



PUBLIC MEETING AGENDA

Transportation Commission

MEETING DATE

Tuesday, June 11, 2013
7:30 a.m.

MEETING LOCATION

Tempe Transportation Center
200 East 5th Street, Don Cassano Community Room
Tempe, Arizona

MEETING AGENDA REVISED ADDITION

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
<p>1. Public Appearances The Transportation Commission welcomes public comment for items listed on this agenda. There is a <i>three-minute time limit</i> per citizen.</p>	Charles Huellmantel, Commission Chair	Information
<p>2. Approval of Meeting Minutes: The commission will be asked to review and approve meeting minutes from the April 9, 2013 meeting.</p>	Charles Huellmantel, Commission Chair	ACTION
<p>3. Proposed Changes to Non ADA Dial-a-Ride Fares Valley Metro staff will present information on proposed changes to the fare structure for non-ADA (i.e., general public) dial-a-ride services.</p>	Hillary Foose, Valley Metro	Information and possible action
<p>4. General Plan 2040 Staff will present an overview of the information in General Plan 2040.</p>	Nancy Ryan, Community Development	Information
<p>5. MAG Planning Grants Staff will provide information on the upcoming process for securing MAG Planning Grants and potential eligible projects in Tempe. ADDITION</p>	Eric Iwersen, Community Development	ACTION
<p>6. Public Art Concepts for University and Hardy Dr. Streetscape Projects REVISED Staff will present information on public art draft concepts for the two projects.</p>	Maja Aurora, Community Services Eric Iwersen, Community Development	Information

<p>7. Department and Regional Transportation Updates Staff will provide updates from city Departments and current issues being discussed at the Maricopa Association of Governments and regional transit agencies.</p>	<p>Public Works, Community Development; Community Relations</p>	<p>Information</p>
<p>8. Future Agenda Items Commission may request future agenda items.</p>	<p>Charles Huellmantel, Commission Chair</p>	<p>Information</p>
<p>9. Facility Tour Commission members will be provided a tour of the Traffic Management Center on the 3rd floor of the Tempe Transportation Center.</p>	<p>Cathy Hollow, Public Works</p>	<p>Information</p>

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 350-2775 (voice) or 350-8400 (TDD) to request an accommodation to participate in a public meeting.



Minutes City of Tempe Transportation Commission April 9, 2013

Minutes of the Tempe Transportation Commission held on Tuesday, April 9, 2013, 7:30 a.m., at the Tempe Transportation Center, Don Cassano Community Room, 200 E 5th Street, Tempe, Arizona.

(MEMBERS) Present:

Charles Huellmantel (Chair)
Aaron Golub
Sue Lofgren
Kevin Olson
Charles Redman
Benjamin Sanchez

Don Cassano
Ben Goren
Nikki Gusz
Philip Luna
German Piedrahita
Gary Roberts

(MEMBERS) Absent:

Pam Goronkin

Peter Schelstraete

City Staff Present:

Angel Carbajal
Eric Iwersen
Yvette Mesquita
Shelly Seyler
Robert Yabes

Joe Clements
Greg Jordan
Nancy Ryan
Sue Taaffe
Kathy Wittenburg

Guests Present:

Ben Limmer, Corridor & Facility Development Manager at Valley Metro,
Lisa Procknow, Community Outreach Coordinator at Valley Metro

Commission Chair Charles Huellmantel called the meeting to order at 7:34 a.m.

Agenda Item 1 – Public Appearances

None

Agenda Item 2 – Approval of Meeting Minutes

Commission Chair Charles Huellmantel introduced the meeting minutes of March 12, 2013 and asked for a motion.

Motion: Commissioner Cassano

Second: Commissioner Olson

Decision: Approved

Agenda Item 3 – Scottsdale/Rural Rd. LINK Study

Greg Jordan, Deputy Public Works Director-Transit, introduced Ben Limmer, Corridor & Facility Development Manager at Valley Metro, and gave a brief presentation on the Scottsdale Study of LINK service.

Greg explained that the concept to provide limited bus rapid transit service to link east valley cities was identified in the 2010 regional transit plan, but was cut due to resources. The city of Scottsdale is ready to move forward with their portion of the plan to link Rural Road and Scottsdale Road.

Ben gave a brief update on the Project Definition Study Valley Metro is analyzing. The Scottsdale and Rural Road link is identified in the Regional Transportation Plan as a high capacity transit corridor extending to link services between Tempe, Mesa and Chandler.

An Alternative Analysis study on Scottsdale and Rural in 2011 recommended developing a bus rapid transit in mixed flow traffic between the Tempe Transportation Center and the Thunderbird Park and Ride-and-Ride on Scottsdale Road. Valley Metro is analyzing the recommendation to determine service elements and equipment requirements by 2014 and anticipates being operational by 2015. The LINK service is intended to provide high quality bus service to light rail and more enticing amenities such as Wi-Fi and ticket vending machines.

Commissioner Goren requested clarification on available wireless services. Ben responded that Wi-Fi service would be available for laptop use.

Ben concluded that Valley Metro is working with Tempe and Chandler on service components such as frequency and hours to improve operations between north and south Scottsdale, as well as pairing up service hours and frequency to serve the most number of riders, efficient with regional transit operating dollars. Public outreach will be initiated over the next few months.

Greg commented that Phase 1 is Scottsdale funded and Phase 2 lacks operating costs.

Commissioner Cassano asked about ridership estimates. Ben replied that many factors determine ridership which is currently under review and will be presented in a future meeting.

Commissioner Redman inquired about the differences of the buses in a devoted lane. Ben replied that the bus can operate more like light rail, provide more predictable service levels, be branded separately from Valley Metro bus services, offer more substantial bus stops that provide a shelter with trash can or big bike racks, and real time information boards.

Greg added that the 2010 study (the Alternatives Analysis) proposed business access and transit lane where the right hand lane would be designated to business access and transit usage only, which increases speed. The second piece uses a signal priority, which allows the bus to get through intersections more quickly than other traffic and the

third piece implements a change to the intersection design which allows a bus to go ahead of regular traffic via queue jumpers. Those three options are the major elements to increase speed for buses.

Commissioner Goren commented that the route makes sense for population going to school and inquired how Tempe residents working in Scottsdale will be serviced.

Ben replied that service needs are being evaluated, but most traffic is going south to Tempe. This will be addressed further in Phase 2.

Commissioner Olson reiterated that this is the logical high capacity corridor due to the highest employment density; stated there is no service that provides transit to get to the job at the other end; and inquired as to what kind of service will be provided around the airport.

Commission Chair Huellmantel commented that Scottsdale places a different value on mass transit and it's a great study and if there were more talk about extending service southbound, the commission would want more information about ridership.

Agenda Item 4 – Broadway Rd. Streetscape Project

Eric Iwersen, Interim Transportation Planning Manager, gave a brief update on the Transportation Plan project between Mill Avenue and Rural on Broadway Road.

This project is in the Tempe Transportation Plan and is in concert with the policies in the General Plan; \$2.4 M in federal funding has been secured and must be obligated by the end of Summer 2014. Based on feedback from Council, staff and the public, five concepts are being proposed for review.

Five options have been proposed with two different direction elements. Direction 1: Remove one lane of travel on the roadway (currently three lanes) and Direction 2: Keep all lanes of travel, work with right-of-way and create a project baseline treatment for all concepts that are in compliance with plan and funding, include street trees on south side, provide wider sidewalks, have median islands with landscaping, incorporates bike lanes on Broadway, and offer intersection improvements.

Eric described the five options as

- 1) 1A: 5 travel lanes, traditional 3 lanes eastbound, 2 lanes westbound, 8' sidewalk and trees on south side, no parking on Broadway Lane with 4' sidewalk, builds into City right-of-way
- 2) 1B: 5 travel lanes, shared 3 lanes eastbound, 2 lanes westbound, 8' sidewalk and trees on south side, no parking or sidewalk on Broadway Lane with cars and pedestrian share street space, builds into City right-of-way
- 3) 2A: 4 travel lanes, traditional 2 lanes eastbound, 2 lanes westbound, 8' sidewalk and trees on south side, parking allowed on Broadway Lane with 4' sidewalk, builds into City right-of-way
- 4) 2B: 4 travel lanes, shared 2 lanes eastbound, 2 lanes westbound, 8' sidewalk and trees on south side, parking allowed on Broadway Lane with cars and pedestrians share street space, builds into City right of way.

- 5) 2C: 4 lanes, existing back s/w 2 lanes eastbound, 2 lanes westbound, 8' sidewalk and trees on south side, no parking on Broadway Lane with 5' sidewalk, does not require building into City right-of-way.

Commissioner Redman commented that Broadway Lane is not used because the roads are too bumpy and suggested making it more inviting as a bike route alternative.

Commissioner Roberts supports 2A because of the north side of Broadway Lane over option 2B which mixes pedestrian walkway with vehicles. Eric confirmed that option 2A is a more traditional streetscape with a more dedicated pedestrian sidewalk.

Commissioner Luna asked if there are brick paver sidewalks to direct people to go back and forth along a path and added that he does not support walls. Eric replied no, it just illustrates the different uses in the rendering.

Commissioner Piedrahita commented that he prefers options 2B and 2A.

Commissioner Olson stated he prefers 2A and 2B, as 2B will challenge the designers to create a space that could be used elsewhere.

Commissioner Golub stated he prefers 4 lanes and inquired about community input. Eric replied that the preliminary data is split; but the neighbors support lane removal.

Shelly emphasized that staff is specifically reaching out to Broadway Lane residents regarding parking and both plans could be implemented.

Commission Chair Huellmantel redirected the dialogue to focus on defining commission consensus and indicated staff will reach out to the public.

Shelly commented that the traffic analysis on the lane removal suggested that one way of increasing the Mill and Broadway capacity is to extend the lane through the intersection and drop it on the far side to decrease congestion and delay on the west side, which is the old Walgreen's site to improve service.

Commissioner Golub asked if that concept would reduce costs because there would be less modification west of Mill. Shelly agreed and reiterated that there are several options available.

Commissioner Lofgren supports moving to four lanes and does not support a wall and landscaping. She also inquired about using low water use vegetation.

Commissioner Goren mentioned the space by the Harkins Theater with the rabbits as an example of an area that combines all uses; it works because there is an expectation that all travelers are going the same speed, as limited by design.

Commissioner Cassano asked if there is landscaping on the south side. Eric replied that landscape has not been established yet, although feedback indicates that the wall is important, but discussions are not final.

Commissioner Cassano asked if there is two-way traffic. Eric replied yes.

Commissioner Cassano supported options 2A and 2B and wants to hear neighborhood feedback.

Commissioner Gusz stated she supports a four lane plan and prefers the neighbors decide.

Commissioner Goren commented to be aware that landscape could impede cyclists.

Commission Chair Huellmantel commented that he supports a combination of the two concepts and does not support block walls and acknowledged that there is a consensus of going to a four lane project plan.

Agenda Item 5 – University Dr. Streetscape Project

Eric Iwersen, Interim Transportation Planning Manager, gave a brief update on the University Drive Streetscape project.

Eric reviewed the handout outlining the project details and informed the commission that the proposal will go to Council IRS on April 18th for approval. The latest drawings have been submitted to ADOT in anticipation of acquiring funding over the summer.

Commission Chair Huellmantel confirmed that formal action by the Commission was not warranted on this item and asked Eric to email out the latest version of the drawings.

Eric confirmed that action is not warranted and appreciates the Commission's support. There were general questions regarding pavers, drainage and median reduction, which Eric answered for clarification.

Commissioner Redman asked if the pavers would be designed to differentiate between bike and vehicle lanes and Eric confirmed it would.

Commissioner Luna asked water harvesting applied to medians or water shed from the street and Eric responded that it would drain off from the street.

Commission Chair Huellmantel asked how much median was removed and Eric responded approximately 4,400 linear feet was in the first concept and it's down to about half to date.

Agenda Item 6 – MAG Planning Grants

Eric Iwersen, Interim Transportation Planning Manager, gave a brief update on funding options through grants.

Eric reported that the Maricopa Association of Governments (MAG) has \$300,000 available in grant funds. Applications are accepted in May and the funding becomes available shortly thereafter. Staff anticipates submitting several projects for consideration this year, such as the pathway design along the railroad, which has not been agreed upon by the railroad to date, but if the community supports and region funds, it could influence railroad to accept the project which benefits the entire community.

Eric will provide the Commission with a list of all of the projects listed in the Transportation Plan for discussion at the May Transportation Commission meeting.

Agenda Item 7 – General Plan 2040 – Transportation Chapter

Nancy Ryan, Project Management Coordinator of Community Development, updated the Commission on the Community Working Group (CWG).

Nancy gave a brief update of how the General Plan Community Working Group (CWG) was compiled. The CWG consists of 23 community members who, over the past two meetings have performed small group activities and have discussed key elements of the general plan in regards to environmental, public services, open space, housing and growth areas.

The CWG is reviewing circulation transportation elements and regional components including freight/inner city rail/airport components of the general plan. Nancy referred the commission to the material included in the Transportation Commission packet, which identified some of the priorities identified by the Transportation Commission and will be a valuable resource for the CWG to use as they move forward in their discussions.

The next CWG meeting is April 24th at the Tempe Public Library in Meeting Room A. Nancy shared the public meeting provides the opportunity for public appearance and invited commission members to attend to express their priorities.

Commissioner Cassano asked when the priorities were put together. Nancy responded that it was initiated at the retreat in August 2012 and continued through January 2013.

Commission Chair Huellmantel confirmed that he will attend the next General Plan meeting and clarified that the priorities should be bulleted as the order of the priorities was not designated. Commissioner Lofgren agreed that the items were emphasized as priorities, not in order.

Eric affirmed that staff will be present at the next meeting as well.

Nancy continued that the General Plan CWG expects to introduce a draft by June and will continue the process and get public input over the summer. The plan will go before the Development Review Commission in October and to Council in November.

Development of the Transportation Master Plan will resume after the Preliminary General Plan 2040 is introduced to the public. Staff confirm that the Transportation Commission agreed to the hiring of a consultant to assist with the Transportation Plan.

Agenda Item 8 – Bike Ordinance

Commission Chair Huellmantel introduced Angel Carbajal, Assistant Police Chief, to present the proposed Bike Ordinance.

