



PUBLIC MEETING AGENDA

Transportation Commission

MEETING DATE

Tuesday, February 12, 2019
7:30 a.m.

MEETING LOCATION

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

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
1. Public Appearances The Transportation Commission welcomes public comment for items listed on this agenda. There is a three-minute time limit per citizen.	Brian Fellows, Commission Chair	Information
2. Approval of Meeting Minutes The Commission will be asked to review and approve meeting minutes from the January 8, 2019 meeting.	Brian Fellows, Commission Chair	Action
3. Update on Prop 400 Extension Tasks Maricopa Association of Governments staff will present information on the extension of Prop 400 and current regional transportation studies.	Audra Koester Thomas, Maricopa Association of Governments	Information and Possible Action
4. McClintock Drive Reconfiguration Data Staff will provide traffic and bicycle volumes and crash data related along the McClintock Drive corridor.	Julian Dresang, Public Works	Information and Possible Action
5. First Street/Ash Avenue/Rio Salado Parkway Intersection Update Staff will present the 100% designs for the project.	Tony Belleau, Public Works	Information
6. Department & Regional Transportation Updates Staff will provide updates and current issues being discussed at regional transit agencies.	Public Works Staff	Information
7. Future Agenda Items Commission may request future agenda items.	Brian Fellows, Commission Chair	Information and Possible Action

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 Meeting of the Transportation Commission
January 8, 2019

Minutes of the meeting of Tempe Transportation Commission held on Tuesday, January 8, 2019, 7:30 a.m. at the Tempe Transportation Center, Don Cassano Community Room, 200 E. Fifth Street, Tempe, Arizona.

(MEMBERS) Present:

Susan Conklu
Jeremy Browning
JC Porter
Paul Hubbell
David A. King (via phone)
John Kissinger
Pam Goronkin

Brian Fellows (Chair)
Lloyd Thomas (via phone)
Shana Ellis
Cyndi Streid
Ryan Guzy
John Federico
Peter Schelstrete

(MEMBERS) Absent:

Bonnie Gerepka

City Staff Present:

Shelly Seyler, Deputy Public Works Director
Vanessa Spartan, Planner II
Chase Walman, Planner II
TaiAnna Yee, Public Information Officer
Joe Clements, Transportation Financial Analyst
Julian Dresang, City Traffic Engineer

Sue Taaffe, Public Works Supervisor
Robert Yabes, Principal Planner
Shauna Warner, Neighborhood Services Manager
Bonnie Richardson, Principal Planner

Guests Present:

Jason Simmers

Commission Chair Ryan Guzy called the meeting to order at 7:31 a.m.

Agenda Item 1 – Public Appearances

There were no public appearances.

Agenda Item 2 – Minutes

Commission Chair Ryan Guzy introduced the minutes of December 11, 2018 meeting of the Transportation Commission and asked for a motion for approval.

Motion: Commissioner Paul Hubbell

Second: Commissioner Cyndi Streid

Decision: Approved by Commissioners:

Susan Conklu
Jeremy Browning
JC Porter
Paul Hubbell
David A. King (via phone)
John Kissinger
Pam Goronkin

Brian Fellows (Chair)
Lloyd Thomas (via phone)
Shana Ellis
Cyndi Streid
Ryan Guzy
John Federico

Agenda Item 3 – Commission Business

Chair Guzy asked for a motion for the Transportation Commission to select the position of Chair and Vice-Chair for 2019. A motion was made to select Brian Fellows as Chair.

Motion: Commissioner Susan Conklu

Second: Commissioner Paul Hubbell

Decision: Approved by Commissioners:

Susan Conklu
Jeremy Browning
JC Porter
Paul Hubbell
David A. King (via phone)
John Kissinger
Pam Goronkin

Brian Fellows
Lloyd Thomas (via phone)
Shana Ellis
Cyndi Streid
Ryan Guzy
John Federico

A motion was made to select Shana Ellis as Vice-Chair.

Motion: Commissioner Pam Goronkin

Second: Commissioner Cyndi Streid

Decision: Shana Ellis withdrew her name.

A motion was made to select Ryan Guzy as Vice-Chair.

Motion: Commissioner Susan Conklu

Second: Commissioner John Kissinger

Decision: Approved by Commissioners:

Susan Conklu
Jeremy Browning
JC Porter
Paul Hubbell
David A. King (via phone)
John Kissinger
Pam Goronkin

Brian Fellows
Lloyd Thomas (via phone)
Shana Ellis
Cyndi Streid
Ryan Guzy
John Federico

Transportation Commission meetings will remain on the second Tuesday of the month at 7:30 a.m.

Agenda Item 4 – Roundabouts

Julian Dresang made a presentation about several roundabouts in design within Tempe. Topics of the presentation included:

- Description of a roundabout
- Operations
- Benefits including safety and capacity
- Public attitude
- College Avenue & McKellips Road (single) location
- First Street/Ash Street/Rio Salado (multilane) location
- Priest Drive & Grove Parkway (multilane) location
- Traffic studies
- Public input
- Estimated costs
- Options:
 - Postpone both projects and explore funding options as part of FY 2020 CIP budget process
 - Move forward with construction of Priest & Grove Pkwy roundabout ONLY
 - Transfer \$400,000 currently programmed for construction of the College & McKellips roundabout
 - Requires an additional approx. \$100,000 of CIP funding or other budget measure
 - Move forward with construction of both roundabouts
 - Requires an additional \$1 million of CIP funding or other budget measure

Discussion included how these locations were selected, how bicycles navigate roundabouts, costs associated with roundabouts vs. signals, and how autonomous vehicles navigate roundabouts.

A motion was made to forward option #2 to the City Council for consideration.

Motion: Commissioner Pam Goronkin

Second: Commissioner Cyndi Streid

Decision: Approved by Commissioners:

Susan Conklu

Jeremy Browning

JC Porter

Paul Hubbell

David A. King (via phone)

John Kissinger

Pam Goronkin

Brian Fellows

Lloyd Thomas (via phone)

Shana Ellis

Cyndi Streid

Ryan Guzy

John Federico

Agenda Item 5 – T Intersections

Julian Dresang made a presentation about how t-intersections function in Tempe. Topics of the presentation included:

- Background
- Operations
- Conflict points
- Options
 - Do Nothing (Most Function Very Well)
 - Leading Pedestrian Interval (LPI or “Ped Jump”)
 - Signs (example: TURNING TRAFFIC MUST YIELD TO PEDESTRIANS)
- Bicycle interface

Discussion included exploring improving t-intersections adjacent to ASU (specifically Vista del Cerro) and impacts to bicyclists. Staff explained that this issue is being addressed as part of the bicycle and pedestrian City Council Working Group. Staff will present the draft edits to the City ordinance related to this topic at an upcoming Transportation Commission meeting. Consensus was not requested.

Agenda Item 6 – Department & Regional Transportation Updates

Susan Conklu informed the Commission that the City of Scottsdale passed its stand-up electric mini scooter ordinance in December.

Agenda Item 7 - Future Agenda Items

Brian Fellows requested that the First Street/Ash Avenue/Rio Salado Parkway roundabout design be presented to the Transportation Commission at a future meeting.

- February 12
- March 12
 - Alameda Drive Streetscape
 - McClintock Drive Reconfiguration Data
 - Capital Improvements Project Update
 - El Paso MUP
 - Grand Canal MUP
- April 9
 - Vision Zero
 - Speed Limits
 - Paid Media Plan
 - Prop 500/BRT
- May 14
 - MAG Design Assistance Grants
 - Bike Hero Award
 - 20 Minute City
- June
- July
- August
 - Transit Security Update
- September
 - Annual Report
 - North/South Railroad MUP
- October
 - Annual Report
- November
- December
- TBD: Ordinances Related to Bicycles and Pedestrians

The next meeting is scheduled for February 12, 2019.

The meeting was adjourned at 8:55 a.m.

Prepared by: Sue Taaffe

Reviewed by: Shelly Seyler

February 5, 2019

TO: Tempe Transportation Commission

FROM: Audra Koester Thomas, Transportation Planning Program Manager

SUBJECT: UPDATE ON PROPOSITION 400 EXTENSION TASKS

Propositions 300 and 400 have played a large part in shaping the region and fueling our economy. Combined, the Propositions have delivered a regional freeway system, high-capacity transit investments, and contributions to a growing multimodal network. A primary focus of the Maricopa Association of Governments (MAG) is the development of the next Regional Transportation Plan, *Imagine*, and the associated planning for the extension of Proposition 400. An update on the planning work underway and future activities will be provided.

