



PUBLIC MEETING AGENDA

Transportation Commission

MEETING DATE

Tuesday, April 8, 2014
7:30 a.m.

MEETING LOCATION

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

MEETING AGENDA

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
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.	Pam Goronkin, Commission Chair	Information
2. Approval of Meeting Minutes: The commission will be asked to review and approve meeting minutes from the March 11, 2014 meeting.	Pam Goronkin, Commission Chair	ACTION
3. Passenger Rail Study (Tucson to Phoenix) Staff from Public Works and the Arizona Department of Transportation will present information on the Passenger Rail Study.	Eric Iwersen, Public Works and Mike Kies, ADOT	Information
4. Transportation Master Plan Staff from Public Works and the consultant team will provide an update and request input from the Commission on the Transportation Master Plan	Robert Yabes, Public Works and Matthew Taunton, HDR Inc.	Information
5. Tempe BIKEiT – Wayfinding Public Art Project Staff will present the public art concepts for the citywide bicycle system wayfinding and branding project.	Maja Aurora, Community Services and Sue Taaffe, Public Works	Information
6. El Paso Gas Line Multi-Use Path Public Art Staff will provide an update of the public art concepts for the pathway project.	Maja Aurora, Community Services and Eric Iwersen, Public Works	Information
7. University Drive Streetscape Public Art Staff will provide an update of the public art concepts for the streetscape project.	Maja Aurora, Community Services and Eric Iwersen, Public Works	Information

<p>8. Downtown Parking Strategic Plan report back Charles Huellmantel and Cyndi Streid will report back to the commission on the Downtown Parking Strategic Plan meetings.</p>	<p>Charles Huellmantel and Cyndi Streid, Commission members</p>	<p>Information</p>
<p>9. 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 Staff</p>	<p>Information</p>
<p>10. Future Agenda Items Commission may request future agenda items.</p>	<p>Pam Goronkin, Commission Chair</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 March 11, 2014

Minutes of the Tempe Transportation Commission held on Tuesday, March 11, 2014, 7:30 a.m., at the Tempe Transportation Center, Don Cassano Community Room, 200 E 5th Street, Tempe, Arizona.

(MEMBERS) Present:

Pam Goronkin (Chair)
Don Cassano
Aaron Golub
Ben Goren
Nikki Gusz
Charles Huellmantel
Sue Lofgren

Kevin Olson
Gary Roberts
Peter Schelstraete
Cyndi Streid
Philip Luna
Jeremy Browning

(MEMBERS) Absent:

German Piedrahita
Charles Redman

City Staff Present:

Shelly Seyler, Deputy Public Works Director Transportation
Eric Iwersen, Principal Planner
Sue Taaffe, Public Works Supervisor
Mike Nevarez, Transit Manager
Joe Clements, Transportation Financial Analyst
Marie Chapple, Public Information Officer

Travis Mullen, Administrative Assistant
Bonnie Richardson, Principal Planner
Julian Dresang, Traffic Engineer
Robert Yabes, Principal Planner
Yvette Mesquita, Senior Management Assistant

Guests Present:

Matthew Messinda, ASU
Teresa Voss, Assistant City Attorney
Donna Lewandowski, Bicycle Program Manager at Arizona State University
Robert Hubbard, Deputy City Attorney

Commission Chair Pam Goronkin called the meeting to order at 7:33 a.m.

Commission Chair Goronkin introduced new commissioner Jeremy Browning and asked the other commission members to introduce themselves. Commissioner Browning introduced himself saying that he was born and raised in north Phoenix and moved to Tempe eleven years ago. He noticed the benefit of having good transportation including the use of Orbit buses and the light rail in his community. He went to ASU and studied Political Science and History, and he currently works in the government relations and public affairs field.

Agenda Item 1 – Public Appearances

None

Agenda Item 2 – Meeting Minutes

Commission Chair Goronkin introduced the minutes of the February 11, 2014 meeting and asked for a motion.

Motion: Commissioner Charles Huellmantel

Second: Commissioner Sue Lofgren

Abstained: Commissioner Phillip Luna

Decision: Approved

Agenda Item 3 – Bike Theft Prosecution

Eric Iwersen handed out a memo and introduced Robert Hubbard, Deputy City Attorney, to provide information about bike theft prosecution.

Commission Chair Goronkin welcomed Robert and said that the Tempe Police Department updated the Commission last month about the bike registration program.

Robert said that he understands and shares the concern with regard to bicycle theft. Increasing the penalty for bike theft would have benefits; however, there is an overreaching doctrine in criminal law that forbids disparate sentencing for similar types of offenses.

Commissioner Peter Schelstraete said that bicycles are a form of transportation that could affect how people could get to school, practice, or work. Having a bicycle as his major transportation mode in his youth made him realize that a bicycle has value. Bikes also have a very positive impact on the city by leaving behind a green footprint meaning bikes are quiet and good for your health. The city also puts effort in creating bike paths and other projects to promote bike usage. He asked what the impact was of increasing bike theft penalties when a bike is used for education, practice, or work.

Robert responded that it may very well make a difference, but he can see an issue in court. The argument by a defense attorney could be made that cell phones are equivalent to a bike in all of these instances. A cell phone has personal information and may be used for work, practice, and school.

Commissioner Schelstraete said that there is a different impact. One of the things he found, by talking to ASU students, is how discouraging it was to have a bike stolen. People have a lot going on and a bike saves time, and it is also a more personalized item. Robert responded by saying that all thefts are victim crimes. The way to address this, in the Prosecution's Office, is to ask the victim for input on how the crime impacted their life. If the victim is impacted to a greater extent, than the Prosecutor's Office will certainly take that into consideration. This would be handled on an individual basis where the victim contacts the Prosecutor's Office, fills out a victim impact statement, and provides the specific issues.

Commission Chair Goronkin said one of the concerns she has is when bicycle theft is tied to other crimes. She asked if prior arrests related to other crimes are taken into consideration. Robert responded that it is always taken into consideration. Generally, the Prosecutor's Office looks for similar types of offenses such as other theft charges, which will net a much larger sentence.

Commissioner Kevin Olson said that the frustration with the system is from negative feedback because it is not taken seriously. Or when caught, it will not be a serious offense. We do not need bigger sentences, but instead stress the seriousness of the crime to prosecutors so that the police department will be more motivated to take the reports

therefore making serious efforts to follow up. We don't have the swift or immediate punishment, which is what is needed to deter the crime as opposed to a longer sentence.

Commissioner Jeremy Browning asked how many prosecutions are made for organized thefts that are conspired with more than one individual, and what the increased penalties are. Robert responded that if it's a scheme it will be handled by Maricopa County Attorney's Office. The city of Tempe would not handle those cases because we can only deal with misdemeanor crimes.

Commissioner Huellmantel said that perhaps we are voicing our concerns to the wrong party. The Prosecutor's Office can only do what the courts will allow. This discussion is out of the Commission's purview as to what we should be doing at the Transportation Commission level, but the Commission could try to find somebody at the state legislature to make it a felony.

Commissioner Schelstraete responded that he disagrees because it is appropriate for prosecutors to bring up these issues. As a prosecutor, you have certain discretions on what you can charge so if you don't ask for it, then the judge will not have an opportunity to increase the sentence.

Robert said that this meeting has brought to his attention the sentiment that there is a disconnect between the Prosecutor's Office and the Police Department. If the city has a disconnect, then that can be corrected. We never want the police department to feel as though the prosecutors are not supporting them even though we are independent institutions. There are about 300 people on Mill Avenue with "order-outs," and a large number of those are because of bicycle thefts. This is where we place the defendant on a probationary period and order them out of the area.

Commission Chair Goronkin said that this was because they are not really interested in the bike, but more interested in selling it to support another crime. The sentiment that was expressed wasn't made to cause any type of disharmony. The Police Department felt that they were not in an advantageous position to tell the Prosecutor's Office how to do its job.

Commissioner Huellmantel said we should invite all the legislators representing Tempe to a Commission meeting because the only way to make a difference is to change the law. We are trying to create an environment where people are able to use bikes as an effective form of transportation. To do that, we have to make sure that bikes do not disappear.

Commissioner Aaron Golub asked if there are other examples we can look at by analyzing how other university towns address this problem. Commission Chair Goronkin asked staff to research that question.

Commissioner Schelstraete added that it is a problem for everyone, but especially university cities. Other universities have had success with their bike bait programs, but it is disconcerting that the same people take the bait bikes over and over again. He asked why the thieves are not put in jail. Robert responded that those criminals do receive a sentence of several months in jail. The problem is that these people do not care that they spend that time in jail, and it has very little impact.

Commissioner Huellmantel said that he revises his comment of inviting the legislatures to a Commission meeting and instead prefers that staff conduct research on what other bicycle communities have done with this problem. Commission Chair Goronkin supported this idea as well.

Robert said that we would be happy to report back to the Commission about interfacing with the Tempe Police Department and creating a better relationship on the bike theft issue.

Commissioner Huellmantel said that the relationship concern is between the County Attorney's Office and the police on what issues are important and how to spend resources. It is not directly problematic with Tempe.

Commission Chair Goronkin thanked Robert for his presentation and providing a direction for staff to conduct some research.

Shelly Seyler said that staff would bring this topic back in May and provide information on the research findings.

Agenda Item 4 – Youth Transit Pass Policies and Update

Sue Taaffe, Public Works Supervisor, handed out a memo and provided an update on the Youth Transit Pass Program and Policies.

Shelly and Sue met with the principal of McClintock High School and the school will begin issuing passes on May 12 for the next fiscal year. McClintock High School is the biggest user of the program with 720 youths enrolled. Marcos de Niza High School is the second biggest user, but that school declined to issue passes at the school this year because they do not have a dedicated staff member. Tempe High School already distributes the passes at its school.

Commissioner Olson said that Marcos de Niza High School has a new principal. Sue said that the exiting principal of Marcos de Niza High School asked for information from Tempe High School regarding the youth pass program.

Commissioner Olson congratulated staff on doubling the amount of schools that administer passes at their schools. He also asked staff to take advantage of the opportunity that a new principal will be heading Marcos de Niza High School.

Sue introduced Teresa Voss, Assistant City Attorney, to go over the requirements of the program such as the birth certificate requirement.

Teresa said that the city of Tempe provides free transit passes, primarily to minors. Upon review of the law, a birth certificate will still remain a requirement for parents and guardians who want to sign their kids up for the youth transit pass program when registering at the Transit Store.

Commissioner Olson asked because school records show who the guardian or parent is, why can't the city honor the school when verifying the parent or guardian of the child. Sue responded that at the beginning of the school year, the schools do verify that the child lives in Tempe, but often times they leave Tempe and they may not notify the school. There are also home schooled kids, charter schools, ASU, and community colleges, which make it more difficult to receive accurate information.

Commissioner Olson asked if there is a way to simplify the process for the students and the parents. Sue responded that anyone can download a Tempe school enrollment form online and say that they live in Tempe.

Commissioner Olson asked if there is an alternate form of verification as to who the parent is. Commissioner Schelstraete responded that they already go through the process once and asked why the city can't piggy-back on that paperwork to issue youth transit passes. Shelly responded that the process is already simplified because we do have the schools rely on what they have in their systems. An example is when enrolling in Corona del Sol High School, parents are required to provide a utility bill as a proof of address.

Sue said that those schools issuing passes at their facilities are taking responsibility of verifying parental approval in the program and that the students live in Tempe. When a child comes to the Tempe Transit Store, we do not currently except enrollment papers at a Tempe school. Sue explained that the way the program works at Tempe High School is that the student picks up a form from staff, the parents sign the form, the student returns it to the school, and the dedicated staff person at the school verifies that the student is living in Tempe and the parent's signature matches their enrollment information on file. Since the city has an IGA with the Tempe Union High School District, they have taken it upon themselves to verify residency and parental permission.

Commission Chair Goronkin said there are two ways to enroll into the program: one is at the school and the other is at the city. Shelly added that the city also receive copies of youth transit pass registration from the the schools; making the city of Tempe the keepers of the information. The city also performs random audits with Tempe High school.

Commissioner Goren asked if there was a possibility that a student who goes to a Tempe high school and lives in Phoenix would be eligible for the program. Sue responded that the numbers were researched and staff found that there would be a loss in revenue, and an increase in the usage cost to \$615,000 to \$800,000 a year. The transit revenue from boarding in Phoenix or Mesa in the morning would not be transferred to Tempe. Since many students have practice or stay after school for clubs, they are likely to get a ride home from a friend, which would increase operational costs while lowering revenue by essentially giving passes to everyone.

Commission Chair Goronkin said the original intention was to benefit students in Tempe and we realize there are a high percentage of non-Tempe residents attending these schools. Commissioner Olson added that he would like to see if Phoenix has a similar program so that we have some sort of IGA to share.

Sue reminded the Commission that youths age 6-18 pay \$1.00 per ride.

Commission Chair Goronkin thanked Sue and Teresa for the information.

Agenda Item 5 – Bike Rack and Locker Discussion

Eric Iwersen, Principal Planner, handed out a memo and provided information to discuss the process to fund and place additional bike racks and lockers in the downtown area.

Eric said this is a follow up item from the traffic calming funding project that was going to Council. Included with the memo, is an invitation to the downtown parking study that will look at all the parking issues downtown including bicycle parking.

Commissioner Cassano asked if the DTC installs the parking meters. Commission Chair Goronkin responded that they do.

Commissioner Cassano asked if the DTC could monitor and charge for bike lockers. Commission Chair Goronkin responded saying that the DTC may not recognize that subject as parking. She apologized because she will not be able to attend the two meetings mentioned and asked the commissioners who could attend these meetings and make a report next meeting.

Commissioner Huellmantel and Commissioner Streid volunteered to attend.

Eric said that we are working with Kimley Horne on the parking study. The design team will attend either the April or May Transportation Commission meetings to provide information as well. Commission Chair Goronkin added that is a good time to bring forward our concerns because the DTC will be receptive to such suggestions.

Commissioner Goren asked if the parking meters are a source of revenue for the DTC, and if so, they may see a return on the bike lockers. Commission Chair Goronkin responded that the DTC is nonprofit and revenue neutral and does not receive revenues for the meters.

Commissioner Huellmantel said the proceeds are invested into additional parking operations. If we have money to use from the transit funds, some ideas that we can follow are ASU's bike valet or install a decorative physical bike locker structure. Currently the HUB has no indoor or protected bike parking because every bike locker and bike rack is always full. This is a great sign that things are moving in the right direction, but if we want people to continue to ride their bikes downtown and it is not safe for them to do so, then people will stop doing it.

Commissioner Huellmantel proposed using transit funds to fund a project such as this and asked how he could begin the process. Eric responded that the process to package something for the request of the Council begins by staff forwarding it to the department head and the financial services manager. Then a discussion would be held at the Council when the next agenda meeting over the budget is discussed.

Commissioner Huellmantel said that this item is more transportation-oriented. Commissioner Olson responded that he agrees and asked if could be added onto the agenda for a walkthrough on this process. Commission Chair Goronkin said that the Commission would like to recommend this idea to the extent that the Council is willing to listen.

Commissioner Phillip Luna asked if the bike parking requirement varies depending on the area of the city. Eric responded that it does vary. There is a higher requirement in the major transit areas.

Commissioner Huellmantel added that in the bike commuter area, the bicycle parking spaces have increased areas. For businesses affected by this the process for planning bike parking will be negotiated based on the type of business. The city code formula requires increased bike parking in Transportation Overlay District (TOD) areas around light rail and the bicycle commute area.

Commissioner Cassano asked where does the (TOD) and the bicycle commute area extend. Eric responded that it extends to US 60. Commissioner Huellmantel said that those areas should be reconsidered because of the current expansion in bicycle commuters.

Agenda Item 6 – Department and Regional Transportation Updates

Commissioner Golub announced that SRP has awarded a grant to ASU's Dr. Mike Kuby and will lead a project to look at canal access for bikes. He said that by utilizing research already completed, we will be using a network-wide approach on applying barriers between bike paths and canals along with linking Mesa, Scottsdale, Tempe, and east Phoenix bike pathways together. A bike summit announcing preliminary results will occur in the Don Cassano room on April 30.

Commission Chair Goronkin said that the project is outstanding news and that SRP has stepped up to the plate on utilizing the canal banks for something beneficial to the community.

Commissioner Schelstraete said that he lives along a path next to a canal, and SRP has done excellent job of maintaining it.

Agenda Item 7 – Future Agenda Items

None

The Commission's next meeting is scheduled for April 8, 2014.

Meeting adjourned at 8:36 a.m.

Prepared by: Travis Mullen

Reviewed by: Sue Taaffe and Eric Iwersen

STAFF REPORT

AGENDA ITEM 3

DATE

April 8, 2014

SUBJECT

Arizona Department of Transportation (ADOT) Passenger Rail Study

PURPOSE

The purpose of this memo is to provide background information and status of the Arizona Department of Transportation Passenger Rail Study between Tucson and Phoenix.

