



## PUBLIC MEETING AGENDA

### Transportation Commission

#### MEETING DATE

Tuesday, September 11, 2018  
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.	Ryan Guzy, Commission Chair	Information
<b>2. Approval of Meeting Minutes</b> The Commission will be asked to review and approve meeting minutes from the August 14, 2018 meeting.	Ryan Guzy, Commission Chair	Action
<b>3. Autonomous Vehicles</b> City staff will make a presentation regarding autonomous vehicles.	Rosa Inchausti, Strategic Management and Diversity Office	Information and Possible Action
<b>4. Dockless Bicycle and Scooter Update</b> Staff will provide an update on the status of the dockless bike (and scooter) sharing license.	Shelly Seyler and Marilyn DeRosa, Public Works	Information
<b>5. Annual Report</b> Staff will present a draft of the 2018 annual report including draft Transportation Commission goals for 2019.	Shelly Seyler, Public Works	Action
<b>6. North/South Railroad Spur Multi-use Path</b> Staff will present an update on the North/South Railroad Spur Multi-use Path Project.	Vanessa Spartan, Public Works	Information and Possible Action
<b>7. College Avenue Bike Lanes</b> Staff will introduce a discussion about adding bike lanes/facilities on College Avenue between US 60 and Cornell Drive	Chase Walman, Public Works	Information and Possible Action
<b>8. El Paso Path Improvements</b> Staff will introduce a discussion about the rehabilitation of the El Paso Multi-use path on the eastern side of the city.	Chase Walman, Public Works	Information and Possible Action
<b>9. Department &amp; Regional Transportation Updates</b> Staff will provide updates and current issues being discussed at regional transit agencies.	Public Works Staff	Information

<b>10. Future Agenda Items</b> Commission may request future agenda items.	Ryan Guzy, Commission Chair	Information and Possible Action
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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 for Relay Users: 711 to request an accommodation to participate in a public meeting.



## Minutes City of Tempe Transportation Commission August 14, 2018

Minutes of the Tempe Transportation Commission held on Tuesday, August 14, 2018, 7:30 a.m. at the Tempe Transportation Center, Don Cassano Community Room, 200 E. Fifth Street, Tempe, Arizona.

**(MEMBERS) Present:**

Ryan Guzy (Chair)  
Jeremy Browning  
Nigel A.L. Brooks  
Susan Conklu  
Kevin Olson

Brian Fellows  
Lloyd Thomas (via phone)  
Charles Redman  
Charles Huellmantel  
Cyndi Streid  
Shana Ellis

**(MEMBERS) Absent:**

Bonnie Gerepka  
Paul Hubbell

Don Cassano

**City Staff Present:**

Shelly Seyler, Deputy Public Works Director  
Jon King, Sergeant  
Bonnie Richardson, Principal Planner  
Sam Stevenson, Senior Planner  
Eric Iwersen, Transit Manager  
Amanda Nelson, Public Information Officer  
Vanessa Spartan, Transportation Planner

Chase Walman, Transportation Planner  
Sue Taaffe, Public Works Supervisor  
Joe Clements, Transportation Financial Analyst  
TaiAnna Yee, Public Information Officer  
Robert Yabes, Principal Planner  
Laura Kajfez, Neighborhood services Specialist  
Marge Zylla, Government Relations Officer

**Guests Present:**

John Federico, resident  
Eric Anderson, MAG

JC Porter (ASU)  
Sierra Ciaramella

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

**Agenda Item 1 – Public Appearances**

None

**Agenda Item 2 – Minutes**

Chair Guzy introduced the minutes of the May 8, 2018 meeting and asked for a motion.

**Motion:** Commissioner Nigel Brooks

**Second:** Commissioner Cyndi Streid

**Decision:** Approved

### **Agenda Item 3 – Proposition 400 Extension**

Eric Anderson with Maricopa Association of Governments made a presentation about Proposition 400. Topics of the presentation included:

- Timeline
- Stakeholders
- Budget
- Proposition 500 possibility
- Potential future for the regional freeway and highway program
- Draft MAG Freight Network
- Arterial streets
- 2015 corridors with demand vs existing frequency
- Light rail expansion
- Commuter rail
- Next steps

Discussion by the Commission included the following questions:

- What is the best way for the Transportation Commission to get involved in the process? The best way is to continue to have MAG make presentations to the commission, engage the business community and communicate with the legislature.
- What is MAG's position on commuter rail between Phoenix and Tucson? It would be a "game changer" for the region, but it is also very expensive.
- Will there be a change to the roadway lifecycle program? There are discussions about lowering the local match to 20% instead of 30%.
- How does the plan accommodate autonomous vehicles? MAG is reviewing how these types of technologies will affect the street structure.

### **Agenda Item 4 – Rio Salado and Beach Park Master Plan**

Bonnie Richardson made a presentation regarding the Rio Salado and Beach Park Master Plan. Topics of the presentation included:

- Project scope
- Integrated planning
- Tempe Urban Core Master Plan
- Community feedback
- Park history
- Transit connections
- Special events
- Existing assets
- Current challenges
- Programming
- Conceptual design
- Public input
- Next steps

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### **Agenda Item 5 – Bus System Performance, Transit Services Security Report and Streetcar Update**

Eric Iwersen, Jon King and Sam Stevenson presented information on Tempe's transit system. Topics of the presentation included:

- Overview
- Funding
- Ridership
- Performance
- Trends
- Bus bays and shelters
- Transit security
- Orbit Saturn
- Tempe Streetcar
- Next steps

Discussion by the Commission included the following questions and comments:

- How does First Transit compare to Veolia as a contractor? It is not a fair comparison because the metrics were slightly different for Veolia. In general, accidents decreased, on-time performance increased, complaints increased, mechanical failures decreased and percentage of revenue service completed increased.
- Will ASU and Tempe Police Department representatives be part of the bus shelter design process? Yes
- A statement was made by a commissioner that it could be possible that there weren't necessarily more crimes in Tempe this past year, but rather more officers in plain clothes catching those committing crimes.
- What happened to the intercity bus system that was in Tempe years ago? It appears that there was an organizational change and this company is back in the market.
- How is fare evasion on light rail trending? It does occur because of the type of open system we have, but about 95% of people comply.
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### **Agenda Item 6 – Department & Regional Transportation Updates**

Shelly Seyler made two announcements:

- 1) There will be a second public hearing later this month regarding changing the Transportation Commission ordinance to allow for 1) member who is affiliated with Arizona State University and is not a resident of Tempe and one (1) member who is employed in Tempe and is not a resident of Tempe.
- 2) There will be several public meetings this fall for a variety of transportation-related projects. The commission will receive email updates on meeting dates, times and locations.

### **Agenda Item 7 - Future Agenda Items**

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

- September 11
  - Annual Report
  - Autonomous Vehicles
  - El Paso Multi-Use Path Project
  - North/South Railroad Spur MUP
  - College Avenue Bike Lanes
  - Bike Share
- October 9
  - Annual Report
  - Prop 500/BRT

- Bicycle and Pedestrian Grants
- T Intersections
- Repaving Streets and Transportation Master Plan Project Interface
- Bikelt
- November 13 (Joint meeting with Sustainability Commission)
  - Climate Action Plan + Transportation
  - Orbit Saturn
- December 11
  - Alameda Drive Streetscape
  - Market Research
  - Vision Zero
- January 8
  - Commission Business
- February 12
  - Paid Media Plan
- March 12
  - McClintock Drive Reconfiguration Data
  - Capital Improvements Project Update
- April 9
- May 14
  - MAG Design Assistance Grants

TBD: Ordinances Related to Bicycles and Pedestrians

The next meeting is scheduled for September 11, 2018.

The meeting was adjourned at 8:50 a.m.

Prepared by: Sue Taaffe

Reviewed by: Shelly Seyler

# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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### AGENDA ITEM 3

**DATE**

September 4, 2018

**SUBJECT**

Autonomous Vehicles

**PURPOSE**

Staff from the Strategic Management and Sustainability offices will discuss the progress of the AV Innovation Committee regarding autonomous vehicles.

**BACKGROUND**

None

**FISCAL IMPACT**

None

**RECOMMENDATION**

None

**CONTACT**

Shelly Seyler  
Deputy Public Works Director – Transportation  
480-350-8854  
[Shelly\\_seyler@tempe.gov](mailto:Shelly_seyler@tempe.gov)

**ATTACHMENTS**

AV Innovation Committee Schedule

## 2018 TISC – AV Innovation Committee Schedule



### AUGUST

- Wednesday, August 29, 3:00 – 4:00pm: **AV Meeting** – Committee Check in Meeting (City Hall – 3<sup>rd</sup> Floor City Manager’s Conference Room)

### SEPTEMBER

- Friday, September 7, 10:00 – 11:00am: **AV Meeting** – Get Cruise Presenting (City Hall – 3<sup>rd</sup> Floor City Manager’s Conference Room)
- Tuesday, September 11, 7:30 – 9:30: Transportation Commission Meeting – Autonomous Vehicle Presentation (Don Cassano Room)
- Monday, September 17, 3:00 – 4:00pm: **AV Meeting** – Local Motors Presenting (City Hall – 3<sup>rd</sup> Floor City Manager’s Conference Room)

### OCTOBER

- Monday, October 1, 3:30 – 4:30pm: **AV Meeting** – HOLD #11 – Hold for Consultants, Academia, etc. (City Hall – 3<sup>rd</sup> Floor City Manager’s Conference Room)
- Wednesday, October 17, 2:30 – 4:30pm: **AV Meeting** – ASU Hosted Meeting, (Location is TBD)
- Monday, October 29, 3:00 – 4:30pm: **AV Meeting** – AV Review Meeting - All presenters invited (City Hall – 3<sup>rd</sup> Floor City Manager’s Conference Room)
- Tuesday October 30, 5:30 – 8:00pm: Climate Action Plan – Public Forum on Transportation Meeting (Don Cassano Room)

### NOVEMBER

- Tuesday, November 13, 7:30 – 9:30am: Joint Meeting between Transportation Commission & Sustainability Commission (Don Cassano Room)
- Tuesday, November 13, 10:30am – 12:30pm: Climate Action Plan Expert Transportation Forum (Don Cassano Room)
- Tuesday, November 20, 3:00 – 5:00pm: **AV Meeting** – Final Draft Review of White Paper – Memo & PPT, before Council Submission – All presenters invited (City Hall – 3<sup>rd</sup> Floor City Manager’s Conference Room)
- Thursday, November 29: DUE to Clerk’s Office – Memo & PPT presented to Council

### DECEMBER

- Tuesday, December 4: Agenda Review for Work Study Session on December 13 – Memo & PPT to be presented to City Manager, Deputy City Managers, & Department Directors
- Thursday, December 13, 4:00pm: Work Study Session – Memo & PPT presented to Council (Council Chambers)



# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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### AGENDA ITEM 4

#### DATE

August 28, 2018

#### SUBJECT

Dockless Bicycle and Scooter Update (now known as Shared Active Transportation Vehicles)

#### PURPOSE

The purpose of this memo is to provide information on the draft right-of-way use license for dockless bikes and scooter.

#### BACKGROUND

Over the last 12 months, a new type of bicycle sharing technology emerged called dockless bikes. Dockless bikes lock themselves and do not require a rack. The rider uses an app on their phone to locate the nearest bicycle and unlock it. When the rider reaches their destination, they check the bike back into the system which immobilizes the bike by locking the back wheel until someone checks it out. Similarly, dockless scooters have also arrived in Tempe. As such, the right-of-way use license for dockless bikes was changed to incorporate scooters and electric bikes and has been renamed right-of-way use license for shared active transportation vehicles.

#### PROCESS

In April 2018, staff presented language for the draft right-of-way use license to the Transportation Commission and then to the City Council. At the April 19<sup>th</sup> City Council meeting, a working group comprised of Mayor Mitchell and councilmembers Keating and Granville was created to refine the draft license.

During that process, several changes and additions were made to the draft license including modifications to the sections pertaining to:

- Definitions
- Fee Structure
- Parking and Staging
- Relocation Fee Process
- Data Sharing
- Education Plan

#### STAKEHOLDER FEEDBACK

The working group met several times over the summer with stakeholders from Ofo, Lime, Grid and others. In addition, a public meeting about the draft language was held on Sept. 4<sup>th</sup> with online public comment available from August 23<sup>rd</sup> to Sept. 6<sup>th</sup>. Comments from the public will be shared with the Commission when available.

**NEXT STEPS**

Staff plans to make a presentation to the City Council this fall. Based on Council direction, staff may submit a request for council action to amend the city code to include the right-of-way use license fees to include shared active transportation vehicles.

**FISCAL IMPACT**

n/a

**RECOMMENDATION**

Staff is seeking feedback and direction from the Commission on the proposed language of the license.

**CONTACTS**

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Marilyn DeRosa  
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**ATTACHMENTS**

1. PowerPoint
2. Draft Right-of-Way Use License for Shared Active Transportation Vehicles
3. Summary of Changes/Additions to Draft License

# **Dockless Bicycle & Scooter Update**

## **(Shared Active Transportation Vehicles)**

**Transportation Commission**

**September 11, 2018**

# Shared Active Transportation Vehicles



- Bikes arrived in December 2017
- Scooters arrived in Summer 2018
- Do not use docks/racks
- Self locking





- April 10, 2018: Transportation Commission
- April 19, 2018: City Council
- Summer 2018: Council Working Group (Mayor Mitchell & CMs Granville and Keating)
- Online Comment Period: Aug. 23<sup>rd</sup> – Sept. 6<sup>th</sup>
- Public Meeting: September 4<sup>th</sup>
- Stakeholder feedback

# Right-Of-Way Use License Proposed Requirements



## ● Safety

- Insurance
- Liability
- Federal, State and Local Laws

## ● Operations

- Maximum # of Bicycles
- Customer Service

## ● Staging/Parking

- ADA Compliance
- Acceptable and Unacceptable Locations
  - Landscaping
  - Bus Stops
  - Downtown/Mill Avenue
  - Neighborhoods
  - Bike Racks

## ● Data Sharing through GPS

# Changes/Additions to Draft Since April



## Definitions

First Draft ROW License	Changes in Revised Draft	Explanation of Change
Dockless sharing	Shared active transportation vehicle	NACTO recommendation Covers future technology

## Section 1 – Safety

First Draft ROW License	Changes in Revised Draft	Explanation of Change
1.7 Relating to condition of vehicles	1.7 Included Code of Federal Regulations Under Title 16, Chapter II, Subchapter C, Part 1512 and ISO 43.150	1.7 NACTO recommendation

# Changes/Additions to Draft Since April



## Section 2 – Parking and Staging

First Draft ROW License	Changes in Revised Draft	Explanation of Change
2.5 Staging in neighborhoods is prohibited	2.5 Staging in front of single-family residential properties is prohibited	2.5 Was brought up during meeting with stakeholders
2.6 Operators required to inform users of proper parking	2.6 Include information in <b>Education and Parking Plan</b> subject to City approval	2.6 Councilmember Granville’s point about shaping end-user behavior
2.9 Operators required to stage every 24 hours, which include removing from neighborhoods and private property	2.9 Remove from single-family residential and private property. Any staging agreements with private property owner shall be documented in the <b>Education and Parking Plan</b> , Section 6.	2.9 Conforming and encourages operators to communicate any agreements they might have with private businesses. Will be able to better enforce/regulate.
2.10 City would impound bicycle after 3 consecutive days of being parked in same location	2.10 Twenty-four hours after the City gives Operators a notice, City staff will relocate SATV to designated location where operator or user can access at any time. Fee of \$25 will be charged for relocation.	2.10 3 consecutive days after 24 hour period was determined to be too lenient compared to other cities. “Relocation” instead of “impoundment” because we still want the SATVs to be accessible to operators and users. Need to determine best spot to relocate SATVs.



