



## PUBLIC MEETING AGENDA

### Transportation Commission

#### MEETING DATE

Tuesday, June 11, 2024 from 7:30 to 9 a.m.

#### MEETING LOCATIONS

**WebEx** <https://tempe.webex.com/tempe/j.php?MTID=m03e648514dc3fbe15e703bc7b60b63d8>

Join by phone +1-408-418-9388 United States Toll

Webinar Number: 2482 401 2558

#### In Person

Tempe Transportation Center  
Don Cassano Community Room  
200 E. Fifth Street, 2<sup>nd</sup> floor  
Tempe, Arizona, 85281

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
<b>1. Public Appearances</b> The Commission welcomes public comment. There is a three-minute time limit per citizen.	Amanda Nelson, Commission Chair	Information
<b>2. Approval of Meeting Minutes</b> The Commission will be asked to review and approve meeting minutes from the May 14, 2024 meeting.	Amanda Nelson, Commission Chair	Action
<b>3. Proposed Speed Limit Changes</b> Staff will present the public comments received related to the proposal to reduce speed limits along four corridors.	Cathy Hollow, Transportation and Sustainability Department	Action
<b>4. MAG Design Assistance Grant</b> Commission will be asked to support the submission of the Western Canal I-10 to 48 <sup>th</sup> Street project for a MAG Assistance Design Grant.	Lindsay Post, Transportation and Sustainability Department	Action
<b>5. Streetcar Extension</b> Valley Metro will make a presentation on future streetcar extensions.	Valley Metro	Information
<b>6. CIP Update</b> Staff will provide an update on the Capital Improvements Program as it relates to Transportation.	Shelly Seyler, Transportation and Sustainability Department	Information
<b>7. Department &amp; Regional Transportation Updates</b> Staff and Commission members will provide	Transportation and Sustainability Department Staff	Information

information on relevant meetings and events.		
<b>8. Future Agenda Items</b> Commission may request future agenda items.	Amanda Nelson, Commission Chair	Information

According to the Arizona Open Meeting Law, the Transportation Commission may only discuss matters listed on the agenda. The city of Tempe endeavors to make all public meetings accessible to persons with disabilities. With 48 hours advance notice, special assistance is available at public meetings for sight and/or hearing-impaired persons. Please call 350-4311 (voice) or for Relay Users: 711 to request an accommodation to participate in a public meeting.



**Minutes**  
**City of Tempe Meeting of the Transportation Commission**  
**May 14, 2024**

Minutes of the meeting of Tempe Transportation Commission held on Tuesday, May 14, 2024 at 7:30 a.m. via Webex and at the Tempe Transportation Center located at 200 E. Fifth Street, Tempe AZ 85281.

**(MEMBERS) Present:**

JC Porter

Paul Hubbell

David Sokolowski

Stevie Milne

Pam Goronkin

Dawn Hocking

Amanda Nelson

Peter Schelstraete

David King

Kelsey Files

Jacob Cox

James Dwyer

**(MEMBERS) Absent:**

Claire Lauer

Robert Miller

Jonathon Bates

**City Staff Present:**

Shelly Seyler, Deputy Transportation & Sustainability Director

Sue Taaffe, Senior Management Assistant

Cathy Hollow, City Traffic Engineer

Eric Iwersen, Transportation and Sustainability Director

Abel Gunn, Transportation Financial Analyst

Keith Burke, Deputy City Manager

Morgan Kennedy, Neighborhood Services Specialist

Mary Kate Nacke, Public Information Officer

Chase Walman, Principal Planner

Tom Duensing, Chief Deputy City Manager

Sam Stevenson, Transit Manager

Shauna Warner, Neighborhood Program Manager

Lyle Begiebing, Transportation Planner

Mike Hayes, Lieutenant

Kip Carroll, Transportation Maintenance Manager

Dan Filippino, Senior Transportation Planner

Liz Mieth, TS Services Specialist

**Guests Present:**

John Federico

Anthony Strait

Commission Chair Amanda Nelson called the meeting to order at 7:31 a.m.

**Agenda Item 1 – Public Appearances**

None

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**Agenda Item 2 – Minutes**

Amanda Nelson introduced the minutes of the April 9, 2024 meeting of the Transportation Commission and asked for a motion for approval.

**Motion:** Commissioner Pam Goronkin

**Second:** Commissioner Kelsey Files

**Decision:** Approved by Commissioners

JC Porter

Paul Hubbell

David Sokolowski

Stevie Milne

Pam Goronkin

Dawn Hocking

Peter Schelstraete

David King

Kelsey Files

James Dwyer

Amanda Nelson

**Agenda Item 3 – 2024 Tempe Bike Hero Award**

Shelly Seyler provided an overview of the award criteria, and Commissioners were provided the list of Bike Hero nominations for 2024.

Discussion included the merits of the McClintock High School Bike Club and the Broadmor Bike Bus.

A motion was made to select both the McClintock High School Bike Club and the Broadmor Bike Bus as the 2024 Bike Heros.

**Motion:** Commissioner Pam Goronkin

**Second:** Commissioner JC Porter

**Decision:** Approved by Commissioners

JC Porter

Paul Hubbell

David Sokolowski

Stevie Milne

Pam Goronkin

Dawn Hocking

Peter Schelstraete

David King

Kelsey Files

James Dwyer

Amanda Nelson

**Agenda Item 4 – Available public and ADA parking spaces in downtown**

Anthony Strait with DTA provided an update on downtown Tempe public parking allotment. Topics included:

- Program overview
- Locations
- Total number of parking spaces
- Types of parking spaces
- Utilization

Discussion included utilization of parking garages pre-Covid, on street parking, ADA van parking and long-term vs. short-term parking.

**Agenda Item 5 – Protected Bike Lanes**

Cathy Hollow provided a verbal update on how the City determines when and where to add protected bike lanes. Topics included the different types of bike lanes including:

- Buffered
- On street
- Separated
- Multiuse paths

Cathy mentioned that all projects are prioritized differently based on budget, maintenance issues, right-of way, coordination with future paving projects, and projects identified in the Transportation Masterplan.

Discussion included how more bike facilities can include buffered or protected elements, Rural and Terrace bike crossing and the College Avenue candlesticks.

#### **Agenda Item 6 – Department & Regional Transportation Updates**

Shelly Seyler announced that Kip Carroll has been hired as the Transportation Maintenance Manager.

#### **Agenda Item 7– Future Agenda Items**

Commissioners requested an update on Prop 479. The following future agenda items have been previously identified by the Commission or staff:

- June 11
  - Proposed Speed Limit Changes
  - CIP Update
  - Streetcar Extension
- July 9 - Cancelled
- August 13
  - Back to School Campaign - Neighborhoods and PIO
  - Terrace and Rural Intersection
  - Discussion about possible joint meeting with Sustainability Commission
- September 10
  - Vision Zero Update
  - TMA/TDM, Personal Delivery Devices
  - College and University Underpass Project
- October 8
  - Transit Prioritization Strategies
- November 12
  - Annual Report
  - 2024 Transportation Survey Results
  - Transportation Master Plan & Transportation Equity
- December 10
- January 14
  - Commission Business
- February 11
- March 11
- April 8
- May 13
- TBD: Alameda Drive Streetscape Project (before and after) & Speed Data

The next meeting is scheduled for June 11, 2024. The meeting was adjourned at 8:13 a.m.

Prepared by: Sue Taaffe

Reviewed by: Shelly Seyler

# MEMORANDUM

**TO:** Transportation Commission  
**FROM:** Catherine Hollow, City Traffic Engineer, 480-350-8445  
**DATE:** June 11, 2024  
**SUBJECT:** Proposed Speed Limit Changes  
**ITEM #:** 3



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## PURPOSE:

The purpose of this memo is to provide the Commission with the public involvement process and results for the proposed speed limit changes on four corridors.

## RECOMMENDATION OR DIRECTION REQUESTED:

Staff is asking for approval to implement speed limit changes in four corridors.

## CITY COUNCIL STRATEGIC PRIORITY:

- Performance Measure 3.26 - 20 Minute City
- Performance Measure 1.08 – High Severity Crash Reduction

## BACKGROUND INFORMATION:

Different types of speed limits:

- **Statutory Speed Limits:** set by state statutes, enforceable even if not posted (15 mph, 25 mph or 65 mph)
- **Posted Speed Limits:** set by State statutes or local ordinances: sign posted to be enforceable
- **Special Conditions Speed Limits:** school zones, work zones, and variable speed limits and advisory speeds

The primary purpose of speed limits is to enhance safety by reducing risks imposed by drivers' speed choices. The intent is to reduce disparities in speeds and reduce the potential for vehicle conflicts. Considerations include adjacent development and function of the roadway.

The proposed changes match the speed limits to the adjacent roadside culture. The roads and the land uses have changed over the years. The proposed changes will serve to "right size" the speeds.

The presentation included maps, existing conditions, and considerations used to develop the proposed changes.

## Public Input:

Residents were notified of the public meeting held on May 15 via:

- Direct Mailer sent to residents within ½ mile of each corridor
  - Brief overview of proposal
  - Details on public meetings
  - How to provide comments
- Social Media
- Emails sent to Tempe Forum, neighborhood contacts, boards and commissions inviting them to attend the meeting or provide comments
- Project Webpage [tempe.gov/speedlimits](http://tempe.gov/speedlimits)

There were 112 responses received of which 75% support the changes, 22% do not and 3% were not sure.

Next steps:

June 20: Present public comments to Council

If Council provides direction to move forward with the changes:

- Two public hearings
- 30 days after second hearing changes can be implemented

**FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:**

Signs will be removed and replaced. Funding will come from Transportation Operations.

**ATTACHMENTS:**

PowerPoint

Summary of Public Comments



# PROPOSED SPEED LIMIT CHANGES

## Public Comment Summary

Transportation Commission

June 11, 2024



# Project Timeline



Asking for Council Action to Proceed with the Proposed Speed Limits

# Why Are Speed Limit Changes Proposed?



- Staff is “right sizing” the speeds to match what is happening in the area.
- Roadway functions can change over time.
- Speeds should match the adjacent roadside culture.

# City Council Priorities

- Performance Measure
  - 3.26: 20-Minute City
  - 1.08: High Severity Crash Reduction



Safe & Secure  
Communities

# Proposed Changes



- **Mill Avenue:**

- Reduce the 45 mph speed limit to 35 mph at the north end to match the speed limit over the bridge
- Also reduce the 40 mph speed limit to 35 mph from south of University Dr to Broadway Rd



- **College Avenue:**

- Reduce the 35 mph speed limit to 30 mph from the north City limit to Curry Rd



- **First Street:**

- Reduce the 35 mph speed limit to 30 mph from Ash Ave to west end



- **Southern Avenue:**

- Reduce the 45 mph speed limit to 40 mph from 48<sup>th</sup> St to the RR tracks providing a consistent speed limit on Southern across the City

# Public Outreach

- Direct Mailer
- Social Media, Eblasts, and Press Releases
- Emails
- Project Webpage
- Public Meetings

# Direct Mailer & Emails

Direct mailer sent to residents within ½ mile of each corridor

Mailer included:

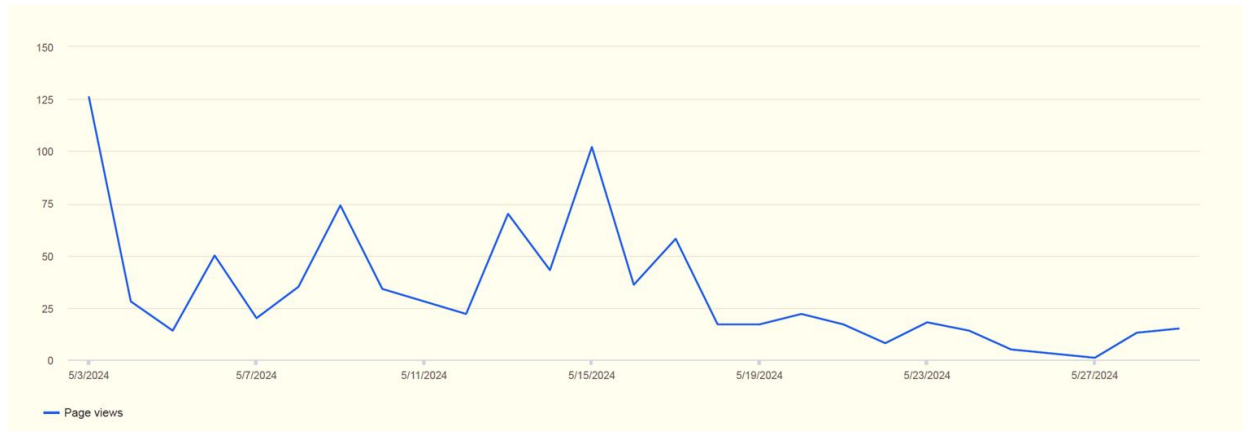
- Brief overview of proposal
- Details on public meetings
- How to provide comments

Email notifications sent to Tempe Forum, neighborhood contacts, boards and commissions inviting them to attend the meeting and/or provide comments

# Project Webpage

Webpage was established to provide details of the proposal. Visitor numbers are as follows:

- **808** site visits
- **882** page views
- **635** unique visitors
- **157** returning visitors





# Public Meeting

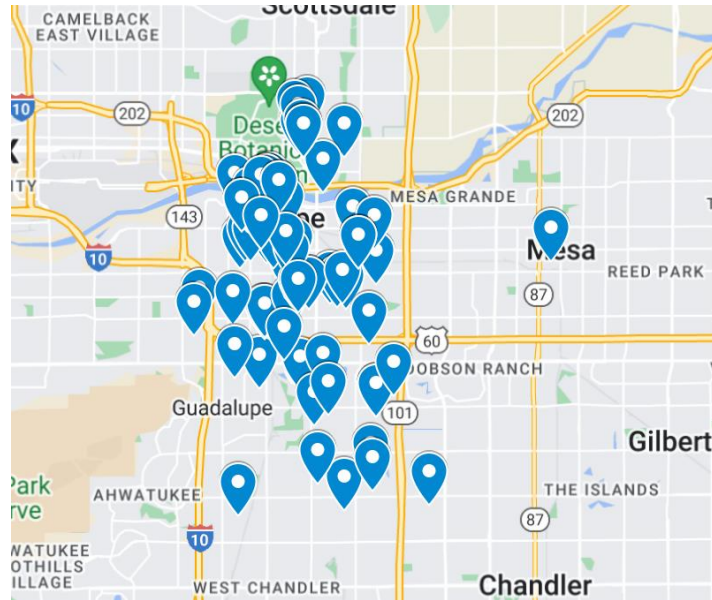
Public Meetings were held on May 15, 2024

- Virtual meeting at 12 noon  
18 attendees
- In-person at 6 pm at the Library  
22 attendees

# Responses

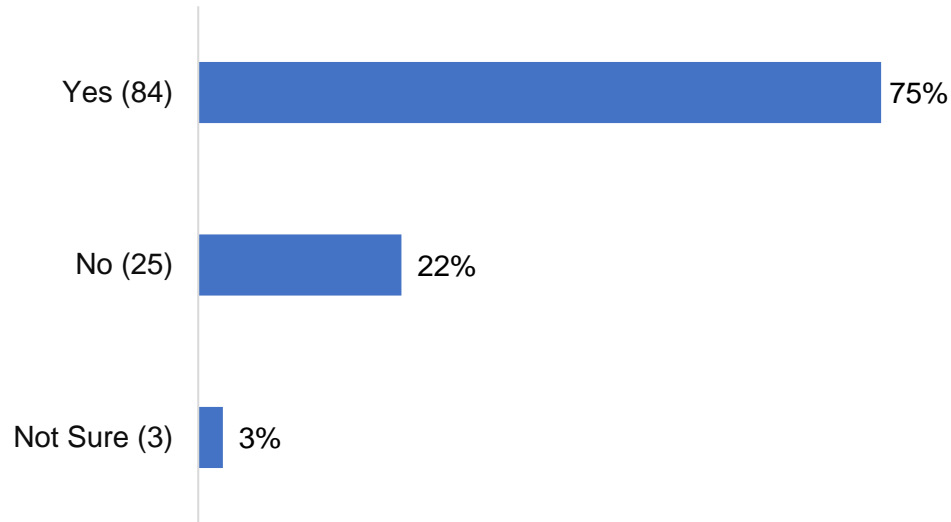
There were 112 responses received of which 83 provided addresses.

Responses were from across the City as shown in the map below:



# Responses

QUESTION: DO YOU SUPPORT THE PROPOSED SPEED LIMIT CHANGES?



The results indicate a clear **majority** in support of the proposal. A number of residents provided comments which are included in your packets.

# Next Steps



## June 20: Present public comments to Council

If Council provides direction to move forward with the changes:

- Two public hearings (Aug. 26 and Sept. 19)
- 30 days after second hearing changes can be implemented



## Proposed Speed Limit Changes Public Input Summary May 2024

### Contents

- I. [Background](#)
- II. [Outreach](#)
- III. [Survey Results](#)
- IV. [Emails](#)
- V. [Phone Messages](#)

### **I. Background**

The City of Tempe is exploring changes to speed limits on four roadways: Mill Avenue, College Avenue, First Street, and Southern Avenue. The proposed adjustments aim to match the function of the roadway and better reflect the current character of these corridors.

The intent is to reduce disparities in speeds and reduce the potential for vehicle conflicts. Considerations include adjacent development and function of the roadway. The proposed changes match the speed limits to the adjacent roadside culture. The roads and the land uses have changed over the years. The proposed changes will serve to “right size” the speeds.

#### **Proposed Changes:**

- Mill Avenue: Reduce speed limit from 45 mph to 35 mph at the north end, matching the speed limit over the Town Lake bridge. Additionally, reduce the speed limit from 40 mph to 35 mph south of University Drive to Broadway Road.
- College Avenue: Reduce speed limit from 35 mph to 30 mph from the north City limit to Curry Road.
- First Street: Reduce speed limit from 35 mph to 30 mph from Ash Avenue to west end.
- Southern Avenue: Reduce speed limit from 45 mph to 40 mph from 48th Street to the railroad tracks, creating a consistent speed zone across Tempe.

Two public meetings were held for the Proposed Speed Limit Changes 2024 project during the month of May:

- May 15 from noon to 1 p.m. on Zoom with 18 attendees. The recorded video online has had 38 views and can be found [here](#).
- May 15 from 6 to 7 p.m. at the Tempe Public Library, Desert Willow Room, 3500 S. Rural Road, Tempe, AZ 85282 with 22 attendees that signed in.

