



# PUBLIC MEETING AGENDA

## Transportation Commission

**REVISED**

### MEETING DATE

Tuesday, May 10, 2016  
7:30 a.m.

### MEETING LOCATION

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

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 three-minute time limit per citizen.	Don Cassano, Commission Chair	Information
<b>2. Approval of Meeting Minutes</b> The Commission will be asked to review and approve meeting minutes from the March 8, 2016 meeting.	Don Cassano, Commission Chair	<b>ACTION</b>
<b>3. ADA Transition Plan</b> Staff will present the findings to the ADA Transition Plan.	Michele Stokes, Diversity Department	Information and Possible Action
<b>4. Bike Share</b> Staff will provide an update on the status of Tempe's Bike Share program and proposed station locations.	Sue Taaffe, Public Works	Information and Possible Action
<b>5. Maricopa Association of Governments Pedestrian Design Assistance Grants</b> Staff will provide information on possible projects that could receive funding through MAG grant opportunities.	Eric Iwersen and Shelly Seyler, Public Works	Information and Possible Action
<b>6. Department &amp; Regional Transportation Updates</b> Staff will provide updates and current issues being discussed at regional transit agencies.	Public Works Staff	Information
<b>7. Future Agenda Items</b> Commission may request future agenda items.	Don Cassano, Commission Chair	Information

According to the Arizona Open Meeting Law, the Transportation Commission may only discuss matters listed on the agenda. The city of Tempe endeavors to make all public meetings accessible to persons with disabilities. With 48 hours advance notice, special assistance is available at public meetings for sight and/or hearing-impaired persons. Please call 350-4311 (voice) or 350-8400 (TDD) to request an accommodation to participate in a public meeting.



## Minutes City of Tempe Transportation Commission March 8, 2016

Minutes of the Tempe Transportation Commission held on Tuesday, March 8, 2016, 7:30 a.m., at the Tempe Transportation Center, Don Cassano Community Room, 200 E. Fifth Street, Tempe, Arizona.

**(MEMBERS) Present:**

Pam Goronkin	Kevin Olson – via phone
Ryan Guzy	Cyndi Streid
Bonnie Gerepka	Lloyd Thomas
Don Cassano (Chair)	Susan Conklu
Philip Luna	Charles Huellmantel
Jeremy Browning	Shereen Lerner
Brian Fellows	Charles Redman
Peter Schelstraete	

**(MEMBERS) Absent:**

None

**City Staff Present:**

Shelly Seyler, Deputy Public Works Director	Mike Nevarez, Transit Manager
Eric Iwersen, Principal Planner	Laura Kajfez, Neighborhoods Services Specialist
Sue Taaffe, Public Works Supervisor	

**Guests Present:**

Jeff Adams, resident  
JC Porter, ASU  
Radu Nan, Kittelson & Associates  
Donna Lewandowski, ASU

Commission Chair Don Cassano called the meeting to order at 7:30 a.m.

**Agenda Item 1 – Public Appearances**

None

**Agenda Item 2 – Minutes**

Chair Cassano introduced the minutes of the Feb. 9, 2016 meeting and asked for a motion. A motion was made to approve the minutes.

**Motion:** Commissioner Pam Goronkin

**Second:** Commissioner Cyndi Streid

**Decision:** Approved

### **Agenda Item 3 – City Budget Long-Range Financial Forecast and CIP Update**

Ken Jones presented information on the City Long-Range Financial Forecast process and the state of the transit and Highway User Revenue (HURF) funds. The City Council is currently reviewing all CIP requests with a budget adoption scheduled for June. The transit fund includes operations of the future streetcar project, but no capital costs for the project. The fund also takes into account the payoff of debt. Overall, the fund is trending in a positive direction. The HURF fund is 90 percent funded by state highway revenues. The HURF fund is also trending in a positive direction, and in FY 16/17 money will be spent on arterial street repairs.

The Commission discussed having a trend analysis of past budget forecast projections in comparison to the current projections. Ken stated that was something he could bring to a future financial forecast meeting in FY 16/17.

### **Agenda Item 4 - McClintock Drive Bike Lanes**

Shelly Seyler presented data regarding McClintock Drive between Broadway and Guadalupe roads as it relates to the paving project and installation of bicycle lanes that occurred in summer 2015. Data presented included:

- Traffic Volumes on McClintock and Rural
- Traffic Signal Timing
- Crash Data
- Emission Impacts
- Bicycle Counts
- Public Comments

The Commission discussed and asked questions of staff regarding the following:

- comparison of data between 2012 and 2014;
- peak travel times;
- signal timing adjustments;
- increase in traffic volumes city wide;
- crash data and severity of crashes;
- impact of ASU students on traffic congestion and bicycling;
- possibility of McClintock Drive being used as a means to bypass Loop 101 to get to US 60;
- bike counts;
- time period for which the data was collected;
- existing gaps in the bike lanes on McClintock Drive;
- inclusion of multi-modal options in the General Plan 2040 and transportation Master Plan; and
- need for an educational campaign to help drivers navigate the turn lanes and candlesticks.

Chair Cassano asked for a motion regarding McClintock Drive. A motion was made to keep the striping in its current configuration until more data is available and an educational outreach campaign is completed.

**Motion:** Commissioner Susan Conklu

**Second:** Commissioner Cyndi Streid

**Decision:** Approved.

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### **Agenda Item 5 – Bike Share**

Eric Iwersen presented information related to the implementation and efforts regarding the regional bike share program, GR:D, and associated impacts to changing the Zoning and Development Code to allow for advertising on the Tempe portion of the Bike Share Program. Eric presented information on the following questions that were asked of staff at the City Council meeting held in January 2016:

- Advertising on Tempe system
- Opportunities for low income residents
- Option for an all-day pass
- Minimum age to use system
- Revenue from Phoenix GR:D system

The Commission discussed if the City Council was going to allow advertising on the Tempe system, low income and youth participation in the program, kiosks, out of hub fees and station locations.