Background

Proposition 300 was a 20-year, half-cent sales tax overwhelmingly passed by Maricopa County voters (72 percent) on October 8, 1985. Revenues from Proposition 300 were used to fund important freeway investments including the Outer Loop (known today as Loop 101) and the Squaw Peak Parkway (today's State Route 51, Piestewa Freeway). A small amount of funding from Proposition 300 was also allocated to regional transit planning. Proposition 300 went into affect on January 1, 1986, and collections expired on December 31, 2005.

On November 2, 2004, voters of Maricopa County approved Proposition 400, a 20-year continuation of the half-cent sales tax (Proposition 300). This current half-cent sales tax extension went into affect on January 1, 2006, and collections will expire on December 31, 2025. Revenues collected from the half-cent sales tax fund multimodal transportation projects and programs in Maricopa County. As required by state statute (A.R.S. 42-6105), 56.2 percent of all sales tax collections are distributed to freeway and highway improvements; 10.5 percent are distributed to arterial street improvements; and, 33.3 percent are distributed to transit improvements.

Several policy documents guide how decisions regarding transportation investments are made. As required by federal law, metropolitan planning organizations must develop a long-range transportation plan covering a planning horizon of at least 20 years. These long-range

transportation plans must be updated at least every four years, use performance-based planning, and be prepared with engagement from the public, stakeholders and coordinated with our partners. As articulated by state statute, the region uses its long-range transportation plan, MAG's Regional Transportation Plan, as the blueprint for how revenues from Proposition 400 are used. The MAG Transportation Policy Committee is responsible for developing, amending and updating the Regional Transportation Plan.

While the Regional Transportation Plan serves as a blueprint for future planned improvements, three life cycle programs were established as management tools used by agencies to implement specific investments funded by Proposition 400. These life cycle programs are:

- Freeway Life Cycle Program, managed in partnership by the Maricopa Association of Governments and Arizona Department of Transportation and implemented by the Arizona Department of Transportation.
- Arterial Life Cycle Program, managed by the Maricopa Association of Governments and implemented by local jurisdictions.
- Transit Life Cycle Program, managed and implemented by Valley Metro (Regional Transportation Authority).

Policy Questions

There is no doubt that the continuation of a regional investment is needed to expand, improve and optimize the region's transportation infrastructure. From a technical perspective, studies are underway to analyze future multimodal transportation needs and will continue over the next few years. However, there are a number of policy questions that will need to be addressed by the Transportation Policy Committee before a request to extend the tax is put before the voters. These policy questions include, but are not limited to:

- Validation of the purpose of the tax to build and maintain regional transportation components;
- Rate and term of the tax extension;
- Modal allocation and/or composition of investment priorities;
- Degree of specificity or flexibility of future program investments.

Timeline

Current planning assumes the extension of Proposition 400 to be placed on the November 2022 ballot. In order to accommodate this timeline, the new Regional Transportation Plan must be developed by the end of 2021 and conformity analysis performed to ensure it complies with air quality conformity regulations.

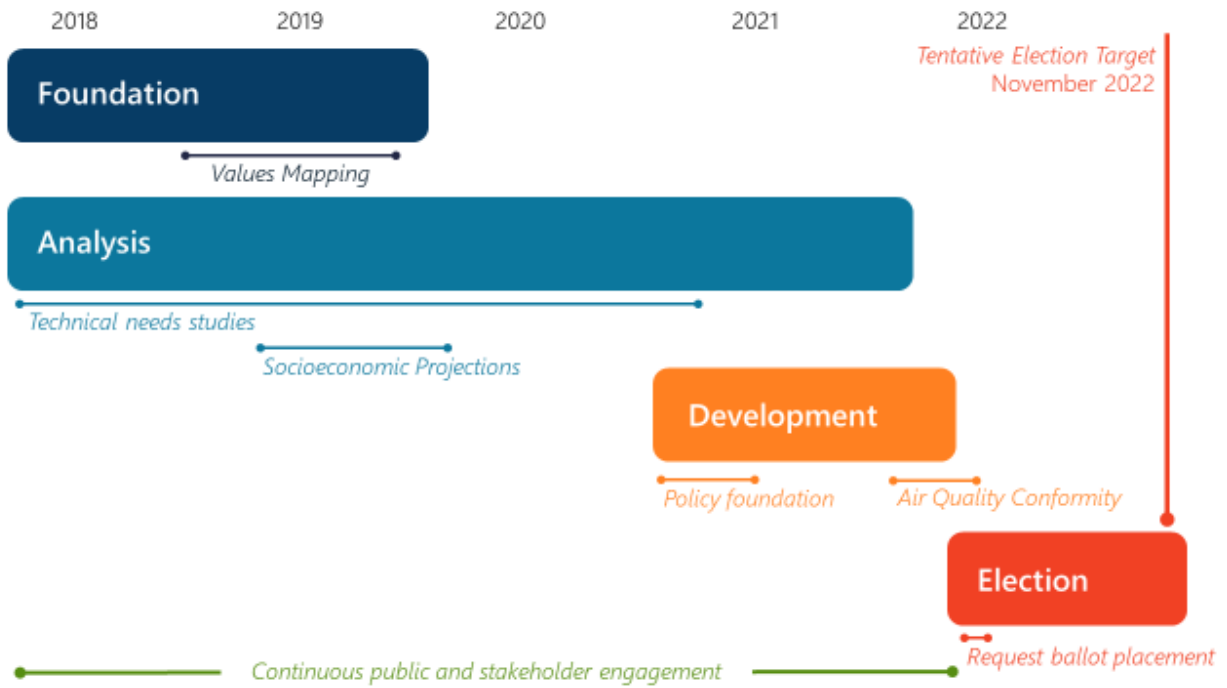


Figure 1: Planning Process for the Development of the Regional Transportation Plan and Extension of Proposition 400

Contact

Audra Koester Thomas
 Transportation Planning Program Manager
 602-254-6300
 akthomas@azmag.gov

Update on Proposition 400 Extension Tasks

AUDRA KOESTER THOMAS
TRANSPORTATION PLANNING PROGRAM MANAGER

2018

2019

2020

2021

2022

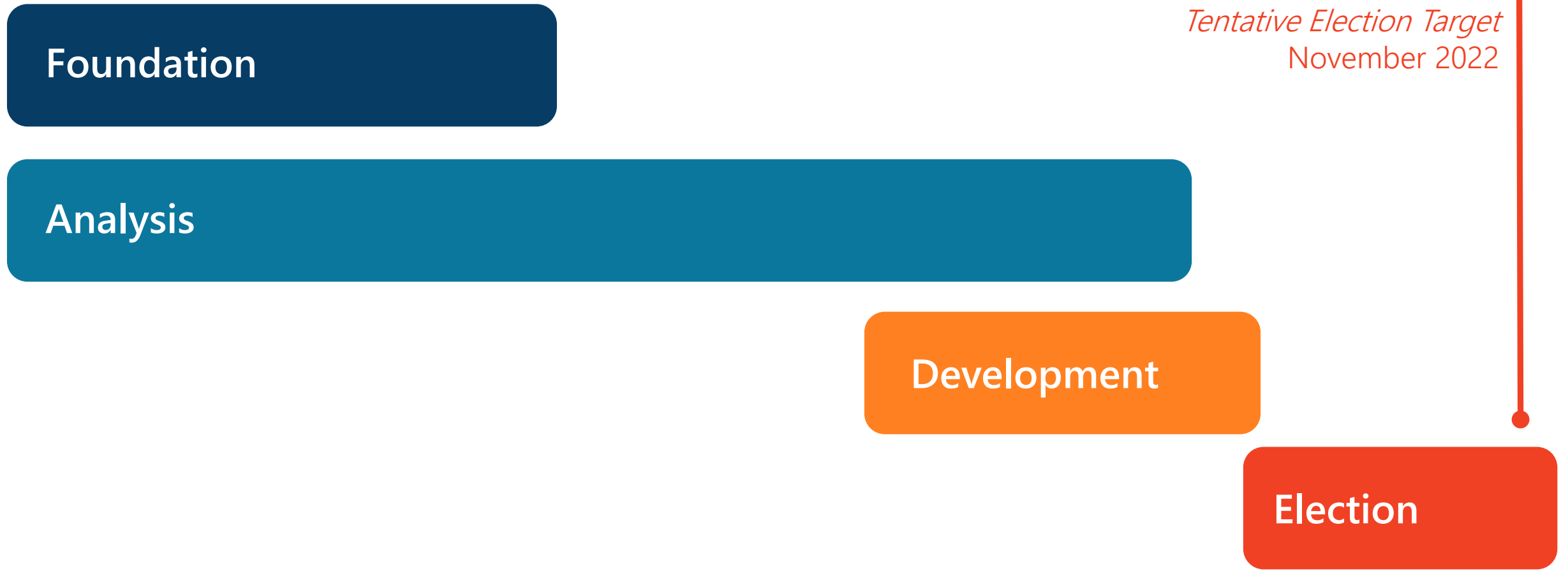
Foundation

Analysis

Development

Election

Tentative Election Target
November 2022



2018

2019

2020

2021

2022

Foundation



Values Mapping

Other Activities

- Enabling legislation
- Goals and objectives
- Target setting



Why values mapping?

