



## PUBLIC MEETING AGENDA

### Transportation Commission

#### MEETING DATE

Tuesday, August 11, 2015  
7:30 a.m.

#### MEETING LOCATION

Tempe Transportation Center  
Don Cassano Room  
20 E. 5<sup>th</sup> Street, 2<sup>nd</sup> floor  
Tempe, Arizona

#### MEETING AGENDA

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
<b>1. Public Appearances</b> 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
<b>2. Approval of Meeting Minutes</b> The Commission will be asked to review and approve meeting minutes from the June 2, 2015 meeting.	Pam Goronkin, Commission Chair	<b>ACTION</b>
<b>3. Street Closure Procedures and Notification</b> Staff will provide information regarding how street closures are determined and how they are communicated to the public.	Amanda Nelson, Community Relations, and Julian Dresang, Public Works	Information and Possible Action
<b>4. Orbit Saturn</b> Staff will provide the information that will be presented to the public during the April/May public input process for possible expansion of Orbit south of US 60.	Jason Hartong, Public Works	Information and Possible Action
<b>5. Department and Regional Transportation Updates</b> Staff will provide updates and current issues being discussed at the Maricopa Association of Governments and regional transit agencies.	Public Works Staff	Information

<b>6. Future Agenda Items</b> Commission may request future agenda items.	Pam Goronkin, Commission Chair	Information
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## Minutes City of Tempe Transportation Commission June 2, 2015

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Minutes of the Tempe Transportation Commission held on Tuesday, June 2, 2015, 7:30 a.m., at Hatton Hall, 34 E. 7<sup>th</sup> Street, Tempe, Arizona.

**(MEMBERS) Present:**

Pam Goronkin (Chair)  
Jeremy Browning  
Ryan Guzy  
Bonnie Gerepka  
Charles Huellmantel  
Don Cassano

Philip Luna  
Kevin Olson  
Peter Schelstraete  
Cyndi Streid  
Jonathon Bates  
Lloyd Thomas  
Charles Redman

**(MEMBERS) Absent:**

None

**City Staff Present:**

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

Amanda Nelson, Public Information Officer  
Jason Hartong, Senior Planner  
Julian Dresang, Traffic Engineer  
Laura Kajfez, Neighborhood Services Specialist  
Christine Warren, Senior Civil Engineer

**Guests Present:**

Marc Pearsall, MAG  
Jorge Luna, Valley Metro  
Jen Pine, AECOM  
Sonya Pastor, Valley Metro

Commissioner Pam Goronkin called the meeting to order at 7:30 a.m.

**Agenda Item 1 – Public Appearances**

None

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**Agenda Item 2 – Minutes**

Chair Goronkin introduced the minutes of the May 12, 2015 meeting and asked for a motion. A motion was made to approve the amended minutes.

**Motion:** Commissioner Don Cassano

**Second:** Commissioner Lloyd Thomas

**Decision:** Approved Amended

**Agenda Item 3 – Bicycle/Pedestrian Signal Activation Operations**

Christine Warren, Public Works, presented an overview of Bicycle/Pedestrian Signal Activation Operations. The goal of the program is to provide service in an equitable manner for all travel especially in peak directions while incorporating the north-south and east-west grid system. Christine mentioned a plan to develop standard operating procedures to accommodate bicyclist in a more speedy fashion around the city and specifically on the bike boulevard system.

Discussion included comments from several Commissioners on their own experiences with certain intersections, the programmable controls of the Transportation Management Center and traffic flow through construction zones. Christine mentioned the adaptive softwares that are used for detection as a future possibility, but this software is very costly and would take many years to implement throughout Tempe.

The count-down timer plan will be implemented city-wide as part of the new manual on uniform traffic control devices.

Commissioners requested an update at a future meeting.

**Agenda Item 4 – RPTA/Valley Metro Southeast Valley Transit Study**

The purpose of this presentation is to provide the Transportation Commission with information regarding the Southeast Valley Transit System Study including: identifying concepts for optimizing existing transit services, improving efficiencies and align investment with demand, developing recommended concepts for addressing mid-term (within 10 years) and long-term (beyond 10 years) transit needs and developing the public involvement process.