Additionally, a survey was available online at [tempe.gov/Forum](https://tempe.gov/Forum) from May 15-29, 2024 to gather feedback on the proposed concepts. This survey received a total of 141 visitors and 112 responses.

## II. Outreach:

Several methods were used to provide information to the public and stakeholders regarding the project, meetings and opportunities for input.

### Direct Mailer

A direct mailer was sent to residents within a ½ mile of the project area within each proposed segment of the project. The boundaries were:

- Mill Avenue: University Drive to the north, College Avenue to the east, Broadway Road to the south and Hardy Drive to the west.
- College Avenue: North to the city limits, Scottsdale Road to the east, Curry Road to the south and College Avenue to the west
- First Street: Rio Salado Parkway to the north, Ash Avenue to the east, University Drive to the south and 48<sup>th</sup> Street to the west.
- Southern Avenue: 23<sup>rd</sup> Street to the north, Kyrene Road to the east, US60 to the south and 48<sup>th</sup> Street to the west.

The direct mailer included a brief overview of the project and details on how to attend the public meeting and provide comments.

### Social Media, Eblasts and Press Release:

Click on hyperlinked dates to read comments on posts



[5/13/24](#)- Public meeting reminder

- Reach/Impressions: 1,623
- Engagement: 6

[5/16/24](#)- Public comment reminder

- Reach/Impressions: 1,096
- Engagement: 6



[5/13/24](#)- Public meeting reminder

- Reach/Impressions: 517
- Engagement: 15

[5/16/24](#)- Public comment reminder

- Reach/impressions: 531
- Engagement: 22



5/13/24- Public meeting reminder (Story)

- Reach/Impressions: 328
- Engagement: 3



[5/3/24](#)-Press release

- 2,798 emails sent, 42% open rate, .9% click rate

[5/9/24](#)-Press release correction and reminder

- 2,799 emails sent, 39.6% open rate, .5% click rate

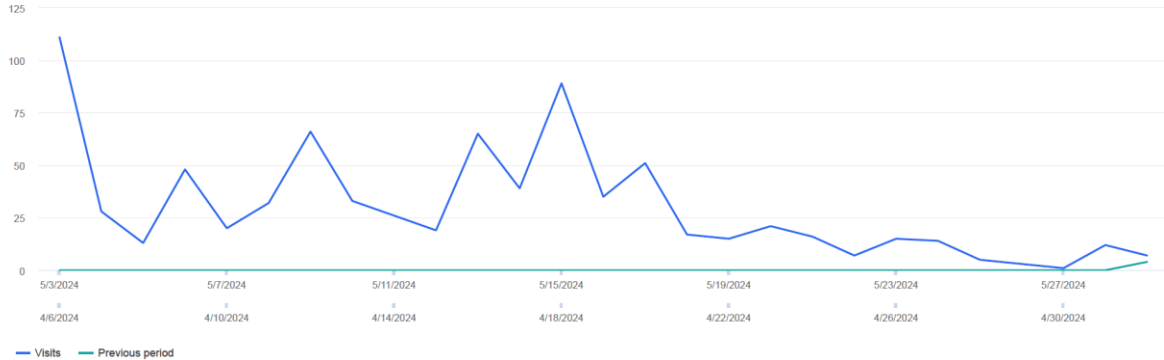
### Emails

A notification email was sent to Tempe Forum subscribers, neighborhood contacts, and relevant Boards and Commissions inviting them to attend the meeting or to comment online.

## Project Webpage

The project [webpage](#) was updated continuously and included information about the project, the date and access information for the public meeting and online comment information.

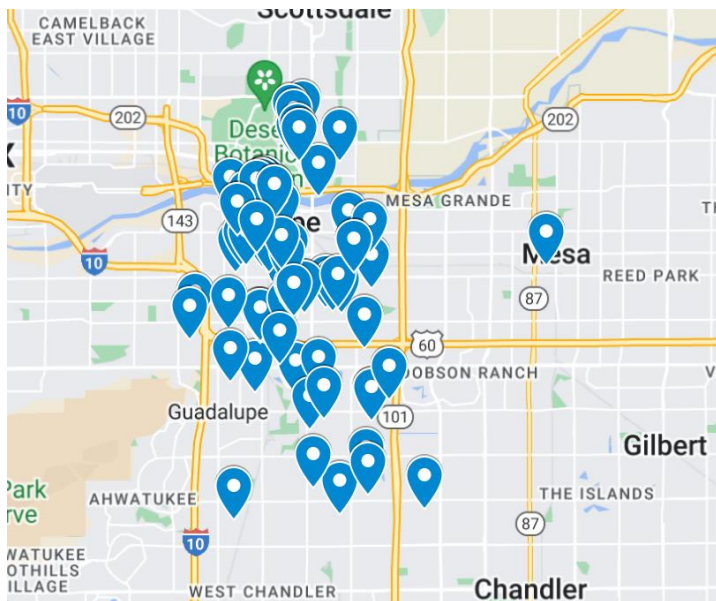
Website Analytics: /SpeedLimits from 5/3/24 – 5/29/2024



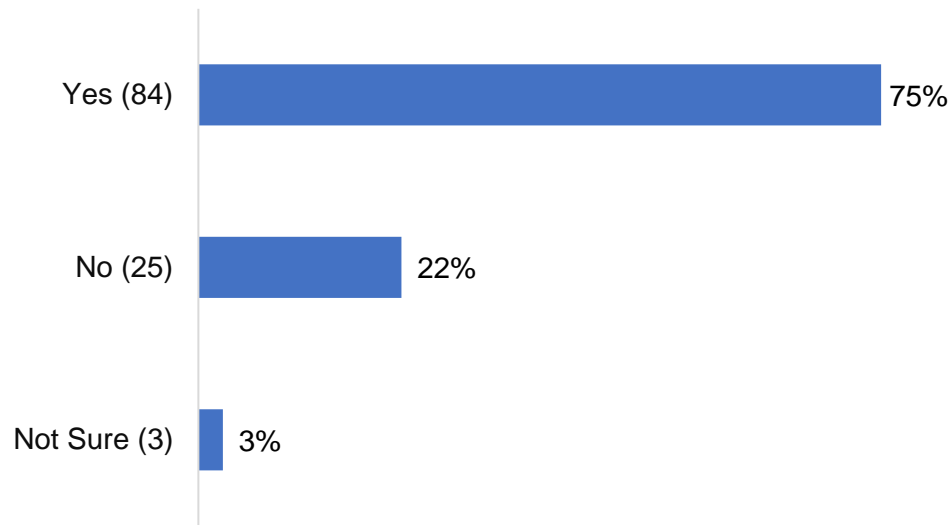
- **808** site visits
- **882** page views
- **635** unique visitors
- **157** returning visitors
- **81.19%** bounce rate

## III. Survey Results

The survey was available online at [tempe.gov/Forum](https://tempe.gov/Forum) from May 15 – 29, 2024 to gather feedback on the Proposed Speed Limit Changes 2024 project. A total of 83 respondents in Tempe provided an address.



## 1. Do you support the proposed speed limit changes?



Responses: 112

## 2. Please share why are why not:

### Yes responses:

1. Also, Apache Rd from Mill Ave to McClintock needs to slow down! Heavy with pedestrians from light rail, students, and bike riders. They often do not use crosswalks or pay attention to traffic (earbuds).
2. There are too many wrecks! Because no matter what is on the Speed Limit Sign, people are driving 10 -15 miles over the limit. If you drive 1 - 5 miles over the limit, you get tailgated or honked at. I am very concerned about pedestrians and bike riders.
3. By the way, you can reduce the limit all you want, but if you do not enforce it, it won't make a difference!  
Paradise Valley has mobile speed cameras that move to various locations and they are a big deterrent to speed demons. It works!
2. Absolutely. All main roads should be at a max of 35, non-main roads should be 25-35mph. Please consider making Miller Rd and Curry Rd in North Tempe 30mph or less. Also, ENFORCE is imperative, without it then the change is useless. Start ticketing people for speeding and make protecting pedestrians, children, and cyclists. Right now people drive well over 60mph everywhere and there is endless street racing in North Tempe, especially on Mill Ave, College Ave, Miller Rd., and Curry Rd.
3. All this without considering Mckellips in Tempe between Scottsdale and college is a 40(!). Why change college if leaving Mckellips that dangerous. No bike lane, no buffer, dangerous to walk and bike. Please include if serious about north Tempe.
4. Although some people believe the speed limit reduction is just a cop out for lack of law enforcement, I believe it is the first step, and am for reducing speed limits in all the proposed locations, especially on Southern Avenue where I live. At 48th Street Southern Avenue people coming eastbound from Phoenix, by time they get to Priest Drive can be doing 50 to 60 miles an hour or better. When they get to Kyrene the



speed limit drops to 40 mph. I believe that we need to have a consistent 40 from the Tempe border at 48th Street East in Southern to the Price Road and freeway .No that won't deter the person who is intent on speeding for whatever reason, but at least it's a start. I would also highly recommend having the Special Enforcement Motorcycle Squad Patrol Southern Ave, for at least a couple of weeks so people get the hint that this is going to be taken seriously. Night time is especially dangerous because then we have the street racers out and we already had one fatality on Southern Avenue from a racer going I believe well in excess of 100 mph. I am totally for reducing speed limits in the areas that have experienced growth or change, please take my comment as an absolute positive yes.

5. As a cyclist and Tempe resident, I support reducing the speed limits. According to the US Department of Transportation, mortality rates increase to 50% chance of death when being struck by a car going 42mph. Compared to 25% chance of death when being struck by a car going 32mph. "For bicyclists, 62% of deaths with reported speed limits were on roads where the legal speed was 40 mph or more, the most common speed limit for the striking driver in a crash that killed a person biking was 45 mph." Although some people will still speed, the majority of individuals will be going the new speed limit and have an overall reduction of cyclists and pedestrians killed by vehicular collisions. Link for supporting data - <https://data.bikeleague.org/new-nhtsa-data-speed-data-shows-lethal-legal-speed-limits-involved-in-most-pedestrian-and-bicyclist-deaths/>
6. As a cyclist, I feel that it makes the streets safer
7. As a person who lives in downtown Tempe I support these changes as it makes me feel safer. I walk and bike around town and would love the feeling of safer traffic laws. Not only would it help with safety but it would also help with noise reduction. this is an area with lots of housing and it would hopefully improve the quality of life for all who live here.
8. As someone who bikes and walks along several of these routes (Mill ave, 1st street, college), I fully support these changes. There are a lot of pedestrians, cyclists, and scooters in these areas, as well as pets and kids. We need to make our roads safer for everyone and this will help do that.
9. As the city becomes more populated, and more walkable, safer speeds are necessary.
10. Consistency in speed limits helps the drivers to not have to pay attention to when the speed limit changes if it is always the same for certain sections. Lower speed limits are always a good idea where there is a lot of pedestrian and bike traffic, around the university and schools.
11. Drivers are usually driving above the speed limit so let's lower it. The other day I was on the mill ave bridge and two cars were above the posted speed limit.
12. Excessive speed takes place daily on College Ave. I follow the 35 mph speed limit and invariably if there is a motorist they will tailgate !!! It happens everyday. How about installing speed bumps between Continental and McKellips?
13. Good first step to reducing crashes and unnecessary deaths and injuries in Tempe. Our streets are for all of the people - not just those who drive cars. Why should someone's commute matter more than the safety on that street?
14. High speed vehicles are big source of danger for everyone - pedestrians and bicyclists, but also other vehicle drivers.

15. I am a cyclist who has been hit three times in Tempe while following the law and being astute and aware. Any traffic calming measures have a potential to reduce the likelihood of this reoccurring.
16. I believe these changes will have a negligible affect on individual drivers while making these streets safer and less stressful for pedestrians, cyclists and other non-motorists. While speed limit changes can be ineffective compared to changing street design, I hope this signals that we need to reduce speeds and create an environment that is and feels safer for those outside of cars.
17. I believe these will make the streets safer for cars as well as pedestrians and bikers. There is more mixed use of these streets and I believe lowering the speed limit will reduce the number of accidents. Of course the speed limits will only be useful if they are enforced on a regular basis.
18. I bike on the roads in this area and I feel safer with reduced motor vehicle speeds.
19. I do support it because I live at 2609 W. Southern in Contempo Senior mobile home park and it's really crazy trying to exit the park. It's even dangerous once you exit and the people come flying on Southern. It would be nice if it could even drop down to 35 but realistically, I don't think that will happen
20. I frequently ride my bicycle in Tempe. These lower speed limits will not only be safer, but will make the city calmer and more pedestrian/bicycle-friendly. The Mill Avenue bridge, in particular, is one of the main corridors to Papago Park for bicycles, joggers, and pedestrians. With the current speed limit posted at 45 on the north end, northbound drivers speed up as they cross the bridge, often giving it the feel of a freeway bridge. Similarly, southbound drivers often approach the bridge too fast. This area is a prime candidate for speed enforcement - speed cameras would be a great idea. I once lived at McKellips and College. College Ave in that area also sees a lot of pedestrians. The time difference between driving north from Curry to Continental at 35mph vs 30mph is 22 seconds, and this would likely be regained by building the proposed roundabout at McKellips. These proposed lower speed limits (combined with speed enforcement) would advance the city's goal of making Tempe safer and more pedestrian and bicycle friendly.
21. I live in Marlborough Park and want further reductions in speed limits, installation of crosswalks and signage, and construction of physical barriers (speed bumps or a speed table at every crossing point) to reduce speeds. A child was hit on this road last year and cars speed down the road so fast, it's unsafe for children to walk on the side walk.
22. I moved here in 2021. One of the first things I noticed was that the speed limits in general feel too fast given the activities going on around the streets. We should support people getting out and walking, running, or biking. Faster moving cars is a deterrent to that.
23. I support speed limit changes that are reasonable and meaningful. Reasonable meaning they fit the road classification, and that road physically supports that posted speed limit (PSL) and meaningful if they are set based on a quantitative process that involves reviewing speed and crash data using Federal Highway Administrations (FHWA) USLIMITS2 and that speed fits the speed which 85% of drivers will drive at which is typically the PSL + 5 to 12 mph over (depending on the PSL and the type of road) it which is under the typical enforcement threshold of 11 to 12 mph or more over.

Pace speed is also important on long arterials which do not have an interruption (traffic signal). Research has indicated (refer to 2003 NCHRP 504 Design Speed, Operating Speed and Posted Speed Limit Practices), contrary to what many believe, that the PSL is the only independent variable that influences drivers speed behavior if there is a reasonable level of enforcement that reinforces that. In support of these speed limit changes I believe the City of Tempe needs to adopt a systematic and scheduled speed enforcement program that rotates through all the City's streets to help promote reasonable speed behaviors by drivers. This would include setting up set speed enforcement stations on key arterial roads that include a static speed limit sign following by a dynamic speed feed-back sign followed by a police civil traffic enforcement station that is shaded, but very visible to approaching motorists. Note that the University of Arizona CATs did a study of these sorts of set ups for the Pima County DOT and it was found these stations are very effective and efficient in promoting reasonable driver speed behaviors that helps reduce the severity and occurrence of speed related crashes. I highly recommend that Tempe set up a similar program that would include some before and after studies that help better define this approach as a part of the Vision Zero goal. Roundabouts and raised speed table crosswalks should be used on other minor arterial and collector roads to help reinforce reasonable speed behaviors on those roads. Note that I do not support zero tolerance on speed enforcement or safety zones. I think that is a waste of resources, sends the wrong message, and does not conform to speed enforcement practices. What we are looking for is reasonable speed behaviors that help reduce crash potential and risk. That needs to be applied to all roads equally and without bias. Cherry picking out roads for special enforcement typically is an excuse that hides the fact that the road design is the problem but deflects the blame to the driver and road users without addressing the real problems. Scottsdale Road in north Tempe is a great bad example of this. What is needed on this road is an access control median that is continuous down the entire road that only allows left turns at the signals and perhaps some mid-block locations and better street lighting and perhaps a couple of mid-block HAWKs. A physical improvement like would make this section of road safer. I believe that a series of raised mid-block speed tables need to be placed on College to help reinforce this proposed speed limit change. A couple of speed enforcement stations might be worth considering as well. Especially for the southbound segment that goes into the curve that catches crashes from time to time. Additionally, it might be worthwhile to narrow the traffic lanes to 11 feet.

24. I support the changes, but this is a car-centric solution to a pedestrian safety issue. Please add more dedicated areas for safe pedestrian crossing on streets like 1st Street.
25. I support the lowering of the speed limits on 1st Ave. As someone you rides a bike or walks along 1st Ave. daily to get to stores, shops, and the ASU campus this change would help me feel safer on my walks and bicycle rides along this street. One additional item that would also help along with the speed limit reduction on 1st Ave., would be the addition of a east/west running cross walk at the intersection of 1st Ave. and S Farmer Ave. this intersection is highly used by pedestrians daily and with the semi blind corner to the north as drivers come on to Farmer Ave from Rio Salado it makes it challenging and somewhat dangerous to cross that intersection with no stops

signs either for cars traveling north/south on Farmer Ave. A simple cross walk like the one that runs north/south along the western part of the intersection would help out. Its just an added stress each day to cross that intersection east/west as drivers aren't sure what to do because of no cross walk or signs. The side walk is already setup to accommodate pedestrians crossing as it as indentations or ramps going up and down to help those will disabilities but no cross walk. Thank you for your time and help!