BACKGROUND

ADOT is studying the feasibility of a passenger rail line between Phoenix and Tucson and has narrowed the list of alternatives to three. All three alternatives would link Phoenix (and Sky Harbor Airport) south to Tucson and the Tucson International Airport, with multiple options for stops at other cities and towns along the route. All three alternatives show a stop and direct connection to Tempe. The three alternatives are:

- Green Alternative, which would mostly run along Interstate 10 between the two metropolitan areas, and share a portion of the north south Union Pacific Railroad right-of-way as it enters Chandler and Tempe.
- Yellow Alternative, which would utilize Interstate 10 north from Tucson, then Highway 287 connecting to the Southeast Valley cities of Queen Creek, Gilbert, and Chandler before linking to Tempe. This alignment would use both ADOT road systems and the Union Pacific Railroad.
- Orange Alternative, which would also utilize Interstate 10 north from Tucson, then Highway 87 connecting to Mesa Gateway Airport and ultimately to the ADOT system along US60 and the State Routes 101 and 202.

The Orange Alternative shows a station location at the 202 and Scottsdale Road in Tempe. The Yellow and Green Alternatives show station locations in downtown Tempe at 3rd & Mill.

ADOT has been working closely with the Federal Transit Administration, the Federal Railroad Administration, Union Pacific Railroad and local governments and planning organizations in Maricopa, Pinal and Pima counties to determine which routes would move forward for further study. The decision to pursue these three alternatives came from technical evaluations and public input. During the last two years of the study, nearly 7,000 people completed surveys regarding which routes would best serve their communities.

On March 20, 2014 Staff and ADOT presented the project to the Tempe City Council. The Council advised careful consideration, protection and no negative impact to downtown Tempe neighborhoods and historic/older homes.

FISCAL IMPACT

Currently there is no funding for the project. ADOT will continue to seek public feedback on the project and move towards a final route recommendation and more detailed environmental impact understanding by late 2014/early 2015.

RECOMMENDATION

This item is for information. The Transportation Commission is encouraged to comment on the project.

CONTACT

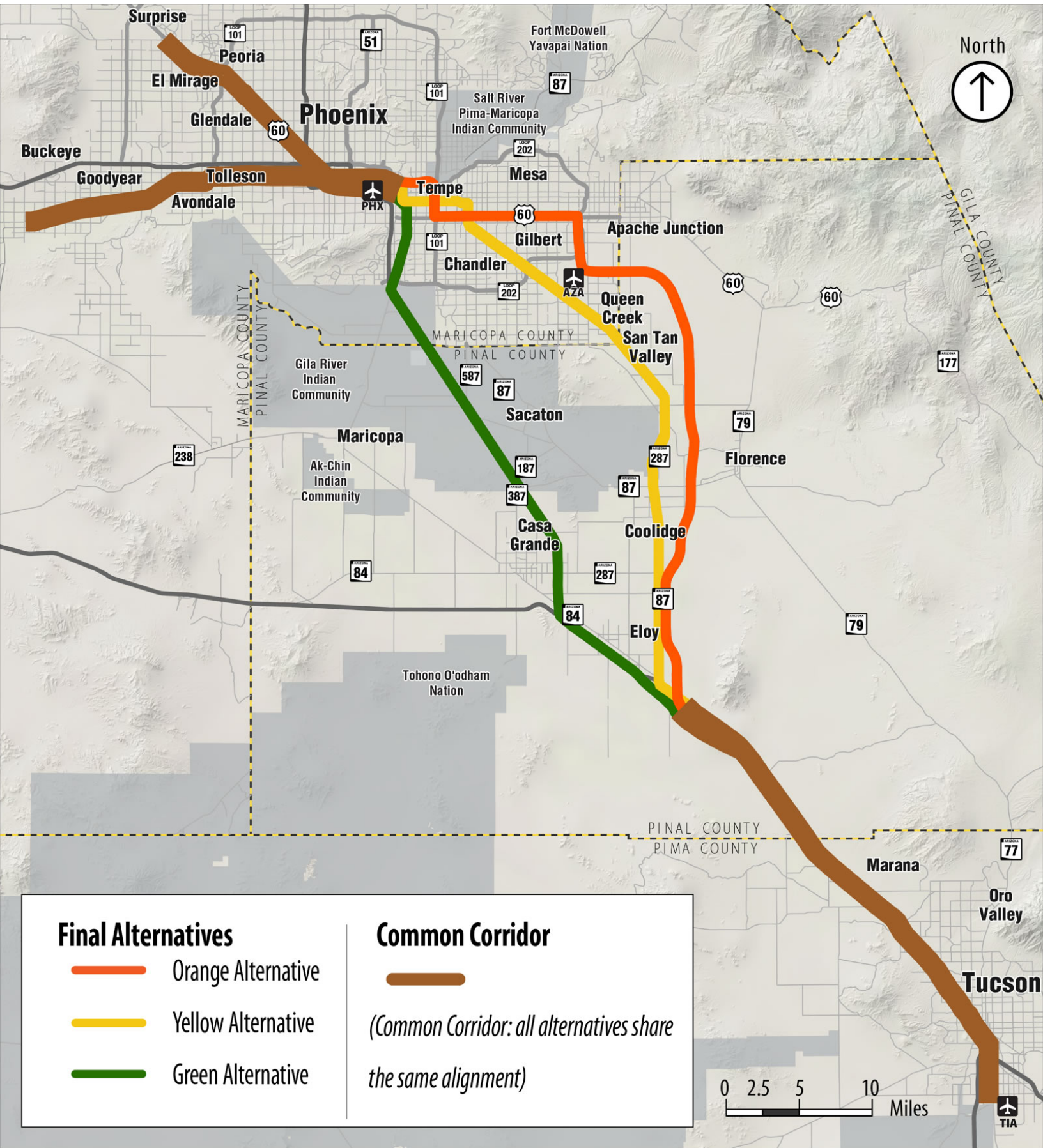
Shelly Seyler, PE, PTOE
Deputy Public Works Director
480-350-8854
Shelly_Seyler@tempe.gov

Eric Iwersen
Principal Planner
480-350-8810
Eric_Iwersen@tempe.gov

ATTACHMENTS

Maps of three alternatives

Source: <http://www.azdot.gov/planning/CurrentStudies/PassengerRail/overview>





Washington St.

Curry Rd

LOOP 202

Rio Salado Pkwy

University Dr

LOOP 101






Main St

Broadway Rd

Pite Rd

Southern Ave

60

-  Potential Station
-  Potential Alignment Transition
-  Yellow Alternative
-  Orange Alternative
-  Green Alternative

0 0.5 1 2 Miles

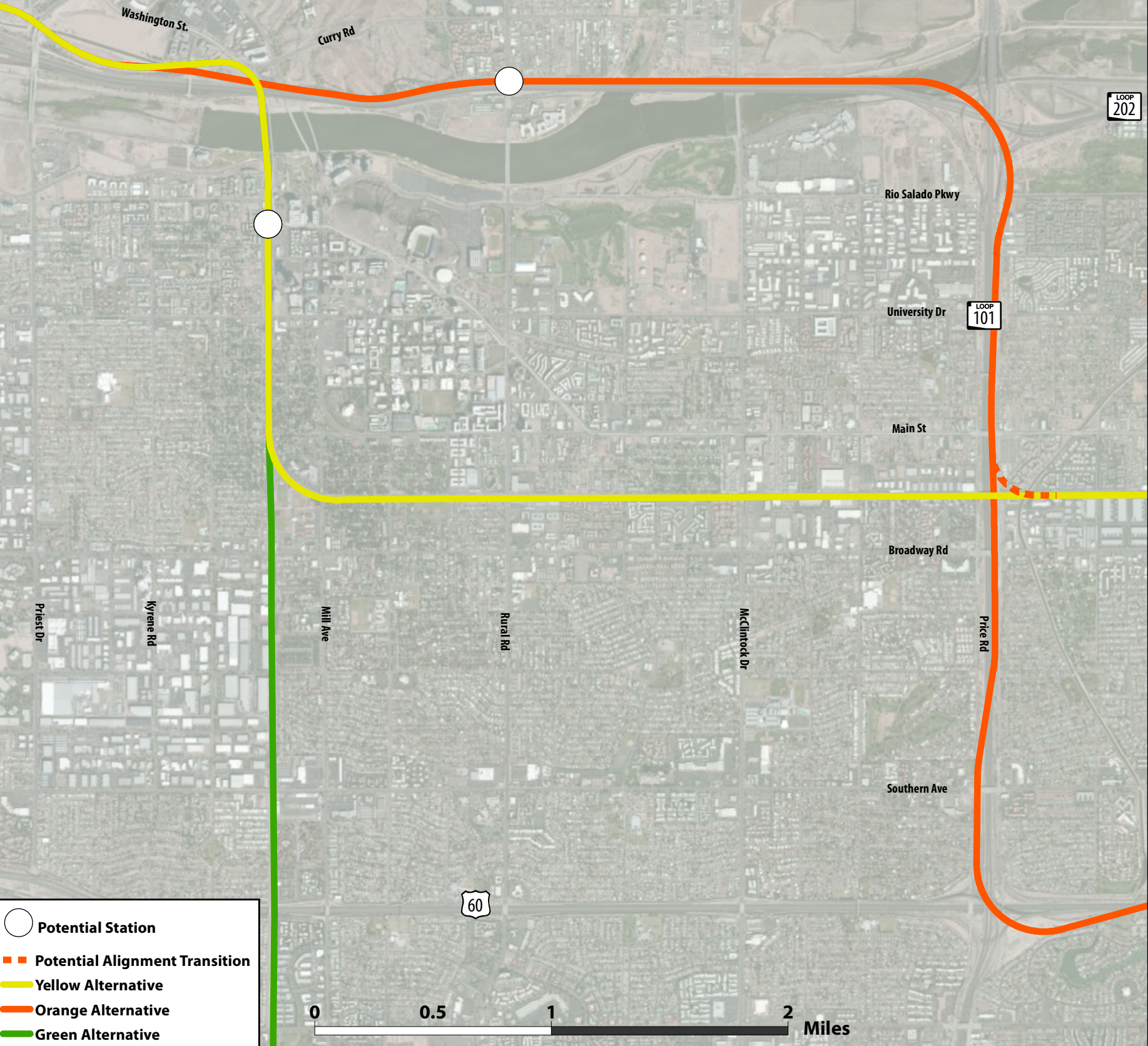
Priest Dr

Kyrene Rd

Mill Ave

Rural Rd

McClintock Dr



CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 4

DATE

April 8, 2014

SUBJECT

Transportation Master Plan (TMP)

PURPOSE

The purpose of this memo is to provide an update and request input from the Commission on the Transportation Master Plan.

BACKGROUND

In 2003, a Comprehensive Transportation Plan was adopted by City Council. The Plan was updated in 2008 to address planned light rail transit and to create stronger land use and transportation planning of transit oriented development strategies. The city of Tempe's Comprehensive Transportation Plan will be updated and re-named the Transportation Master Plan (TMP) in 2014.

The purpose of the Transportation Master Plan is to guide the further development of a citywide, multi-modal transportation system integrated with the city's land use plans. The intentions of the multi-modal transportation elements within the plan will be to:

- Coordinate local and regional land use and transportation decisions;
- Create a more balanced, multi-modal transportation system to reduce reliance on the automobile;
- Preserve neighborhood character while enhancing quality of life;
- Enhance streets to maximize safe and efficient use by all users such as pedestrians, bicyclists, transit riders, and motorists following the principles of balanced streets;
- Ensure transportation assets (equipment, improvements and programs) are adequately maintained;
- Utilize technology to improve accessibility and mobility; and
- Identify an investment program that shows how the city expects to use revenue from current and future funding sources.

The TMP will highlight the ability to move people instead of focusing solely on improving the ability to move vehicles. In order to maximize the safety and efficiency of the transportation system in Tempe, objectives and strategies encourage the use of a variety of transportation options and a reduction in single occupancy vehicle trips. Streets will serve as corridors for multiple modes of transportation and connect neighborhoods to shopping and jobs and Tempe to the region. Effective land use planning that takes advantage of a development site's proximity to public transit furthers the Plan's objectives. Integration of advanced transportation technology will also help to achieve the Plan's objectives.

PROJECT TIMELINE

- Transportation Commission: April 8, 2014
- Development Review Commission: Spring 2014
- Neighborhood Advisory Commission: Spring 2014
- Commission on Disability Concerns: Spring 2014
- Public Meetings: May 29, May 31 and two more meetings the week of August 4
- Transportation Commission: Sept. 9, 2014
- Plan Adoption by Council: September/October 2014

The first public meeting will occur on May 29 at 6 p.m. at the Tempe History Museum, 809 E. Southern Avenue and May 31 at 9 a.m. at the Tempe Transportation Center, Don Cassano Room, 200 E. Fifth Street and will inform the public about the project and gather input from residents, businesses and organizations related to:

- TMP Overview;
- Existing Conditions (demographics, traffic, transit, and bicycle/pedestrian);
- Transportation Supportive Policies;
- Development of Performance Measures;
- Tempe's proposed arterial roadway corridors;
- Tempe's active transportation corridors;
 - Tempe's proposed bike corridors, i.e., bike boulevards and off-street bike network
 - Tempe's proposed pedestrian corridors
- Tempe's proposed transit priority corridors;
- Changes to Tempe's street cross-sections;
- Tempe's short and long term future street network;
- Tempe's short and long term future bus service plan;
- Tempe's short and long term bicycle and pedestrian network;
- Neighborhood corridors and character area circulation needs; and
- Potential candidates for traffic calming and/or streetscape improvement.

The second public meeting will solicit feedback on the draft Transportation Master Plan.

In 2012, public meetings about the Transportation Master Plan were held on Nov. 28 and Dec. 1. All comments from those meetings will be incorporated into the 2014 TMP public input process. In addition, all transportation-related comments from the Character Area public meetings will also be included in development of the TMP.

The communication methods used will include:

- Press releases
- Tempe Today articles
- Brochures and posters located in common public areas
- Social media
- Tempe 11
- On line advertising
- City online calendar
- Project web site
- Partner communication vehicles – i.e., working with the Tempe Chamber, Tempe Tourism, DTC, ASU, school districts, Valley Metro, Tempe Bicycle Action Group, Friends of Transit and others

FISCAL IMPACT

The cost to update the study is \$106,544.71, which includes HDR's consultant fees for refining the scope of work, budget, schedule, and project deliverables of the plan, and establishing a schedule for regular project communication. This project is funded with Transit Funds.

RECOMMENDATION

This item is for information and input.

CONTACT

Robert Yabes

Principal Planner

480-350-2734

robert_yabes@tempe.gov

ATTACHMENTS

PowerPoint Presentation

TEMPE TRANSPORTATION MASTER PLAN

Transportation Commission

April 8, 2014

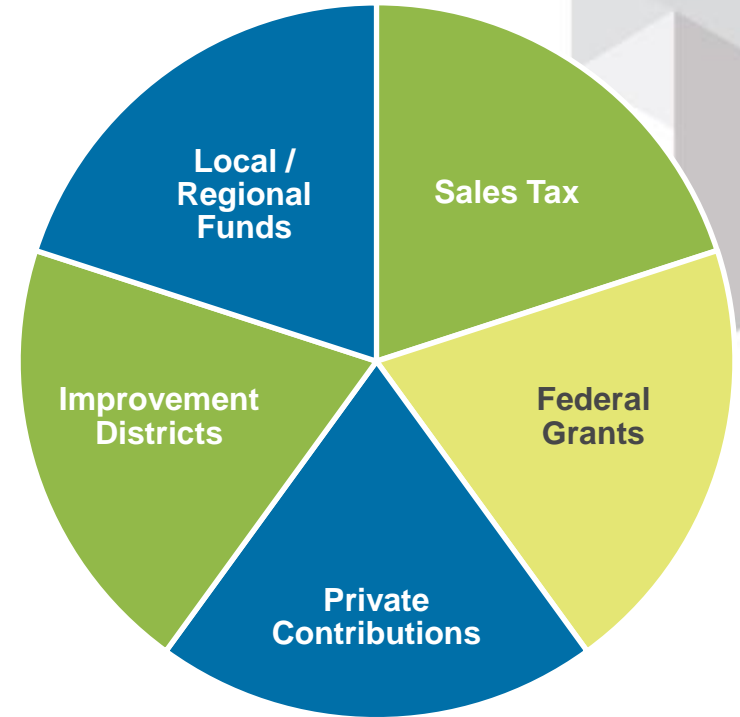
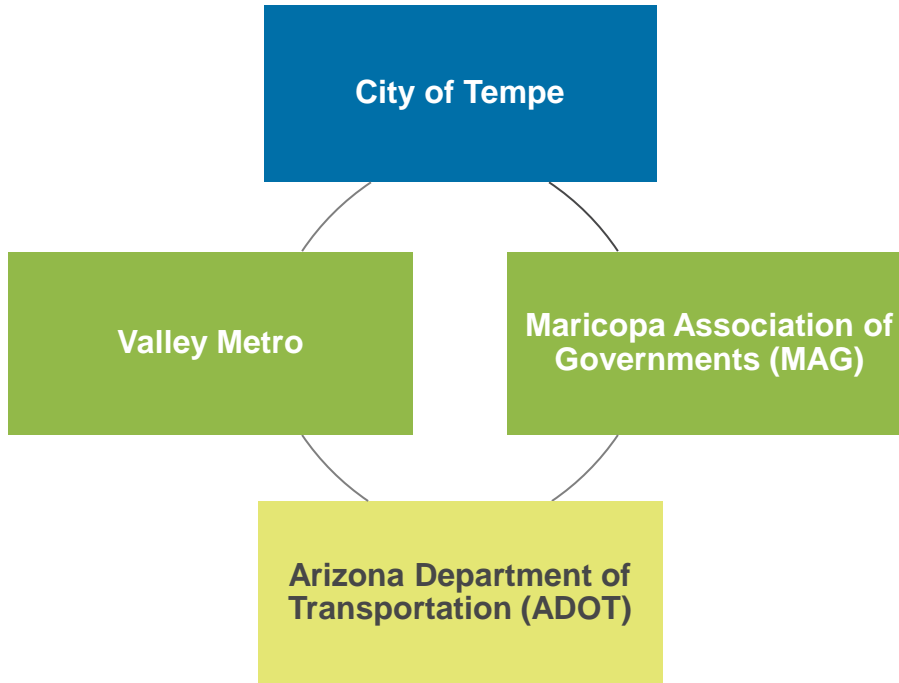


