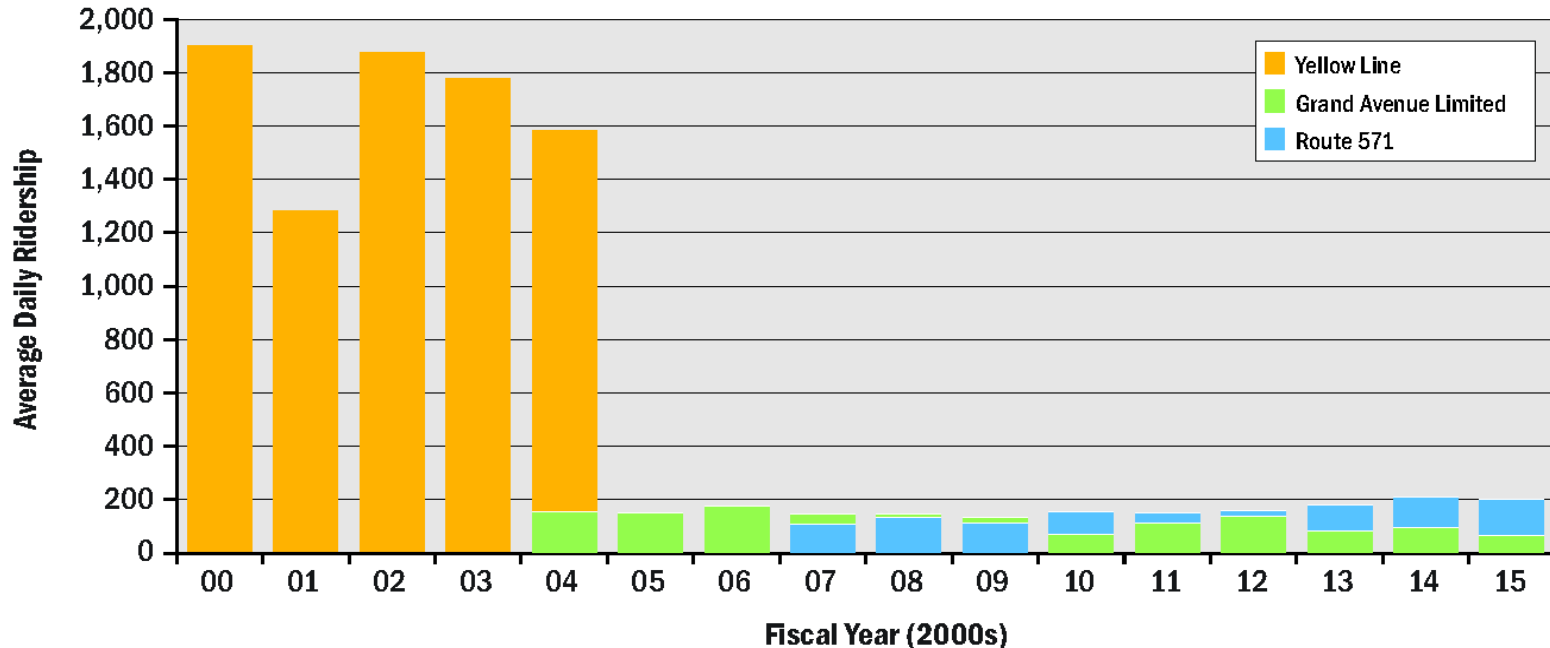
Project Goals

- Recommend short, mid, and long-term transit options for the corridor.
- Recognize the long-term objective of commuter rail per the MAG COMPASS Framework Study.