Eric stated that a revised proposed bike share station location map is being developed and a public meeting will be held March 21 from 4 to 6 p.m. in the Don Cassano Room.

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

Sue Taaffe mentioned the three Bike Month events for April and said she would email the Commission with dates for each event.

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

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

- BIKEiT Seat Route (April)
- Urban Forest (April)
- Fifth Street Streetscape Project (May)
- McClintock @ Rio Salado Underpass (May)
- Bus Unification Update (May)
- Highline Canal Multi-use Path (May)
- Bicycle/Pedestrian Signal Activate Operations Update (June)
- MAG Congestion Mitigation and Air Quality Program (CMAQ, ITS) and Pedestrian Design Assistance Grants (June)
- Western Canal Multi-use Path Extension (August)
- North/South Railroad Spur Multi-Use Path (August)
- Market research survey (November)
- Long-Range Forecast Presentation (November)

The April 5, 2016 meeting has been cancelled. The Commission's next meeting is scheduled for May 10, 2016.

The meeting was adjourned at 8:59 a.m.

Prepared by: Sue Taaffe

Reviewed by: Eric Iwersen

# Memorandum

City of Tempe



AGENDA ITEM 3

Date: May 2, 2016  
To: Transportation Commission  
From: Stokes, Michele, ADA Compliance Specialist  
Subject: **Tempe ADA Transition Plan - Public Involvement Process**

**The ADA.** The Americans with Disabilities Act (ADA) prohibits discrimination against people with disabilities in the provision of city programs, policies, services, activities, events, rights-of-ways, facilities, parks, public transportation and communications. The ADA requires cities to conduct a self-evaluation and transition plan to remove any barriers. This was first conducted in the early 1990's. Since then, Tempe has changed, and additional ADA requirements have been developed which are detailed in the 2010 ADA Standards for Accessible Design. ([www.ada.gov](http://www.ada.gov))

**The ADA Self-Evaluation and Transition Plan.** Tempe is in the first year of a three-year approach to conduct an ADA Self-Evaluation to identify barriers that prevent people with disabilities from accessing city programs, activities and services. The city contracted with Cole and Accessology to help Tempe develop the evaluation tool, which uses GIS as its platform, conduct the survey, and assist Tempe to prepare the Transition Plan. The plan will detail the barriers, estimate the cost to remove the barriers, provide a timeline by which to accomplish the changes, and identify the responsible party. This plan is required to be available to the public for review. More information is available at [www.tempe.gov/ada](http://www.tempe.gov/ada).

**Phase 1.** The first phase includes the downtown area and 10 parks. (See map on page 2.) The 2<sup>nd</sup> and 3<sup>rd</sup> phases will be identified soon. The scope includes:

**A. Public Right-of-way in the downtown area**

1. 38 miles of sidewalk and over 455 driveway locations
2. 664 curb ramp locations;
3. 28 signalized intersections and 75 crosswalks
4. 131 bus stops; we also looked at shade that was at bus stops, though not required by ADA.

**B. Public Parking Areas:**

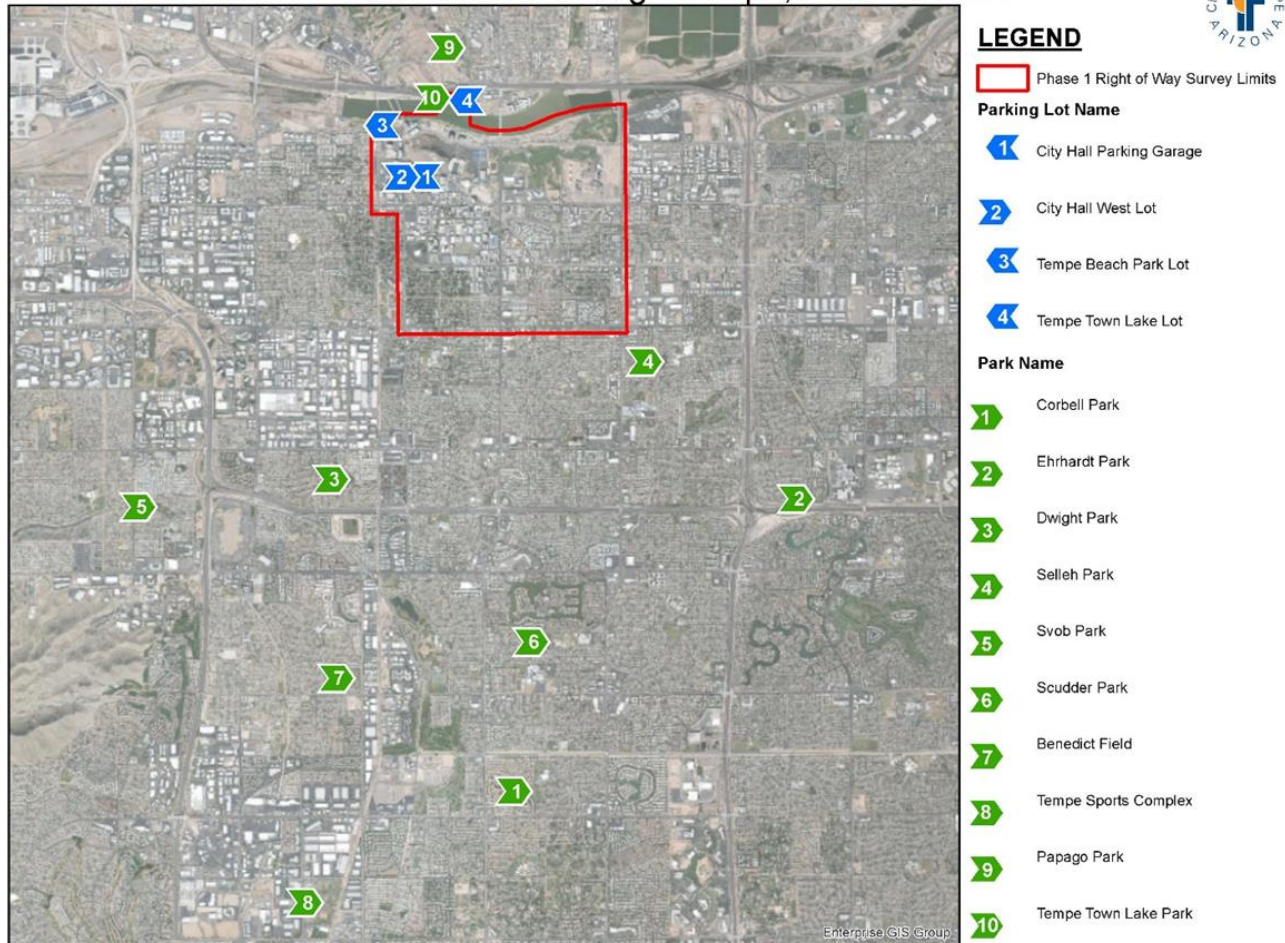
1. City Hall Parking Garage
2. City Hall West Parking Lot
3. Tempe Beach Park Surface Parking lot
4. Tempe Town Lake Park, Parking Lot (north side only)
5. On-street accessible parking in downtown area (See map)