OVERVIEW

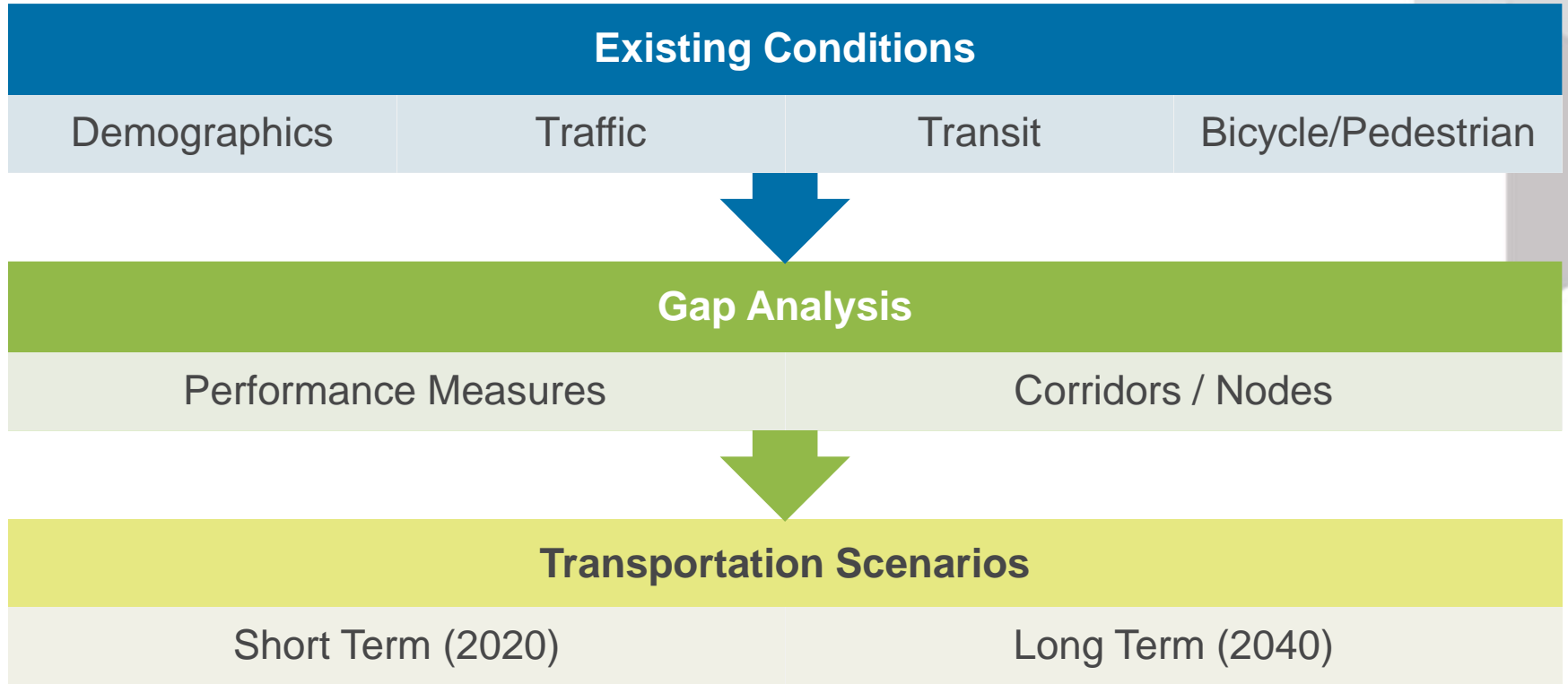
- ▶ Prepare a multi-modal transportation plan that sets a new level of mobility for Tempe
- ▶ The TMP will emphasize the following:
 - Transportation linkages that emphasize mobility over capacity
 - Connections between activity centers
 - Priority corridors (roadway, transit, and bicycle/pedestrian)
 - Multi-modal connections and transportation nodes
 - Neighborhood vitality
 - Optimization of existing transportation network
 - Recommendations grouped by corridors



WHERE DO TRANSPORTATION PROJECTS COME FROM?



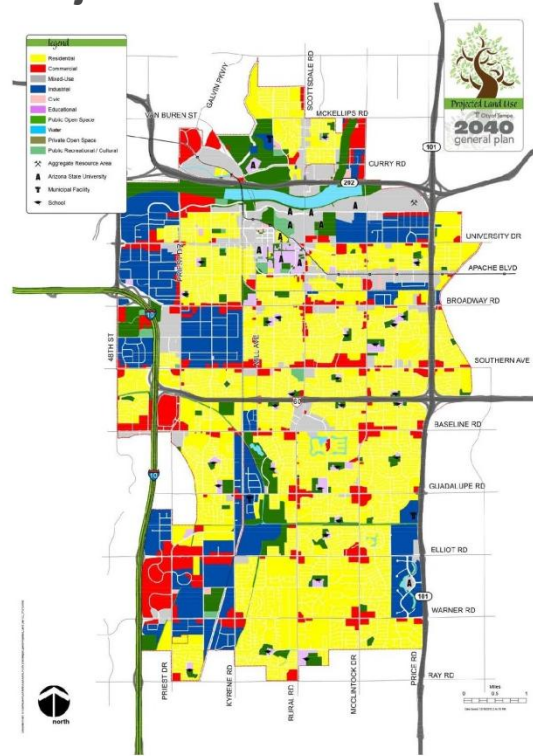
START TO FINISH



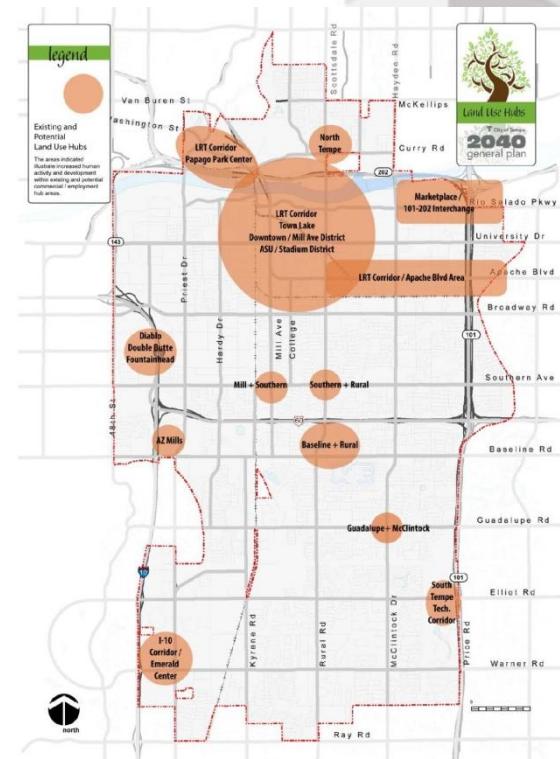
2040 GENERAL PLAN

- ▶ Goals and policies for TMP will be derived from the Circulation element of the 2040 General Plan
- ▶ TMP will use land use assumptions from the 2040 General Plan

Projected Land Use



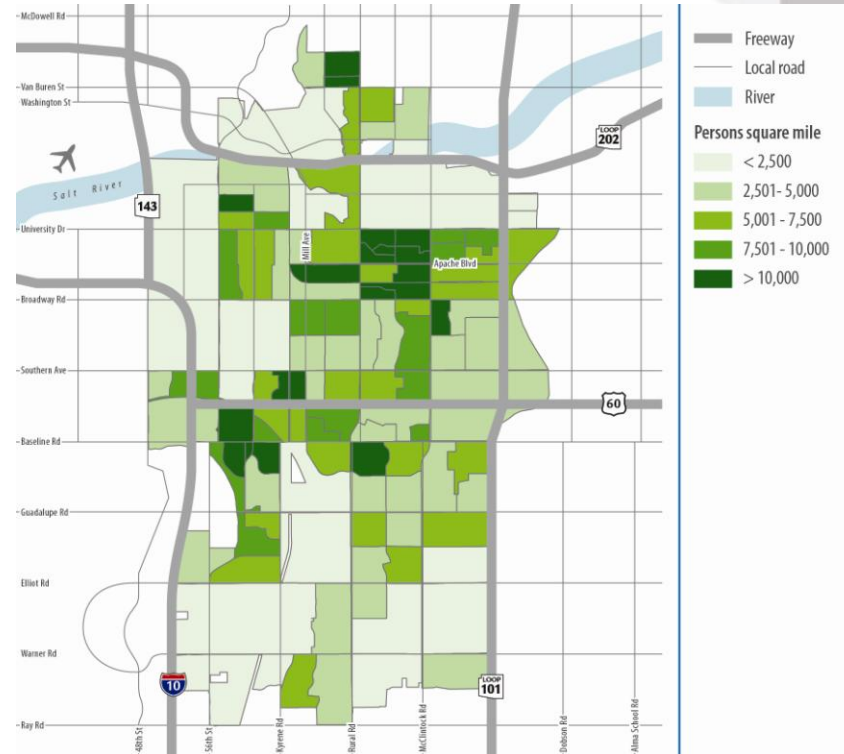
Land Use Hubs



DEMOGRAPHICS

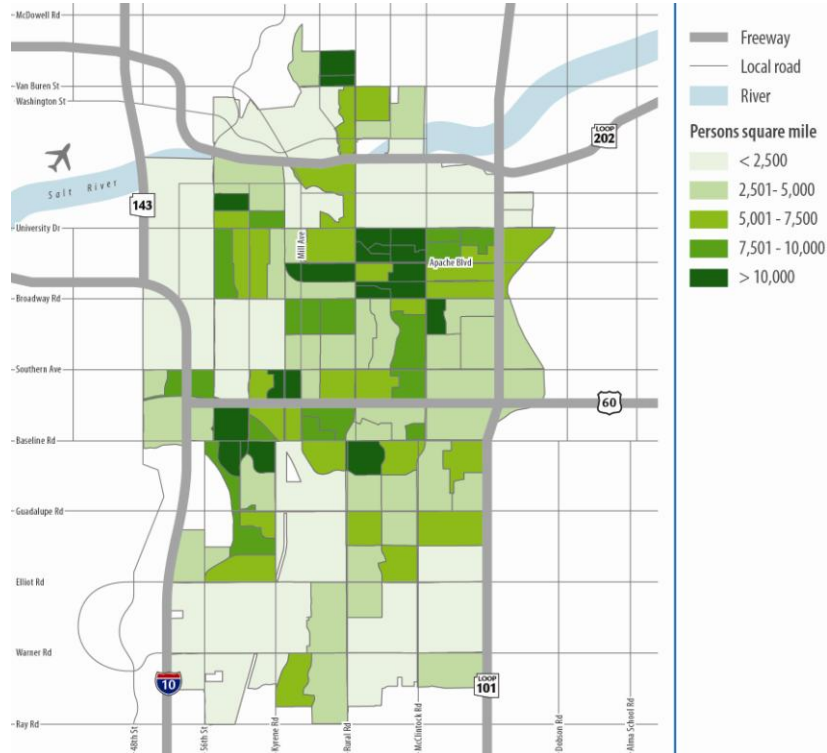
- ▶ Based on 2010 Census data and American Community Survey data
- ▶ Geographic information system (GIS) maps (based on density):
 - Population and employment
 - Race and ethnicity
 - Households and zero car households
 - Low income and persons with disabilities
 - Population under 18 and over 65