Gain a better **understanding** of public **attitudes** regarding regional transportation **needs** and investment **priorities**.

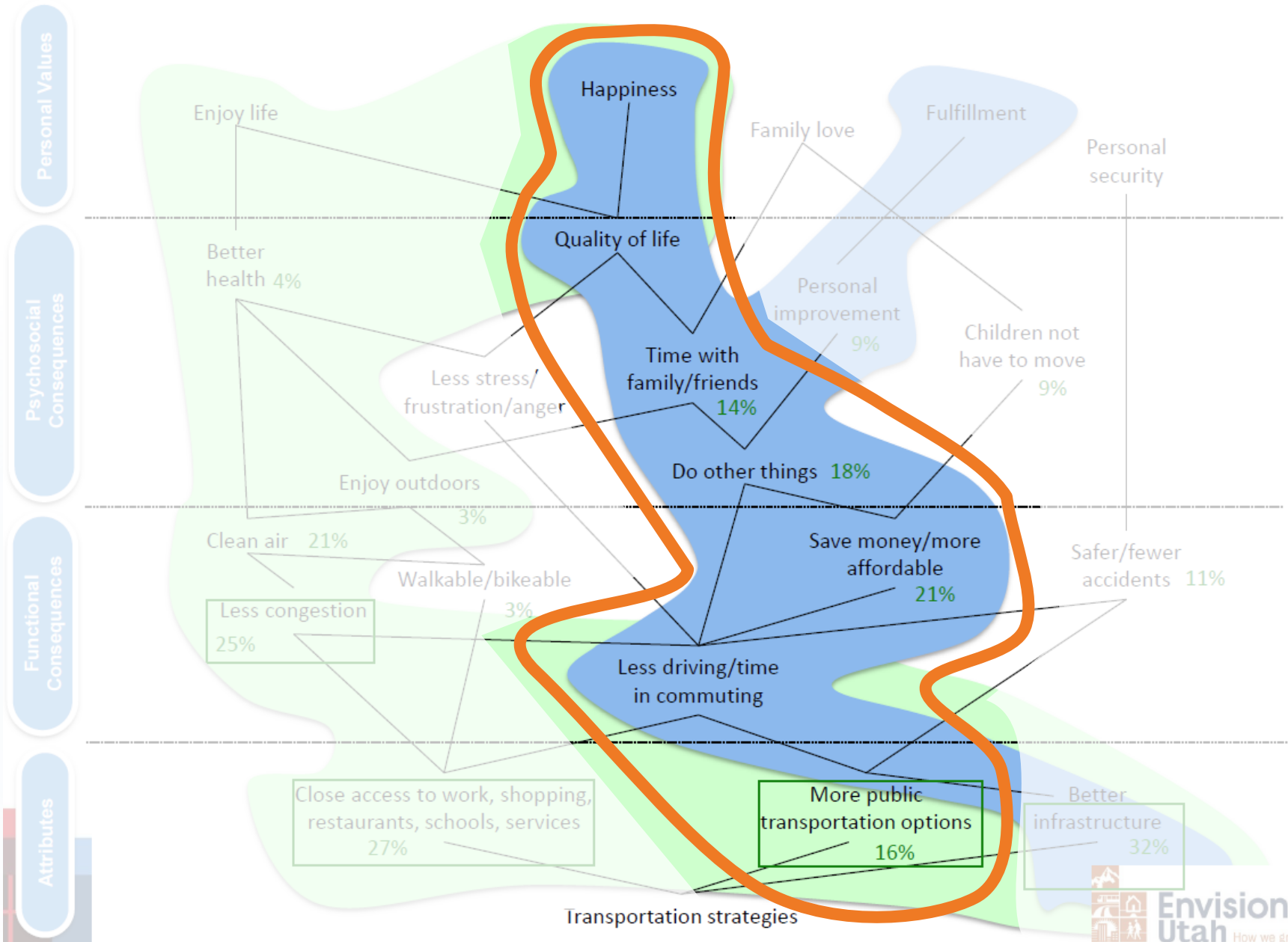
Results will help inform the **development** of the next **regional transportation plan**.

Transportation: Pathways

Mostly Good Job

Dominant Pathway

Secondary Pathway





50th
Anniversary
MARICOPA
ASSOCIATION OF
GOVERNMENTS
1967-2017

MARICOPA
ASSOCIATION OF
GOVERNMENTS

THE MARICOPA ASSOCIATION OF GOVERNMENTS
1967-2017

2018

2019

2020

2021

2022

Analysis

Technical needs studies

*Socioeconomic
Projections*

Other Activities

Census

Revenue projections

Scenario development

2018

2019

2020

2021

2022



Development



Policy foundation

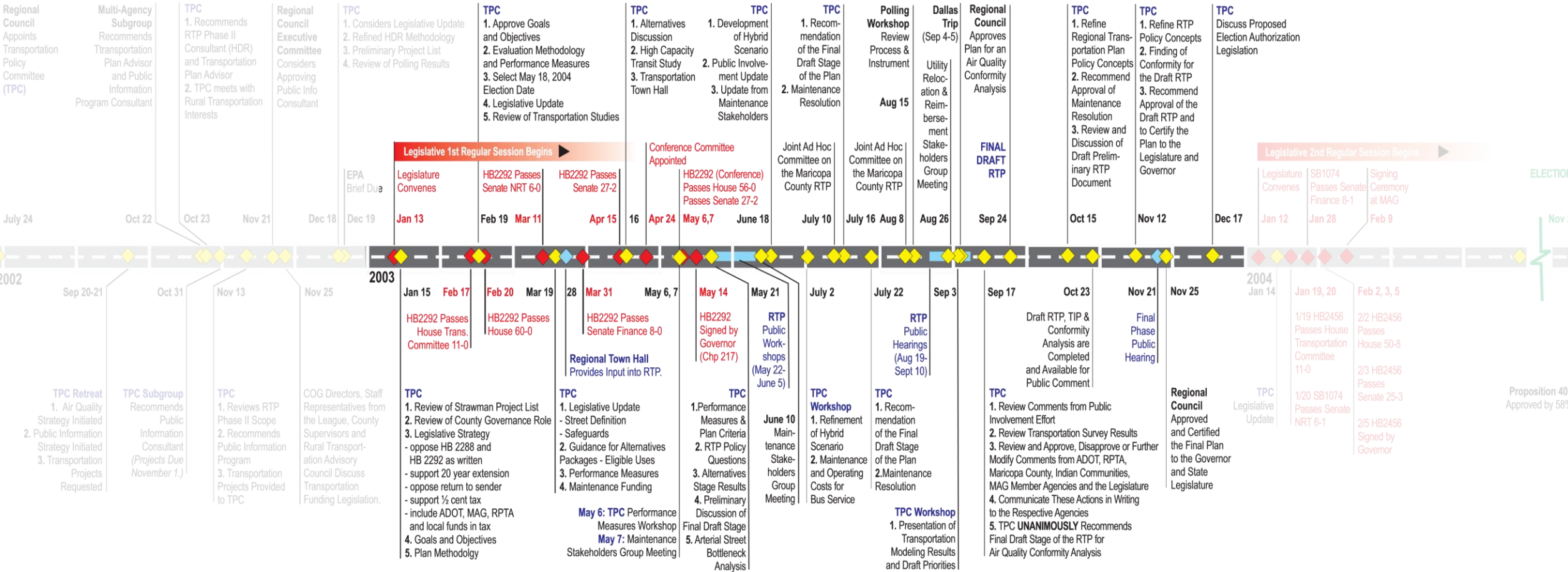
Other Activities

Plan drafting and refinement

Air quality conformity analysis

Plan adoption

Transportation Policy Committee Proposition 400/Regional Transportation Plan Timeline



2018

2019

2020

2021

2022

Other Activities
Publicity pamphlet
*Campaign**

Election



Request ballot placement

2018

2019

2020

2021

2022

Foundation

Analysis

Development

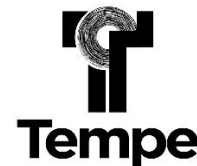
Election

Continuous public and stakeholder engagement

Update on Proposition 400 Extension Tasks

AUDRA KOESTER THOMAS
TRANSPORTATION PLANNING PROGRAM MANAGER

CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 4

DATE

February 12, 2019

SUBJECT

McClintock Drive – Traffic Data Update

PURPOSE

The purpose of this memo is to provide Commission with traffic data gathered over the past 6 years for the section of McClintock Drive between Apache Boulevard and Guadalupe Road.

