



PUBLIC MEETING AGENDA

Transportation Commission

MEETING DATE

Tuesday, March 10, 2020

7:30 a.m.

MEETING LOCATION

Tempe Transportation Center
Don Cassano Community Room
200. E. Fifth 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 February 11, 2020 meeting.	Brian Fellows, Commission Chair	Action
3. Commission Business New commissioner Mary Harriman will be introduced.	Brian Fellows, Commission Chair	Information
4. Proposed Projects for Prop 400e Proposed projects for submittal to the Maricopa Association of Governments are due March 31, 2020. Staff will present the Council approved projects for inclusion.	Shelly Seyler, Engineering & Transportation Department	Information
5. Country Club Way Bike/Ped Project The draft design between US60 and Warner Road will be presented.	Chase Walman, Engineering & Transportation Department	Information and Possible Action
6. Orbit Earth Proposed Changes Proposed changes to the Orbit Earth route will be presented.	Sam Stevenson, Engineering & Transportation Department	Information and Possible Action
7. Department & Regional Transportation Updates Staff will provide updates and current issues being discussed at regional transportation and transit agencies.	Engineering & Transportation Department Staff	Information
8. 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
February 11, 2020

Minutes of the meeting of Tempe Transportation Commission held on Tuesday, February 11, 2020, 7:30 a.m. in the Tempe Transportation Center, Don Cassano Community Room located at 200 E. Fifth Street, Tempe, Arizona.

(MEMBERS) Present:

Susan Conklu (via phone)
JC Porter
Paul Hubbell
Ryan Guzy (via phone)
David A. King
Christina Pucci

John Federico
Peter Schelstraete
Brian Fellows
Lloyd Thomas (via phone)
John Christoph

(MEMBERS) Absent:

Pam Goronkin
Mary Harriman

John Kissinger
Jeremy Browning

City Staff Present:

Shelly Seyler, Deputy Engineering & Transportation Director
Robert Yabes, Principal Planner
Chase Walman, Planner II
Joe Clements, Transportation Financial Analyst
Eric Iwersen, Transit Manager
Vanessa Spartan, Planner II
Rebecca Rothman, Arts Administrator

Sue Taaffe, Senior Management Assistant
TaiAnna Yee, Public Information Officer
Laura Kajfez, Neighborhood Services Specialist
Amanda Nelson, Public Information Officer
Sam Stevenson, Senior Planner
Bonnie Richardson, Principal Planner
Ryan Levesque, Deputy Community Development Director

Guests Present:

Chad Price
Becky Fry
Eric Gudino
Amy Ritz

Manjula Vaz
Paul Dickman
Kristin Myers
Steve Schwab

Commission Chair Brian Fellows called the meeting to order at 7:30 a.m.

Agenda Item 1 – Public Appearances

None

Agenda Item 2 – Minutes

Brian Fellows introduced the minutes of January 14, 2020 meeting of the Transportation Commission and asked for a motion for approval with the understanding that Jeremey Browning's participation via telephone might not be recognized in the minutes since he had not yet signed the Oath of Office.

Motion: Commissioner John Christoph

Second: Commissioner Paul Hubble

Decision: Approved by Commissioners:

Susan Conklu (via phone)

JC Porter

Paul Hubble

Ryan Guzy (via phone)

David A. King

John Federico

Peter Schelstraete

Brian Fellows

John Christoph

Christina Pucci

Agenda Item 3 – ASU's ADA Program

Chad Price with Arizona State University presented information about ASU's Disability Access and Resources Transportation (DART) Program. Topics included:

- Overview
- Vehicle types
- Hours of operation
- Guidelines
- Documentation
- Service area
- Scheduling
- Restrictions
- Ridership trends

Discussion included scooters and mobility devices, assistance for visually impaired people, intercampus connections, and program feedback.

Agenda Item 4 – I-10 and Broadway Curve Project and Public Art for I-10 Alameda and Baseline Ped Bridge

Amy Ritz with the Arizona Department of Transportation and Kristin Myers with the Maricopa Association of Governments presented information about the I-10 and Broadway Curve Project. Topics included:

- Overview
- Previous studies
- Preferred alternative
- SR143 interchange
- Alameda and Western Canal Ped Bridges
- SR143 / 48th Street challenges and opportunities
- Contractor incentives and disincentives
- Schedule
- Public Involvement
- Data collection
- Traffic counts
- Travel time sensors
- Traffic mitigation
- Regional construction

Discussion included Traffic Operation Centers, capacity and demand, carbon dioxide implications, and commuter rail.

Rebecca Rothman presented information about the public art for the pedestrian bridges over the I-10 near Alameda and Baseline. Topics included:

- Overview
- Artist selection process
- Art concept

Discussion included the artist concept and motorist interaction.

Agenda Item 5 – Eastline Project

Manjula Vaz with Gammage & Burnham presented information on the Eastline Village Project on Apache Boulevard.

Topics included:

- Overview
- Project phasing
- Project specifics
 - Bike/Ped parking
 - Commercial space
 - Guest parking
 - Valley Metro platinum passes for residents
 - Bookable shared spaces
 - Rideshare discounts

Discussion included bicycle and scooter parking, Valley Metro platinum passes for residents, Rideshare discounts, and defining the success of the program.

Agenda Item 6 – Paratransit Update

Sam Stevenson provided information about proposed changes to Tempe's RideChoice and Paratransit programs.

Topics included:

- Overview
- Ridership trends
- Comparison of existing services
- Proposed changes
- Public outreach

Discussion included driver education, program changes, and outreach.

Agenda Item 7 – Department & Regional Transportation Updates

None.