Example: Population Density

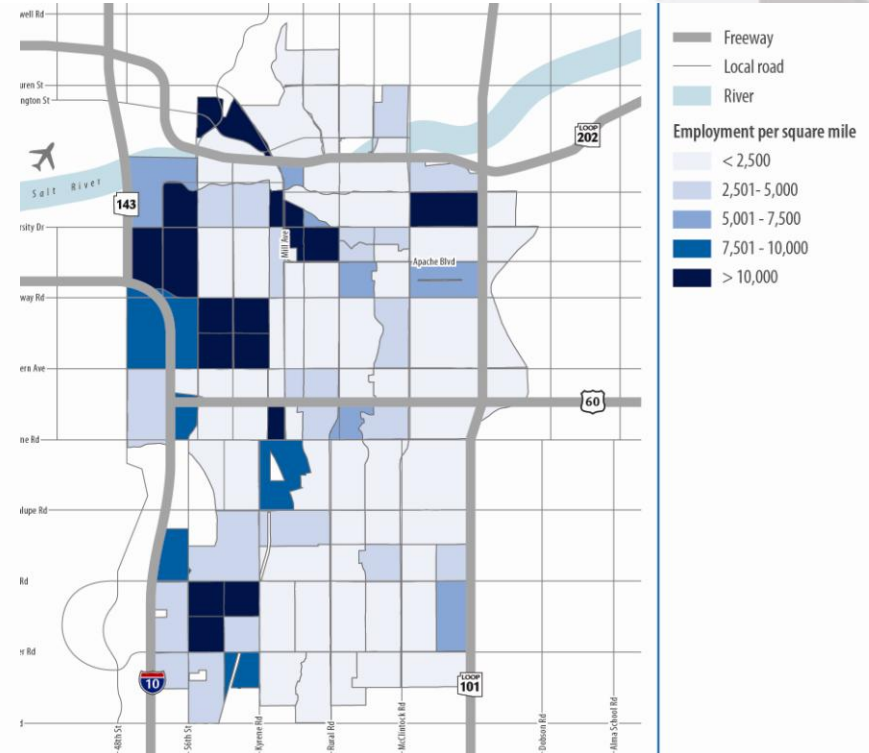


DEMOGRAPHICS

Population Density

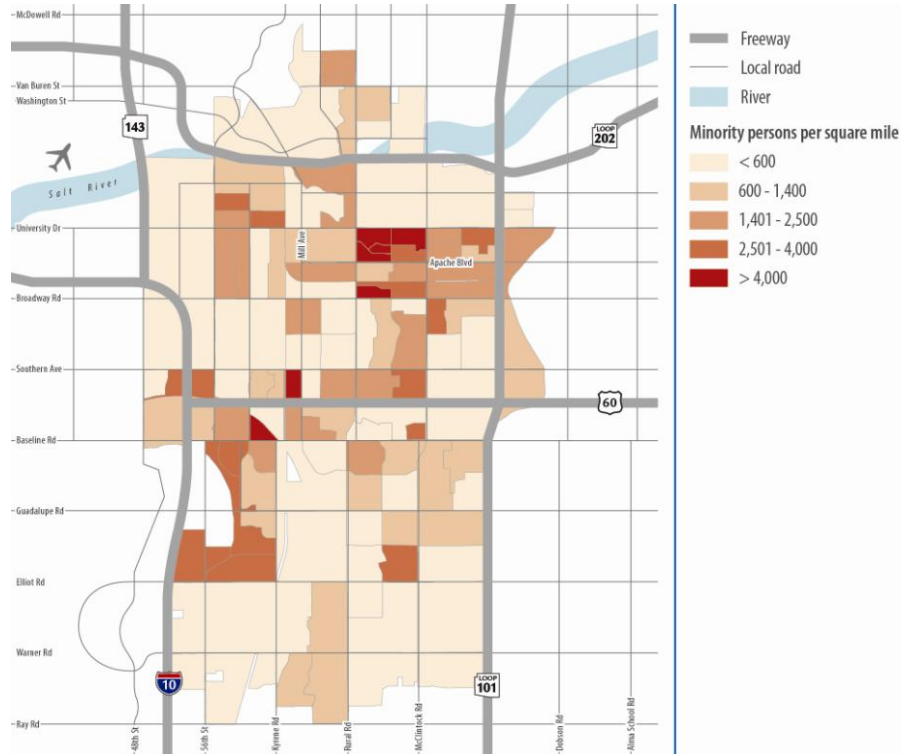


Employment Density

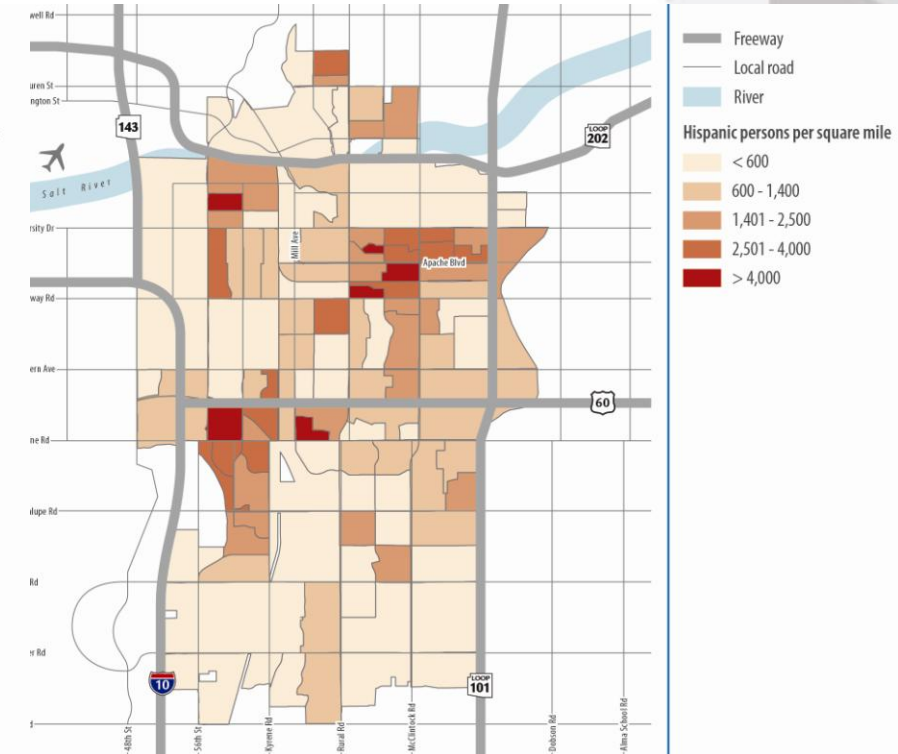


DEMOGRAPHICS

Minority Population Density

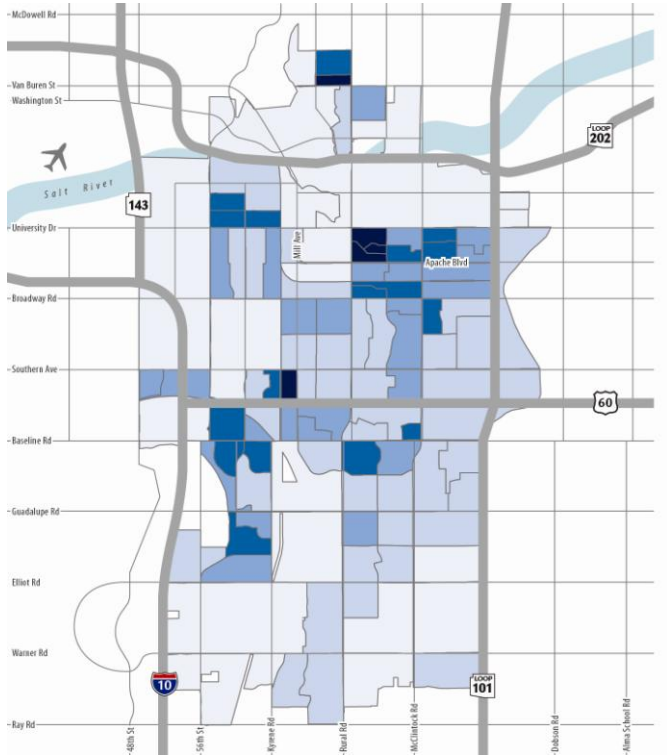


Hispanic Population Density

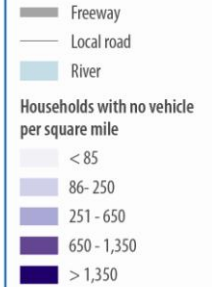
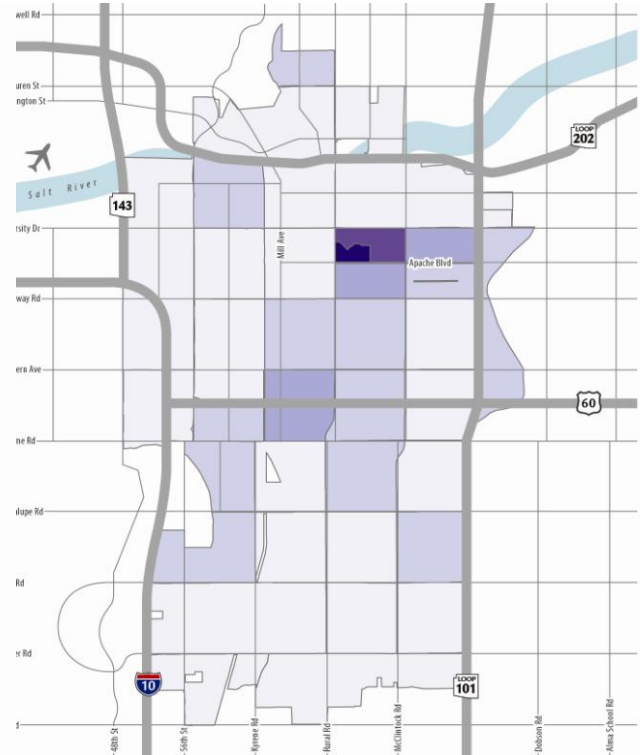


DEMOGRAPHICS

Household Density

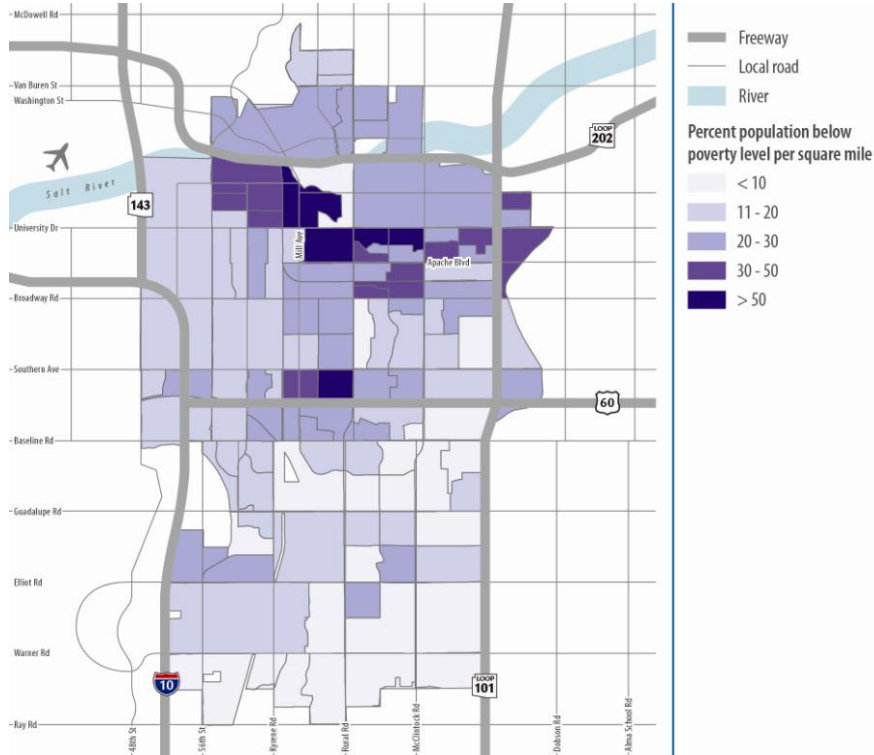


Zero Car Household Density

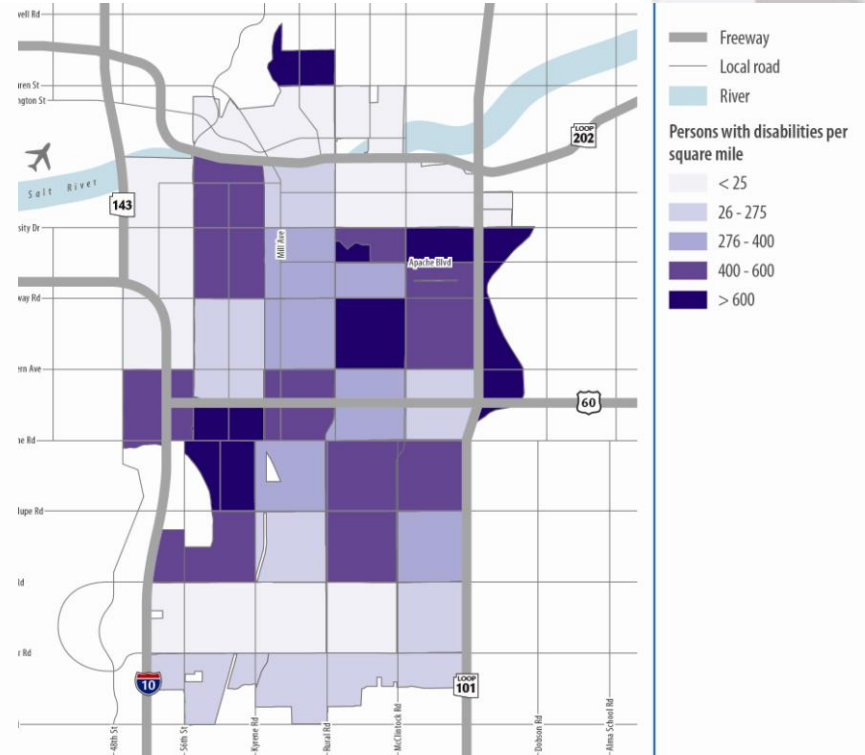


DEMOGRAPHICS

Low Income Density

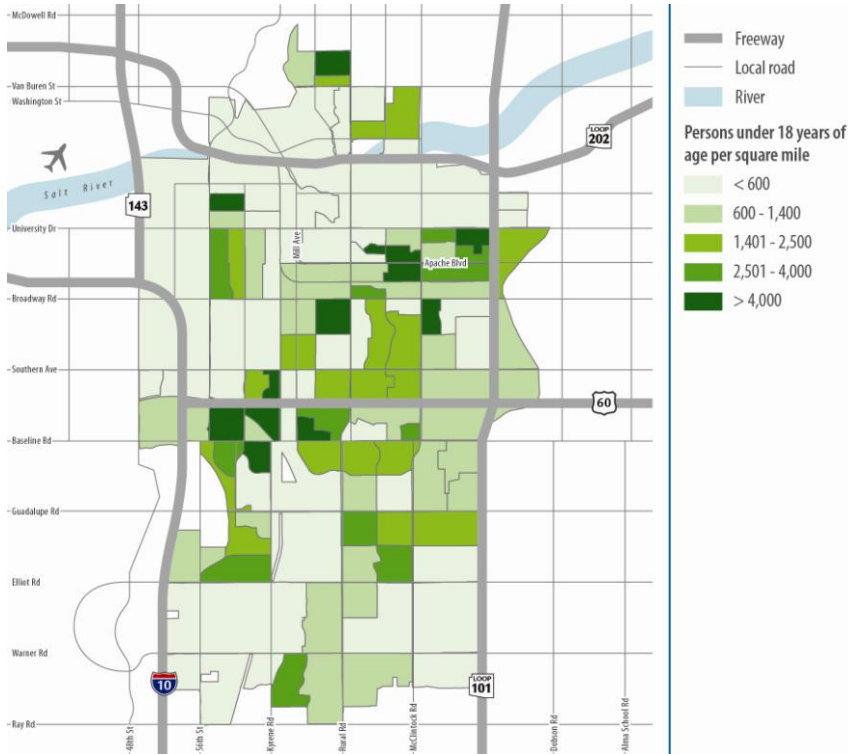


Persons with Disabilities Density

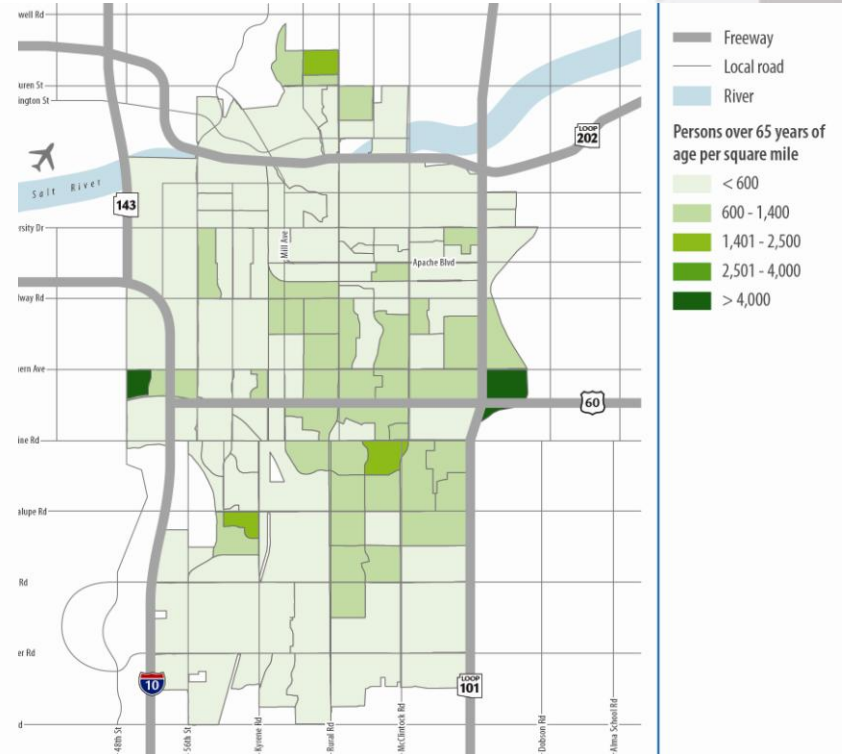


DEMOGRAPHICS

Population Under 18 Density

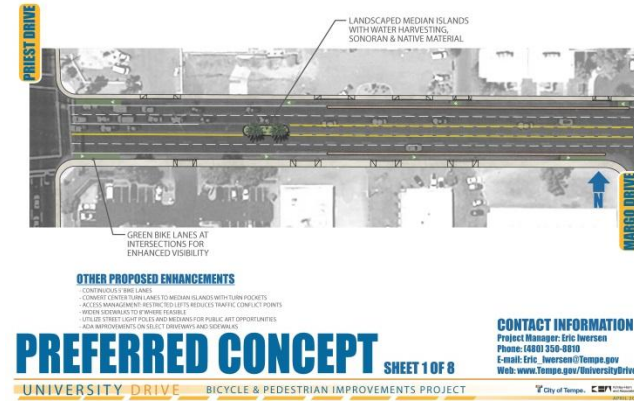
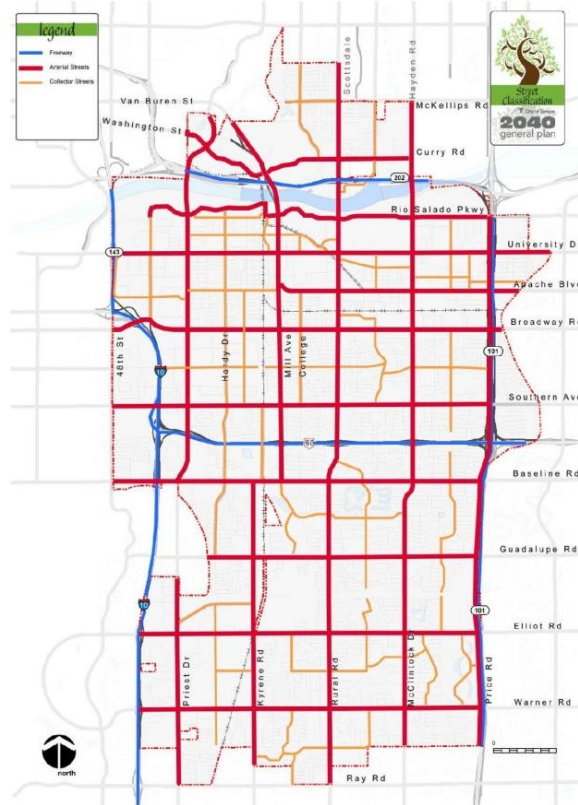


Population Over 65 Density



TRAFFIC

- ▶ Existing traffic conditions:
 - Street classification (from Circulation Element of 2040 General Plan)
 - Traffic counts (as available from the City of Tempe, MAG, and ADOT)
 - Crash data
 - Intelligent Transportation Systems (ITS) improvements



Broadway Road
Section 2
10.11.13

TRANSIT

- ▶ Existing transit conditions:
 - All transit modes (light rail, local bus, express bus, circulators, and paratransit)
 - Transit routes, frequency, and service hours
 - Transit facilities, including bus stops, transit centers, and park-and-rides
 - Ridership (primarily focused on average daily boardings)
 - Transit data provided by the City of Tempe and Valley Metro



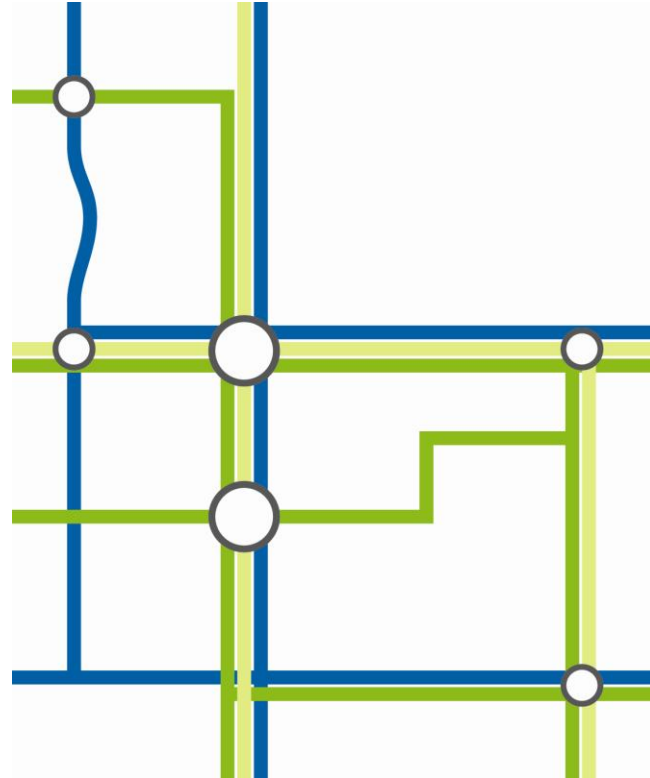
BICYCLE / PEDESTRIAN

- ▶ Existing bicycle and pedestrian conditions:
 - Bicycle and pedestrian routes and circulation patterns
 - Bicycle and pedestrian counts (as available from the City of Tempe, MAG, and Tempe Bicycle Action Group)