BACKGROUND

Traffic Engineering has continued to collect data and feedback following the striping changes that removed vehicular traffic lanes and added bicycle lanes on portions of McClintock Drive. The data includes vehicular traffic volumes, bicycle volumes, vehicular travel times and crash data. The following is a brief summary of the findings:

- **Traffic Volumes:** Traffic volumes in 2016, 2017, and 2018 continue to measure in the range of approximately 25,000 to 35,000 vehicles per day along the corridor. Traffic volumes in 2004 measured in the range of approximately 35,000 to 45,000 vehicles per day along the same corridor.
- **Bicycle Volumes:** Bicycle volumes remain low, when compared to vehicular volumes, but the bicycle lanes continue to get daily use.
- **Travel Times:** Travel times are showing a steady increase (2-3 minutes) along the corridor.
- **Crash Data:** With 3 years of before and after data, crash frequencies continue to show minimal change along the corridor (intersection or midblock). However, crash severity (fatal and serious injury) has decreased **significantly** at the midblock locations (9 “before”, 0 “after”).

DATA

	Nov. 2004	Sept. 2009 & Oct. 2010	Mar. 2014	SUMMER 2015 – Striping Changed	2016			2017		SUMMER 2018 – Striping Changed	2018
					Spring	Summer Avg.	Fall Avg.	Spring Avg.	Summer		Fall
					(Jan)	(Jul, Aug)	(Sep, Oct)	(Jan, Mar)	(May)		(Nov)
Apache to Broadway	ND	31,175	32,863*		34,913	27,115	32,619	29,849	29,043		32,438
Broadway to Southern	36,487	27,807	31,722*		30,782	29,780	29,785	34,073	35,629		30,279
Southern to US 60	44,951	ND	35,167		37,670	30,011	34,725	36,094	31,775		35,888
US 60 to Baseline	43,842	37,496	32,755		37,470	30,496	35,352	34,108	33,365		35,619
Baseline to Guadalupe	35,326	30,170	25,208*		28,945	27,958	27,441	28,795	28,747		29,108
Guadalupe to Elliot	34,189	27,418	24,510*		ND	28,053	26,136	29,357	35,422		ND

Table 1: Average Daily Vehicular Data

NOTE: ND = No Data Collected, *ASU on Spring Break

	2016 AM(PM)			2017 AM(PM)			2018 AM(PM)
	Jul	Aug	Sept	Jan	Mar	May	Nov
Broadway	-	-	-	7(20)	14(25)	15(11)	11(14)
Southern	10(12)	-	13(13)	14(21)	10(15)	5(10)	15(16)
US 60	-	-	-	11(19)	17(6)	12(11)	12(13)
Baseline	9(12)	10(8)	6(10)	9(16)	16(7)	8(13)	8(2)
Guadalupe	-	-	-	7(10)	9(4)	4(9)	6(13)

Table 2: Bicycle Traffic Counts
NOTE: AM = 7am-9am, PM = 4pm-6pm

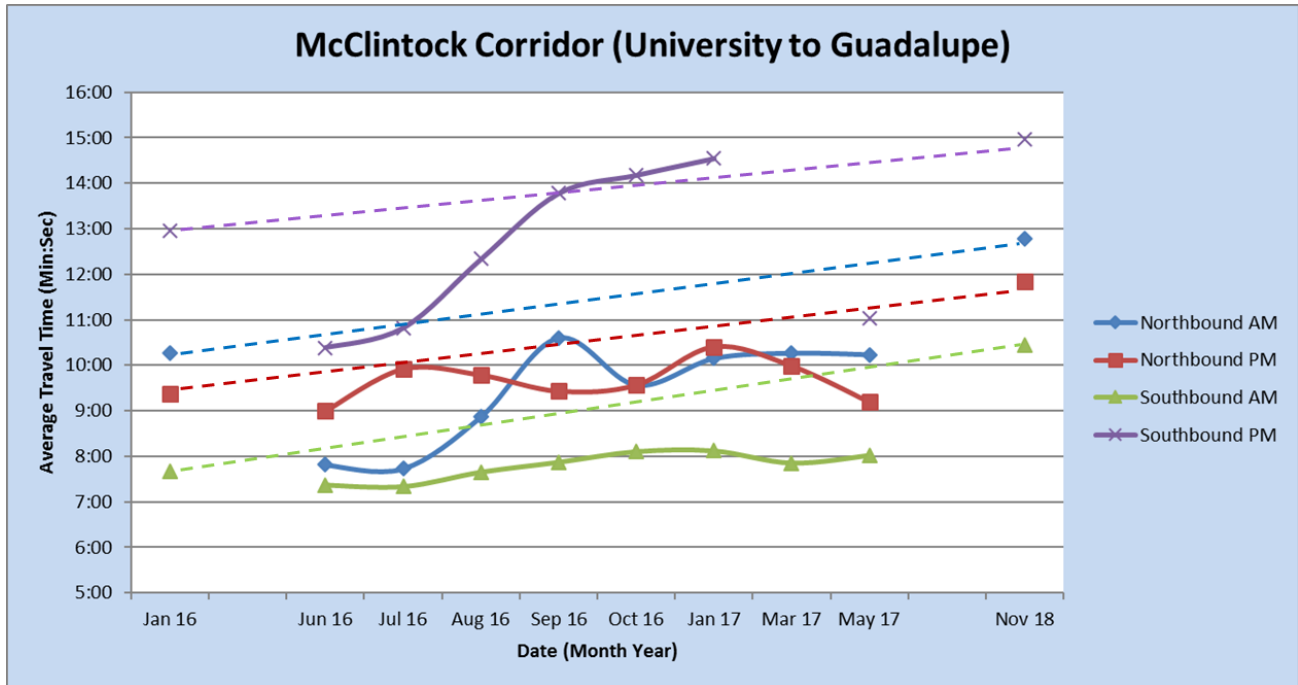


Table 3: Vehicular Travel Times
NOTE: AM = 7am-9am, PM = 4pm-6pm

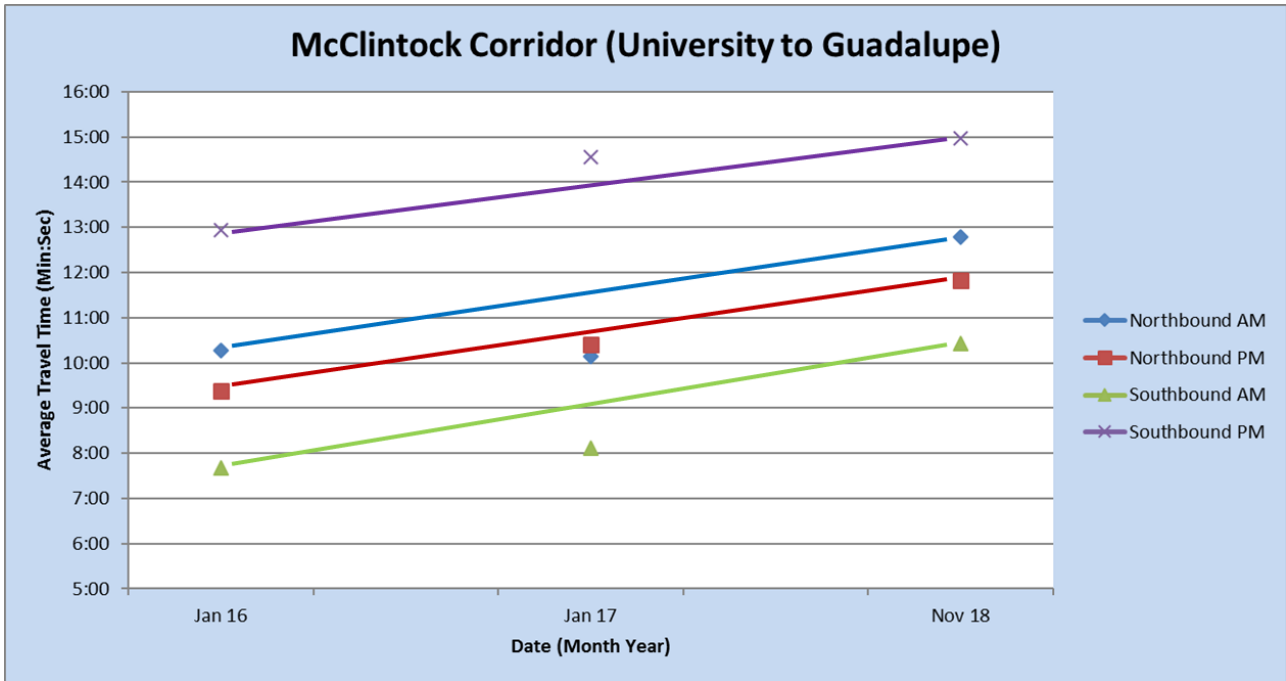


Table 4: Vehicular Travel Times

NOTE: AM = 7am-9am, PM = 4pm-6pm

	3 Years "Before"		3 Years "After"	
	All	Serious	All	Serious
Apache	33	2	31	1
Broadway	52	0	43	1
Southern	40	0	32	0
US 60	43	1	60	0
Baseline	23	0	29	0
Guadalupe	40	2	39	2
TOTAL	231	5	234	4