26. I support the proposed speed limit changes as it will make our streets safer for all drivers, cyclists, and pedestrians. A change in speed by 5-10 mph in high traffic areas could mean the difference between a fatal or non-fatal accident.
27. I think speed limits around the city should more closely align with the vision zero recommendations for pedestrian safety throughout the city. With that said, the street design and configurations need to align with the posted speeds. For example, the 1st street intervention to lower the speed from 35 to 30 is a nice first step, but the current 85th percentile speed (speed at which 85% of drivers will operate their vehicles) for a straight and flat street with a width of 11' (measured on 1st street) is 43 mph (per <https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/>). This means that even with the posted speed at 30 mph, 15% of drivers will operate there vehicles at speeds exceeding 13 mph over the posted speed. I believe that the city needs to provide street designs that bring the posted speed, design speed, and 85% percentile speed more closely aligned. By only changing the posted speed, the city indicates that excessive speeds is primarily a user issue. I believe the city should take responsibility for street design, and rather than just change posted speeds or increase police ticketing, should design the streets for the speeds desired. This will greatly improve walkability (by increasing the perception of safety), community character (by providing the "right size" speed for the area), and reduce community risk (lower speeds equals less deaths). I think this is an excellent first step, but would be a complete failure if it is the last step.
28. I would STRONGLY support a speed limit decrease of 5 mph on ALL arterial streets in Tempe.
29. If Tempe wants to be a more pedestrian friendly city, lower speed limits makes it safer for everyone. Car drivers included.
30. I'm fully geared up for the proposed speed limit reductions! It's a wheelie good idea:
  1. Safety First: Pump the brakes! Studies show that lowering speed limits by just 5 mph can reduce crash rates by 17% and fatal crashes by up to 34%. Slower speeds save lives, especially for pedestrians and cyclists. Let's put the brakes on dangerous driving and protect our community.
  2. Protecting Vulnerable Users: Lower speeds mean safer streets for everyone, from kids biking to school to seniors out for a walk. Our streets should be a haven for active transportation enthusiasts. Let's give them a safe lane to ride in!
  3. Curbing Drag Racing: As a townhome owner with a property directly on 1st St, I'm seriously tired of the late-night drag races. Reducing speed limits can help pump the brakes on this reckless behavior. A little speed reduction goes a long way in making our nights quieter and safer.
  4. Improving Road Design: Speed reductions are just the first step. As a follow-up, I hope we can pedal towards modest changes to road geometry and traffic calming measures on these roads. This will help bring down the 85th percentile speed for

vehicles and create streets designed for safety.

Slowing down for speed limits isn't just about reducing crashes; it's about fostering a culture of respect for all road users. Let's make our streets safer for everyone, from the fastest cyclists to the slowest pedestrians.

31. Increased speed kills people on and outside automobiles. Slower speed limits encourage residents to use active transportation options due to its safety
32. It makes sense to match the speed limits across these roads.
33. It'll make our community safer and more enjoyable for pedestrians, cyclists, etc
34. It's mainly in the streets where bikers and pedestrians are a lot, so it will be safer
35. I've been a homeowner on 1st street since 2005 and have a view of the street, the number of people that recklessly speed down this road is appalling. I'm amazed that nobody has crashed through the Culinary Dropout building yet. We need speed control measures (humps or bumps) in addition to a reduced limit, something similar to what has been done on Hardy would be a good fit. Enforcing traffic laws does not seem to be a priority of Tempe PD any longer so I'm doubtful that changing the limit alone will change speeder behavior.
36. I've seen a number of accidents in Tempe and reducing speed limits might help.
37. Lower speeds mean safer roads for all.
38. Lower speeds will help make our streets safer.
39. Lower vehicle speeds reduce the frequency and severity of crashes and make streets safer for all.
40. Lowering speed limits across all studies shows to lower fatalities in biking and pedestrian accidents as well as vehicle to vehicle accidents.
41. Lowering speed limits is important to enabling multimodal transport. The downtown district in any city should be welcoming to pedestrian, bicycle, and other non-car transportation
42. Lowering the speed limit will help reduce unsafe driving conditions. Additionally the city should strongly look at calming measures along 1st st. I own property on 1st st and it often turns into a drag strip, making dangerous to bike, walk or drive.
43. Makes everyone safer, makes driving less stressful, makes life easier & less harrowing & stressful for people not in cars
44. Multi-ton vehicles moving at high speeds are a hazard to everyone and everything in the area, including local residents, pedestrians and cyclists, and the occupants of those vehicles. While high speed thoroughfares have a place in certain contexts, local roadways are not among them.
45. My family lives in the Marlborough Park neighborhood with two small children and frequently walk down -- and attempt to cross -- College Avenue. We walk south from the neighborhood toward the Tempe Women's Club Park Playground and north toward Evelyn Hallman Park. I believe the reduction of the speed limit to 30 mph is INADEQUATE. In addition to further reducing the speed limit, the city should construct a crosswalk and a physical speed table (or other physical infrastructure to reduce speeds) at the intersection of College Avenue and N. La Rosa Drive (and at other frequent crossing points) to allow for families and kids to cross College Avenue and more safely walk along College Avenue. Currently, cars frequently travel far above the existing 35 mph speed limit, which creates a dangerous environment for pedestrians and bicyclists. While a reduction in the speed limit to 30 mph might be a small step in

the right direction, it will not prevent cars from speeding on College Avenue. This has already proved to be a dangerous corridor for kids in the neighborhood and those attending Tonalea Middle School, including an incident in 2021 when a child was hit by a car (<https://www.abc15.com/traffic/tempe-pd-child-struck-by-car-taken-to-hospital>).

46. Pedestrian and cyclist safety
47. Pedestrians safety should be prioritized. Tempe's roadways can be extremely hostile due to speed and poor road design.
48. People drive insanely too fast all around this city and especially on these roads, so yes, I support these changes.
49. Public safety will improve.
50. Reduced speed helps make our city safer for all.
51. Reduced speed in high-use areas sounds like a great idea and will make the streets safer for bikes, scooters, and pedestrians.
52. Reducing the speed limits saves lives. In order for Tempe to be part of vision zero we need to slow down.
53. Residential density has gone unchecked by the Tempe City Council and has increased the volume of traffic on our streets, creating dangerous conditions that may be addressed through speed limits and traffic calming.
54. Right sizing the speed limit on all these roads is very needed, please pair with friction and traffic calming design measures to complement the speed limit changes
55. Slower speed limits save lives, these changes include bicycle corridors that should absolutely have a lower speed limit. Enforcement should also be a priority.
56. Slowing down the traffic on each of these roads is the right thing to do! I do have one caveat: I don't think the speed limit southbound of University on Mill is going to work without addressing the lanes. Please, please, please, combine the speed limit change with closing of the westmost lane to traffic. Right now, the three lanes serve as a race start. Traffic moves rapidly from one lane through all of downtown to two lanes south of 7th Street to three lanes south of University. Traffic blasts off the line at the light and races to the open third lane to beat the next lights. Really crazy is the fact that the bike lane disappears and bikes have to ride in the west lane with cars, just as they jockey for the same lane. One of the most dangerous bike moments in the city! Then, the bike lane begins again around 12th Street, after Mill splits into Apache and Mill. This "Death Race" will continue until the third lanes is closed. There is really NO reason to have it. It would be very low cost to convert. Just continue the bike lane/parking setup that is through all of downtown on Mill. Just extend it south of University and connect it to where the bike path starts again at 12th. If metered parking were against the curb, that would be an additional revenue source for the City. This would be really easy to do and would make the new speed limit more likely to be observed. IMHO :-). Thank you!
57. Speed limits save lives and make me feel safer and more comfortable walking around town. Mill is a really busy part of town with people out and about, especially for night life. I think we'd all be more comfortable if it didn't feel like we were standing next to a highway. Please follow up with enforcement and road changes that make people drive slower.

58. Speed limits should be reduced in accordance with the changing transportation landscape, as mentioned by city officials. Additionally, all mode users have the right to feel safe on our road network, and reducing speed limits will help with this.
59. Speed poses minimal benefits to commuting time by car, but poses increased risk and fear for cyclists and pedestrians. In lieu of proper protected bike lanes, reduced speed will make cyclists and pedestrians safer and more comfortable.
60. Standardizing speed limits will help drivers move more consistently along these corridors.
61. Still not slow enough. Under 25 mph would save lives.
62. Tempe speeders are out of control. The city has become very dangerous to cross streets, especially around ASU campus, despite the walk sign being quite visible. Apart from changing the speed limits, ASU Police and Tempe Police need to crack down on the speeder as otherwise changing the speed limits will not change anything.
63. Thank you for following the research that supports lowering speed limits in prevention of serious and fatal accidents. Contrary to what people think may happen, lowering speed limits and narrowing streets can actually reduce congestion. Cars have the option of using the 60, 101, etc for faster travel; streets such as Southern provide access to businesses and services, which necessitates lower speeds. Our streets need to be safe for all people, including those not in cars.
64. This is around my area of commute when I ride in on my bike and it would be helpful for me and make me feel a little safer on the days I do have to ride in.
65. This is the first step needed to make our city safer, we should next look into traffic calming, removing lanes, and pedestrian only streets (mill ave).
66. Those are streets with influx of bikers coming and leaving from ASU. It can be beneficial for the safety of everyone to reduce the speed limit
67. To make it safer for bikers
68. Too many cars, too many people speeding, lots more people, bikes, etc. in the areas. Thank you.
69. Traveling these streets I know they are known to get busy, limiting speed might slow down traffic accidents.
70. Unprotected bike lanes nearby. Close to pedestrian. Would be ok with current speeds if biked lanes were protected and that would be my preferred change to these roads.
71. We attended the Vision Zero meetings in the past and were for the lowering of Speed Limits on Arterial streets. Traffic, and driving in general, is totally out of control by many. Several years later we are still not where we need to be. Other cities starting to get smarter also when it comes to Lowering speeds, and adding more enforcement were necessary. Speed Corridors helping but more needs to be done. When the banners come down, Leave the signage along routes. Our own residents ought to be getting on board with these changes? And for those not obeying rules, several more tickets should help.
72. We live at McKellips and College. Drivers consistently drive fast on both roads, but more specifically, certain drivers will take off from a red light and take it to sixty?-especially going south on College. If we hear actual racing we call the Tempe non emergency number to report it. We'd love to see a round about at College and McKellips or even speed bumps. i.e. Hardy between Rio Salado and University

73. We need reduced speed limits so all mode users feel safe on our streets. These speeds feel way too high for the area as is.
74. We need to slow down speeds in Tempe as part of a Vision Zero strategy. It's essential to public health and public safety.
75. Would prefer consistency along Southern Ave since our community (The Meadows) backs up to it. There is a lot of speeding there, especially late night to early morning. Could also use more police coverage on traffic violations for that reason.
76. Yes on lowering speed limits. Speed puts bike riders in danger. I agreed on more police accountability.

**No responses:**

77. - There are 4 separate sections and you ask "do you support the proposal". How about you ask do you support the first, then the second, then the third, then the fourth. Your question is absurd and makes this survey worthless.  
- This survey has only two questions, the first (do you support), which is absurd as just noted, and a second one asking, "how did you hear about this". Glad you got that second question in to zero in on the really important issue about the speed limit proposal... where people heard about it. This is the dumbest solicitation of input I have ever seen in my life.
78. 3 total lanes allow for slower drivers and for people abiding by the posted speed limit of 45. Reducing the speed limit would cause several people to be delayed, it's unnecessary.
79. 35 on major roadways (Mill Ave) is very low. I support 35 through the most active area but not the change from University to Broadway.
80. As a past employed interstate driver, I noticed people do not time lights like I do. I can already tell this speed limit change would cause you to be stopped at 13th Street red light every time going South down Mill past University going to Broadway. I am always aware on the road (scanning for pedestriains, animals, bicyclists, electric-scooterists) and this seems like a useless and bad change. You cannot fix unaware drivers who are not alert in the first place by changing speed limits. These changes seem like they would be worse in the way that would increase the build up of cars and hinder the flow of traffic even more than it already is. It would be better to install pedestrian signs if that's the problem, but it's not like anybody around here doesn't know that driving through these areas that there is lots of pedestrians. I, myself, have not heard of anybody getting hit by cars around here for a long time and drivers are pretty courteous if they are aware that they are there. I was driving down College the other day, and someone was already going 15 under the speed limit, cars were backed up because of it (this wasn't near the faded painted speed bump portion and funny thing was they were speeding down the residential road before that). It was probably some drunk driver or just somebody who wanted to be a inconvenience to all those drivers going down college (I really don't know). All I know is some people just don't know how to drive with the flow of traffic so it doesn't get congested. I guess they could be more worried about their car maintenance even at such a low speed situation then anyone or anything around them.
81. College Avenue speed limit at 35 seems like the correct soeed



82. During heavy traffic times the speed limit is moot due to the high volume of congestion. When congestion is low a lower speed limit would increase the delta between people who follow the speed limit and those who do not, This delta would also encourage excessive passing making it more dangerous for cyclists.
83. Gridlock in this town is bad enough as it is.
84. I am wondering if a 5mph reduction will "save lives" vs having police officers enforce traffic laws? Being a data driven society, does the data show that a 5mph reduction will impact fatal accidents? A street racer does not care if they reduce speed limits and will ignore a photo ticket. A physical officer will have a more enforceable presence. Reducing the speed limit will also increase emergency vehicle response times as they may only travel 10mg over posted limit responding to an emergency. I have also heard that we are, again, getting photo enforcement. I believe the same sets of issues still exist that caused the termination of the Redflex contract. They sued the city for a million dollars because of lost revenue from people electing to attend class to resolve their tickets and not pay the fines/photo fees. I support the confiscation and sale of street racing vehicles. That, in itself, will eliminate street racing if a few racers lose their cars to auction. To do this, we need officers. That is really the bottom line. I have been a Tempe resident for over 40 years and have seen what works and what does not.
85. I believe the current speed limits are adequate for safety. Enforcement of current speed limits would be helpful.
86. I do not support the change on college from 35 to 30 mph from Continental to Curry Road. I have tested this several times starting at Continental going from 35 down to 30. It appears to be a very unsafe speed because you have cars behind you that are pushing you to speed up since it's only one lane after you get to McKellips. Are you going to post a police officer there all the time, or are you going to, post an unmanned speed camera all of the time? If you don't do this, the drivers along college will absolutely not pay any attention to the 30 mph change. So again it's a very unsafe speed change, in my opinion
87. I don't support it unless at a minimum the speed limit is reduced on McClintock between Baseline and Elliot. Any stretch of road with a bike lane and 45mph speed limit needs to have a speed limit below 45. Give us at least one change South of Baseline. McClintock South of Baseline has a chicane and 6 signalized intersections between Baseline and Elliot in addition for over a mile of that stretch there is also a bike lane. Bicycle riding within just a couple feet of large busses, UPS, FedEx or other large vehicles driving 45 or often times faster is NOT safe. Really the speed limit on a roadway where a bike lane exists the speed limit should be 35 or lower. I would accept 40 as an olive branch. The number of lights, curves in the road and a bike lane are definite changes from the past that justify a speed limit reduction. I am not sure the number of crashes, but I have seen at least 6 bad crashes at McClintock and Guadalupe. This stretch of road is so dangerous the city installed 50 Vision Zero Safety Corridor and Strict Enforcement banners yet no changes to the speed limit. I routinely travel this stretch of road and only saw one police car during the entire time those banners flew. Apologies for any typos or grammatical errors.
88. I drive Ash everyday and I do not see any issues. There are enough signs, pedestrians, speed bumps, and other activity for drivers to be aware of their

surroundings and drive accordingly. No need to force the issue by mandating a lower speed limit.

89. I live next to North College Rd. And have been passed in the bike lane when I was driving the speed limit going south bound. I understand why bicyclists and scooters use the sidewalk instead of the bike lanes. There have been several times I have seen the 25 mile an hour speed limit sign at the sharp curve on the border of the Water Department and the Eisendrath House Property damaged, over the years, from people driving too fast. I have seen and heard the excessive speed. The roundabout to be constructed at College and McKellips will help, but as was suggested by a neighbor, more speed limit signs would also be a help. My suggestion was to bring attention to the new lower speed limits, if adopted, with temporary signage. This could be with a reusable bright reflective frame that could be attached to the permanent speed limit sign. That could be removed after a time and used again, maybe around speed limit signs in safety corridors. The 5 mile an hour reduction along this stretch of North College Rd. would only add a minute or two to someone's commute and would be so much safer for all the pedestrians and bicyclists that use and cross this road!
90. I use southern 50 x a day. There is three lanes for those that would like to drive slower. many of us have jobs that require driving this is just more more obstacle for us to worry about and I don't think it's fair
91. If drivers are going to follow the rules, they will follow them at the current limits. If there is traffic, everyone goes slower anyway because of the number of cars.
92. If the City had not crowded the streets with over building, no change would be needed. Traffic should be able to move at the same speed or faster, in light of newer traffic management techniques. It is ridiculous that the City is so crowded with out-of City employees and the ensuing excessive clientele that now citizens/residentw can no longer drive the established speed limits.
93. One reason is our tax dollars will be used to make new signs. I already disagree with speed cameras which are back that spent our tax dollars. Businesses will suffer because fewer people will be able to move in and out of restaurants on downtown Mill and in the other purposed sections. Congestion will increase in all these areas during rush hour times creating it difficult for residents to get in and out of their neighborhoods or out of store fronts. I already see this daily. Why is the City wanting to change these speed limits? Why is the city always wanting to spend our tax dollars changing things. If it's not broken don't fix it. I live and work in Tempe and honestly don't see anything wrong with these speed limits other than the fact there are drivers that drive way slower like the Waymos which causes issues. There are also drivers that don't understand laws of driving. Maybe the city should enforce driving classes once every 3 years. And how about I get started on some places that have no right on red. This causes ridiculous situations too. One last thing, the left arrow lights heading north & south bound on Mill from 13th to University are so off set some cars sit there when they are supposed to go on regular green because the red arrow looks like it is in the lane. Hire a new civil engineer. Stop trying to fix things that don't need fixed. Spend our tax dollars on things that connect all neighborhoods not just abiding and catering to ASU whom does not pay any city taxes. Educate people on how to drive. Focus on cleaning up neighborhoods and fixing neighborhood streets. Stop catering to ASU & big developers. Thanks for listening.

