



PUBLIC MEETING AGENDA

Transportation Commission

MEETING DATE

Tuesday, May 13, 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 April 8, 2014 meeting. | Pam Goronkin, Commission Chair | ACTION |
| 3. HURF Fund Long Range Update Staff will provide an update of the status of the HURF Fund. | Don Bessler and Shelly Seyler, Public Works and Ken Jones, Financial Services | Information |
| 4. Transit Fund Long Range Update and Transit A La Carte Staff will provide an update of the status of the Transit Fund. | Don Bessler and Shelly Seyler, Public Works and Ken Jones, Financial Services | Information |
| 5. Downtown Parking Study Staff will provide an update and request input from the Commission on the Downtown Parking Study | Alex Smith, Community Development, Eric Iwersen, Public Works and Brett Wood, Kimley Horn and Associates | Information |
| 6. MAG Pedestrian Design Assistance Grant Funded Projects <ul style="list-style-type: none"> ○ North – South Rail Spur Path ○ Highline Canal Path Staff from Public Works will present information on | Eric Iwersen, Public Works, Bryan Sager, Kimley Horn and Jim Coffman, Coffman and Associates | Information |

| | | |
|--|--------------------------------|--|
| the MAG Pedestrian Design Assistance Grant Projects. | | |
| 7. Southeast Valley Transit System Study Staff will present information on the Southeast Valley Transit System Study | Robert Yabes, Public Works | Information |
| 8. MAG Pedestrian Design Assistance Grant Staff will discuss with the commission possible projects to apply for MAG pedestrian design assistance funds for 2015. | Eric Iwersen, Public Works | Information and possible ACTION |
| 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. | Public Works Staff | Information |
| 10. Future Agenda Items Commission may request future agenda items. | Pam Goronkin, Commission Chair | |
| 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 8, 2014

Minutes of the Tempe Transportation Commission held on Tuesday, April 8, 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
Nikki Gusz
Charles Huellmantel
Sue Lofgren

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

(MEMBERS) Absent:

Ben Goren
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
Maja Aurora, Arts Coordinator
Lorenzo Mastino, Community Services Intern

Travis Mullen, Administrative Assistant
Bonnie Richardson, Principal Planner
Julian Dresang, Traffic Engineer
Robert Yabes, Principal Planner
Yvette Mesquita, Senior Management Assistant
Shauna Warner, Neighborhood Program Manager

Guests Present:

Mike Kies, ADOT
Carlos Lopez, ADOT
Matthew Taunton, HDR Inc.

Commission Chair Pam Goronkin called the meeting to order at 7:32 a.m.

Agenda Item 1 – Public Appearances

None

Agenda Item 2 – Meeting Minutes

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

Motion: Commissioner Charles Huellmantel

Second: Commissioner Don Cassano

Abstained: Commissioner German Piedrahita

Decision: Approved

Agenda Item 3 – Passenger Rail Study (Tucson to Phoenix)

Eric Iwersen, Principal Planner, introduced Mike Kies from Arizona Department of Transportation who presented information on the Passenger Rail Study.

On March 20, 2014, Staff and ADOT presented the project to the Tempe City Council. The Council advised of careful consideration, protection and no negative impact to downtown Tempe neighborhoods and historic/older homes. The first State Rail Plan was completed 2011 and set a Passenger Rail Division for the state.

Mike Kies said that the purpose of the concept of passenger rail between Phoenix and Tucson is to alleviate the growing traffic volumes from the I-10 corridor and traffic to other adjacent metropolitan areas such as southern California. On the map that is included in the packet, the orange area indicates an intercity rail while the red area indicates a commuter rail, and the green arrows are connections to the adjacent metropolitan areas.

The three major projects of the passenger rail study include:

- The alternative analysis contains a process to screen out alternative routes using public involvement and agency input, ultimately to reach a locally preferred alternative for a corridor between Phoenix to Tucson.
- The Environmental Impact Study (EIS) will conduct a tier one analysis to review impacts on local businesses and residences.
- Service Development Plan will examine current transportation corridors in order to implement pieces to the system to reach ultimate service levels.

The study will be completed near the end of 2014.

Starting with seven original corridors, three final alternatives were chosen. Handing out surveys at the State Fair and Tempe Arts Festival produced over 7,000 surveys regarding this project. A major criteria used to narrow down the alternatives was the ridership potential. Over three quarters of the people responded that from Phoenix to Tucson, they would prefer to take a train over all other modes of transportation.

A blended service passenger rail system was chosen as the best economical option to run express and local service on the same corridor tracks. These three final alternatives share a common corridor from Tucson until deviating just north of Pima County where the routes intersect at downtown Phoenix and resume a common corridor to Surprise and Buckeye. The three alternatives include:

- 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 Street & Mill Avenue.

Public comment will be taken until the end of May. The draft of the EIS will be available this fall for public comment to choose the locally preferred alternative. The final EIS, also known as the decision document, will recommend the preferred alternative corridor from Tucson to Phoenix this winter. By the end of this calendar year, the Passenger Rail Study will be completed.

Commissioner Piedrahita asked if the yellow alternative has the best access to the airports and if there will be freight section over-crossing used. Mike responded that both the yellow and orange alternatives would give some type of access to all three airports, although when coordinating with Gateway International Airport, staff does not envision direct access to the airport. The station location would be about half-mile to one mile away using a bus connection. Union Pacific is motivated by two factors; getting additional infrastructure built, and increasing safety by changing at-grade crossings to grade separations and in some locations which have a separate rail 50-feet away from the main freight lines.

Commissioner Huellmantel asked at what location the at-grade crossings would be converted to grade separations in Tempe. He also asked if the corridors can share the track with the streetcar and if the sound pollution would be minimal with our current technology. Mike responded that the only key at-grade crossing that would change is at Rural Road due to the locations high traffic volumes. Sharing with the streetcar and light rail would pose problems due to speed restraints and frequency. The noise would remain minimal because the passenger rail will not use the horn when at crossings similar to the freight trains. Mike added that the sound will be comparable to the existing light rail and will operate around the same time as the light rail. Technology is not considered with this study, and cost estimates will assume diesel technology, but no limitations to technology as of yet.

Commissioner Huellmantel said the map shows the yellow and green alternatives have a stop in downtown Tempe while the orange line does not. Mike responded that the yellow and green corridors are within walking distance to the light rail and the streetcar. The idea with the orange alternative was to promote economic development opportunities north of the Town Lake.

Commissioner Huellmantel asked how a station would be linked with Sky Harbor International Airport. Mike responded that all of the alternatives will have a station at the airport and will be able to reach the 44th Street light rail connection and the Sky Train. However, no station locations are final.

Commission Chair Goronkin asked if there is an economic development opportunity north of the lake and the county island. Eric responded yes, however, the project is at a higher concept level and unfortunately, we don't have all the details.

Mike said that no funding has been identified and once the study is finished, funding will need to be addressed. One way that funding could be obtained is by creating a starter commuter system. A low volume of trains can begin in east valley and end at a potential station stop creating very basic service. Another example could be to start with a commuter system in Tucson and create a low volume corridor to Marana.

Commissioner Jeremy Browning asked what for the projected ridership from Tempe to Tucson. Mike responded that when the whole system is completed from Surprise and Buckeye to Tucson International Airport (TIA), it would move about 3 to 5 million people per year. This projection considers that every person and trip will use the system and follow the corridor without the option of other transportation alternatives. The green alternative is projected to have the lowest ridership volume while the yellow alternative has the highest projected ridership.

Commissioner Browning asked if the EIS will take into account how new construction would impact the houses along the yellow line and the businesses along the orange line. Mike responded that the environmental impact statement

will disclose the issue of property impacts. Commissioner Browning asked if the impacts related to dust will be considered. Mike responded that this is a tier 1 EIS so there will be no specific models of dust or pollution until a later study.

Commissioner Phillip Luna asked if there is a particular area where these trains will be running close to homes. Mike responded that the research for the locations will require funding. The top frequency is projected to be 36 trains a day running the same time as light rail when the system is matured.

Commission Chair Goronkin asked if there are any estimates of the cost for each of these alternatives. Mike responded that estimates range from the low end of \$3 billion to the high end of \$10 billion. The orange alternative is the most expensive while the yellow alternative is the least expensive. This information can also be found on the ADOT website.

Commissioner Nikki Gusz asked how the passengers would travel from the passenger rail to the airport terminals. Mike responded that Sky Harbor would have a direct link to the 44th Street station and the Sky Train. At Gateway the yellow alternative will follow the existing freight rail line along Rittenhouse Road which is a few miles away from the terminal so there will have to be a connection created. The Gateway Airport staff said that the orange alternative was not compatible with the new airport construction plans on the east side of the airport. Mesa has a high density area planned close by named East Mark with mixed use development making that location more practical. There will be a bus connection to and from the airport if that location is chosen. Along Nogales Highway, Tucson International Airport has a preferred location for a station. Airport staff would like to use a people mover for transport from a location centered on Raytheon and other high employee volume businesses to the airport.

Commissioner Aaron Golub said there are concerns that sharing a track with freight could be a disaster. Attempting to balance frequencies and volumes, passenger rail sharing a track with a freight rail produces extremely long wait times in California. He stated that the survey does not ask about costs, does not include proven ridership, and better door to door service could be provided by bus. Mike responded that the bus connection is a perfect way to begin implementation and improve ridership. ADOT has done continuous studies with the I-10 connection between Phoenix and Tucson. All of the studies show that the corridor cannot be widened far enough to meet the future demand of traffic. The motivation is to provide an alternative to I-10 by relieving the congestion on the freeway and promoting passenger train ridership.

Commissioner Gusz asked what the people who commute around Tempe had to say about this project. Carlos Lopez, Arizona Department of Transportation, responded that while the surveys were being taken at the recent Arts Festival, a lot of interest was on the passenger rail system being incorporated into the east and west valley. When these surveys are taken in Tucson the interest was over airport access and downtown Phoenix. Overall there is strong support for the passenger system.

Commission Chair Goronkin thanked the staff for the information and said that she would like to know more as the project continues.

Commissioner Huellmantel said that the green and yellow alternatives are more advantageous because they provide access to downtown Tempe. Commission Chair Goronkin said that she also supports a station location in downtown Tempe because of its economic advantages.

Eric recommended that when ADOT looks further into the environmental impacts they can they provide the Commission with more detailed information about the alignments to aid with decision making.

Commissioner Huellmantel asked if there was anything the Commission can do to support a station in downtown Tempe now. Mike responded that on the ADOT website, there is a public outreach section about the passenger rail where the survey can be taken.

Agenda Item 4 – Transportation Master Plan

Robert Yabes, Principal Planner, introduced Matthew Taunton from HDR Inc. who provided an update and requested input from the Commission on the Transportation Master Plan (TMP).

Matthew said the last Transportation Master Plan was updated in 2008. Many travel patterns have been affected by the impact of the light rail and have changed how people are accessing Tempe. The goal of the Transportation Master Plan is to focus on connections between activity centers and emphasizing priority corridors between these activity centers. Traditionally, the plan looked at each mode of transportation individually. A new approach will look at the roadway network plan, transit network plan, bicycle and pedestrian plan and how they all work together.