Table 5: Safety (Crashes) at Major Intersections

NOTE: Before = 8/1/12 to 7/31/15, After = 8/1/15 to 1/31/18

	3 Years "Before"		3 Years "After"	
	All	Serious	All	Serious
Apache to Broadway	N/A	N/A	N/A	N/A
Broadway to Southern	24	1	33	1
Southern to US 60	12	0	13	0
US 60 to Baseline	15	1	14	0
Baseline to Guadalupe	21	0	20	1
TOTAL	72	2	80	2

Table 6: Safety (Crashes) at Minor Intersections

NOTE: Before = 8/1/12 to 7/31/15, After = 8/1/15 to 1/31/18

	3 Years "Before"		3 Years "After"	
	All	Serious	All	Serious
Apache to Broadway	66	3	63	0
Broadway to Southern	140	1	123	0
Southern to US 60	48	1	44	0
US 60 to Baseline	55	4	74	0
Baseline to Guadalupe	58	0	54	0
TOTAL	367	9	358	0

Table 7: Safety (Crashes) at Midblock Locations

NOTE: Before = 8/1/12 to 7/31/15, After = 8/1/15 to 1/31/18

NEXT STEPS:

- Complete Design & Construction of McClintock between Apache & Campus, which will add back one additional southbound vehicular travel lane.
- Continue to Collect & Monitor Data

FISCAL IMPACT:

No anticipated fiscal impact.

RECOMMENDATION: None

ATTACHMENTS:

PowerPoint

CONTACT:

Julian Dresang
 480-350-8025
julian_dresang@tempe.gov

McClintock Drive Traffic Data Update

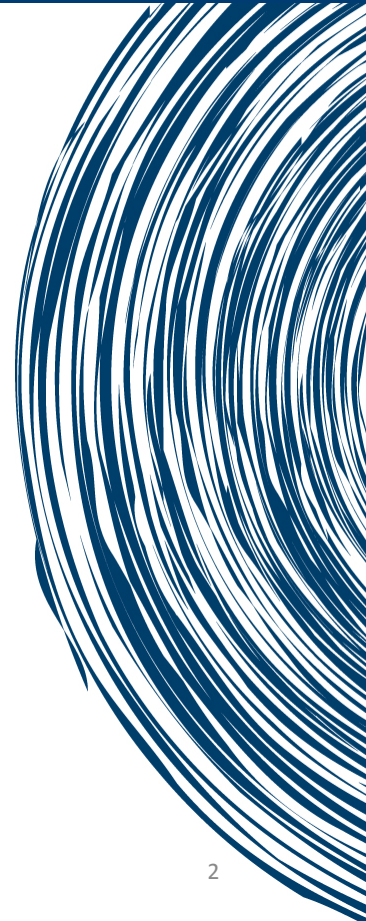
Transportation Commission
February 12, 2019



Travel Lane Configuration



- Striping changed July 2015
 - Corridor went from 45 lane miles to 40.
 - 7.5 miles of bike lanes added.
- Striping changed March 2018
 - Corridor went from 40 lane miles to 41.
 - 7.5 miles of bike lanes remain.



Average Daily Vehicular Traffic



	Nov. 2004	Sept. 2009 & Oct. 2010	Mar. 2014	SUMMER 2015 – Striping Changed	2016			2017		SUMMER 2018 – Striping Changed	2018
					Spring	Summer Avg.	Fall Avg.	Spring Avg.	Summer		Fall
					(Jan)	(Jul, Aug)	(Sep, Oct)	(Jan, Mar)	(May)		(Nov)
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Guadalupe to Elliot	34,189	27,418	24,510*		ND	28,053	26,136	29,357	35,422		ND



ND (No Data Collected) & *ASU on Spring Break

Bicycle Traffic Counts

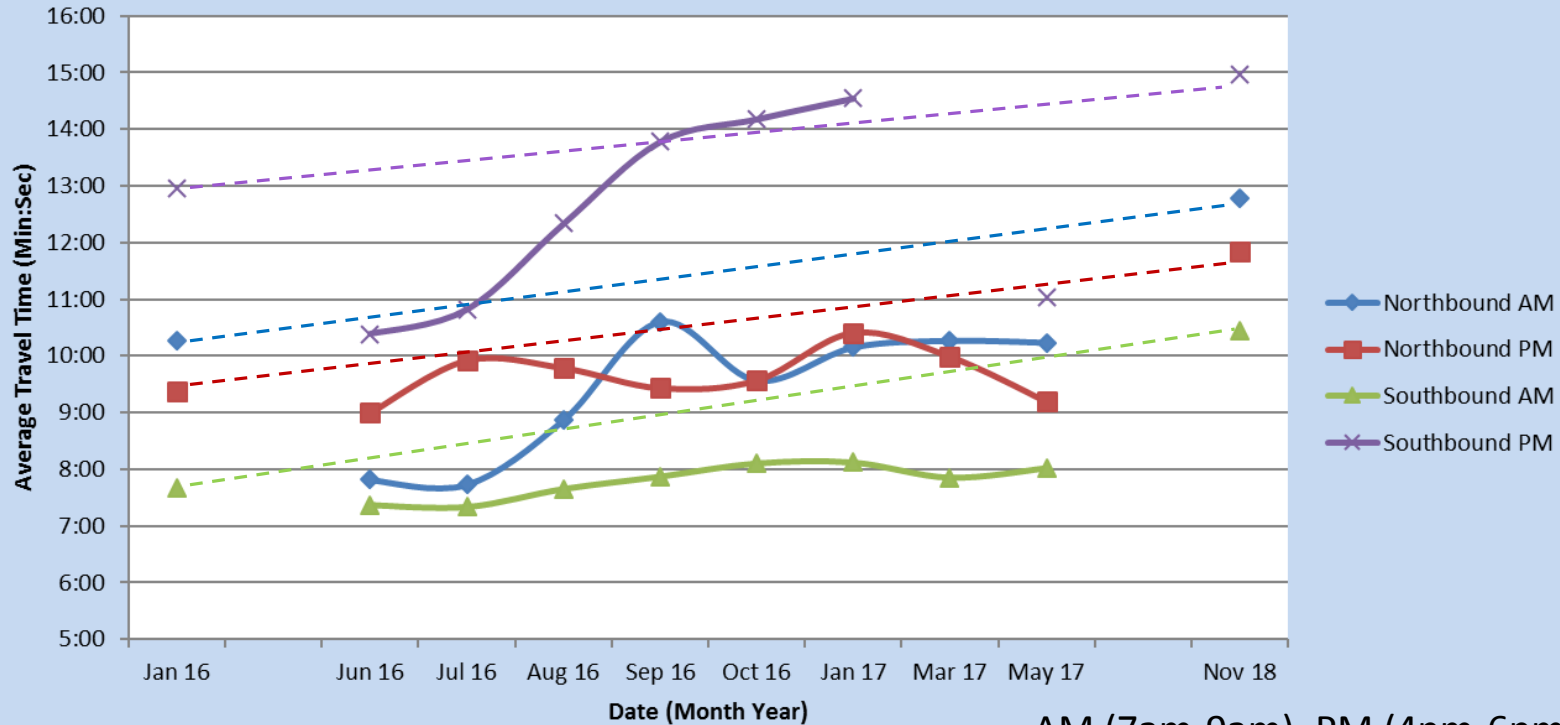


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AM (7am-9am), PM (4pm-6pm)



McClintock Corridor (University to Guadalupe)