Angel reviewed the proposed changes in Chapter Seven of the Ordinance that relates to bike registration. Council Member Granville has expressed strong feelings about bike theft and renewed efforts to curb bike thefts. Angel reported that the current bike registration system is antiquated, cumbersome and limited in effectiveness and proposes to partner with neighboring cities and communities (ASU) to share resources and offer online services to improve and expedite bike registrations and reduce thefts.

The proposed system requests to mandate bike registration, charge civil penalty for failing to register, offer registration online, by mail-in card, walk-in service via police stations or by patrol officers on the street. Registration responsibility lies on the bike owner. Partnering with the City of Mesa, Chandler, Scottsdale and ASU will afford opportunities to compare data and curb bigger crimes that stem from bike thefts.

Commissioner Cassano commented that they registered bikes in the fire department in the 70's because they were more accessible. Angel replied that current trends move towards web registration.

Commissioner Goren asked for more details about the current registration process and Commissioner Luna asked how the new program will be promoted. Angel responded that there is a process in place, but no system to support it and that the greatest challenge is at ASU, and suggests having Crime Prevention and Community Relations attend ASU registration annually.

Commissioner Redman commented that it might be prudent to register bikes via the retailers when bikes are purchased. Angel responded that retailers could post the ordinance at their establishments.

Commissioner Roberts asked what the charges and fines are for bike theft and Commissioner Piedrahita asked if bike owners would get charged a fee for not registering. Commissioner Goren asked if there is a national bike registry. Angel responded that depending on the cost of the bike, the charge is a misdemeanor, but the goal is to make the program convenient for bike owners and partner with neighboring communities to utilize the data obtained to reduce bike theft and other crimes. Angel also noted that bike retailers do have the responsibility to notify buyers of bike regarding the registration ordinances; there is no cost for bike registration.

Commissioner Gusz asked if it would be beneficial to advertise this program around bike racks. Angel stated yes and described that the City of Mesa currently utilizes a program that leaves door hangers with a note advising the bike owner "your bike has just been stolen" and lists details on bike registration.

Commissioner Lofgren asked for clarification on how ASU registration interacts with city registration and Commissioner Goren asked how this program could be expanded regionally. Angel responded that it would require ordinance changes and data sharing processes.

Commissioner Goren suggested that language could be revised to support that element in Tempe's ordinance.

Commissioner Olson added that it should be explored; don't let it slow down Tempe's current progress.

Commissioner Cassano inquired how the process would work when a private bike owner sells their registered bike. Angel responded that the new owner would register the bike and an ownership trail would be created in the data source.

Commissioner Roberts asked if there was a timeline for the ordinance. Angel responded that there was not a set date, but the program will be presented to the Transportation Commission and the Economic, Lake, Downtown and Advanced Transportation Council Committee for approval before going to Council. Angel added that the language addressing altered serial numbers strengthens the ordinance and protects bike owners.

Commission Chair Huellmantel asked the commissioners if there was support for the proposed program ordinance. Commissioner Roberts and Olsen voice their support of the program and requested the item be added to the agenda to take formal action next month.

Commission Chair Huellmantel confirmed that there is consensus on this item.

Agenda Item 9 – Department and Regional Transportation Updates

Eric announced the upcoming Bike to Work event; Mayor Mitchell will lead the ride from Whole Foods to NCounter, where a free breakfast will be provided. Commission Chair Huellmantel reiterated what a good opportunity this event is to express how important bike paths are to the community. Greg confirmed that detailed announcement will be sent out via email. Commissioner Roberts gave kudos to Greg and staff for their work on the report to Council.

Agenda Item 10 – Future Agenda Items

- Broadway Rd. Streetscape Project
- MAG Planning Grants
- General Plan 2040 – Transportation Chapter update in June; Commission Chair Huellmantel asked for statistical data; Nancy Ryan offered information on the study for review
- Commissioner Golub requested more specifics regarding the budget history for the Streetcar in the General Plan to help clarify the analysis and define the role of the streetcar and expressed interest in receiving the list of facilities transferred to Transit

The Committee's next meeting is scheduled for May 14, 2013

Meeting adjourned at 9:14 am.

Prepared by: Kathy Wittenburg

Reviewed by: Yvette Mesquita

STAFF REPORT

AGENDA ITEM 3

DATE

June 11, 2013

SUBJECT

Non-ADA Dial-a-Ride Service Fare Increase

PURPOSE

Provide the Commission with information concerning the proposed fare increase to Non-ADA Dial-a-Ride (DAR) service provided in Tempe and the East Valley.

BACKGROUND & TIMELINE

The east valley cities of Tempe, Scottsdale, Mesa, Chandler and the town of Gilbert are all served by the East Valley Dial-a-Ride service. East Valley Dial-a-Ride, operated by Valley Metro, provides ADA service which is federally mandated and non-ADA service in Tempe, Scottsdale, Chandler and unincorporated Maricopa County which is funded by each city and the County.

As the provider of East Valley DAR service, Valley Metro has been making presentation throughout the east valley to provide the public information concerning a proposed increase to the non-ADA service fare. Current non-ADAD DAR fare is \$1.00 plus a nominal zone fare. ADA DAR fare is 4.00 for a single trip. Non-ADA fares have not increased in nearly 10 years as the cost to operate service continues to rise as demand increases.

Non-ADA DAR serves seniors (65 or older) and persons with disabilities who may not qualify for ADA service. The service is custom and door to door.

The fare increase is proposed in order to cover more of the cost of providing the service and to bring it in line with ADA DAR fares which are twice the local bus fare. The non-ADA base fare is proposed to increase to by \$1.00 in July 2013, 2014 and 2015, and to replace the zone charge with a mileage fee. The base fare will cover trips less than 5 miles. For a trip between 5 and 9 miles the fee would be \$.50 per mile would be added. After 9 miles the fee increases to \$1.00 per mile to the base fare.

In addition to the non-ADA fare increase, a change in the reservation policy is also proposed. The new policy would allow one day or same day reservations.

Options to using the non-ADA DAR include becoming ADA certified and using ADA DAR service. Tempe residents who become ADA certified are eligible to receive a free Platinum Pass to ride bus or light rail.

For seniors and persons with disabilities, the Valley Metro RideChoice program is available which provides taxi cab coupons at a discounted rate.

Final recommendations to proposed changes to non-ADA East Valley DAR service will occur in late June with possible changes effective in late summer 2013.

CONTACT

Mike Nevarez
Transit Operations Coordinator
480-858-2209
michael_nevarez@tempe.gov

ATTACHMENTS

Attachment A: Valley Metro Presentation
Attachment B: FAQ sheet

Proposed Non-ADA Dial-A-Ride Fare Structure Changes

What is non-ADA DAR?

- Non-ADA DAR services seniors (65 or older) and passengers with disabilities who do not qualify for ADA.
- This service is provided by taxi cabs with drivers trained to support passengers with limited mobility.
- It is not federally-mandated service.



Background on DAR Fare Structure

- 2009—Valley Metro Board adopted revised ADA fare structure (2x local bus and rail fare)
- ADA fare structure not adopted by entire region
 - Non-ADA fare locally set
 - In East Valley, base fare is \$1.00
- 2012—Valley Metro Board action:
 - ADA fare to increase from \$3.50 to \$4.00 on March 1, 2013 (2x local fare)
 - Convene paratransit fare policy working group

Why Must Non-ADA Fares Increase?

- Non-ADA DAR fares have not increased in nearly 10 years.
 - Cost to operate the service continues to rise.
- An appropriate amount should be charged for custom, door-to-door service.
- ADA DAR has increased to \$4.00 for a single trip.

Which Cities Will Be Affected?

- Chandler, Scottsdale and Tempe as well as unincorporated Maricopa County
- Other cities do not offer non-ADA DAR.

Proposed Changes to Non-ADA DAR

- Non-ADA base fare would increase by a \$1.00 in July 2013, 2014 and 2015 until it conforms with the ADA base fare of \$4.00.
- A distance-based fee would also be added:
 - The base fare covers a trip of less than 5 miles.
 - A trip of 5 or more miles, would include a fee per mile.
 - Between 5 and 9 miles, the fee is .50 per mile.
 - 10 or more miles, the fee is \$1.00 per mile.

Example of Distance-Based Fees

(Summer 2013)

EXAMPLE OF DISTANCE BASED FARE STRUCTURE				
Trip Length	Base Fare	Dist Fare	Dist Fare	Total Fare
Less than 5 miles	\$2.00	\$0.00	\$0.00	\$2.00
5 miles	\$2.00	\$0.50	\$0.00	\$2.50
8 miles	\$2.00	\$2.00	\$0.00	\$4.00
10 miles	\$2.00	\$2.50	\$1.00	\$5.50
12 miles	\$2.00	\$2.50	\$3.00	\$7.50
15 miles	\$2.00	\$2.50	\$6.00	\$10.50

Example of Distance-Based Fees

(July 2015)

EXAMPLE OF DISTANCE BASED FARE STRUCTURE				
Trip Length	Base Fare	Dist Fare	Dist Fare	Total Fare
Less than 5 miles	\$4.00	\$0.00	\$0.00	\$4.00
5 miles	\$4.00	\$0.50	\$0.00	\$4.50
8 miles	\$4.00	\$2.00	\$0.00	\$6.00
10 miles	\$4.00	\$2.50	\$1.00	\$7.50
12 miles	\$4.00	\$2.50	\$3.00	\$9.50
15 miles	\$4.00	\$2.50	\$6.00	\$12.50

Other Proposed Change

- Change reservation policy to **one or same day advance reservation** (July 2013)

Alternative Mobility Programs

- Streamlined ADA assessment/certification process
- ADA Platinum Pass
 - Available in Avondale, Gilbert, Mesa, Peoria and Tempe
 - Free to ride bus/light rail
- RideChoice cab programs



Next Steps

- Concluding public involvement effort to solicit input on proposed non-ADA fare changes
- June 2013—Finalize recommendation; assist cities with presentations to city councils
- July/August 2013—Non-ADA fares are adjusted, pending approval by each affected jurisdiction

Proposed Non-ADA Fare Changes



Frequently Asked Questions

What is non-ADA Dial-a-Ride (DAR)?

Non-ADA DAR is door-to-door mobility service for seniors (65 or older) and passengers with disabilities who do not qualify for ADA (Americans with Disabilities Act) service. Today, this service is provided by taxi cabs or subcontracted paratransit vehicles with drivers trained to support passengers with limited mobility.

Non-ADA DAR is not federally-mandated service; it is supported by the local jurisdiction.

Why must the fares increase for non-ADA DAR service?

Non-ADA DAR fares have not increased in nearly 10 years, while the service level and delivery model have improved. In addition, an appropriate amount should be charged for personalized, door-to-door service. The fare should also more closely conform to the ADA DAR fare.

ADA DAR, for our customers with disabilities who have qualified under our program, has recently increased to \$4.00 for a single trip as of March 1, 2013. ADA DAR is two times the local base fare for riding a bus or train which is \$2.00.

Which cities will be affected by the proposed fare changes?

The cities of Chandler, Scottsdale and Tempe as well as unincorporated Maricopa County will be impacted by the proposed non-ADA fare changes. Other cities may not offer non-ADA, only ADA DAR, or have a separate fare structure. Please contact the Valley Metro Mobility Center for additional questions at 602.716.2100.

What are the proposed fare changes to non-ADA Dial-a-Ride?

The recommendation is as follows:

- Increase the non-ADA DAR base fare (\$1.00) to conform to the ADA DAR base fare (\$4.00) by July 2015. The non-ADA base fare would increase by a \$1.00 each summer. See [chart on back](#) for specific details.
- Beginning summer 2013, a non-ADA DAR trip would cost the base fare plus a fee for each trip mile. The base fare covers a trip of less than 5 miles. A trip between 5 and 9 miles, the fee is .50 per mile. A trip of 10 or more miles, the fee is \$1.00 per mile. See [chart on back](#) for specific details.
- Reservations can be made up to one day in advance, making non-ADA DAR service available for same-day or next-day trips only.

What are other mobility options available to me?

Valley Metro encourages passengers with disabilities to apply to become ADA-eligible and have access to such ADA services as DAR at \$4.00 per trip and/or a free Platinum Pass to ride bus or light rail in participating cities.

For seniors or passengers with mobility challenges, Valley Metro RideChoice programs are available, which include coupons for cabs, medical voucher program and mileage reimbursement. The programs vary slightly depending on your city of residence and are affordable mobility options.

To become ADA-certified and/or learn more about our RideChoice programs, visit www.valleymetro.org or contact the Valley Metro Mobility Center at 602.716.2100.



valleymetro.org
602.253.5000
TTY 602.251.2039

> See back for additional detail

Proposed Non-ADA Fare Changes



If you would like to provide comments on the proposed fare changes by April 30, 2013, please contact Valley Metro Customer Service:

Phone: 602.253.5000

Email: csr@valleymetro.org

Mail: 4600 E. Washington St. Suite 101
Phoenix, AZ 85034



PROPOSED CHANGES

NON-ADA DIAL-A-RIDE BASE FARE*

Current	July 2013	July 2014	July 2015
\$1.00	\$2.00	\$3.00	\$4.00

*Beyond 2015, the non-ADA DAR base fare would conform to the ADA DAR base fare

NON-ADA DIAL-A-RIDE TRIP COST BY MILE ** Proposed for July 2013

Trip Length	Cost
1 - 4 miles	\$2.00 (base fare)
5 miles	\$2.50 (base fare + .50/mile)
6 miles	\$3.00
7 miles	\$3.50
8 miles	\$4.00
9 miles	\$4.50
10 miles	\$5.50 (base fare + \$2.50 + \$1.00/mile)
11 miles	\$6.50
12 miles	\$7.50
13 miles	\$8.50
14 miles	\$9.50
15 miles	\$10.50

NON-ADA DIAL-A-RIDE TRIP COST BY MILE ** Proposed for July 2015

Trip Length	Cost
1 - 4 miles	\$4.00 (base fare)
5 miles	\$4.50 (base fare + .50/mile)
6 miles	\$5.00
7 miles	\$5.50
8 miles	\$6.00
9 miles	\$6.50
10 miles	\$7.50 (base fare + \$2.50 + \$1.00/mile)
11 miles	\$8.50
12 miles	\$9.50
13 miles	\$10.50
14 miles	\$11.50
15 miles	\$12.50

** Service does extend beyond 15 miles at \$1.00 per mile. July 2014 costs would include a \$3.00 base fare plus \$.50 or \$1.00 per mile as outlined above.