94. Reduction could lead to an increase in traffic congestion in some areas and this seems like an artificial solution to a non-existent problem in other areas like College between North City limit and Cirry
95. Tempe traffic is already extremely congested. I have no opinion about the other streets, but the speed limit on Southern should NOT be lowered. Most of us just want/need to get where we are going. And the speed limit would NOT be "consistent" on Southern anyway, since there will still be a school zone right in the middle of it. So that excuse is nonsense.
96. The issue is not necessarily the speed limit, it is bicyclist, shooter riders, skateboarder, pedestrians, with many, many times do not think they are required to follow the laws that apply to them. Yes, there are distracted drivers using their cell-phone but so are the bicyclist, shooter riders, skateboarders and pedestrians. Lowing the speed limit is the city trying to say the accidents are singularly the responsibility of automobile drivers. This is just not a sound solution to put the onus on drivers. How about...enforcing the existing speed limit.
97. The speed limit is fine, but lights need to be synchronized for better traffic flow. I am a proponent of roundabouts as appropriate. They naturally slow traffic without the stop and go.
98. The speed should be with the flow of traffic. Artificially lowering speed limits in a manner inconsistent with time of day and traffic on the road just causes more congestion and more potential for tickets that are not predicated on safety but rather used to generate more revenue for the city unfairly. When Mill Ave is congested the traffic flow is substantially reduced already, such as on a weekend night; however, during summer and other off season times when students are gone and traffic is reduced, the higher speed limit helps reduce the traffic congestion. We have plenty of bike paths that riders can use to keep themselves safe, without having to hinder drivers. Additionally the reduced speeds cause more emissions as there will be longer wait times and more "stop starts" at traffic lights. Our traffic is already congested on Southern Ave as well and does not need to be further hindered so that people choose to avoid our city. There are already options in all directions to shop and avoid the Tempe higher sales taxes. Don't further harm our businesses by increasing congestion and desire to come here and shop. Our merchants have suffered enough with the light rail and trolley to nowhere.
99. Traffic is already congested. A better idea would be to make sure lights are timed for the flow of traffic going the speed limit. Also, please add right turn lanes on major intersections
100. Very much oppose the speed reduction from 35 to 30 on College Avenue as it will not make the street safer. The speed limit in Scottsdale on the same street is 35 mph from McKellips to its end in Scottsdale. Heading south on College after McKellips is mostly downhill and a 30 mph speed limit will require even bicycles to reduce their speed. There is a wide island in the middle of College, very few entrances and exits onto the street, and all of them have adequate visibility. Slower moving traffic than the rest of College (68th street) will only be a hazard and make the street less safe and be an unnecessary burden to those using this street.
101. We live between Mill and College, North of Broadway. These changes would affect us in a negative way. We drive these roads daily and they are pretty safe. There will

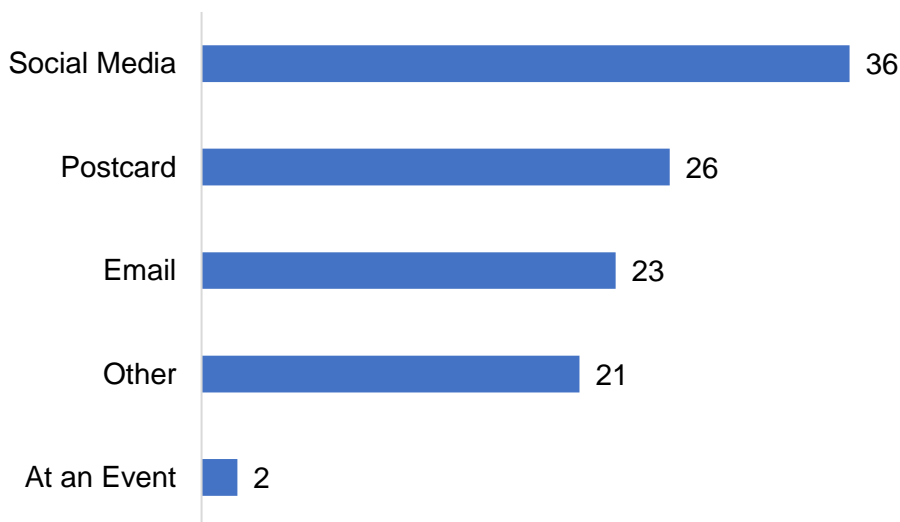
always be speeders and inattentive drivers but we shouldn't have to pay for their mistakes. The roads you're talking about aren't lined with shops like DT Mill. There's no reason to crawl through the city. The speed limits are just fine how they are. More attention to be paid to those that aren't following the rules. Every night there are cars driving close to here with their lights off way after dark ( I'm not joking)! If they can't even turn their lights on, I don't think the present, safe speed limits matter. Please, do not change the speed limits! I think money needs to be spent making better bike lanes. If you're on a bike, riding South on Mill approaching Broadway, all of a sudden you are riding your bike in the car lanes because the bike lane basically disappears! Now that is scary. Many of these responses are from people who won't be affected by these changes or posted anonymously. One more thing, on Mill, North of Broadway, the speed limit is already 35 mph when school is in session. They have blinking lights to remind you. That should be sufficient.

### **Not sure responses:**

102. Generally I agree with some sort of changes happening. Mostly I'll limit my comments to along college Ave in north Tempe, almost all of which I frequently use to commute either by car or bike. People do speed a decent amount on the entire stretch. But simply changing the speed limit will do almost nothing. What's needed are actual infrastructure changes. A strong example of what can work is on display elsewhere in Tempe.  
For slowing traffic and increasing safety, there's a small section of Hardy Drive that's a great example. Between 16th st. and Howe on Hardy drive, the lanes are narrowed, there's actually separate pedestrian AND bike paths, and a couple speed tables. I pretty much never see anyone speed in this section. It has the added benefit of giving another area to plant trees which can help Tempe reach the increased tree canopy goals, make it more beautiful safe and walkable. College Ave, to the contrary, has extremely wide lanes, even where it gently curves. This encourages drivers to speed and drive recklessly. Repeating what was done on that small stretch of Hardy along College would help far more than any nominal speed limit change without actual infrastructure change. There's also an intersection between the historical society parking lot and the xeriscape demonstration garden where people frequently cross but there's no actual crosswalk nearby. There's plenty of space for fitting a round about here. That will help with easing traffic in and out of the parking areas, encouraging safe driving speeds, etc. then a crossing area can be added in with a system where the pedestrians push a button and some lights by/on/above roadway can flash warning drivers there may be pedestrians. This gives safe crossing without necessitating a huge traffic light installation. Especially if combined with a roundabout it would doubly increase safety for cars bikes and pedestrians.
103. If the streets are not main roads but are adjacent to neighborhoods like College is, I would support lowering speed limits, but not on main streets like Southern. I think 40 is fine there.
104. Speed limit decreases without a vision for altering the design of the stroad in question will NOT make drivers slow down, and conflicts will not decrease they might even increase when people are used to driving fast and will now be required to slow down in an area they are familiar with driving fast in. If the plan is to install speed impedements then I fully support this plan! But, if the plan is to just change the signage I dont think that is a good idea. On its own\*. The reason people are going FASTER than 45mhp on these stroads (street+road hybrid) is because of the design of their design not because people are casuap criminals. People are just trying to get to work. If you want a street

where people can walk, roll, and bike on, then you must design the street different than you would a road. Roads are used to drive to a place where streets are. Roads cost and do not create money on their own, streets are the foundation for wealth creation for citizens and therefore, the city. I think putting speed impediments would be needed to actually change the very human and natural behaviors such as getting to places with a sense of urgency. Because signs don't change how people will drive if it is still super easy to speed. All it will do is generate more ticketing revenues for the Tempe PD. I fully support slowing down traffic, but you will probably not get public support for a speed decrease the way you might want or expect, you should make the streets streets, and the roads roads. Not try to combine pedestrian traffic with vehicular traffic. These two disparate groups will never live safely combined on the same surfaces. Bike paths must be protected and separated, this will slow down cars because it will impede their speed. You must put trees near the street so people who walk and use wheelchairs will have shade. This will impede the vehicles speed. You must raise cross-walks at intersections and increase turning radius requirements at intersections. These will impede drivers speeds. Design changes are the only way to achieve long-term, and safe changes in driving behaviors. Not a new sign that says 5mph less than it did before.

### 3. How did you hear about this survey?



#### Other:

- 311 app
- ABC15
- colleague/neighbor/friend
- Friend
- Friend
- Friend
- Friend
- Friend
- Friend
- From a friend
- Husband
- I check in on my city's website from time to time cause it's important?
- My wife told me about it.
- Neighborhood friend
- news
- News
- Nich Weller
- Our community meeting
- Tempe gov Website
- Tempe Tribune
- TV
- TV News Station

Responses: 108

## **IV. Emails**

### **1. May 3, 2024**

RE: Just a way for the city to make more money from speeding tickets. Ridiculous.

### **2. May 3, 2024**

RE: It's time to tell some truths. It is not the city that is exploring changing speed limits but a single dept working within the city that wants to change the limits. Southern is a major thoroughfare of this city which people rely upon to move in a timely manner across the city. The city made the mistake of changing McClintock Drive upon recommendation of the same dept and it cost the city as well as the taxpayers a lot of money to try to correct poor planning. It's time the city listened to the citizens and stopped trying to fix what doesn't need fixing. Perhaps the city is being influenced by the churches that have taken up residence on Southern Avenue. The city has apparently not heard of separation of church and state. Because of a church on the same street with McClintock High School, we now have speed bumps down what used to be a major access to our neighborhood. The city has grown from the sleepy little college town it used to be to a much bigger city. The council will have to make up its collective minds as to whether they want the city to become what they have made it into or if they want to go back to a college town. The solution is not in lowering speed limits, but it is in more enforcement which we have little of. I have spoken to my neighbors and most oppose the change on Southern Avenue. There is no opposition to the other proposed changes.

### **3. May 4, 2024**

RE: I saw that the city is considering updating the speed limits on a number of streets within the city limits and while I agree with most of them, I do have a question regarding the change for the section of Mill Ave north of downtown. As a resident of downtown who frequents businesses north of Van Buren on 52nd Street in Phoenix, this is generally my preferred route. What I am a bit confused by is the "at the north end" terminology used for this section of Mill Ave. It is not quite clear where the "north end" starts. The map that was provided the website seems to indicate that the new speed limit would take effect south of Curry/Washington, continue over the bridge, and lower to 30 coming in to downtown. But the "north end" terminology makes me think that the city is wanting to lower the speed limit to 35 from where Van Buren/Mill enters the city (roughly on the west side of the SRP facility) down to the bridge itself. If it is the former — where the speed limit lowers south of Curry — I would be totally in favor. However, if it is the latter, I have a number of concerns. First, people already like to speed excessively on this stretch of road and lowering the speed limit will do little to curb it. Since this section of Van Buren/Mill, from Priest to Curry, is still very much built to ADOT highway/expressway standards from the US 60 days, I am concerned that people will continue to speed at the same rate they do now while others are attempting to go the speed limit. This would lead to an even greater disparity in speed and increase the likelihood of a rear-end or side-swipe collision. My other concern is the speed limit switching that already occurs along this segment. As it currently stands, most of Van Buren is 40 MPH, but this changes to 45 somewhere in the vicinity of Priest. Unless Tempe works with Phoenix to also lower the speed limit — even just to 40 — on the final stretch of Van Buren as it approaches Tempe, this change will increase the amount of speed limit switching and confuse/anger drivers even more. I appreciate the city working to make these roads safer. In the future, and I know this is out of the scope of the project right now, I would like to see the city install some form of a "choke point" on the Mill Ave bridges. As a Civil Engineering student at ASU, we know that people do not tend to go the speed limit; rather, they go the speed at which they feel is "comfortable" and "appropriate". As it is, people will fly by me on the Mill Ave bridges (particularly southbound) and it is concerning as it is essentially a

firehose aimed squarely at downtown. Perhaps in the future the city can consider narrowing the lanes just slightly and adding some slightly raised bumps to separate out a dedicated bike lane. I think this would be a tremendous asset to the Mill Ave bridges and increase safety for everyone regardless of transportation type. I look forward to your response.

**4. May 4, 2024**

RE: Thank you for soliciting opinions on the speed limit changes in this post;

<https://www.tempe.gov/government/transportation-and-sustainability/transportation/proposed-speed-limit-changes#:~:text=The%20proposed%20changes%20will%20serve,University%20Dr.%20to%20Broadway%20Rd.>

I've lived at my current residence with my family for 27 years this year and have seen a lot of changes over that time. While I appreciate the effort to keep traffic on Tempe streets within reasonable velocity, I am concerned that this will not help and only wind up creating more congestion (and therefore pollution) by slowing traffic. A few years back Broadway Rd. between Mill and Rural was narrowed from 5 travel lanes to 4, specifically the 3 Eastbound lane were restricted to 2. The response I got at the time from my concern over congestion is that 'our studies have shown it will not cause additional congestion'. Today, if you travel Eastbound on that section of road during rush hour, you will often see traffic backed up from Rural all the way to College Ave. Previously rush hour backups to La Rosa were most frequently seen. The point here is, if we keep congesting traffic through lane removal and reduced limits the noise and air pollution will only increase, seems contradictory to our goals. I think the single most valuable thing to do is to enforce the speed limits we currently have. We can put up new signage that further limits speed, but much like the lovely person who travels down the stretch of Hermosa near my house at 60MPH+ with their unrestricted exhaust, unless we enforce the limits consistently slower limits will just irritate the good people of Tempe.

**5. May 6, 2024**

RE: I actually would like to see Southern dropped to 40 all the way to Price Rd --- I drive Southern almost every day & find myself most of the time the only person obeying the 45 mph limit - let alone where it's at 40!

**6. May 8, 2024**

RE: I can't help but feel half that city is being targeted or perhaps protected. Why are all the changes being targeted North of Baseline? I'll never forget hearing Joel Navarro in 2019 at Boulders on Broadway explain how lowering the speed limits is the right thing to do, but he won't vote yes on it the last time this came around. The main sticking point as I remember it was South of Baseline lowering all the 45 mph speed limits to 40. -Joel feel free to correct me, but that is what I remember and thinking "WOW!". It looks an awful lot like your South Tempe Constituents have already spoken out loud and clear they do NOT want speed limit reductions despite the data suggesting it is what we need in this town. Is there new data suggesting 45mph is now safe and Vision Zero Compliant making data from the 2019 presentation no longer valid? Is it no longer unsafe South of Baseline? Why are they exempt? The South Tempe Speed limits should align with the North Tempe Speed Limits on North/South arterial streets. (No Over 40 Speed Limit on a North South Arterial road) At a bare minimum lower the East/West to 40 or lower in the entire City. [PowerPoint Presentation \(tempe.gov\)](#) 2019 Safe Speed Saves Live. I urge you ALL to do the right thing. Thanks for your time on this important issue.

**7. May 9, 2024**

RE: As a over 30 year resident of Tempe I wish to make this comment. I attend Our Lady of Mount Carmel Catholic Church (OLMC) daily mass at 8:30 AM. Each and every day I

experience those who are "in a BIG Rush" to get somewhere. The speed limit for several blocks before and after the church (school zone is 35 MPH). Only a few times have I seen motorcycle officers stationed close to catch these speeders. (Some I would estimate going over 35 MPH to nearly 50+ mph.) I can agree the speed limits as proposed would help the traffic but ONLY if the laws are enforced. This statement is good for all laws. Please do your best to keep Tempe safe for all who live and visit here.

**8. May 9, 2024**

RE: I'm reading through the information at this site and you're the posted contact person. The PDF that's supposed to be linked at the bottom appears to be wrong, as the link redirects to YouTube, not to any document. <https://www.tempe.gov/government/transportation-and-sustainability/transportation/proposed-speed-limit-changes>. Could you please see it updated and let me know when it is so I can read the PDF? As a separate question, I'd there a way to give public comments even if I'm not able to make the meetings on May 16? I live right near college in north Tempe and have thoughts I'd like potentially seen by the wider community - like how traffic calming infrastructure, (like what is done on Hardy Dr south of university with the speed tables, separated bike lanes from the road, etc), would actually be effective rather than simply reducing some speed limits that people already ignore anyway.

**9. May 9, 2024**

RE: I received notice about the proposed speed limit changes in Tempe and will not be able to attend the public comment session in person, so I included my thoughts in this email. Your contact information was listed on the Tempe website for this proposal so hopefully you are the right person to convey these comments to. If not, feel free to forward along this email to the appropriate person(s) or let me know where to send my comments.

Background

I have lived in Tempe for the last 10 years and have seen and been directly impacted by the changes made by the city council during that period. From 2013 to 2018 I lived in the vicinity of McClintock and Southern and from 2018 to the time of writing, I have lived in the vicinity of Hardy and Southern. Many of these changes have directly affected me and I have commented on them in the past. I commute by car to work in downtown Phoenix and ride a bicycle daily to nearby locations in Tempe.

Overview on Proposed Changes

As Tempe and the Phoenix Metro Area as a whole has grown in population more people need to commute to their places of business. Fast public transportation options remain limited in areas served and recently have become more dangerous to use due to the rising homeless population. The primary mode of transportation for most commuters in Tempe remains automobiles. Over the years many changes in Tempe (in particular the conversion of road lanes to bicycle lanes) have resulted in a reduction in traffic capacity for many major arteries in the city. This has caused traffic to increase considerably, especially in the vicinity of on and off ramps to the 202, the 60, the 101 and the 10. The current proposal to reduce speed limits includes several areas in the immediate vicinity of these on and off ramps which will make the existing traffic problems in these areas worse. With the COVID era drawing to a close, and return to office mandates in full swing, the number of commuters is increasing and exacerbating existing congestion issues.

Specific Location Comments

Mill Avenue

This location is in the immediate vicinity of a heavily used 202 on ramp that already has a lot of traffic. The bridge over Tempe town lake is often backed up because of this. Reducing the speed limit in this area is not going to have any effect when it is already a traffic jam and will reduce the amount of time it takes before the area gets congested during high use periods. The same goes for the University Area portion of this reduction. A lot of southbound travel



on this road is heading towards the 60 and even at the current speed limit of 45 mph it frequently becomes backed up. I prefer to ride a bicycle in this area to avoid the traffic when traveling in this area but that is not an option in the summer. I am opposed to reducing the speed limit in both these areas.

#### College Avenue

I do not frequently travel through this area so I cannot speak from personal experience here. However, this route is also in the vicinity of the Rural Road and 202 on/off ramps so I suspect reducing the speed limit here would have negative effects of Tempe residents that need to use the 202 for their daily commutes.

#### 1st Street

I travel through this area periodically to visit various restaurants and such in the vicinity and use both bicycle and car to do so. This area very much has a neighborhood-like feel to it and is not a significant connector to major traffic routes. A reduction in speed limit to 35 mph makes sense here.

#### Southern Avenue

I commute through this area daily on my way to work, this is a major artery to several freeways. In addition to the 101 (mentioned in the presentation), Southern Ave also provides a good route to the 143 as the surface streets from it to 48th street are all 45 mph and provide a viable alternative to the freeways when they are experiencing congestion. It also provides access to the 60 (by going east on Mill) and to the 10 (by heading south on Priest). To me this is easily the most critical artery of the group listed in this proposal (not just because I personally use it) and I find it egregious that anyone would even consider reducing the speed limit in this area. The eastbound Southern route frequently becomes backed up (sometimes as far as the underpass at the 10) during rush hour which negatively affects my commute. I have also experienced eastbound traffic on Southern between Hardy and Mill on the weekends when there are a lot of people using the 60. If the City of Tempe wants to spend taxpayer dollars to improve this area there is a lot of potholes and buckling on this route that are in desperate need of repair. Exacerbating congestion in an area that already has traffic issues in exchange for "Providing a consistent speed on Southern across the City" is a proposal with dubious merits.