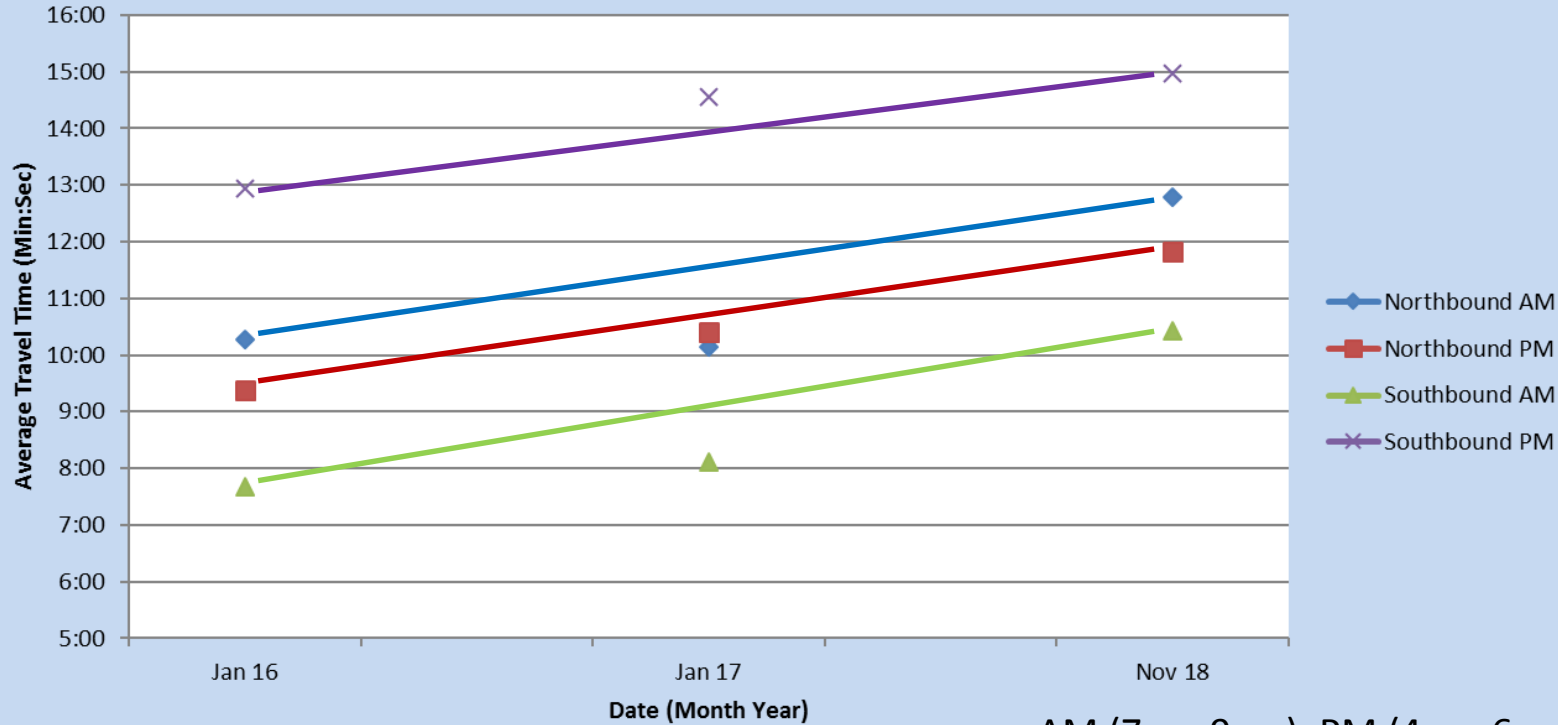


AM (7am-9am), PM (4pm-6pm)

Travel Times



McClintock Corridor (University to Guadalupe)



AM (7am-9am), PM (4pm-6pm)

Safety (Crashes): Intersections



Major Intersections

	3 Years "Before"		3 Years "After"	
	All	Serious	All	Serious
Apache	33	2	31	1
Broadway	52	0	43	1
Southern	40	0	32	0
US 60	43	1	60	0
Baseline	23	0	29	0
Guadalupe	40	2	39	2
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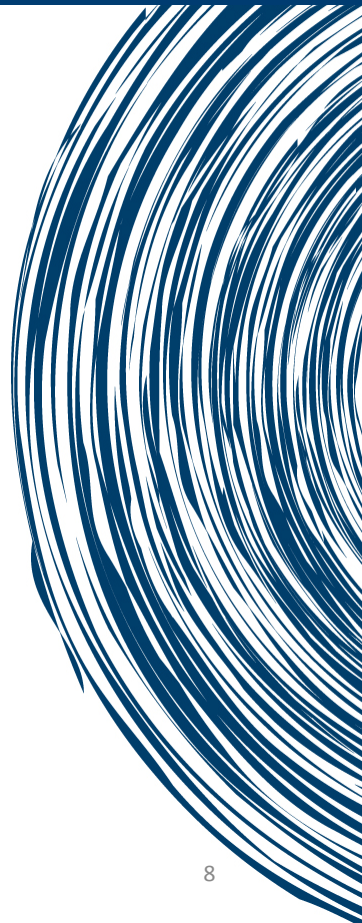
Minor Intersections

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TOTAL	72	2	80	2

Safety (Crashes): Midblock



	3 Years “Before”		3 Years “After”	
	All	Serious	All	Serious
Apache to Broadway	66	3	63	0
Broadway to Southern	140	1	123	0
Southern to US 60	48	1	44	0
US 60 to Baseline	55	4	74	0
Baseline to Guadalupe	58	0	54	0
TOTAL	367	9	358	0





1. Complete Design & Construction of McClintock between Apache & Campus
 - Add back one southbound travel lane.
2. Continue to Collect & Monitor Data

MEMORANDUM TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 5

DATE

February 12, 2019

SUBJECT

First Street/Ash Avenue/Rio Salado Parkway Intersection Update

PURPOSE

The purpose of this memo and PowerPoint is to provide the Transportation Commission with an update on the status of the First / Ash / Rio Intersection Realignment – as a Concurrent Non-Project Activity (CNPA) of the Tempe Streetcar.

BACKGROUND INFORMATION

This project was identified to explore options to realign this offset intersection for better connectivity to neighborhoods and development west of the intersection. Until approximately 1985, the intersection had direct access east and west. Rio Salado Parkway was realigned with the development of Old Towne Square in the 1980s and Tempe Beach Park in the mid '90s, creating an offset intersection with no direct westbound travel from downtown to the areas west. A feasibility study was conducted in 2009, outlining alignment alternatives and projected impacts on mobility, development, cost and right-of-way. At that time, a roundabout solution was preferred, but due to budget constraints the project wasn't advanced into formal design and construction.

In 2016, the possibility of realigning the intersection was revisited as a simultaneous effort with the Tempe Streetcar design. The City Council approved funding for design and some construction money in the CIP FY 2017 budget. City staff worked with consultants to develop design alternatives, which were evaluated for impacts to vehicle, bike, transit and pedestrian operations, connectivity and cost. Four alternatives were presented for public feedback in spring 2017, including: a public meeting in April 2017, board and commission outreach, one-on-one meetings with stakeholders and online feedback. Staff provided an update at the May 22, 2017, City Council Issue Review Session that included analysis of the alternatives and summary of public feedback. Council identified the Roundabout as the preferred alternative.

In the summer of 2017, City staff and consultants continued discussion with stakeholders, including adjacent property owners (Old Towne Square, Cousins Properties, American Airlines), City work groups (Traffic, Events, Parks, Historic Preservation, Neighborhoods, Fire and Police), utility companies and Valley Metro.