The goals and policies that were developed in the Tempe General Plan 2040 will guide the TMP. The proposed land use in the General Plan 2040 will be the basis in preparing the future travel demand in the TMP.

The first step in developing the TMP is to prepare an existing condition analysis. The analysis will document Tempe's current demographics, traffic, transit, and bicycle and pedestrian conditions.

- Existing demographics in Tempe were documented using 2010 Census data. The demographic information is shown based on density as opposed to aggregate numbers. This allows for a better identification of travel markets. Demographic information that was documented includes population, employment, minority households, zero car households, low income, persons with disabilities, populations under 18, and populations over 65. These categories will be used to measure potential travel markets.
- Existing traffic conditions in Tempe will be documented using existing data provided by the city of Tempe, MAG, and ADOT. Traffic volumes, crash data and Intelligent Transportation Systems (ITS) data will be used to locate existing gaps in the system and eventually create an overlay using the street classification map.
- Existing transit ridership in Tempe will be documented using existing data provided by the City of Tempe and Valley Metro. In particular, it will document changes in transit ridership since the last TMP with the implementation of light rail.
- Bicycle and pedestrian information will be the hardest area to collect data for the existing condition analysis. However, MAG is completing a regional bicycle count study and Tempe has better bicycle data than any city in the region because of the counts conducted by Tempe Action Bicycle Group.

After the existing condition analysis has been completed, a gap analysis will then be conducted to search for missing links in the system to determine how well it is functioning. Once identified, the gaps will be compared and correlated to the improvement of corridors. The last part of the analysis will be the creation of two transportation scenarios. The short term scenario will correlate to the year 2020 and will have costs associated with projects, while the long term scenario correlates to the year 2040 and represents the completed project list excluding cost details.

All of these modes of transportation will be looked at together. An overlay of each transportation mode on the map will provide a pattern of important nodes. The goal of this plan is to identify projects that maximize investment where the key modes of travel intersect.

This is the first of three meetings to present the TMP to the Commission. In May, the existing condition report will be submitted and a series of public meetings will take place on May 29 and May 31 with another round of public

meetings in August. After those meetings, the Commission will have some items with possible actions to consider. The city of Tempe will also post information on the website including the survey beginning May 1 that will correlate to the items that were discussed today. In October, the plan will be completed and taken to the City Council for approval.

Commissioner Sue Lofgren asked if the demographic identification overlay showed a particular area that stands out from the rest. Matthew responded that by overlaying the demographics there are some key nodes such as downtown Tempe and along the light rail corridor showed high concentration of population, low income, and zero car households.

Commissioner Huellmantel asked during the next meeting a video could be shown about how Boulder, Colorado made bike highways. He stated that we may not be able to begin those types of highways now, but we will never get there in the long term unless we start to include changes now. Matthew responded that there will be a focus on bicycle boulevards, which is a network of bicycle connections with low volume traffic street and be able to connect to different activities.

Agenda Item 5 – Tempe BIKEiT – Wayfinding Public Art Project

Maja Aurora, Arts Coordinator, presented the public art concepts for the citywide bicycle system Wayfinding and branding project.

Maja explained that Cultural Services hired an artist through a selection process to design the signage of the Wayfinding project. The concept is to start with four bike boulevards and potentially expand the system. The concept is to use the most identifiable parts on a bike to identify the system and create a map of the bike boulevards. The designs are still in the preliminary stage and will be finalized at a later date. This project will be incorporated this into the Transportation Master Plan and will also be seen by the Tempe Municipal Arts Commission.

Commissioner Cassano asked if a whole picture of a bicycle was considered as a way of identifying the boulevards. Maja responded that the Wayfinding concept requires multiple labels to identify the routes, which in this case are bicycle parts. If particular types of bicycles were implemented, some styles could be perceived as preferred routes. Sue Taaffe added that staff talked about different types of bikes, but they are more limited in number compared to bike parts.

Commissioner Browning asked if the name of the route would be added to the signage. Sue responded, yes that it would be called the name of the part with the image. The long term goal would have the part name of the connecting route, how many miles, and where that route ends on the signs.

Commissioner Piedrahita asked if there are other themes suggested besides bike parts. Maja responded that those were the only two themes considered for this project.

Commissioner Gary Roberts suggested that directional signs be implemented in the future for routes that may veer off. Staff explained that would be part of Phase II.

Agenda Item 6 – El Paso Gasline Multi-Use Path Public Art

Maja Aurora, Arts Coordinator, provided an update of the public art concepts for the El Paso Gasline Multiuse Path project.

Maja said that Chris Trumbel had originally been commissioned to create the public art for the University Drive Streetscape project. However, based on his design concept, staff in conjunction with the Tempe Municipal Arts

Commission and the original selection panel, moved his design concepts from the University Drive project to the El Paso project near Kiwanis Park by Aguilar Elementary School, which connects to Rural Road. His design includes pedestrian tracings of footprints doing a variety of activities that lead the pedestrian down the sidewalk. New concrete will be installed as part of this project. The designs will be sandblasted into the sidewalk making it a permanent feature.

Eric said that the public art will be installed as part of the construction of the project which will start near the end of 2014 or early 2015 and will be installed by the summer of 2015.

Agenda Item 7 – University Drive Streetscape Public Art

Maja Aurora, Arts Coordinator, provided an update of the public art concepts for the University Drive streetscape project.

Maja said that the original artist selection panel had chosen Jason Griffiths as the alternate artist for the Streetscape projects. Jason Griffiths, a professor at ASU, has a concept that is inspired by the change of the environment and the modifications in homes and concentration of density. Two sculptures will form a home as a complete set. One half will be located east of Priest Drive and the other will be between Farmer and Wilson.

Commissioner Piedrahita commented that the sculptures look fun to climb and asked if there is any way to prevent that. Maja responded that the sculpture will be as high as possible, located in the median of the road, and prickly pear cacti and agave plants will be at the base of the structure.

Commissioner Golub asked if people manage to climb it anyway, will the structure be able to support the weight. Eric responded that it is structurally engineered to handle wind gusts with a solid structure.

Commissioner Browning asked if the \$24,000 was coming from the Municipal Arts Fund to create this project. Maja responded that it was.

Agenda Item 8 – Downtown Parking Strategic Plan report back

Commissioner Charles Huellmantel and Commissioner Cyndi Streid provided an update of the Downtown Parking Strategic Plan meeting.

Commissioner Huellmantel said that the meeting was about compiling information from the community regarding vehicle and bicycle parking. Commissioner Gusz added that some business owners attended to express ideas and concerns. The questions that were asked related to the parking changes that could impact their customers and employees on a daily basis. Commissioner Cyndi Streid said that skateboard parking was included in the meeting.

Eric said that this topic will be presented to the Commission when there is a draft plan along with a draft of the 5th Street Streetscape project.

Commissioner Piedrahita asked if the goal of the meeting was to add more or less parking. Commissioner Huellmantel responded that the meeting was analyzing what the long term need for parking is and what are creative ways to adjust for the increase as demand increases.

Agenda Item 9 – Department and Regional Transportation Updates

None

Agenda Item 10 – Future Agenda Items

Commissioner Browning asked if the long range forecast of the HURF funds was available. Shelly responded that most of the HURF fund goes to operational costs. However, she will update the Commission at the May meeting.

The Commission's next meeting is scheduled for May 13, 2014.

Meeting adjourned at 8:50 a.m.

Prepared by: Travis Mullen

Reviewed by: Sue Taaffe

CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 3

DATE

May 13, 2014

SUBJECT

HURF Long Range Update

PURPOSE

At the April 8 Transportation Commission meeting, members of the commission requested an update on the Highway User Revenue Fund. Staff will be present at the May 13 Commission meeting to review the status of the fund.

BACKGROUND

The primary revenue source to this fund is the intergovernmental distribution from the state Highway User Revenue Fund. This funding source represents 86% of revenue in FY 2012-13. This fund derives the bulk of its monies from an 18¢ per gallon charge on gasoline consumption and from Vehicle License Taxes. Based on a statutory formula, each fiscal year 27.5% of this fund is distributed to local governments with less than 300,000 populations. Consistent with the impact of the recession on gasoline consumption, it is expected that gasoline sales will be moderate over the forecast period. The annual revenue that is distributed to the cities is based on relative population ratios and share of total gasoline gallons sold. Tempe's share is expected to decline due to our stable population relative to growth statewide.

One recent change to the fund revenue structure is the abolishment of the transfer of State Lottery revenue into the fund for local transportation assistance purposes. This transfer was abolished in Chapter 12, Laws 2010, 7th Special Session as part of legislative efforts to balance the state General Fund. This transfer had historically generated approximately \$500 thousand for local transportation purposes. However, a lawsuit by the Center for Law in the Public Interest could restore this source of revenue in the future.

Personnel Costs expenditures make up the majority of fund expenditures, representing 33% of expenditures. In the past debt service expenditures were a large portion of annual expenditures, representing 22% of annual outlays. These amounts represented transfers to the Debt Service Fund to pay for a portion of the City's General Obligation debt service related to street and highway debt. In light of deficits in the fund this transfer was phased out, with complete elimination in FY 2013-14. In light of this and other recent expenditure reduction measures the fund is expected to generate operating surpluses through the forecast period.

Restricted Fund Balance

Transportation Fund balances have recovered somewhat from the lows experienced a few years ago. The restricted fund balance reached its highest point at FYE 2008, but has declined drastically recently in light of the operating deficits during the Great Recession.

| FYE | Restricted Fund Balance |
|-----|-------------------------|
| 03 | \$4,404,944 |
| 04 | 4,591,847 |
| 05 | 7,260,747 |
| 06 | 8,784,878 |
| 07 | 10,237,638 |
| 08 | 11,199,716 |
| 09 | 7,119,128 |
| 10 | 4,644,399 |
| 11 | 4,521,342 |
| 12 | 6,747,385 |

FISCAL IMPACT

None.

RECOMMENDATION

This item is for information and input.

CONTACTS

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ATTACHMENTS

None

CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 4

DATE

May 13, 2014

SUBJECT

Transit Fund Long Range Update and Transit A La Carte

PURPOSE

The purpose of this memo is to present the Commission with information for which to approach discussions for transit-related program modifications, services and projects in the context of revenue sources and the forecast of funds available in future fiscal years.

BACKGROUND

The city of Tempe's Transit Program is funded through several mechanisms and the information below provides a snapshot of those sources and associated revenue projected for FY 2013/14:

| | |
|--|----------------------------------|
| • Tempe ½ ¢ Transit Sales Tax - | \$32.6 million or 61% of revenue |
| • EVBOM Maintenance & Fuel (RPTA) - | \$6.1 million or 11% of revenue |
| • Bus Fares - | \$3.6 million or 7% of revenue |
| • Rail Fares - | \$3.3 million or 6% of revenue |
| • Public Transportation Fund (PTF) Funding / Bus O & M - | \$2.4 million or 4% of revenue |
| • Preventative Maintenance - Bus - | \$2.1 million or 4% of revenue |
| • ASU Flash - | \$819,000 or 2% of revenue |
| • Alt Fuel Credit - | \$492,000 or 1% of revenue |
| • Other Misc. Lease - | \$480,000 or 1% of revenue |
| • Local Transportation Assistance fund (LTAF) II - | \$476,000 or 1% of revenue |
| • Rail Preventative Maintenance / Advertising - | \$407,000 or 1% of revenue |
| • Transit Store Revenue - | \$293,000 or <1% of revenue |
| • Interest Earnings- | \$105,000 or <1% of revenue |

The attached Transit à La Carte tool includes the five year financial forecast for the Transit Fund given current or planned programs and projected revenues as well as a high level pass at established program costs.