#### Final Thoughts

The City of Tempe already has serious congestion issues that need to be addressed. Most of the proposed speed limit reductions (with the exception of the 1st street proposal) will only serve to make the existing problems worse. I would rather see the city of Tempe take meaningful steps to reduce congestion in critical areas or work on repairing/maintaining our existing road infrastructure which seems to be overdue for maintenance in several areas. This proposal seems much like the earlier proposal circa 2016 to take away 2 lanes of vehicle traffic on McClintock that were then turned into bike lanes (which very few people used). That proposal was implemented and caused a major traffic problem, which did not exist previously, and had to be partially reversed to mitigate the resulting traffic and public outcry. The change and subsequent reversal resulted in a significant expense and waste of taxpayer funds. If implemented, I suspect many of these speed limit reductions would have similar effects and might require similar policy reversals and waste of taxpayer funds. With the exception of the 1st street proposal, I recommend these speed limit reduction proposals all be dropped.

#### **10. May 11, 2024**

RE: Please consider lowering the speed limit on Elliot With a 45 limit people are doing 55 and more

#### **11. May 13, 2024**

RE: I have registered to attend the virtual meeting but due to prior commitments I may not be able to make it so I will send you my 2 cents worth.

#### Issue 1

I live in The Meadows between 48th Street and Priest. We are a senior community. In order to turn into the Meadows traveling west during commute hours most times you have to make the turn on red. Then it's a crap shoot if people are going to stop at the red light or run it. People don't stop for the orange light. Or if the people turning left coming off Potter are going to hit you because you are making an illegal turn and they have the green light. There have been many accidents at this intersection and people have been killed. I don't understand why the city will not put in a left turn light for us. It appears the City of Tempe puts more value on the cost of a left turn light rather than the lives of Senior Citizens. It would appear the City does not value the lives of it's senior citizens of The Meadows and others who come in for various reasons.

#### Issue 2:

The city can lower the speed limit on Southern as proposed but it won't help. The speed limit is now 45 and most people traveling that stretch of road are doing 60+ miles an hour. The city put in a sign to let people going east know how fast they are going and it has done little to no good. The section of Southern where the school and church is, is 40 miles an hour and 35 when the light is blinking I still get passed by people speeding and not by a little bit. People do not obey the speed limit signs now. What makes the city think reducing the speed limits will help when they don't work now? What is needed is random police presence especially during commute hours. The city can put up/reduce speed limits all they want but without enforcement it won't change a thing. I have lived in The Meadows since 2012 and it just gets continually worse. Please let me know you have received this note.

#### 12. May 13, 2024

RE: The problem is not the speed limit, the problem is that the police are not patrolling this area at all. They especially need to patrol between 11pm and 3am on Friday's and Saturday's. What happened to the plans to put a round-a-bout at College Ave. & McKellips???

#### SOLUTIONS

- A. Police Patrol
- B. Instal roundabout at College & McKellips
- C. Raise speed limit

I don't know if I will make the meeting tonight so I wanted to add a few more points. In the last 5 years, how many major car accidents (including pedestrians and bicyclists) have there been which resulted in fatalities or major injuries on College Ave.?

I'm guessing the number is very low. Which is why the mayor of Tempe is having a hard time persuading the chief of Police to enforce the speed limits on College Ave. 90% of the traffic on College Ave is automobiles. I don't understand what Orbit has anything to do with College Ave. and lowering the speed limit. Can you help me understand this better? One of your stated goals is, "The intent is to reduce disparities in speeds and reduce the potential for vehicle conflicts." I firmly believe, lowering the speed limit on College Ave. will INCREASE speed disparities between vehicles resulting in more accidents not less.

Provided the proposed traffic circle for the intersection of College Ave. and McKellips is designed properly I strongly believe this will support your stated goal above. Lastly and respectively, Government is notorious for identifying a problem, choosing a solution to solve said problem only to find out afterwards the solution created problems equal to the original problem which were not anticipated. Thank you for your time!

#### 13. May 14, 2024

RE: I received the mailer regarding the reduced speed limits and I'm definitely in support. However, I would also love to see a 3-way stop implemented at 1st Street and Roosevelt. The on-street parking makes it difficult to see oncoming traffic when turning onto 1st from Roosevelt. There is also a lot of pedestrian and bike traffic crossing there to access the

footpath to the lake. Residential housing is increasing on 1st Street and these issues are likely to worsen. Can you tell me what needs to be done in order for the city to consider this?

**14. May 14, 2024**

RE: If it's not too late here is another issue:

Anyone turning left on Southern into The Meadows on a red light due to east bound traffic not yielding and an accident happens the person making the left turn on red would be at fault regardless of the situation. As litigious as this society is that could lead to a lawsuit against the city because proper precautions were not in place to allow people to safely and legally turn left at the intersection. I understand the person making the left turn is responsible for obeying traffic laws and rules. but with the amount of traffic on Southern going east bound during commute hours we could be sitting for a very very long time waiting to make the turn as east bound traffic won't yield to the people turning left. Also, sometimes people don't stop at the light and block the entrance so we can't turn.

**15. May 15, 2024**

RE: I can't make the meetings, but I support the reducing of the speed limit project – if there is a chance to put that in a comment after the meetings, let me now, happy to do so. I think the lowering of the speed limit should enhance safety for pedestrians and those on bicycles



**16. May 15, 2024**

RE: Lovely, thank you – and not sure if you saw it, but interesting article in the WSJ on this sort of thing – the link should work – it is a descriptive hyperlink to the article. Hagerty, J. R. (2024, May 15). “Stroads” Cause Traffic Problems. An Urban Planning Critic Offers Solutions. WSJ; The Wall Street Journal.

**17. May 15, 2024**

RE: I would like to express my approval of the proposal to reduce speed limits at the 4 locations (Mill Ave, College Ave, First St, and Southern Ave) to promote speed limit consistency, public safety, and the potential for a new Orbit route.

**18. May 22, 2024**

RE: Hello, This is regarding the recent input request to reduce speed limit on College Ave to 30mph. As a neighbor at Marlborough Park, between McKellips and Curry, and the father of a 5 year old, I support this change. The only question/comment is regarding enforcement. The current speed limit is 35mph, but as I'm sure you know, people speed down College Ave way faster. Pay a visit between 7 and 8:30 in the morning or any time after 4pm. I have never seen anybody get pulled over, and I have lived in this neighborhood for 12 years. So, is changing the sign going to make people go slower? Or are there any speed bumps, traffic circles, or any other physical method to slow down traffic being planned (say like on 48<sup>th</sup> between Oak and McDowell)? And this is the same issue all over the valley, streets, freeways, red lights, etc. It's not good. It feels, at least anecdotally, that police has stepped away from traffic enforcement all together. I'm sure you can access this info better than I can, but I'm willing to bet traffic stops are down at least since covid. And it sure isn't because people are more compliant. Sincerely, Your friendly neighbor at Marlborough Park

**19. May 23, 2024**

RE: The postcard I received said I could comment online but I don't see a place. I oppose the drop in speed limit on Southern, at least until highway construction is completed. As a resident of Contempo Tempe, I find it very difficult to get in and out of our entrance due to the long lines of traffic during rush hour. This is compounded by a decision a few years ago to close our exit gate onto 48th Street, which is a much safer exit for anyone heading west

of our park. I was told that Tempe refused to intervene with the closure. As a result, accidents are frequent at our entrance. I suppose no one will do anything until there is a fatality. Certainly there is precedent for safety reasons to require the park to reopen that exit. Lowering the speed limit on the western stretch of Southern will make those lines of traffic even longer, unless lights are changed to shorter intervals. Drivers are already frustrated and that leads them to impatient and sometimes dangerous driving. Any slowdown on that stretch is bound to increase the frustrations and therefore the amount of accidents. I would like to urge the city to leave the speed limit as is on the western section of Southern. Or, require Contempo Tempe to reopen its western exit to increase safety for residents in this park. Should new construction reduce the number of cars during rush hour, I would not oppose a change at that time. Please share this with city officials. Thank you for your assistance.

**20. May 24, 2024**

RE: I read the flier about reducing speed limits in Tempe. I agree these are good suggestions. I also have a concern about my neighborhood (University Estates) and the cut through traffic on Encanto Dr. Our neighborhood has changed, and we now have many young families with young children in this neighborhood. Is there a way to get speed bumps and post 25mph speed limits in the area? Please let me know how this can be done. Thank you very much.

**21. May 28, 2024**

RE: For what it's worth, I agree with the reductions re. the speed limits. Apache, Rural to McClintock would be a good candidate as well. However...if there;s NO ENFORCEMENT, which is how it seems now...what's the point?

**V. Phone Messages**

**1. May 15, 2024**

Resident left message in support of the proposal although noted that there should be more consequences when people don't follow the speed limits.

**2. May 30, 2024**

Resident left a message in support of the proposal especially on College Avenue.

# MEMORANDUM

**TO:** Tempe Transportation Commission  
**FROM:** Lindsay Post, Sr. Transportation Planner, 480-350-2734  
**DATE:** June 11, 2024  
**SUBJECT:** MAG Design Assistance Grant – Western Canal (I-10 to 48th St)  
**ITEM #:** 4



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## PURPOSE:

The purpose of this memo is to provide the Commission with additional information on an upcoming opportunity to submit the Western Canal (I-10 to 48<sup>th</sup> St) to compete for MAG Design Assistance grant funding.

## RECOMMENDATION OR DIRECTION REQUESTED:

Action.

## CITY COUNCIL STRATEGIC PRIORITY:

- Performance Measure 3.26 - 20 Minute City
- Performance Measure 3.14 - ADA Transition Plan

## BACKGROUND INFORMATION:

The Maricopa Association of Governments Pedestrian Design Assistance Program is an annual grant source specifically targeted at funding the first phase concept work of pedestrian-oriented projects in the region. The program has existed since 1996 and assists in getting projects started and positioning them for federal construction grants. The intent of the program is to stimulate integration of bicycle and pedestrian facilities into the regional transportation infrastructure. Tempe has successfully received design grants for twelve projects since the program inception (the most of any city in the region). The deliverable work product from a successfully funded project is a concept detailed enough to use for pursuit of federal construction funds. Additionally, all environmental concerns or other project constraints would be identified in this phase.

The Tempe projects that have received past funding include:

- 1996: 5<sup>th</sup> Street Traffic Calming (Farmer – Priest)
- 1999: Mid-Block Crossing Study (which became the HAWK signals at the Western Canal Path)
- 2003: Rio Salado Pathway (Priest Drive - Phoenix border @ SR 143)
- 2011: Rio Salado Pathway (McClintock - Mesa border @ 101 & 202 ADOT Interchange)
- 2014: Highline Canal Path (Baseline – Chandler border)
- 2014: North South Rail Spur Path (Tempe Beach Park – Chandler border)
- 2015: Alameda Drive Bicycle Blvd & Streetscape (48<sup>th</sup> St – Rural Road)
- 2016: “The Missing Link” Brake BIKEiT Route (Western Canal – Highline Canal Path Connection)
- 2017: Country Club Way Streetscape, Bicycle and Pedestrian Facilities Improvement Project (seven miles from Warner Road- ASU Research Park to Tempe Marketplace generally along Country Club Way )
- 2018: “A Dam Great Regional Connection” – Upstream Dam Bike/Ped Bridge (connecting the north and south banks of the Rio Salado Path System on the east end of town lake.
- 2019: The Grand Canal Connection Project (Connecting the Rio N. Bank, Crosscut Canal, and Grand Canal)
- 2023: Bike/Ped Bridge Over Union Pacific Railroad (Connecting the CCW Bike Blvd over UPRR near Los Feliz Drive)

Funding available for the region this year is \$500,000.

## FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:

### Design:

No final design funding currently identified.

**Construction:**

No construction funding currently identified.

**ATTACHMENTS:**

PowerPoint

# **MAG Design Assistance Grant – Western Canal (I-10 to 48<sup>th</sup> St)**


**Transportation Commission  
June 11, 2024**



# Overview



- \$500,000 available for the region
- 15% plans, project assessment report, and cost estimate
- Past Awards:
- 1996: 5th Street Traffic Calming (Farmer – Priest)
- 1999: Mid-Block Crossing Study (which became the HAWK signals at the Western Canal Path)
- 2003: Rio Salado Pathway (Priest Drive - Phoenix border @ SR 143)
- 2011: Rio Salado Pathway (McClintock - Mesa border @ 101 & 202 ADOT Interchange)
- 2014: Highline Canal Path (Baseline – Chandler border)
- 2014: North South Rail Spur Path (Tempe Beach Park – Chandler border)
- 2015: Alameda Drive Bicycle Blvd & Streetscape (48th St – Rural Road)
- 2016: “The Missing Link” Brake BIKEit Route (Western Canal – Highline Canal Path Connection)
- 2017: Country Club Way Streetscape, Bicycle and Pedestrian Facilities Improvement Project
- 2018: “A Dam Great Regional Connection” – Upstream Dam Bike/Ped Bridge
- 2019: The Grand Canal Connection Project
- 2023: Bike/Ped Bridge over Union Pacific Railroad

 **MAG Design Assistance Ranking Sheet**

Sponsor	Application Title	Cost	Committee Approved Reduction		Total Rank Sum	Number of Votes	Score	Rank
			8.5%					
Tempe	A Dam Great Regional Connection	\$ 64,500.00	\$	59,017.50	65	20	3.25	1.00
Guadalupe	Sidewalk and Bike lane Improvements on Avenida del Yaqui	\$ 80,000.00	\$	73,200.00	67	20	3.35	2.00
Phoenix	56th St. Camelback Rd. to Thomas Rd	\$ 80,000.00	\$	73,200.00	69	20	3.45	3.00
Phoenix	Colter St - 20th St. to 15th Ave	\$ 60,000.00	\$	54,900.00	78	20	3.90	4.00
Glendale	Maryland Ave. Bike Connection	\$ 47,890.00	\$	43,219.35	88	20	4.40	5.00
Gila Bend	State Route 85 Overpass	\$ 85,000.00	\$	77,775.00	97	20	4.85	6.00
Scottsdale	Bike Share Station Siting	\$ 64,000.00	\$	58,560.00	114	20	5.70	7.00
Peoria	Comprehensive Wayfinding and Sign Plan	\$ 65,000.00	\$	59,475.00	132	20	6.60	8.00





# Concurrent Efforts – City of Phoenix



## WESTERN CANALScape PHASE 2 PLANNED IMPROVEMENTS 24TH STREET TO 48TH STREET



- |                            |  |                                      |  |                  |  |        |  |                            |  |
|----------------------------|--|--------------------------------------|--|------------------|--|--------|--|----------------------------|--|
| CANAL                      |  | UPGRADE TO SIGNALIZED CROSSING       |  | COMMERCE AREA    |  | SCHOOL |  | VALLEY METRO PARK AND RIDE |  |
| PHASE 2 CANALScape         |  | UPGRADE TO PEDESTRIAN CROSSING       |  | PLACE OF WORSHIP |  | PARK   |  |                            |  |
| FUTURE PROJECT PHASE       |  | POTENTIAL PEDESTRIAN BRIDGE LOCATION |  |                  |  |        |  |                            |  |
| PHASE 1 CANALScape         |  |                                      |  |                  |  |        |  |                            |  |
| VALLEY METRO BUS ROUTE     |  |                                      |  |                  |  |        |  |                            |  |
| DEDICATED BIKE LANE ROUTE  |  |                                      |  |                  |  |        |  |                            |  |
| EXISTING PEDESTRIAN BRIDGE |  |                                      |  |                  |  |        |  |                            |  |

WILSON & COMPANY



- Last year, the City of Phoenix was awarded a MAG Design Assistance Grant to extend the Western Canal Path to our border at 48<sup>th</sup> St

Mapa en español



Phoenix City Hall  
200 W. Washington Street  
Phoenix, AZ 85003 | [Map](#)

### About Phoenix

Phoenix is the 5th largest city in the United States. We're a vibrant, growing city and a great place to live, work, and play. [Contact our website for news and to learn about city](#)

# Concurrent Efforts – ADOT/City of Tempe



- A pedestrian bridge and multi-use path is currently being constructed that will connect the existing western canal terminus at AZ Mills Mall over the I-10.



# Our Potential Project



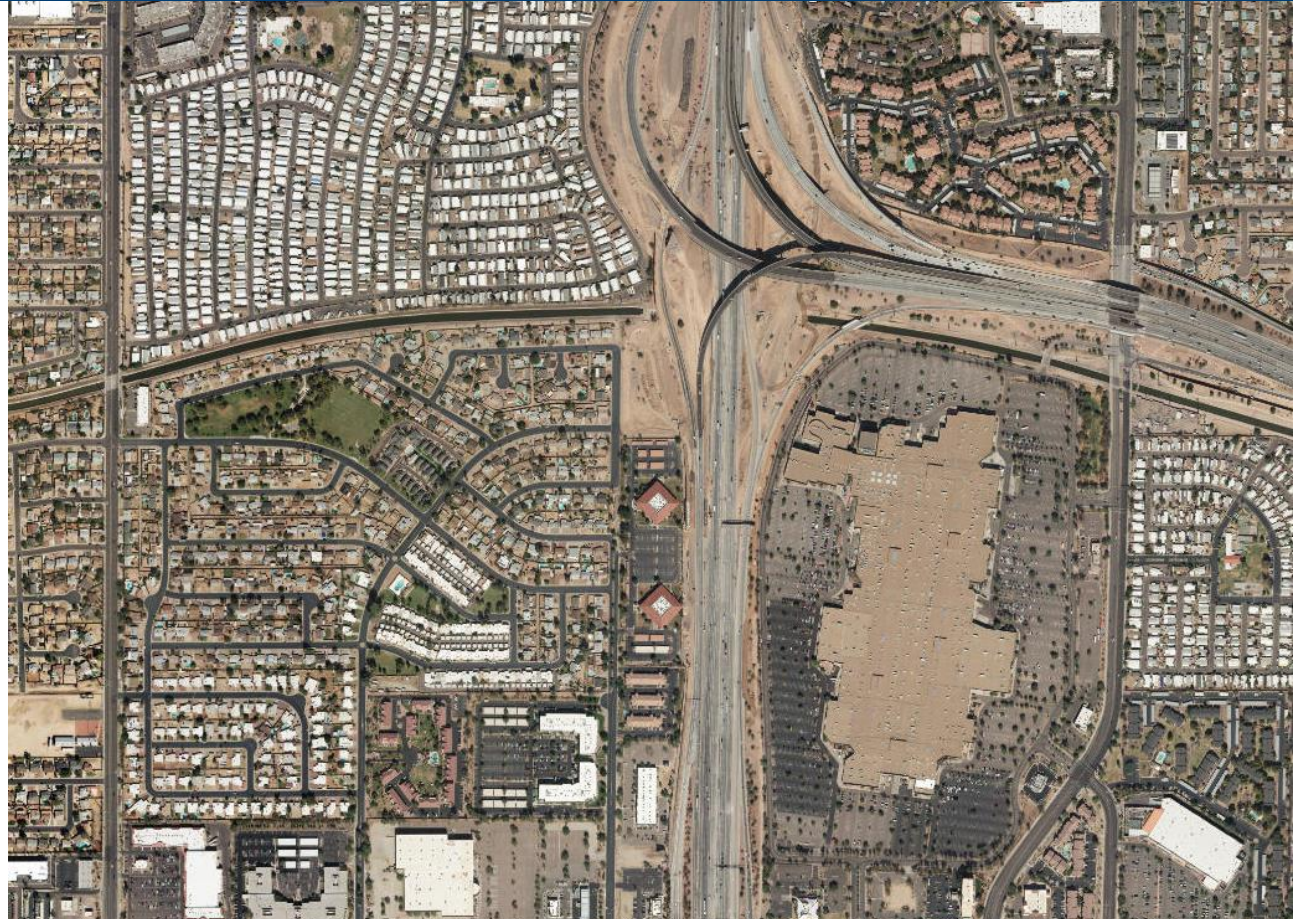
The background features a central light blue circle surrounded by multiple concentric rings of varying shades of blue and yellow, creating a tunnel-like or ripple effect.