**C. City Parks:**

1. Corbell Park
2. Ehrhardt Park
3. Dwight Park

4. Selleh Park
5. Svob Park
6. Scudder Park
7. Benedict Field
8. Tempe Sports Complex
9. Pagago (North West Corner and South West Corner)
10. Tempe Town Lake Park (north side only)

### Parks and Parking - Tempe, AZ : Exhibit A



**Public Involvement.** The ADA requires that the Transition Plan include public involvement by people with disabilities. The City of Tempe values public input and believes that community members should be engaged early on in decisions that affect them. The ADA Transition Plan Process – Open House is May 4, 2016, from 10 to 12 and 5 to 7 p.m. at the Tempe Public Library, Lower Level. A survey requesting public involvement will be on-line for anyone to comment at [www.tempe.gov/ada](http://www.tempe.gov/ada).

Additional visits to agencies serving people with disabilities will be conducted for three weeks to share the information and request involvement.

For more information contact Michele Stokes, ADA Compliance Specialist at 480-350-2704 or at [Michele\\_Stokes@Tempe.gov](mailto:Michele_Stokes@Tempe.gov).

# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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AGENDA ITEM 4

### DATE

May 1, 2016

### SUBJECT

Tempe Bike Share Update

### PURPOSE

The purpose of this memo is to inform the Transportation Commission of activities related to the implementation of a Bike Share program in Tempe.

### BACKGROUND

Bicycle sharing is a for-rent public bike program in progressive, urban environments where land use is higher density, bicycle trips are common and transit connections are strong. Bike share programs are meant to support greater access to more sustainable transportation and further reduce dependency on automobiles. Bike share station locations are placed in high activity centers and streets to provide convenient customer use. Bike share trips are ideal to supplement transit or walking trips for the first and last mile to/from travel destinations. Rental use is typically by the hour, day, month or year.

Advertising opportunities in Phoenix and Mesa include ads on the bike frame, basket, racks and kiosks. Due to the regional nature of the system, advertising on Phoenix and Mesa bike baskets may be seen in Tempe as bicycles may cross city borders. However, CycleHop's responsibility will be to maintain jurisdictional placement of individual city bicycles; to balance the system on a frequent basis.

### GR:D Membership Fees/Rates

On March 1, 2016, GR:D Membership Fees/Rates changed as shown below. Riders must be age 16 to rent a bike. In addition, bicycles are redistributed throughout the region daily.

	Prior to 3/1/16	Effective 3/1/16
<b>Hourly</b>	\$5	\$7
<b>Monthly Basic</b>	\$15 (60 minutes per day; \$5 each additional hour)	\$15 (60 minutes of usage time included daily; \$7 each additional hour)
<b>Monthly Extended</b>	\$20 (90 minutes per day; \$5 each additional hour)	\$20 (90 minutes of usage time included daily; \$7 each additional hour)

<b>Student Annual</b>	\$59 (60 minutes per day; \$5 each additional hour)	\$25 per semester (60 minutes of usage time included daily; \$7 each additional hour)
<b>Annual</b>	\$79 (60 minutes per day; \$5 each additional hour)	No longer an option
<b>Business &amp; Community Group Annual</b>	n/a	\$60 (60 minutes of usage time included daily; \$7 each additional hour)

\*Sales tax not included in any of the above fees.

Additional Fees

Overtime: Prorated by the Minute	\$7 per hour
Return Bike Out-of-Hub*	\$2
Returning from Out-Of-Hub to Grid Hub Location	\$1 credit
Return Bike Out-Of-System Area	\$20
Lost or Stolen Bike	\$1,000
Maximum fee for pay as you go per day	\$25

\*Hub is defined as a Grid Station or designated Stop and Shop Rack.

Staff met with CycleHop to discuss adding a daily rate. According to CycleHop, the purpose of the GR:D system is not to encourage all day usage, but to use the bike for first and last mile trips. This allows flexibility in the availability of bicycles. In addition, having an all-day pass competes with traditional bike store rentals. However, on March 29, the City Council instructed Staff to include a day rate in the contract with CycleHop.

**Low Income Participation**

The city of Mesa has opted to purchase 800 membership passes for \$59 each for low income residents to be distributed through nonprofit organizations in Mesa. This same opportunity would be available to Tempe. As with Tempe’s Low Income/Special Assistance Transit Pass Program, Tempe could purchase bike share passes and have Tempe Community Council and the city’s Housing Division distribute bike share passes.