FISCAL IMPACT

None.

RECOMMENDATION

This item is for information and input.

CONTACTS

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ATTACHMENTS

Attachment 1: Transit à La Carte Graphics

CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 5

DATE

May 5, 2014

SUBJECT

Downtown Tempe Parking Strategic Plan

PURPOSE

The purpose of this memo is to present the Commission with the status of the Downtown Tempe Parking Strategic Plan.

BACKGROUND

The Downtown Parking Strategic Plan process began in early 2014 with a team of City staff and the Downtown Tempe Community (DTC) working with the consultant team Kimley Horn. The purpose of the plan is to determine current conditions/practices and direct the next steps related to vehicle and bicycle parking, parking management systems, rate structures, taxi and commercial loading activities, and street configurations in the downtown Tempe area. In March, several design and discussion meetings were held for stakeholders to better understand the needs and expectations of the property owners, businesses, community leaders, merchants association, residents, staff and public.

The attached powerpoint presentation will be presented and discussed at the Commission meeting, with a focus on bicycle parking, parklet ideas, and 5th Street configuration possibilities. The study will result in a strategic plan for each issue and seek the support of the City Council later this year.

FISCAL IMPACT

The strategic plan will recommend new parking practices and possible capital projects that will require funding.

RECOMMENDATION

This item is for information and input.

CONTACTS

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ATTACHMENTS: Downtown Tempe Strategic Plan Powerpoint



PRESENTATION



Expect More. Experience Better.

Downtown

Parking

STRATEGIC PLAN





PRESENTATION



Expect More. Experience Better.

Downtown

Parking

STRATEGIC PLAN



Intro & Agenda

▶ Draft Project Summary and Recommendations

- 5th Street
- Curb Lane Management
- Bicycle Parking
- Parking Analysis
 - Modeling, Future Demand, Parking Facilities, Pricing
- Parking Requirements
- Asset Management

▶ Next Steps

Stakeholder Involvement

▶ 2 mini-charettes

- Focus group
- One-on-one dialogue

▶ Online survey (212 responses):

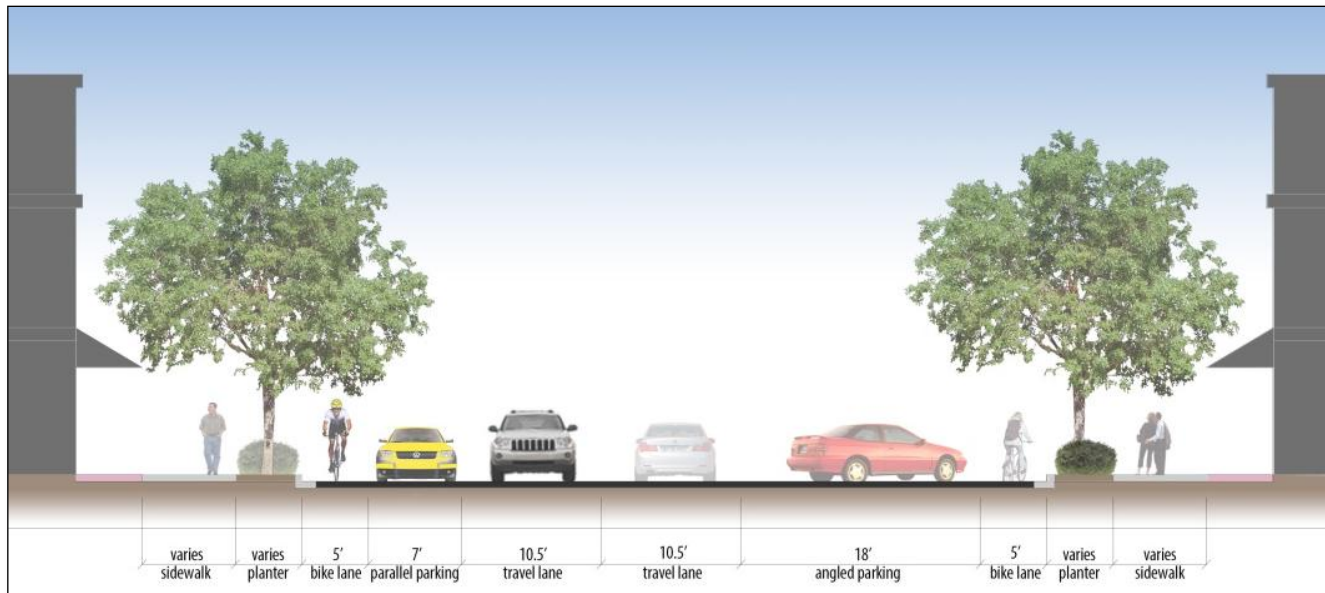
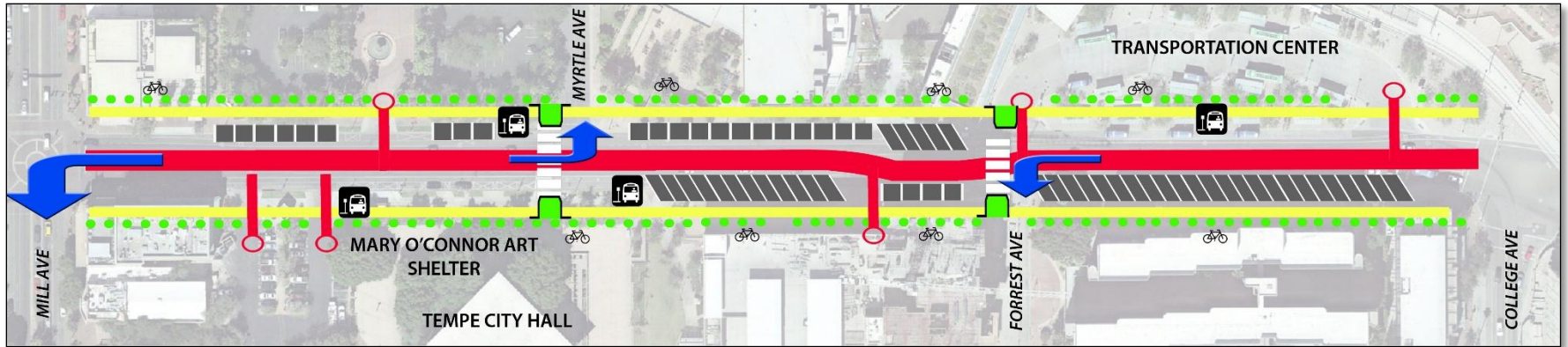
- Customers generally park on-street 1 – 2 blocks away or in a business parking lot
- Employees park off-street in their businesses' parking facility or in a private facility
- Safety, availability, and proximity are the most important aspects in parking downtown
- 77% of people find parking in under 10 minutes
- 50% of people stated building a new parking garage is most important

5TH STREET CROSS SECTION RECOMMENDATIONS

Task :

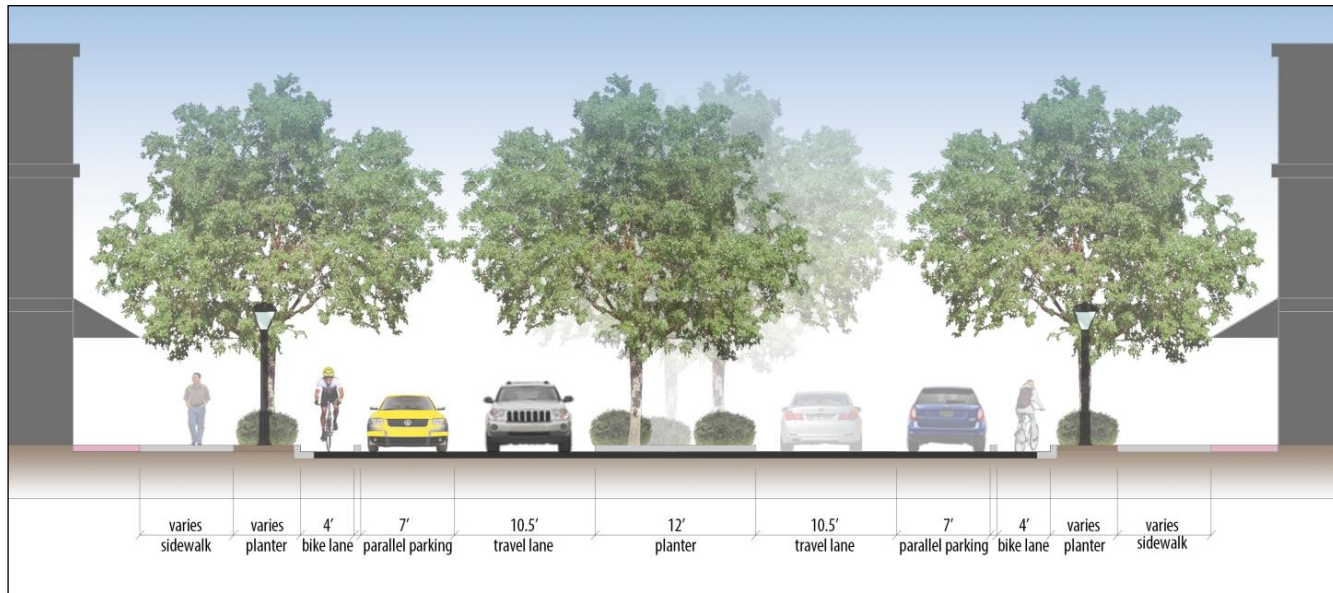
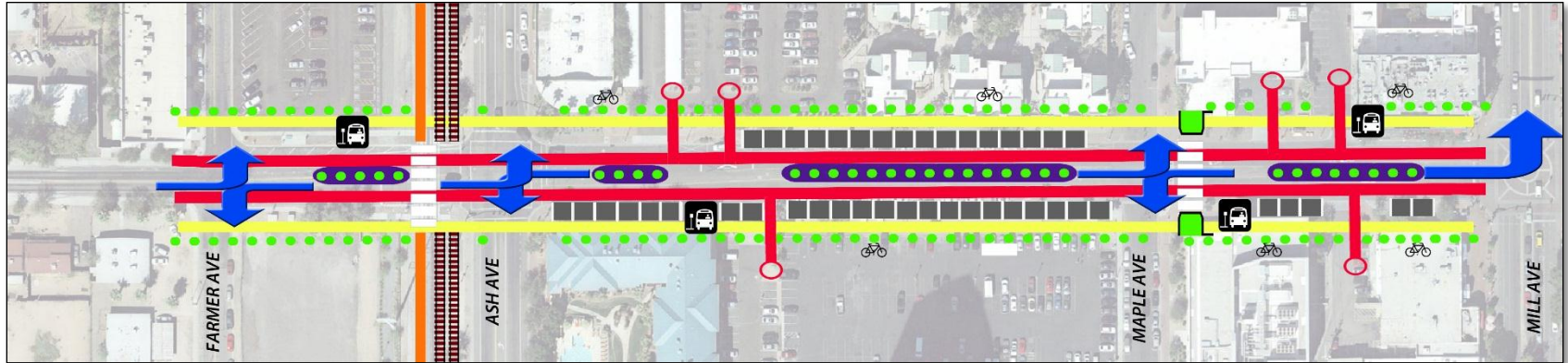
- *Create a more user-friendly street configuration*
- *Review land uses, traffic volumes, and development plans*
- *Conduct Complete Street academic review*
- *Create conceptual-level improvements to the roadway cross section*