Jason Hartong discussed Tempe's involvement with the Southeast Valley Transit System Study which includes the southeast valley cities, Valley Metro and Maricopa Association of Governments (MAG) and their plans for the growth in the Transit network in a way to enhance existing service and bring new service to underserved areas. Study Consultant, Jen Pine with AECOM, Sonya Pastor with Valley Metro and Jorge Luna with Valley Metro provided an overview of the study area. Long range transportation planning includes member agencies that decided to join. None of the new cities other than Apache Junction are members of Valley Metro. Coolidge is a "partner" of this endeavor because they provide transit service for Florence and are paying for service outside of the county area. Casa Grande and Coolidge are part of the new Sun Corridor Metropolitan Planning Organization (MPO), because they reached a population tipping point that requires an MPO.

Purpose: To optimize services due to limited funding.

Items for consideration included:

- Be strategic.
- Think locally regarding reorganizing resources.
- Develop recommendations for addressing the midterm and long-term needs at the city and regional levels.
- Find the best ways to integrate systems and implement improvements.
- Identify options on how best to implement transit service in the future.

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**Key Preliminary Recommendations (Relevant to Tempe)**

- Increase frequencies in top performance
- Strengthen grid network - more east-west connections across the SE Valley
- Create more direct connections between ASU Research Park and LRT
- Explore limited stop commuter services to North Tempe from South Tempe/North Chandler
- Increase frequency on Route 72

**Agenda Item 5 - Bus Unification**

Mike Nevarez, Public Works, reported on the "scout program" and will be providing this information to Council for a decision on future of transit service in Tempe.

He discussed the regionalized service with Tempe and the RPTA including the importance of ensuring Tempe has good service quality and maintains control of local services such as Orbit, local Tempe routes and performance evaluation. Combining the contracts provided Tempe some synergies, which enabled Tempe to reduce costs. The goals are a long-term joint contract, operating services from shared facilities, and streamlining operations and management through a centralized-regional authority.

Options:

- 1) Maintain unified operations by executing the seven-year IGA to continue having Valley Metro through First Transit provide the bus service with the focus on:
  - Emphasizing performance and continuity
  - Obtaining more info on performance reports
  - Ensure Tempe's options for finding an alternative to the 7 year agreement

Or

- 2) Discontinue unified operations and absorb the costs associated with Tempe managing the operations and negotiating with surrounding cities.

Discussion: The Transportation Commission discussed labor issues, contract length & costs and greater oversight concerns with regarded to bus unification.

A motion was made by Commissioner Charles Redman to continue with unified bus operations.  
The motion was seconded by Commissioner Philip Luna  
Motion passed.

**Agenda Item 6 - MAG Congestion and Mitigation and Air Quality Program (CMAQ ITS) and Pedestrian Design Assistance Grants**

Staff provided the Commission with a review of the ITS funding requests for 2018 and 2019.

The City of Tempe signal systems group has proposed an "ITS Safety & Performance Upgrades" project in two phases, at a cost of \$350,000 each. Each phase will include bi-directional Dynamic Message Signs (DMS), 10 CCTV cameras, a high-speed wireless link, 50 intersection wireless radios, bicycle detection in mixed-use lanes at four locations and emergency vehicle preemption networking at 55 locations. These ITS upgrades will result in a communications network that is more reliable, resilient and capable of supporting additional functionality throughout the traffic system (provides ability to move more traffic, more efficiently).

**RECOMMENDATION**

Supports staff ITS efforts for regional funds.

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### DESIGN ASSISTANCE GRANTS

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. 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 seven projects since the program inception 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 federal construction funds.

The Commission is asked to identify one preferred project that we can forward to MAG for consideration. These are due on June 29<sup>th</sup>. They have \$400,000 available for the region this year. With this in mind, staff offers the following projects for consideration to apply for the 2016 grant funding:

- 1) Upstream Dam Pedestrian Bridge over Tempe Town Lake at the Dorsey Road Alignment

Discussion covered costs of projects and what the scope of the design concept would include. Costs will be in the range of \$50-65,000 per project and design costs for a construction project is usually about 10% of the total construction and design concept is 1 to 5% of that. An example is the \$75,000 received for the Alameda project last year that will take us through a design concept for 3 miles of a streetscape project including changes to a railroad crossing as well as integrating with the pedestrian crossing over the I-10. This gives us the concept, which is about a 10% level of the project. It identifies major problems, major cost issues with the project, any environmental issues and it prepares the project for a more formal submittal of construction dollars and for a formal construction document.