TRANSPORTATION SCENARIOS

- ▶ Transportation scenarios will identify priority corridors:
 - Arterial roadway corridors
 - Transit priority corridors
 - Active transportation corridors
 - Neighborhood corridors
- ▶ These improvements will be shown on the same map and not segmented



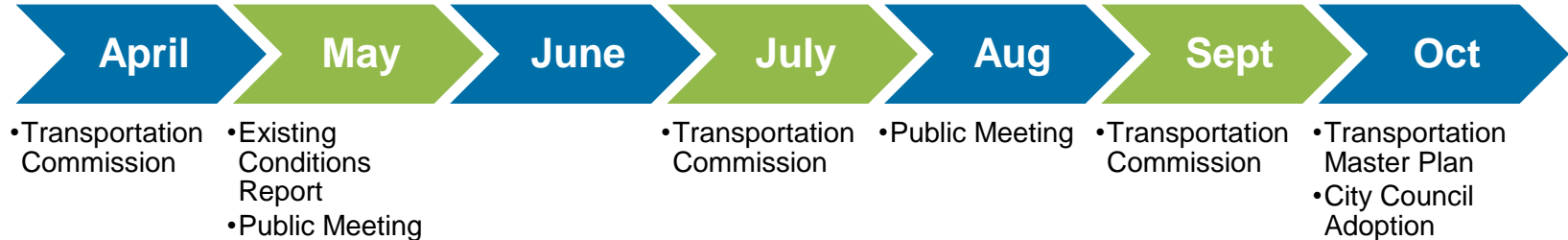
TRANSPORTATION SCENARIOS

Short Term (2020)	Long Term (2040)
Focuses on near term transportation improvements	Focuses on long term transportation improvements
Optimizes existing transportation network	Correlates to 2040 General Plan
Builds upon existing, planned, and programmed projects	Serves as build-out scenario
Identifies project list	Influenced by long term land use assumptions in 2040 General Plan
Includes cost estimates	Identifies project list
	Does not include cost estimates

SCHEDULE

► Highlights

- 3 transportation commission meetings
- 2 public meetings



NEXT STEPS

- ▶ Complete Existing Conditions Report
 - May 2014
- ▶ Hold first Public Meeting
 - May 29, 2014, 6pm-8pm
 - ▶ Tempe History Museum
 - ▶ 809 E. Southern Avenue
 - May 31, 2014, 9am-11am
 - ▶ Tempe Transportation Center
 - ▶ 200 E. Fifth Street



Photo by Bill Timmerman

THANK YOU

QUESTIONS?

CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 5

DATE

April 8, 2014

SUBJECT

Tempe BIKEiT Bicycle System Wayfinding and Public Art Project

PURPOSE

The purpose of this memo is to present the public art concepts for the citywide bicycle system wayfinding and branding project.

BACKGROUND

Since 1996, members of the Tempe City Council and bicycling community have discussed the possibility of naming the Tempe bike system and creating a bicycle wayfinding system for Tempe. The bicycle wayfinding system would include recognizable symbols for Tempe's preferred bicycle routes, called bike boulevards, similar to how the Orbit system identifies local bus routes with specific Tempe destinations. This wayfinding system would allow for bicyclists of all skill levels to easily navigate Tempe. The bicycle boulevard concept, and overall bicycle system plan, will be an element of the Tempe Transportation Master Plan which is now underway.

Since there are approximately 20 miles of off-street multi-use paths in Tempe, staff with support from the Tempe Municipal Arts Commission issued a Call to Artists (Request for Qualifications) in spring 2013 for the project and selected, through a competitive process, local artist Isaac Caruso. Staff directed the artist to create a logo for the Tempe bicycle system name, BIKEiT (Bike in Tempe), and four symbols of bicycle parts that would be used to identify the initial four bike boulevards. Staff also instructed the artist to incorporate the same color palette, look and feel as the Tempe in Motion and Orbit logos in order to keep the branding of the bicycle system within the TIM family. In 2013, the name BIKEiT was brought forward to the now defunct Economic, Lake, Downtown and Transportation Council Committee. The initial four bike boulevards are proposed to be named handlebar, seat, pedal and wheel. The determination for which routes are designated the first four routes names will be part of the Transportation Master Plan process. Potential bike boulevards could include:

- College Avenue and Lakeshore Drive to downtown Tempe/ASU
- Alameda Drive from city limit to city limit
- Kyrene and Western canals and Hardy Drive to the Tempe Center for the Arts/Rio Salado Paths
- Country Club Way to ASU Research Park and Apache/Light Rail

FISCAL IMPACT

The cost to commission the artist was evenly split between Transit funds and Municipal Arts funds, totaling \$5,000. The cost to produce the on-street signage is to be determined after the bike boulevards have been identified and when the source of funding and scale of signage is developed. There will be no fiscal impact to adding the wayfinding and bicycle boulevard information to the Tempe bike map.

RECOMMENDATION

This item is for information and input.

CONTACTS

Sue Taaffe
Public Works Supervisor
480-350-8663
sue_taaffe@tempe.gov

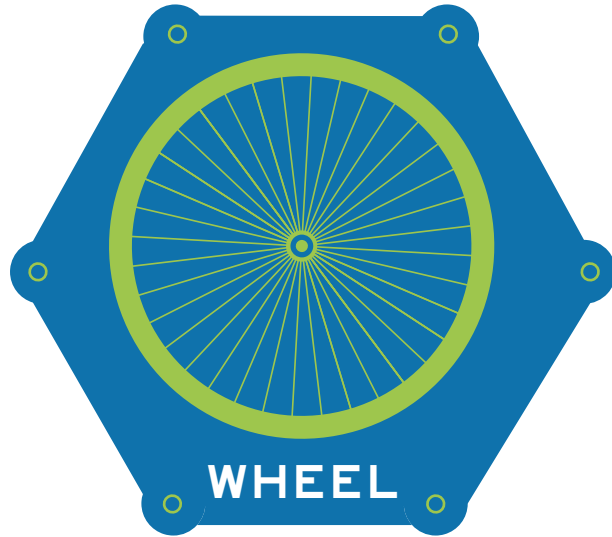
Maja Aurora
Arts Coordinator
480-350-5160
maja_aurora@tempe.gov

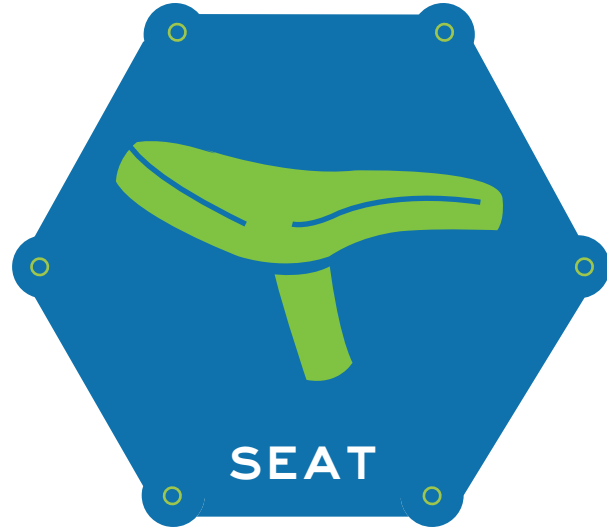
ATTACHMENTS

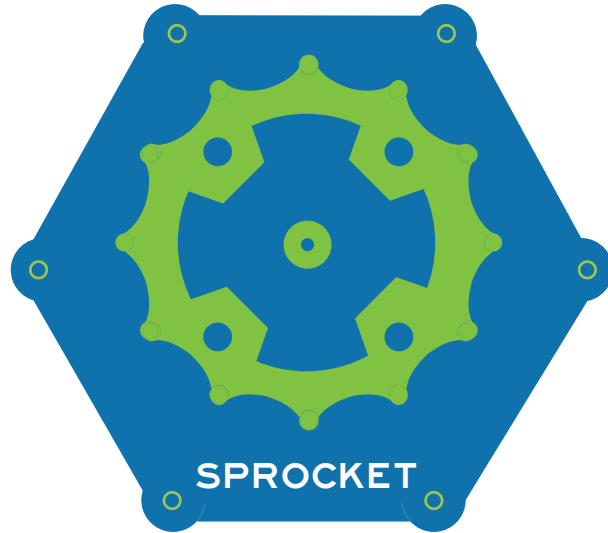
Design concepts for BIKEiT logo and four route symbols.

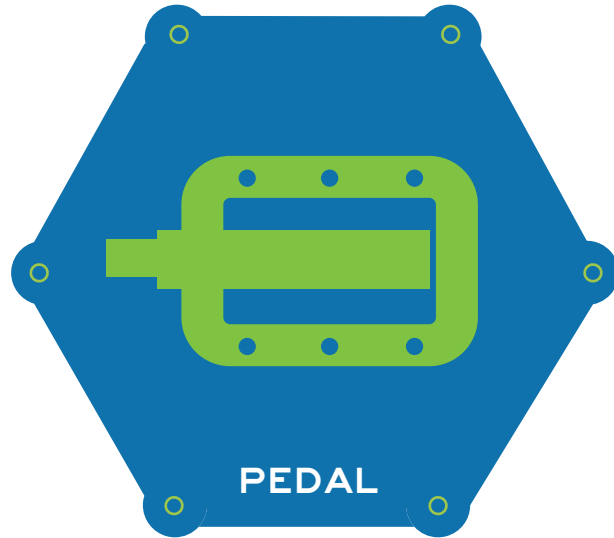


















CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 6

DATE

April 8, 2014

SUBJECT

El Paso Gasline Multi-Use Path Public Art

PURPOSE

The purpose of this memo is to provide an update of the public art concepts for the pathway project.

BACKGROUND

The El Paso Gasline Multi-use Path Project is a half-mile path extension of the existing El Paso Path that extends from Price Road to McClintock Drive. This new project will extend west from Rural Road into Kiwanis Park. A bike lane along Southshore Drive between McClintock and Rural connects these two projects. The project will include a paved path, lighting, landscaping, public art and other amenities. The project will meet all ADA requirements and is funded almost entirely with \$1.3 million in federal transportation grants. If approved by the City Council, construction will begin as early as fall 2014.

Chris Trumble was selected by a competitive process working with an Artist Selection Panel and City staff as the artist for this project. The public art element of the path project concept involves permanently imprinting Trumble's pedestrian tracings into the new paving of the pathway. The path will link residential areas with schools and parks and will experience high foot/bicycle traffic by a wide range of ages, making this an ideal location for Trumble's pedestrian focused design.

The pedestrian tracings are comprised of an alphabet of footprints including dress shoes, bare feet, moon boots, alien feet, sneakers, mountain lion tracks and javelina tracks. Examples include:

- Galloping + Skipping: A serious businessman (wearing men's dress shoes) finds levity by skipping and galloping.
- Alien Encounter: A pedestrian is walking and then is confronted with an alien standing before them.
- Walking Wide | Impossible Ergonomics: A pedestrian is walking in normal stride, gradually the footprints spread apart, and eventually one would be unable to follow the pattern due to limitations of leg length. This could result in a competition between two people to see who could go the farthest.

The pedestrian tracings are to be etched via sandblasting. Most footprints/tracings will be natural and unfinished. Footprints designated for staining will be identified strategically, and colors will be used for variation and specific scene choreography. Prospective color palettes include green, blue, red, purple and black.

FISCAL IMPACT

This project is funded by the Tempe Municipal Arts Fund supported by the Tempe Municipal Arts Commission. The project budget is \$24,000, which includes artist fees, design, fabrication and installation. The project will be constructed and installed in collaboration with the overall multi-use path project.

RECOMMENDATION

This item is for information.

CONTACTS

Eric Iwersen
Principal Planner
480-350-8810
eric_iwersen@tempe.gov

Maja Aurora
Arts Coordinator
480-350-5160
maja_aurora@tempe.gov

ATTACHMENTS

Art concepts

REGULAR CONDITIONS

- 10' pathway, undulating / straight
- lighting conditions
- vegetation
- two-way traffic
- public vehicle right of way

UNIQUE EVENTS

- terminus
- alley intersection
- park terminus
- school alley



TERMINUS

- kiwanis park entry
- LSD node
- beginning of path
- paving enhancement
- seating wall

INTERSECTION

- normalize path traffic
- regulatory markings
- bottleneck
- midpoint
- memory proximity limit
- vehicle traffic awareness
- pedestrian / cycling interface w/ intersection