# Changes/Additions to Draft Since April



Section 3 – Operations		
First Draft ROW License	Changes in Revised Draft	Explanation of Change
3.2 Operators stage no more than 400 bicycles and 20% of fleet should be staged south of Broadway Rd.	3.2 No limit to number of vehicles and 20% staged south of Broadway Rd.	3.2 Different opinions from Councilmembers regarding appropriate fleet size. Operators would like to see no cap because they do not yet know what their potential market could look like. Staff is recommending allowing the market to determine fleet size and charging a per vehicle fee (see revised Application fee structure).

# Changes/Additions to Draft Since April



## Section 4 – Data Sharing

First Draft ROW License	Changes in Revised Draft	Explanation of Change
4.1 Operators provide real-time information through API and GPS devices	4.1 Clarified the data needed – type of vehicle and quantity of vehicles	4.1 Operators had concerns over data sharing. We provide clarification that we do not want personally identifiable information but the minimum amount to be able to enforce staging requirements and calculate fees.
----	4.4 Vehicles must ping, at minimum every 90 seconds while in use for most accurate locations and use patterns	4.4 NACTO recommendation

# Changes/Additions to Draft Since April



## Section 5 – Fees

First Draft ROW License	Changes in Revised Draft	Explanation of Change
5.1 Operators pay \$12,000 for annual license fee	5.1 Operators pay annual application and license issuance and monitoring fee of \$4,670 <u>and</u> monthly license enforcement fee of \$2.25 per month per SATV	5.1 Discussed option of having multi-tiered system with lowest fee for lowest tier and highest fee for highest tier. Also discussed feasibility of separating fees into two categories and implementing market based fees (\$/SATV) for enforcement.
5.2 Operators pay one-time fee of \$2,500 to purchase bicycle racks	5.2 Operators pay one-time fee of \$2,500 to purchase and install active transportation facilities	5.2 Wanted flexibility in the infrastructure this would be contributing to

# Changes/Additions to Draft Since April



Application		
First Draft ROW License	Changes in Revised Draft	Explanation of Change
Written plan educating users on proper parking	An <b>Education and Parking Plan</b> indicating actions the operator will undertake to educate users on the proper locations to ride, safe riding recommendations, and how to properly park the vehicle. The Plan will include a staging map indicating anticipated service area for their operations. Operators are required to provide in-app instructions and to affix a sign on vehicle. Required to communicate any incentives and/or disincentives for illegally parked shared active transportation vehicles. City staff to approve.	This was to further explore ways to hold the Operators accountable for end user behavior

# Tentative Timeline



- Sept. 11<sup>th</sup> – Transportation Commission Meeting
- Oct. 4<sup>th</sup> – Work Study Session
- Nov. 29<sup>th</sup> – First Public Hearing
- Dec. 20<sup>th</sup> – Second Public Hearing
  - License effective 30 days after Dec. 20<sup>th</sup>

# Feedback Requested



- Are the license requirements acceptable?
- Are the draft license fees appropriate?
- Other Comments?

## Breakdown of License Changes

Definitions		
<i>First Draft ROW License</i>	<i>Changes in Revised Draft</i>	<i>Explanation of Change</i>
Dockless sharing	Shared active transportation vehicle	NACTO recommendation Covers future technology
Sections 1 – Safety		
<i>First Draft ROW License</i>	<i>Changes in Revised Draft</i>	<i>Explanation of Change</i>
1.7 Relating to condition of vehicles	1.7 Included Code of Federal Regulations Under Title 16, Chapter II, Subchapter C, Part 1512 and ISO 43.150	NACTO recommendation
Section 2 – Parking and Staging		
<i>First Draft ROW License</i>	<i>Changes in Revised Draft</i>	<i>Explanation of Change</i>
2.5 Staging in neighborhoods is prohibited	2.5 Staging in front of single-family residential properties is prohibited	2.5 Was brought up twice during meeting with stakeholders
2.6 Operators required to inform users of proper parking	2.6 Include information in <b>Education and Parking Plan</b> subject to City approval	2.6 Councilmember Granville’s point about shaping end-user behavior
2.9 Operators required to stage every 24 hours, which include removing from neighborhoods and private property	2.9 Remove from single-family residential and private property. Any staging agreements with private property owner shall be documented in the <b>Education and Parking Plan</b> , Section 6.	2.9 Conforming and encourages operators to communicate any agreements they might have with private businesses. Will be able to better enforce/regulate.
2.10 City would impound bicycle after 3 consecutive days of being parked in same location	2.10 Twenty-four hours after the City gives Operators a notice, City staff will relocate vehicle to designated location where operator or user can access at any time. Fee of \$25 will be charged for relocation.	2.10 3 consecutive days after 24 hour period was determined to be too lenient compared to other cities. “Relocation” instead of “impoundment” because we still want the vehicles to be accessible to operators and users. Need to determine best spot to relocate vehicles.
Section 3 – Operations		
<i>First Draft ROW License</i>	<i>Changes in Revised Draft</i>	<i>Explanation of Change</i>
3.2 Operators stage no more than 400 bicycles and 20% of fleet should	3.2 No limit to number of vehicles and 20% staged south of Broadway Rd.	3.2 Different opinions from Councilmembers regarding appropriate fleet size.

be staged south of Broadway Rd.		Operators would like to see no cap because they do not yet know what their potential market could look like. Staff is recommending allowing the market to determine fleet size and charging a per vehicle fee (see revised Application fee structure).
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**Section 4 – Data Sharing**

<i>First Draft ROW License</i>	<i>Changes in Revised Draft</i>	<i>Explanation of Change</i>
4.1 Operators provide real-time information through API and GPS devices	4.1 Clarified the data needed – type of vehicle and quantity of vehicles	4.1 Operators had concerns over data sharing. We provide clarification that we do not want personally identifiable information but the minimum amount to be able to enforce staging requirements and calculate enforcement fees.
----	4.4 Vehicles must ping, at minimum every 90 seconds while in use for most accurate locations and use patterns.	NACTO recommended

**Section 5 – Fees**

<i>First Draft ROW License</i>	<i>Changes in Revised Draft</i>	<i>Explanation of Change</i>
5.1 Operators pay \$12,000 for annual license fee.	5.1 Operators pay annual application and license issuance and monitoring fee of \$4,670 and monthly license enforcement fee of \$2.25 per month per shared active transportation vehicle	5.1 Discussed option of having multi-tiered system with lowest fee for lowest tier and highest fee for highest tier. Also discussed feasibility of separating fees into two categories and implementing market based fees (\$/vehicle) for enforcement.
5.2 Operators pay one-time fee of \$2,500 to purchase bicycle racks	5.2 Operators pay one-time fee of \$2,500 to purchase and install active transportation facilities	5.2 Wanted flexibility in the infrastructure this would be contributing to

**Application**

<i>First Draft ROW License</i>	<i>Changes in Revised Draft</i>	<i>Explanation of Change</i>
Written plan educating users on proper parking	An <b>Education and Parking Plan</b> indicating actions the operator will undertake to educate users on the	This was to further explore ways to hold the Operators



	<p>proper locations to ride, safe riding recommendations, and how to properly park the vehicle. The Plan will include a staging map indicating anticipated service area for their operations. Operators are required to provide in-app instructions and to affix a sign on vehicle. Required to communicate any incentives and/or disincentives for illegally parked shared active transportation vehicles. City staff to approve.</p>	<p>accountable for end user behavior.</p>
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## Shared Active Transportation Vehicle Right-Of-Way Use License Terms and Conditions

### Definitions

Shared active transportation vehicle: A commercially-rented coaster, scooter, bike, or any other mobile vehicle with a self-containing locking mechanism that does not require locking to a bicycle rack, docking system or other structure.

Operator: The operator is the entity requesting and issued the right-of-way use license.

User: Operator's customer who is legally responsible for the rental and proper use of the shared active transportation vehicle.

Staged: The placement of the shared active transportation vehicles by the operator.

Parking surface: Concrete, asphalt, bricks or pavers. A parking surface does not include a parking space utilized by motor vehicles.

Residential street: A street with a posted speed limit of 25 mph or less.

Downtown area: The area between Farmer Avenue and College Avenue and from the south bank of Tempe Town Lake to University Drive (see attached map).

### Section 1 – Safety

Requirement 1.1: Any operator issued a license for shared active transportation vehicles in Tempe shall meet the standards for bicycles outlined in the Code of Federal Regulations under Title 16, Chapter II, Subchapter C, Part 1512. Additionally, the operator shall meet the operation and safety standards outlined in Chapters 7 and 29 of the Tempe City Code and Title 28, Chapter 3 under the Arizona Revised Statutes.

Requirement 1.2: Operator shall have commercial general liability insurance or the equivalent and additional coverages that include the terms contained in the attached document titled *Right-of-Way Use License Insurance Requirements*.

Requirement 1.3: Operator shall agree to indemnify and hold harmless the City of Tempe for all operations within the City and require all users to likewise agree to indemnify and hold harmless the City of Tempe. The license requires and includes, a signed release of liability, assumption of risk and indemnification agreement included in the application packet. Operators shall also include a City-approved release of liability, assumption of the risk and indemnification provisions in their user agreement terms and conditions; alternatively, operators shall add to their user agreement terms and conditions the release of liability, assumption of risk and indemnification agreement for the shared active transportation vehicle user agreement (included in the application packet) for all shared active transportation vehicles operating in Tempe.

Requirement 1.4: Operator agrees to educate users regarding laws applicable to operating a shared active transportation vehicle in Tempe and to comply with all applicable federal, state and local laws.

Requirement 1.5: Operator shall include language in its Terms and Use Agreement that educates users on the laws applicable to operating a shared active transportation vehicle in Tempe.

Requirement 1.6: Operator shall include language in its Terms and Use Agreement to require all users to park shared active transportation vehicles as outlined in Section 2 – Parking and Staging.

Requirement 1.7: Operator is required to maintain the shared active transportation vehicles in good and functioning condition as specified in the Code of Federal Regulations under Title 16, Chapter II, Subchapter C, Part 1512 and ISO 43.150. Failure to do so may result in termination of the license.

## **Section 2 – Parking and Staging**

Requirement 2.1: All shared active transportation vehicles shall be parked upright on a parking surface by the user. When staged, shared active transportation vehicles shall be parked upright on a parking surface and facing the same direction with no more than five (5) shared active transportation vehicles in a row. Groups of five (5) shared active transportation vehicles should be separated by a distance of at least 40 feet.

Requirement 2.2: In the downtown area all shared active transportation vehicles shall be staged in or adjacent to a bicycle rack (no more than 10 feet away from the rack) within the City's right-of-way, excluding GRiD bicycle racks.

Requirement 2.3: Shared active transportation vehicles shall be parked and staged as to not block or impede pedestrian and wheelchair traffic in compliance with the American's with Disabilities Act (ADA). A clear width of 48" on a walking surface must be accessible at all times.

Requirement 2.4: No more than two (2) shared active transportation vehicles may be staged adjacent to or at a bus stop. Shared active transportation vehicles shall not be staged directly under the shade canopy of transit shelter structures, and must not impede the minimum 96" clear width required for boarding accessible devices on transit vehicles at bus stops.

Requirement 2.5: Staging shared active transportation vehicles in front of single-family residential properties on residential streets is prohibited.

Requirement 2.6: Operators shall inform users on how to properly park a shared active transportation vehicle by using effective strategies outlined in the Education and Parking Plan, Section 6, approved by the City.

Requirement 2.7: This license is only valid for operations within the City of Tempe right-of-way.

Requirement 2.8: Operator shall provide the City with a name, direct telephone number and email address of the local staff member responsible for staging shared active transportation vehicles. Operator shall notify the City immediately of any changes to the direct contact information.

Requirement 2.9: Operator shall stage all shared active transportation vehicles every 24 hours, which shall include removing all shared active transportation vehicles from single-family residential and private property. Any staging agreements with private property owners shall be documented in the Education and Parking Plan, Section 6.

Requirement 2.10: Any non-staged active transportation vehicle parked in a location which causes a safety hazard, causing nuisance for a business owner or resident or is parked in one location beyond the 24-hour restaging requirement, will be relocated by City staff and charged a \$25 fee.

Relocation fee process as follows:

1. City of Tempe notified of improperly staged shared active transportation vehicle.
2. City of Tempe provides notice to the operator that impoundment of the shared active transportation vehicle will occur within 24 hours if no action taken by operator.
3. City creates a work order for relocation and documents with photo evidence of reason for relocation.
4. City for Tempe informs Operator of relocation site determined by the City of Tempe and generates an invoice for \$25 per shared active transportation vehicle to be sent directly to operator on a monthly basis.

Requirement 2.11: Shared active transportation vehicles may be staged on parking surfaces in city parks.