- 2) Underpass/Crossing at Western Canal and Baseline Road

This is one we've talked about for several years and is a crossing of Baseline Road where the Western Canal, north/south Rail Spur Path and Kyrene exist. If we got the money for this project, we would go through a process of determining what the best street crossing would be. It's part of the Handlebars route.

- 3) Complete the 4-mile Brake Bike Boulevard (Kyrene Canal – Highline Canal Path Connection) This is an under ½ mile pathway linkage between our current and actively used Western Canal pathway and the under construction Highline path. This is a great connector through Ken McDonald Golf Course.
- 4) Reflector Bike Boulevard/ASU Research Park Path (Elliot Road to Warner Road) – 1 mile pathway north and south. Staff shared project location photos to assist in recommending a project. Continued use for the equestrian access. There's a pretty wide easement space to work with; looking at formalizing that space that's informally used today.

Eric stated that staff coalesced around the project number 3, which is the connection through Ken McDonald Golf Course and is the link between the Highline and Western Canals. We thought it was a project that would compete well with the region because it demonstrates completing a gap in the system as well as showing a railroad crossing.

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Discussions amongst the Commissioners continued with a lively debate about which plan was more “regional”, the financial aspects and community support of items 1 and 3.

A motion was made by Commissioner Kevin Olson to support the Brake Bike Boulevard path connection (project #3); it was seconded by Commissioner Cassano and passed with 9 in favor and 3 opposed.

**Agenda Item 7 – Department and Regional Transportation Updates**

None

**Agenda Item 8– Future Agenda Items**

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

- Street Closure Procedures and Notification Follow-up (August)
- Highline Canal Multi-use Path (August)
- Bike Share (August)
- Orbit Saturn (August)
- Bike Boulevards (September)
- North/South Railroad Spur Multi-Use Path (September)
- Orbit Saturn (November)
- Alameda Streetscape Project (November)
- Long-Range Forecast Presentation (November)
- Introduction of CIP Requests (December)
- Bike Hero (January)
- FY 2016/17 Media Plan (February)
- Long-Range Forecast Update (Operating) & CIP follow-up (March)

The Commission’s next meeting is scheduled for August 11, 2015.

**The meeting was adjourned at 10:04 a.m.**

Prepared by: Kristen Rodgers

Reviewed by: Sue Taaffe and Eric Iwersen

# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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### AGENDA ITEM 3

#### DATE

Aug. 11, 2015

#### SUBJECT

Street Closure Procedures, Notification and Outreach Update

#### PURPOSE

At the Aug. 11, 2015, Transportation Commission meeting, Traffic Engineering and Community Relations staff will provide an update on Tempe's procedures for approving, posting and notifying the public about street restrictions and closures.

#### BACKGROUND

At the Feb. 10, 2015, Transportation Commission meeting, staff provided information about the City's procedures for approving street closures/restrictions and notifying the public. Information included: types of street closures/restrictions (private development, City Capital Improvement projects, utilities, emergencies, special events, etc.); policies and procedures for approving; and how we notify the public.

As reported, Tempe sees an average of 35 special events and more than 1,300 construction/infrastructure projects each year that require restrictions and/or closures, and the number of traffic control plans staff reviews annually has increased 20 percent since 2010. Tempe notifies the public through a variety of communication methods, including: web page ([tempe.gov/streetclosures](http://tempe.gov/streetclosures)), e-news subscriptions, news releases, social media and electronic message boards.

Over the last few months, the City transitioned to new permitting software intended to make the process more efficient and allow more advance notification to the public. While staff are still working through the transition and intricacies of the new software, it so far appears to be delivering on those intentions.