5th Street East of Mill



- Through Lane
- On-Street Parking
- Buffered Bike Lane
- Landscaping
- Transit Stop
- Crosswalk
- Bulb-out
- Turn Pocket
- Landscaped Median
- Driveway
- Railroad
- Multi-Use Path
- Bicycle Parking

5th Street West of Mill



- Through Lane
- On Street Parking
- Buffered Bike Lane
- Landscaping
- Transit Stop
- Crosswalk
- Bulbout
- Turn Pocket
- Landscaped Median
- Driveway
- Railroad
- Multi-Use Path
- Bicycle Parking

Implementation Strategies

▶ Potential Cost for Full Completion

- \$2.5M - \$5M

▶ Short term options

- Restripe additional parking spaces and add new meters
- Buffered bike lanes
- Landscaped/painted curb
 - ▶ Beautify space
 - ▶ Narrow travel lanes
- Locations:
 - ▶ 5th and Farmer
 - ▶ City Hall
 - ▶ Center turn lane



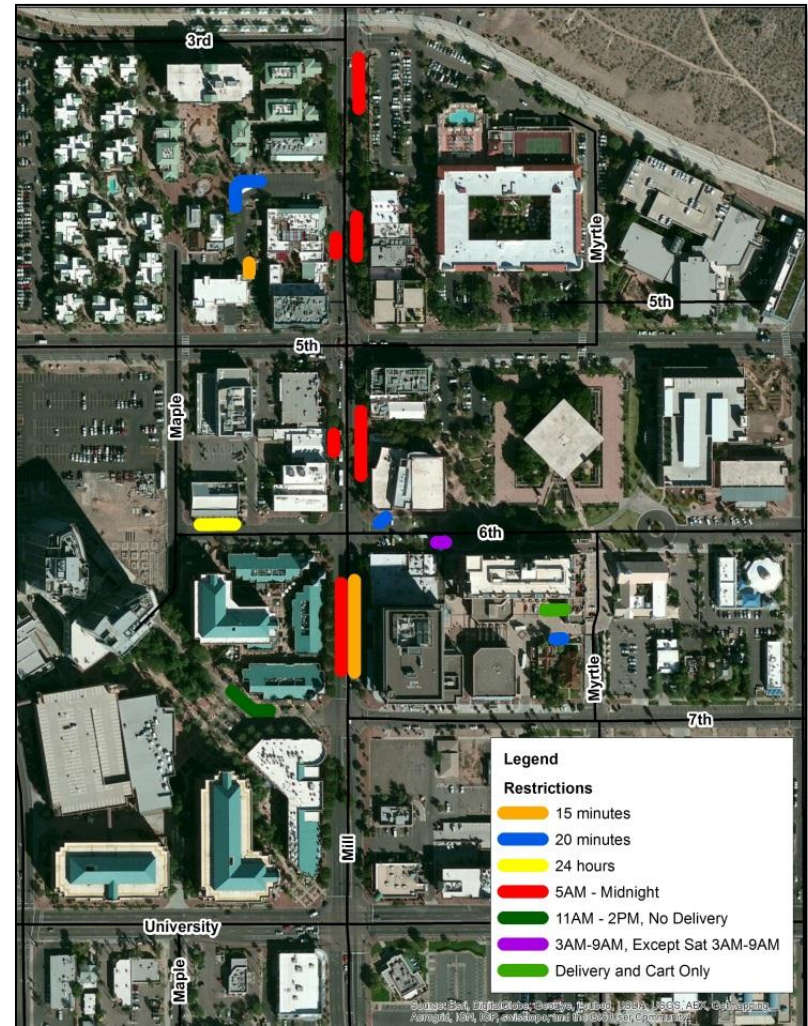
CURB LANE MANAGEMENT RECOMMENDATIONS

Task:

- *Evaluate existing curb lane structure*
- *Provide management strategies aimed at promoting a more efficient and effective curb lane experience for users*
 - *On-Street Parking*
 - *Commercial Loading*
 - *Taxi Stands*
 - *Motorcycle Parking*

Managing Commercial Loading

- ▶ Use Code to define commercial vehicles
- ▶ Option 1:
 - Restrict loading to between 5:00am to 10:00am only by code
- ▶ Option 2:
 - Tiered permit system
 - Allow flexibility through permitting
 - Open metered spaces to commercial vehicles



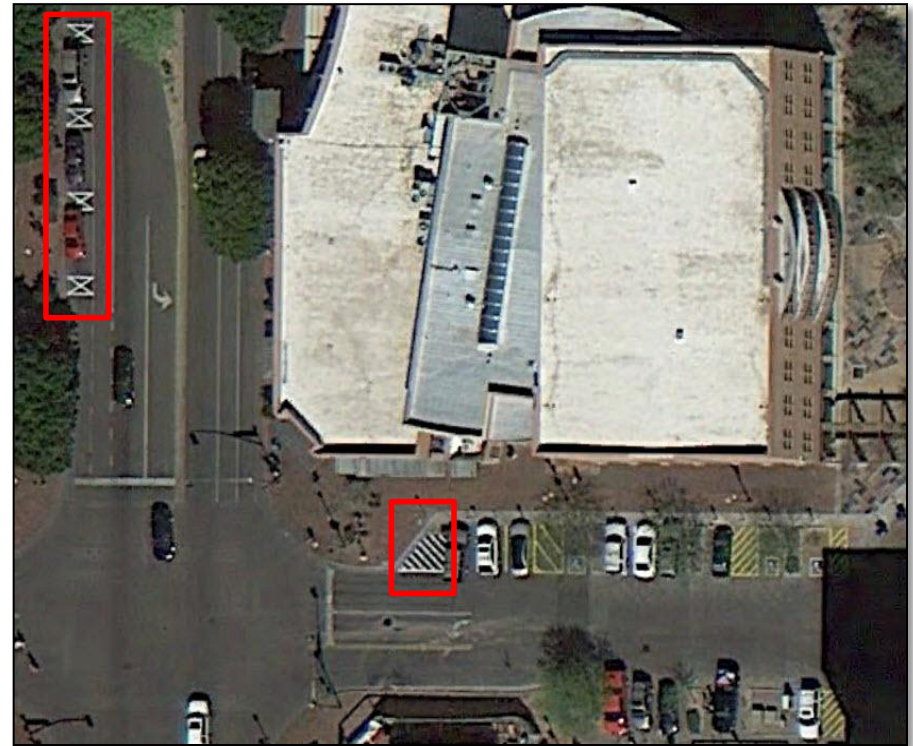
Taxi Loading

- ▶ Existing taxi loading
- ▶ Additional Taxi Stand on 7th
 - Convert to commercial loading during 8am to 10 am period
 - ~14 additional taxi loading spaces
- ▶ Meter Conversion at 6th Street
 - Requires additional enforcement to ensure turnover
 - Potential to remove meters at 6th Street for taxi loading
 - Property owner interested
 - ~19 additional taxi loading spaces



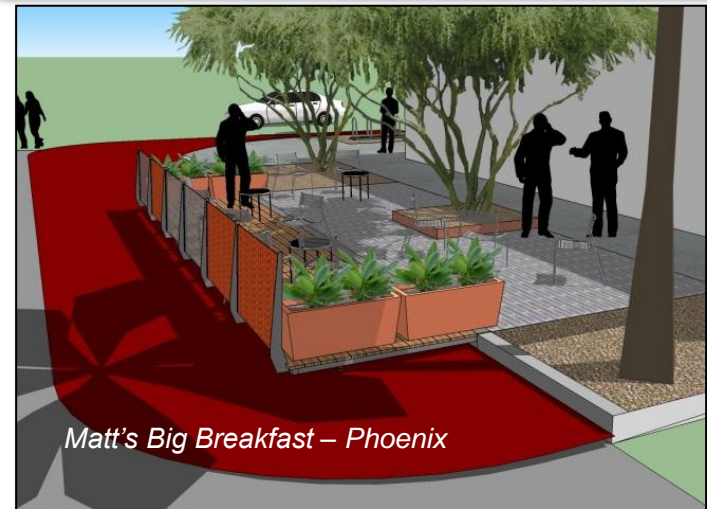
On-Street Parking Policies

- ▶ Motorcycle parking
 - Maximize space
 - Hatched or corner areas
 - Dual space coin meters
 - Paint no parking ADA hatches
 - Education/Communication
- ▶ Overnight parking
 - Pre-payment option
 - 10:00am pick-up
- ▶ Consolidated on-street parking spaces (remove hatches)
 - ~38 additional spaces



Parklet

- ▶ Eliminate a parking spot to:
 - Activate street
 - Create public space
 - Support business and pedestrian activity
- ▶ Best used with active businesses
 - *Restaurants/bars*
- ▶ Mill Ave, 6th or 7th St.
 - Higher demand
 - Better visibility
 - High foot traffic
- ▶ Pilot Test/Partner with local business



BICYCLE PARKING RECOMMENDATIONS

Task:

- *Research on and off-street bicycle parking*
- *Conduct peer city best practice reviews*
- *Review solutions to event bicycle parking demand*
- *Provide recommendations and best management practices related to on and off-street bicycle parking*

General Bike Parking Improvements

- ▶ Existing racks on Mill
 - ~430 spaces
- ▶ Minimize deviation code requirements
 - In lieu fee
- ▶ Secure and traditional rack parking requirements
- ▶ Support location and visibility through code
- ▶ Creative bicycle parking
 - Art in Private Development
 - Public art project

| Tempe | | |
|-------------|---------------|-------------------|
| Use | Minimum | Secured/Racks (%) |
| Office | 1 per 8,000sf | 20/80 |
| Restaurant | 1 per 500sf | 0/100 |
| Retail | 1 per 7,500sf | 20/80 |
| Residential | 1 per unit | 60/40 |



On-Street Bike Corral Pilot

- ▶ Bike Corral Pilot
- ▶ Maintenance Responsibility
- ▶ Measuring Success
 - Occupancy
 - User Experiences
 - Sales Tax
- ▶ Foster Community Support
 - Businesses
 - Breweries
 - Community Groups
- ▶ Coordinate with property owners
 - YAM



Event Bicycle Parking

► Issue

- Event bike parking demand straining existing supplies
- Illegally parked bikes

► Event permit

- Require large events to provide additional bike parking
 - Large events likely to have high bike parking demand
 - Bike valet or temporary infrastructure
- Define attendee threshold
 - What size events need additional bicycle parking?