### **Section 3 – Operations**

Requirement 3.1: Operator shall have a 24-hour customer service phone number for users and the public to report safety concerns, mechanical problems, complaints, shared active transportation vehicle removal requests or ask questions, and imprint the customer service phone number prominently on the exterior of each shared active transportation vehicle.

Requirement 3.2: Twenty percent (20%) of the operator's shared active transportation vehicle fleet must be staged south of Broadway Road in Tempe.

Requirement 3.3: Every shared active transportation vehicle shall have a serial number that is visible to the user on the shared active transportation vehicle.

Requirement 3.4: All shared active transportation vehicles shall be equipped with an on-board GPS device capable of providing real-time location data in accordance with the specifications described in Section 4 and may be subject to City testing.

Requirement 3.5: If the City incurs any costs for repair or maintenance of public property, including staff time, the operator shall reimburse the City for such costs within thirty (30) business days upon receiving written notice of the City costs.

Requirement 3.6: The City and/or operator reserves the right to terminate this license at any time. Upon termination, the operator's entire fleet of shared active transportation vehicles shall be removed from City right-of-way. The decommissioning shall be completed within thirty (30) calendar days unless a different time period is agreed to by the City.

Requirement 3.7: The City Engineer may make changes to the Terms and Conditions of this license at any time. The operator will be notified in writing and must comply with such changes within thirty (30) calendar days.

Requirement 3.8: Any shared active transportation vehicle rendered inoperable or that is not safe to operate shall be removed from the right-of-way within 24 hours and shall be repaired before returned to revenue service.

## **Section 4 – Data Sharing**

Requirement 4.1: Operator shall provide the City with real-time information for the entire shared active transportation vehicle fleet including type and quantity of shared active transportation vehicles through a documented application program interface (API) and on-board GPS devices on all shared active transportation vehicles (e.g. not customer phones). The operator is directly responsible for providing the API key to the City and shall not refer the City to another subsidiary or parent company representative for API access.

The API shall include the following information in real time for every shared active transportation vehicle operated in the City:

1. Point location
2. Shared active transportation vehicle serial number
3. Type of shared active transportation vehicle

Requirement 4.2: Real-time bicycle location data shall be provided via a publicly accessible API in General Bicycles Share Feed Specification (GBFS) format. Required files include:

- gbfs.json
- system\_information.json
- Free\_bicycle\_status.json

Requirement 4.3: Operator will provide the following shared active transportation vehicle availability:

Field name	Format	Description
GPS Coordinate	X,Y	
Availability duration	Minutes	
Availability start date	MM, DD, YYYY	
Availability start time	HH:MM:SS (00:00:00 – 23:59:59)	

Requirement 4.4: In order to accurately convey shared active transportation vehicle locations, use patterns, and other information, all shared active transportation vehicles must ping, at a minimum every 90 seconds while in use.

Requirement 4.5: By the 15<sup>th</sup> day of each month Operator will provide the City with a report regarding the previous month that specifies by shared active transportation vehicle type:

- Maximum number of shared active transportation vehicles in service on any given day
- Total number of shared active transportation vehicles out of service (damaged)
- Aggregated system usage – total unique users, total miles ridden, total number of rentals, average rental duration
- Summary of shared active transportation vehicle distribution and GPS-based natural movement in heat map format
- Summary of customer comments/complaints
- Summary of shared active transportation vehicles staging activities

## Section 5 – Fees

Requirement 5.1: Operator shall pay an annual fee covering application review and license issuance and monitoring of Four Thousand Six Hundred Seventy Dollars (\$4,670). Operator shall also pay a monthly fee covering license enforcement of Two Dollars and Twenty-Five Cents (\$2.25) per shared active transportation vehicle based on the maximum number of shared active transportation vehicles in the City of Tempe for that month. Monthly per shared active transportation vehicle invoicing will be based on data obtained from the Operator’s monthly report as described in Requirement 4.5 or on monthly spot counts conducted by the City, whichever is higher.

Requirement 5.2: Operator shall pay a one-time fee of Two Thousand Five Hundred Dollars (\$2,500) to the City for the purchase and installation of active transportation facilities.

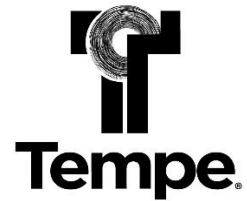
## Section 6 – Application

Any entity interested in applying for a license shall submit an application to the City. The application must include these items:

- Completed annual right-of-way use license application. By signing the application, the applicant and operator agrees to the terms and conditions.
- Insurance documentation

- Release of liability, assumption of risk and indemnification agreement shared active transportation vehicle operator
- Release of liability, assumption of risk and indemnification agreement shared active transportation vehicle user
- Images and description of shared active transportation vehicle(s)
- An Education and Parking Plan indicating actions the operator will undertake to educate users on the proper locations to ride, safe riding recommendations, and how to properly park the shared active transportation vehicle. The Education and Parking Plan must include a staging map indicating the anticipated service area for their operation. Operators are required to provide in-app instructions about proper parking of the shared active transportation vehicle and are required to affix a sign on the shared active transportation vehicle indicating the legal areas for parking. Operators are required to communicate any incentives and/or disincentives for illegally parked shared active transportation vehicles. City staff must approve the Education and Parking Plan before issuing the license.
- Pay application and license issuance and monitoring fee of \$4,670. Operator will be invoiced \$2.25 per shared active transportation vehicle at the end of each month for the maximum number of shared active transportation vehicles staged in the City of Tempe the previous month. Checks should be made payable to City of Tempe. *Checks will only be cashed if a license is issued.*

# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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### AGENDA ITEM 5

#### DATE

September 11, 2018

#### SUBJECT

Transportation Commission Annual Report

#### PURPOSE

To request that the Transportation Commission review the draft 2018 Transportation Commission Annual Report and discuss the proposed goals for 2019.

#### BACKGROUND

To better serve the City Council and community on the work of Tempe's various advisory boards and commissions, the city manager asks staff to produce an annual report detailing the work of the board or commission to submit to the City Clerk by December 7 of each year. The report features the membership, accomplishments, goals, attendance and the overall work of the City's board and commission volunteers. The various reports are combined into one resource for City Council to review. If requested by the Mayor, board and commission chairs may present their annual report to the City Council during a Work Study Session.

#### FISCAL IMPACT

None

#### RECOMMENDATION

None

#### CONTACT

Shelly Seyler  
Deputy Public Works Director  
480-350-8854  
[shelly\\_seyler@tempe.gov](mailto:shelly_seyler@tempe.gov)

#### ATTACHMENTS

- DRAFT Annual Report
- PowerPoint





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## **TRANSPORTATION COMMISSION 2018 ANNUAL REPORT**

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### **Description as Defined in Ordinance:**

The transportation commission shall have the following powers and duties:

- (1) To suggest to the mayor and city council qualified and interested persons eligible for appointment for commission vacancies;
- (2) To consult, through the chairman of the commission, with the public works department, as to the items to be included on the agenda of meetings of the commission prior to the preparation and distribution of the agenda by the public works department;
- (3) To prepare and submit an annual report to the city manager and city council including applicable council committees;
- (4) To advise and make recommendations to the city council and to assist city departments and the city manager to plan and implement a balanced transportation system within Tempe which incorporates all forms of transportation in a unified, interconnected manner and complements land use, making a positive environmental impact through reduction of energy consumption, air pollution and congestion, while promoting economic development and providing mobility for all persons, including elderly and disabled;
- (5) To advise and make recommendations to the city council and to assist city departments and the city manager on appropriate performance standards and benchmarks for use in evaluating the city's transportation system and program, based on nationally recognized guidelines and local priorities;
- (6) To advise and make recommendations to the city council and to assist city departments and the city manager on transportation plans, projects and ordinances, including but not limited to:
  - a. To recommend and review short and long-range plans and studies for the city's transportation system, including streets, transit, bicycling, pedestrians and demand management;
  - b. To periodically review and update the transportation elements of the city's general plan;
  - c. To provide input and review regional, state and federal transportation plans, projects and issues especially as provided by federal law; and
  - d. To promote and maintain bicycling as a safe and effective mode of travel for recreation, health and transportation.
- (7) To advise and recommend to the city council and to assist city departments and the city manager annually on the elements of prioritized, unified operating and capital improvement program budgets for transportation;
- (8) To provide a forum for public hearings and other public involvement mechanisms to assure community-based transportation plans, projects and issues, and to meet all federal and other guidelines for public involvement in transportation projects where applicable; and
- (9) To take any such further actions as may be deemed necessary and appropriate to further the goals of the commission.

TCC § {City Code, Chapter 2, Article V, Division 8}

**List of Board and Commission Members, Including Attendance and Service Dates from January 2018 to November 2018:**

<u>Board/Commission Members:</u>	<u>Service Dates:</u>	<u>Attendance Record:</u>
Browning, Jeremy	12/31/2019	Attended 6 meetings out of 9
Streid, Cyndi	12/31/2019	Attended 5 meetings out of 9
Conklu, Susan	12/31/2020	Attended 5 meetings out of 9
Fellows, Brian	12/31/2020	Attended 5 meetings out of 9
Gerepka, Bonnie	12/31/2020	Attended 3 meetings out of 9
Guzy, Ryan	12/31/2020	Attended 6 meetings out of 9
Thomas, Lloyd A.	12/31/2020	Attended 6 meetings out of 9
Cassano, Don	12/31/2018	Attended 4 meetings out of 9
Huellmantel, Charles	12/31/2018	Attended 3 meetings out of 9
Lerner, Shereen	4/15/2018	Attended 2 meetings out of 4
Olson, Kevin	12/31/2018	Attended 5 meetings out of 9
Redman, Charles	12/31/2018	Attended 6 meetings out of 9
Shana Ellis	12/31/2019	Attended 5 meetings out of 9
Paul Hubbell	12/31/2019	Attended 5 meetings out of 9
Nigel A.L. Brooks	12/31/2019	Attended 6 meetings out of 9

**Name of Chair and Vice Chair:**

- Chair – Ryan Guzy
- Vice Chair – Shana Ellis

**Staff Liaison and Contact Information:**

<u>Staff Liaison:</u>	<u>Department:</u>	<u>Phone:</u>	<u>Email:</u>
Shelly Seyler	Public Works	480-350-8854	shelly_seyler@tempe.gov

**Meeting Frequency and Location:**

Meetings are typically held the second Tuesday of the month at 7:30 a.m. at 200 E. Fifth Street, Don Cassano Community Room, Tempe, AZ 85281. Between January and November 2018, nine meetings were held. The December meeting will be held after the report is due.

**Number of Meetings Cancelled and Reason for Cancellation:**

The June and July 2018 meetings were cancelled due to lack of agenda items.

**Vacancies and Duration of Vacancies:**

Shereen Lerner resigned in April 2018.

**Subcommittee and Subcommittee Activity:**

Did the Board/Commission have any subcommittees active during the reporting period?  YES  NO

**Mission Statement:**

The mission of the Transportation Commission is to ensure that the city has a balanced transportation system which incorporates all forms of transportation in an interconnected manner while complementing land use, making a positive environmental impact through reduction of energy consumption, air pollution and congestion, promoting economic development, providing mobility and accessibility for all persons, and creating a forum for residents to provide input on transportation plans, projects and issues.

**Accomplishments (Past 12 Months):**

**Council Priority:** Implementing sustainable growth and development strategies, including improving Tempe's public transit system to meet future needs, by actively seeking innovative technologies and leading the way in creating a more sustainable community.

Transportation Commission Accomplishments as they relate to the above-mentioned Council priority:

**Bike Hero:** Commission selected JC Porter as the 2018 Bike Hero Award recipient.

**Vision Zero:** Commission supported the City Council making an official commitment to Tempe becoming a Vision Zero city.

**Fifth Street Streetscape Project:** Commission recommended maintaining design Concept A for the project which is consistent with the strategic priority related to Vision Zero.

**Dockless Bicycle Right-of-Way Use License:** Commission recommended the following:

- Implement a fee to include performance incentives
- Consider adding a refundable bond element
- Allow staff to make the necessary adjustments to the license as needed
- Re-evaluate the user indemnification requirement

**Ordinances Related to Bicycles and Pedestrians:** Commission recommended creating a working group to make modifications to Section 7-52 of the city bike ordinance.

**Setting Speed Limits:** Commission supported staff's recommended speed limit changes.

**MAG Pedestrian Design Assistance Grants:** Commission approved submitting the North Bank – Grand Canal Connection project for the grant.

**Annual Report:** Commission approved the 2018 Transportation Commission Annual Report.

**Goals Related to City Council Strategic Priorities, if Applicable (Next 12 Months):**

**Council Priority:**

- 1) Implementing sustainable growth and development strategies, including improving Tempe's public transit system to meet future needs, by actively seeking innovative technologies and leading the way in creating a more sustainable community.
  - 2) Enhancing the quality of life for all Tempe residents and workers through investment in neighborhoods, parks, the arts, human services, and city amenities, with an emphasis on equity and diversity.
- Recommend annual Bike Hero
  - Recommend FY 2019/20 paid media plan

- Recommend project(s) to be submitted for MAG Design Assistance Grants
- Monitor and provide feedback for Tempe Streetcar project, bus and light rail operations, bicycle and pedestrian projects and bike share program
- Oversee strategic development of transportation systems and use of transit funds
- Monitor progress and provide feedback of Transportation Master Plan and the transportation chapter of the General Plan

# **Transportation Commission**

# **2018 Annual Report**

**Transportation Commission**  
**September 11, 2018**



# Mission Statement



The mission of the Transportation Commission is to ensure that the city has a balanced transportation system which incorporates all forms of transportation in an interconnected manner while complementing land use, making a positive environmental impact through reduction of energy consumption, air pollution and congestion, promoting economic development, providing mobility for all persons, and creating a forum for residents to provide input on transportation plans, projects and issues.

# Proposed Goals for 2019



- Select a 2019 Bike Hero
- Approve FY 2019/20 paid media plan
- Select project(s) to be submitted for MAG Pedestrian Design Assistance Grants
- Monitor and provide feedback for Tempe Streetcar project, bus and light rail operations, bicycle and pedestrian projects and bike share program
- Oversee strategic development of transportation systems and use of transit funds
- Monitor progress and provide feedback of Transportation Master Plan and the transportation chapter of the General Plan

# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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### AGENDA ITEM 6

#### DATE

August 28, 2018

#### SUBJECT

North/South Railroad Spur Multi-use Path

#### PURPOSE

The purpose of this memo is to provide the Commission with an update on Phase I of the North/South Rail Multiuse Path Project.