Existing Conditions

- No all-day, two-way bus service on Grand Ave
 - Peak hour service (571 and Grand Ave. Limited)
- Deficient environment for transit operations
- Low average daily ridership



Project Tasks

- Document existing conditions
- Analyze transit opportunities/constraints
- **Develop short, mid, and long-term transit scenarios**
- Provide cost analysis and identify funding opportunities
- Recommend transit scenarios



Potential Transit Scenarios

■ Short Term

- Peak Period Service
 - Restructuring of existing services
 - Adding new service

■ Mid Term

- Peak Period Service
- All Day Limited Stop Service

■ Long Term

- Peak Period Express Service
- All Day Limited Stop Service
- Bus Rapid Transit
- Commuter Rail



What is BRT?

- All day service
- Stops every 1 – 5 miles
- Infrastructure investment:
 - Dedicated travel lanes
 - Park-and-ride
 - Traffic Signal priority
 - Unique bus stops



Dedicated Median Bus Lanes, NACTO Urban Street Design Guide

Grand Avenue Committee

- Valley Metro member city representatives from communities along the Grand Avenue corridor
- Review study results and recommendations
- Provide guidance on the study's overall direction
 - Meeting #1: September 15, 2015
 - Meeting #2: December 10, 2015
 - Meeting #3: To be determined

Next Steps

- Evaluate transit service options for short, mid, and long-term
- Grand Avenue Committee meeting #3
- Conclude study by mid-2016





CITY OF SURPRISE
Regular City Council Work Session

January 19, 2016 @ 4:00:00 PM

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Council Meeting Date:	January 19, 2016	Contact Person:	Nicole Lance, Deputy City Manager
Submitting Department:		District:	Internal
Staff Recommendations:	None		

Consent	Regular	Public Hearing	Report/Discussion
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Agenda Wording:

Presentation and discussion regarding the White Tank Mountains Conservancy.

Motion:

N/A

Background:

The White Tank Mountains Conservancy (WTMC) is a diverse coalition of partners working to establish a new organization to support the White Tank Mountains and their resources. Current partners engaged in leadership of the initiative include The Sonoran Institute, DMB Associates Inc., the City of Buckeye, Maricopa County Parks and Recreation, WESTMARC, Maricopa Trail & Park Foundation, and the Central Arizona Conservation Alliance.

Though the final details have yet to be worked out, the organization intends to focus on five specific areas of impact in support of the White Tank Mountains and their resources.

- 1 Regional Planning and Partnerships: The WTMC will ensure that the mountains remain connected to the broader region with a regional trail network, connections for recreational activities, and appropriate wildlife corridors to prevent genetic isolation.
- 1 Stewardship and Volunteerism: By working with existing groups including the Friends of the White Tanks and trail stewards, the WTMC will provide leadership and volunteers who can provide the labor necessary to maintain and enhance recreational and environmental values.
- 1 Advocacy and Public Policy: There are many issues connected to the resources of the White Tank Mountains that must be addressed through public policy. The WTMC will take an active role in assessing threats and opportunities that are affected by local, state, and national policy, while advocating for the continued protection and enhancement of resources.
- 1 Research, Education and Training: The White Tank Mountains contain some of the Sonoran Desert's best natural and cultural resources and provide a great opportunity to educate the community about the climate, ecology, geology, and culture of the region.
- 1 Tourism and Public Attraction: Natural resources and outdoor recreation are two of the most significant contributor for tourism and economic development. The West Valley can leverage the

White Tank Mountains as an important component of its economic development strategy—WTMC will be a leader in this opportunity.

To date, staff has participated in meetings of the WTMC and is exploring possible membership in the organization. This item was requested for presentation and discussion at a previous Council meeting.

Objective Analysis:

According to the WTMC, the White Tank Mountains Conservancy will protect the White Tank Mountains by seeking pragmatic solutions that enhance the economy of the West Valley while ensuring the sustainability of the natural and cultural resources within this iconic and rugged landscape. Through partnership and collaboration with regional organizations, the WTMC will ensure that these sentinels on the western edge of the Phoenix metropolitan area thrive under the pressures of future growth and remain a vibrant sanctuary that retains the enduring character and beauty of the Sonoran Desert.

Membership in the WTMC is likely to prove to be a local and regional benefit for the City of Surprise and our partners.