TERMINUS

- rural rd relation
- start of path to park
- delta condition









DESIGN CONDITIONS

+ EVENTS

EL PASO MULTI-USE PATH
PATHWAY MARKING DESIGNS

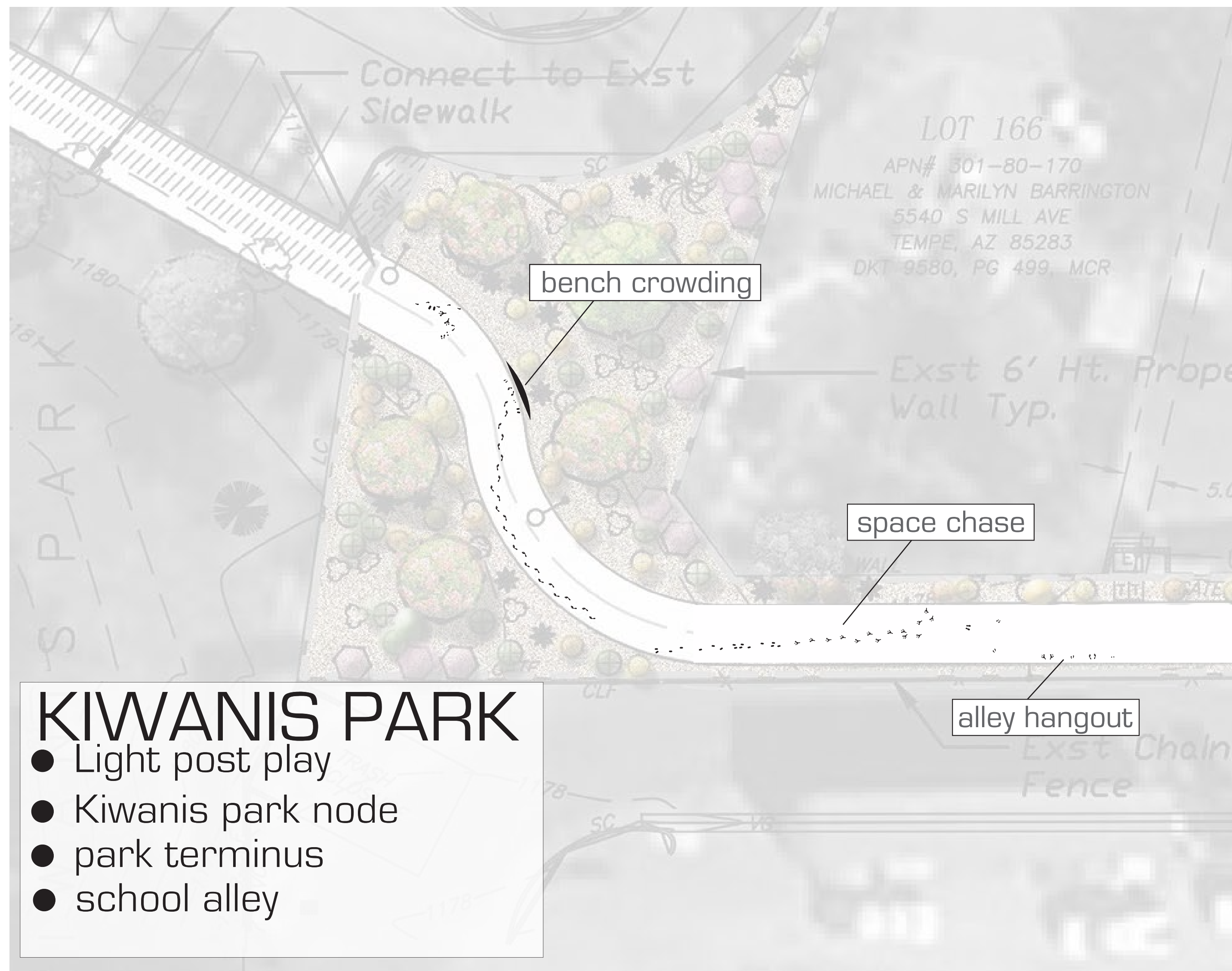
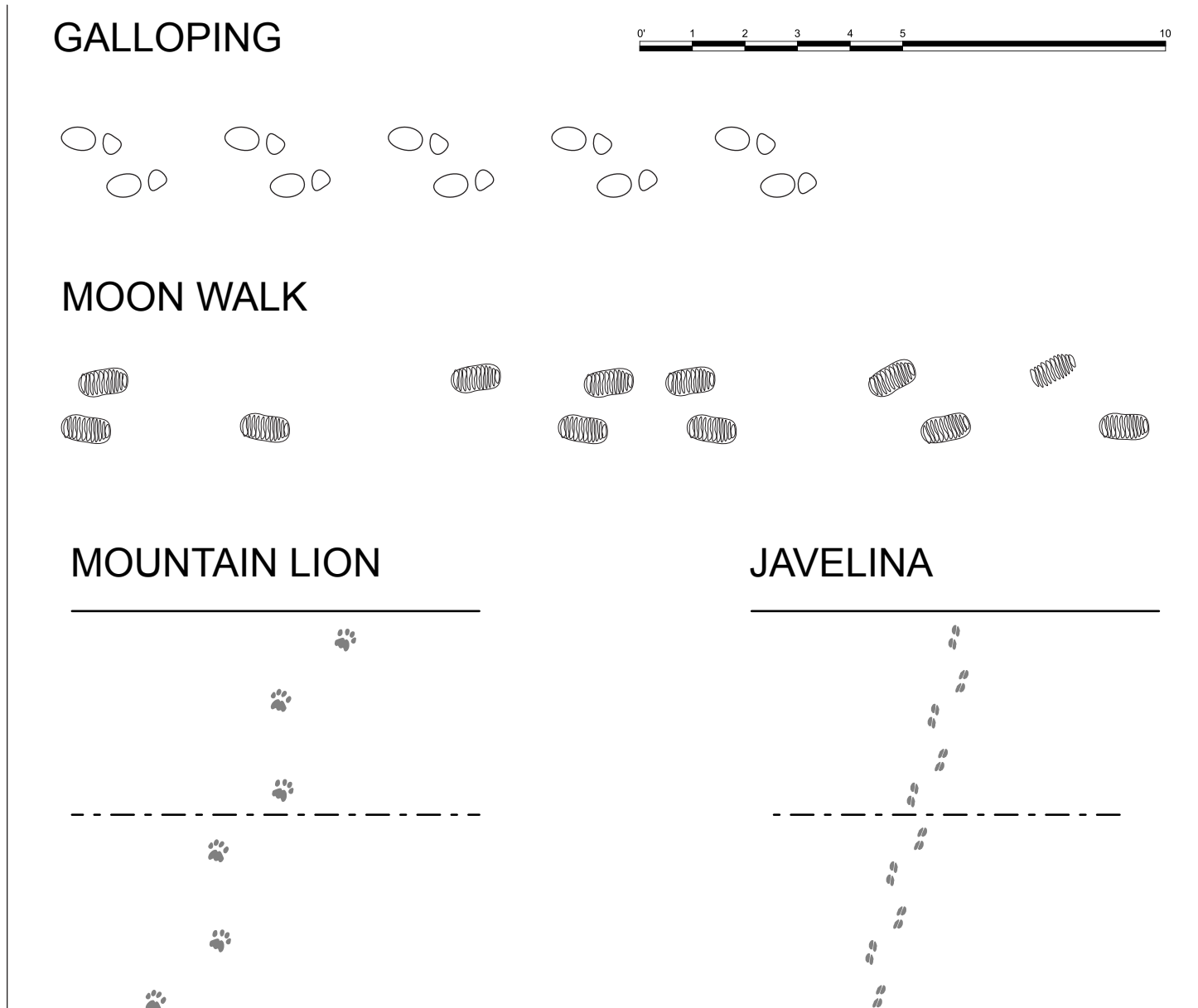
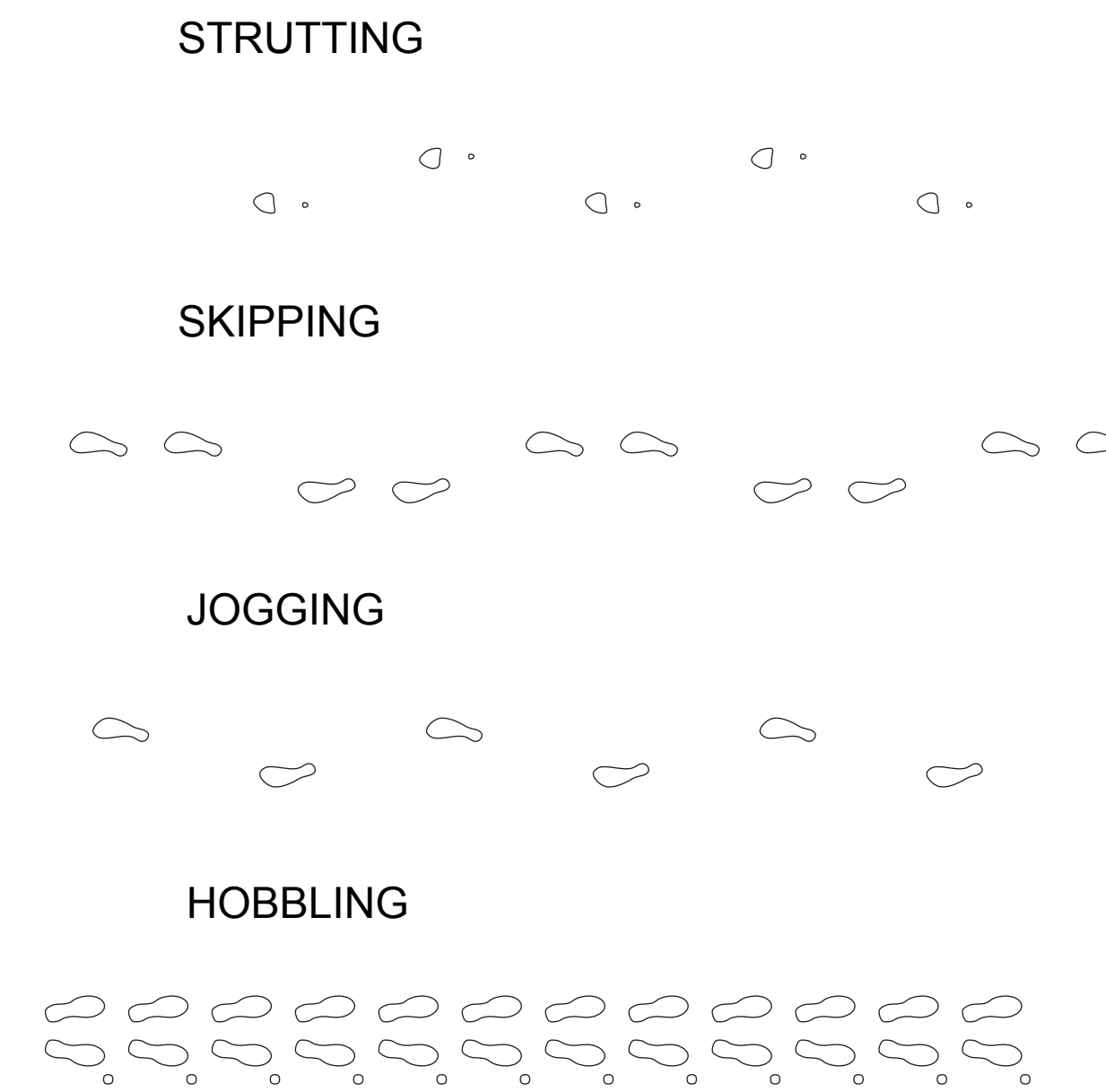
Chris Trumble - Artist

FOOTPRINT TYPES

- barefoot 
 - high heel 
 - moonboot 
 - kids barefoot 
 - mountain lion 
 - javelina 
 - alien 
 - men`s shoe 
- 0 1 2

CHOREOGRAPHY

- walking
- skipping
- running
- moonwalk
- hopping
- long jump
- grape vine
- high knees
- walking splits
- traffic calming



LANGUAGE

EL PASO MULTI-USE PATH
PATHWAY MARKING DESIGNS
Chris Trumble - Artist

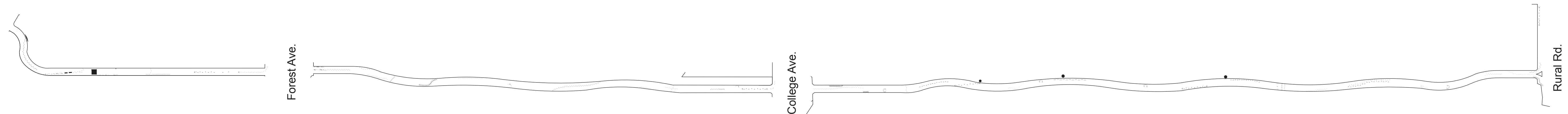
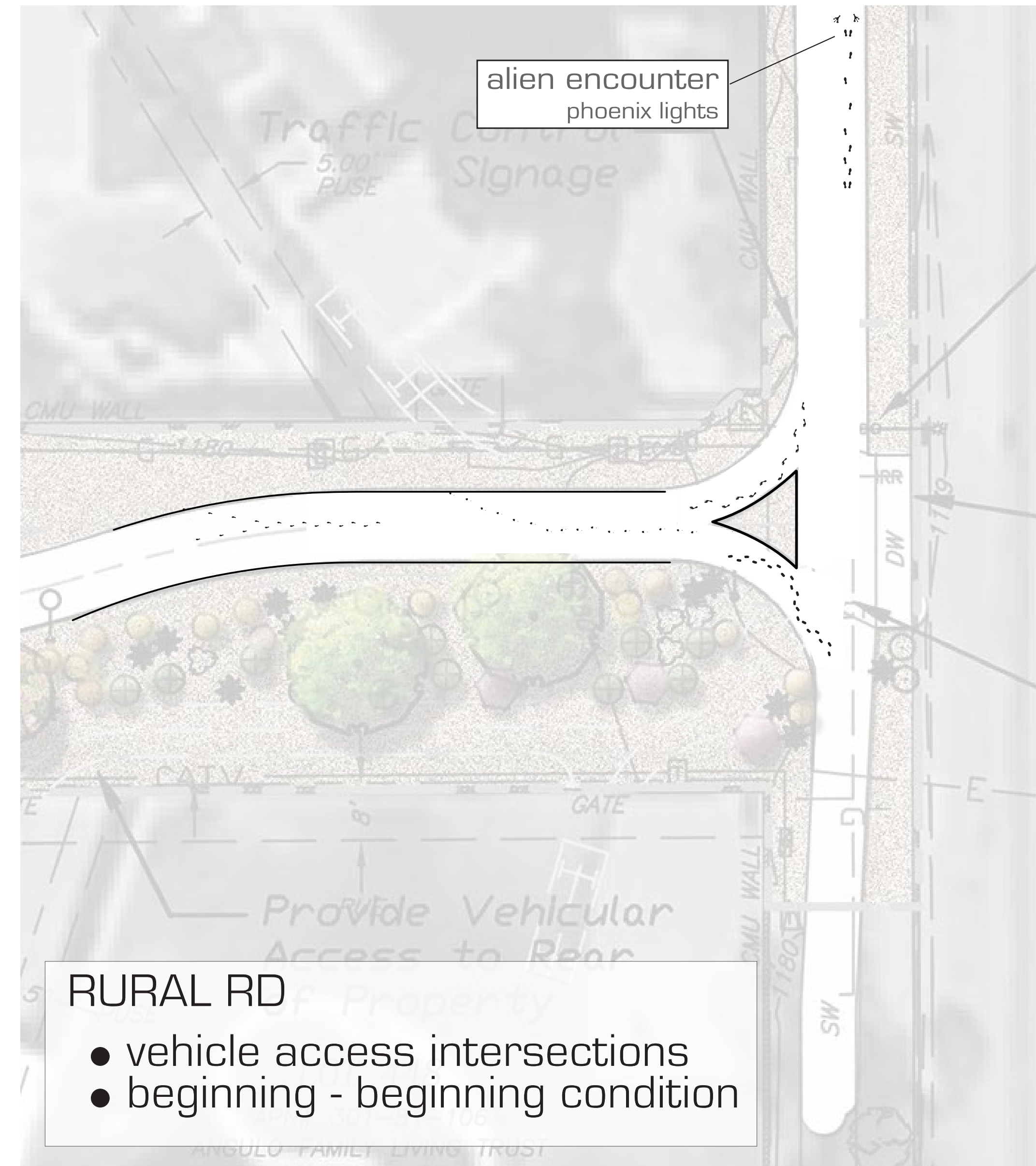
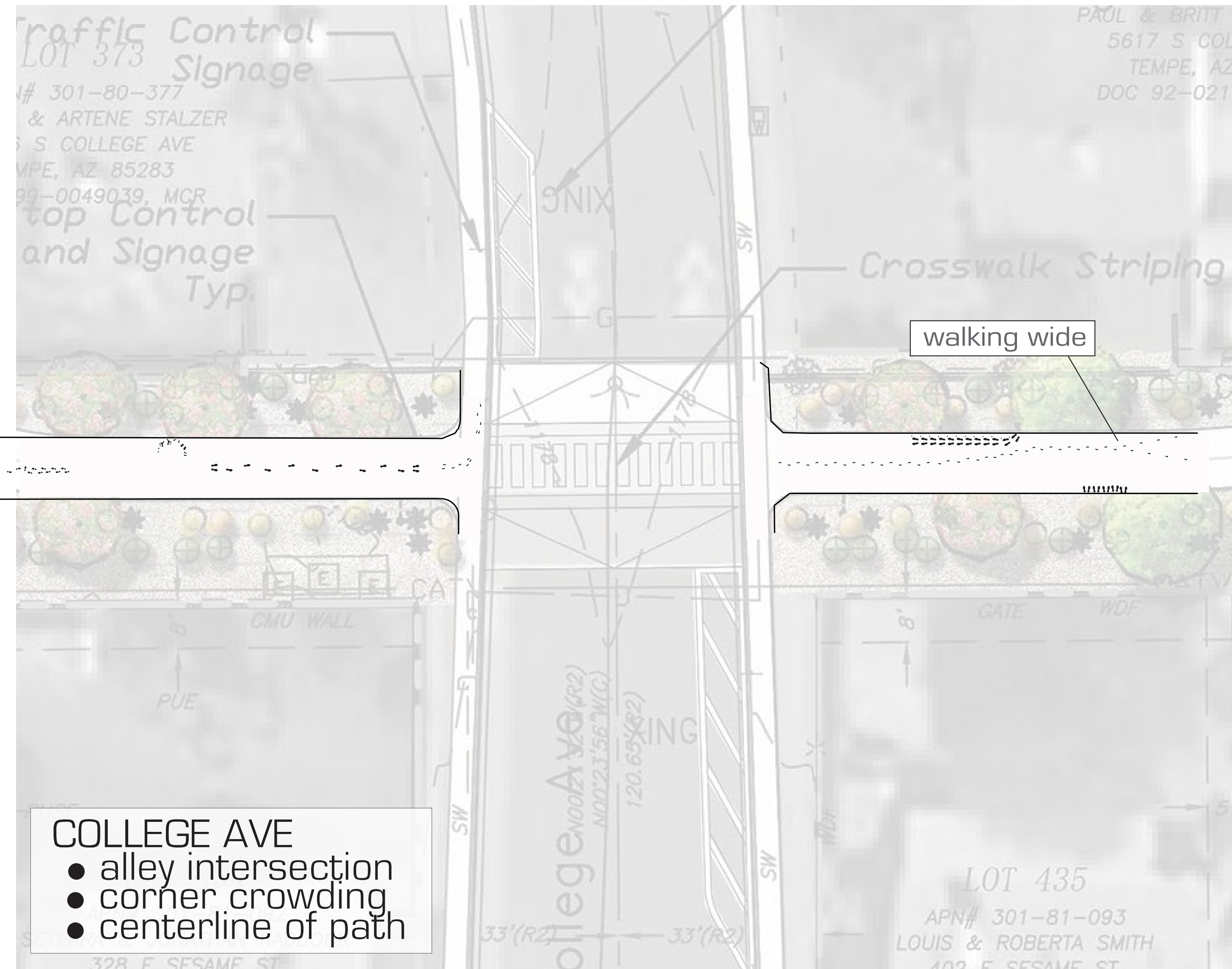
COLORING OF DESIGN

The coloring of the designs has yet to be fully vetted.

The use of color will be sparing in such a manner to maximize hierarchy, impact, and delight.

Color palate to be determined by a collaborative effort between parties involved in project.

EVENTS / MOMENTS



DESIGN - CONCEPT

EL PASO MULTI-USE PATH
PATHWAY MARKING DESIGNS

Chris Trumble - Artist

THE MEDIAN HOME - Task 1

Tempe Streetscapes - Jason Griffiths 02/26/2014

Median Home

Median Home is project that is inspired by the idea of urban living!

Median Home is a small house fragmented into two parts (6.1 - Installation between Priest and Margo and 6.3 - Installation between Wilson and Farmer) stretched along University Avenue. The fragmented house is animated into a whole by moving along the road and experienced in sequence. The room is small and compact and as such a sign of future design efficiency and economy of scale. By placing the small house in the street I am suggesting that the road must give way to urban life. This follows the initiative to include cycle paths along University Avenue.

Densification means looking for niches and small sites within the city to consider living. *Median Home* is a sign of this intention. Although the room is incomplete it is experienced in pieces to suggest that while the elements of density are in process full density has still not been achieved.

Tempe, like so many American cities, seeks to become better by densification. Densification brings life and vitality to the street and urban spaces. *Median Home* is part of this initiative and intended to act as a signpost for the future of the city.