#### BACKGROUND

The City of Tempe's North/South Rail Spur Multi-Use Path project is a joint City of Tempe/Congestion Mitigation and Air Quality (CMAQ) project. This Phase I project is located along and adjacent to the existing Union Pacific Railroad (UPRR) corridor between Baseline Road and University Drive. The pathway will share the paved roadway along Kyrene Road and Farmer Avenue and will be located in currently undeveloped portions of UPRR's spur line corridor between Southern Avenue and 13th Street. This project is approximately 16,300 linear feet in total length which equates to approximately 3.1-miles. A future Phase II would extend the path south to Knox Road. The combined Phase I and II efforts will eventually provide a 7-mile connection.

**Project History:** In 2012 the City of Tempe received a Design Assistance Grant from the Maricopa Association of Governments to study the full corridor extents (University Drive to Knox Road). That process concluded with a Narrative Report entailing a preliminary design recommendation in January 2015. The Transportation Commission was updated in May 2014 and December 2014 on that preliminary design effort.

Following completion of the preliminary design, the City then applied for CMAQ funds to complete design and construction of the project. A design team was hired in 2017 to develop and design construction documents for a buildable project that strives to provide a safe and low-stress north/south bicycle facility that spans the city limits.

The 2015 Transportation Master Plan supports the implementation of this project including identifying the pathway in the Recommended Bicycle Pedestrian Improvements 2040 map and project list.

**Design Goals:** The goals for this non-motorized facility design identified by project staff, design team, and stakeholders include:

- Providing safe mobility for all
- Utilize City right-of-way when available
- Coordinate with Union Pacific Railroad where needed



- Provide safe/signalized crossings across busy roadways
- Include sidewalks and curb, return ramp upgrades, potential installation of railing/fencing when adjacent to the UPRR spur line, lighting, landscaping, three (3) node areas, roadway striping, existing traffic signal modifications, new pedestrian signals, potential UPRR gate installation, and wayfinding signage.

**Community Outreach & Public Feedback:** Four public meetings are anticipated (two at approximately 30% design stage and two at a later design stage). Additionally, future updates to City Council and boards and commissions will be held as the project progresses.

The first two public meetings will be held in October 2018 to introduce the project, present the 30% design drawings, and collect public feedback on the project direction. This feedback will inform revisions and priorities for improvements on the corridor.

**PUBLIC MEETING 1**

October 3, 2018  
5:30 p.m. – 7:00 p.m.  
Culinary Dropout,  
149 S. Farmer Ave.

**PUBLIC MEETING 2**

October 13, 2018  
9:30 a.m. -11:00 a.m.  
Landing Credit Union  
2800 S. Mill Ave.

Those unable to attend either of the meetings are encouraged to visit the project website: [www.tempe.gov/NorthSouthRailroadPath](http://www.tempe.gov/NorthSouthRailroadPath) for more detailed information and to provide input online. Input on this phase will be taken October 3 – 27, 2018.

**NEXT STEPS**

Public meetings will be held October 2018 to collect input on the 30% design documents. The 60% design documents are anticipated in late 2018. The 90% design documents and environmental clearance are anticipated by spring 2019.

The final design documents are scheduled to be submitted to FHWA and ADOT by summer 2019 to obligate the federal funds secured for the project. Project construction is estimated to late 2020.

**FISCAL IMPACT**

Programmed funding for Phase 1 design includes \$507,000 from the City transit fund. Programmed funding for Phase 1 construction includes \$2.3 million in federal Congestion Mitigation and Air Quality funds and \$220,000 in City transit funds.

**RECOMMENDATION**

This is for information only.

**CONTACT**

Vanessa Spartan, AICP  
Transportation Planner  
480-350-2897  
[Vanessa\\_Spartan@tempe.gov](mailto:Vanessa_Spartan@tempe.gov)

**ATTACHMENTS**

PowerPoint Presentation

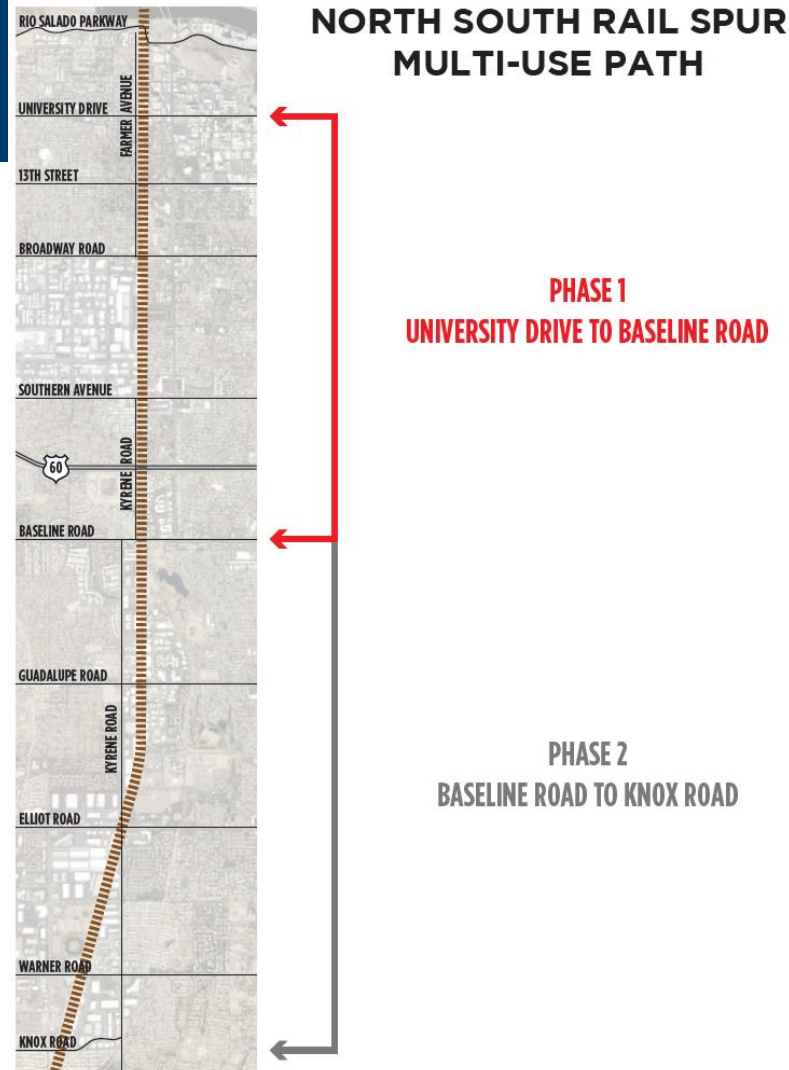
# North South Rail Spur Multi-use Path

Transportation Commission  
September 11, 2018



# Overview

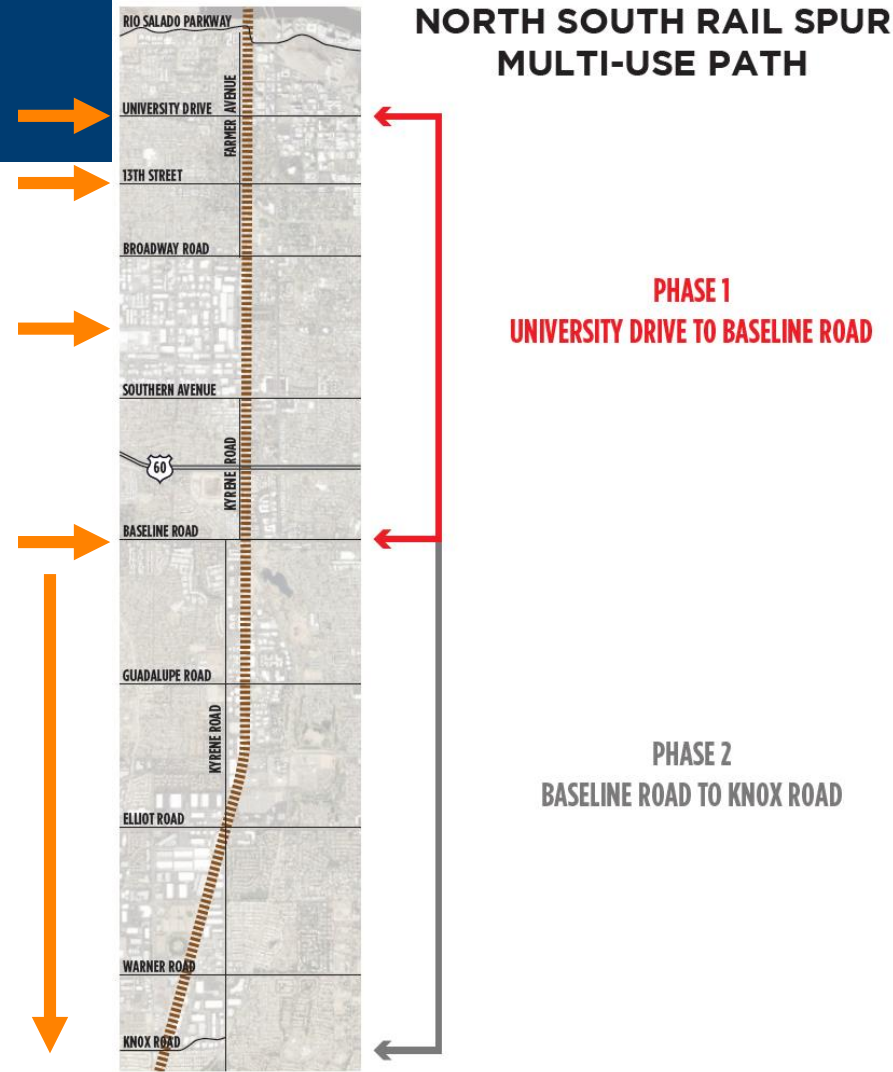
- TMP: Recommended bike/ped improvement 2040
- Preliminary Design with MAG Design Assistance funds completed in 2015 for full 7-mile corridor
- Programmed Funds
  - Phase 1: in design
    - Design: \$500K Transit Fund
    - Construction: \$2.3M CMAQ and \$220K Transit Fund
  - Phase 2: design to begin in 2020
    - Design: \$491K Transit Fund
    - Construction: \$2.8M CMAQ and \$338K Transit Fund
- Current Status: Public Comment on 30% Plans for Phase 1



# Overview

## Connects to:

- Path north of University Drive
- University Drive bike lanes
- 13<sup>th</sup> Street bike lanes
- Alameda Streetscape Project
- Western Canal south of Baseline
- Future Phase 2



The background features a central light blue circle surrounded by a series of concentric, hand-drawn style lines in dark blue and yellow, creating a tunnel-like or ripple effect.

# Existing Conditions

# Purpose and Intent



## Project Purpose/Intent

The City of Tempe is dedicated to enhancing the community by creation of attractive, convenient multi-use path corridors for bicycles, pedestrians and other non-motorized users. Key features of the North-South Rail Spur Multi-use Path include:

- Integrates into the City of Tempe's pathway network to provide a **vital north/south connection**
- Improves pedestrian/bicyclist safety by providing an **alternate route to existing north/south arterial and collector roadways**
- Provides **signalized crossing points** of Baseline Road, Southern Avenue, Broadway Road and 13<sup>th</sup> Street
- Fills in a **missing link** between pathway facilities already constructed to north and south of the project limits



Connection to Western Canal Path to South – South of Baseline Rd.



Connection to North – North of University Dr.

# Existing Conditions



- Street Crossings
  - Shared Streets
- UPRR Rail Spur
- Adjacent Properties



North of Southern Ave – Adjacent Properties



Broadway Road to 13<sup>th</sup> Street – UPRR Spur to East



Existing Baseline Road UPRR At-Grade Crossing



Alameda Drive Crossing



Farmer Avenue – Shared Street

The image features a central blue circle with a white text overlay. The background is a dynamic, swirling pattern of blue and yellow lines that create a tunnel-like effect, drawing the eye towards the center. The text is bold and white, standing out against the blue background.

# Opportunities & Constraints



# Opportunities and Constraints



## OPPORTUNITIES

1. Connectivity to adjacent pathways
2. Signalized intersection crossings
3. Enhance UPRR Rail Spur Line corridor
4. Nodes/rest areas
5. Wayfinding
6. Traffic calming along Kyrene Road

## CONSTRAINTS

1. UPRR R/W (Permitting)
2. ADA Compliance at Alameda Drive (coordinate with future Tempe project)
3. Proximity of adjacent residences along east side between Southern Avenue and Broadway Road
4. Existing SRP/APS 69kV power line alignment
5. Challenges with on-street / off-street transitions

*Project Overview Map*



- Connection to existing North/South Spur path
- ◆ Farmer Ave. ORBIT route
- ★ Re-route to Farmer Ave. or Kyrene Rd. signalized intersection
- Remove/replace sidewalk railing (low clearance) - public art opportunity
- | Proposed pathway alignment
- New signalized intersection
- Pathway or fill material needed (import) in this area
- Utilize existing un-signalized paved crossing (verify ADA accessibility)
- ★ Candidate node locations
- ↔ Future Phase 2 South to Knox Road

- KEY LAND OWNERS (IN ADDITION TO PRIVATE RESIDENTS)**
- |   |  |   |
|---|--|---|
| <span style="color: orange;">1</span> TEMPE HIGH SCHOOL                   | <span style="color: orange;">8</span> BROADWAY TOWERS                | <span style="color: orange;">15</span> ADOT                 |
| <span style="color: orange;">2</span> FARMER ARTS DISTRICT                | <span style="color: orange;">9</span> AZ BOARD REGENTS               | <span style="color: orange;">16</span> FLAGSTONE APARTMENTS |
| <span style="color: orange;">3</span> VACANT PARCEL (PENDING DEVELOPMENT) | <span style="color: orange;">10</span> AAA SELF STORAGE              | <span style="color: orange;">17</span> VARIOUS BUSINESSES   |
| <span style="color: orange;">4</span> FARMER GOODWIN TOWNHOMES            | <span style="color: orange;">11</span> INDUSTRIAL BUSINESS COMPLEXES |   |
| <span style="color: orange;">5</span> FARMER'S BLOCKS                     | <span style="color: orange;">12</span> BROADWAY INDUSTRIAL PARK      |   |
| <span style="color: orange;">6</span> NICOLE APARTMENTS                   | <span style="color: orange;">13</span> SOLARA AT MILL AVENUE         |   |
| <span style="color: orange;">7</span> STATE COLLEGE HOMES                 | <span style="color: orange;">14</span> 201 WEST HERMOSA              |   |

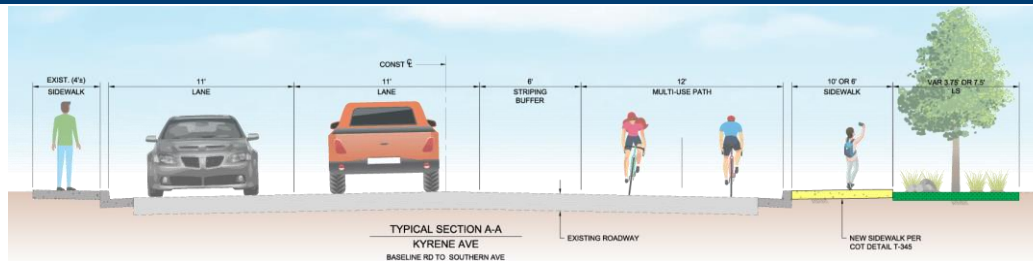
The background features a central light blue circle surrounded by concentric rings of dark blue and yellow, creating a tunnel-like or ripple effect.