**Next Steps/Action**

# Next Steps



- Recommend approval for staff to submit the Western Canal (I-10 to 48<sup>th</sup> St) project to compete for MAG Design Assistance grant funding.
- Applications due on June 28<sup>th</sup>, 2024



# Rio East-Dobson Streetcar Extension

Tempe Transportation Commission  
Tuesday, June 11, 2024



# Agenda

- High-capacity Transit System
- Streetcar and Study Overview
- Study Purpose and Need
- Evaluation Criteria
- Track Location Options
- Stop Area Locations
- Next Steps / Study Timeline
- Questions

# High-Capacity Transit System



- 30 miles in the cities of Phoenix, Tempe and Mesa
- Light rail system began operations in 2008
- Streetcar system began operations in 2022



# Streetcar Overview

- Designed to run on tracks embedded in streets or in dedicated rail corridors
- Operates in urban areas, providing a convenient and efficient mode of transportation for short to medium distances
- Has been a vision in the East Valley for more than a decade before opening in central Tempe on May 20, 2022



# Rio East-Dobson Streetcar Extension (REDE) Study Overview

- Builds on the Tempe/Mesa Streetcar Feasibility Study
  - Conducted spring 2018 through summer 2020
  - Identified the route (the red line shown in the map)
- Will analyze how streetcar most effectively operates along the route
  - Where streetcar will operate in the street
  - Areas where stops could be located



# Study Purpose

- Improve mobility and accessibility by providing a dependable and efficient high-capacity transit option that serves employment, activity centers, educational facilities and residential areas in and around
  - Downtown Tempe
  - Marina Heights
  - Arizona State University and the Novus Innovation District
  - Tempe Marketplace
  - Sloan Park
  - Riverview Park
  - Mesa Riverview Mall
  - Asian District
- Extend streetcar system from downtown Tempe into Mesa and add another connection to the light rail system



# Study Need

Based on data from the Maricopa Association of Governments (MAG), the study area is predicted by 2050 to have:



**55%**

Increase in residents



**45%**

Increase in workers

Based on data from the U.S. Census American Community Survey, the study area currently has:



**79%**

Zero or one-car households

# Study Need



The REDE Study intends to address:

- Improving access, mobility and connectivity to employment and activity centers in north Tempe and west Mesa along Rio Salado Parkway and Dobson Road
- Supporting projected growth in area population and employment as well as the projected increase in transportation demand along the corridor
- Supporting current and future land-use planning for economic and transit-oriented development
- Improving access and mobility for low income, minority, and transit dependent populations

# Evaluation Criteria

The below factors are included in evaluating track locations and stop areas.



**Access to transit connections and adjacent land uses (existing and planned)**



**Cost**



**Ridership potential**

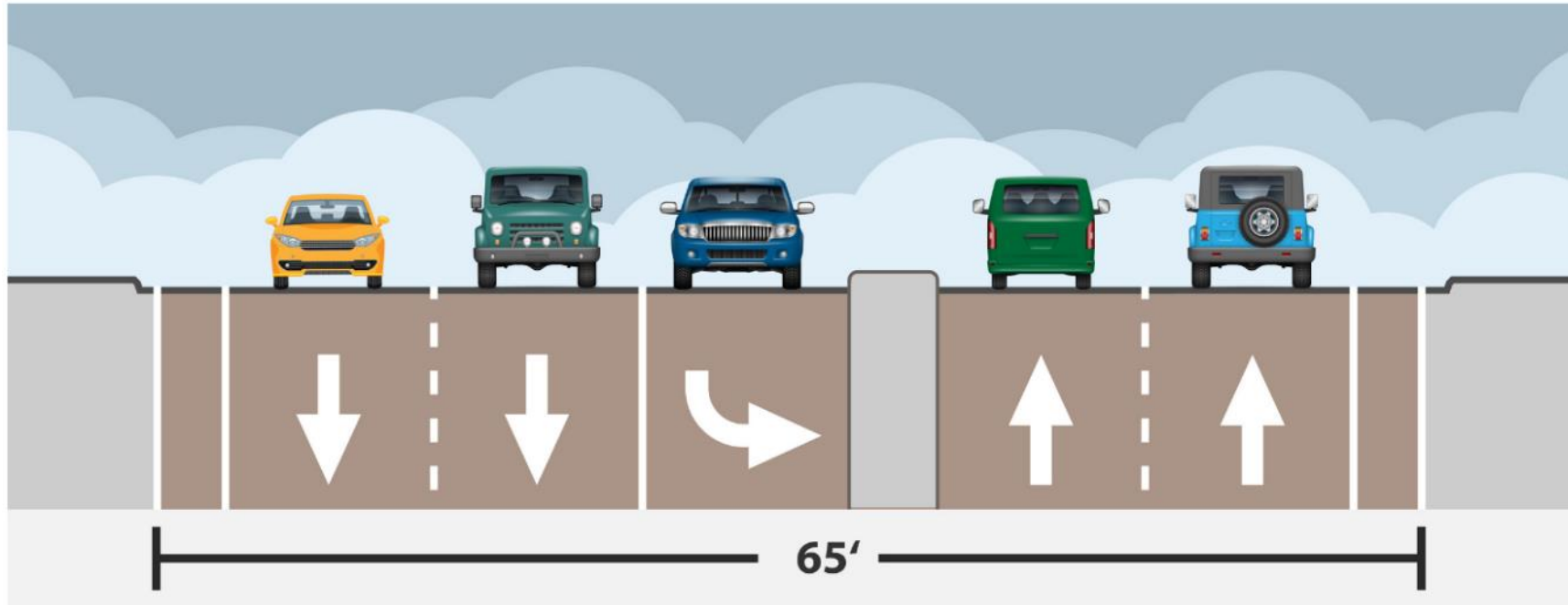


**Right-of-way needs**



**Potential impacts to environment and existing infrastructure**

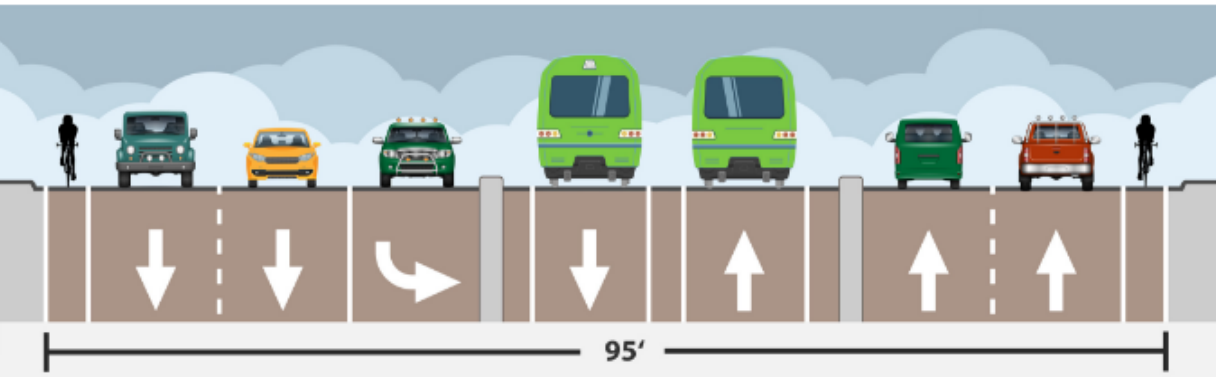
# Rio Salado Parkway – Existing Roadway



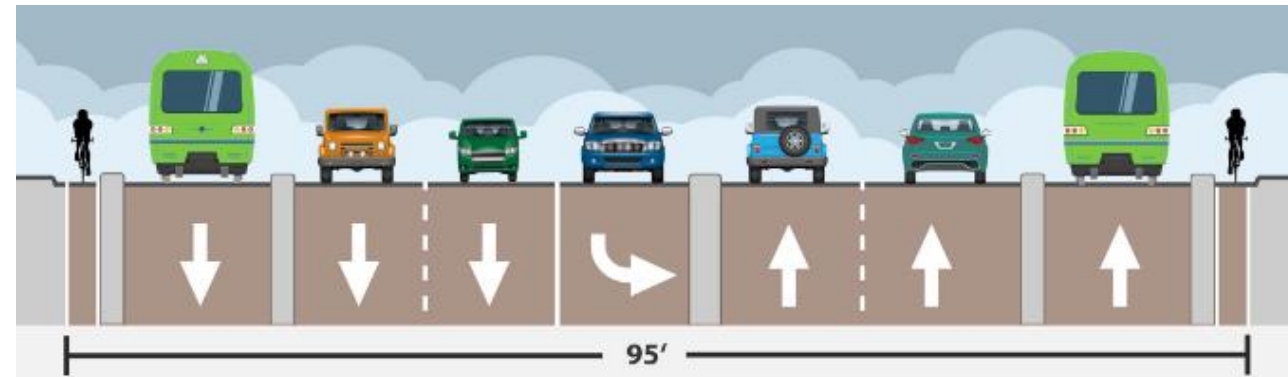
Streetcar could operate along either side of Rio Salado Parkway. It could also operate in a streetcar-only lane (dedicated) or in a shared lane with traffic (mixed flow).

Existing transit easements along portions of Rio Salado allow roadway widening to accommodate streetcar lanes without impacting property or traffic lanes.

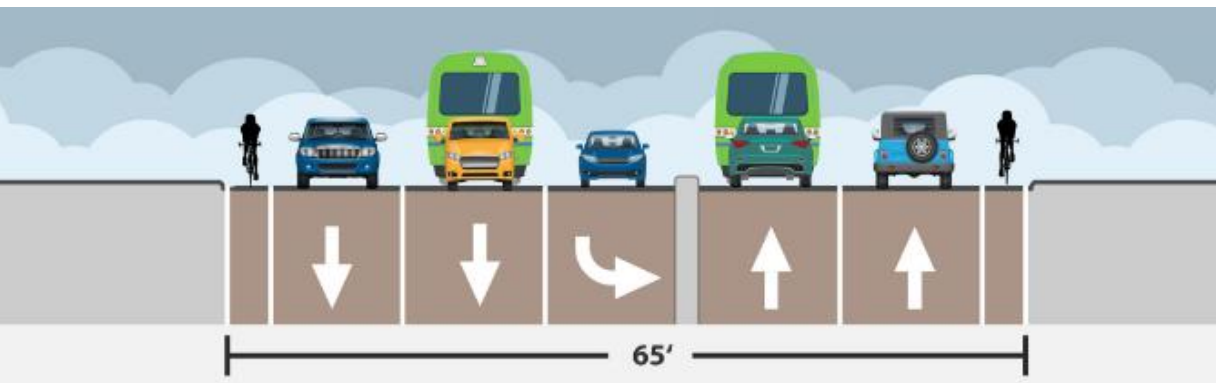
# Rio Salado Parkway – Track Location Options



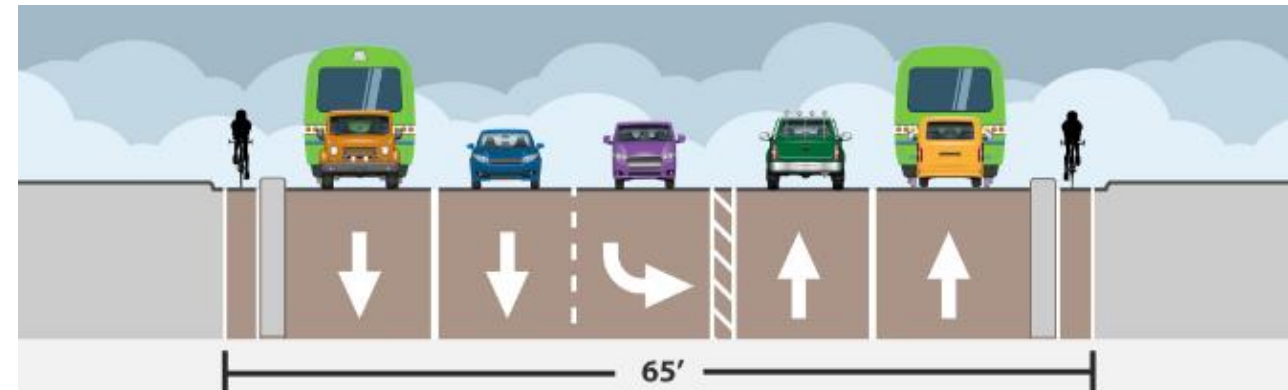
Option 1. Center-Running, Dedicated



Option 3. Side-Running, Dedicated



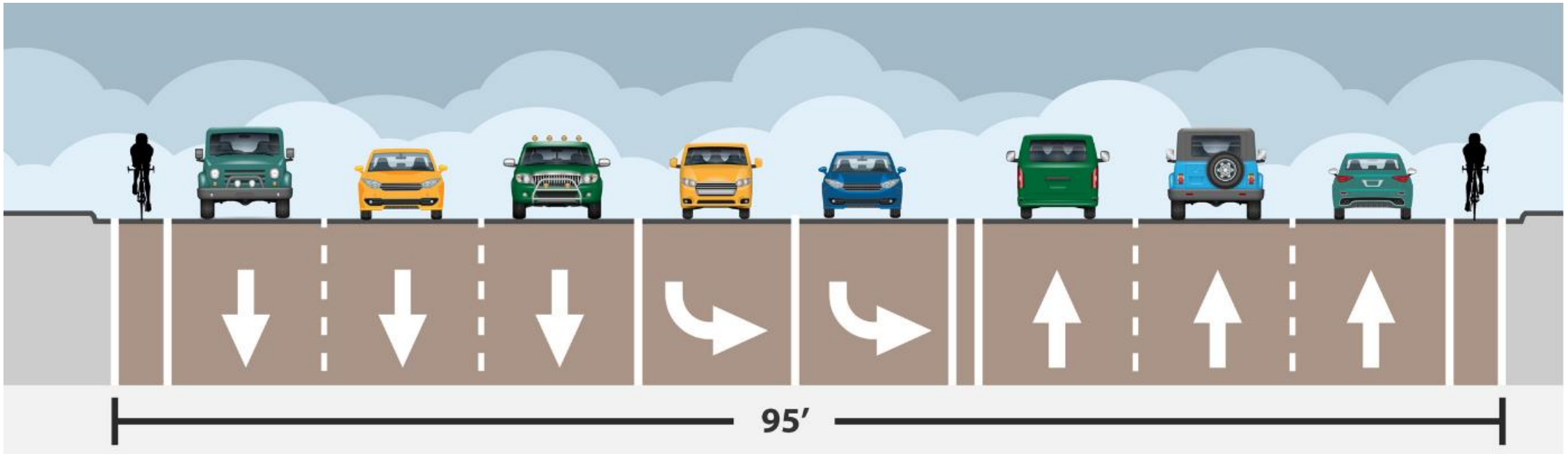
Option 2. Center-Running, Mixed Flow



Option 4. Side-Running, Mixed Flow



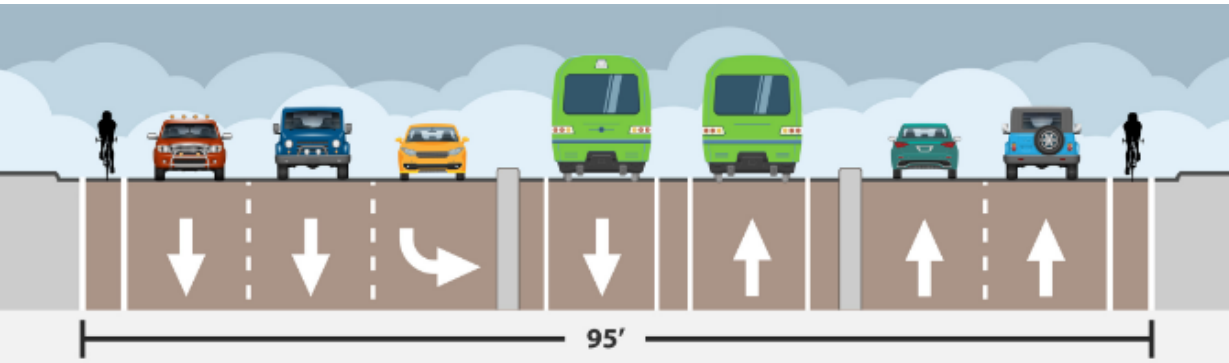
# Dobson Road – Existing Roadway



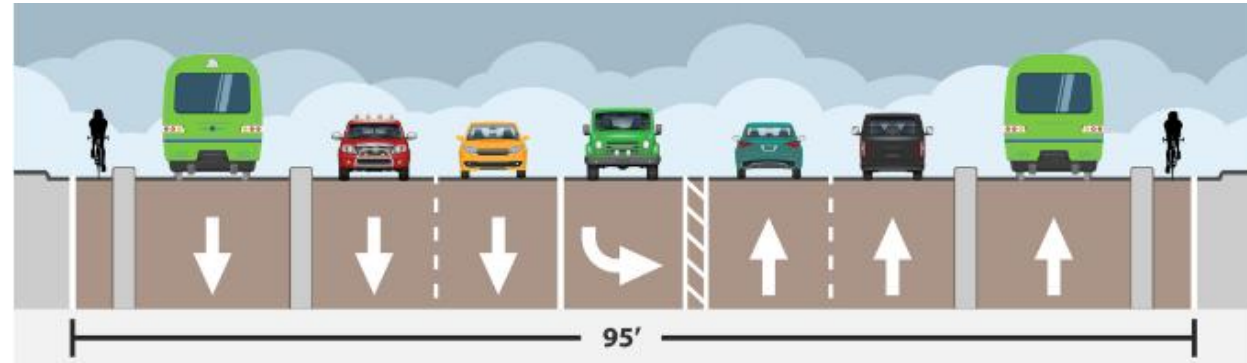
Streetcar could operate in the center or on either side of Dobson Road. It could also operate in a streetcar-only lane (dedicated) or shared lane with vehicle traffic (mixed flow).