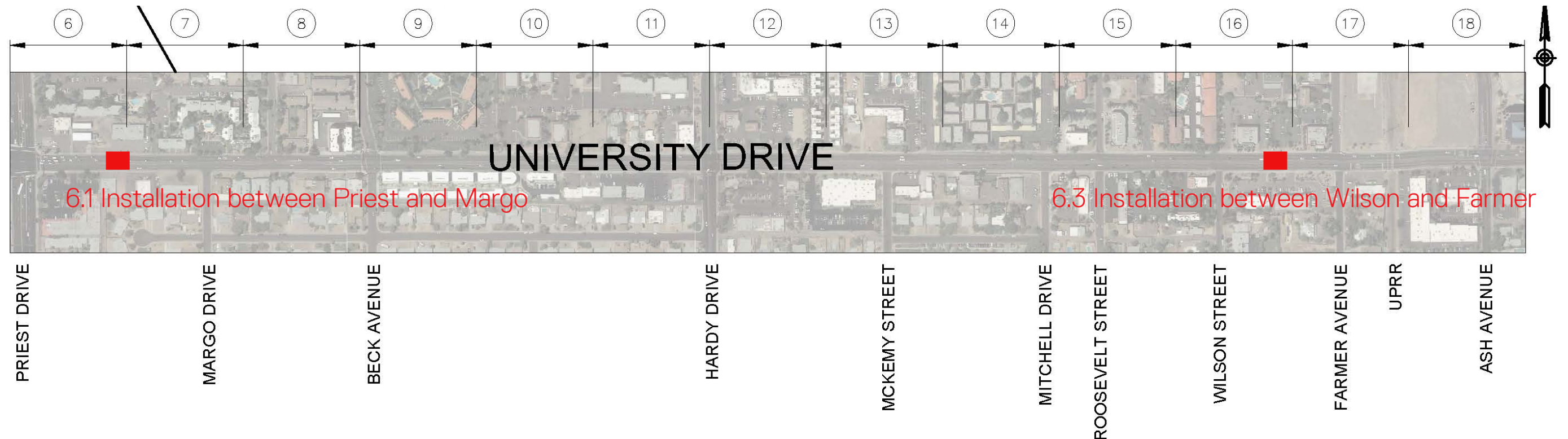
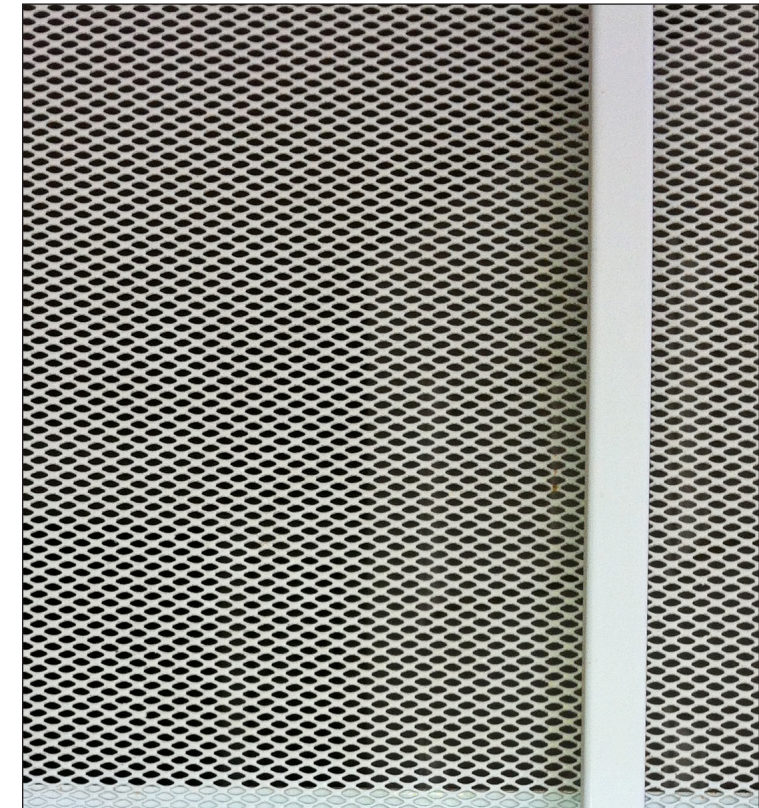
Median Home is fabricated from welded sections of hollow steel bars. The structure will minimize the amount of steel needed to create the legible silhouettes of the house.

The structure is positioned in concrete foundations and either cast or bolted in place by the fabricators.

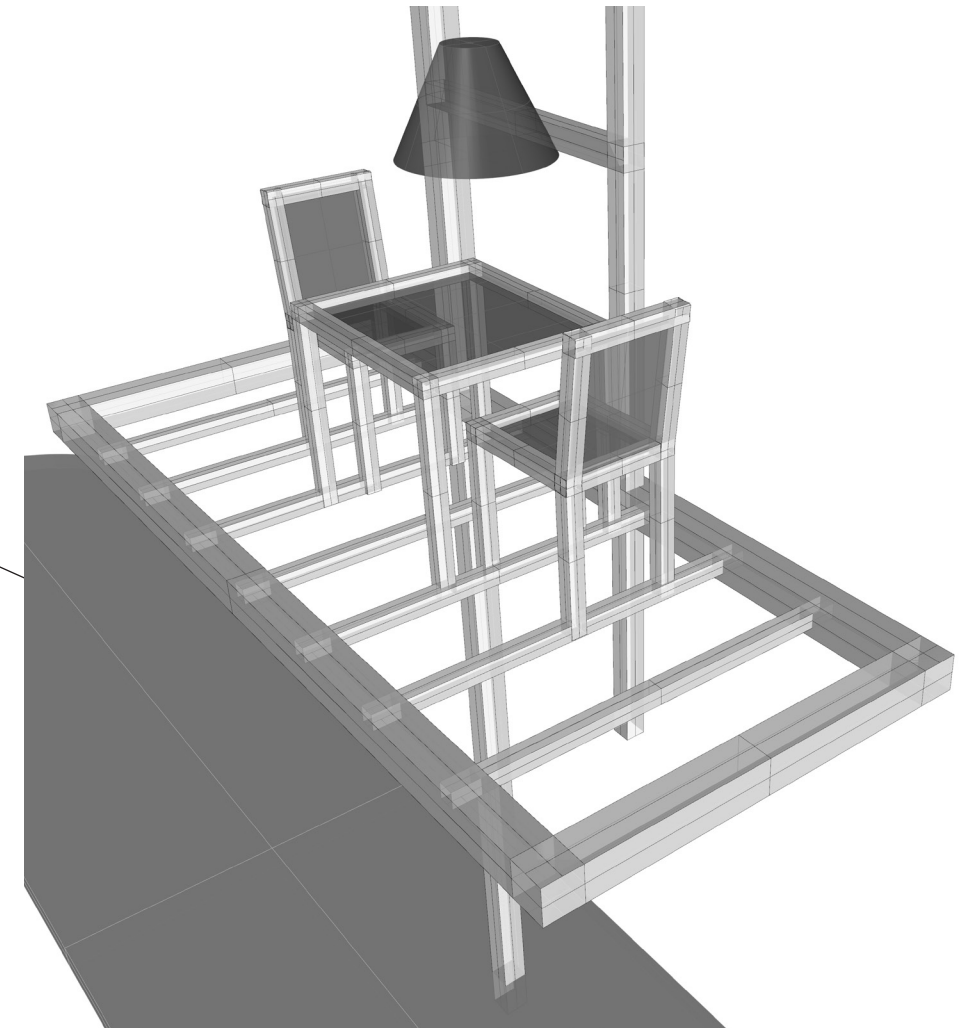
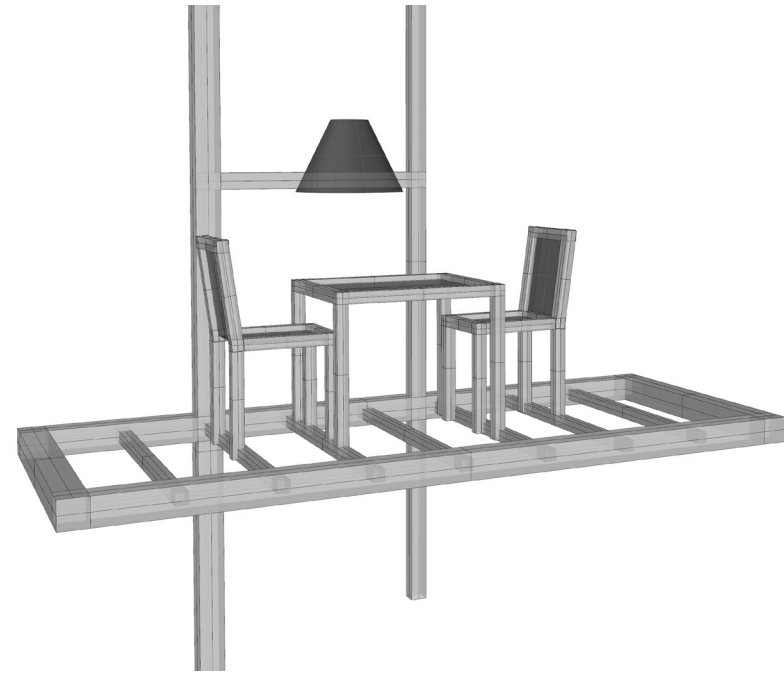
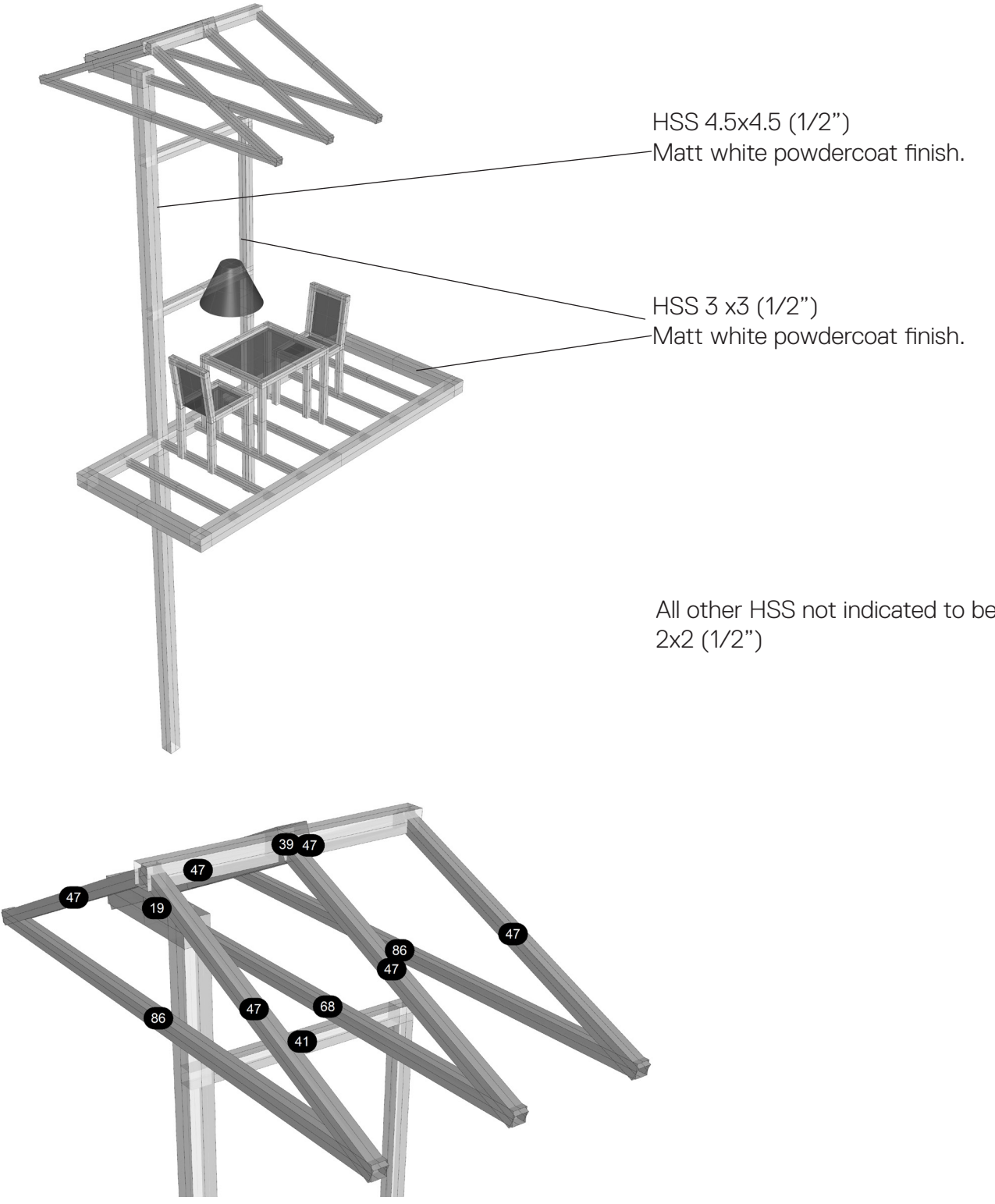
In places where the structure indicates infill panels there will be a 50% perforated mesh.

The whole structure is matt white powdercoat finish.

It is my intention to completely prefabricate each structure and install in one visit however this will subject to site access and co-ordination with the lead contractors.

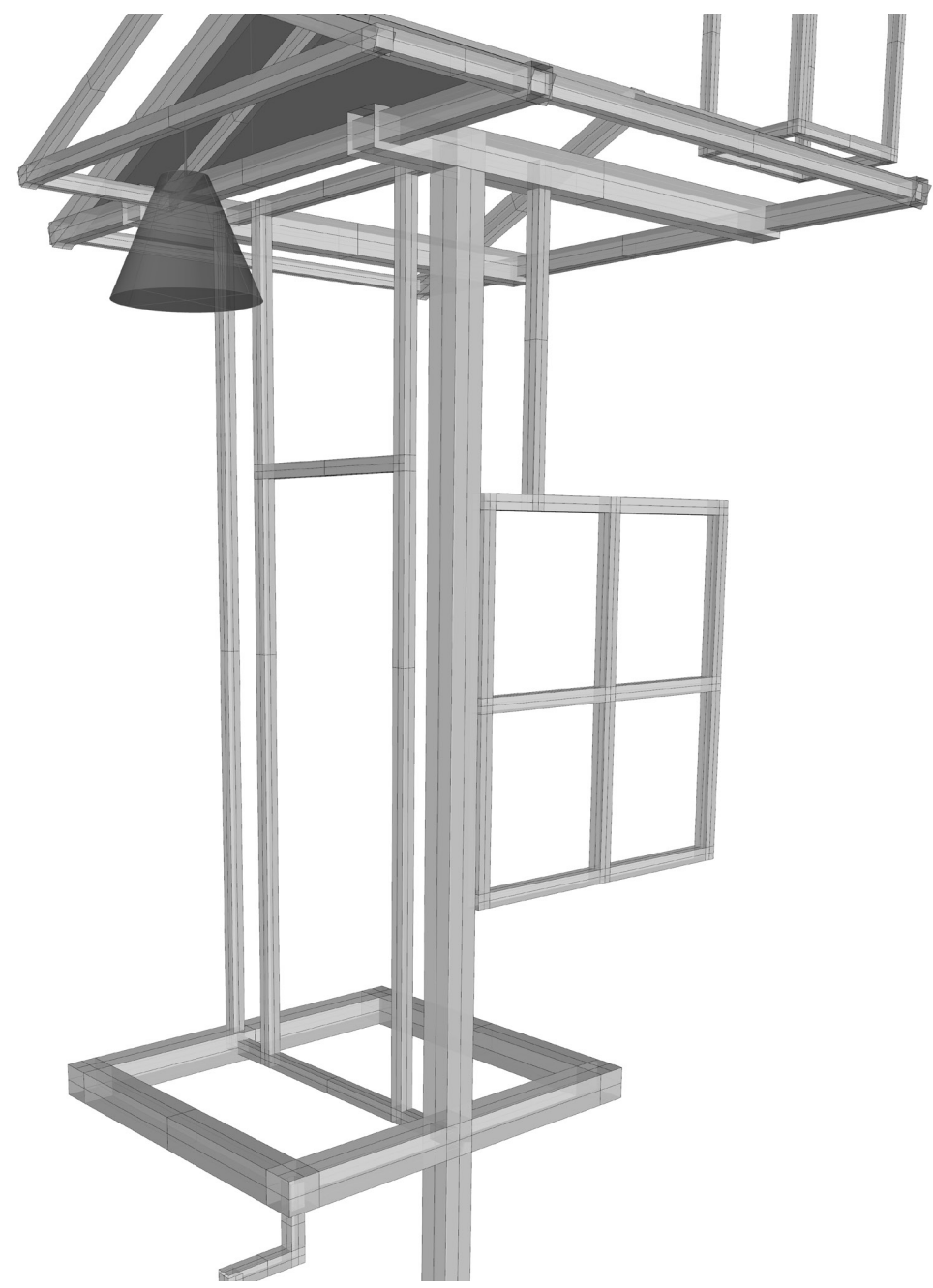
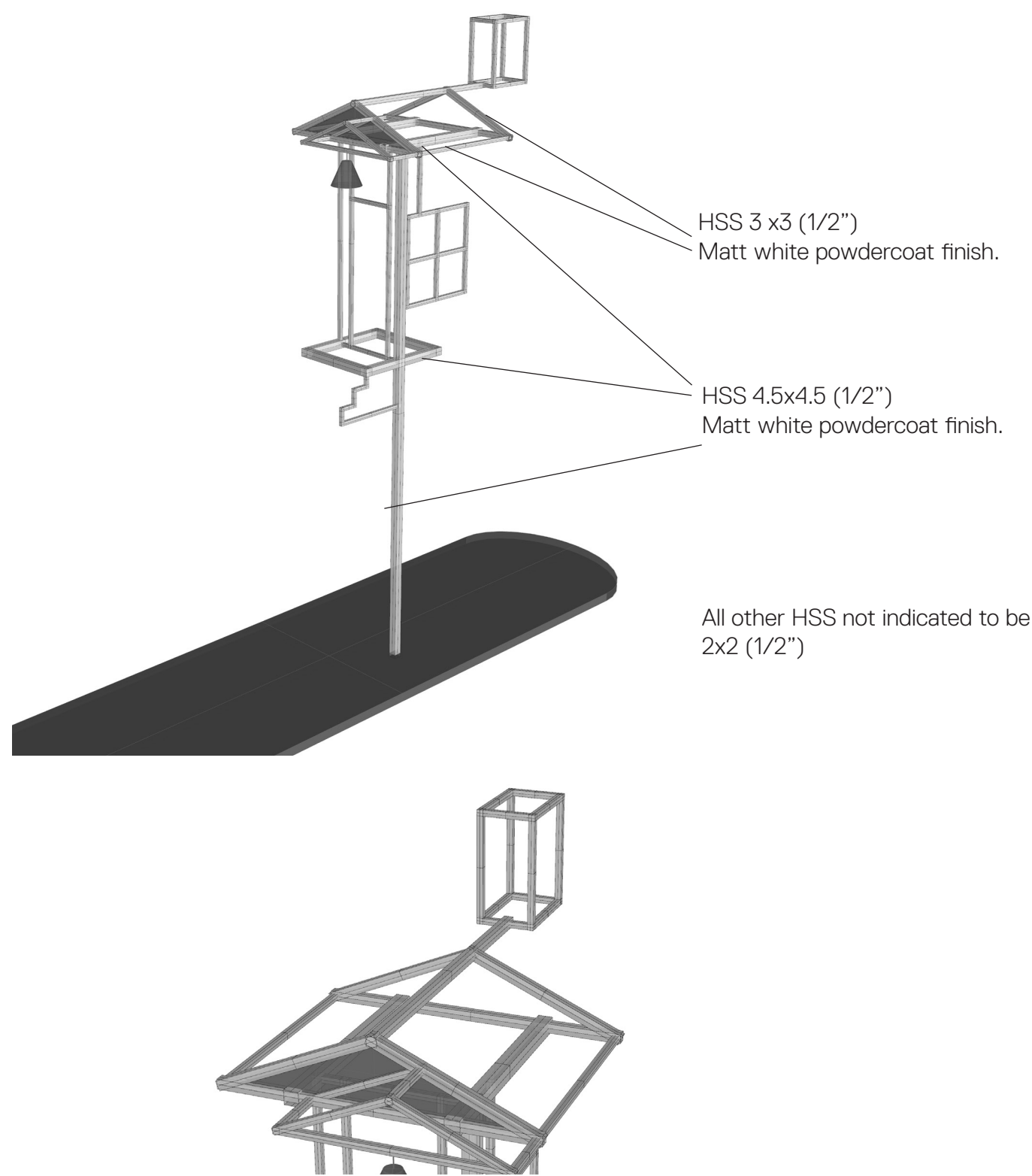