# Concept Types

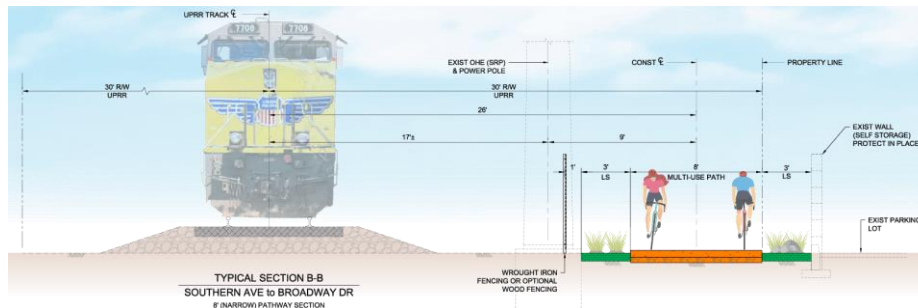
# Various Pathway Sections (South to North)



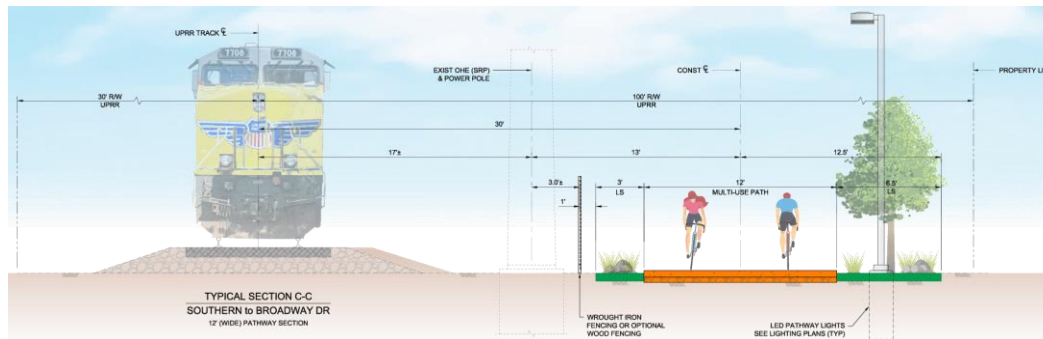
- **Kyrene Road Shared Street**  
 Baseline Road to Southern Avenue



- **Southern Avenue to Approx. 1,000' North**



- **Approx. 1,000 North of Southern Avenue to Broadway Road**

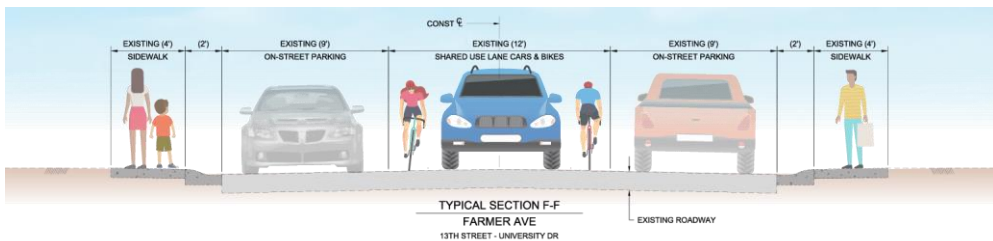
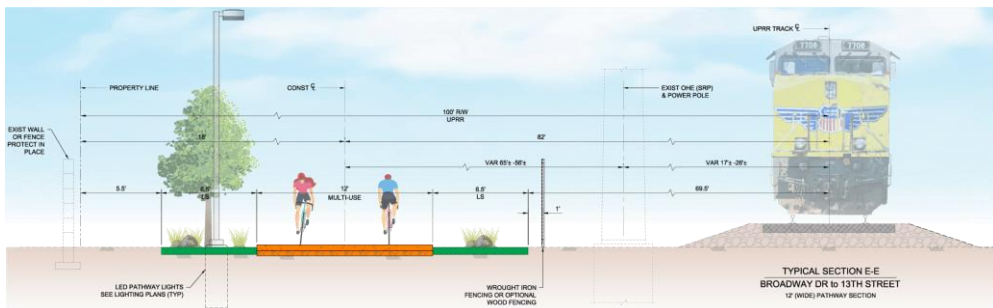
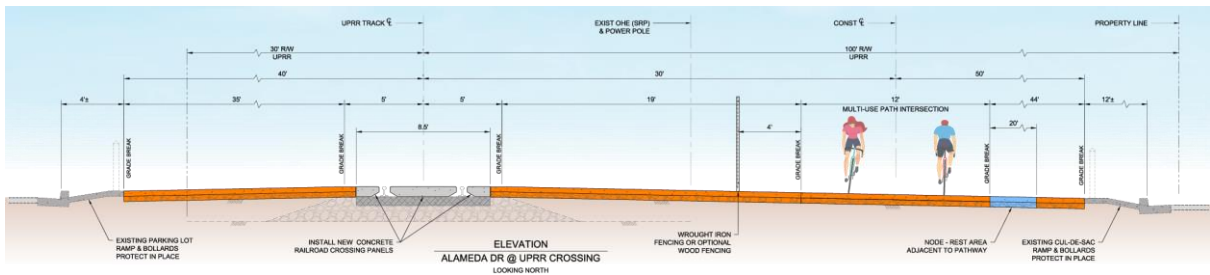




# Various Pathway Sections (South to North)

## Alameda Drive Crossing

Cohesion with Alameda Drive Streetscape Project



## Broadway Road to 13<sup>th</sup> Street

## Farmer Avenue Shared Street

13<sup>th</sup> Street to University Drive

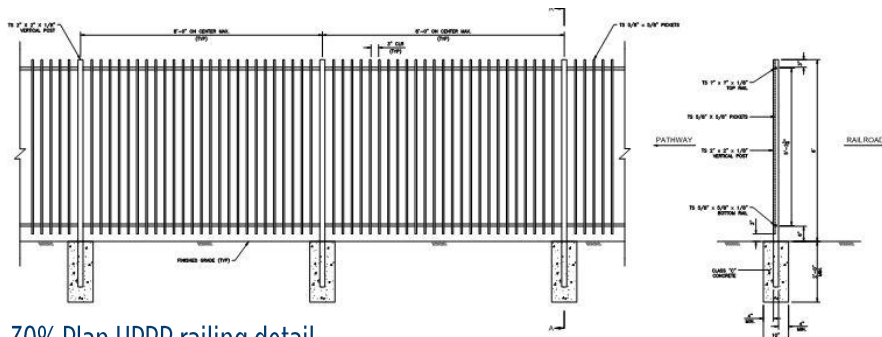
The background features a series of concentric, hand-drawn style circles in shades of blue and yellow, creating a tunnel-like effect that frames the central text.

# Other Design Elements

# Other Design Elements



- Railing adjacent to UPRR
- Pathway lighting
- Signal upgrades
  - Pedestrian Signal at Baseline Road
  - Modified Traffic Signal at Kyrene Road/Southern Avenue
  - Traffic Signal at Broadway Drive and Farmer Avenue
- Sidewalk/driveway/ADA facility upgrades
- New UPRR equipment at crossings
- Landscaping/irrigation



30% Plan UPRR railing detail



Sample railing at 5th Street/Ash UPRR crossing



Recently installed UPRR equipment at Broadway Drive

# Other Design Elements



## Nodes/Rest Areas

- 6 Viable locations identified
- Project scope is to construct 3
- “Major” and “Minor” Node Concepts
- Potential Amenities: structural shade, bike rack, water fountain, seating, decorative paving, landscaping, wayfinding signage

## Candidate Node Locations

- Santa Cruz Drive (minor)
- Southern Avenue (major)
- Alameda Drive (major)
- Broadway Road (major)
- 17<sup>th</sup> Street (minor)
- 13<sup>th</sup> Street (major)



Project Overview Map

- Connection to existing North/South Spur path
- Farmer Ave. ORBIT route
- Re-route to Farmer Ave. or Kyrene Rd. signalized intersection
- Remove/replace sidewalk railing (low clearance) - public art opportunity
- Proposed pathway alignment
- New signalized intersection
- Pathway or fill material needed (import) in this area
- Utilize existing un-signalized paved crossing (verify ADA accessibility)
- Candidate node locations
- Future Phase 2 South to Knox Road

- KEY LAND OWNERS (IN ADDITION TO PRIVATE RESIDENTS)**
- |                                       |                                  |                         |
|---------------------------------------|----------------------------------|-------------------------|
| 1 TEMPE HIGH SCHOOL                   | 8 BROADWAY TOWERS                | 15 ADOT                 |
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| 4 FARMER GOODWIN TOWNHOMES            | 11 INDUSTRIAL BUSINESS COMPLEXES |                         |
| 5 FARMER'S BLOCKS                     | 12 BROADWAY INDUSTRIAL PARK      |                         |
| 6 NICOLE APARTMENTS                   | 13 SOLARA AT MILL AVENUE         |                         |
| 7 STATE COLLEGE HOMES                 | 14 201 WEST HERMOSA              |                         |

# Other Design Elements

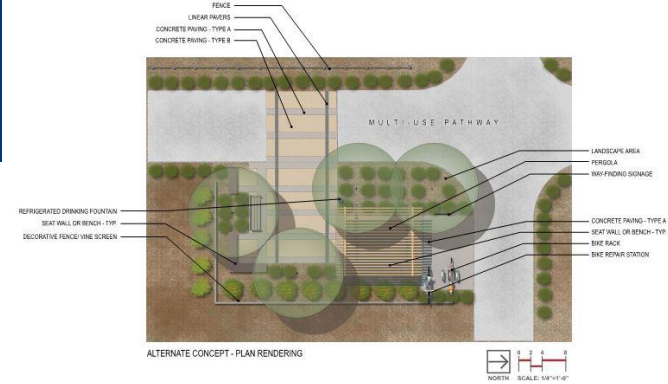
## Major Amenity Node Concept

### Difference from minor node:

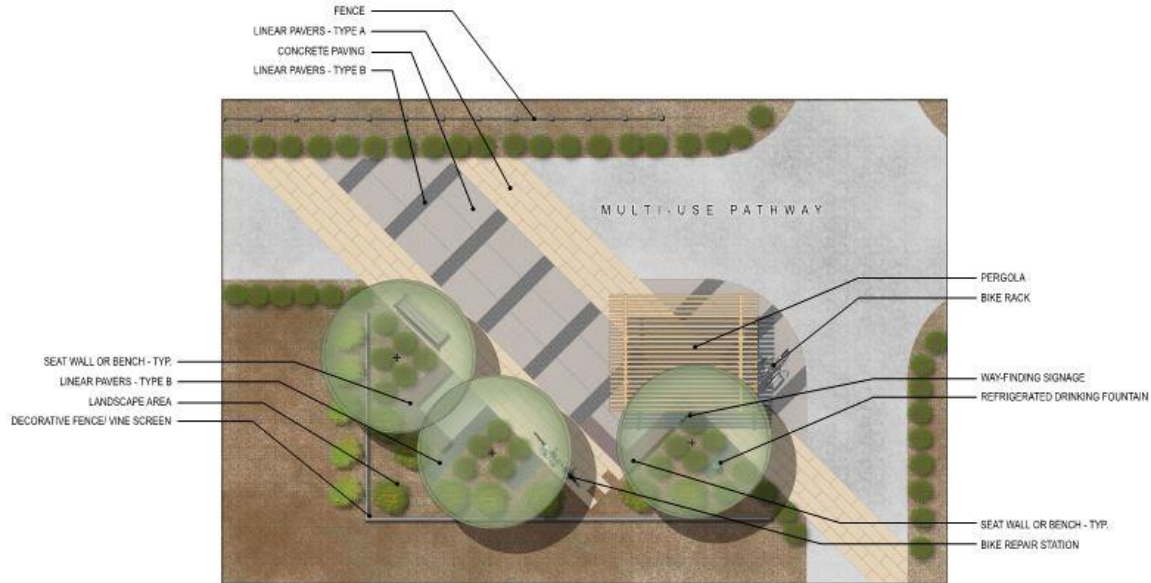
- Larger footprint
- More amenities (due to size)
- Located near major intersecting roadways