City of Tempe

General Plan 2040

Boards and Commissions Review

June 2013

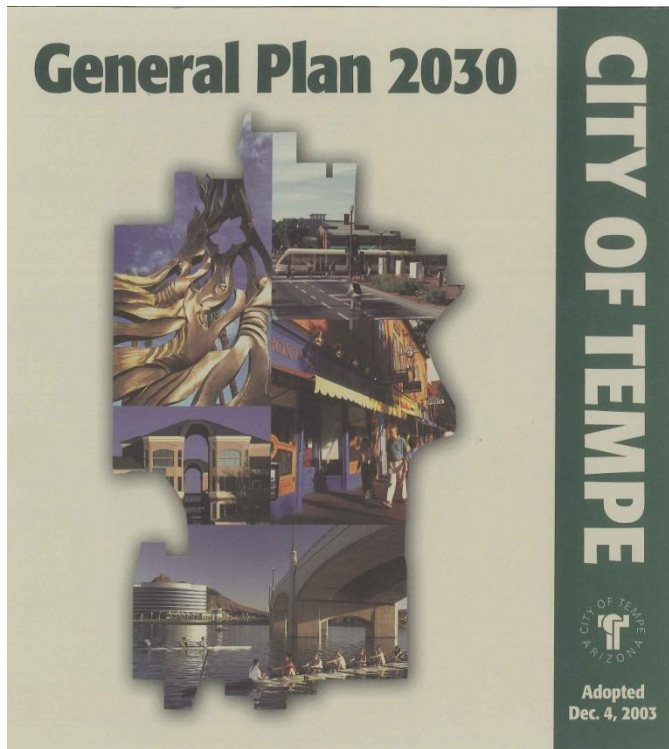


Why Prepare a General Plan

- Holds the community's vision for future.
- Guides how the community will grow and change.
- Required by AZ law that a comprehensive and long term plan be adopted every 10 years.

Current General Plan

Key Recommendations from General Plan 2030



- Infill development and Mixed Use,
- Integration of historic preservation and neighborhood enhancement,
- Enhance the built environment in which people live, learn, work and play,
- Growth areas for strategic economic development,
- Multi-modal transportation for greater accessibility,
- Open space and recreation amenities in growing city
- Public art and culture that add quality of life,
- Attractive, functional and efficient public buildings, and
- Human services to those of greatest need.



Here is what we hear from you



Guiding Principles



Guiding Principle

Balanced Land Use



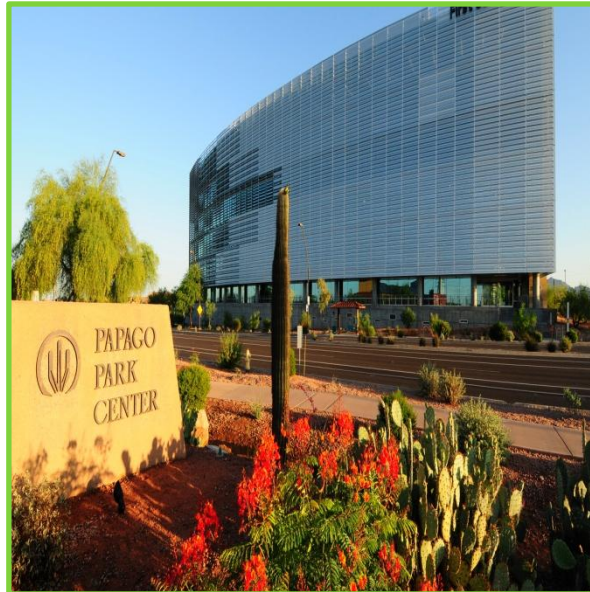
Guiding Principle

Enhanced Quality of Life
and Preservation of
Neighborhood Character



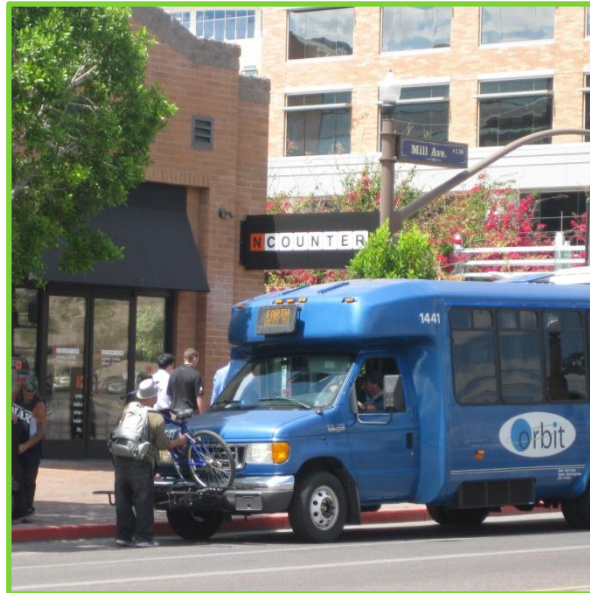
Guiding Principle

Increased Economic Vitality



Guiding Principle

**Sustained Mobility /
Greater Accessibility**



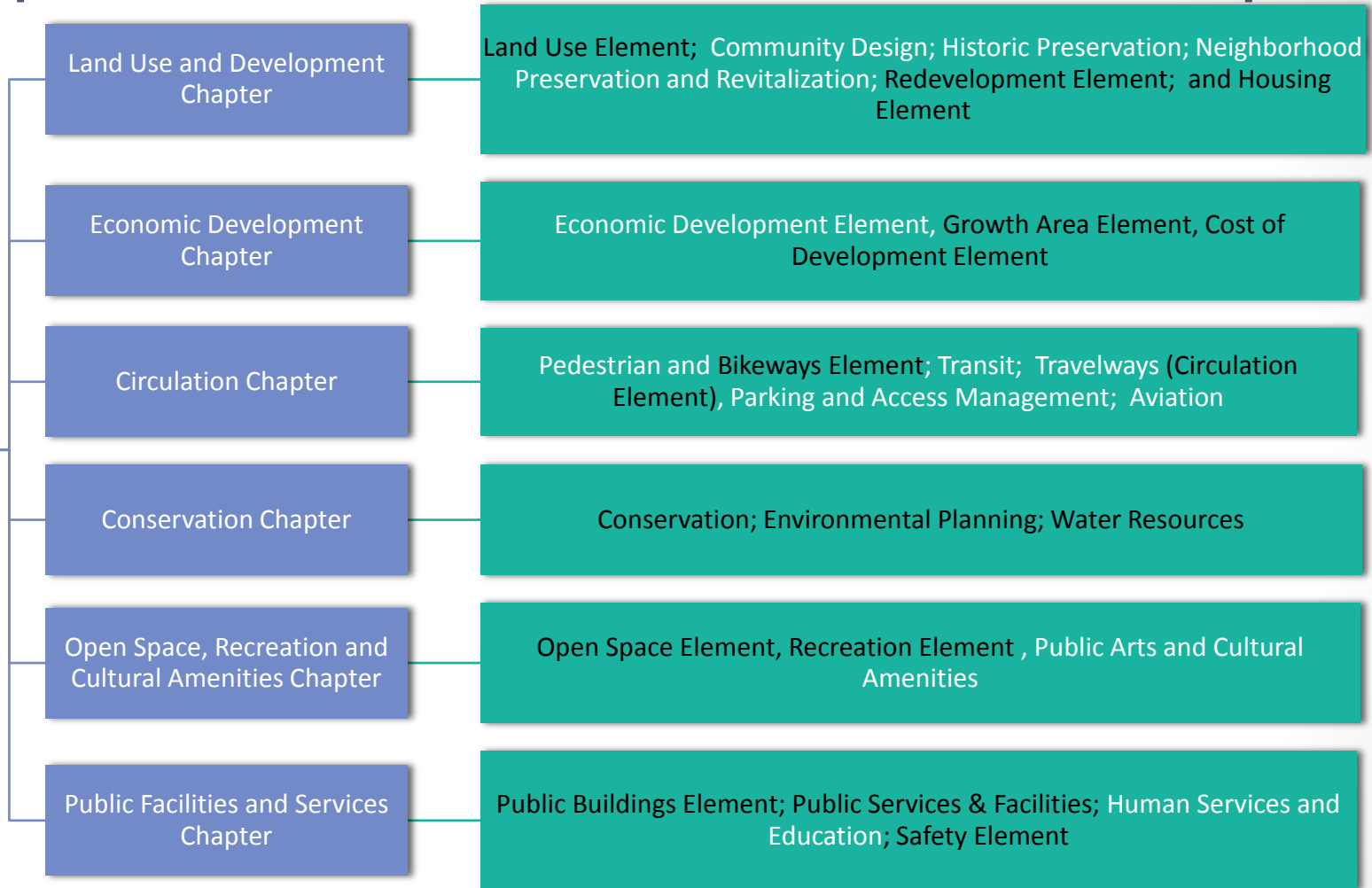
Guiding Principle

Sustainability and Environmental Stewardship



Requirements for the General Plan in Tempe

General Plan 2040



Required Elements in Black Text



What's New in GP2040

- Tempe as the State leader in Urban Living
- Create a "20 minute city"
- More Transit-Oriented Development
- Creating Additional Hubs of Activity – Growth Areas
- Implementing “Complete Streets” strategies
- Fill gaps in the Connecting Network of the Community (walkways, bikeways and open space)
- Moving the City further to Sustainability
- Healthy Living that produces Healthy Community
- Counting Private Open Space
- ASU Stadium District Land Use Changes
- Projected Growth - 2040 Population – 217,000
2040 Employment – 244,000

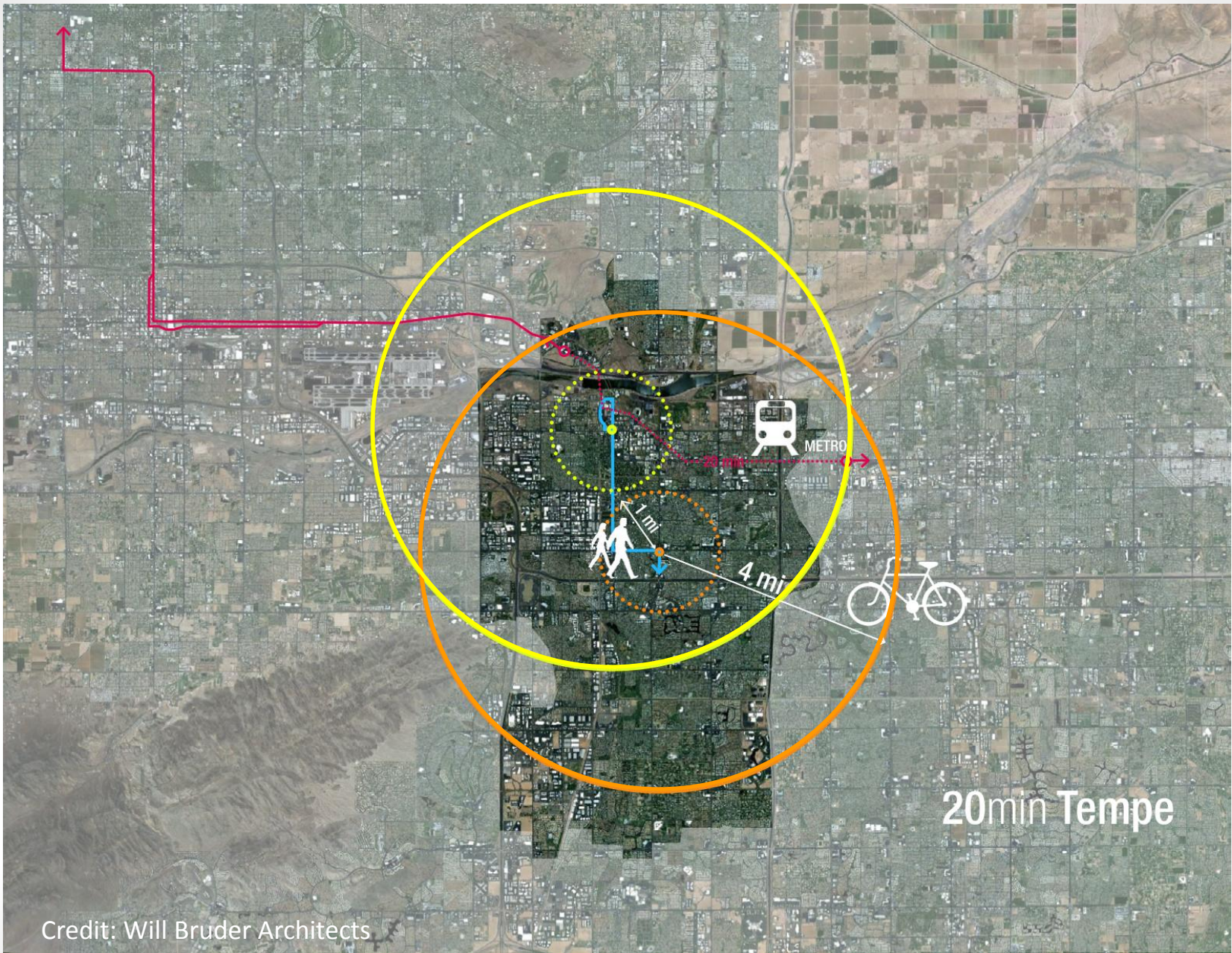


Land Use and Development Chapter

Land Use and Community Design

- Land use patterns to support long-term sustainability
- High quality design for housing, business, streets, parks
- Attract families to purchase and businesses to investment in Tempe
- Develop the City with multiple urban centers
- Activity centers with streets that loved to be walked and places where people visit and linger.
- Provides needed local services on a neighborhood scale.
- Ensure that Mixed-use provides the desired blend of multiple uses
- Identify framework for further planning of Character Areas
- Keep the community involved in planning and development
- Maintain the Jobs-Housing Ratio of 1:1
- A "20-minute City"





Credit: Will Bruder Architects

Land Use and Development Chapter

Revitalization, Redevelopment, Housing and Historic Preservation

- Community design includes accessible and sustainable components
- Urban lifestyle that attracts professionals
- Accommodate lifestyles for all stages of life – families, empty nesters, elderly, multi-generational families
- Stable, Established Neighborhoods
- Promote Historic Preservation and Neighborhood Preservation
- Affordable housing and rehabilitate existing rental housing
- Affordable housing for workforce and elderly, as well as low income
- Housing variety
- Coordinate affordable housing with transportation
- Build to encourage long term residency and aging in place