THE MEDIAN HOME Tempe Streetscapes - Jason Griffiths

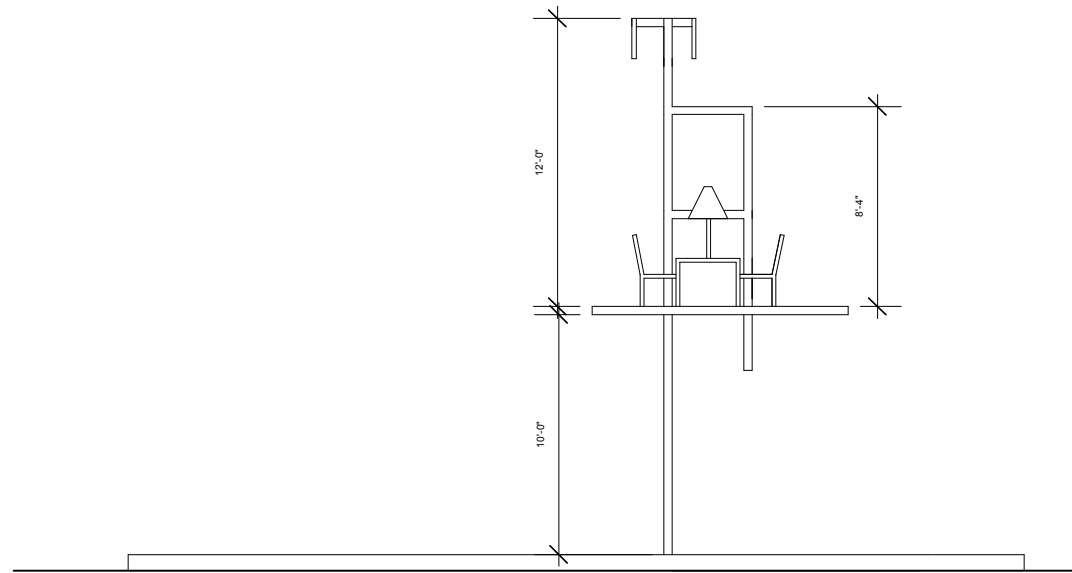


6.1 Installation between Priest and Margo

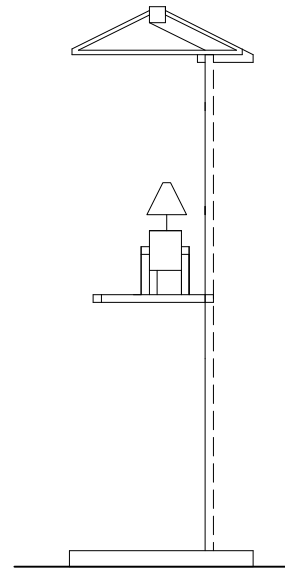
THE MEDIAN HOME Tempe Streetscapes - Jason Griffiths



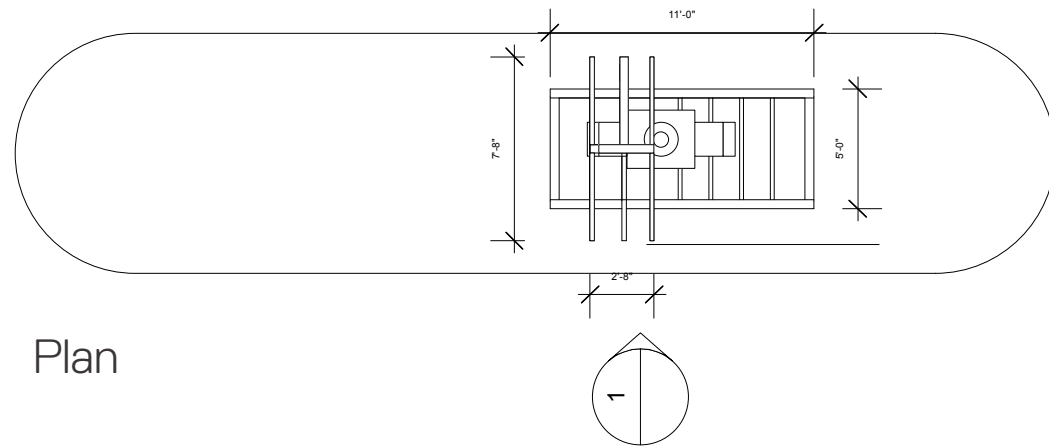
6.3 Installation between Wilson and Farmer



Elevation 1

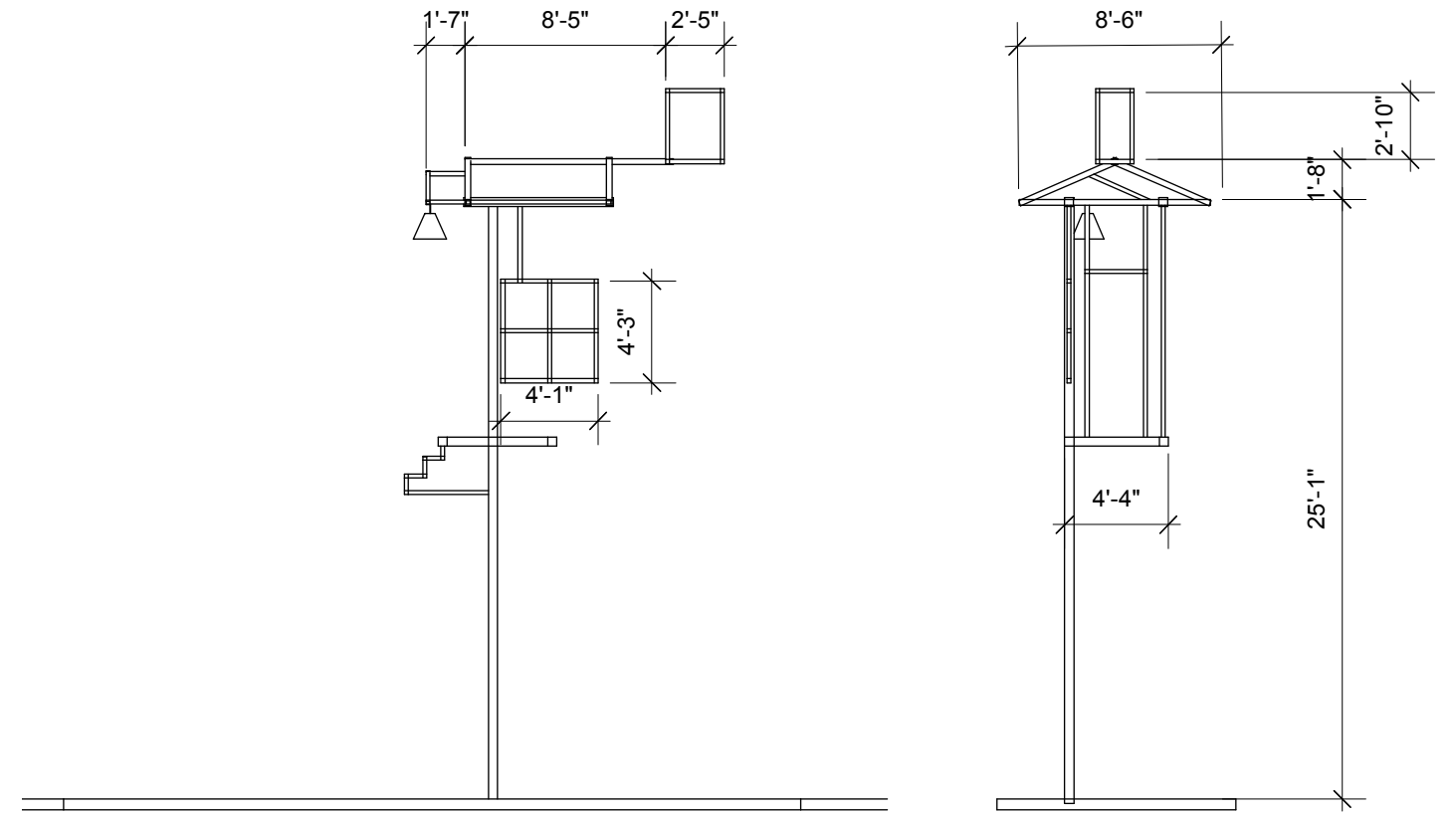


Elevation 2



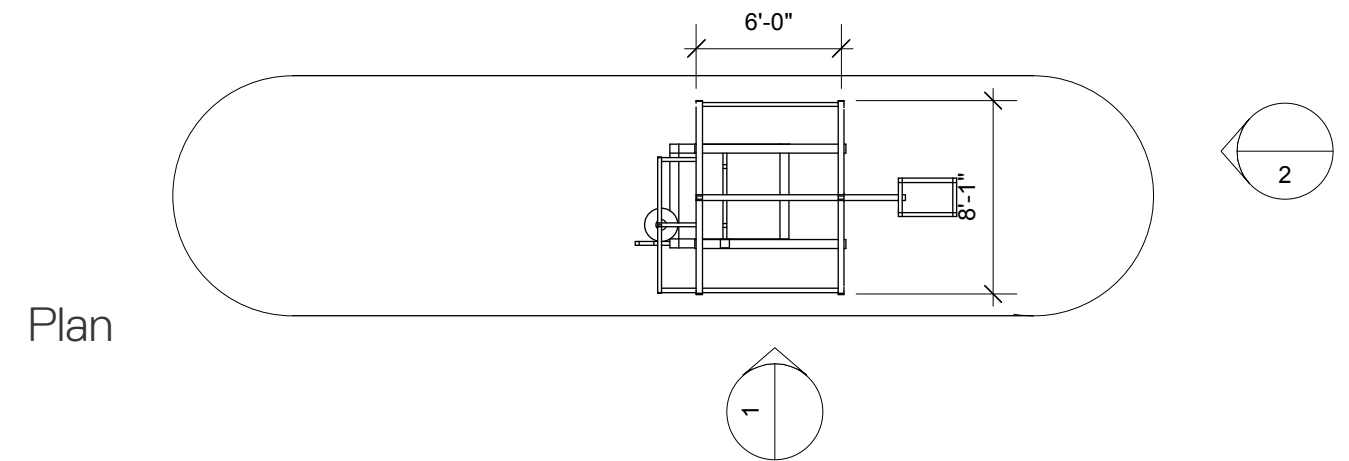
Plan

6.1 Installation between Priest and Margo



Elevation 1

Elevation 2



Plan

6.3 Installation between Wilson and Farmer

Scale 1/8" = 1'

CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 7

DATE

April 8, 2014

SUBJECT

University Drive Streetscape Public Art

PURPOSE

The purpose of this memo is to provide an update of the public art concepts for the streetscape project.

BACKGROUND

The University Drive Streetscape project will improve pedestrian and bicycle facilities, enhance the streetscape and calm traffic on University Drive between Ash Avenue and Priest Drive. The project will include bicycle and pedestrian enhancements, public art, additional crosswalks, ADA improvements and landscaping. This project is funded with \$1.6 million in federal Congestion Mitigation & Air Quality grant money. The city of Tempe is also contributing (through the transit fund) a 5.7% match of the total grant money received. Council supported the design concept at their May 9, 2013 Issue Review Session. Following an extensive public involvement process for the project, the final designs for the streetscape project were completed in fall 2013. The construction contract was awarded to Talis Corp. by the Tempe City Council on January 9, 2014. Construction began April 7 and lasts until September 30, 2014.

As is part of most transportation projects, a public art element is 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.

Chris Trumble was originally selected for the University Drive Streetscape project, but after much consideration, staff and the Tempe Municipal Arts Commission recommended moving Chris Trumble's Pedestrian Tracings design from the University Drive Streetscape project to the El Paso Gasline Easement Multi-use Path project. As a result, the alternate artist selected by the Artist Selection Panel for University Drive Streetscape, Jason Griffiths, was commissioned to design and install artwork on University Drive.

Jason Griffiths' public art concept depicts the Median Home as a small house fragmented into parts and stretched along University Drive. The fragmented house is animated into a whole by moving along the road and experienced in sequence. The room is small and compact and as such, a sign of future design efficiency and economy of scale. By placing the small house in the street, he is suggesting that the road must give way to urban life.

A public meeting will be held for area residents and businesses to review the new proposed public art designs on April 8 from 5:30 – 6:30 p.m. at Childsplay, 900 S. Mitchell Drive, Tempe. The public art elements, upon approval of their design, will be installed at the end of the street construction process.

FISCAL IMPACT

This project is funded by the Tempe Municipal Arts Fund supported by the Tempe Municipal Arts Commission. The project budget is \$24,000, which includes artist fees, design, fabrication and installation. The project will be constructed and installed in collaboration with the overall streetscape project.

RECOMMENDATION

This item is for information and input.

CONTACTS

Eric Iwersen
Principal Planner
480-350-8810
eric_iwersen@tempe.gov

Maja Aurora
Arts Coordinator
480-350-5160
maja_aurora@tempe.gov

ATTACHMENTS

Art concepts

**CITY OF TEMPE
TRANSPORTATION COMMISSION**



STAFF REPORT

AGENDA ITEM 10

DATE

April 8, 2014

SUBJECT

Future Agenda Items

PURPOSE

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

BACKGROUND

The following future agenda items have been previously identified by the Commission or staff:

- MAG Pedestrian Design Assistance Grant Funded Projects (May)
 - North – South Rail Spur Path
 - Highline Canal Path
- Downtown Parking Study (May)
- Bike Rack & Locker Discussion (May)
- Bike Theft Programs – Peer City Analysis (May)
- Transit Fund Long Range Budget Update (May)
- Broadway Road Streetscape Public Art (June)
- Orbit Saturn (June)
- Bus Unification Update (July)
- Transit Security Program Update (July)
- Presentation by Arizona Transit Association on statewide funding
- Scottsdale/Rural Road BRT Link Service Study Update

FISCAL IMPACT

None

RECOMMENDATION

This item is for information only.

CONTACT

Shelly Seyler

Deputy Public Works Director – Transportation and Traffic Engineering

480-350-8854

shelly_seyler@tempe.gov

ATTACHMENTS: None