**Youth Participation**

There is also an option to have participants of the Tempe Youth Transit Pass Program who are ages 16 to 18 use their youth passes to participate in the GR:D system. The youth would have to sign up for bike share and the usage fee would then be charged to the city of Tempe. This is a component of the bike share program for Tempe that would need further exploration and budgeting.





Kiosks



Racks



Baskets



Stations

Advertising opportunities in Phoenix and Mesa include ads on the bike frames, baskets, racks and kiosks. Due to the regional nature of the system, advertising on Phoenix and Mesa bikes may be seen in Tempe as bicycles may cross city borders. However, CycleHop's responsibility will be to maintain jurisdictional placement of individual city bicycles; to balance the system on a frequent basis.

### City of Phoenix Bike Share Program

In June 2013, the Phoenix City Council approved a five year contract with CycleHop as its bike share vendor. Between December 2014 and 2015, Phoenix launched and expanded its bike share program, GR:D, with 367 bicycles and 43 stations; and is expected to have 567 bicycles and 63 stations by the end of 2016. Total funding for the Phoenix bike share system is provided by \$800,000 through a Congestion Mitigation and Air Quality (CMAQ) grant and \$50,000 from the city of Phoenix, however the initial launch of the Phoenix system was without cost (for 300 bicycles). Annual operations are funded by

advertising and corporate sponsorship. For calendar year 2015 through Nov. 30, advertising sales and sponsorships in Phoenix totaled \$130,000.

**Phoenix GR:D Membership Jan. 1, 2015 to Nov. 30, 2015**

Annual	217
Pay As You Go	7,773*
Student Annual	67
Monthly Basic	146
Monthly Plus	24
Total active members as of 11/2015	6,911

\*The pay as you go participants have a tendency to be one time users or switch to a monthly membership, and included free passes which were never used.

**Phoenix GR:D Ridership Jan. 1, 2015 to Nov. 30, 2015**

Total Riders	6,385	
Total Trips	37,213	
	<b>Weekday</b>	<b>Weekend</b>
Average Trip Distance	1.5 mile	1.9 mile
Average Trip Duration	22 minutes	32 minutes
Average Trips/Day	89.4	267

**Phoenix GR:D Revenue Jan. 1, 2015 to Nov. 30, 2015**

Total User Revenue (Memberships)	\$92,411
Total Sponsor Revenue	\$130,000
<b>TOTAL</b>	<b>\$222,650</b>

**City of Mesa Bike Share Program**

Mesa also signed a five year contract with CycleHop with 100 bicycles and 12 stations, and launched its bike share program on March 17, 2016. Capital funding (\$500,000) for the Mesa bike share system was provided by the city of Mesa. Annual operations will be funded by advertising and corporate sponsorship.

**City of Tempe Bike Share Program**

Tempe staff conducted a process to identify station locations, provide bike rack and site specifications and complete the required clearances for the federal funding. An open house was held March 21, 2016 to provide the public with information regarding GR:D, including station locations, proposed rental rates, projected costs and basics regarding operations. A survey was distributed at the open house and posted online from March 21 to April 3, 2016. Seventeen people submitted surveys either at the open house or online. Below are their comments.

**A. Survey respondents were asked to suggest additional locations. The following input was received:**

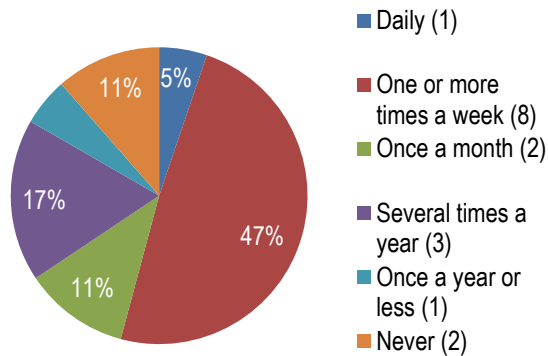
1. Looks great!
2. Priest and Broadway (2)
3. Rural & Lemon. Near multi-family density. Near parking lots or meters that are frequently used.

4. McClintock and Guadalupe; Tempe Diablo Stadium
5. 300 E. Rio (south side) and 600 E. Rio (south side) @ Marina Heights. also ASU Research Park- south side near GoDaddy where the old tennis courts used to be or near one of the bus stops mid-way near Conference Dr.
6. Marina Heights- maybe 2 locations- south side of 300 and 600 E. Rio Salado Pkwy
7. Marina Heights- add 2 locations- 1st south of 300 E. Rio Salado & 2nd south of 600 E. Rio Salado both locations with much sun, public access & use from tenants @ M.H.
8. McClintock High School
9. It would be nice to see one at Benedict Park on Kyrene and Guadalupe. I would also suggest bike locations near the canal path. I appreciate the Kiwanis Park location, but it may encourage more fitness if people could rent a bike right on the path. Perhaps near the YMCA on Rural/Canal (Guadalupe/Elliott). Or another location near the police station on the canal at Kiwanis Park.
10. Along Broadway to highlight the bike route between Mill and Rural
11. Why. This should not be paid for by tax payers.
12. An additional kiosk in neighborhoods. will like to see one being added along Hardy on University, or 13th to utilize new bike infrastructure and access for residents
13. One thing that I noticed is that a majority of the bikes are located along or near the light rail. But my concern is once the light rail user gets off the train and into the bike where is it they can go? And anything near the stop will probably be walked by the user instead of riding a short distance?
14. Meyer Park

**B. Survey respondents were asked if there were any kiosk locations that they disagreed with. The following were the responses:**

1. College and Apache- too close to #21
2. #18 marina Heights; #6 Tempe Market Place
3. All of them
4. #23 I am not sure of the purpose there (North Tempe Multi Gen Center)

**C. Survey respondents were asked how likely they were to use the new bike share system. The following were the responses:**



Other comments that were received:

1. More station locations. McClintock & Apache Park n Ride. Follow multi-family density
2. I might not personally use the bike share program often, but I work for the Tempe Tourism Office and we're excited to promote this to visitors.
3. With State Farm having around 8K employees the ease to use a bike to lunch and/or take light rail and taking bike to and from Marina Heights
4. Thank you for moving forward w/o advertising budget figured out. This is a needed service.
5. I would recommend the locations to be easily movable so that after several months of observation and feedback they can be moved without much cost
6. I would hope to see more stops in the future out in the community. It makes sense to start downtown by ASU, but I'm more likely to use a bike if I have easier access closer to my home.
7. The traffic going south toward the 60 is particularly congested during peak hours. Could the bike share alleviate that in some way?
8. Why are we using tax payer money to fund/support this?
9. Ensure bike locations don't restrict disability access at those locations.
10. I am excited to see how this will work in Tempe, which is already one of the most bike-centric city in the valley.