Agenda Item 8 - Future Agenda Items

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

- March 10
 - Transit Shelter Design
 - Orbit Earth
 - Speed Limits
 - Country Club Way Streetscape
 - Traffic Management

- Proposed Projects for Prop 400e
- April 14
 - Tempe/Mesa Streetcar Extension Feasibility Study
 - Paid Media Plan
 - Priest Drive Bike Lanes
- May 12
 - Bike Hero
 - MAG Design Assistance Grants
 - Capital Improvements Project Update
 - Transit System and Security Update
- June 9
- July 14
- August 11
 - Priest Drive Bike Lanes
 - Country Club Way Streetscape
 - Ash and University Intersection
 - Entitled Development Projects
 - Transportation Demand Management
- September 8
 - Scottsdale Road Bike Lanes
- October 13
- November 10
- December 8
- TBD: Starship
- TBD: North/South Rail Spur MUP

The next meeting is scheduled for March 10, 2020.

The meeting was adjourned at 9:16 a.m.

Prepared by: Sue Taaffe
Reviewed by: Shelly Seyler

MEMORANDUM

TO: Transportation Commission
FROM: Shelly Seyler, Deputy Engineering and Transportation Director (480-350-8854)
DATE: March 10, 2020
SUBJECT: Proposition 400 Extension Update
ITEM # 4



PURPOSE:

The purpose of this memo is to provide the Commission with information and an update on the status of Proposition (Prop) 400 extension efforts and potential project examples for inclusion in the Regional Transportation Plan.

RECOMMENDATION OR DIRECTION REQUESTED:

Submit project list to Maricopa Association of Governments (MAG) for the Regional Transportation Plan.

CITY COUNCIL STRATEGIC PRIORITY:

- Safe & Secure Communities - 1.08: Achieve a reduction in the number of fatal and serious injury crashes to zero.
- Safe & Secure Communities - 1.22: Achieve adopted standards for Pavement Quality Index equal to a citywide average rating of 70 or higher.
- Safe & Secure Communities - 1.27: Achieve 100% compliance with industry standards related to the replacement or rehabilitation of infrastructure and assets.
- Quality of Life - 3.14: Achieve accessible sidewalks, curb ramps, and crosswalks in all city rights-of-way as outlined in the Tempe ADA Transition Plan.
- Quality of Life 3.26: Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.
- Quality of Life 3.27: Achieve 5% decrease in vehicular delays during rush-hour periods along arterial corridors compared to previous period. (This goal, and historical data, is being researched thru MAG.)
- Quality of Life 3.29: Achieve ratings of "Very Satisfied" or "Satisfied" with the "Overall Satisfaction with Transit System in Tempe" greater than or equal to 80% as measured by the City of Tempe Transit Survey.

BACKGROUND INFORMATION:

In 1985, the voters of Maricopa County approved Prop 300 to establish a one-half cent transportation sales tax for construction of a regional freeway system. The half-cent sales tax was approved for a period of 20 years and expired in 2005. The funds were used to further develop the regional freeway network and for the creation of Valley Metro Regional Public Transportation Authority (RPTA).

In 2004, voters approved Prop 400, which continued the one-half cent sales tax until December 2025. The tax was used for construction of new freeways, widening of existing freeways and highways, improvements to the arterial street system, regional bus services and other special bus transportation services, and high capacity transit services such as light rail, bus rapid transit and express buses. Region-wide funding was allocated as follows:

- Freeway/Highway Life Cycle Program (FLCP) - New construction of, or improvements to existing freeways and highways (56.2 percent)
- Arterial Life Cycle Program (ALCP) - Improvements to arterial streets (10.5 percent)
- Transit Life Cycle Program (TLCP) - Transit projects (33.3 percent)

The Maricopa Association of Governments Regional Transportation Plan (RTP) provided the blueprint for the implementation of Prop 400. Arizona Revised Statutes outline that the revenues from the half cent sales tax for transportation must be used on projects and programs identified in the RTP adopted by MAG. The RTP identified specific projects and revenue allocations by transportation mode, including freeways and other routes on the State Highway System, major arterial streets, and public transportation systems. Each of these modes have separate programs:

- The Freeway/Highway Life Cycle Program extends through FY 2026 and is maintained by the Arizona Department of Transportation (ADOT) to implement freeway/highway projects listed in the MAG RTP.
- The Arterial Life Cycle Program extends through FY 2026 and is maintained by MAG to implement arterial street projects in the MAG Regional Transportation Plan. Although MAG is charged with the responsibility of administering the overall program, the actual construction of projects is accomplished by local government agencies. MAG distributes the regional share of the funding on a reimbursement basis.
- The Transit Life Cycle Program is maintained by the Regional Public Transportation Authority (RPTA) and implements transit projects identified in the MAG RTP. The RPTA maintains responsibility for administering half cent sales tax revenues deposited in the Public Transportation Fund (PTF) for use on transit projects, including light rail transit projects. Although RPTA maintains responsibility for the distribution of half-cent funds for light rail projects, the nonprofit corporation of Valley Metro Rail, Inc. (METRO) was created to oversee the design, construction and operation of the light rail starter segment, as well as future corridor extensions planned for the system.

Unfortunately, tax revenues were lower than anticipated largely due to the downturn of the economy and, as a result, not all initially identified projects in Prop 400 have been funded.