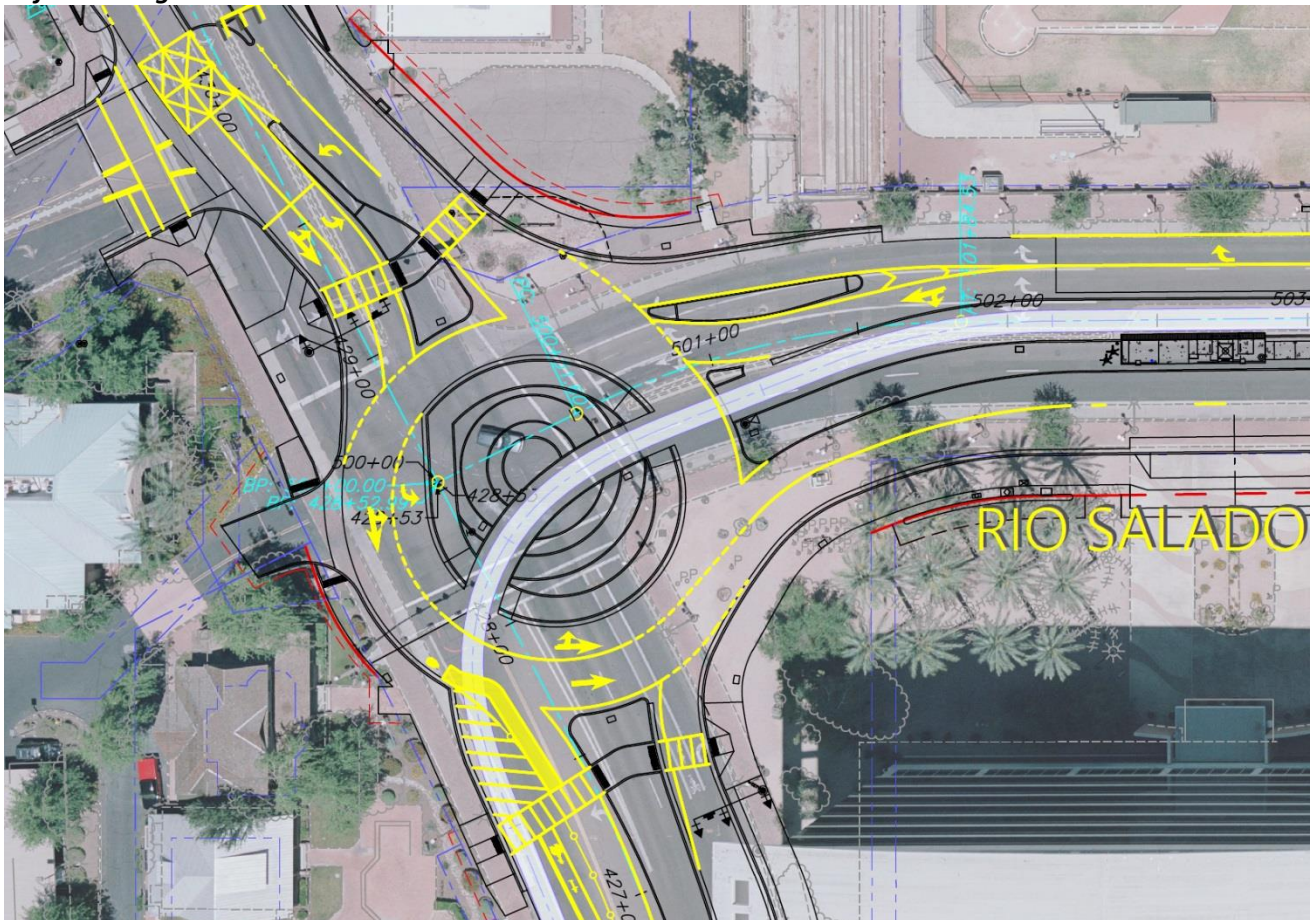
As design for the Tempe Streetcar Project progressed towards finalization in June of 2018, elements of the roundabout were refined to incorporate several changes to the original layout, including a reduction of the intersection footprint and impacts on adjacent properties, modifications to the bicycle/pedestrian interfaces, as well as landscaping and lane striping refinements. Concurrently, the cost of the roundabout was updated to include necessary utility relocations and final design specifications in the Issued For Construction (IFC) plan set

for the Tempe Streetcar Project. The final cost estimate is reflected in the Streetcar Guaranteed Maximum Price (GMP) issued by the construction contractor and totals \$3.7M.

The updated design:

- Allows all movements
- Reduces ROW needs
- Improves traffic flow (18-20 mph in roundabout)
- Includes bicycle lanes (dedicated lanes up to the intersection)
- Includes pedestrian crossings (refuges & LED lights)
- Incorporates two signals for Streetcar
- Protects Tempe Beach Park historic wall
- Provides gateway & landscape opportunity
- COST: \$3.7M (Transit Fund)

Refined Design



Construction Schedule

In an effort to contain costs and limit prolonged disturbance to adjacent property owners and the traveling public, construction of the roundabout is estimated to require an approximate 10-week closure of the intersection (as opposed to maintaining traffic lanes, traffic control, police presence, etc., which would lengthen the construction timeline considerably). Along with Valley Metro, City staff are in the process of determining the best opportunity to perform the work – either in a single closure or in halves, working around a busy downtown event and construction calendar.

Next steps include:

- Update construction schedule
- Update CIP 2019/20
- Construct 2019/20

RECOMMENDATION

None

CONTACT

Tony Belleau
Tempe Streetcar Project Manager
480-858-2071

ATTACHMENTS

PowerPoint

First / Ash / Rio

Intersection Update

Streetcar Concurrent Non-Project Activity

Transportation Commission

February 12, 2019



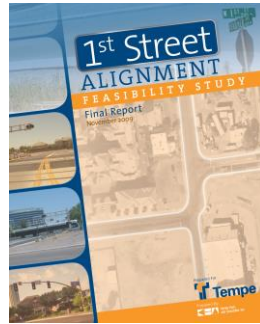
Context & History



- Offset intersection
- Disjointed connectivity
- Traffic performance
- Identified in 2009 study

- Revisited in 2016
- Roundabout alternative selected by Council
- CIP funded (transit tax)

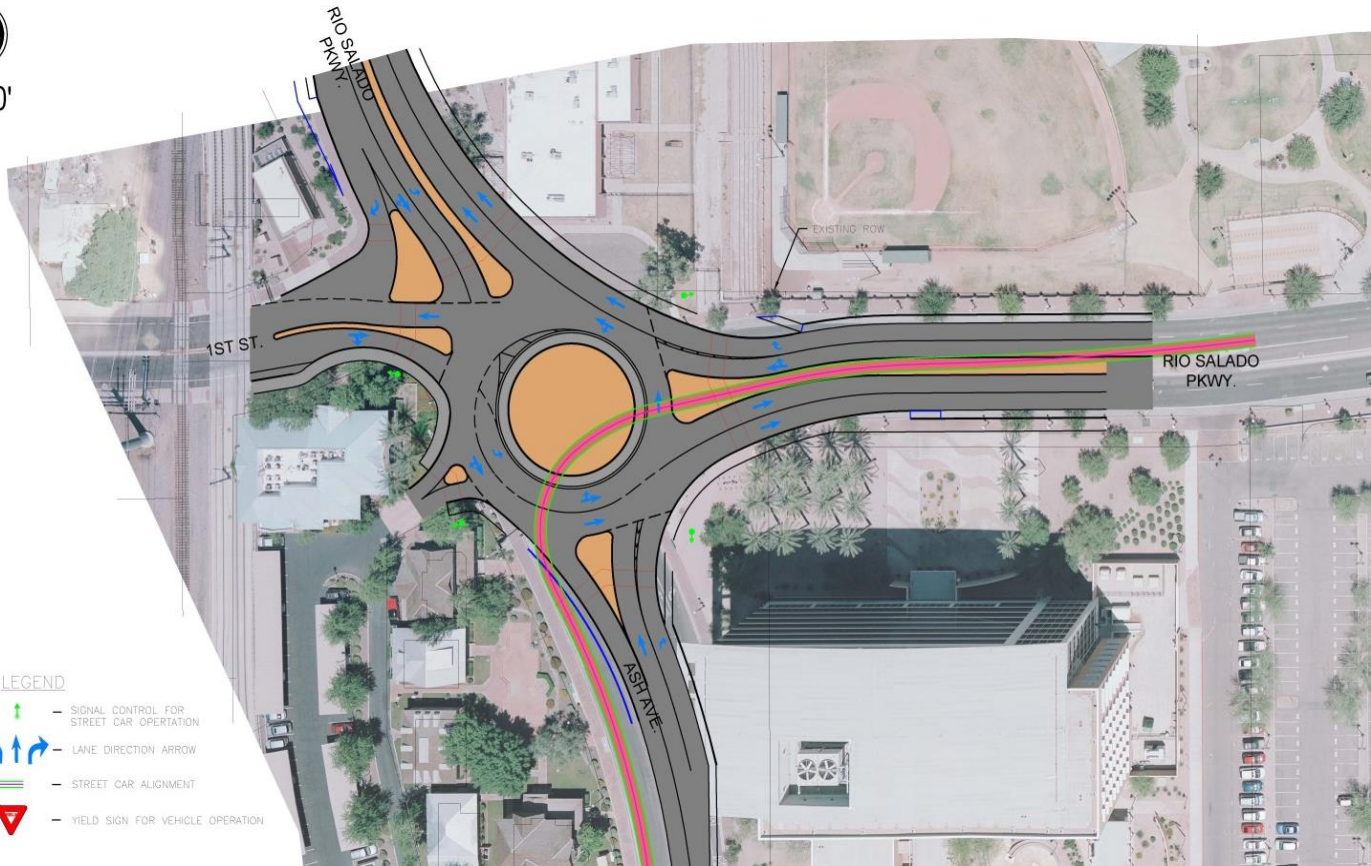
- Project integrated into streetcar design and construction as a Concurrent Non-Project Activity (CNPA)