Locations identified at Open House on Map of Proposed Station Locations

1. Desert Botanical Gardens (Phoenix)
2. Phoenix Zoo (Phoenix)
3. Scottsdale Road & Continental
4. Evelyn Hallman Park / Crosscut Canal
5. Papago Park Phoenix
6. Mauer Park
7. College & Curry (Papago Park Tempe)
8. Mitchell Park
9. Clark Park
10. Diablo Stadium
11. AZ Mills Mall
12. Daley Park
13. Guadalupe @ McClintock (SW Corner)
14. Broadway @ McClintock
15. Rural @ Lemon
16. Lemon @ College
17. Rural @ Playa del Norte
18. Southern east of Price near Friendship Village (Tempe Canal)

The 300 bicycles and 38 stations proposed for Tempe extend from Guadalupe to McKellips from Price to Priest (see map attached). The locations are targeted to reach the highest bike ridership parts of the community, major destinations (Town Lake, Mill Avenue, Tempe Public Library, etc.), other bikeways, ASU campus as well as link to the regional light rail system and the planned streetcar route. Tempe will continue to work with the public and major stakeholders to finalize the station locations.

Tempe secured \$1.18 million in CMAQ grant money for the purchase of equipment. There is an additional \$373,000 allocated from the Tempe Transit Tax for installation of the system. Staff received approval from the City Council for \$50,000 in ongoing annual operating funds with Arizona State University (ASU) contributing an additional \$50,000 for a total of \$100,000 annual operating funds. CycleHop has confirmed that \$100,000 is sufficient to operate the system in Tempe. If Tempe allowed advertising on the entire bike share system, the city and ASU would not be required to contribute to the annual operations costs. Tempe is also pursuing aligning all member city contract renewals with CycleHop.

	Phoenix	Mesa	Tempe
<b>Contract</b>	June 2013	December 2015	Spring 2016
<b>Launch</b>	Winter 2014	March 2016	Fall 2016
<b>Capital</b>	<ul style="list-style-type: none"> <li>\$800,000 in CMAQ grant</li> <li>\$50,000 from Phoenix</li> </ul>	\$500,000 from Mesa	<ul style="list-style-type: none"> <li>\$1.18 million in CMAQ grant</li> <li>\$373,000 from Transit Tax</li> </ul>
<b>System Revenue</b>	Advertising, membership fees, sponsorships	Advertising, membership fees, sponsorships	Membership fees
<b>Annual Operations</b>	\$0 (offset by advertising and sponsorships)	\$0 (offset by advertising and sponsorships)	\$100,000 (ASU & Tempe 50/50 split)
<b>Stations</b>	63	12	38
<b>Bicycles</b>	576 (of which 267 are owned by Phoenix)	100	300

#### NEXT STEPS

- May/June: Operator contract to City Council for approval
- Summer: Regional MOU and system integration
- Late Fall/Early Winter 2016: System launch (It takes six months to order the bicycles and equipment.)

#### FISCAL IMPACT

- Capital: \$1.18 million in CMAQ grant & \$373,000 from Transit Tax
- Operating: \$100,000 (ASU & Tempe 50/50 split)

**RECOMMENDATION**

This item is for information only.

**CONTACT**

Sue Taaffe  
Public Works Supervisor  
480-350-8663  
[sue.taaffe@tempe.gov](mailto:sue.taaffe@tempe.gov)

**ATTACHMENTS**

- PowerPoint
- Map of Station Locations
- GRID Fact Sheet

# Bike Share Transportation Commission

May 10, 2016





# GR:D (System Brand)



kiosks



baskets



racks



stations



# Advertising

- Opportunities in Phoenix & Mesa:
  - Bike frame/basket
  - Racks
  - Kiosks
- If advertising on the entire Tempe bike share system, the city and ASU **would not** be required to contribute to the annual operations costs.



# Regional Program Comparisons

	PHOENIX	MESA	TEMPE
<b>Contract</b>	June 2013	December 2015	Spring 2016
<b>Launch</b>	Winter 2014	March 2016	Fall/Winter2016
<b>Capital</b>	<ul style="list-style-type: none"> <li>\$800,000 in CMAQ grant</li> <li>\$50,000 from Phoenix</li> </ul>	<ul style="list-style-type: none"> <li>\$500,000 from Mesa</li> </ul>	<ul style="list-style-type: none"> <li>\$1.18 million in CMAQ grant</li> <li>\$373,000 from Transit Tax</li> </ul>
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# Membership Fees/Rates

	<b>Effective 3/1/16</b>
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<b>Student Annual</b>	\$25 per semester (60 minutes of usage time included daily; \$7 each additional hour)
<b>Annual</b>	No longer an option
<b>Business &amp; Community Group Annual</b>	\$60 (60 minutes of usage time included daily; \$7 each additional hour)

# Phoenix Membership, Ridership & Revenue

Jan. 1 to Nov. 30, 2015

## Membership

Annual	217
Pay As You Go	7,773
Student Annual	67
Monthly Basic	146
Monthly Plus	24
Total active members as of 11/2015	6,911