At the February meeting, Transportation Commission members agreed with staff that the City's review, approval and notification procedures are effective, and they requested that staff look into a method for mapping and displaying visually the locations of street closures and restrictions. Over the past few months, the City's GIS group has been developing a program for mapping and displaying restrictions and closures. Community Relations and Traffic Engineering staff are currently testing the GIS program, and will begin introducing it to the public over the next two months.

#### FISCAL IMPACT

There is no fiscal impact associated with this item.

#### RECOMMENDATION

This item is for information purposes only.



**CONTACTS**

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# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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### AGENDA ITEM 4

#### DATE

August 11, 2015

#### SUBJECT

Orbit Saturn

#### PURPOSE

The purpose of this memo is to provide the Commission with community feedback gathered during Phases I and II of the Orbit Saturn planning process and to provide a briefing of information to be presented during Phase III.

#### BACKGROUND

In June 2014, the Tempe City Council authorized staff to conduct a public involvement process to explore implementing Orbit neighborhood circulator service in the area between US 60 and Elliot Road from the east city border with Mesa to the west city border with Guadalupe and Phoenix.

The planning process includes a three phased effort to gather public preferences for service standards such as hours, frequency and days of service as well as desired destinations within the target planning area. Community meetings for the first two planning phases were held in January and April/May, 2015 at Marcos de Niza High School. The meetings were intended to introduce residents to Orbit service and to explain the history of the service and the characteristics of neighborhood circulators. An Orbit bus and a standard transit bus were on display during the Phase I meetings to familiarize participants with the vehicles. Both sets of meetings were well attended and several City Council members were in attendance.

To garner the best participation possible by Tempe residents, the following occurred:

- 23,500 door hangers were distributed to businesses, schools, apartment complexes, condos and single family residences within the target planning area.
- 6,000 reminder post cards were mailed to single family homes located in areas with organized neighborhood associations.
- Reminder emails to neighborhood and homeowner association contacts in the area.
- Reminder emails to participants in the Kiwanis/The Lakes character area process.

#### RESULTS

In total, 118 community members attended the Phase I meetings and 74 attended the Phase II meetings. The participants were enthusiastic about the expansion of service and contributed valuable

feedback both in person and through their survey responses. 214 written and online survey responses were received. Participant feedback was used to guide every step of the route development process.

Although the concept of the neighborhood circulator was initially presented as the purpose of Orbit service, the desire for the service to travel out of the service area to the Tempe Public Library immediately surfaced. Many seniors indicated the need and desire to attend activities at the Pyle Senior Center as the reason. Many other residents wanted to link with existing Orbit service to reach destinations closer to downtown. Although attendees were briefed on the ramifications of extending Orbit service beyond the planning area, many were adamant about the destination.

In order to gather information relative to the design and implementation of new Orbit service, residents were given the opportunity to provide input on a number of service parameters that define service characteristics such as destinations, hours, frequency and days of service. Resident input was gathered through a survey which was made available during the meetings and on the internet.

In preparation for Phase II meetings, Tempe Transit staff developed four draft routes for consideration. Each route was designed based on the information gained during the earlier survey effort. Routes were proposed to operate in areas with the greatest number of survey responses, and included travel to many of the destinations requested. Two of the four draft routes included travel to the Tempe Library complex.

The Phase II survey results indicated that respondents had a strong preference for Option D, an extensive route covering much of the service area including the library. Because of the size of the route, the program budget only supports about 13 hours of operation per day, with buses arriving every 30 minutes. The existing Orbit routes operate about 16 hours per day every 15 minutes. Staff supports the proposed service scenario for startup, and will evaluate performance of the route to determine the need for expansion as the route matures.

During Phase III, staff will be presenting a slightly modified version of Option D as the final route recommendation. The route is shown on the attached map. Community feedback will be compiled and evaluated prior to moving forward.

At the conclusion of Phase III, the final recommended route will be presented to the Commission in November and City Council in December. If approved by Council, staff will then begin the vehicle procurement process and other steps needed to properly implement service. The Orbit Saturn Route would begin service in April or October 2017.

#### **FISCAL IMPACT**

Staff estimates that it would cost \$850,000 in capital costs to purchase the required fleet and \$1.2 million annually to operate a five-mile Orbit route.