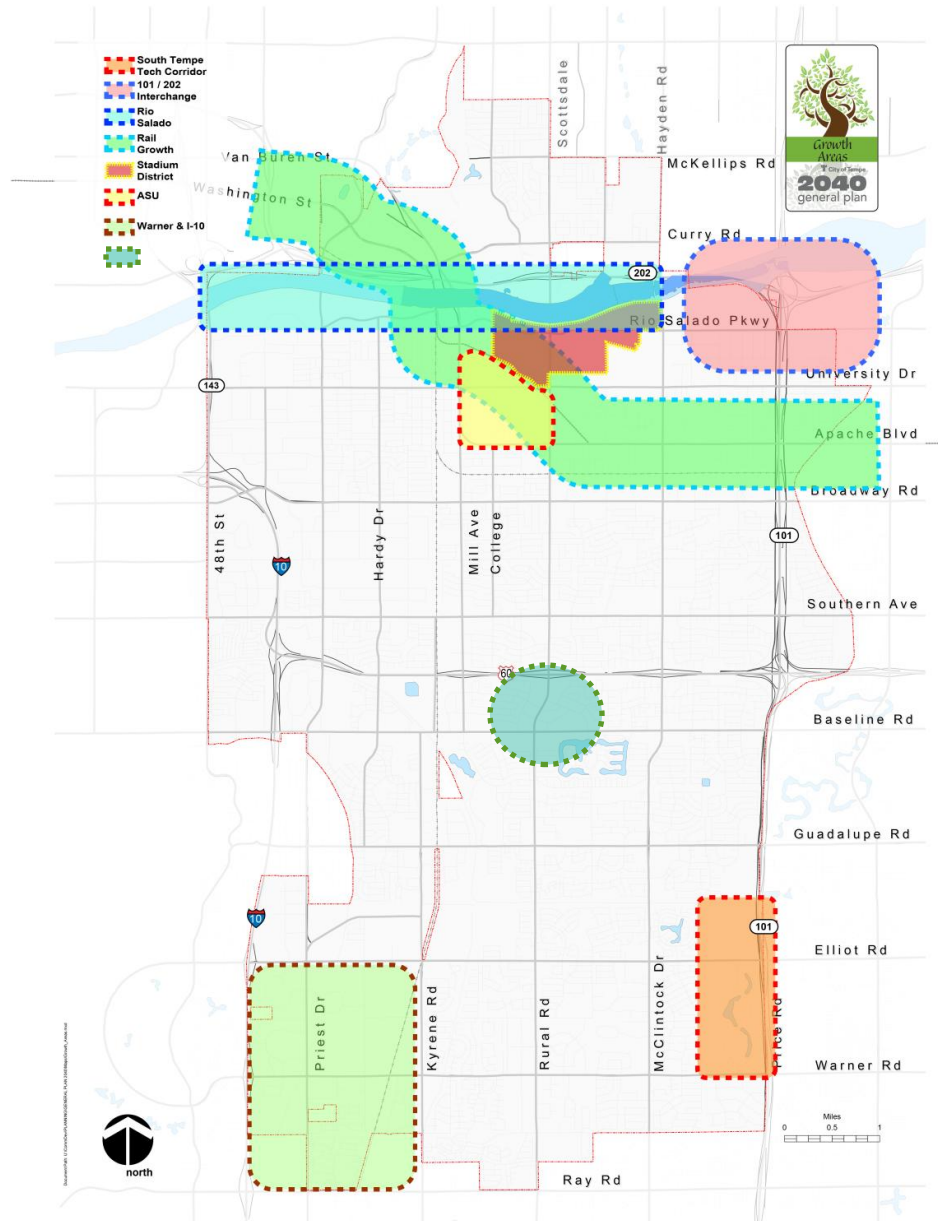


Economic Development Chapter

- Draw workers from the Knowledge Economy
- Business climate that fosters private investment
- Implement Economic Development Strategy
- Sustained improvement in standard of living and quality of life for all residents.
- Jobs that pay above regional average or better
- Tie with ASU technology graduates to sustain a technology based workforce
- Technology incubator space
- Strategic in the Sale or Lease of City-owned land
- Land intensification provides necessary infrastructure or service capacity
- Promote a financially stable economy with economic development tools.
- Growth Areas



Growth Areas



Circulation Chapter

Pedestrian/Bike Network

- Pedestrian, bike, bus to provide other modes of transport besides vehicles
- Development patterns that support pedestrian access and circulation
- Safe and comfortable and interesting walking and biking environments
- Completes gaps in the system to make is useable
- Identify designated bike route systems that connect to hubs
- Bicycle travel a comprehensive mode of transportation, not only for recreational use.
- Facilitate bicycle transportation amenities that incentivize increased ridership.
- Connect facilities to the greater region



Circulation Chapter

Transit, Travelways and Aviation

- Safe, efficient and interconnected transit options
- Transit that facilitates local, regional and inter-regional connections
- Complete streets
- Minimize neighborhood traffic impacts
- Maintain streets and the street infrastructure to be functional and attractive
- Technology to produce travelway efficiencies
- Interconnections that balance and more fully serve all modes—freeways, freight, inter-city rail, etc.
- Maximize Airport's economic benefit and minimize its environmental impact.
- Promote consolidated and shared parking
- Ensure neighborhoods are not impacted by parking



2040
general plan

Conservation Chapter

Conservation, Environmental Planning and Water Resources

- Clean energy solutions to protect our environment
- Energy reducing building materials
- Clean-up sites with environmental contamination
- Safe and healthy co-existence with wildlife.
- Manage flood prone areas/ protect natural floodplain functions
- Increased shade (from trees) for ambient temperature and air quality benefits.
- Urban forest resource - care for trees
- Renewable and sustainable water supplies
- Maximize reclaimed water use
- Recycling and managed reduction of waste
- Continue water conservation efforts
- Capture and infiltrate storm water for benefit of vegetation
- Minimize total pollutants from transport to receiving waters

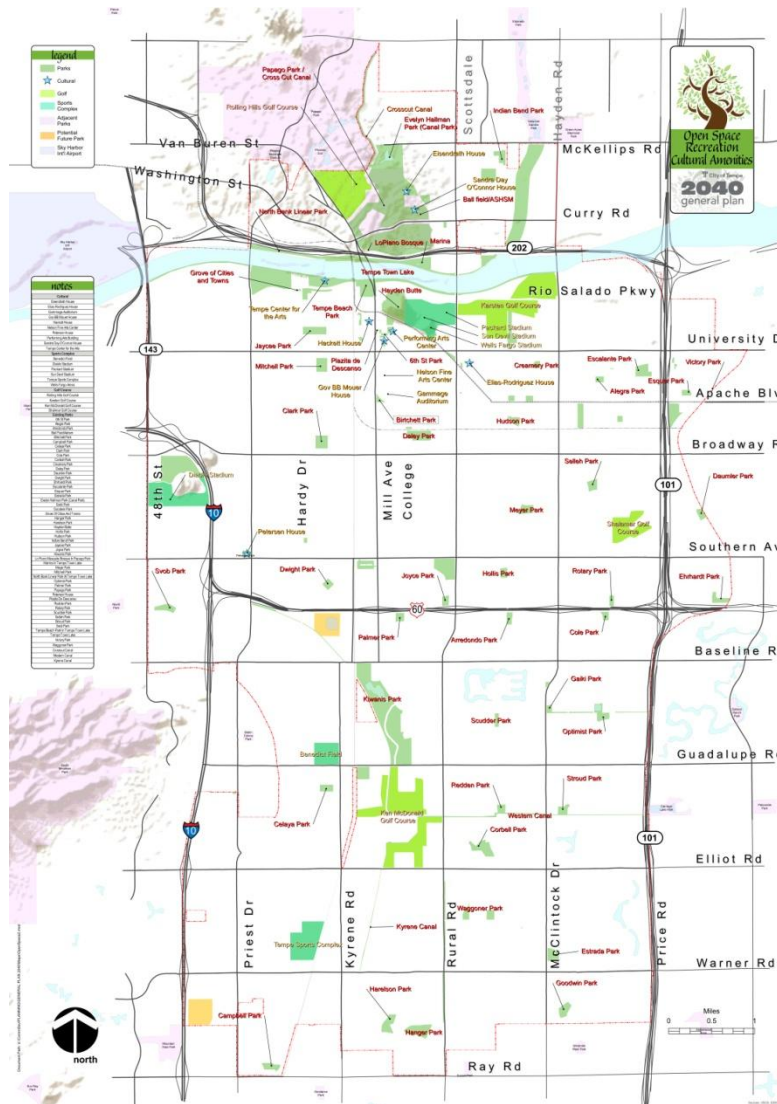


Open Space, Recreation and Cultural Amenities Chapter

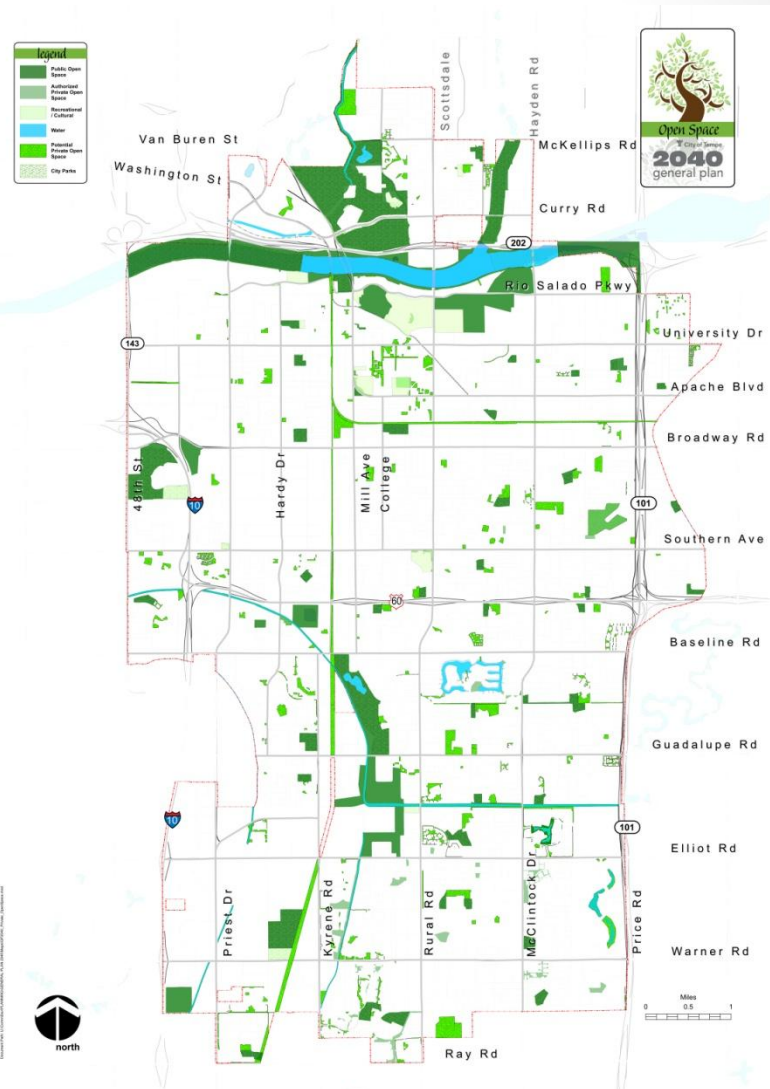
- Variety of open spaces/parks to serve the diverse and changing needs
- Linked open space and parks
- Recreation programs for health, physical fitness, leisure, creativity and entertainment
- Diverse art, library and cultural facilities and programs that educate and enrich the community
- Infuse art throughout the community in public and private spaces
- Promote artistic expression and cultural awareness
- Use technology for outreach and service delivery
- Recognize benefit of Private and Regional open space



Public & Private Open Space



Public Parks, Preserves and Sportsfield Complexes



Combining with Private Open Space and R-O-W

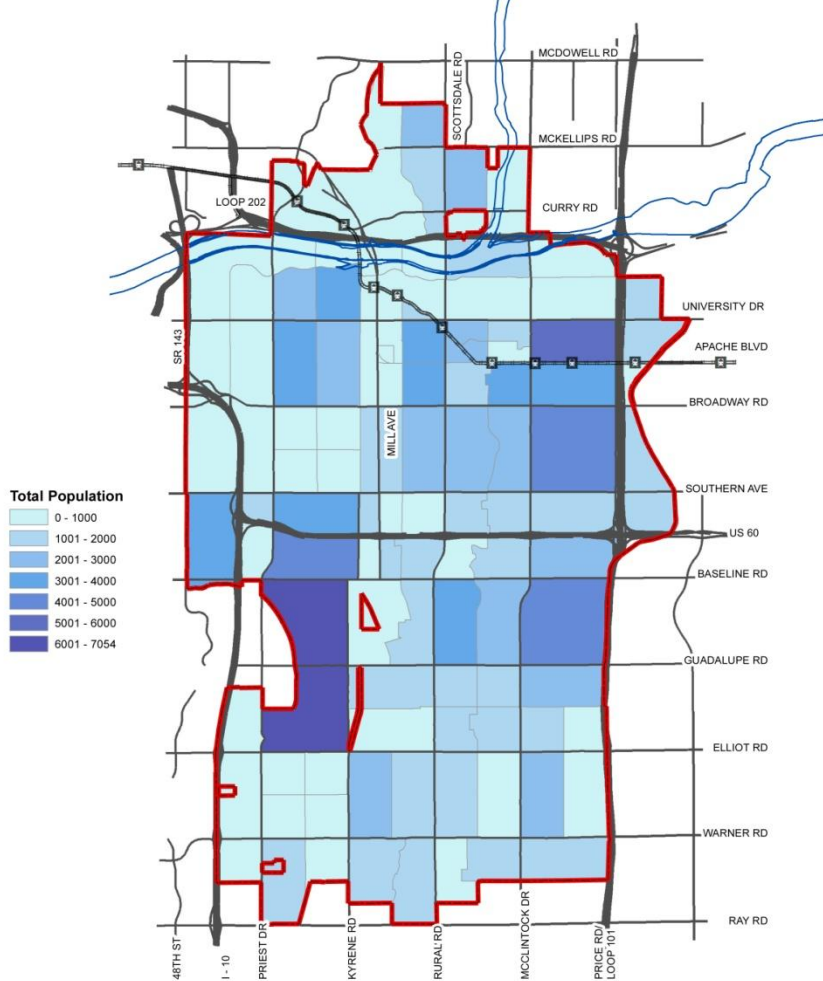
Public Services and Facilities Chapter

- Public buildings to sustain the wide range of services
- Efficient and effective public services
- Coordinate and plan for non-city services and facilities to meet community needs
- Improve the quality of life for all Tempe residents, with emphasis on those in most need
- Defined and/or balanced city services
- Human service components to support aging in place
- Academic and social connection with schools
- Facilitate lifelong learning environments
- Prepare and coordinate to prevent and minimize impact of disasters
- Preservation of life and protection of property from fire or hazardous materials
- Fight crime and enhance public safety
- Engage the community in public safety issues