Below is a list of Tempe projects that were included in Prop 400 and the status of each:

Funded/Complete

- Increased frequency on 8 bus routes (Routes 40, 61, 72, 77, 81, 520, 521, 522)
- Improved Dial-A-Ride/mobility services
- Improved ADA service
- Replacement buses for Orbit
- Streetcar (under construction)
- Bus stop improvements including ADA
- EVBOM construction upgrades

Unfunded

- Increased frequency and new bus routes
- Arizona State University transit center upgrades
- South Tempe transit center
- Scottsdale/Rural link

PROPOSITION 400 EXTENSION:

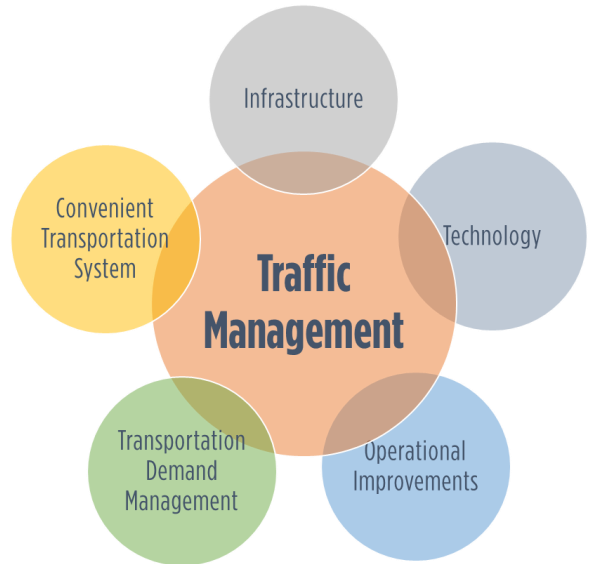
In October of 2019, the Regional Council requested that MAG advance the planning process for the proposition 400 extension and in January 2020 MAG notified member agencies of a call for projects to be included in the Regional Transportation Plan. Project proposals are due to MAG by March 31, 2020. MAG has identified the following project categories:

- Roadway and Intersection – highway, freeway, arterial, intersections and bridge projects
- Transit – fixed guideway rail, bus service, park-and-ride, and other transit projects
- Active Transportation – bicycle and pedestrian projects
- Program Set Aside – programmatic opportunities or collection of like transportation improvements
 - Infrastructure investments
 - Service improvements
 - Educational programs

Staff has reviewed plans and studies and has identified a list of potential projects These include but are not limited to the following projects listed in the tables. In addition, staff has continued to review the strategies to assist in addressing traffic congestion in Tempe. Projects included will help create a convenient transportation system and allow for implementation of Transportation Demand Management (TDM) programs.

Congestion Reduction Strategies:

1. Improve Infrastructure
 - Intersection improvements
 - Bus pullouts
2. Technology
 - Optimize signal timing
 - Adaptive signal control
3. Improve Operations
 - Incident response
 - Minimize peak hour barricade restrictions
 - Active Traffic Management through staffing the Transportation Management Center (TMC)
4. Convenient Transportation System
 - Frequent transit service
 - Bike and pedestrian infrastructure
5. Transportation Demand Management
 - Commute options
 - Bike and pedestrian outreach and education



ACTIVE TRANSPORTATION

	Project Name	Study/Plan where project is identified
1	Broadway (Priest to Mill; Rural to Tempe Canal)	Transportation Master Plan -2020 improvement Pgs. 62-63
2	Alameda (Rural to Tempe Canal)	Transportation Master Plan - 2020 improvement Pgs. 62-63
3	Priest (University to Washington) w/transit	Transportation Master Plan - 2020 and 2040 improvements Pgs. 62-65
4	Rural (Town Lake to Ray) w/transit	Transportation Master Plan - 2020 and 2040 improvements Pgs. 62-65
5	University (Rural to Tempe Canal) w/transit	Transportation Master Plan - 2020 improvement Pgs. 62-63
6	Baseline (Kyrene to 101) w/transit	Transportation Master Plan - 2040 improvement Pgs. 64-65
7	Rural/Scottsdale (Town Lake to Curry) w/transit	Transportation Master Plan - 2020 and 2040 improvements Pgs. 62-65
8	Mill (University to Baseline) w/transit	Transportation Master Plan - 2020 improvement Pgs. 62-63
9	McClintock (Town Lake to Apache)	Transportation Master Plan - 2020 and 2040 improvements Pgs. 62-65
10	Southern (48 th to Tempe Canal) w/transit	Transportation Master Plan - 2020 improvement Pgs. 62-63
11	Country Club Way (US 60 to Town Lake)	Transportation Master Plan - 2020 and 2040 improvements Pgs. 62-65
12	Pedestrian grade separation at key locations	Small Area Transportation Study

13	UP @-McAllister, Bonarden, Country Club Way, Tempe Canal, Rural (at grade)	Transportation Master Plan - 2040 improvement. Pgs. 82-83
14	Western Canal @ Baseline	Transportation Master Plan- 2020 Improvement Pgs. 80-81 - CMAQ Grant Funding secured
15	Highline Canal @ Warner, Elliot, Knox	Transportation Master Plan - 2020 improvement. Pgs. 80-81
16	Rio Salado Upstream @ Dorsey Bridge	Transportation Master Plan - 2040 improvement. Pgs. 82-83
17	101 & Balboa	Transportation Master Plan - 2040 improvement. Pgs. 82-83
18	US 60 & Dorsey	Transportation Master Plan - 2040 improvement. Pgs. 82-83
19	Grand Canal - Crosscut Connection	Transportation Master Plan - 2020 improvement. Pgs. 80-81
20	Grand Canal - North Bank Connection	Transportation Master Plan - 2020 improvement. Pgs. 80-81
21	Tempe Canal (UPRR to US 60)	Transportation Master Plan - 2020 improvement. Pgs. 80-81