## Ridership

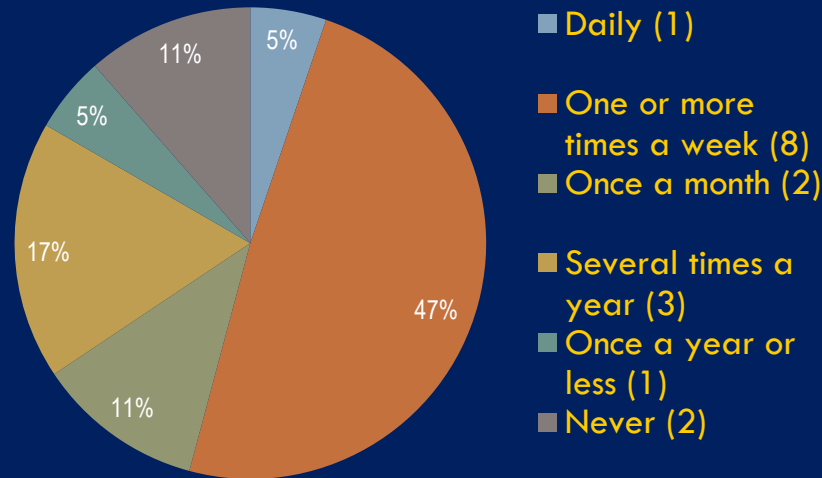
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	<b>Weekday</b>	<b>Weekend</b>
Average Trip Distance	1.5 mile	1.9 mile
Average Trip Duration	22 minutes	32 minutes
Average Trips/Day	89.4	267

## Revenue

Total User Revenue (Memberships)	\$92,411
Total Sponsor Revenue	\$130,000
<b>TOTAL</b>	<b>\$222,650</b>

# March 21, Open House & Online Comments

Survey respondents were asked how likely they were to use the new bike share system:



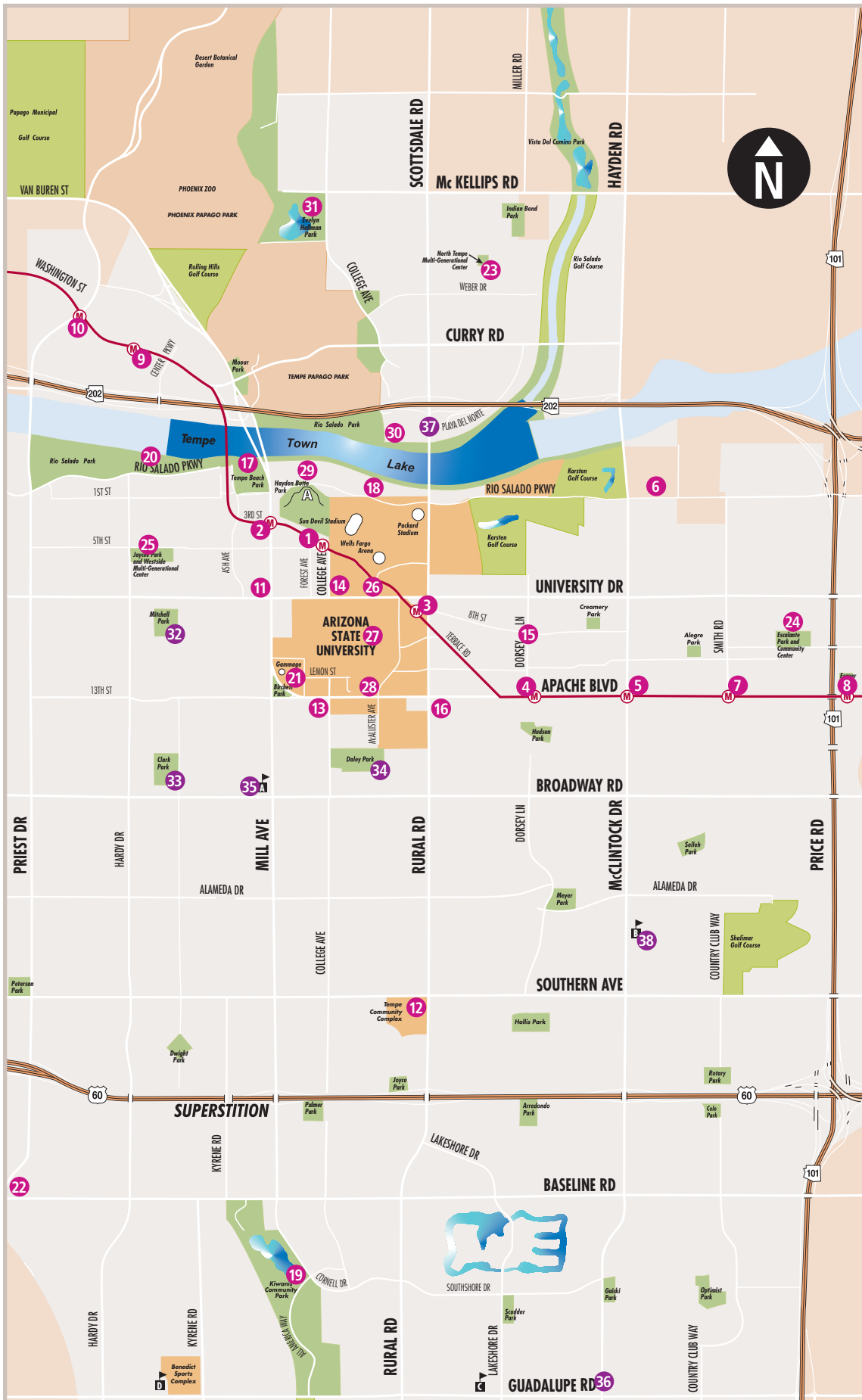
# PROPOSED TEMPE BIKE SHARE STATION LOCATION MAP · MAY 2016