► Permanent bike valet

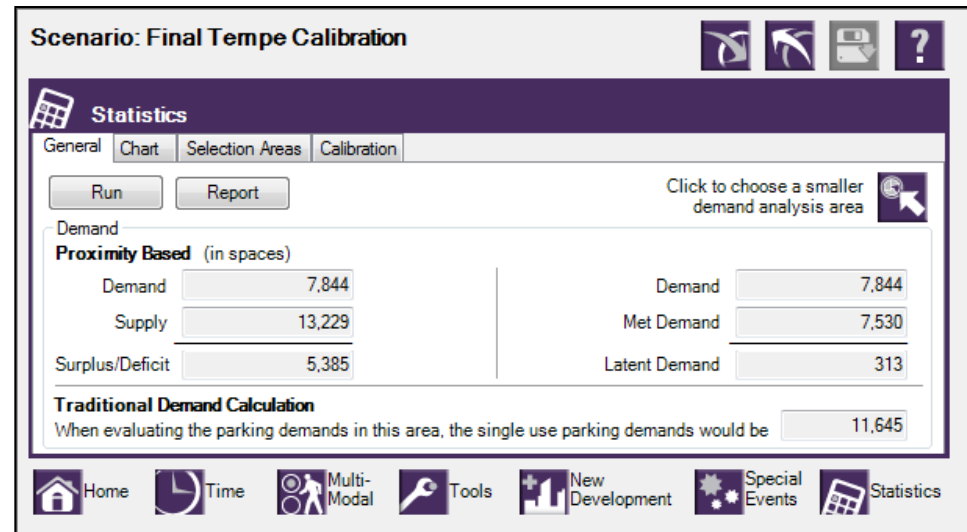


PARKING ANALYSIS

Tasks:

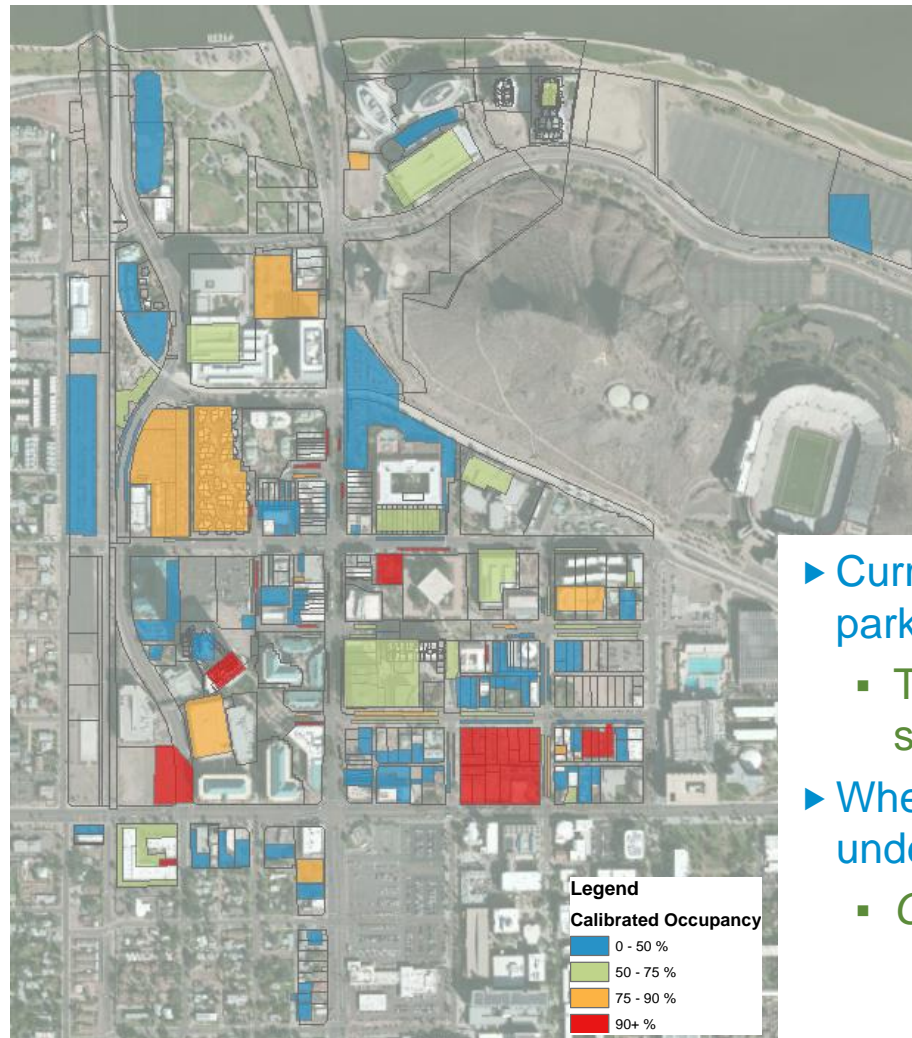
- *Develop parking demand model*
- *Evaluate existing conditions and future scenarios*
- *Evaluate future parking facilities*
- *Review demand based pricing*

Existing Conditions



- ▶ Handful of facilities represent the total surplus
 - 5th and Farmer, US Air, West 6th, Hayden Ferry, Tempe Beach Park, etc.
- ▶ When removing those facilities the surplus is minimized to ~1,100 spaces
 - *Not accounting for event demands or the current construction*

Current Projects



Scenario: Final Tier 1

Statistics

General | Chart | Selection Areas | Calibration

Run | Report

Click to choose a smaller demand analysis area

Demand

Proximity Based (in spaces)

| | | | |
|-----------------|-------|---------------|-------|
| Demand | 8,035 | Demand | 8,035 |
| Supply | 8,601 | Met Demand | 6,263 |
| Surplus/Deficit | 566 | Latent Demand | 1,771 |

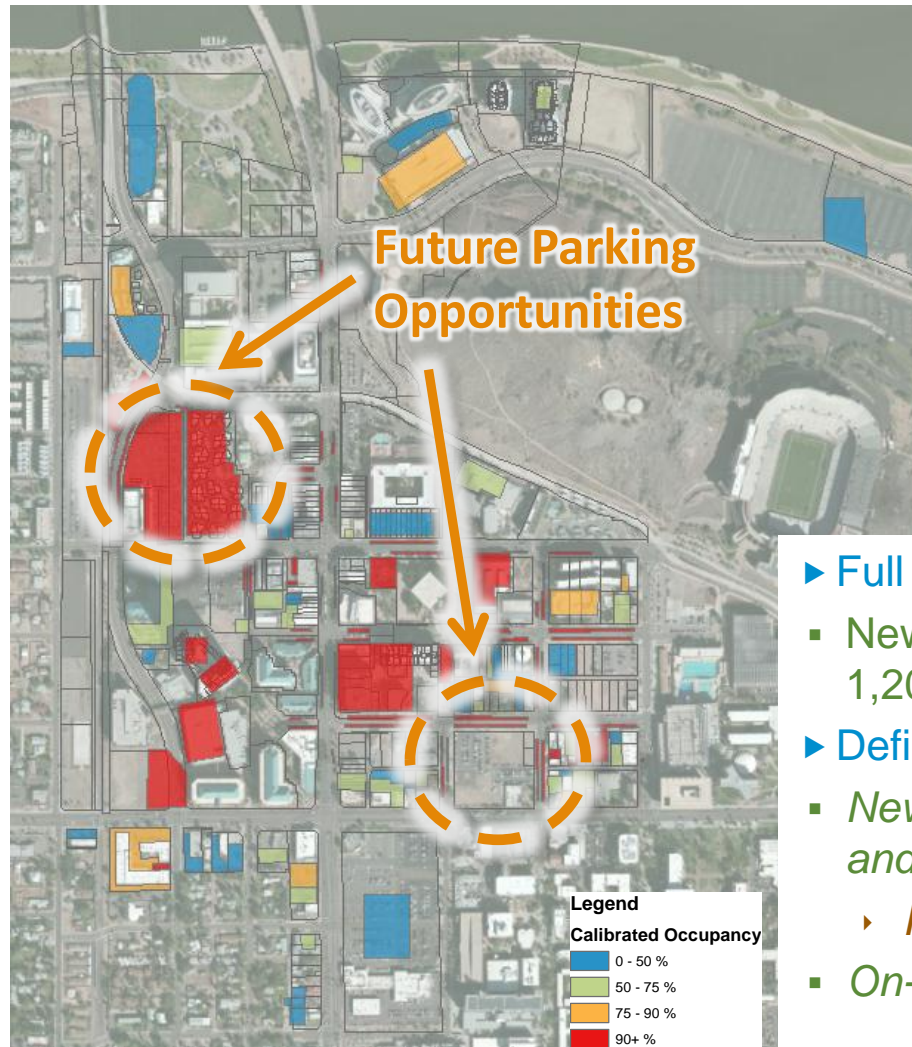
Traditional Demand Calculation

When evaluating the parking demands in this area, the single use parking demands would be 12,255

Home | Time | Multi-Modal | Tools | New Development | Special Events | Statistics

- ▶ Current projects include the construction of 9,300 parking spaces
 - These spaces represent 5,700 additional spaces of surplus
- ▶ When removing this surplus (and the previous fringe, underutilized facilities), the surplus is ~600 spaces
 - *Current surplus represents a 7% effective cushion*

Future Build-Out



Scenario: Final Tier 3

Statistics

General | Chart | Selection Areas | Calibration

Run | Report

Click to choose a smaller demand analysis area

Demand

Proximity Based (in spaces)

| | | | |
|-----------------|--------|---------------|--------|
| Demand | 10,113 | Demand | 10,113 |
| Supply | 8,510 | Met Demand | 6,316 |
| Surplus/Deficit | -1,603 | Latent Demand | 3,797 |

Traditional Demand Calculation
 When evaluating the parking demands in this area, the single use parking demands would be 15,805

Home | Time | Multi-Modal | Tools | New Development | Special Events | Statistics

- ▶ Full build-out increases demand by 3,000 spaces
 - New projects add 2,600 spaces (USA) and removal of 1,200 spaces
- ▶ Deficit for Publicly Available Spaces = -1,600
 - *New parking facilities should be evaluated in south and/or west areas of study area*
 - *Public-Private partnership with new development*
 - *On-street pricing should include demand based pricing*

PARKING REQUIREMENTS

Tasks:

- *Present parking requirements reflective of an urban area based on:*
 - *Generation rates from the Park+ model*
 - *Peer city review*
 - *Existing projects and proposed standards*

Parking Requirements – Recommendations

| | Tempe | Park+ | Austin | Boulder | Seattle |
|----------------------------|-----------------------|-------|---|-------------------------|---------|
| Office (per ksf) | 3.33 | 2.1 | 2.178 | 0 | 0 |
| Retail (per ksf) | 3.33 | 0.78 | 2.178 | 0 | 0 |
| Restaurant (per ksf) | 13.333 | 6.7 | 6 (<2,500sf) 7.58(>2,500sf) | 0 | 0 |
| Residential (per dwelling) | Studio: 1 4 bed: 3 | 1.1 | 1 bed: 0.9 1+bed: +0.3 for each additional | 1.25 per 1 bedroom unit | 0 |

- ▶ Reduced parking requirements for subsidized transit passes – Ex. Boulder
 - Business by business basis
 - Lease renewal
- ▶ Reduce or remove parking minimums (consider tenant demand)
- ▶ Implement parking maximum
 - Reduce potential for overbuild
 - Utilize shared facilities to improve and balance demands in the downtown

ASSET MANAGEMENT

Tasks:

- *Review potential to create a new parking management entity that has the capacity to control and operate existing parking assets and finance new facilities*
- *Review local legislation and organizational strategies*
- *Evaluate parking management options, potential for public/private partnerships, and financing strategies*

Management Styles

| | Consolidated and Vertically Integrated | Parking Authority | Contract or Business District | Parking District or Commission Model | Professional Services |
|---------------|--|--------------------|---------------------------------------|---------------------------------------|--|
| Management | Department Director and City staff | Parking Board | Downtown BID | Downtown BID | Admin level parking services group and third party parking management firm |
| Advantages | City Controlled | Bonding capability | Community engagement and planning | Revenues reinvested into District | On-call services agreements |
| Disadvantages | Governed by City/General Fund Needs | Utilitarian | Portion of revenues into General Fund | Portion of revenues into General Fund | Staff turnover and Management Agreements |

Parking Capital Fund

- ▶ Special fund for parking capital projects
 - Identify use, timeframe, and long range construction plans
 - Excess revenue into General Fund
 - Identify CIP for Use of funds
 - Accounting procedures
 - More formalized relationship between the City and DTC

SUMMARY

Near Term Opportunities

- ▶ Bike Corral Pilot
- ▶ Parklet Pilot
- ▶ Additional taxi loading zones
- ▶ Motorcycle parking improvements
- ▶ Overnight pre-paid parking
- ▶ Creative bicycle parking
- ▶ Courtesy notes for illegally parked bicycles
- ▶ Commercial parking policies
- ▶ Establish parking enterprise fund

Long Term Opportunities

- ▶ Full 5th Street improvements
- ▶ Consolidate curb lane practices and policies
- ▶ Modified bicycle parking requirements
- ▶ Modified parking requirements

Top 5 Recommendations

1. Begin initial improvements to 5th Street and identify funding for long term objectives
2. Implement improved commercial loading system
3. Create a parking special enterprise fund
4. Modify parking requirements to reflect the context of Downtown Tempe parking
5. Actively reach out to private developers for public-private, centralized, shared public parking

QUESTIONS

**CITY OF TEMPE
TRANSPORTATION COMMISSION**



STAFF REPORT

AGENDA ITEM 6

DATE

May 5, 2014

SUBJECT

Maricopa Association of Governments (MAG) Pedestrian Design Assistance Funded Project Updates

PURPOSE

The purpose of this memo is to present the Commission with the status of the following design projects:

- North South Rail Spur Path
- Highline Canal Path

BACKGROUND

Both path projects were awarded \$65,000 each in the last round of MAG Pedestrian Design Assistance funds. It is important to note that it was the first time any community had been awarded two projects in one year with these funds, speaking to the high quality of each project. These projects will be an expansion of the City's off-street path system, enhancing the overall transportation network in Tempe. Each project is identified in the Transportation and General plans of the City.

The attached materials provide detailed project descriptions and materials that will be presented and discussed at the Commission meeting.

FISCAL IMPACT

The Highline Canal Path has been awarded \$3.3 million in federal funds that will enable construction of the project in years 2016-2017. The North South Rail Spur Path does not yet have construction funds allocated.

RECOMMENDATION

This item is for information and input.

CONTACTS

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

ATTACHMENTS: North South Rail Spur Path Project Summary, Highline Canal Path Fact Sheet and Map

Tempe North South Rail Spur Multi-use Path Project Update

The city of Tempe, utilizing design concept grant funding from the Maricopa Association of Governments (MAG), is advancing a project that would use city right of way, private property agreements and identify possible use of the Union Pacific Railroad right of way to develop a 7-mile multi-use pathway along or adjacent to the north south Union Pacific Railroad rail spur in Tempe. The project would extend from the Tempe Town Lake/downtown Tempe to Knox Road near the Chandler border making it the longest continuous pathway in the community. One short segment of this proposed path system has already been built as part of the Encore on Farmer housing development, which is a model for the remaining portions of this path alignment. (See photo below).



The path would include lighting, landscaping and public art while being ADA and AASHTO compliant, and would likely include more than 12 street crossings (i.e., at grade signals or pedestrian refuges). The project is included in the Tempe Transportation Plan and is in concert with the General Plan. The project will serve every aspect of the community from senior housing centers to low income neighborhoods to high student populations and high density residential centers while connecting to bus routes and light rail.

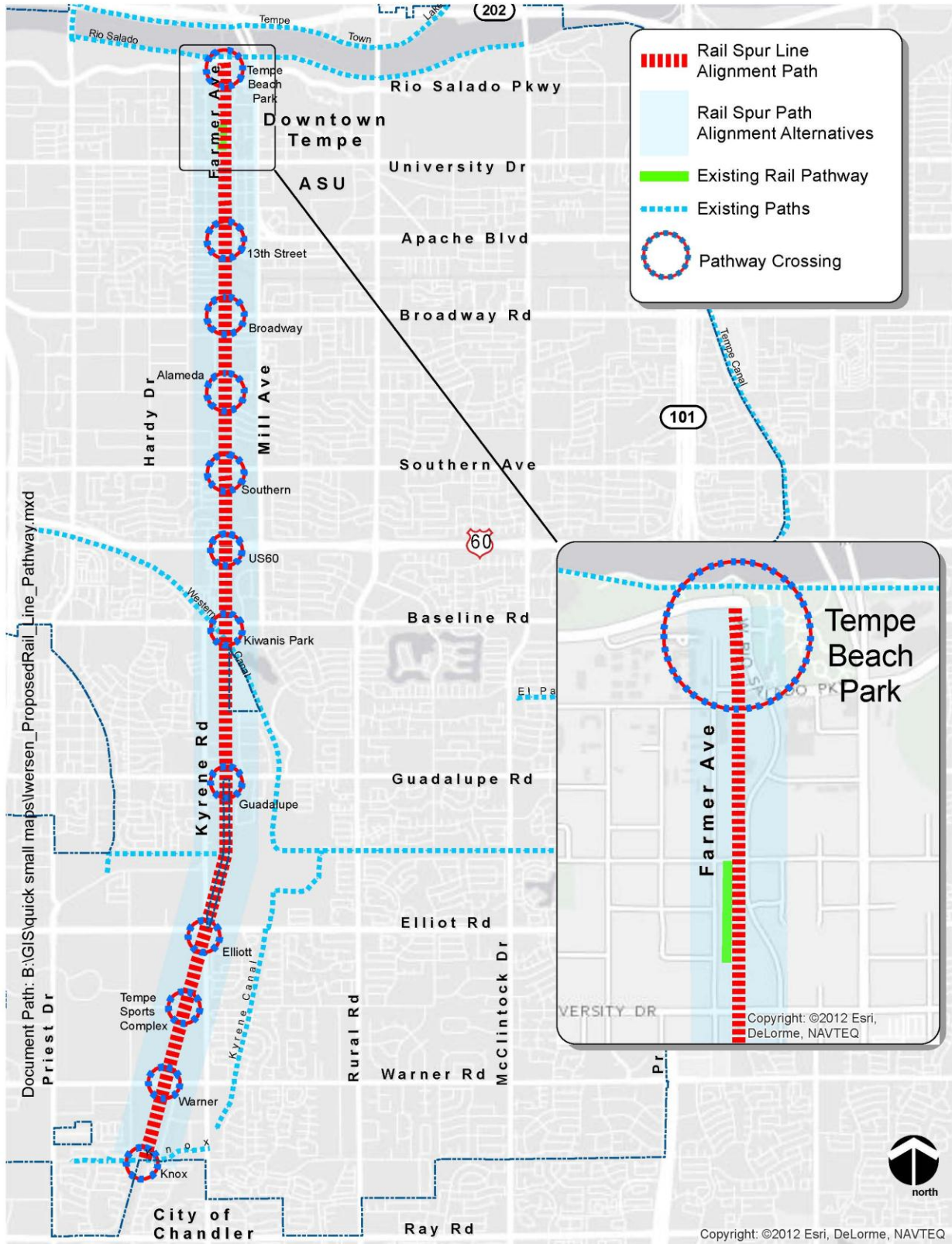
The project has \$65,000 in MAG regional pedestrian design assistance funds allocated for 2014 and staff is working with at consultant team at Kimley Horn. The design concept would be completed in late 2014/early 2015 and would include a preferred path alignment as well as a project prioritization list for completing the

entire 10 miles of pathway. Those prioritizations listed would be used to submit budget requests to the City Council for specific construction document and construction funding, and for federal construction grants. It is likely that specific areas along the 10-mile corridor would be constructed at one-mile portions, similar to the Rio Salado path system. Ongoing maintenance of the pathways would be managed by the Transportation Division or through agreements with adjacent private property developments like the Encore on Farmer.

Staff will closely coordinate with Union Pacific Railroad, particularly for any right of way needs that may be recommended with this pathway system. Public outreach and adjacent property owner and stakeholder input will also be part of the process.

Below is a map of the proposed project pathway area adjacent to and following the Union Pacific Railroad alignment.

Contact: Eric Iwersen, 350-8810, eric_iwersen@tempe.gov



HIGHLINE CANAL MULTI USE PATH



Project Overview

- Design and construct a 10-foot wide concrete multi-use path with lighting, landscaping and public art. The project includes street crossing treatments and possible bicycle/pedestrian bridges across the canal. The project is located along the Tempe portion of the Highline Canal and links directly to Chandler and the Town of Guadalupe for a distance of 3.5 miles.

Related Plans/Policies

- The Highline Canal Multi-use Path is identified in the Comprehensive Transportation Plan and the Tempe 2030 and 2040 General plans. Phoenix and Chandler have unimproved portions of the regional Highline Canal, and the Town of Guadalupe has funding to build a portion in their community.

Public Involvement

- The project has been presented to the Transportation Commission and to a funding review panel at the Maricopa Association of Governments. A full public/community outreach process will begin in spring 2014.

Funding

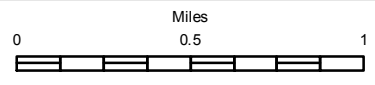
- \$65,000 - MAG regional pedestrian design assistance funds (working with Tempe based landscape architecture team Coffman Studio)
- \$200,000 - Tempe CIP design funds
- \$3.24 Million Transportation Alternatives federal grant award

Timeline

- Community design beginning spring 2014.
- Construction documents summer 2015 to fall 2016.
- Begin construction fall 2016/spring 2017.
- Opening of project fall 2017/spring 2018.



Highline Canal



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 7

DATE

May 13, 2014

SUBJECT

Southeast Valley Transit System Study

PURPOSE

The purpose of this memo is to introduce the Maricopa Association of Governments and Valley Metro sponsored Southeast Valley Transit System Study.

BACKGROUND

Valley Metro and the Maricopa Association of Governments are jointly conducting a study of the transit system in the Southeast Valley which includes; Apache Junction, Chandler, Florence, the Gila River Indian Community, Gilbert, Guadalupe, Maricopa, Mesa, Phoenix, Queen Creek, Tempe and the surrounding portions of Maricopa and Pinal Counties. The primary purpose of this study is to identify short-, mid-, and long- term recommendations that will advance the transit system throughout the study area.

Southeast Valley residents are encouraged to take the on-line Project survey at www.valleymetro.org/sevtss until June 11, 2014.

FISCAL IMPACT

The cost of the study is funded by MAG and Valley Metro. There will be no fiscal impact to the City of Tempe.