ROADWAY & INTERSECTION

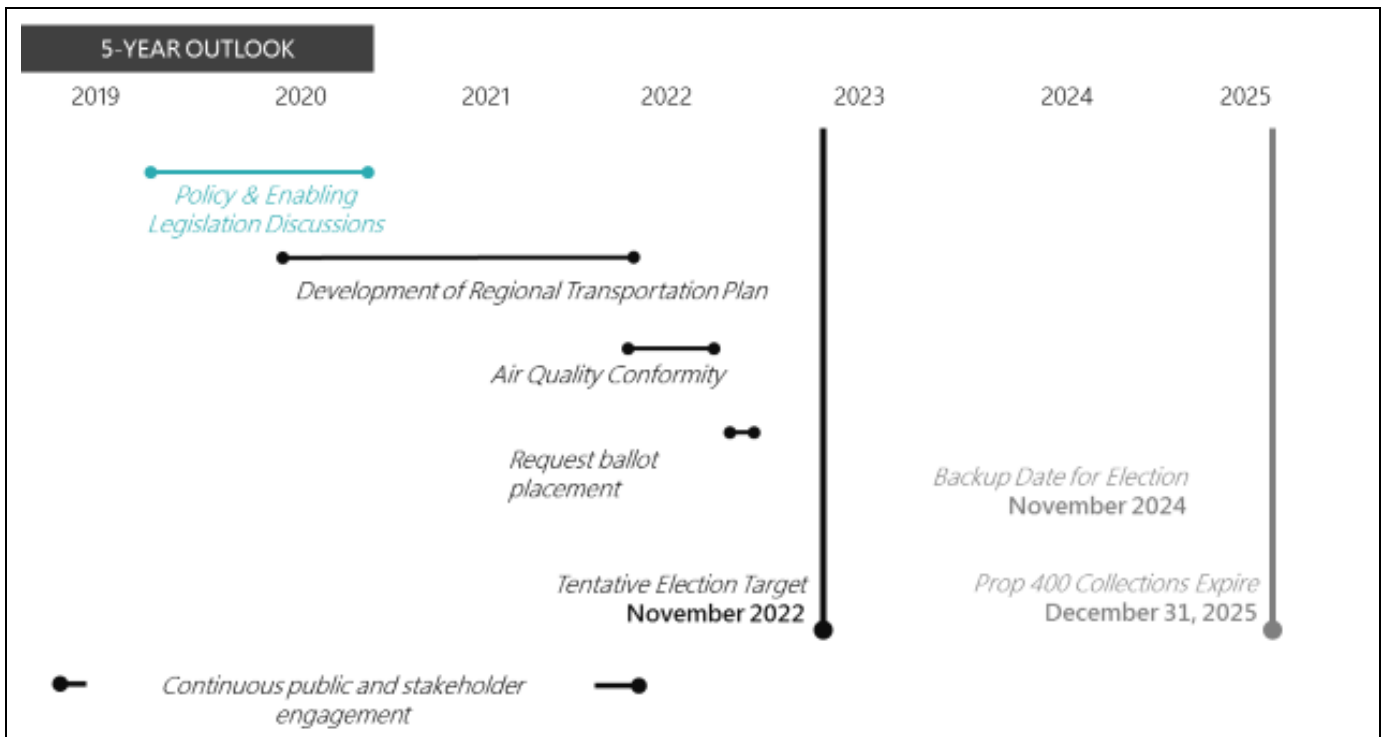
	Project Name	Study/Plan where project is identified
22	US 60 & Mill Interchange	-
23	I-10 & Baseline Interchange	I-10 Spine Study
24	202 & McClintock Interchange	Feasibility Study Funding identified in CIP FY 20/21

TRANSIT

	Project Name	Study/Plan where project is identified
25	East Valley Express Bus Service(s) and Transit Optimization Study	MAG Transit Study
26	Streetcar Extension	Transportation Master Plan - 2040 improvement. Pgs. 76-77 (Tempe/Mesa Streetcar Feasibility Study)
27	Commuter Rail	MAG Regional Project
28	Orbit route	Transportation Master Plan - 2020 and 2040 improvement. Pgs. 74-77
29	Bus Rapid Transit with all day frequency (Baseline, Scottsdale/Rural)	Transportation Master Plan - 2040 improvement for Rural/Scottsdale. Pgs. 76-77, Limited Stop Service - Rte 61 page 76
30	All routes match Phoenix levels of frequency	Transportation Master Plan - 2020 Improvements Routes 30,45,48,56,61,65,66,72,77,81,108. page 75. Year 2040 improvements Routes 62,65,66,81,108
31	Metro Rail Grade Separation over University and Rural	Small Area Transportation Study, Feasibility Study Funding identified in CIP FY 19/20

PROGRAM SET ASIDE

	Project Name	Study/Plan where project is identified
32	Major arterials funded for maintenance	Capital Improvement Program
33	Repair, replace and maintain all bridges in Tempe	Capital Improvement Program
34	Regionwide Safety Improvements	TBD based on future safety studies
35	Transportation Demand Management Program	Urban Core Master Plan
36	ADA Improvements	ADA Transition Plan/ Capital Improvement Program



NEXT STEPS:

- Continue to work with MAG as Regional Transportation Plan advances
- Assist MAG with continued public input process

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:

To be determined based on final project list.

ATTACHMENTS:

1. PowerPoint

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Proposition 400 Extension Update

Transportation Commission
March 10, 2020





Safe & Secure
Communities

Safe & Secure Communities

1.08: Achieve a reduction in the number of fatal and serious injury crashes to zero.

1.22: Achieve adopted standards for Pavement Quality Index equal to a citywide average rating of 70 or higher.

1.27: Achieve 100% compliance with industry standards related to the replacement or rehabilitation of infrastructure and assets.



Quality of Life

Quality of Life

3.14: Achieve accessible sidewalks, curb ramps, and crosswalks in all city right-of-ways as outlined in the Tempe ADA Transition Plan.

3.26: Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.

3.27: Achieve travel times at or below XX minutes per mile during rush hour traffic periods along major streets (arterial corridors).

3.29: Achieve ratings of “Very Satisfied” or “Satisfied” with the “Overall Satisfaction with Transit System in Tempe” greater than or equal to 80% as measured by the City of Tempe Transit Survey.