# Next Steps

- *May/June: Operator contract to City Council for approval*
- *Late Spring/Summer: IGA with ASU*
- *Summer: Regional MOU and system integration*
- *Late Fall/Early Winter 2016: System launch*

# PROPOSED TEMPE BIKE SHARE STATION LOCATION MAP · MAY 2016



— Light Rail    (M) Metro Stops

## Tempe Bike Share Locations

- 1 Tempe Transportation Center
- 2 3rd & Mill, LRT Station
- 3 University & Rural, LRT Station
- 4 Dorsey & Apache, LRT Station
- 5 McClintock & Apache, LRT Station
- 6 Tempe Marketplace
- 7 Smith-Martin & Apache, LRT Station
- 8 Price 101 & Apache, LRT Station
- 9 Center Pkwy & Washington, LRT Station
- 10 Priest Dr & Washington, LRT Station
- 11 Mill Ave & University
- 12 Tempe Public Library Complex
- 13 College & Apache
- 14 College & University
- 15 8th St & Dorsey
- 16 Apache & Rural
- 17 Rio Salado Park, Tempe Beach Park/Bike Corral
- 18 Marina Heights/Neil Guiliano Park
- 19 Kiwanis Community Park
- 20 Tempe Center for the Arts
- 21 Gammage Auditorium
- 22 AZ Mills Mall
- 23 North Tempe Multi-Gen Center
- 24 Escalante Multi-Gen Center & Park
- 25 Westside Multi-Gen Center/Jaycee Park
- 26 ASU Student Housing/University Dr. Bridge
- 27 ASU Memorial Union
- 28 ASU Student Rec Center
- 29 Hayden Ferry Lakeside
- 30 Rio Salado North Bank Paths/Town Lake Marina
- 31 Evelyn Hallman Park/Crosscut Canal MUP

## Future Possible Unfunded Phases

- 32 Mitchell Park
- 33 Clark Park
- 34 Daley Park
- 35 Tempe High School
- 36 Guadalupe @ McClintock
- 37 Rural @ Playa del Norte
- 38 McClintock High School

## High Schools

- A Tempe High
- B McClintock High
- C Marcos de Niza High
- D Compadre High



## **GRID Fact Sheet**

<http://gridbikes.com>

<http://app.socialbicycles.com>

<https://play.google.com/store/apps/details?id=com.socialbicycles.app>

<https://itunes.apple.com/us/app/social-bicycles/id641497286?mt=8>

### **What are the bicycles like?**

Our smart-bikes from Social Bicycles (SoBi) have brains. This sets them apart from other bike-share systems. On the back of the bike is a GPS-enabled, solar-powered panel with an on-board lock. With this panel, you can check out the bike, unlock and lock it, put it on hold and report a problem. It will even let you know how many miles you rode and how many calories you burned by logging into your SoBi account. One of our favorite features on our bikes is the chainless shaft drive. You won't have to worry about your pants getting caught or getting greasy. They also have 3 speeds, an adjustable seat post, front and rear lights that illuminate automatically, a large, full-sized basket, puncture resistant tires and a bell.

### **What are GRID Stations?**

A Grid Lock station is where you go to find, check out and return a bike. It's equipped with bikes, racks and a solar-powered kiosk with a map. Locking outside of a station will incur a nominal \$2 fee.

### **Do you have to be a certain age and height to ride?**

A Grid Bike Share membership can be purchased by anyone 18 or older with a credit or debit card and you must be 16 to ride. Our bike seat post is adjustable and will fit those in the range of 5' to 6'-4" tall.

### **Do I need to wear a helmet?**

Helmets are not required to ride bike share, but we do recommend them!

### **How do I purchase a membership and what are the rates?**

Grid Bikes memberships can be purchased online through the Grid Bikes website, at a Grid Lock Station kiosk, or via the SoBi app. Riding time resets at midnight daily. If you go over your hour, you'll be charged \$7 per hour (prorated) on your credit or debit card. The Pay As You Go plan is charged by the hour and does not include free usage.

<b>Hourly</b>	\$7
<b>Monthly Basic</b>	\$15 (60 minutes of usage time included daily; \$7 each additional hour)
<b>Monthly Extended</b>	\$20 (90 minutes of usage time included daily; \$7 each additional hour)
<b>Student Annual</b> To purchase a Student membership, you must have an email address ending in edu.	\$25 per semester (60 minutes of usage time included daily; \$7 each additional hour)
<b>Business &amp; Community Group Annual</b>	\$60 (60 minutes of usage time included daily; \$7 each additional hour)

\*Sales tax not included in any of the above fees.

### **Additional Fees**

Overtime: Prorated by the Minute	\$7 per hour
Return Bike Out-of-Hub*	\$2
Returning from Out-Of-Hub to Grid Hub Location	\$1 credit
Return Bike Out-Of-System Area	\$20
Lost or Stolen Bike	\$1,000
Maximum fee for pay as you go per day	\$25

\*Hub is defined as a Grid Station or designated Stop and Shop Rack.

- Clock starts when you reserve via mobile/web.
- Minimum charge on Pay As You Go plan is \$7 at sign up.

### **Business and Community Memberships**

Get your employees and community members “Riding the Grid” with our Business and Community Membership plans. This is a great way to ride to a meeting, grab lunch, run errands and commute the last mile from public. All memberships include 60 minutes of usage per day with additional time charged at \$7 per hour, prorated. Employees can ride a Grid Bike 24/7.

### **Will my membership renew automatically?**

Your membership will renew automatically. If you don’t want to renew automatically, you can opt out by logging into your account and unsubscribing, which will then expire at the end of your payment period and will not be renewed.

### **How do the membership plan minutes work?**

You can use your included minutes however you’d like, as long as you use them by midnight. They can be used for reserving, riding and holding time. We’ll just add up your minutes throughout the day and once you exceed your hour, we’ll send you an email notification.