#### **RECOMMENDATION**

This item is for information and input.

#### **CONTACTS**

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Jason Hartong  
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**ATTACHMENTS**

- 1) PowerPoint
- 2) Map of the recommended route



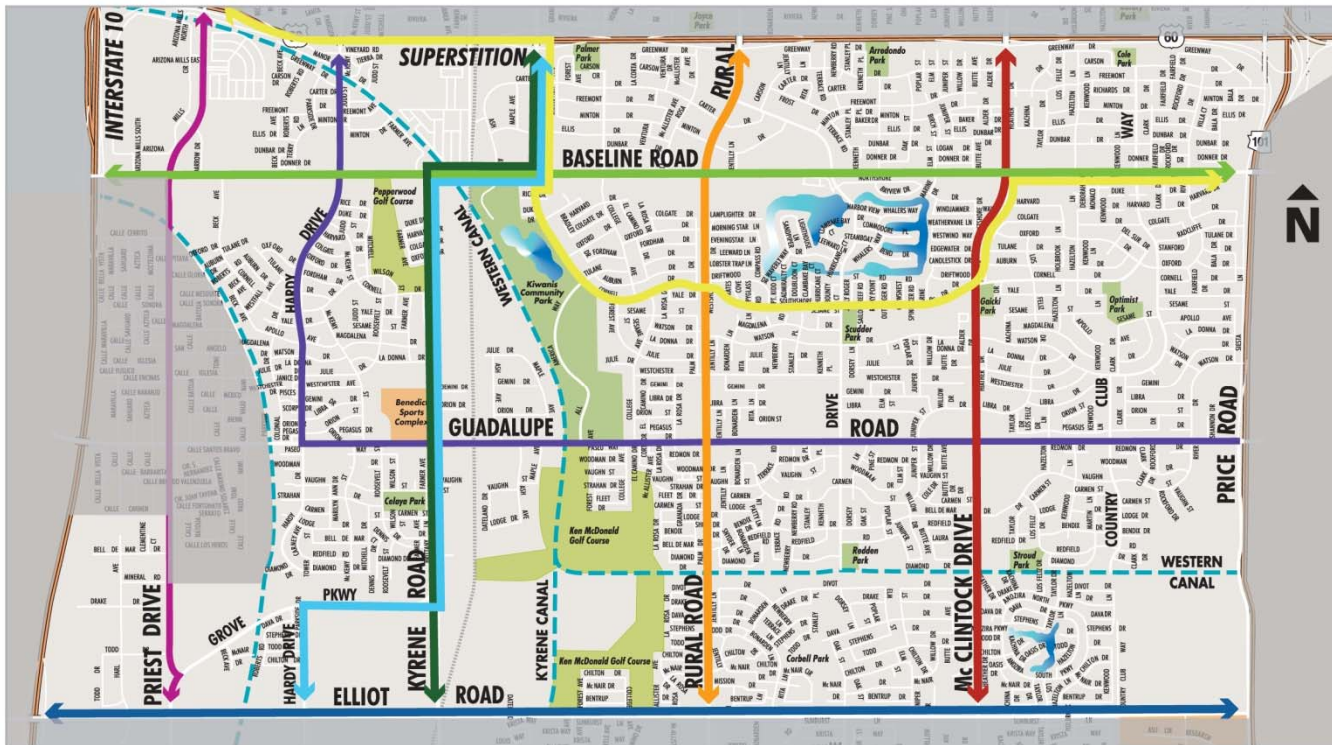
Tempe Transportation Commission  
*Presentation of Recommended Route and  
Operating Parameters*

August 11, 2015

# DEVELOPMENT STEPS

- ▶ Orbit Saturn – Tempe South development
  - ▶ Phase I – Develop route parameters (*January 2015*)
    - ▶ Solicit community input
    - ▶ Develop draft route(s) and service scenario based on community input
  - ▶ Phase II – Present draft route(s) for public feedback (*April/May 2015*)
    - ▶ Solicit community input
    - ▶ Develop final proposed route and service scenario
  - ▶ Phase III – Present final proposed route (*September 2015*)
    - ▶ Present final proposal for feedback
    - ▶ Refine route and service scenario as needed