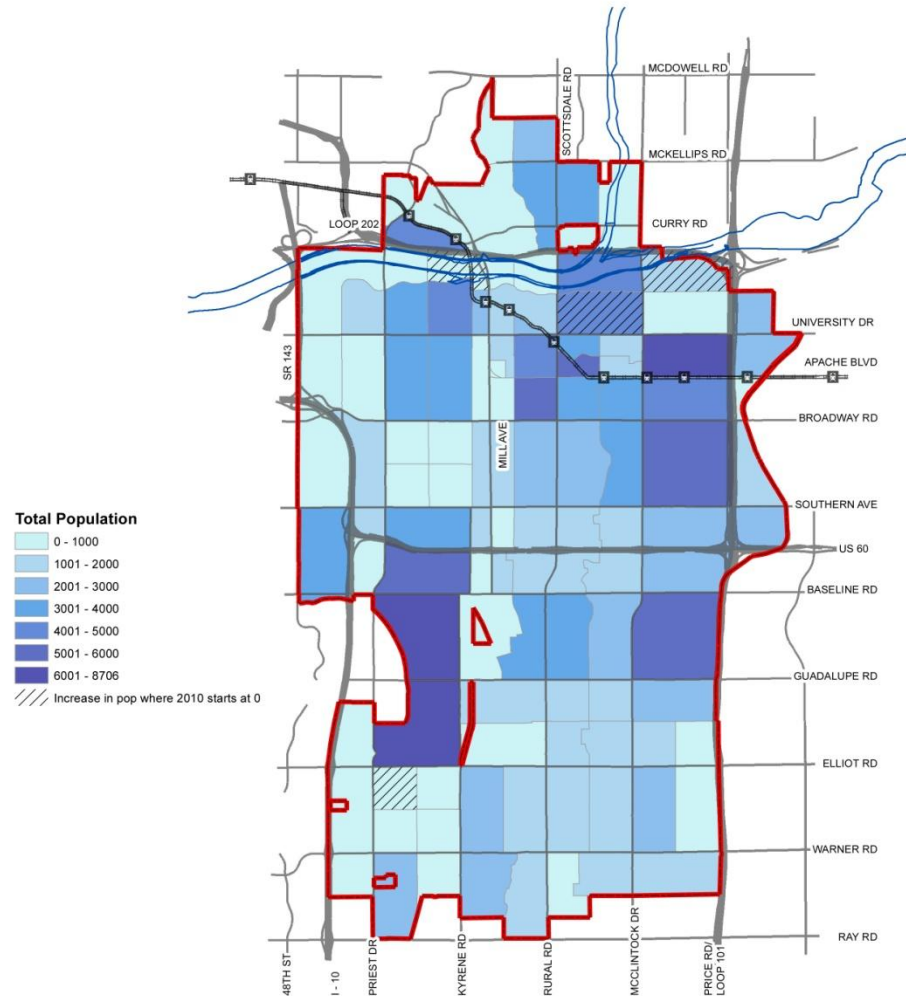
Population Projection

2010 TOTAL POPULATION by
TRANSPORTATION ANALYSIS ZONE (TAZ)



2010 Population
161,719

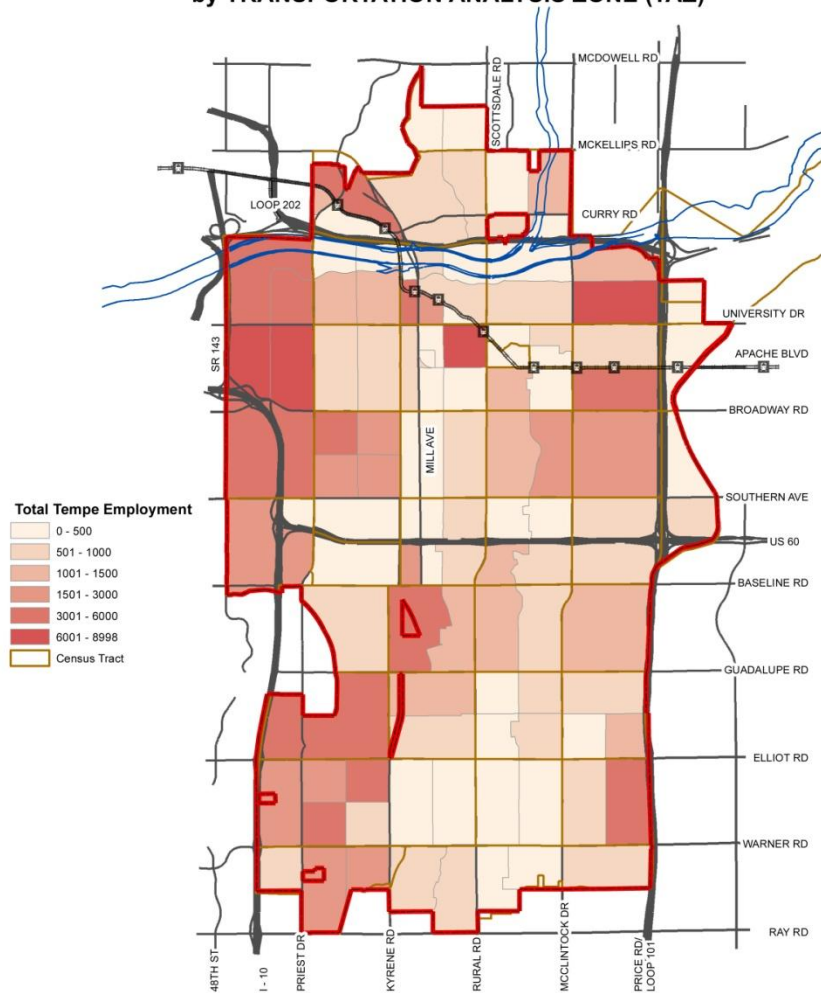
TOTAL POPULATION at 2040



2040 Population
217,000

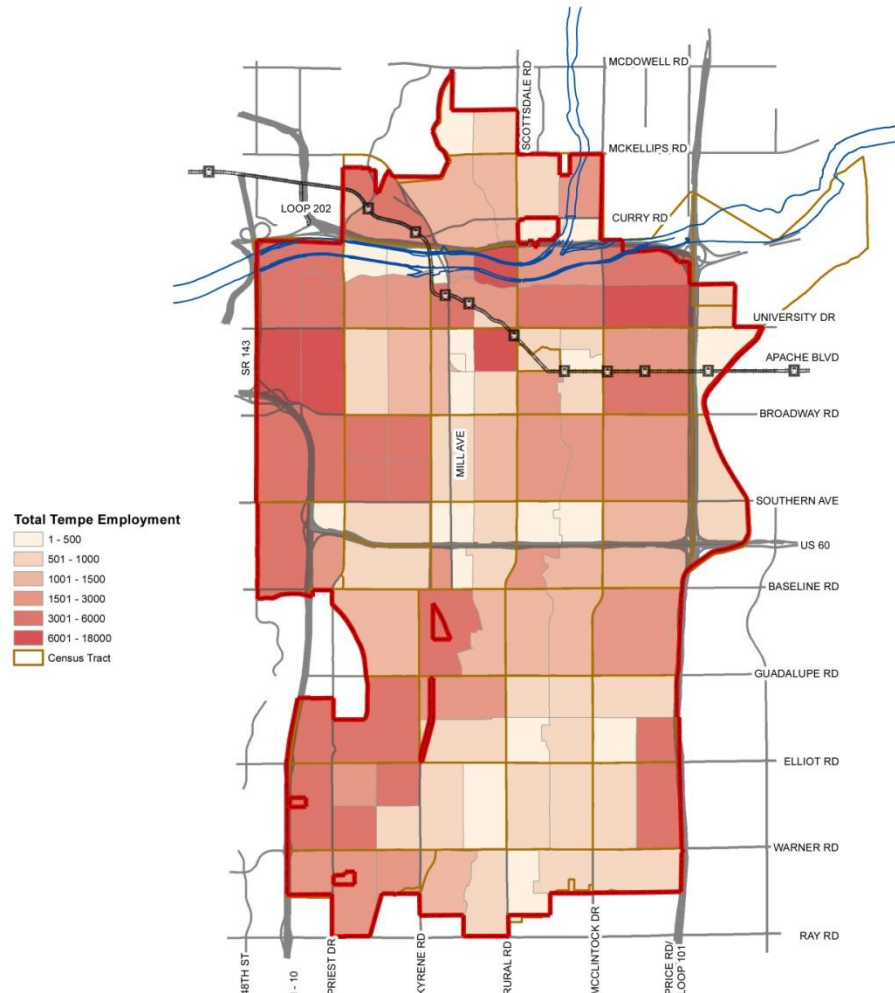
Employment Projection

**2010 TOTAL EMPLOYMENT
by TRANSPORTATION ANALYSIS ZONE (TAZ)**



2010 Jobs
169,208

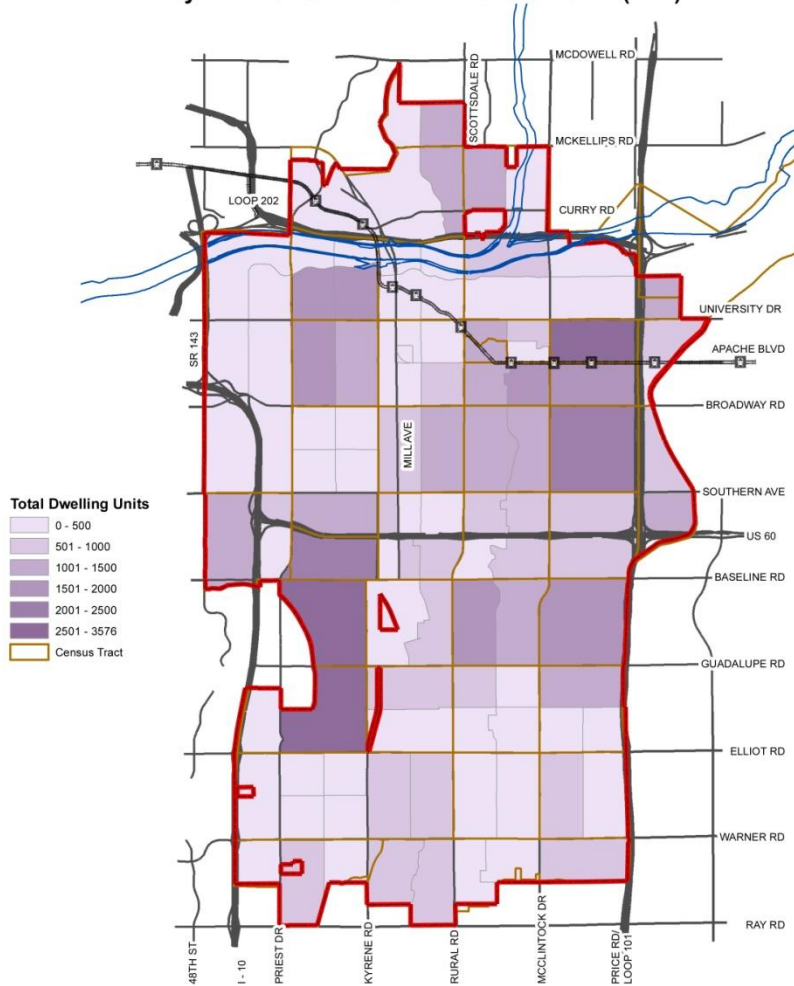
TOTAL EMPLOYMENT at 2040



2040 Jobs
244,000

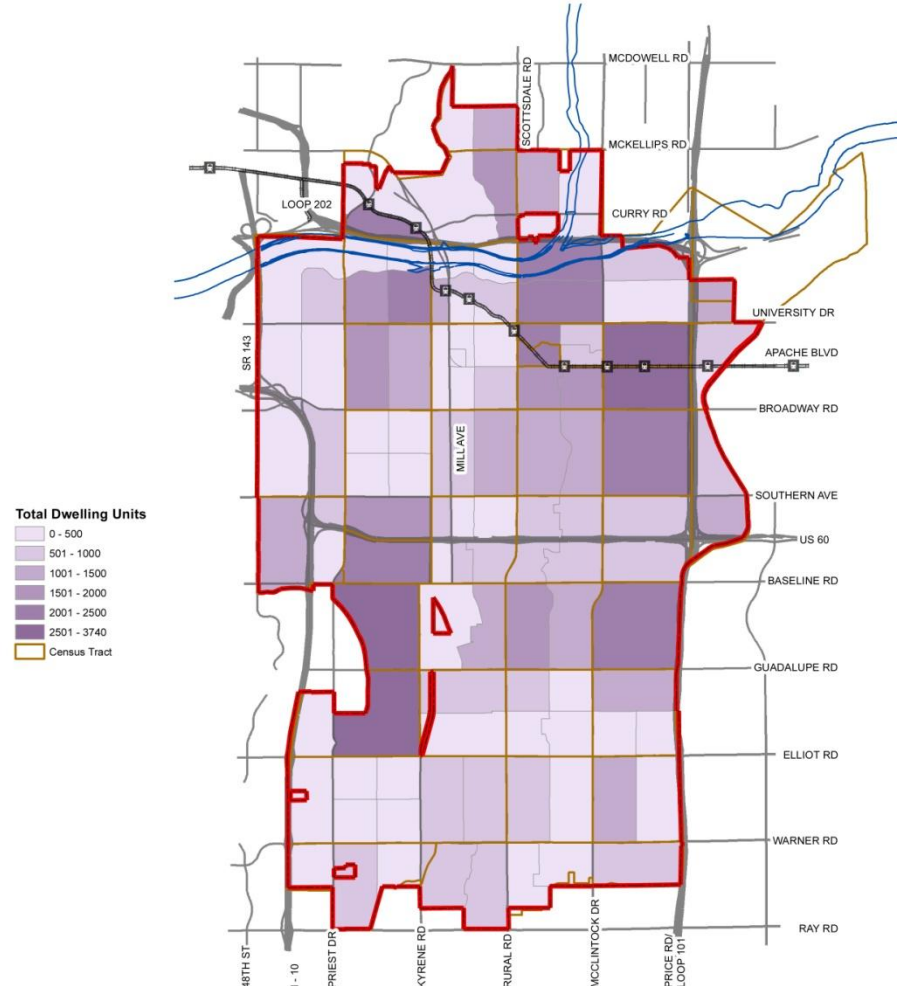
Housing Unit Projection

**2010 TOTAL DWELLING UNITS
by TRANSPORTATION ANALYSIS ZONE (TAZ)**



2010 Housing Units
73,182

DWELLING UNITS at 2040



2040 Housing Units
91,000

General Plan Process

Preliminary
General
Plan 2040

Public,
Agency,
Board/
Commission
Review

- Public Review
- Agency Review
- Board and Commission Review
- Comments collected and considered
- JUNE TO SEPTEMBER 2013

Development
Review
Commission
& Council
Hearings

- Final General Plan 2040
- DRC Review/Hearings October 2013
- City Council Review/Hearings November 2013

Tempe
Ratification
Vote

- Voters Decide in May 2014



"One generation plants trees, the next enjoys the shade"

City of Tempe
2040
general plan

Questions or Comments

- Email us your comments at GP2040@tempe.gov
- Go online to view the Plan at www.tempe.gov/GP2040
- Contact Nancy Ryan 480-350-8096



CITY OF TEMPE
TRANSPORTATION COMMISSION
STAFF REPORT



AGENDA ITEM 5

ADDITION: Attachment D

DATE

May 8, 2013

SUBJECT

Maricopa Association of Governments Pedestrian Design Assistance Grants

PURPOSE

Provide the Commission with a review of the MAG Pedestrian Grants and identify preferred projects to advance for submittal.