RECOMMENDATION

This item is for information and input.

CONTACTS

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robert_yabes@tempe.gov

Jason Hartong
Senior Transit Operations Coordinator
480-350-2747
jason_hartong@tempe.gov

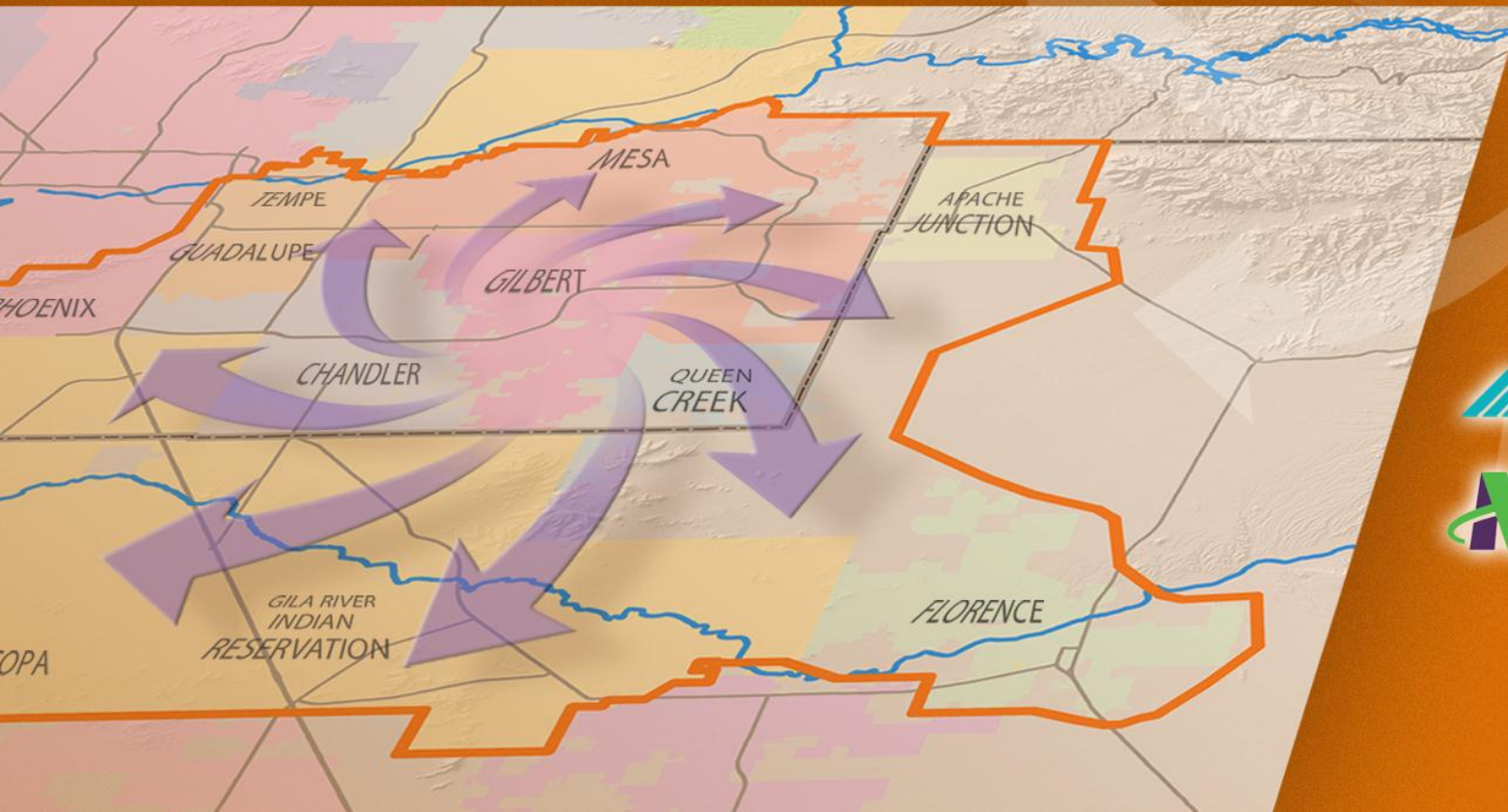
ATTACHMENTS

Attachment 1: SEVTSS Tempe Presentation

SOUTHEAST VALLEY TRANSIT SYSTEM STUDY



City of Tempe
May 13, 2014

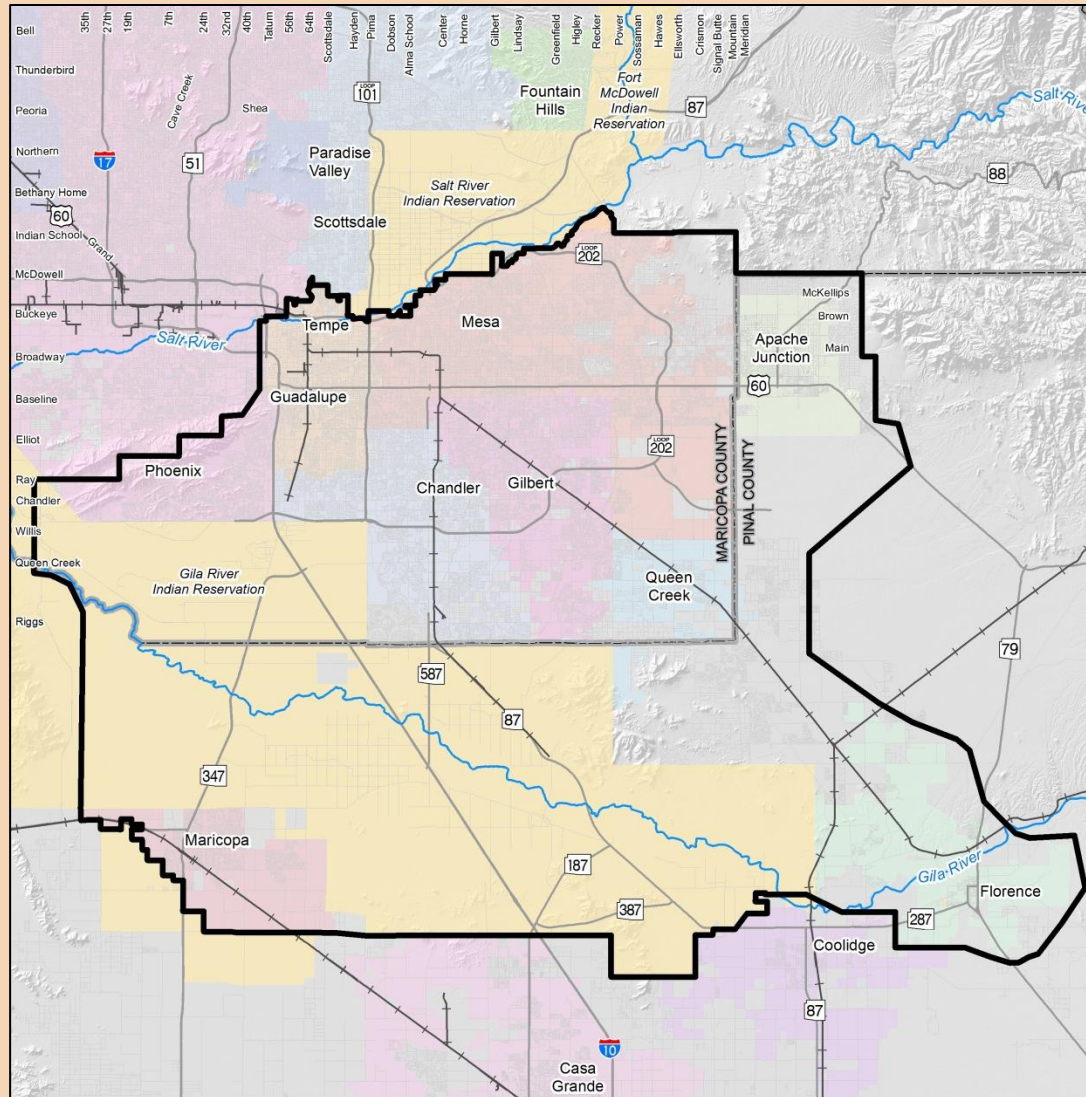


Study Purpose

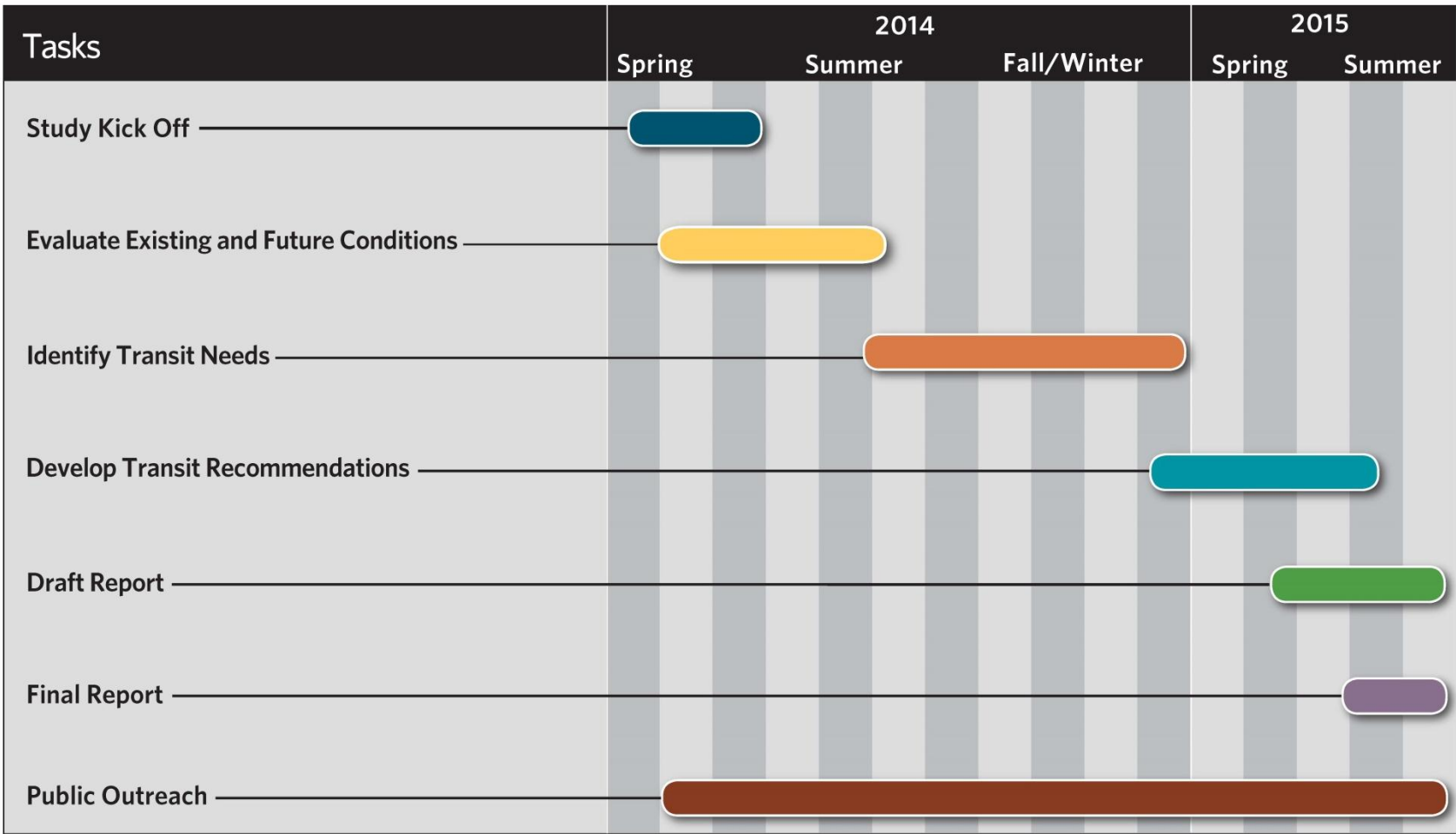
- Identify efficiencies and service gaps for existing and future transit services
 - Optimize existing services
 - Identify current unmet needs
 - Address changing study area conditions
- Develop recommendations for addressing short-, mid-, and long-term transit needs
- Investigate funding strategies and partnership opportunities