# ORBIT SATURN PLANNING AREA



Bus routes in this area:

- █ 56 - Priest
- █ 62 - Hardy/Guadalupe
- █ 65 - Mill/Kyrene
- █ 66 - Mill/Kyrene
- █ 72 - Rural
- █ 77 - Baseline
- █ 81 - McClintock
- █ 108 - Elliot
- █ 521 - Express to Phoenix



# PLANNING PARAMETERS

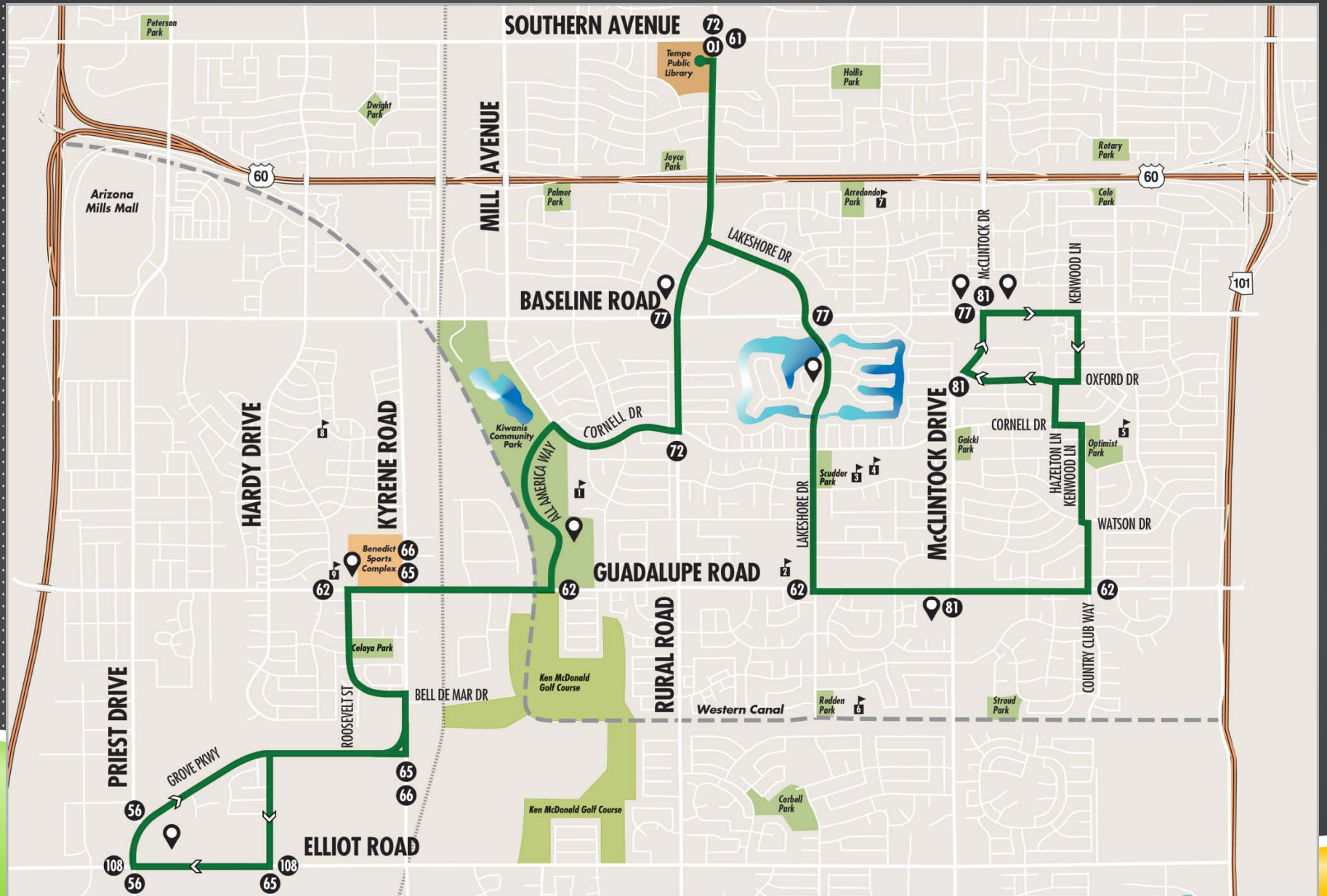
- ▶ Annual operating budget – \$1.2 million for the first year
- ▶ Budget requires a compromise between route length, frequency, and hours of service
- ▶ Portions of the planning area that are not served by this route may be considered for future Orbit expansion (no timeline for this).