Policy Compliant:

Consideration of this item for information and possible future engagement is compliant with prior Council actions and City practices regarding exploration of partnerships that are beneficial for the City of Surprise.

Financial Impact:

There is no immediate financial impact for this item. However, staff has tentatively budgeted \$25,000 in Fiscal Year 2017 to allow for full participation as a member of the White Tank Mountains Conservancy.

Budget Impact:

If approved through the budget process, this item will be budgeted through the appropriate process for Fiscal Year 2017.

FTE Impact:

N/A

ATTACHMENTS:

[Click to download](#)

No Attachments Available



CITY OF SURPRISE
Regular City Council Work Session

January 19, 2016 @ 4:00:00 PM

Back Print

Council Meeting Date:	January 19, 2016	Contact Person:	Michael Frazier, Assistant City Manager
Submitting Department:		District:	Citywide
Staff Recommendations:	No Action		

Consent	Regular	Public Hearing	Report/Discussion
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Agenda Wording:

Presentation and discussion regarding Bell Grand construction timelines, communication outreach to the public, and business engagement.

Motion:

N/A

Background:

Arizona Department of Transportation (ADOT) will begin construction of the Bell Grand overpass bridge in calendar year 2016. This item is to map out the timelines of the construction, communication outreach to the public for those timelines and closures.

This presentation will also discuss outreach efforts and promotional efforts to local business in ways to mitigate the impact on business associated with the Bell Grand construction closures.

Objective Analysis:

Policy Compliant:

This report and discussion was requested by Council and is consistent with Council policy.

Financial Impact:

None at this time; however, topics discussed in this work session could lead to future actions which may have a fiscal impact on city operations.

It is anticipated that during construction there will be a reduction of local sales tax collections mostly from the Retail and Restaurant/Bar categories. It is estimated that this reduction will be approximately \$1.1 million dependent on the timeline of the project. Conversely, it is expected that the construction will result in the collection of local sales tax within the contracting category. These two impacts will

result in a reduction in ongoing revenue normally used for operational purposes, and a potential increase in one time revenue that is dedicated for capital purposes.

Budget Impact:

None at this time; however, topics discussed in this work session could lead to future actions which may have a budget impact.

The Bell Grand overpass bridge is funded by ADOT and is not included as a part of the City's budget. The potential revenue impacts discussed above will be included as a part of the FY2017 budget process.

FTE Impact:

The number of full time equivalents (FTE) is not impacted by this item.

ATTACHMENTS:

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☐ [Public Engagement Form](#)

PUBLIC ENGAGEMENT FORM

PROJECT TITLE:

OVERALL PUBLIC INVOLVEMENT LEVEL:

IDENTIFY STAKEHOLDERS:

OBJECTIVES:

PUBLIC ENGAGEMENT STRATEGIES & TOOLS:

Public Engagement & Project timeline: Public outreach on this project is already underway, with an updated website, www.surpriseaz.gov/bellandgrand and a project article in the Winter 2016 issue of Progress Magazine. The City Council Work Session on January 19, 2016, will provide more specific project details and timelines. While preliminary utility work began in January at Bell and Grand, the full 8-month closure of Bell at Grand is scheduled to begin in April. Restrictions on Grand Avenue at Bell are expected to begin in February.

Communication Tools and Technique options: (which do you plan to use?)

Press releases

Public meetings (video/photos, poster boards, fact sheet(s) *do you need Spanish version?)

Presentations to boards and commissions, other interested community partners/stakeholders

Third-party consultant/moderator (pending budget)

Survey (online/paper/both?)

Social media

Surprise 11

Notify Me email/ Council newsletters (opt-in audience)

Paid advertising (pending budget)

Surprise Progress (mailed quarterly and tied to print deadlines)

Booth at city events

Paid mailings (pending budget)

Creation of a subcommittee/task force

Youth/adult activities, registration, or orientation (HOA Academy)

Website updates