Early Design



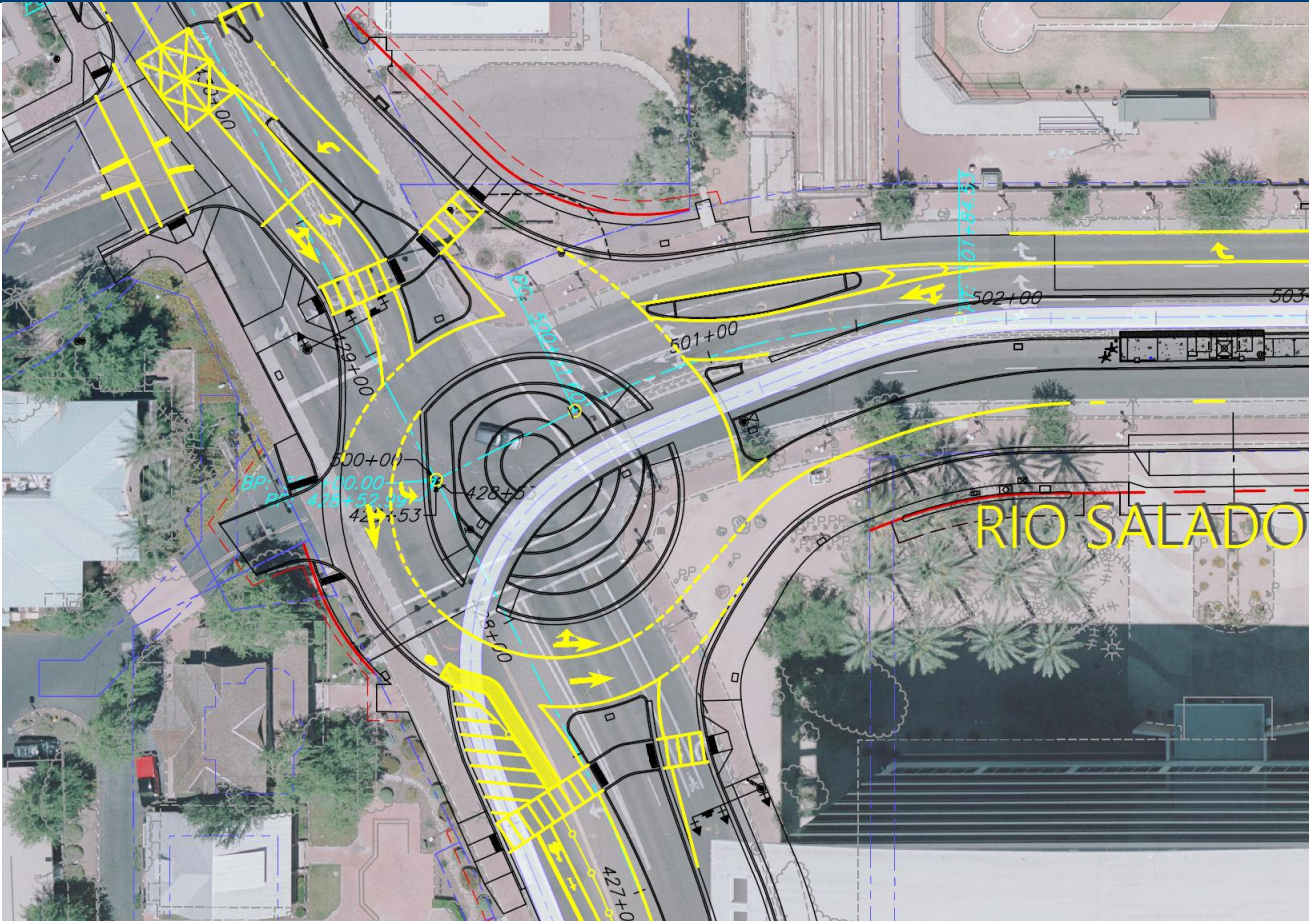
1"=30'



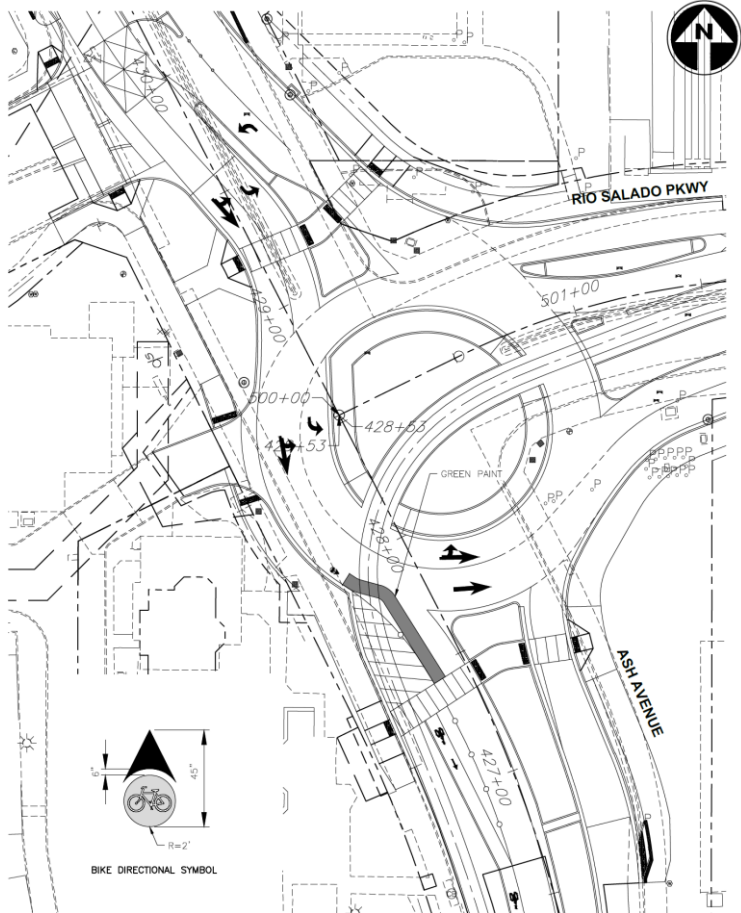
LEGEND

-  - SIGNAL CONTROL FOR STREET CAR OPERATION
-  - LANE DIRECTION ARROW
-  - STREET CAR ALIGNMENT
-  - YIELD SIGN FOR VEHICLE OPERATION

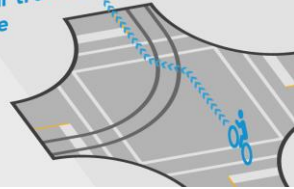
Refined Design



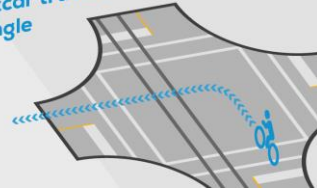
Bike / Ped Interface



TRAVEL SAFE
Bike across streetcar tracks at
a 60°-90° angle



TRAVEL SAFE
Bike across streetcar tracks at
a 60°-90° angle



- Bikes can occupy travel lane or dismount at ramps
- Directional symbols

Construction



- 10 week estimated duration
 - Assumes full intersection closure, exploring potential to construct in halves
 - In process of scheduling
- Total cost: \$3.7M
 - Includes design, utility relocations, construction



Next Steps



- Assist with safety certification of roundabout
- Update CIP with final cost in FY 19/20
- Work with stakeholders (property owners, special events, adjacent projects) to determine construction schedule

CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 7

DATE

February 12, 2019

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:

- March 12
 - Vision Zero: Distracted Driving Ordinance
 - Capital Improvements Project Update
 - Ordinances Related to Bicycles and Pedestrians
 - Tempe/Mesa Streetcar Feasibility Study Updates
 - I-10 Broadway Curve P3 Project Update
- April 9
 - Paid Media Plan
 - Alameda Drive Streetscape Project
 - Climate Action Plan
 - Vision Zero
 - Streetcar Update
- May 14
 - Transportation Overlay District
 - MAG Design Assistance Grants
 - Bike Hero Award
 - 20 Minute City
- June 11
 - Speed Limits
- July 9
- August 13
 - Transit Security Update
 - Bus Shelter Design Project
- September 10
 - El Paso Multi-use Path Project
 - Grand Canal Multi-use Path Project
 - North/South Railroad Multi-use Path Project
- October 8

- Annual Report
- November 12
 - Annual Report
- December 10

RECOMMENDATION

This item is for information only.

CONTACT

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