# KEY SURVEY RESULTS

- ▶ 214 surveys submitted in Phases I & II
- ▶ Expansion of service is supported by the community
  - ▶ 90% Strongly or Somewhat Support
- ▶ Survey respondents are likely to use the service
  - ▶ 88% Very or Somewhat Likely
- ▶ Survey respondents would support the route operating on their street
  - ▶ 82% Strongly or Somewhat Support
- ▶ Of the four route options presented, Option D was preferred by survey respondents
  - ▶ Option A: 2.5%   Option B: 22%   Option C: 8.5%   Option D: 67%

# RECOMMENDED ROUTE



# RECOMMENDED ROUTE

## ▶ Similar to Option D from Phase II

- ▶ Slight routing change in Tempe Royal Estates
- ▶ Extended north to Baseline & McClintock

## ▶ Operating hours

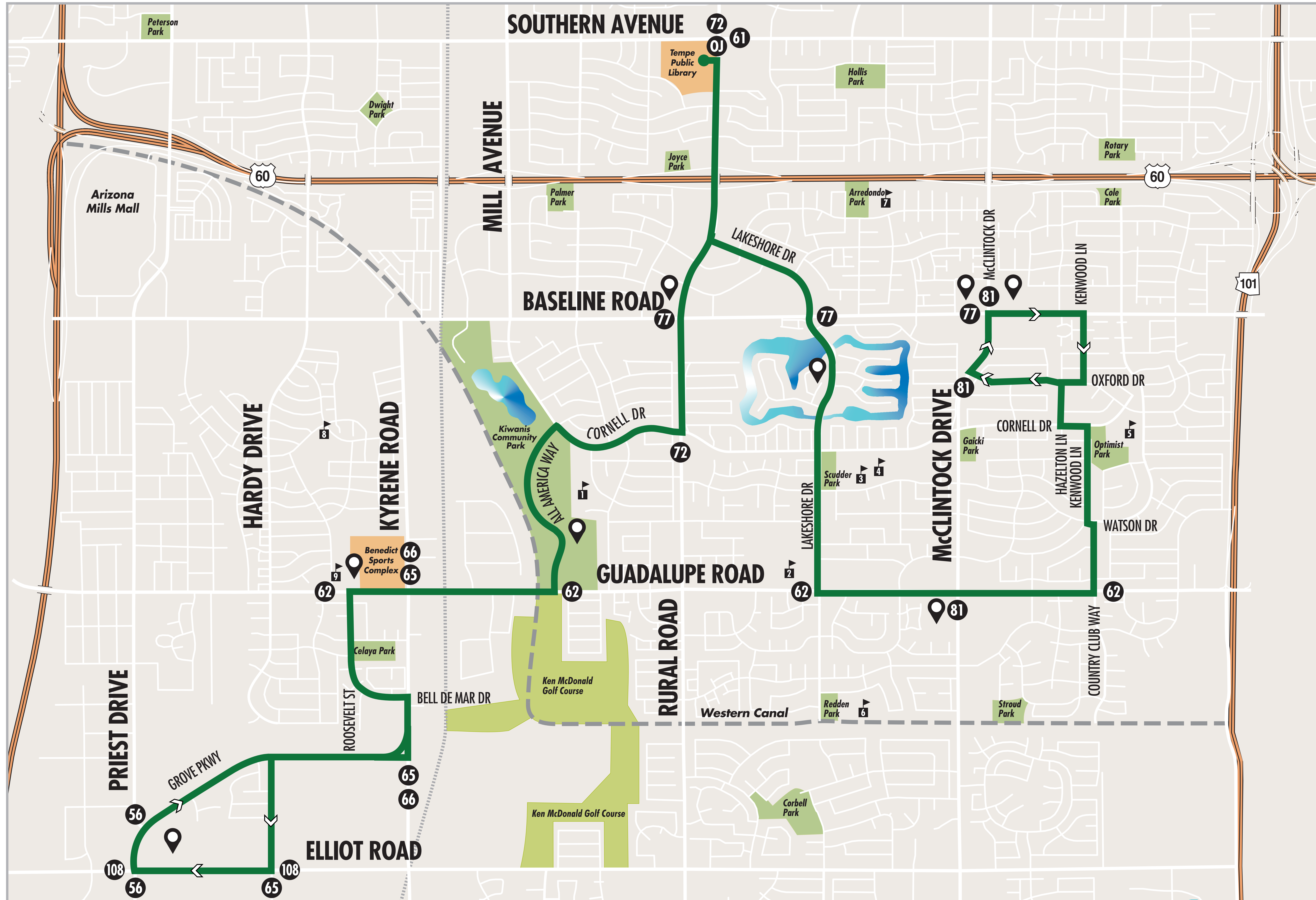
- ▶ Will operate daily, including holidays
- ▶ Weekday: 8:00am – 9:00pm, every 30 minutes
- ▶ Saturday: 8:00am – 9:00pm, every 30 minutes
- ▶ Sunday/Holiday: 8:00am – 7:00pm, every 30 minutes