PREFERRED CONCEPT - PHOTO SIMULATION



ALTERNATE CONCEPT - PLAN RENDERING



PREFERRED CONCEPT - PLAN RENDERING





# Other Design Elements

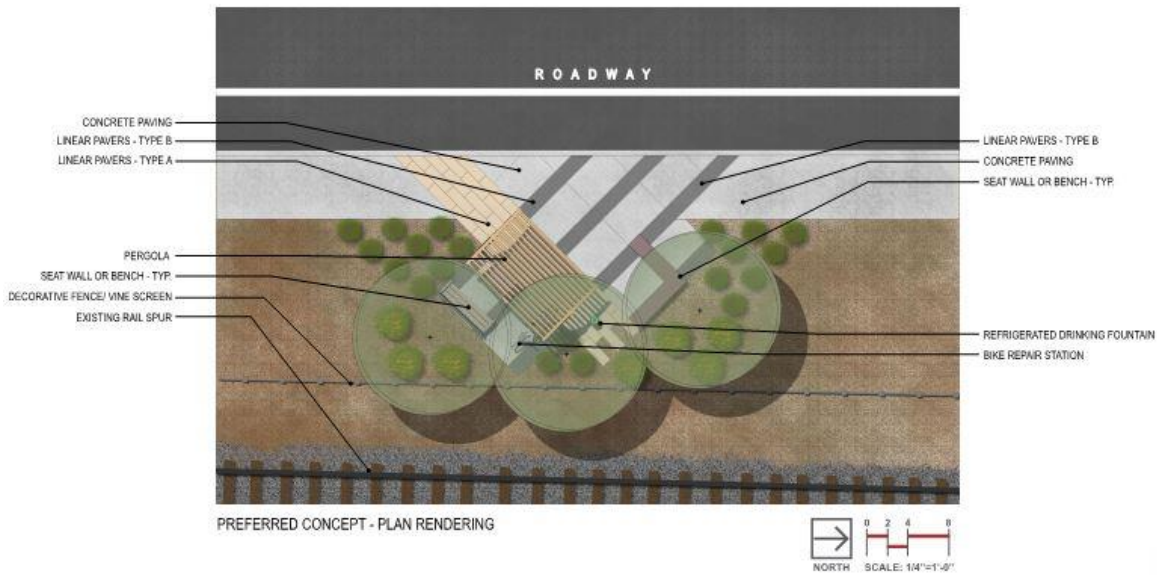
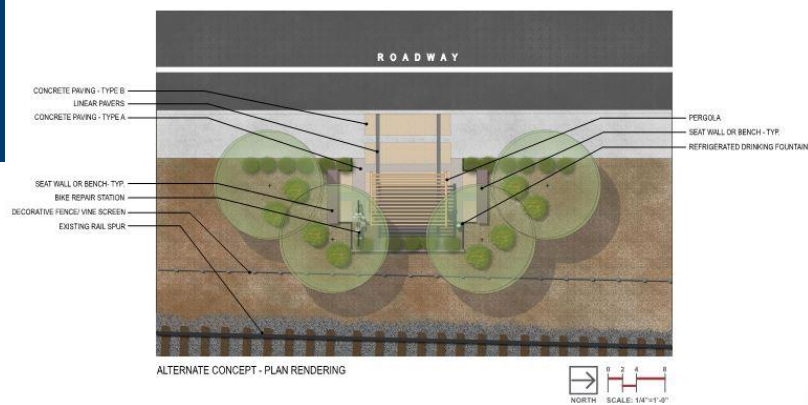
## Minor Amenity Node Concept

Difference from major node:

- Smaller Footprint footprint
- Located 'mid-block'



PREFERRED CONCEPT - PHOTO SIMULATION





# Future Considerations



- 30% Design comment resolution
- Potential for art integration
- Future Phase 2 extension – Baseline Road to Knox Road (Chandler border)
- Cohesion with Alameda Drive Streetscape Project



# Next Steps



## Public Meetings

- Wed., Oct. 3, 2018
  - 5:30-7:00 p.m.
  - Culinary Dropout (149 S. Farmer)
- Sat., Oct. 13, 2018
  - 9:30-11:00 a.m.
  - Landings Credit Unit (2800 S. Mill)
- Online comments, Oct. 3 – Oct. 27, 2018

## Public Meeting Goals

- Collect input on 30% Design
- Understand priorities for design elements and nodes
- Anticipated use of corridor
  - Bike, walk/run, other
  - Work, school, transit, recreation, daily necessities
  - Daily, weekly, monthly, a few times a year

# Next Steps

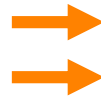


- Potential other commission presentations
- 30% Comment Resolution
- UPRR agreement(s)
- Public Meeting 2 at 60% Submittal

## PROJECT SCHEDULE

The tentative project schedule is as follows:

Approved Final Project Assessment	End of Summer 2018
30% Submittal	End of Summer 2018
60% Submittal	Fall 2018
Environmental Clearance	Early 2019
90% Submittal	Early 2019
Right-of-way Clearance	Spring 2019
Utility/Railroad Clearance	Spring 2019
Final PS&E Submittal	Spring 2019
Bid Advertisement	Early Fall 2019
Bid Opening	Fall 2019



# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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AGENDA ITEM 7

### DATE

September 11, 2018

### SUBJECT

College Avenue Bike Lanes

### PURPOSE

Staff will provide a BIKEiT Project recommendation on College Avenue.

### BACKGROUND

In fall 2017, the first phase of Tempe's Bike Boulevard system branded as BIKEiT (Bike in Tempe) was launched with segments of four routes: Brake, Pedal, Spoke, and Handlebars routes. Currently, the Spoke and Pedal routes are fragmented along College Ave. from the US-60 to Cornell Dr. Once completed, this project will provide for continuous bike facilities along College Ave. from Arizona State University at Apache Blvd. continuing south of Baseline Rd. (Pedal route) to Cornell Dr. (Spokes route), which is east of Kiwanis Park. Potential improvements to this segment of College Ave. include alternatives such as shared-lane markings (sharrows), bike lanes, and a signage only option. Staff will look to install these improvements for this missing section of the Pedal route in conjunction with the scheduled repaving of College Ave. that is taking place from Baseline Rd. to Guadalupe Rd. along College Ave. in spring 2019. This segment of College Ave. is scheduled to be repaved as part of Tempe's Asset Management Capital Maintenance Program

### NEXT STEPS

Public meetings will be held to solicit input on striping alternatives, as well as discuss opportunities and constraints for the project.

### FISCAL IMPACT

A segment of College Ave. is scheduled to be repaved as part of Tempe's Asset Management Capital Maintenance Program with additional funding programmed through Tempe's transit CIP program- Bicycle Boulevard  
CIP:6007779

### RECOMMENDATION

This is for information and discussion only.

### CONTACT

Chase Walman  
Transportation Planner  
480-858-2072  
Chase\_walman@tempe.gov

### ATTACHMENTS

PowerPoint

# College Avenue Bike Lanes

Transportation Commission  
September 11, 2018

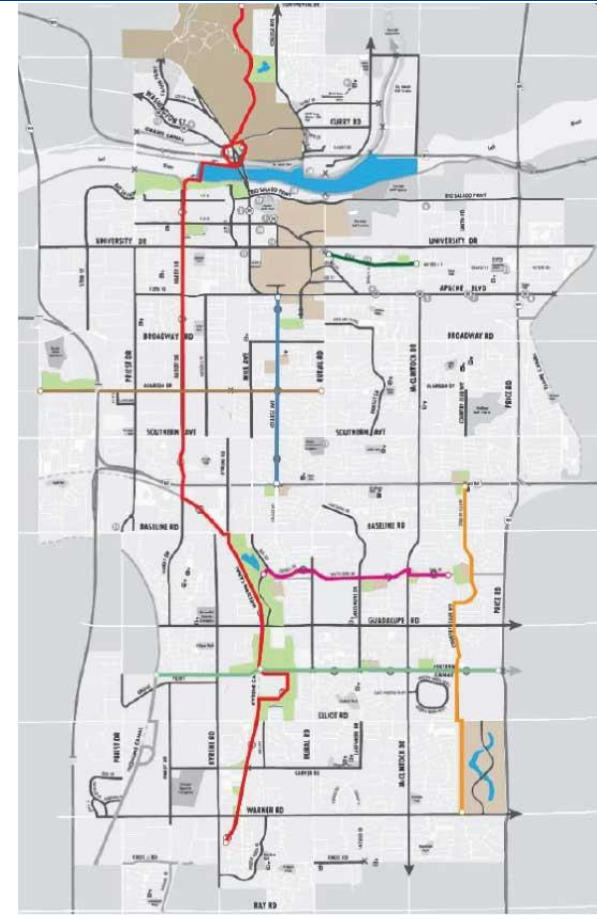
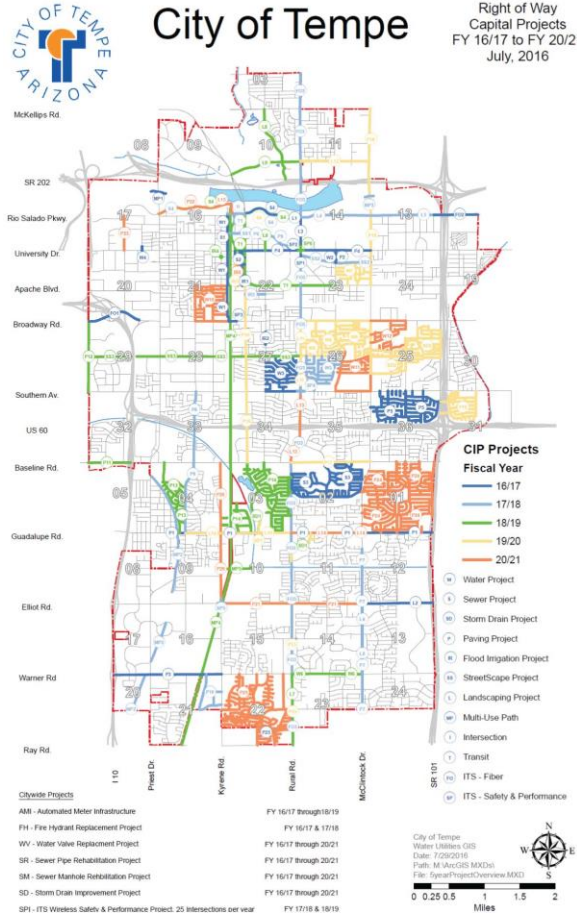




# Background



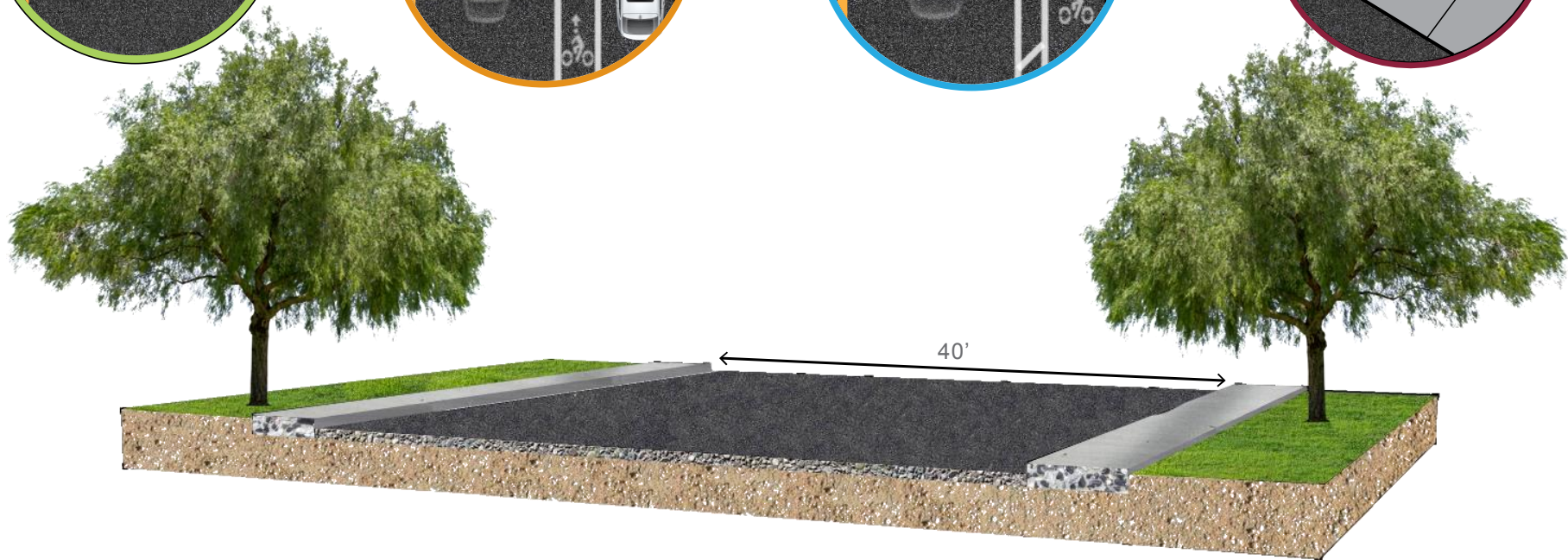
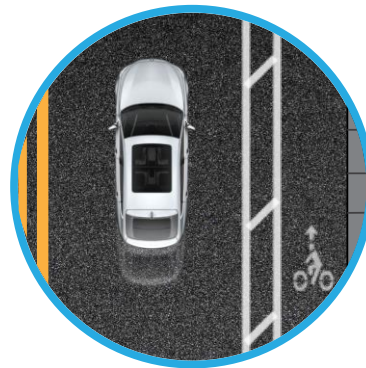
- Gap in the BIKEit “Pedal Route”
- Scheduled paving project of College Ave from Baseline to Guadalupe Rd in Spring 2019.