### **How does the Pay As You Go plan work?**

This option is great for visitors, occasional riders, or those wishing to try out the system. It adds value to your account which is redeemed as you ride. Once you sign up for this plan, you’ll choose an amount to be deposited into your account which you can use to reserve, ride, put a bike on hold or lock outside a station. Billing: If your account balance goes below \$7, meaning you owe \$7 or more, you will be charged in 24 hours. If your account balance is between -\$0.01 and -\$6.99, meaning you owe between \$0.01 - \$6.99, we will process payment in 7 days. More frequent riders may want to upgrade to one of our monthly plans which include 60 or 90 minutes of usage for a low price.

### **Can I check out more than one bike at a time?**

You can check out up to four bikes at a time. Each additional bike will be charged at the hourly rate. To check out an additional bike, simply enter your account number and PIN on another bike and accept the waiver that you see on the screen. This will release the lock.

### **How do I unlock the bike?**

Purchase your membership online, through the Social Bicycles App or at the kiosk. Follow the prompts and enter your account number and PIN on the keypad (annual and monthly members can tap their membership card and enter the PIN). Unlock the bike and place the lock in the holster.

### **How do I lock the bike?**

When locking to a designated Grid rack, be sure to position your bike with the back panel next to the green circle on the rack blade. Remove the yellow U-lock from the holster and position into so that it's secured to the rack and into the designated holes on the side of the back panel of the bike. Check the keypad to make sure the light indicates the bike is locked and give it a gentle tug to make sure it's secure. You should also see a 'THANK YOU' on the screen. If you don't, the lock may be pushed in too far and you'll need to give it a pull until you see that the lock is engaged. If the bike is not registering as locked and you have adjusted the U-lock multiple times, please contact customer service at 602-753-4743. Be sure to always lock your bike at a Grid Lock Station, at a designated Stop and Shop rack or at a public bike rack that will accommodate the U-lock. There will be a \$2 convenience fee for locking at a public rack and a \$20 fee for locking the bike outside the Grid Bike Share system area

### **Can I put a bike on hold if I need to make a stop?**

Yes. Just hit the HOLD button on the keyboard of the back panel before you lock the bike to a rack. You can put it on hold for up to one hour at a time, just remember that you are still 'on the clock' while the bike is on hold. If you'd like to extend your HOLD, you can return to the bike and follow the instructions on the screen to add more time. Put a bike on hold before locking it to a rack to keep it in your name. The clock will still keep ticking.

### **Can I reserve a bike in advance?**

Yes. A bike can be reserved from the SoBi mobile app. Once you reserve a bike, you'll have 15 minutes to unlock it. The clock starts ticking once the reservation is made.

### **How do I report a stolen bike?**

Bike share theft is rare, but if it does happen, please contact customer service immediately at 602-753-4743. You must do this within 24 hours. You will be asked to fill out a theft report form and we also request that you call or visit the police precinct in which the theft occurred within 24 hours to file a police report. Your credit card may be charged for the cost of recovery or replacement of the bike. To prevent theft, always keep the bike locked if you are not riding it.

### **The bike is not working. What do I do now?**

If you encounter a mechanical problem, press the REPAIR button on the keypad before locking the bike and checking out another available bike. If you need further assistance or are having trouble locking the bike, please contact customer service at 602-753-4743.



# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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### AGENDA ITEM 5

#### DATE

April 26, 2016

#### SUBJECT

Maricopa Association of Governments 2017 Pedestrian Design Assistance Grants

#### PURPOSE

Provide the Commission with a review of the MAG Pedestrian Design Assistance Grant Funding and recommend a project for the 2017 submittal.

#### BACKGROUND – 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-oriented 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 eight 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 federal 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: 5<sup>th</sup> Street Traffic Calming (Farmer – Priest)
- 1999: Mid-Block Crossing Study (which became the HAWK signals at the Western Canal Path)
- 2003: Rio Salado Pathway (Priest Drive - Phoenix border @ SR 143)
- 2011: Rio Salado Pathway (McClintock - Mesa border @ 101 & 202 ADOT Interchange)
- 2014: Highline Canal Path (Baseline – Chandler border)
- 2014: North South Rail Spur Path (Tempe Beach Park – Chandler border)
- 2015: Alameda Drive Bicycle Blvd & Streetscape (48<sup>th</sup> St – Rural Road)
- 2016: “The Missing Link” Brake BIKEiT Route (Western Canal – Highline Canal Path Connection)

Funding available for the region this year is \$400,000. 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 for The Missing Link project in the amount of \$55,000.

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

With this in mind, staff offers the following projects for consideration to apply for the 2016 grant funding:

- Upstream Dam Pedestrian Bridge over Town Lake at the Dorsey Road Alignment (Chain Route Bike Boulevard)
- Reflector Route Bike Boulevard (Broadway Road to Warner Road), includes ASU Research Park Path (Elliot Road to Warner Road)

Staff will share project location photos to assist in recommending a project.

**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 project for staff to coordinate submittal by June 23, 2016.

**CONTACT**

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**STAFF REPORT**

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**AGENDA ITEM 7**

**DATE**

May 10, 2016

**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:

- Bus Unification Update (June)
- Highline Canal Multi-use Path (August)
- Urban Forest (August)
- Western Canal Multi-use Path Extension (September)
- McClintock @ Rio Salado Underpass (September)
- North/South Railroad Spur Multi-Use Path (October)
- McClintock Drive (October)
- Market Research Survey (November)
- Long-Range Forecast Presentation (November)
- Commission business (January)
- Bike Hero (January)
- Long-Range Forecast Presentation (February)
- FY 2017-18 Media Plan (February)
- Bicycle/Pedestrian Signal Activate Operations Update (TBD)
- Fifth Street Streetscape Project (TBD)

**RECOMMENDATION**

This item is for information only.

**CONTACT**

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