Prop 300 – half cent regional sales tax passed in 1985; expired in 2005

- purchase of right-of-way
- design and construction of controlled access highways
- creation of Valley Metro Regional Public Transportation Authority (RPTA)

Prop 400 – half cent regional sales tax passed in 2004; expires in 2025

- new construction of, or improvements to existing freeways and highways (56.2%)
- improvements to arterial streets (10.5%)
- transit (33.3%)
 - regional bus services and other special bus transportation services
 - high capacity transit services (LRT, Streetcar, Bus Rapid Transit)

Prop 400 Within Tempe Boundaries



Funded/Complete

- Increased Frequency on 8 Bus Routes
- Improved Dial-a-Ride and Mobility
- Improved ADA Service
- Replacement Buses for Orbit
- Streetcar (under construction)
- Bus Stops Improvements Including ADA
- EVBOM Construction Upgrades

Unfunded

- Increased Frequency and New Bus Routes
- ASU Transit Center Upgrades
- South Tempe Transit Center
- Scottsdale/Rural Link





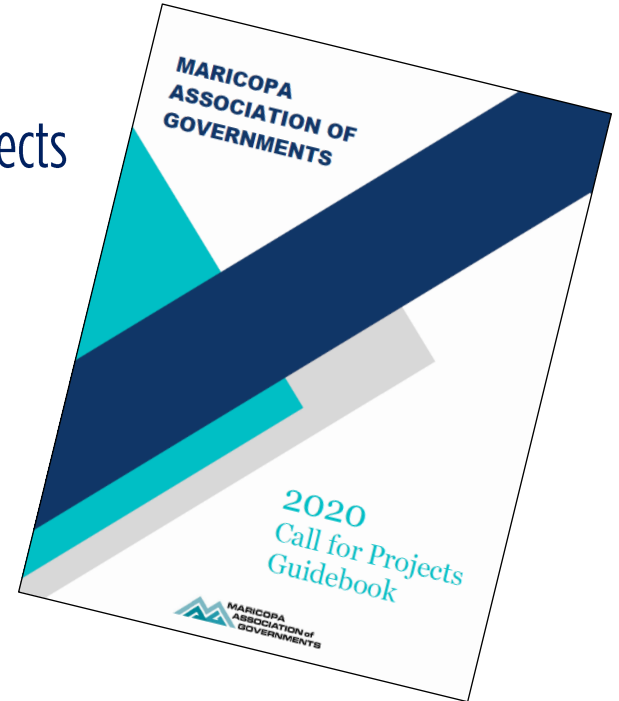
Key takeaways

- Having a **vision** for transportation in this region is very important. There's high support for the work our region has been and is doing.
- People in the region like how it was built. They love their communities and value that transportation investments have been made to connect them to where they need and want to go providing choice, mobility, and connectivity.
- Constituents support shifting to a long-range program that provides flexibility to modify priorities based on changing circumstances and technologies.
- There is tremendous support for increased funding for transportation in this region—a distinctly higher amount of support than in other parts of the country.

Regional Transportation Plan Call for Projects



- October, 2019: Regional Council requested MAG advance the planning process
- January, 2020: MAG notified member agencies of call for projects
- March 31, 2020: Call for projects due





Project Categories

- Roadway and Intersection – highway, freeway, arterial, intersections and bridge projects
- Transit – fixed guideway rail, bus service, park-and-ride, and other transit projects
- Active Transportation – bicycle and pedestrian projects
- Program Set Aside – programmatic opportunities or collection of like transportation improvements
 - Infrastructure Investments
 - Service Improvements
 - Educational Programs

Studies and Plans



- Tempe Transportation Master Plan 2020/2040 (adopted 2015)
- Small Area Transportation Plan (2017)
- MAG Regional Studies
 - Bus Rapid Transit
 - Commuter/Express Bus
- Tempe/Mesa Streetcar Extension Feasibility Study
- ADOT Commuter Rail Study
- ADA Transition Plan



Congestion Reduction Strategies



Active Transportation Project Examples



3.26: Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.

- Broadway (Priest to Mill; Rural to Tempe Canal)
- Alameda (Rural to Tempe Canal)
- Priest (University to Washington)
- Rural (Town Lake to Ray)
- University (Rural to Tempe Canal)
- Baseline (Kyrene to 101)
- Rural/Scottsdale (Town Lake to Curry)
- Mill (University to Baseline)
- McClintock (Town Lake to Apache)
- Southern (48th to Tempe Canal)
- Country Club Way (US60 to Town Lake)
- Pedestrian grade separation (ASU Study)
- Union Pacific Crossings – McAllister, Bonarden, Country Club Way, Tempe Canal, Rural
- Western Canal @ Baseline
- Highline Canal @ Warner, Elliot and Knox
- Rio Salado Upstream Dam @ Dorsey Bridge
- SR101 and Balboa Pedestrian and Bicycle Crossing
- US60 and Dorsey Pedestrian and Bicycle Crossing
- Grand Canal – Crosscut Connection
- Grand Canal – North Bank Connection
- Tempe Canal - UPRR to US60

Roadway and Intersection Project Examples



1.08: Achieve a reduction in the number of fatal and serious injury crashes to zero.

3.27: Achieve travel times at or below XX minutes per mile during rush hour traffic periods along major streets (arterial corridors).

- US60 and Mill Ave Interchange
- I-10 and Baseline Rd Interchange
- SR202 and McClintock Dr Interchange

Transit Project Examples



3.29: Achieve ratings of “Very Satisfied” or “Satisfied” with the “Overall Satisfaction with Transit System in Tempe” greater than or equal to 80% as measured by the City of Tempe Transit Survey.