Transit easements do not exist on Dobson Road so Options 1 and 3 would require removal of traffic lanes.

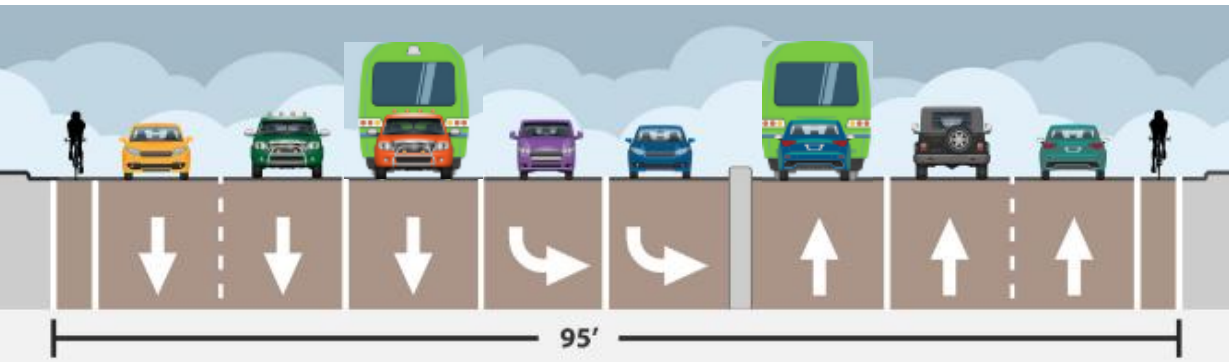
# Dobson Road – Track Location Options



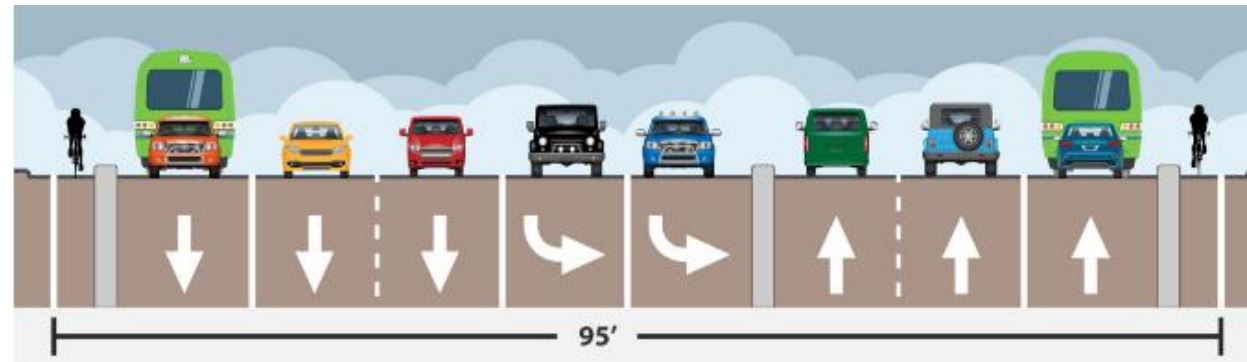
Option 1. Center-Running, Dedicated



Option 3. Side-Running, Dedicated



Option 2. Center-Running, Mixed Flow



Option 4. Side-Running, Mixed Flow

# Marina Heights/Rio Salado to McClintock Drive – Stop Area Options



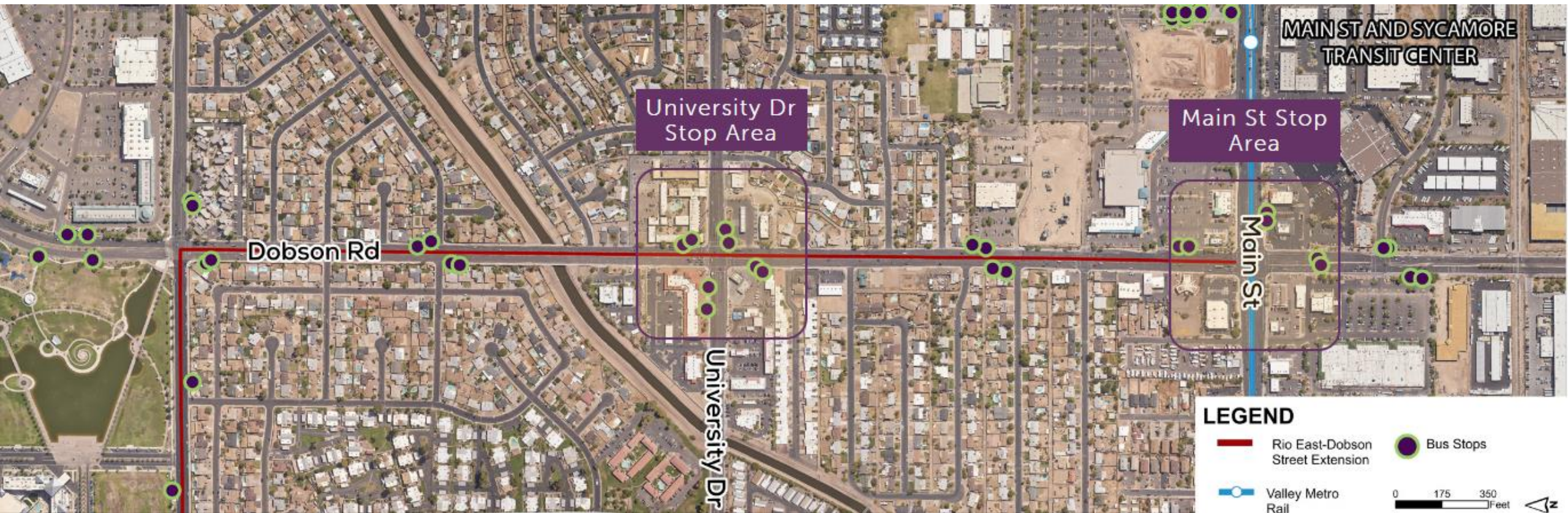
# McClintock Drive to Loop 101 – Stop Area Options



# Loop 101 to Dobson Road – Stop Area Options



# Dobson Road (south to Main Street) – Stop Area Options



# Next Steps

## YOU'RE INVITED!

### Open Houses

**Monday, June 10, 2024 | 6–8 p.m.**

Escalante Community Center, Senior Center  
2150 E. Orange St., Tempe

**Wednesday, June 12, 2024 | 6–8 p.m.**

Adelante Healthcare, Community Room  
1705 W. Main St., Mesa

### Virtual Option

You can participate virtually and provide feedback at the Virtual Open House from Tuesday, May 28 through Friday, June 28, 2024, at [www.redestreetcar.com](http://www.redestreetcar.com).

Please stay connected throughout the study at [valleymetro.org/rede](http://valleymetro.org/rede).

# Next Steps / Timeline

- The timeline for the study is shown below. Community outreach and engagement will continue throughout the study. At the completion of the REDE Study, the team will develop and present a final recommendation to the cities of Mesa and Tempe for consideration and possible adoption in early 2025.





# Questions?



**Thank you!**  
[valleymetro.org/rede](http://valleymetro.org/rede)

Brian Pessaro, Principal Planner  
[bpessaro@valleymetro.org](mailto:bpessaro@valleymetro.org)  
602.495.8266



# MEMORANDUM



**TO:** Transportation Commission  
**FROM:** Shelly Seyler, Deputy Transportation and Sustainability Director (480-350-8854)  
**DATE:** June 11, 2024  
**SUBJECT:** Recommended Transportation CIP Projects

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## PURPOSE

The purpose of this memo is to provide the Commission with an update on the Transportation Capital Improvement Program (CIP) requests for FY24/25 – FY27/28

## CITY COUNCIL STRATEGIC PRIORITY

- 5.03 - Capital Investment Created - Achieve an annual increase of capital investment that is twice Tempe's proportion of the capital investment forecasted for the region, based on population.

## BACKGROUND

This memo contains the recommended CIP projects related to Transportation, including all funding sources, and is required by charter, to be delivered to the City Council at least 90 days prior to the start of the next fiscal year. The City Council was presented with the initial recommended 5-year Capital Improvements Program (CIP) on February 22, 2024, and March 25, 2024. On May 21, 2024, the council approved the final adoption of the Capital Improvement Program.

## RECOMMENDATION OR DIRECTION REQUESTED

For Information Only

## FISCAL IMPACT or IMPACT TO CURRENT RESOURCES

	<b>FY 2024-25 Requested CIP Appropriation</b>	<b>FY 2024-25 to FY 2028-29 Total 5-year Program</b>
<b>Transit</b>	\$50,771,593	\$128,164,865
<b>Transportation and ROW</b>	\$95,299,538 million	\$326,321,538
<b>Traffic Signals and Streetlighting</b>	\$9,427,593	\$17,600,645

## ATTACHMENTS

Transportation Capital Improvement Program (CIP) Project Summaries

The background features a central yellow circle surrounded by multiple concentric, hand-drawn style blue lines that create a tunnel-like effect.

# Recommended Transportation CIP Projects

Transportation Commission

June 11, 2024



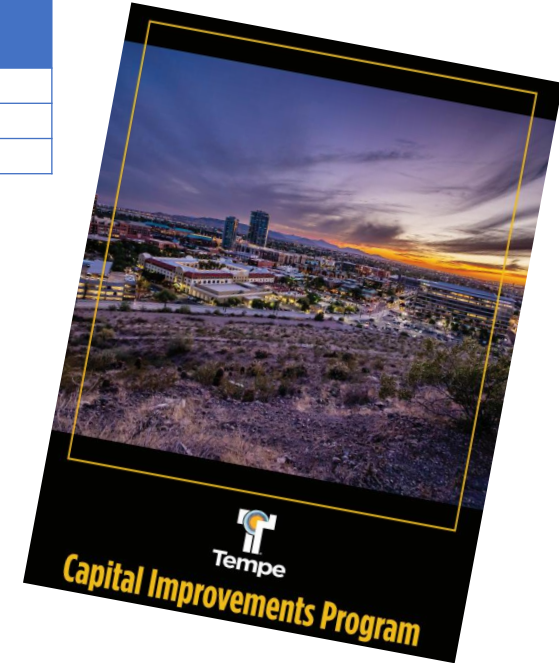
## Financial Stability and Vitality

5.03 - Capital Investment Created - Achieve an annual increase of capital investment that is twice Tempe's proportion of the capital investment forecasted for the region, based on population.

# Transportation Capital Improvement Program



	FY 2024-25 Requested CIP Appropriation	FY 2024-25 to FY 2028-29 Total 5-year Program
Transit	\$50,771,593	\$128,164,865
Transportation and ROW	\$95,299,538 million	\$326,321,538
Traffic Signals and Streetlighting	\$9,427,593	\$17,600,645

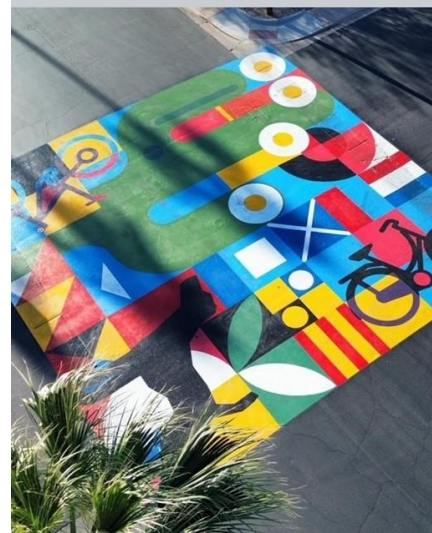


# Transit Capital Improvement Program



## Transit Project Highlights:

- 8<sup>th</sup> Street Streetscape
- Adaptive Streets
- Bus Pullouts and Bus Stop Capital
- Country Club Way – north and south
- Kyrene Roosevelt Farmer
- Pathway Capital Maintenance
- Tempe Mesa Streetcar Extension
- Transportation Master Plan



# Transportation and ROW Capital Improvement Program



## Transportation and ROW Project Highlights:

- 5<sup>th</sup> Street Streetscape & City Hall Complex Restrooms/Parking Reconfiguration
- Major (Roadway Mill and Overlay) and Minor Pavement Preservation
- ADA Improvements
- City Facility Parking Lots
- Smith Road Streetscape
- Minor Concrete Improvements
- Roundabout College and McKellips
- Right-of-Way Landscape Improvements
- Vision Zero Infrastructure





# Traffic Signals and Streetlight Capital Improvement Program



## Traffic Signal and Streetlight Project Highlights:

- Intelligent Transportation System Infrastructure Upgrades
- New signals
- Streetlight LED Replacement
- Traffic Signal Infrastructure and Green Signs update
- Signalized Intersection Detection
- Warner Rd and Kyrene Canal Bike Ped Signal
- Guadalupe and Western Canal Bike Ped Signal



## Traffic Signals and Street Lighting Program FY 2024/25 - FY 2028/29 CIP Project Listing

New project requests are underlined

Project Name	Project Number	Proposed Funding Source(s)	Capital Budget Re-appropriations	New 2024-25 Appropriation Request	2024-25 Total Requested Appropriation	Additional Projected Needs				Total 5-Year Program
						2025-26	2026-27	2027-28	2028-29	
<b>ITS Network Infrastructure Upgrade</b>	6911309	Federal Grants	744,970	-	744,970	-	-	-	-	744,970
		General Obligation Bonds	55,030	75,000	130,030	-	-	-	-	130,030
		<b>Project Total</b>	800,000	75,000	875,000	-	-	-	-	875,000
<b>New Signals/Safety Upgrades</b>	6906209	General Obligation Bonds	1,590,664	500,000	2,090,664	500,000	300,000	500,000	500,000	3,890,664
<b>Streetlight LED Replacement Program</b>	6908399	General Obligation Bonds	251,920	500,000	751,920	200,000	250,000	250,000	-	1,451,920
<b>Streetlight Pole Structural Replacement</b>	6999849	General Obligation Bonds	714,840	705,951	1,420,791	705,951	204,951	204,951	204,951	2,741,595
<b>Streetlight Upgrade/New Installation</b>	6999869	Highway User Revenue Fund	289,370	100,000	389,370	100,000	100,000	100,000	100,000	789,370
<b>Traffic Management Center Upgrade</b>	6910199	General Obligation Bonds	75,000	-	75,000	105,160	-	-	-	180,160
<u><b>Traffic Signal CCTV Updates</b></u>	N/A	Highway User Revenue Fund	-	200,000	200,000	100,000	100,000	100,000	100,000	600,000
<b>Traffic Signal Green Signs</b>	6906229	General Obligation Bonds	184,998	150,522	335,520	150,522	150,522	150,522	150,522	937,608
<b>Traffic Signal Infrastructure</b>	6903383	General Obligation Bonds	620,509	500,000	1,120,509	525,000	525,000	375,000	525,000	3,070,509
<b>Traffic Signal Pedestrian Access Improvements</b>	6909679	General Obligation Bonds	30,309	25,000	55,309	45,000	50,000	50,000	50,000	250,309
<b>Update Signalized Intersection Detection</b>	6910209	General Obligation Bonds	831,038	175,000	1,006,038	150,000	150,000	150,000	250,000	1,706,038
<b>Warner Rd. and Kyrene Canal Bike Ped Signal</b>	6910479	General Obligation Bonds	529,820	-	529,820	-	-	-	-	529,820
<b>Western Canal @ Guadalupe Rd Crossing Improvements</b>	6910489	General Obligation Bonds	577,652	-	577,652	-	-	-	-	577,652
<b>Traffic Signals and Street Lighting Program Total</b>			<b>6,496,120</b>	<b>2,931,473</b>	<b>9,427,593</b>	<b>2,581,633</b>	<b>1,830,473</b>	<b>1,880,473</b>	<b>1,880,473</b>	<b>17,600,645</b>

## Transit Program FY 2024/25 - FY 2028/29 CIP Project Listing

New project requests are underlined

Project Name	Project Number	Proposed Funding Source(s)	Capital Budget Re-appropriations	New 2024-25 Appropriation Request	2024-25 Total Requested Appropriation	Additional Projected Needs				Total 5-Year Program
						2025-26	2026-27	2027-28	2028-29	
<b>8th Street Multi-Use Path (Creamery Branch Rail Path)</b>	6007139	Transit Tax	-	156,000	156,000	-	-	-	-	156,000
		Capital Projects Fund Balance	678,962	-	678,962	-	-	-	-	678,962
		Federal Grants	-	4,001,297	4,001,297	-	-	-	-	4,001,297
		<b>Project Total</b>	678,962	4,157,297	4,836,259	-	-	-	-	4,836,259
<b>Adaptive Streets Implementation</b>	6011171	Capital Projects Fund Balance	100,000	-	100,000	-	-	-	-	100,000
<b>Alameda Drive &amp; I-10 Bicycle / Pedestrian Bridge</b>	6010009	Capital Projects Fund Balance	220,000	-	220,000	-	-	-	-	220,000
<b>Alameda Drive Bicycle/Pedestrian/Streetscape</b>	6008799	Capital Projects Fund Balance	555,156	-	555,156	-	-	-	-	555,156
		Federal Grants	460,470	-	460,470	-	-	-	-	460,470
		<b>Project Total</b>	1,015,626	-	1,015,626	-	-	-	-	1,015,626
<b>Bicycle Pedestrian Bridge at Knox and I-10</b>	6011181	Transit Tax	-	-	-	250,000	-	-	-	250,000
<b>Bus Pullout Project</b>	6008519	Transit Tax	-	175,000	175,000	175,000	175,000	175,000	175,000	875,000
		Capital Projects Fund Balance	2,212,287	-	2,212,287	-	-	-	-	2,212,287
		Development Impact Fees	-	65,260	65,260	65,260	65,260	65,260	65,260	326,300
		<b>Project Total</b>	2,212,287	240,260	2,452,547	240,260	240,260	240,260	240,260	3,413,587
<b>Bus Stop Capital Maintenance/Improvements</b>	6005239	Transit Tax	-	900,000	900,000	1,100,000	1,330,000	1,810,000	1,750,000	6,890,000
		Capital Projects Fund Balance	2,397,331	-	2,397,331	-	-	-	-	2,397,331
		<b>Project Total</b>	2,397,331	900,000	3,297,331	1,100,000	1,330,000	1,810,000	1,750,000	9,287,331
<b>Country Club Way Bike and Pedestrian Improvements Project</b>	6008969	Capital Projects Fund Balance	2,534,420	-	2,534,420	-	-	-	-	2,534,420
		Federal Grants	6,048,638	-	6,048,638	-	-	-	-	6,048,638
		<b>Project Total</b>	8,583,058	-	8,583,058	-	-	-	-	8,583,058
<b>Country Club Way - US60 to UPRR</b>	N/A	Transit Tax	-	-	-	-	218,000	4,965,929	-	5,183,929
		Federal Grants	-	-	-	-	250,000	3,500,000	-	3,750,000
		<b>Project Total</b>	-	-	-	-	468,000	8,465,929	-	8,933,929
<b>EVBOM - Facility Asset Maintenance (East Valley Bus Ops/Maint Facility)</b>	6006089	Transit Tax	-	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
		Capital Projects Fund Balance	3,384,899	-	3,384,899	-	-	-	-	3,384,899
		Grants/Other	-	200,000	200,000	200,000	200,000	200,000	200,000	1,000,000
		<b>Project Total</b>	3,384,899	1,200,000	4,584,899	1,200,000	1,200,000	1,200,000	1,200,000	9,384,899
<b>Federal Grants &amp; Project Contingency</b>	6009860	Federal Grants	-	2,000,000	2,000,000	-	-	-	-	2,000,000
		Grants/Other	-	500,000	500,000	-	-	-	-	500,000
		<b>Project Total</b>	-	2,500,000	2,500,000	-	-	-	-	2,500,000