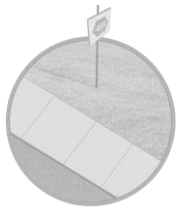
# North of Baseline Rd Existing Conditions



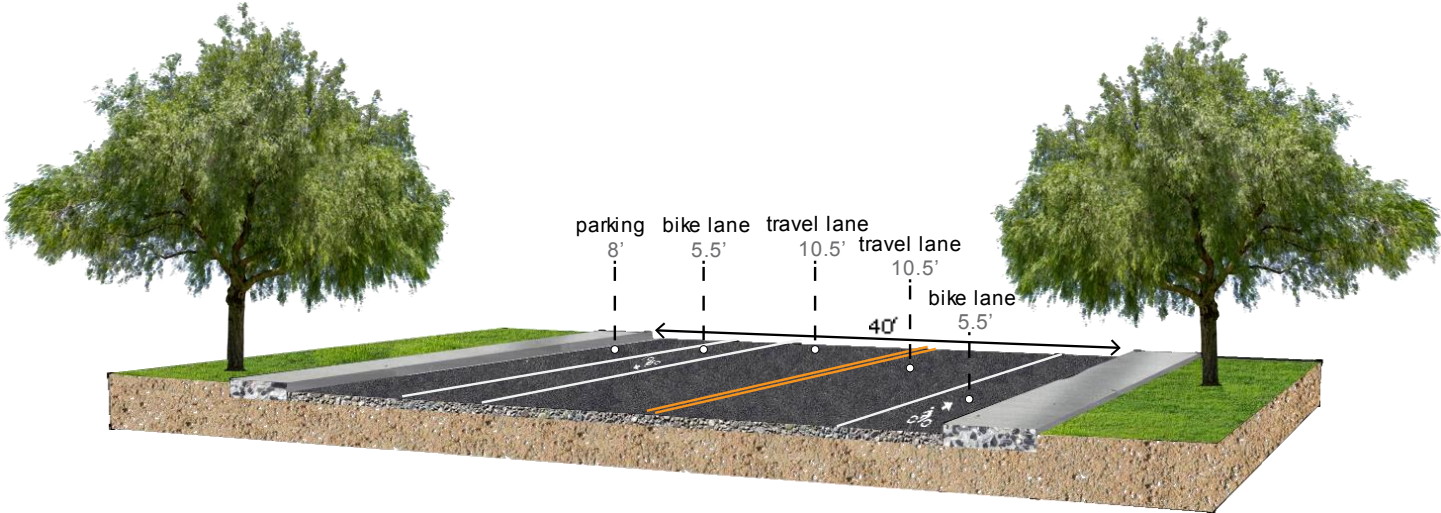
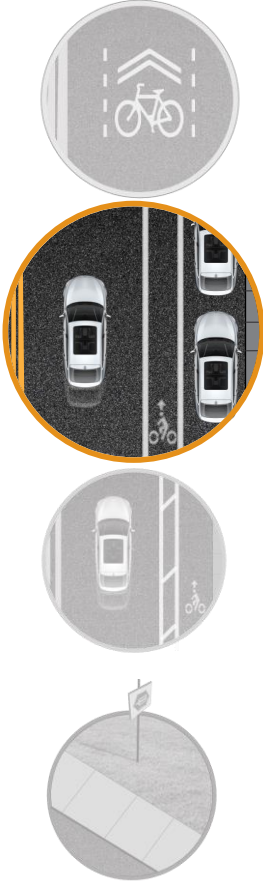
# Four Alternatives



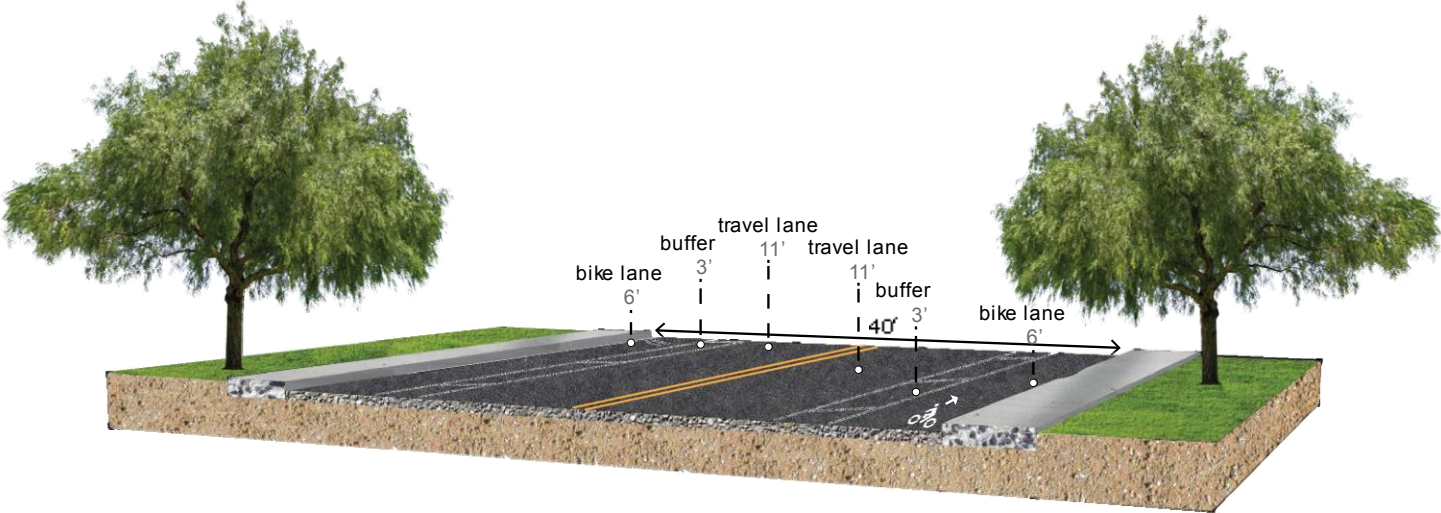
# Green Alternative – Shared Lane Markings



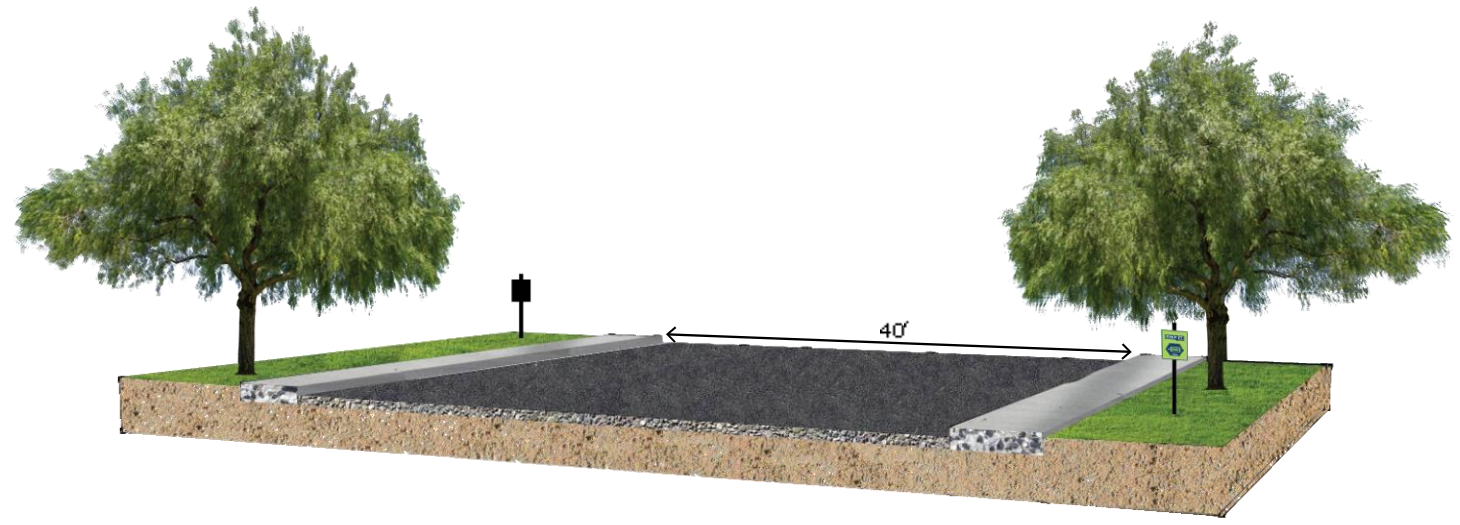
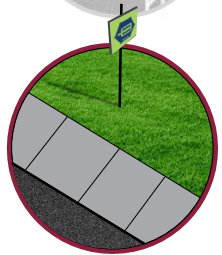
# Orange Alternative – Bike Lanes w/ a Parking Lane



# Blue Alternative – Buffered Bike Lane



# Red Alternative – Signage Only

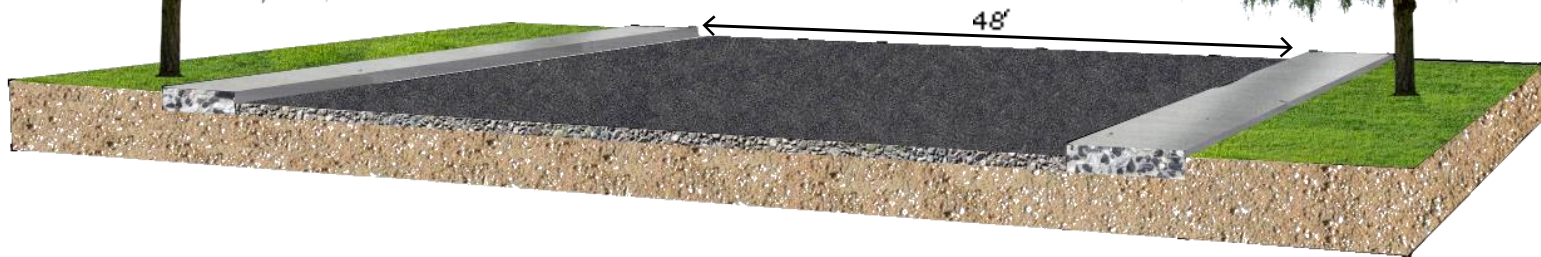


# South of Baseline Rd Existing Conditions

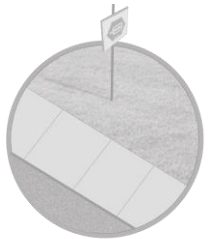




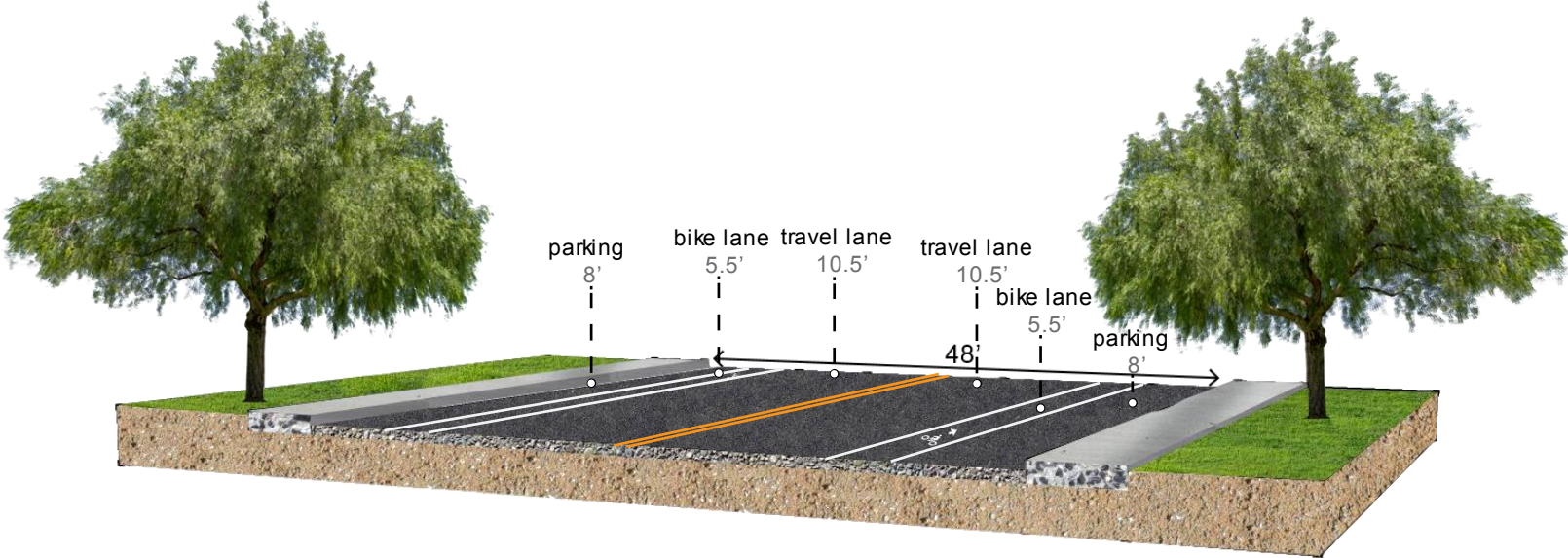
# Three Alternatives



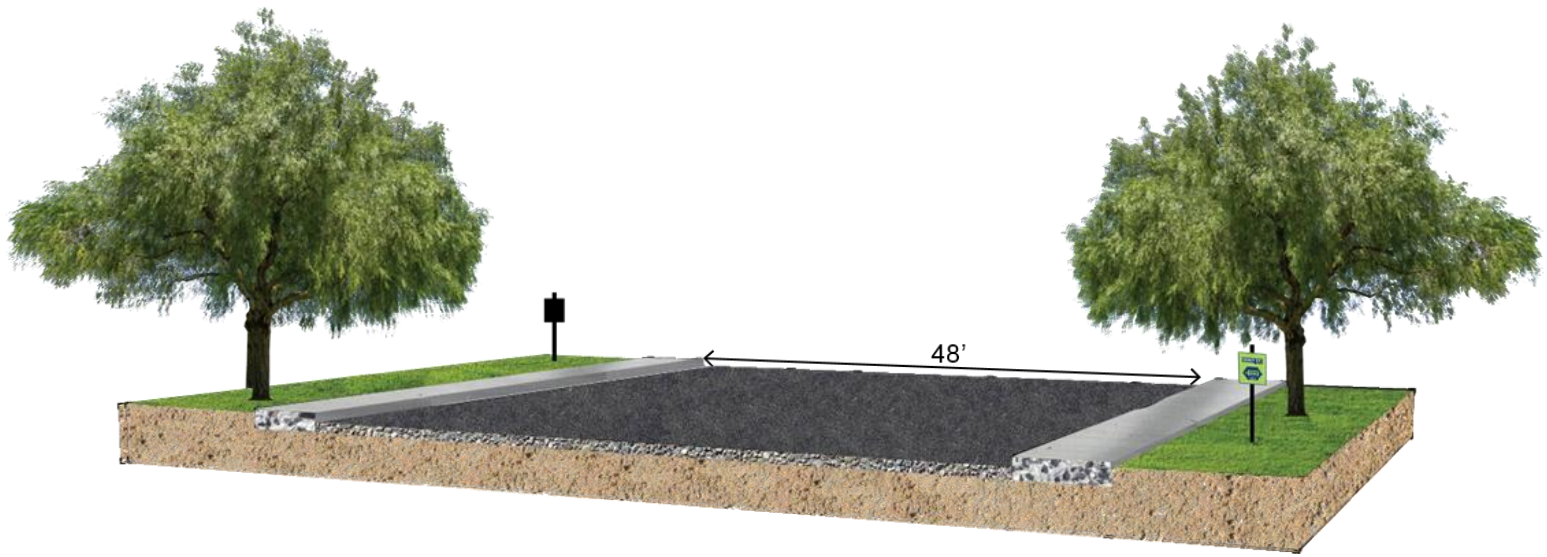
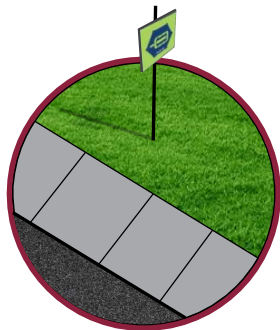
# Green Alternative – Shared Lane Markings