- East Valley Express Bus Service and Transit Optimization
- Streetcar Extensions
- Commuter Rail – regional project
- Orbit South Tempe Route
- Bus Rapid Transit (Rural Rd, Baseline Rd)
- Regional Bus Service (Fund Existing Routes/Expand Frequency)
- Metro Rail Grade Separation Over University Dr and Rural Rd

Program Set Aside Project Examples



- Pavement Preservation – Major Arterial Maintenance (CIP/ PM 1.22 – PQI)
- Repair, Replace and Maintain Bridges (CIP/ PM 1.27 - Infrastructure)
- Regional Safety Improvements (PM 1.08 – Vision Zero)
- Transportation Demand Management (PM 3.27 – Traffic Delay)
- ADA Improvements (CIP/ PM 3.14 - ADA)



5-YEAR OUTLOOK

2019 2020 2021 2022 2023 2024 2025

*Policy & Enabling
Legislation Discussions*

Development of Regional Transportation Plan


Air Quality Conformity

*Request ballot
placement*

*Tentative Election Target
November 2022*

*Backup Date for Election
November 2024*

*Prop 400 Collections Expire
December 31, 2025*

 *Continuous public and stakeholder
engagement*



- Continue to work with MAG as Regional Transportation Plan advances
- Assist MAG with continued Public Input Process

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MEMORANDUM

TO: Tempe Transportation Commission
FROM: Chase Walman, Planner II, 480-858-2072
DATE: March 10, 2020
SUBJECT: Country Club Way Bike/Ped Project
ITEM #: 5



PURPOSE:

The purpose of this memo is to provide the Commission with a review of the 15% design alternatives for the Country Club Way Bike and Pedestrian Improvement Project, which extends from Warner Road to the US-60, generally following the Country Club Way alignment. The project will include public art, shade nodes, lighting, landscaping, improved crossings, traffic calming, a concrete multi-use path adjacent to ASU Research Park, striped bicycle facilities, and improvements to curb ramps for ADA accessibility.

RECOMMENDATION OR DIRECTION REQUESTED:

Information only.

CITY COUNCIL STRATEGIC PRIORITY:

- Performance Measure 3.26 - 20 Minute City
- Performance Measure 3.14 - ADA Transition Plan

BACKGROUND INFORMATION:

The Country Club Way Bike and Pedestrian Improvement Project is identified in Tempe's Transportation Master Plan and in Tempe General Plan 2040. The Commission recommended that staff submit an application for the project to compete for Maricopa Association of Governments (MAG) Design Assistance funding. In 2016, the project was awarded \$82,500 to develop a preliminary project assessment report and design concepts for a bike and pedestrian improvement project along Country Club Way from Warner Road to Tempe Town Lake.

In 2017, public meetings were held to gather feedback on the preliminary design concepts. In 2018, staff submitted a federal grant request for construction funding for the Country Club Way project from Warner Road to the US-60. Tempe was awarded a Congestion Mitigation and Air Quality Improvement grant totalling \$2,611,733 to fund construction of the project. The funds will be available in Fiscal Year 2022.

In fall 2019, the City retained design consultant HDR to develop final construction plans, specifications, and estimates for the project. HDR kicked-off the final design, and there are two upcoming public meetings to solicit feedback on refined preliminary design alternatives and identify design priorities for the corridor:

- Wednesday, March 18 from 6 to 7:30 p.m.
Bustoz Learning Center, 2020 E. Carson Drive
- Saturday, March 21 from 9 to 10:30 a.m.
Well Ministries, 5700 S. Country Club Way

Additional public meetings will be held later this year. It is anticipated that the final design will be completed in the summer of 2021, with construction beginning early 2022.

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:

Design:

\$82,500 Congestion Mitigation and Air Quality Improvement Grant

\$463,000 Local (Transit Tax)

Construction:

\$2,611,733 Congestion Mitigation and Air Quality Improvement Grant

\$158,867 Local (Transit Tax)

ATTACHMENTS:

PowerPoint

Country Club Way Bike/Ped Project

**Transportation Commission
March 10, 2020**

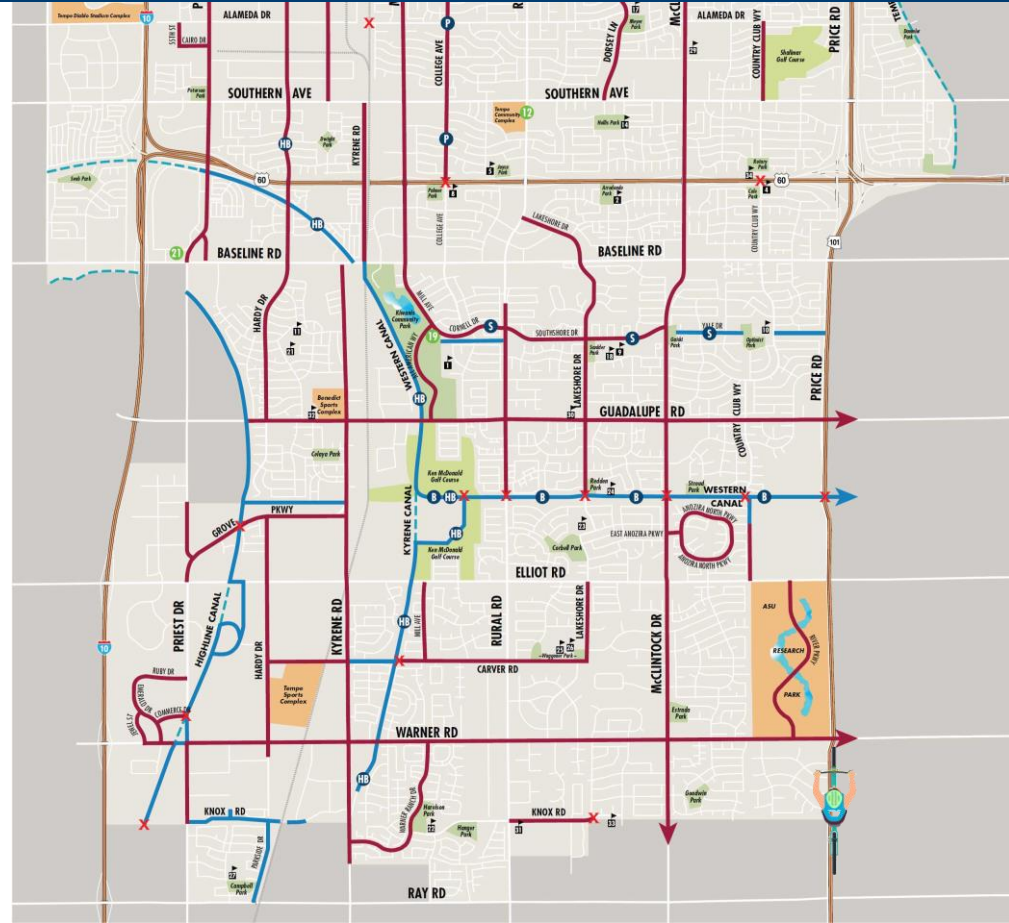


This Project



3.5 Miles from Warner Road to US-60, generally along Country Club Way

- Concrete Multi-use Path with Lighting and Landscaping
- Dedicated Bicycle Facilities
- Traffic Calming Elements
- Improved crosswalks and ADA compliant directional ramps
- Rest Nodes
- New Pedestrian Signal at Warner
- Public Art



Project History



Priority One	Priority Two	Priority Three
Landscaping (21)	Landscaping/Shade (13)	Landscaping/Shade (13)
Safety (11)	Traffic calming (10)	Traffic calming (6)
Crossings (7)	Lighting (6)	Art (7)
No change (7)	Improved crossings (5)	Improved connections (5)
Connections (6)	No traffic calming (5)	Lighting (5)
Bike lanes (5)	Safety (5)	Lane markings (5)

- 2015: Identified in Transportation Master Plan
- 2016: \$82,500 Preliminary Design Assistance Grant Award
- 2017: Public Meetings Held for Preliminary Design
- 2017: Preliminary Design Report Completed
- 2018: \$2,611,733 CMAQ Grant Awarded for FY22 Construction from Warner to US60
- 2019: Final Design Kicks-Off



- trees
- lights
- flat sidewalk

Consider combined parking to allow bike lanes + avoid car doors into sharrows
- avoid prioritizing shade over vehicles rather than bicycles
- sidewalk/landscape avoid
- bike vehicle parking (change angle)
- trees
- hand scope can project to protect home drive/walk impossible

DRAW/WRITE YOUR COMMENTS

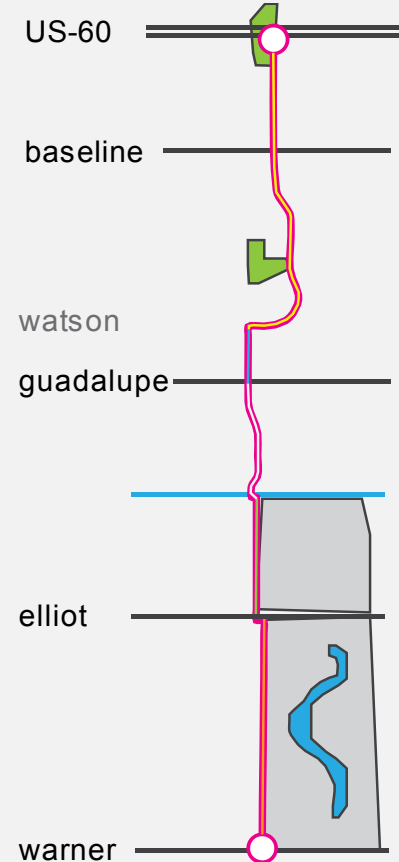
The image features a central light blue circle. Surrounding this circle is a decorative border composed of numerous thin, overlapping, curved lines in shades of yellow and dark blue, creating a dynamic, swirling effect. The text "15% Design" is centered within the blue circle in a white, bold, sans-serif font.

15% Design

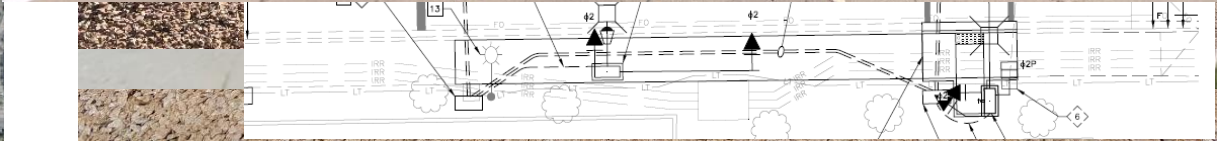
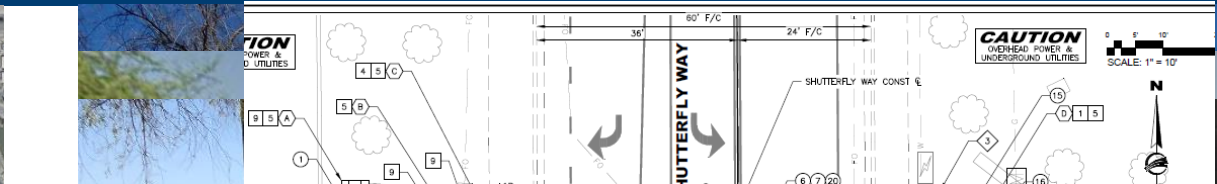
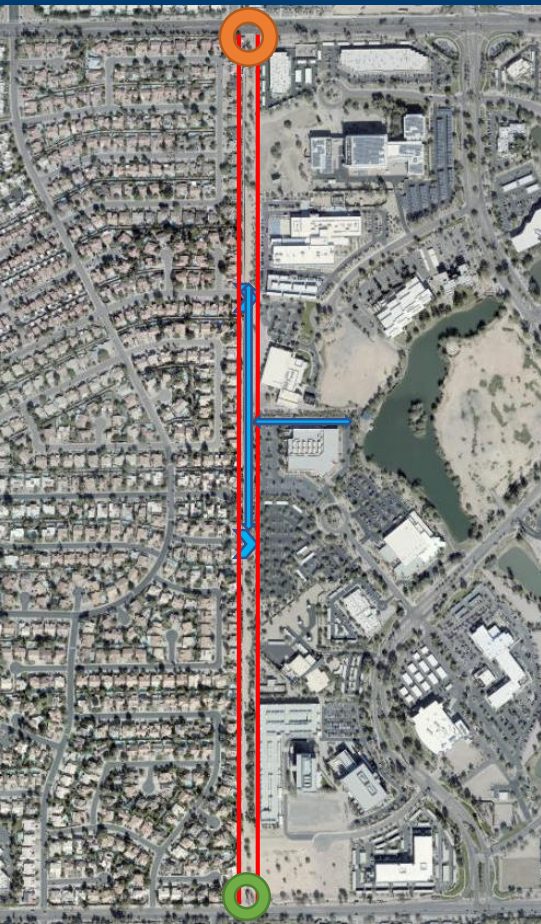
5 Distinct Segments Along the Corridor