## Transit Program FY 2024/25 - FY 2028/29 CIP Project Listing

New project requests are underlined

Project Name	Project Number	Proposed Funding Source(s)	Capital Budget Re-appropriations	New 2024-25 Appropriation Request	2024-25 Total Requested Appropriation	Additional Projected Needs				Total 5-Year Program
						2025-26	2026-27	2027-28	2028-29	
<b>Grand Canal Multi-Use Path Connection &amp; Extension Project</b>	6008979	Transit Tax	-	-	-	304,173	-	-	-	304,173
		Capital Projects Fund Balance	525,043	-	525,043	-	-	-	-	525,043
		Federal Grants	395,000	-	395,000	3,600,000	-	-	-	3,995,000
		<b>Project Total</b>	920,043	-	920,043	3,904,173	-	-	-	4,824,216
<b>Knox &amp; Kyrene Traffic Signal</b>	N/A	Transit Tax	-	100,000	100,000	-	-	-	-	100,000
		Federal Grants	-	864,895	864,895	-	-	-	-	864,895
		<b>Project Total</b>	-	964,895	964,895	-	-	-	-	964,895
<b>Kyrene Road/Roosevelt Road/Farmer Avenue Bicycle and Pedestrian Improvement Project (formerly North South Rail Spur MUP)</b>	6007089	Transit Tax	-	300,000	300,000	538,311	-	-	-	838,311
		Capital Projects Fund Balance	621,609	-	621,609	-	-	-	-	621,609
		Federal Grants	-	-	-	6,315,065	-	-	-	6,315,065
		Development Impact Fees	-	-	-	35,754	-	-	-	35,754
		<b>Project Total</b>	621,609	300,000	921,609	6,889,130	-	-	-	7,810,739
<b>Light Rail Capital Maintenance - State of Good Repair</b>	6010019	Transit Tax	-	300,000	300,000	300,000	400,000	400,000	400,000	1,800,000
		Capital Projects Fund Balance	2,184,223	-	2,184,223	-	-	-	-	2,184,223
		<b>Project Total</b>	2,184,223	300,000	2,484,223	300,000	400,000	400,000	400,000	3,984,223
<b>Pathway Capital Maintenance</b>	6005249	Transit Tax	-	1,200,000	1,200,000	1,065,000	1,400,000	900,000	1,500,000	6,065,000
		Capital Projects Fund Balance	2,155,630	-	2,155,630	-	-	-	-	2,155,630
		<b>Project Total</b>	2,155,630	1,200,000	3,355,630	1,065,000	1,400,000	900,000	1,500,000	8,220,630
<b>Proposition 400 Extension Projects</b>	6010759	Transit Tax	-	250,000	250,000	250,000	250,000	-	5,000,000	5,750,000
		Capital Projects Fund Balance	400,000	-	400,000	-	-	-	-	400,000
		Prop 400E	-	-	-	250,000	250,000	-	-	500,000
		<b>Project Total</b>	400,000	250,000	650,000	500,000	500,000	-	5,000,000	6,650,000
<b>Rio Salado North Bank Multi Use Path</b>	6008579	Transit Tax	-	530,000	530,000	-	-	-	-	530,000
		Capital Projects Fund Balance	180,000	-	180,000	-	-	-	-	180,000
		Federal Grants	-	800,000	800,000	-	-	-	-	800,000
		<b>Project Total</b>	180,000	1,330,000	1,510,000	-	-	-	-	1,510,000
<b>Rio Salado Upstream Pedestrian Bridge</b>	6011191	Transit Tax	-	-	-	-	500,000	-	-	500,000
		Federal Grants	-	-	-	1,200,000	24,500,000	-	-	25,700,000
		Capital Projects Fund Balance	150,000	-	150,000	-	-	-	-	150,000
		Developer Assistance/Contribution	-	-	-	-	5,500,000	-	-	5,500,000
		<b>Project Total</b>	150,000	-	150,000	1,200,000	30,500,000	-	-	31,850,000
<b>Scottsdale Rd Bicycle &amp; Pedestrian Improvement Project</b>	6009749	Transit Tax	-	337,000	337,000	-	-	-	-	337,000
		Capital Projects Fund Balance	1,130,682	-	1,130,682	-	-	-	-	1,130,682
		Federal Grants	4,995,109	905,504	5,900,613	-	-	-	-	5,900,613
		<b>Project Total</b>	6,125,791	1,242,504	7,368,295	-	-	-	-	7,368,295
<b>Tempe Mesa Streetcar Extension</b>	6011059	Capital Projects Fund Balance	1,200,000	-	1,200,000	-	-	-	-	1,200,000

## Transit Program FY 2024/25 - FY 2028/29 CIP Project Listing

New project requests are underlined

Project Name	Project Number	Proposed Funding Source(s)	Capital Budget Re-appropriations	New 2024-25 Appropriation Request	2024-25 Total Requested Appropriation	Additional Projected Needs				Total 5-Year Program
						2025-26	2026-27	2027-28	2028-29	
<b>Transit Tax Funded Projects</b>										
<b>Archaeological Contingency Fund</b>										
	6009759	Capital Projects Fund Balance	400,000	-	400,000	-	-	-	-	400,000
<b>Transportation Master Plan</b>										
	6010769	Capital Projects Fund Balance	600,000	-	600,000	-	-	-	-	600,000
<b>TTC - Facility Asset Maintenance (Transportation Center)</b>										
	6006099	Transit Tax	-	400,000	400,000	400,000	400,000	400,000	400,000	2,000,000
		Capital Projects Fund Balance	2,257,178	-	2,257,178	-	-	-	-	2,257,178
		<b>Project Total</b>	2,257,178	400,000	2,657,178	400,000	400,000	400,000	400,000	4,257,178
<b>Transit Program Total</b>			<b>35,786,637</b>	<b>14,984,956</b>	<b>50,771,593</b>	<b>17,048,563</b>	<b>36,438,260</b>	<b>13,416,189</b>	<b>10,490,260</b>	<b>128,164,865</b>

## Transportation and R.O.W. Program FY 2024/25 - FY 2028/29 CIP Project Listing

New project requests are underlined

Project Name	Project Number	Proposed Funding Source(s)	Capital Budget Re-appropriations	New 2024-25 Appropriation Request	2024-25 Total Requested Appropriation	Additional Projected Needs				Total 5-Year Program
						2025-26	2026-27	2027-28	2028-29	
<b>5th Street Streetscape (Farmer to College Avenues)</b>	5411941	Highway User Revenue Fund	500,000	-	500,000	-	-	-	-	500,000
	6011041	Transit Tax	387,000	-	387,000	-	-	-	-	387,000
		General Obligation Bonds	3,740,021	-	3,740,021	-	-	-	-	3,740,021
		<b>Project Total</b>	4,627,021	-	4,627,021	-	-	-	-	4,627,021
<b>ADA Improvements</b>	5408021	General Obligation Bonds	1,516,982	300,000	1,816,982	600,000	600,000	600,000	500,000	4,116,982
<b>Architectural Monument Signs</b>	5410661	Highway User Revenue Fund	100,000	-	100,000	-	-	-	-	100,000
<b>Arterial Walls</b>	5411071	General Obligation Bonds	500,000	-	500,000	-	-	-	-	500,000
<b>Bridge Maintenance</b>	5499891	General Obligation Bonds	562,000	-	562,000	470,000	21,000	470,000	21,000	1,544,000
<b>Broadway Road Revitalization Corridor</b>	5411081	General Obligation Bonds	200,000	441,000	641,000	-	-	-	-	641,000
<b>City Facility Parking Lots</b>	5407791	General Obligation Bonds	4,630,496	2,000,000	6,630,496	2,150,000	1,000,000	1,600,000	1,500,000	12,880,496
		ADOT	789,284	-	789,284	-	-	-	-	789,284
		<b>Project Total</b>	5,419,780	2,000,000	7,419,780	2,150,000	1,000,000	1,600,000	1,500,000	13,669,780
<b>City Hall Complex Restrooms and Parking Reconfiguration</b>	5410671	General Obligation Bonds	1,625,443	-	1,625,443	-	-	-	-	1,625,443
<b>Clark Park and Mitchell Park Alley Stabilization</b>	5410399	Federal Grants/Other	1,027,523	-	1,027,523	-	-	-	-	1,027,523
	3410409	Solid Waste Fund	135,477	-	135,477	-	-	-	-	135,477
		<b>Project Total</b>	1,163,000	-	1,163,000	-	-	-	-	1,163,000
<u><b>Dorsey Ln Connection at Rio Salado</b></u>	N/A	General Obligation Bonds	-	-	-	-	-	-	1,242,000	1,242,000
<b>Fire Medical Rescue Facilities Pavement Replacement</b>	5410439	General Obligation Bonds	2,231,174	1,800,000	4,031,174	-	-	-	-	4,031,174
<b>Future Fiber Network Expansion</b>	5409680	General Obligation Bonds	1,181,165	200,000	1,381,165	-	-	400,000	300,000	2,081,165
<u><b>Hardy Drive Neighborhood Traffic Calming</b></u>	N/A	General Obligation Bonds	-	336,000	336,000	597,000	-	-	-	933,000
<b>High School Speed Zone Safety Improvements</b>	5409991	Highway User Revenue Fund	98,750	-	98,750	-	-	-	-	98,750
<b>Hudson Manor/University Heights Neighborhood Alley Stabilization</b>	5410391	Federal Grants/Other	844,419	-	844,419	-	-	-	-	844,419
	3410429	Solid Waste Fund	106,265	-	106,265	-	-	-	-	106,265
		<b>Project Total</b>	950,684	-	950,684	-	-	-	-	950,684

## Transportation and R.O.W. Program FY 2024/25 - FY 2028/29 CIP Project Listing

New project requests are underlined

Project Name	Project Number	Proposed Funding Source(s)	Capital Budget Re-appropriations	New 2024-25 Appropriation Request	2024-25 Total Requested Appropriation	Additional Projected Needs				Total 5-Year Program
						2025-26	2026-27	2027-28	2028-29	
<b>Infrastructure Improvements Smith Innovation Hub</b>	5410441	General Obligation Bonds	5,127,040	3,050,000	8,177,040	-	-	-	-	8,177,040
<b>Loop 202 &amp; Scottsdale Road On-Ramp Expansion</b>	5411091	General Obligation Bonds	-	-	-	-	130,000	-	880,000	1,010,000
<u>Mill Avenue Realignment</u>	N/A	Grants/Other	-	-	-	14,923,000	-	-	-	14,923,000
<b>Minor Concrete Improvements</b>	5401417	General Obligation Bonds	322,348	278,000	600,348	292,000	307,000	322,000	338,000	1,859,348
<b>Minor Pavement Preservation</b>	5409661	General Obligation Bonds	5,103,534	2,692,500	7,796,034	2,800,000	3,000,000	3,500,000	3,000,000	20,096,034
<u>Minor Pavement Preservation Acceleration</u>	N/A	General Obligation Bonds	-	2,307,500	2,307,500	2,200,000	2,000,000	1,500,000	-	8,007,500
<b>Neighborhood Traffic Calming</b>	5408051	Highway User Revenue Fund	645,198	300,000	945,198	300,000	300,000	300,000	300,000	2,145,198
<b>Pedestrian and Bicycle Grade Separation - University and College</b>	5411101	Federal Grants/Other Development Impact Fees	1,462,950	-	1,462,950	4,506,798	-	-	-	5,969,748
		ASU Participation	-	-	-	1,930,337	-	-	-	1,930,337
		General Obligation Bonds	264,621	-	264,621	947,907	-	-	-	1,212,528
		<b>Project Total</b>	1,727,571	-	1,727,571	8,686,000	-	-	-	10,413,571
<u>Pedestrian and Bicycle Overpass at Rural and 6th St</u>	N/A	ASU Participation	-	-	-	-	-	-	6,012,800	6,012,800
		Federal Grants/Other	-	-	-	-	-	-	9,019,200	9,019,200
		<b>Project Total</b>	-	-	-	-	-	-	15,032,000	15,032,000
<b>Quiet Zone and Alameda Intersection Improvements</b>	5410169	Highway User Revenue Fund	282,443	100,000	382,443	-	-	-	-	382,443
<b>Right of Way (ROW) Landscape Replacement</b>	5406149	General Obligation Bonds	1,414,326	1,000,000	2,414,326	1,000,000	1,000,000	1,000,000	1,000,000	6,414,326
<b>Roadway Mill &amp; Overlay &amp; Reconstructions (formerly Arterial Resurfacing)</b>	5499741	General Obligation Bonds	15,996,126	7,100,000	23,096,126	7,100,000	8,600,000	9,350,000	5,000,000	53,146,126
		Highway User Revenue Fund	-	3,450,000	3,450,000	3,450,000	2,900,000	-	-	9,800,000
		<b>Project Total</b>	15,996,126	10,550,000	26,546,126	10,550,000	11,500,000	9,350,000	5,000,000	62,946,126
<u>Roadway Mill &amp; Overlay PQI Acceleration</u>	N/A	General Obligation Bonds	-	15,000,000	15,000,000	31,750,000	31,650,000	30,300,000	17,850,000	126,550,000
<b>Roundabout at College and McKellips</b>	5411121	General Obligation Bonds	210,000	1,007,250	1,217,250	-	-	-	-	1,217,250
		Development Impact Fees	-	267,750	267,750	-	-	-	-	267,750
		<b>Project Total</b>	210,000	1,275,000	1,485,000	-	-	-	-	1,485,000

## Transportation and R.O.W. Program FY 2024/25 - FY 2028/29 CIP Project Listing

New project requests are underlined

Project Name	Project Number	Proposed Funding Source(s)	Capital Budget Re-appropriations	New 2024-25 Appropriation Request	2024-25 Total Requested Appropriation	Additional Projected Needs				Total 5-Year Program
						2025-26	2026-27	2027-28	2028-29	
<b>Rural Rd &amp; Baseline Rd Intersection Improvements</b>	5410681	General Obligation Bonds	297,500	-	297,500	1,698,437	-	-	-	1,995,937
		Development Impact Fees	-	-	-	326,563	-	-	-	326,563
		<b>Project Total</b>	297,500	-	297,500	2,025,000	-	-	-	2,322,500
<b>Sidewalk Infill</b>	N/A	General Obligation Bonds	-	465,000	465,000	-	740,000	-	500,000	1,705,000
<b>Street Grant Contingency</b>	5409854	Federal Grants/Other	-	1,000,000	1,000,000	-	-	-	-	1,000,000
<b>Veterans Way &amp; 6th St Turn Lane</b>	N/A	General Obligation Bonds	-	-	-	-	-	202,000	1,136,000	1,338,000
		ASU Participation	-	-	-	-	-	202,000	1,136,000	1,338,000
		<b>Project Total</b>	-	-	-	-	-	404,000	2,272,000	2,676,000
<b>Vision Zero Infrastructure Improvements</b>	5410189	General Obligation Bonds	552,453	200,000	752,453	200,000	200,000	200,000	350,000	1,702,453
<b>Warner I-10 Drainage Channel Access Ramp</b>	5410691	Highway User Revenue Fund	150,000	-	150,000	-	-	-	-	150,000
<b>Transportation and R.O.W. Program Total</b>			<b>52,004,538</b>	<b>43,295,000</b>	<b>95,299,538</b>	<b>78,543,000</b>	<b>52,448,000</b>	<b>49,946,000</b>	<b>50,085,000</b>	<b>326,321,538</b>



# MEMORANDUM

**TO:** Tempe Transportation Commission  
**FROM:** Shelly Seyler, Deputy Transportation & Sustainability Director  
**DATE:** April 9, 2024  
**SUBJECT:** Future Agenda Items  
**ITEM #:** 8

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## **PURPOSE:**

The Chair will request future agenda items from the Commission members.

## **RECOMMENDATION OR DIRECTION REQUESTED:**

This item is for information only.

- July 9 - Cancelled
- August 13
  1. Back to School Campaign - Neighborhoods and PIO
  2. Terrace and Rural Intersection
  3. Public Art Mill Underpass
- September 10
  1. Vision Zero Update
  2. TMA/TDM, Personal Delivery Devices
  3. College and University Underpass Project
- October 8
  1. Transit Prioritization Strategies
  2. Discussion about possible joint meeting with Sustainability Commission
  3. Prop 479
- November 12
  1. Annual Report
  2. 2024 Transportation Survey Results
  3. Transportation Master Plan & Transportation Equity
- December 10
- January 14
  1. Commission Business
- February 11
- March 11
- April 8
- May 13
  1. Bike Hero
- TBD: Alameda Drive Streetscape Project (before and after) & Speed Data
- TBD: Transit Revenue Study