# Orange 2 Alternative – Bike Lanes and Parking Lanes



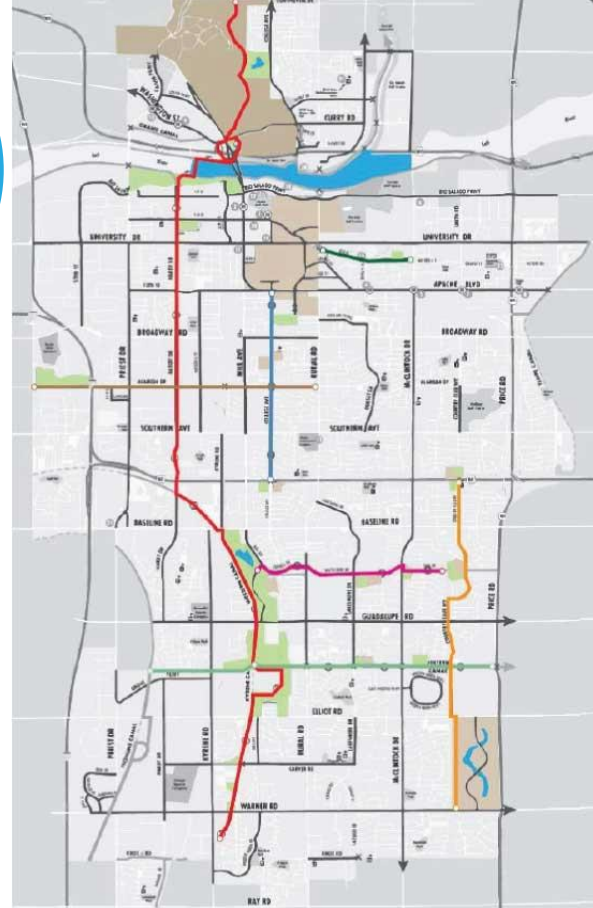
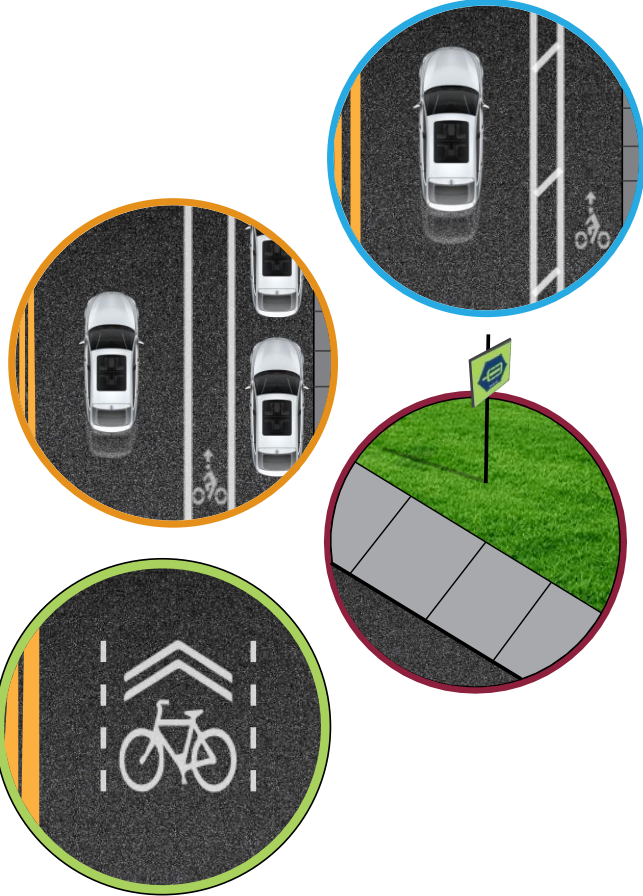
# Red Alternative – Signage Only



# Next Steps



- **2 Public Meetings**  
tentatively scheduled for  
Oct 27<sup>th</sup> and Oct 29<sup>th</sup>
- **Striping Plan Complete**  
Early December
- **Paving and Striping**  
Est. April 2019



# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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AGENDA ITEM 8

### DATE

September 11, 2018

### SUBJECT

El Paso Path Improvements

### PURPOSE

Staff will provide an update on the El Paso Gasline Easement Path Update project.

### BACKGROUND

The El Paso Gasline Easement project was created in 1994 as a neighborhood grant request from area neighbors to improve the easement behind their homes into a pedestrian walkway. The project grew into a city capital improvement project, with the first phase from Price Road to Country Club Way completed with a 6' walkway, landscape and lighting in the fall of 1997 and the second phase from Kenwood Lane to Heather Drive completed shortly after. The 3<sup>rd</sup> phase of the project was completed in 2015 to connect from Rural Rd to Kiwanis Park and included public art. There are two scheduled maintenance projects for the first phase of the El Paso paths programmed within a year of each other. The replacement lights were redesigned to accommodate the neighborhood requests. The other scheduled upgrade is a landscaping refresh with concrete improvements.

In the interest of minimizing the impact of construction on the neighborhood and possibly damaging any of the new lighting fixtures the two projects have been consolidated into a single path improvement project to be implemented at the same time. This will result in project cost savings. In addition, Optimist Park residents and Tempe's Transportation Commission also requested staff to explore and provide a design solution to eliminate the gap of the pathway between Country Club Way and Kenwood Lane. Staff has approached Tempe School District 3 about securing an easement across Fuller Elementary School as part of the path alignment.

### NEXT STEPS

A consultant will be hired to design the upgrades to the path to meet ADA and refresh the landscaping. Public meetings will be held to solicit input on design priorities and conceptual ideas, as well as to review opportunities and constraints for the project. Meetings will be scheduled with Tempe Elementary District 3 to secure the easement for the extension across Optimist Park and Fuller School.

### FISCAL IMPACT

- Final Design \$50,000
- Preliminary Construction Estimate: \$1,200,000 programmed in the CIP

### RECOMMENDATION

This is for information only.

**CONTACT**

Chase Walman

Transportation Planner

480-858-2072

Chase\_walman@tempe.gov

**ATTACHMENTS**

PowerPoint

# El Paso Path Improvements

Transportation Commission  
September 11, 2018







The background features a central light blue circle surrounded by multiple concentric rings of varying thicknesses in dark blue and yellow, creating a tunnel-like or ripple effect.

# Existing Conditions

# Existing Conditions



● Gap In The Path



● Landscape sparse/dead



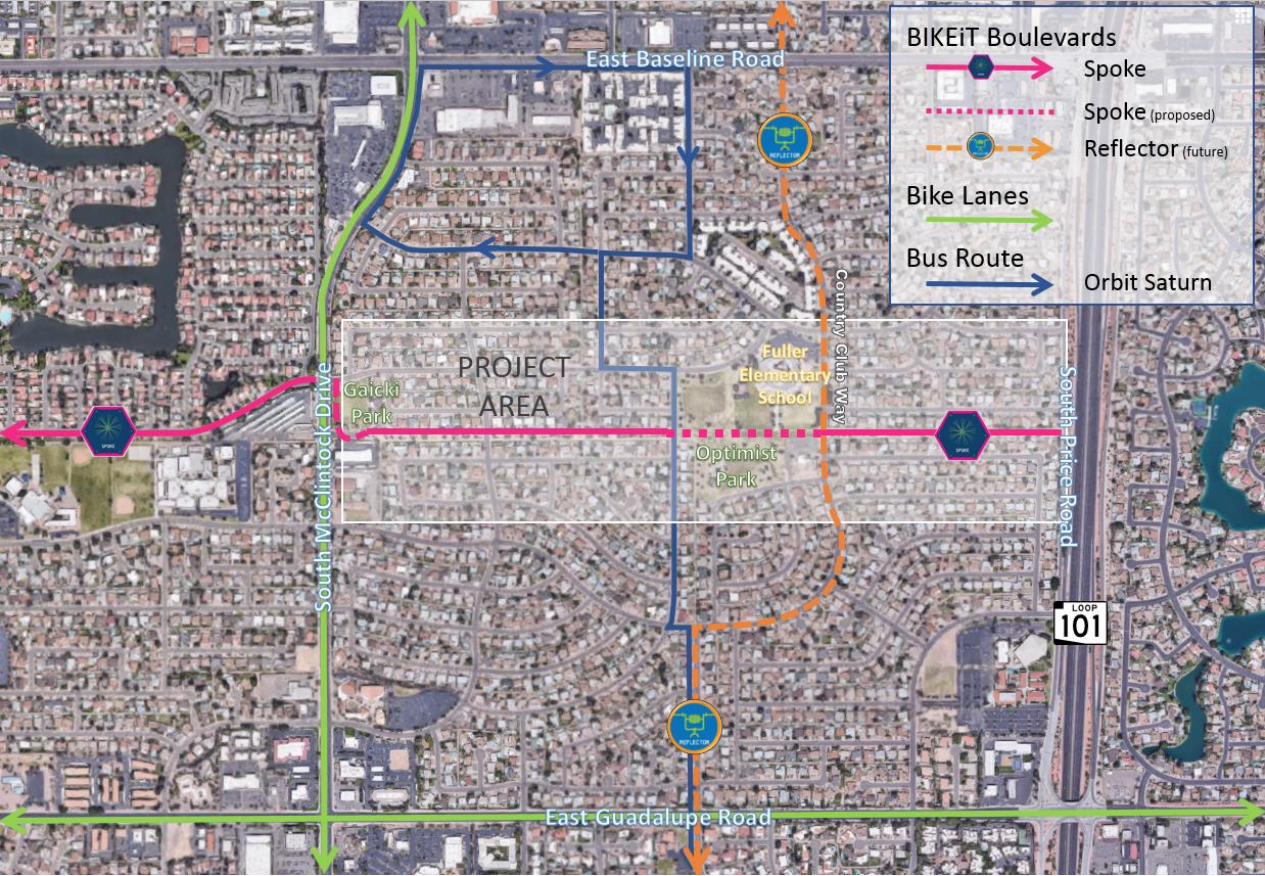
● Ballard lighting vandals





**Project**

# Project Overview



# Project Features



## FEATURES



completion of the El Paso portion of 'spoke' BIKEiT boulevard



connection to (future) 'reflector' BIKEiT boulevard



connection to Orbit Saturn route



a lighting upgrade



widening of existing path (up to 10 feet)



a native landscaping refresh

### existing conditions



6' Path

### alternative 1



8' Path

### alternative 2



10' Path

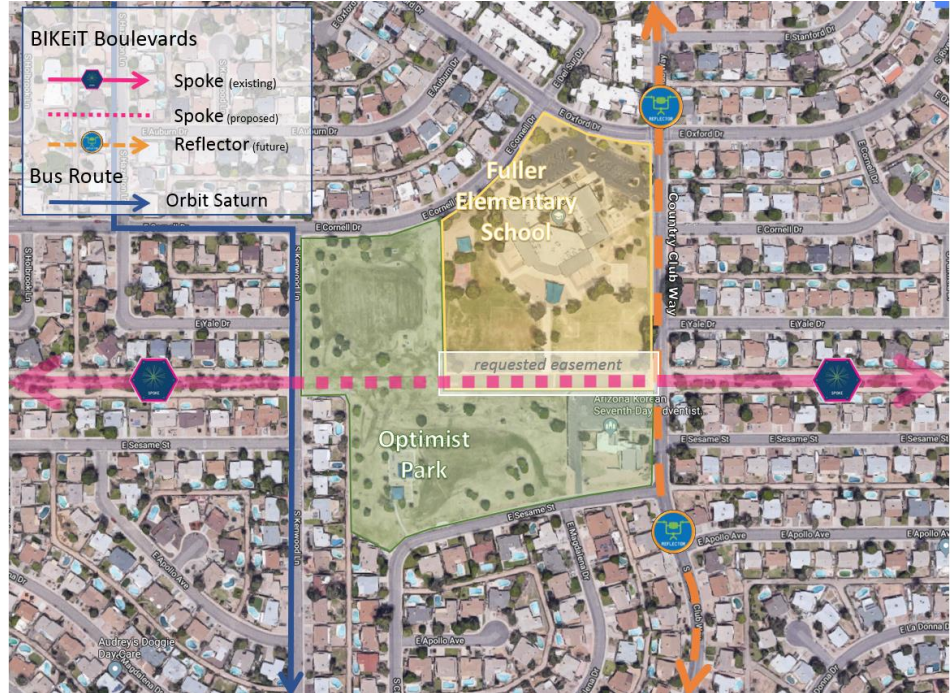


# Next Steps

# Next Steps



- Transportation Commission
- Parks, Recreation, Golf, and Double Butte Cemetery Advisory Board – 09/12/18
- Tempe Elementary School District 3 Meeting
- Est Design start - Oct/Nov 2019
- 2 Public Meetings – To be held at 30% design
- Est. construction - late 2019/ early 2020



● Fuller Elementary School Easement



# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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### AGENDA ITEM 10

#### DATE

August 6, 2018

#### 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:

- October 9
  - Annual Report
  - Bicycle and Pedestrian Grants
  - T Intersections
  - Repaving Streets and Transportation Master Plan Project Interface
  - Urban Core Master Plan
- November 13 (Joint meeting with Sustainability Commission)
  - Climate Action Plan + Transportation
  - Orbit Saturn
- December 11
  - Alameda Drive Streetscape
  - Market Research
  - Vision Zero
  - Flash
  - Commuter Rail
- January 8
  - Commission Business
  - Prop 500/BRT
- February 12
  - Paid Media Plan
- March 12
  - McClintock Drive Reconfiguration Data
  - Capital Improvements Project Update
- April 9
- May 14
  - MAG Design Assistance Grants
- TBD: Ordinances Related to Bicycles and Pedestrians