BACKGROUND

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 and bicycle projects in the region. The program has existed since 1996 and it assists in getting projects started and positioning them for federal construction grants. Tempe has successfully received design grants for four projects since the program inception, and each project went on to receive construction funding as well. Staff initially presented this program to the Commission in November 2012, and again in April 2013.

The attached spreadsheet lists past projects that have been funded in the region.

The Tempe projects that have received past funding include:

- 5th Street Traffic Calming (#1 on spreadsheet)
- Tempe Mid-Block Crossing Study (which became the HAWK signals at the Western Canal Path) (#5 on spreadsheet)
- Rio Salado Pathway (Priest Drive to Phoenix border at SR 143) (NA)
- Rio Salado Pathway (McClintock to Mesa border at 101 & 202 ADOT Interchange) (#45 on spreadsheet)

Maximum funding requests for these grants varies year to year, depending on available funds. Typically projects can request up to \$100,000, which is usually sufficient for concept design of a project. According to MAG staff, in 2013 it is anticipated that there will be \$300,000 available for the region. The funding is from the MAG Unified Planning Work Program and is currently moving through the MAG process for inclusion in their annual budget.

Projects identified in or in concert with the Tempe Transportation Plan is typically what staff would consider for application. MAG states that the intent of the program is to stimulate integration of bicycle and pedestrian facilities into the regional transportation infrastructure.

Considering the Tempe Transportation Plan, MAG program intent and recent City Council CIP discussions staff recommends looking at the list of unfunded projects remaining in the current transportation plan (see attached).

The deliverable work product that would result from a successfully funded project would be a design concept detailed enough to use for pursuit of construction funds. Additionally all environmental concerns or other project constraints and concerns would be identified in this phase.

FISCAL IMPACT

No impact except staff time. Eventual project construction requests and federal grant applications are anticipated.

This item is for information and action.

CONTACT

Eric Iwersen
Interim Transportation Planning Manager
480-350-8810
Eric_iwersen@tempe.gov

ATTACHMENTS

Attachment A: MAG Pedestrian Design Assistance Grant Application 2012
Attachment B: Regional List of Funded Projects
Attachment C: Completed and Remaining Transportation Plan Projects
Attachment D: Federal Grants Information

FY 2013 Application Design Assistance Projects (For Bicycle and Pedestrian Facilities)



Due: Thursday, June 21, 2012 at 10:00 a.m.
(LATE APPLICATIONS WILL NOT BE ACCEPTED)

Amount Available: \$200,000



Project Eligibility

All projects submitted are required to satisfy the most recent eligibility requirements outlined under official Congestion Mitigation and Air Quality Improvement (CMAQ) Program Guidance under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. The most recent Interim Program Guidance, to date, was released on October 31, 2006. If Federal funds are used to construct the project, jurisdictions must address the requirements of the National Environmental Protection Act of 1969 (NEPA).

According to the Federal Highway Administration (FHWA), activities to develop the scoping phase/preliminary engineering for a project through the Design Assistance program may include:

- Location, project area, length or size
- What is the need? Who will benefit?
- Design concepts or renderings
- Maps, graphics and photographs
- Coordination with nearby projects, other agencies and stakeholders
- Preliminary estimates of cost
- Preliminary review of environmental issues, impacts or constraints
- Preliminary review of anticipated utility impacts and drainage issues
- Preliminary look at right-of-way both existing and needed

Categories include:

1. Completion of the Regional Shared-Use Path and Canal Network, including:
 - Designated school or shared-use path crossings
 - Mid-block crossings, but not limited to pedestrian refuge islands and HAWK beacons
 - Grade-separated crossings, such as underpasses and overpasses
 - Facilities to provide access to regional shared-use path network
2. Bicycle and Pedestrian Access to Transit, including:
 - Assessment of a one-mile radius around existing transit corridor to identify gaps and propose solutions for pedestrian and bicycle access to the transit facilities
 - Assess the feasibility of constructing a bicycle, pedestrian, or shared-use facility
 - Assess opportunities for crossings, including, but not limited to pedestrian refuge islands and HAWK beacons
3. Bicycle and Pedestrian Facilities, including:
 - Feasibility of constructing a bicycle, pedestrian, or shared-use facility including along the existing regional path and canal network
 - Gap filling/creating links, such as cul-de-sac connections and sidewalk easements between isolated neighborhoods
 - Sidewalk improvements; bike lanes/paths and shoulders
 - Safety improvements to existing pedestrian and bicycle facilities
 - Improved signing, marking, and way-finding

Studies/Project Assessment/Preliminary Engineering projects will reference the MAG Pedestrian Design Guidelines, the MAG Bikeway Masterplan, the MAG Complete Streets Guide and American Association of State Highway and Transportation Officials (AASHTO) Standards. Studies will also include pertinent information essential to apply for funding through CMAQ Transportation Improvement Program (TIP), Arizona Department of Transportation - Transportation Enhancement (ADOT-TEA), and/or Safe Routes to School program.

What is FHWA's Policy for Repayment of Preliminary Engineering (PE) Costs?

The FHWA must require repayment of all Federal-aid reimbursements for Preliminary Engineering projects, including those authorized under the Advance Construction provision, when **either** right-of-way acquisition or construction has not started by the close of the 10th fiscal year following the fiscal year when the project was authorized.

The FHWA cannot grant an outright waiver of [23 U.S.C. 102\(b\)](#). However, the FHWA may approve a State's request for a time extension to complete PE activities on a project that has been delayed for valid reasons.

The FHWA has a longstanding practice of not mandating repayment of PE funds when project termination is directly related to compliance with another Federal law. For instance, repayment of reimbursed PE costs would not be required if the FHWA and a State determine that a project should not be advanced as a result of findings during the National Environmental Policy Act (NEPA) process. To do otherwise could skew the NEPA process by causing a State to favor a "build" alternative to avoid repaying PE costs incurred during the NEPA review.

PROJECT APPLICATION

Please provide the following information about the project. This portion of the application *should not exceed 10 pages* including photos, maps, support letters and other exhibits. *Submit 25 bound or stapled copies of each project application.*

Submit the application in the following order:

I. IDENTIFYING INFORMATION

1. Name of Applicant Jurisdiction
2. Address (include City and Zip Code)
3. Telephone and Fax Numbers
4. Name and Title of Contact Person
5. E-Mail Address of Contact Person
6. Amount of Funding Requested

II. PROJECT DESCRIPTION

1. Project Name
2. Project Description (Example: This project is a sidewalk/shared-use path)
3. Location (the names of the streets that form the project boundaries i.e. on XXX street, from XXX street to XXX street)
4. Approximate Area (extending XXX miles)
5. The median household income in the project area (use block group data from <http://geo.azmag.gov/maps/demographic/>)
6. Map with street names clearly showing the project area boundaries and surrounding land uses
7. Aerial photos (if available)
8. Photographs with captions of the study area showing the problems/issues

III. PROJECT NEED

1. Why is this project needed?
2. How will this project benefit:
 - (A) low-income;
 - (B) minority;
 - (C) elderly;
 - (D) physically challenged;
 - (E) school children.

IV. REPLICATION

1. How could this project demonstrate the beneficial use of bicycle and/or pedestrian facilities in other locations in the MAG region?

V. LINKAGES

1. Does this project add or complete a critical link in an existing transportation network (local or regional)?

VI. EXISTING PLANS

1. Is this project included in adopted plans or policies?
2. How does this project help to achieve existing plans?

VII. SUPPORT and RESOURCES

1. List the community partners that will be supporting the development and promotion of this project. Include city departments that will also be supporting the project.
2. Indicate that the jurisdiction has the following resources:
 - a. Dedicated staff person to manage the project. Which city department will be responsible to provide information to the consultant?
 - b. Base information (topo survey, aerial photography, ALTA survey in electronic/digital format, easement information, utility placement information).

VIII. COST AND FUNDING

1. What is the approximate cost for plans, designs, and specifications for this project?
2. Are there designated funds for construction of this project? If yes, what funding source has been identified?
3. Are there funds for maintenance and who has the responsibility for maintenance?
4. If funding has not been designated for construction of this project, what efforts have been made to identify funds that could be used for this project?
5. Property Owner Letter of Support (if easement is needed)

REFERENCE: *2013 Design Assistance Guidebook* details information on the following topics:

- Design Assistance Program Description
- Project Eligibility
- Available Funding
- Schedule
- Program Focus
- Match Requirement
- Project Evaluation and Selection
- Evaluation Criteria
- Developing a Cost Estimate for the Design Project
- Responsibilities of Project Sponsor
- Process After Selection
- On -Call Consultant List
- Pre-Contract Scoping Meeting
- Contact Information

MAG DESIGN ASSISTANCE PROGRAM TRACKING SHEET

Updated October 2012

Project Name	Yr Contract	Yr Design	Yr Built	Consultant	Design \$	Cost to Build	\$ Source	Construction Status	Number of Projects/City	
1 Tempe West Fifth Street	1996	1999	2001	Logan/Simpson	\$20,000	\$1,500,000		completed	Avondale	5
2 Az Dept of Administration Government Mall	1996	1996	2001	Logan/Simpson	\$20,000	\$1,300,000		completed	Buckeye	2
3 Phoenix Camelback Primary Core Pedestrian Spine	1997	1999	2007	Logan/Simpson	\$80,000	\$3,200,000	E, L	completed	Fountain Hills	2
4 Glendale Bell Road Bridge at Skunk Creek	1997	1998		e group	\$20,000	\$348,120	C,L	completed	Gila Bend	1
5 Tempe Mid-Block Cross Kyrene Canal/Elliott w signal	1997	1998	2008	Logan/Simpson	\$15,000	\$110,000	L, C	Completed	Gilbert	6
Tempe Mid-Block Crossing Kyrene Canal/Warner	1997	1998	2008	Logan/Simpson		\$25,000	L, C	Completed	Glendale	6
6 Gila Bend Central Pedestrian Way	1999	1999		e group	\$25,000			2012 TIP; going for 2011-12 SRTS \$HURFswap\$100K	Goodyear	2
7 Phoenix Laveen Watercourse Masterplan #101	1999	2001		e group	\$60,000			study only	Mesa	8
8 Peoria Ped Crossing:Grand Ave/Burlington RR	1999	2001	2006	Entranco	\$65,000	\$450,000	E	completed	Peoria	2
9 Avondale Western Ave Pedestrian Design #156	2001	2002	2003	Logan/Simpson	\$30,000	\$1,190,961	L	completed	Phoenix	13
10 Glendale Creating a More Walkable City #149	2001	2002		A Dye Design	\$50,000			study only	Scottsdale	3
11 Phoenix So.Mountain to River Multi-Use System #155	2001	2002	2010	e group	\$50,000	\$3,654,459	C,L	Broadway to Roeser completed	State	1
12 Phoenix 2nd Ave Pedestrian Project #176	2002	2003	2006	Logan/Simpson	\$50,000	\$2,241,871	E, L	Completed	Surprise	1
13 Goodyear Litchf Rd, Western Canal/Yuma Rd #177	2002	2004		Logan/Simpson A Dye Design	\$25,000			100% PS&E; need construction funding or developer funding	Tempe	3
14 Glendale Old Roma Ped Alleyway-to-Walkway #178	2002	2003	2010	Sherman Group	\$50,000	\$520,000		Catlin Court Alley completed.	El-Mirage	4
15 Surprise North Original Townsite Trail #207	2002	2004	2008	e group	\$40,000	\$93,630	L	completed	Cave Creek	1
16 Phoenix 32nd/Washington Transit-Ped Link #206	2003	2004		Sherman Group	\$65,000			CMAQ FUNDS 2013 DESIGN/BOND FUNDS FOR CONSTRUCTION		57
17 Mesa/ASU East Ped Mall Master Plan Phase II #208	2003	2004	2010	Sherman Group	\$36,000	\$1,400,000	several sources	completed Todd 480-205-4911		
18 Gilbert Heritage District Ped Design #276	2004	2007	2009	A Dye Design	\$80,000	\$1,203,908	E, ARRA, C, L*	completed		
19 Phoenix Laveen Watercourse Masterplan #281	2004	2006		Kimley Horn	\$80,000			DCR was completed. City hoping developer will build.		
20 Goodyear Pedestrian Bridge #256	2004	2005		Inca Engineering	\$40,000			Need construction funding		
NA* Rio Salado Peace Path #253	2004	2005		e group/Phoenix	\$50,000		C, L	design of Phoenix segment 24th St to Tempe drain on-going using CMAQ funds; Tempe portion (priest to SR 143) expected to be fully constructed 12/31/13		
21 Mesa Town Center Pedestrian Connection #310	2006	2008		e group	\$35,000			project to be constructed with light rail in 2015		
22 Avondale Littleton School Sidewalk Connection #298	2006	2008	2009	e group	\$58,509	\$500,000		completed		
23 Phoenix Roosevelt Row Pedestrian Connection #303	2006	2007		HDR	\$70,000		E, L	received \$750 enhancement funds 2011		
El-Mirage Pedestrian Project	2006							cancelled by El Mirage		
24 Scottsdale Downtown Pedestrian Design #301	2005	2007		A Dye Design	\$70,000			Construction on Marshall and 5th Avenue is planned for summer 2012		
25 Avondale - VanBuren Connection Pedestrian #337	2006	2008	2008	e group	\$46,000	\$160,000	L	completed		
26 Buckeye - Eason and 7th Street Pedestrian #351	2007	2007		Otak Engineer	\$24,000			ADOT plans to advertise for bids in August 2011		
27 Fountain Hills - Four Peaks Elementary School #340	2007	2008	2010	J2	\$45,000	\$400,000	L	completed		
28 Gilbert Industrial Pedestrian Campus #343	2007	2009	2011	A Dye Design	\$50,000	\$1,768,000	E, C, L	one section completed		