# APPROVAL & IMPLEMENTATION

- ▶ Jan. 6: Transportation Commission meeting – *introduction*
- ▶ Jan. 21 & 24: Community meetings – *Phase I*
- ▶ April 14: Transportation Commission meeting – *results from Phase I*
- ▶ April 29 & May 2: Community meetings – *Phase II*
- ▶ **Sept. 9 & 12: Community meetings – Phase III**
- ▶ Nov. 10: Transportation Commission meeting – *results from Phase III*
- ▶ Dec. 3 : City Council meeting – *final recommendation*
- ▶ If program is approved by City Council:
  - ▶ Jan. 2016: Procure Orbit vehicles
  - ▶ Nov. 2016: Valley Metro New Service Implementation Process Initiated
  - ▶ Feb. 2017 or Aug. 2017: Infrastructure/signs for Orbit stops
  - ▶ **April 2017 or October 2017: Implement route**



# Proposed Orbit Saturn Route



- Weekday: 8:00am to 9:00pm  
30 minute frequency
- Saturday: 8:00am to 9:00pm  
30 minute frequency
- Sunday: 8:00am to 7:00pm  
30 minute frequency

Point of Interest

Connecting Bus Routes

- 56 Priest
- 61 Southern
- 62 Hardy/Guadalupe
- 65 Mill/Kyrene
- 66 Mill/Kyrene
- 72 Rural
- 77 Baseline
- 81 McClintock
- 108 Elliot
- 01 Orbit Jupiter

Schools Near the Route

- 1 Aguilar Elementary
- 2 Marcos de Niza High School
- 3 Rover Elementary
- 4 Fees Middle School
- 5 Fuller Elementary
- 6 Kyrene del Norte Elementary
- 7 Arredondo Elementary
- 8 Wood Elementary
- 9 Compadre High School



**STAFF REPORT**

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**AGENDA ITEM 6**

**DATE**

August 11, 2015

**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:

- Alameda Streetscape Project (September)
- Bike Boulevards (September)
- Highline Canal Multi-use Path (September)
- North/South Railroad Spur Multi-Use Path (September)
- Streetcar (September)
- Orbit Saturn (November)
- Highline Canal Multi-use Path (November)
- Alameda Streetscape Project (November)
- Long-Range Forecast Presentation (November)
- Introduction of CIP Requests (December)
- Bike Hero (January)
- FY 2016/17 Media Plan (February)
- Long-Range Forecast Update (Operating) & CIP follow-up (March)
- Bicycle/Pedestrian Signal Activate Operations Update (June)

**FISCAL IMPACT**

None

**RECOMMENDATION**

This item is for information only.

**CONTACT**

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