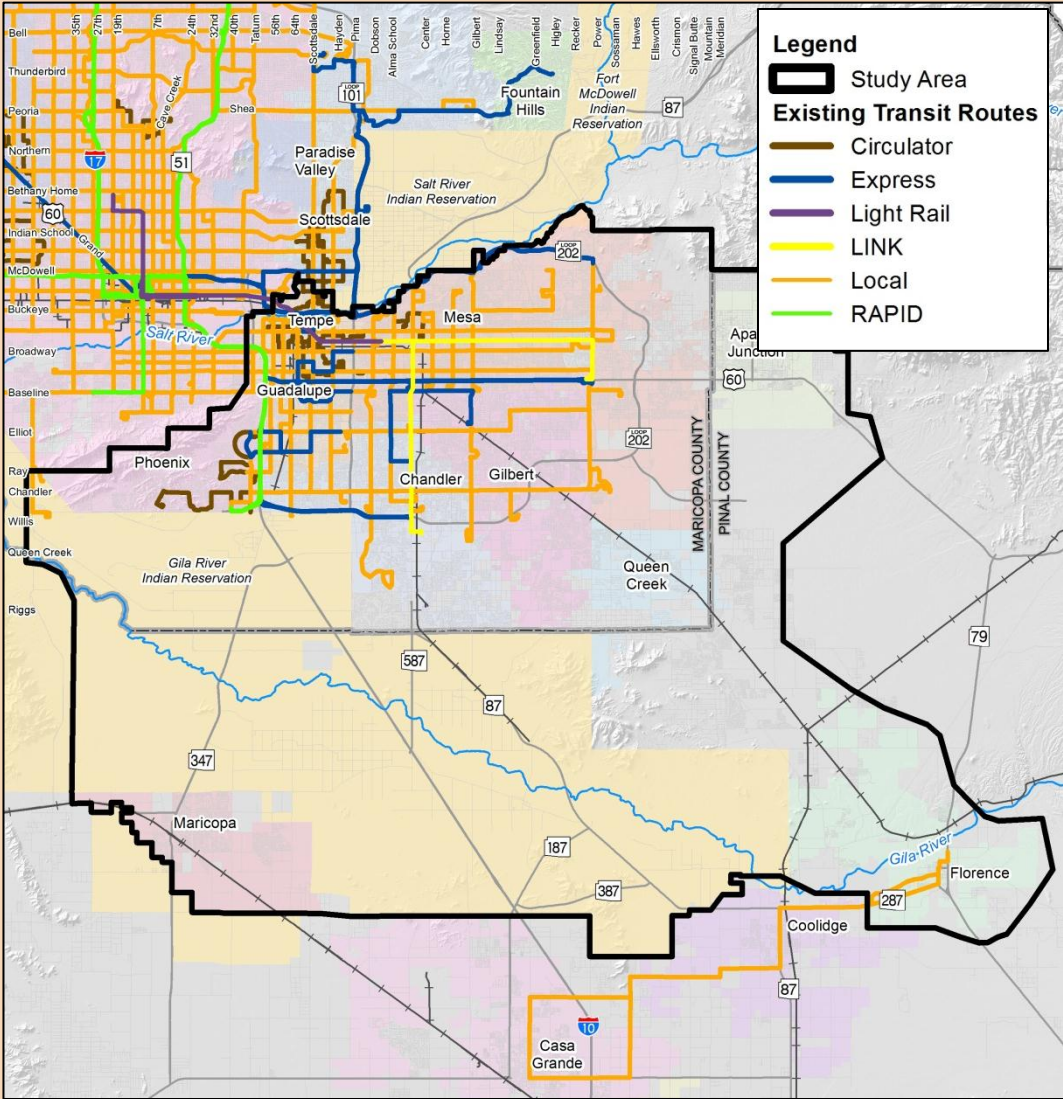
Study Area



Schedule



Existing Transit Service



Transit Service Characteristics

- 24 of the 56 local Valley Metro routes serve the Southeast Valley study area
- 320 of the 1,077 Valley Metro local bus route miles are located in the Southeast Valley
- Four of the 15 Valley Metro identified “Key Local Routes” serve the Southeast Valley
- Routes 3, 40, 45, 61, 77, 96, 112, and 120 all produce more than 2.0 boardings per mile



Opportunities in the SE Valley

- Continuing population growth
- Emergence of key destinations and employment centers
- Strong core network is expanding and there are increasing opportunities to enhance connections to the regional system



Key Issues and Concerns

- Service Coverage Area
- Route continuity at jurisdictional boundaries
 - Timing, headways, effective connections
- Improve and plan for future connections into the Valley Metro HCT network or intercity/commuter rail services
- Integrate local Transit/Transportation Plans
- Consider emerging employment and educational centers



Key Issues and Concerns

- Transit Optimization
 - Improve service using existing resources
- Funding strategies for multi-jurisdictional services
- Concern about increasing cost of dial-a-ride services



Community Outreach

- Develop public understanding
- Project survey available at valleymetro.org/sevtss until June 11th
- Obtain input from a variety of stakeholders
- Inform and involve the media
- Assist Study Team with identifying short-, mid-, and long-term transit needs for the Southeast Valley



Next Steps

- Ongoing coordination with the Project Advisory Committee (PAC)
- Identify transit needs
 - Initiate public survey and engage additional stakeholders
 - Initiate transit optimization task
 - Analyze travel patterns and markets to identify unmet needs and future growth areas



Questions?



Project Contact Information

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email: jluna@valleymetro.org



CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 8

DATE

May 6, 2014

SUBJECT

Maricopa Association of Governments Pedestrian Design Assistance Grant Process 2014 - 2015

PURPOSE

Provide the Commission with a review of the MAG Pedestrian Design Assistance Grant Funding and City process and policies for such applications.

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 projects in the region. The program has existed since 1996 and it assists in getting projects started and positioning them for federal construction grants. MAG states the intent of the program is to stimulate integration of bicycle and pedestrian facilities into the regional transportation infrastructure. Tempe has successfully received design grants for six projects since the program inception (the most of any city in the region), and all but one of the projects has gone on to receive federal funding for construction as well. The deliverable work product from a successfully funded project is a 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.

The Tempe projects that have received past funding include:

- 1996: 5th Street Traffic Calming (Farmer – Priest)
- 1999: Mid-Block Crossing Study (which became the HAWK signals at the Western Canal Path)
- 2003: Rio Salado Pathway (Priest Drive - Phoenix border @ SR 143)
- 2010: Rio Salado Pathway (McClintock - Mesa border @ 101 & 202 ADOT Interchange)
- 2013: Highline Canal Path (Baseline – Chandler border)
- 2013: North South Rail Spur Path (Tempe Beach Park – Chandler border)

Maximum funding requests for these grants varies year to year, depending on available funds. Typically cities can request up to a maximum of \$100,000, which is sufficient for concept design of a project, however, smaller funding requests are more common. Last year Tempe was awarded two grants (the Highline Canal Path and the North South Rail Spur Path) each at \$65,000.

Consistent with City Administration and City Council Policy, projects identified in or in concert with the Tempe Transportation Plan and the General Plan or projects that are included in the City's Capital Improvement program would be considered eligible for application.

Considering this guidance, the following projects might be considered for application.

- Upstream Dam Pedestrian Bridge
- Underpass @ Rio Salado Paths & McClintock Drive
- El Paso Path @ Optimist Park Connection
- Underpass @ Western Canal and Baseline Road

FISCAL IMPACT

No impact except staff time. Successful grant applications typically lead to city funding of projects. Eventual project construction requests and federal grant applications are anticipated.

RECOMMENDATION

Identify priority projects and forward for discussion to Council and administrative staff.

CONTACT

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

ATTACHMENTS: MAG Pedestrian Design Assistance Grant Application 2013, Unfunded Transportation Plan Project List

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 &15/16 |
| Highline Canal @ Elliot | Mid-block Crossing | \$175,000 | CIP 13/14 & 15/16 |
| Highline Canal @ Warner | Mid-block Crossing | \$500,000 | CIP 13/14 & 15/16 |
| 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 |
| Western Canal: I-10 - 48th | .5 mile Multi-Use Path | \$1,200,000 | Unfunded |
| Crosscut Canal: Van Buren | Mid-block Crossing / HAWK | \$3,000,000 | Unfunded |

Rio Salado

| | | | |
|-------------------------------------|--------------------------|-------------|----------------------------------|
| Rio Salado SB Underpass @ Priest | Grade Separated Crossing | \$5,000,000 | 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 | \$5,000,000 | Unfunded |
| Rio Salado NB IBW - McClintock | .5 Mile Multi-Use Path | \$3,000,000 | Unfunded |
| Rio Salado SB Underpass @ SR 143 | Grade Separated Crossing | \$5,000,000 | Unfunded |

El Paso Gasline

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

Bike/Ped Bridges

| | | | |
|---|-----------------------------|-------------|-----------------------|
| Rio Salado Upstream Dam @ Dorsey/Pier Drive | At 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 @ I-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 |
| 5th Street: Farmer - College/Veterans Way | Streetscape - Bike/Ped Enhancements | | Unfunded |

High Capacity Transit

| | | | |
|----------------------|--|---------------|----------------------|
| Bike Share | | \$1,300,000 | RFP 13/14, CIP 14/15 |
| Streetcar | | \$130,000,000 | FY 16/17 |
| Scottsdale/Rural BRT | | | |

Emerging Ideas & Possible Projects

- Bicycle Boulevards (system gaps/corridors)
- Wayfinding & System Branding (BIKEiT)
- Bicycle Friendly Community Platinum Status
- Complete Streets Council Resolution
- Dedicated \$ for bike/ped annually
- Dedicated bike parking facility @ Beach Park

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

**CITY OF TEMPE
TRANSPORTATION COMMISSION**



STAFF REPORT

AGENDA ITEM 10

DATE

May 13, 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:

- Broadway Road Streetscape Public Art (June)
- Bike Rack & Locker Discussion (June)
- Bike Theft Programs – Peer City Analysis (June)
- Orbit Saturn Update (June)
- Passenger Rail Study Follow-up Discussion (June or July)
- Transit Security Program Update (July)
- Transportation Master Plan (July)
- Bus Unification Update (August)
- 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

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ATTACHMENTS: None