Table 2.4 - Pedestrian Project List 2005-2030

LOCATION	TYPE OF WORK	YEAR	COST	STATUS
Sidewalk Improvement Fund	Missing Sidewalks	Annual	\$100,000/year	PW Maintenance Fund
Street Reconstruction Fund	Ped Street Improvements	Annual	\$200,000/year	PW Maintenance Fund
Accessibility Improvement Funds	Curb Ramps	Annual	\$100,000/year	PW Maintenance Fund
Safe Routes to School Program	Program Implementation	Annual	\$100,000/year	Ongoing coordination
Curry: Scottsdale to McClintock	Ped. Improvements	Phase I	\$543,800	Completed 2010
University: Perry to Price	Ped. Improvements	Phase I	\$500,000	Completed 2009
Rio Salado: Priest to Ash	8-foot Sidewalk	Phase I	\$359,656	Completed 2007
Mill: Broadway to Southern	Ped. Improvements	Phase I	\$150,000	Completed 2006
Southern: Mill to Rural	Ped. Improvements	Phase I	\$150,000	Completed 2006
Rural: Guadalupe to Ray	Ped. Improvements	Phase I	\$530,000	?
Rural at Western Canal	Mid-block Xing	Phase I	\$175,000	Completed 2010
Hardy at Western Canal	Mid-block Xing	Phase I	\$175,000	Completed 2010
Priest at Western Canal	Mid-block Xing	Phase I	\$175,000	Completed 2010
Curry: McClintock to Rural	8-foot Sidewalk	Phase I	\$101,288	Completed 2010
McClintock: Rio Salado to Bridge	8-foot Sidewalk	Phase I	\$116,732	Completed 2010
University: Hacienda to George	8-foot Sidewalk	Phase I	\$101,948	Completed 2009
Broadway: 48th to 52nd	8-foot Sidewalk	Phase I	\$7,744	?
Priest: Warner to Auto Loop	8-foot Sidewalk	Phase I	\$70,797	Completed 2005?
Priest: Warner to Orchid	8-foot Sidewalk	Phase I	\$163,240	?
Guadalupe/Kyrene intersection	8-foot Sidewalk	Phase I	\$34,628	Completed?
UPRR at Kenneth	Crossing	Phase II	\$100,000	Unfunded & No Agreement
UPRR at Tempe Canal	Crossing	Phase II	\$100,000	Unfunded & No Agreement
UPRR at Mill	Crossing	Phase II	\$100,000	Unfunded & No Agreement
UPRR at Alameda	Crossing	Phase II	\$100,000	Unfunded & No Agreement
McClintock at Western Canal	Mid-block Xing	Phase I	\$175,000	Complete 2010
52nd: University to 4th	6-foot Sidewalk	Phase II	\$11,088	?
Roosevelt: 13th to 17th Pl	6-foot Sidewalk	Phase II	\$36,168	Unfunded
Roosevelt: Southern to Fairmont	6-foot Sidewalk	Phase II	\$68,079	Unfunded
Hardy: Geneva to Southern	6-foot Sidewalk	Phase II	\$9,042	?
Kyrene: Baseline to Southern	6-foot Sidewalk	Phase II	\$244,200	?
Lakeshore: Carson to Minton	6-foot Sidewalk	Phase II	\$2,937	?
Baseline at Western Canal	Mid-block Xing	Phase II	\$3,000,000	Unfunded
Guadalupe at Western Canal	Mid-block Xing	Phase II	\$175,000	Completed 2010
Tempe Royal Estates	4-foot Sidewalk	Phase III	\$7,040	?
Tempe Royal Estates	4-foot Sidewalk	Phase III	\$17,314	?
First Street	4-foot Sidewalk	Phase III	\$64,702	Completed
Northwest Tempe Neighborhoods	4-foot Sidewalk	Phase III	\$520,718	?
Broadmor	4-foot Sidewalk	Phase III	\$470,734	?
University Heights	4-foot Sidewalk	Phase III	9,856	?
Escalante	4-foot Sidewalk	Phase III	\$56,716	?
Escalante	4-foot Sidewalk	Phase III	\$13,948	?
S Fair Lane/W Carson Street	4-foot Sidewalk	Phase III	\$84,304	?
Lakes Neighborhood	4-foot Sidewalk	Phase III	\$583,154	?
University Estates/Park NA	4-foot Sidewalk	Phase III	\$99,000	?
UPRR at Bonarden	Crossing	Phase III	\$100,000	Unfunded & No Agreement
UPRR at Country Club	Crossing	Phase III	\$100,000	Unfunded & No Agreement
UPRR at McAllister	Crossing	Phase III	\$100,000	Unfunded & No Agreement
UPRR at Western	Crossing	Phase III	\$100,000	Unfunded & No Agreement
Warner at Western Canal	Mid-block Xing	Phase III	\$175,000	Unfunded
Kyrene Canal at Warner	Mid-block Xing	Phase IV	\$175,000	Unfunded
Highline Canal at Guadalupe	Mid-block Xing	Phase IV	\$175,000	CIP 13/14 Design Only
Highline Canal at Elliot	Mid-block Xing	Phase IV	\$175,000	CIP 13/14 Design Only
Highline Canal at Warner	Mid-block Xing	Phase IV	\$175,000	CIP 13/14 Design Only
TOTAL PROJECT COSTS plus annual programs (\$500,000 per year)			\$10,779,083	

Table 3.2 Bikeways and Multi-Use Paths Project List 2005-2030

LOCATION	TYPE OF WORK	YEAR	COST	
Rio Salado: Mill to Priest	Multi-Use Path	Phase I	\$1,600,000	Completed 2009
Western Canal: Price to Southbank I-10	Multi-Use Path	Phase I	\$9,600,000	Completed 2010
Tempe Canal: University to UPRR	Multi-Use Path	Phase I	\$985,000	Completed 2008
Rio Salado: Priest to Hohokam Freeway	Multi-Use Path	Phase I	\$1,600,000	Construct 2013
Downtown Tempe	Bicycle Station	Phase I	\$582,837	Completed 2009
Western Canal @ 10	Grade Sep. Xing	Phase I	\$4,000,000	Unfunded
Priest: Van Buren to University	Bike Lane	Phase I	\$100,000	Unfunded
Van Buren: Curry/Washington to Priest	Bike Lane	Phase I	\$100,000	Unfunded
Grand Canal: Center to Priest	.5 mile Multi-Use Path	Phase I	\$800,000	Salado Grand?
Crosscut Canal: Marigold Lane to Mill	1 mile Multi-Use Path	Phase I	\$2,100,000	Completed 2012
Tempe Canal: UPRR to US 60	1.5 mile Multi-Use Path	Phase I	\$3,000,000	Unfunded
El Paso Gasline: Rural to Kiwanis Park	.5 mile Multi-Use Path	Phase I	\$800,000	Construct 2014
Rio Salado Upstream Dam	Grade Sep. Xing	Phase II	\$4,000,000	Unfunded
Balboa/Alameda @ 101	Grade Sep. Xing	Phase II	\$4,000,000	Unfunded
Alameda at I-10	Grade Sep. Xing	Phase II	\$4,000,000	CIP 14/15 Design Only
Baseline and Western Canal	Grade Sep. Xing	Phase II	\$4,000,000	Unfunded
Highline Canal: Knox to Guadalupe	2.5 mile Multi-Use Path	Phase III	\$3,000,000	CIP 13/14 Design Only
Rio Salado: SB Rural to McClintock	1 mile Multi-Use Path	Phase III	\$1,600,000	Completed 2008
US 60 @ Dorsey	Grade Sep. Xing	Phase IV	\$4,000,000	Unfunded
All Railroad R-O-W	10 mile Multi-Use Path	Phase IV	\$12,000,000	Unfunded
Total Project Costs			\$61,867,837	

Table 5.2 - Project List for Streets and Travelways

LOCATION	TYPE OF WORK	PHASE	COST	
Apache: Mill to city Limits Traffic Signals	Streets Improvements	I	\$575,000	Completed 2008
LRT Traffic Signals	Install/upgrade signals	I	\$2,975,000	Completed 2008
101L—Santan to US 60	Install/upgrade signals for LRT	I	4,900,000	Completed 2008
I-10 to SR 51	General Purpose Lanes	I	410,000,000	Design
Loop 101	Collector-Distributor Roads	II	\$53,000,000	?
Broadway: 48th St. to Tempe Canal	HOV Lanes	I	\$20,000,000	Unfunded
Southern: 48th St to Tempe Canal	Streets Improvements	III	\$20,000,000	Unfunded
Broadway: Rural to Mill	Streets Improvements	III	\$5,143,560	CIP 13/14 & 14/15
I-10 at Baseline to Santan Freeway	Streets Improvements	I	\$9,000,000	Unfunded
US 60—I-10 to 101L	General Purpose Lanes	II	\$53,000,000	Completed 2005
202L Red Mountain Freeway	General Purpose Lanes	II	\$55,000,000	Completed 2009
Rural: Rio Salado to Ray	Streets Improvements	I	\$10,000,000	Unfunded
Alameda: 48th St. to Tempe Canal	Streets Improvements	IV	\$10,000,000	Unfunded
Rural Road/US 60	HOV Ramps	III	\$20,000,000	?
Priest Road/ Loop 202	HOV Ramps	III	\$20,000,000	?
Mill: University to Baseline	Streets Improvements	IV	\$10,000,000	Unfunded
Scottsdale: Rio Salado to Continental	Streets Improvements	IV	\$5,000,000	Unfunded
McClintock: Rio Salado to Guadalupe	Streets Improvements	IV	\$10,000,000	Unfunded
Baseline: 48th St. to SR 101	Streets Improvements	IV	\$20,000,000	Unfunded
College Avenue: US 60 to Apache	Streets Improvements	IV	\$6,000,000	Completed 2012
Elliot: I=-10 to SR 101	Streets Improvements	IV	\$20,000,000	Unfunded
University Drive (48th to Tempe Canal)	Streets Improvements		\$20,000	ash/priest Construct 13/14
Warner/ Elliot	HOV Ramps	IV	\$20,000,000	?
Total Project Costs			\$484,593,560	

New Projects

Bike Share				RFP 13/14
Streetcar				
8th Street & Creamery Branch RR	Multi-Use Path & Streetscape		\$8,000,000	Partial Funding CIP 14/15 &16/17
Hardy Drive	Streetscape & Bike/Ped Enhancements		\$1,300,000	Construct 13/14
Rio Salado SB Underpass @ Priest	Grade Separated Crossing		\$3,000,000	Partial Funding CIP 14/15 &16/17
Rio Salado SB Tempe/Mesa/ADOT	Multi-Use Path		\$2,000,000	CIP 13/14 & Federal Grant

Prior to 2004 Plan Project List

Mitchell Park/Maple Ash Traffic Calming	traffic calming measures/landscaping/art		\$400,000	Completed 2011
5th Street	streets improvements		\$3,000,000	Completed 2002
13th Street	streets improvements		\$2,000,000	Completed 2005
indian Bend Wash				
Rio Salado Paths				
Knox/UPRR rail paths				

Executive Summary Accomplishments

Multi-use Pathways Since 1996 Approx 25 miles of path (western, tempe, kyrene, crosscut, grand canals & Rio Salado, El Paso Gasline, & UPRR)
 Streetscapes (apache, Washington, College Avenue, 5th, Curry Rd., University Drive, Mill Ave, Southern, 13th) - approx 15 miles of street re-characterized to include bike lanes, enhanced sidewalks, shade, public art (some vehicle lane loss as well)

2040 Project List - Transportation / Transit Fund

Multi-use Pathways

Union Pacific Railroad

LOCATION	TYPE OF WORK	COST	STATUS
All Railroad R-O-W	10 mile Multi-Use Path	\$15,000,000	Unfunded & No Agreement
UPRR @ Kenneth	At-grade Crossing	\$500,000	Unfunded & No Agreement
UPRR @ Tempe Canal	At-grade Crossing	\$500,000	Unfunded & No Agreement
UPRR @ Mill	At-grade Crossing	\$500,000	Unfunded & No Agreement
UPRR @ Alameda	At-grade Crossing	\$500,000	Unfunded & No Agreement
UPRR @ Bonarden	At-grade Crossing	\$500,000	Unfunded & No Agreement
UPRR @ Country Club	At-grade Crossing	\$500,000	Unfunded & No Agreement
UPRR @ McAllister	At-grade Crossing	\$500,000	Unfunded & No Agreement
UPRR @ Western	At-grade Crossing	\$500,000	Unfunded & No Agreement

Canal

Kyrene Canal @ Warner	Mid-block Crossing / HAWK	\$500,000	Unfunded
Highline Canal @ Guadalupe	Mid-block Crossing	\$500,000	CIP 13/14 Design Only
Highline Canal @ Elliot	Mid-block Crossing	\$175,000	CIP 13/14 Design Only
Highline Canal @ Warner	Mid-block Crossing	\$500,000	CIP 13/14 Design Only
Grand Canal: Center - Priest	.75 mile Multi-Use Path	\$1,000,000	Private Development
Tempe Canal: UPRR - US 60	1.5 mile Multi-Use Path	\$2,000,000	Unfunded
Highline Canal: Knox - Baseline	4 mile Multi-Use Path	\$4,000,000	CIP 13/14 Design Only

Rio Salado

Rio Salado SB Underpass @ Priest	Grade Separated Crossing	\$3,000,000	Partial Funding CIP 14/15 &16/17
Rio Salado SB Tempe/Mesa/ADOT	2 Mile Multi-Use Path	\$2,000,000	CIP 13/14 & Federal Grant
Rio Salado SB Underpass @McClintock	Grade Separated Crossing	\$3,000,000	Unfunded
Rio Salado NB IBW - McClintock	.5 Mile Multi-Use Path	\$3,000,000	Unfunded

El Paso Gasline

El Paso Gasline: Rural - Kiwanis Park	.5 mile Multi-Use Path	\$1,300,000	Construct 2014
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Bike/Ped Bridges

Rio Salado Upstream Dam	Grade Separated Crossing	\$4,000,000	Unfunded
Balboa/Alameda @ 101	Grade Separated Crossing	\$5,000,000	CIP 14/15 Design Only
Alameda @ I-10	Grade Separated Crossing	\$5,000,000	Unfunded
Baseline @ Western Canal	Grade Separated Crossing	\$4,000,000	CIP 13/14 Design Only
US 60 @ Dorsey	Grade Separated Crossing	\$5,000,000	Unfunded
Western Canal @ 10	Grade Separated Crossing	\$4,000,000	Unfunded

Streetscapes - Bike/Ped Enhancements

Hardy Drive: University - Broadway	Streetscape & Bike/Ped Enhancements	\$1,300,000	Construct 13/14
University Drive: Ash - Priest	Streetscape - Bike/Ped Enhancements	\$1,600,000	Construct 13/14
Broadway: Rural - Mill	Streetscape - Bike/Ped Enhancements	\$2,700,000	CIP 13/14 & 14/15
8th Street & Creamery Branch RR	Multi-Use Path & Streetscape	\$1,300,000	Partial Funding CIP 14/15 &16/17
Broadway: 48th St - Mill	Streetscape - Bike/Ped Enhancements		Unfunded
Broadway: Rural - Tempe Canal	Streetscape - Bike/Ped Enhancements		Unfunded
Rural: Rio Salado - Ray	Streetscape - Bike/Ped Enhancements		Unfunded
Alameda: 48th St. - Tempe Canal	Streetscape - Bike/Ped Enhancements		Unfunded
Scottsdale: Rio Salado - Continental	Streetscape - Bike/Ped Enhancements		Unfunded
McClintock: Rio Salado - Guadalupe	Streetscape - Bike/Ped Enhancements		Unfunded
Baseline: 48th St. - SR 101	Streetscape - Bike/Ped Enhancements		Unfunded
Elliot: I 10 - SR 101	Streetscape - Bike/Ped Enhancements		Unfunded
Priest: Van Buren - University	Streetscape - Bike/Ped Enhancements		Unfunded
Van Buren: Curry/Washington - Priest	Streetscape - Bike/Ped Enhancements		Unfunded
Southern: 48th St - Tempe Canal	Streetscape - Bike/Ped Enhancements		Unfunded

High Capacity Transit

Bike Share	\$1,000,000	RFP 13/14, CIP 14/15
Streetcar	\$130,000,000	FY 16/17
Scottsdale/Rural BRT		

Memorandum



City Manager's Office

Date: April 9, 2013

To: Finance and Effective Infrastructure Council Committee
Vice Mayor Shekerjian and Councilman Corey Woods

From: Jeff Kulaga, Assistant City Manager

Subject: Capital Improvement Project Grant Coordination Process

The purpose of this memorandum is to provide an overview of our capital improvement program process and offer the opportunity for City Council to begin the discussion of aligning and calibrating our grant efforts with Council priorities.

The attached flow chart illustrates the genesis of capital improvement projects by pointing out the links between City Council directed planning policies: General Plan and Transportation Comprehensive Plan and our financial policies: capital improvement plan and city staff efforts to implement and execute this direction. The process begins with community vision and the voter ratification of the General Plan, from which the transportation plan is then established and adopted, from which capital improvements projects are identified and included in the five-year capital improvement program. The point is that various completed capital projects reflect and build what is envisioned in the planning policies.

Some capital projects have received grant funding; commonly transportation projects receive federal congestion mitigation air quality (CMAQ) grants. Broadway Road and University and Hardy Drives are examples.

To better align grant efforts with City Council priorities, it is proposed that Council regularly review priorities on an ongoing basis and accept capital projects eligible for grant funding. This could be accomplished by providing more capital project specific information to be reviewed. Staff could prepare project scope reports, essentially an outline of the project purpose and its impacts. Ongoing maintenance and operating costs, right of way requirements, and impact to adjacent properties associated with each project would be presented.

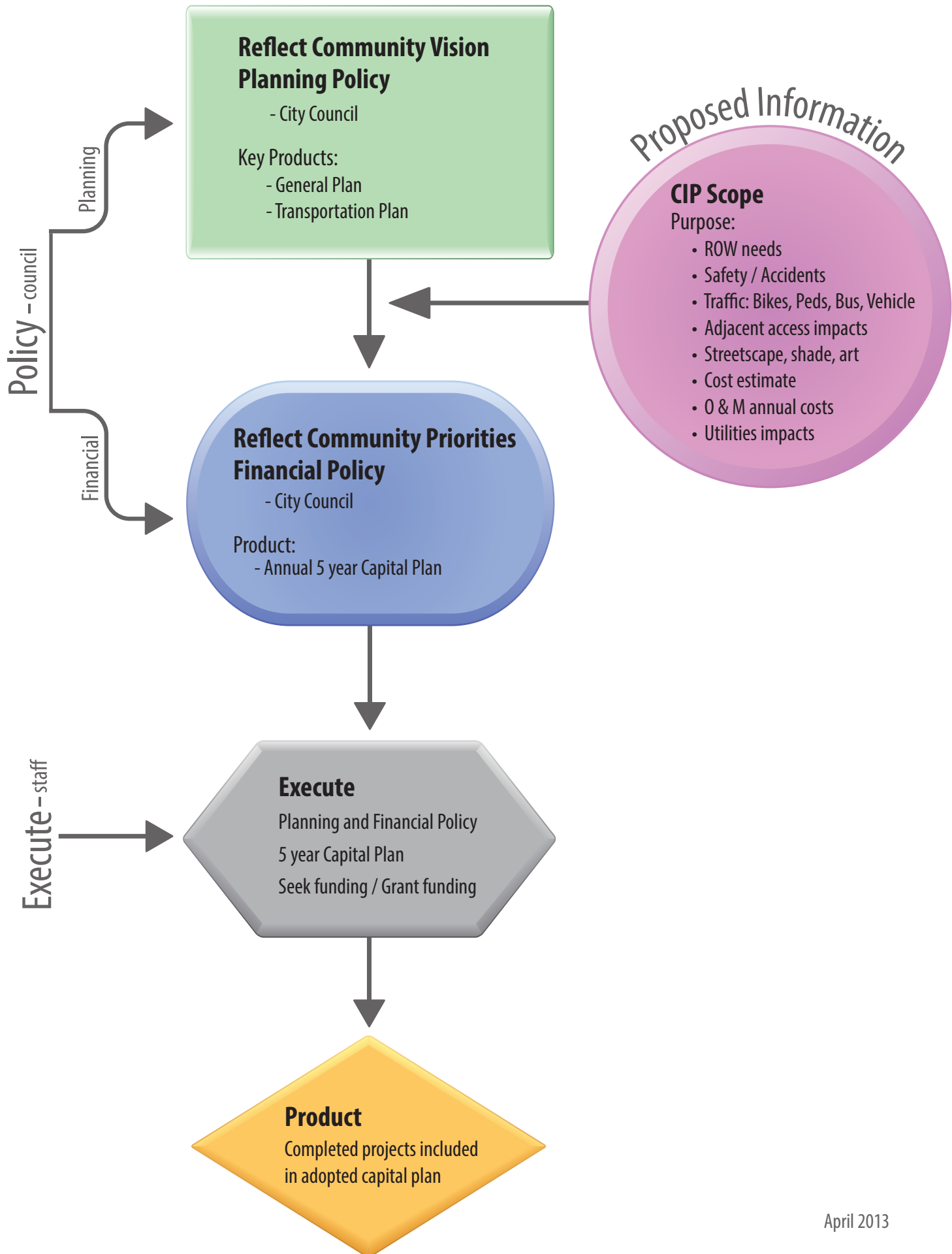
City Council would identify priority projects based on current community need, conditions and potential grant opportunities. Review of the project scope reports would occur prior to developing the five-year capital plan. If projects are approved, then they would be included in the five-year plan.

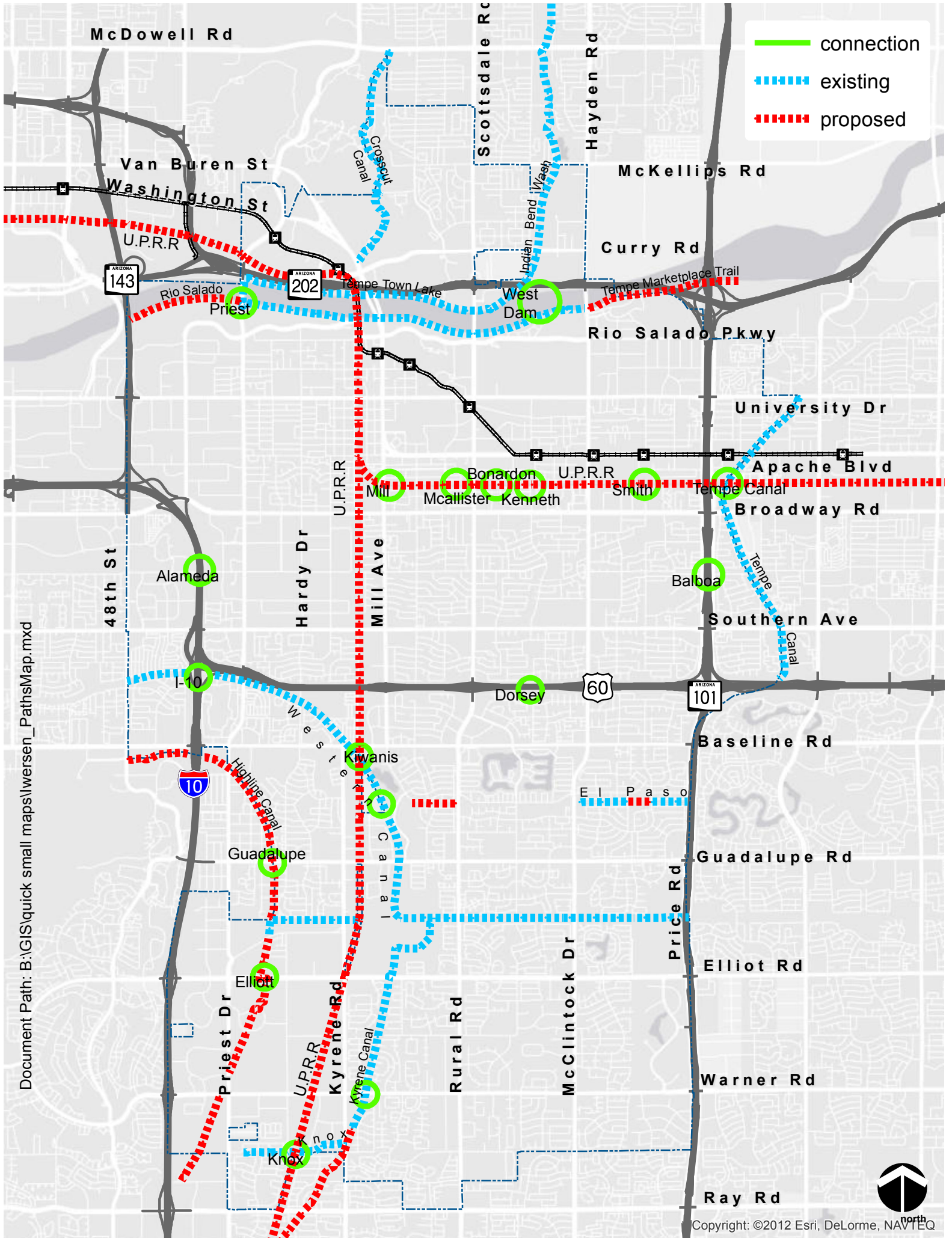
The capital projects listed in our five-year capital plan could then become eligible for grant funding. As part of the annual budget process City Council adopts the capital plan. An understanding could be established that once City Council approves the five-year plan; all projects within the plan would be eligible for grant funding.

The key purpose of these suggestions is to better align grants efforts with priority projects by regularly checking - in with City Council.

Thank you.

Attachment : capital project flow chart





- connection
- - - existing
- - - proposed

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STAFF REPORT

AGENDA ITEM 6

REVISED

DATE

June 6, 2013

SUBJECT

University Drive and Hardy Drive Preliminary Draft Public Art Concepts

PURPOSE

Provide the Commission with an overview of the public art process, selected artists and draft elements for the University and Hardy Streetscape projects.

PROJECT

As part of most transportation projects, a public art element is encouraged and an important feature. It offers the community the opportunity to integrate a design feature and aesthetic enhancement that reflects the character and story of the area.

Transportation and Community Development staff have worked with Public Art staff to hire two artists for each respective project. The process was competitive and included a panel of neighborhood representatives, public works employees, and area business owners.

The two artists that chosen are: Melissa Martinez, Tempe for Hardy Drive and Chris Trumble, Tucson for University Drive.

Both artists had meetings with city staff, business owners, neighbors and others to begin designs for the project. Both artists were given several areas to focus on, including pavement, crosswalks, street light poles, and medians. On Hardy Drive the artist was offered the transit shelters to also consider.

Chris Trumble has chosen to focus on specialty crosswalk designs at four street crossings on University Drive.

Melissa Martinez has chosen to focus on images found in nature onto the bus shelters, pavements and medians along Hardy Drive.

The approved concepts will be integrated in the construction documents for each project.

FISCAL IMPACT

Both public art projects are funded by the Tempe Municipal Arts Fund administered through the Tempe Municipal Arts Commission. Each project budget is \$24,000 which includes artist fees, design, fabrication and installation. However integration with the street project elements, like sidewalk construction, will assist with project costs.

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