- Watson Dr to US-60
 - Bike Lane w/ Parking
 - Sharrow Lane w/ Buffer + Parking
- Guadalupe Rd to Watson Dr
 - Bike Lane w/ Parking
 - Sharrow Lane w/ Buffer + Parking
- Western Canal to Guadalupe Rd
 - Bike Lane w/ Parking
 - Sharrow Lane w/ Buffer + Parking
- Elliot Rd to Western Canal
 - Cycle Track
 - Multi-use Path
- Warner Rd to Elliot Rd (ASU Research Park)
 - Equestrian Path West/ Concrete MUP East
 - Concrete MUP West/ Equestrian Path East



Warner to Elliot (ASU Research Park) - Existing



Warner to Elliot (ASU Research Park) - Proposed



Elliot to Western Canal (Shutterfly Way) - Existing



Elliot to Western Canal (Shutterfly Way) - Proposed



Western Canal to Guadalupe – Existing : 48' Curb – Curb



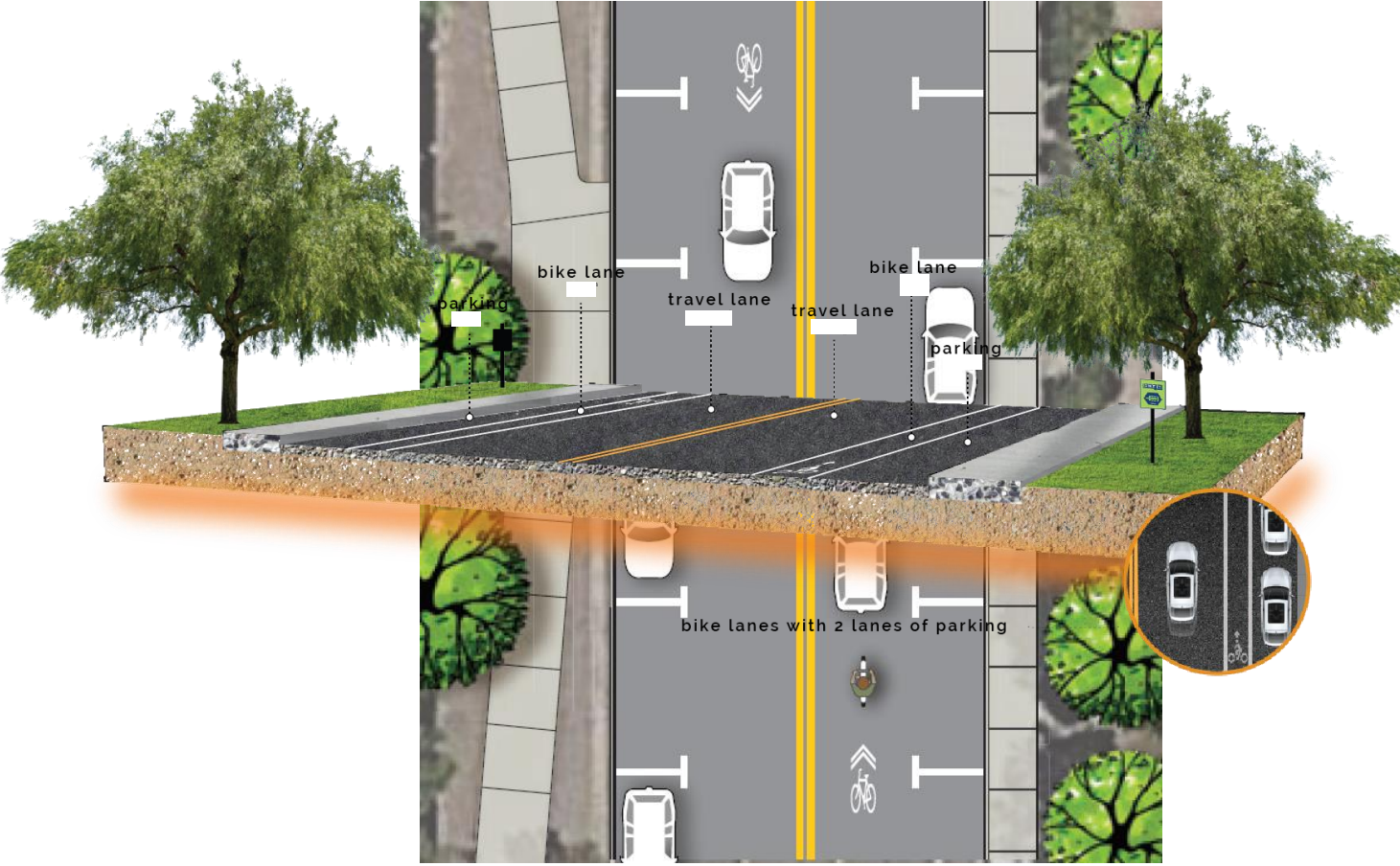
Western Canal to Guadalupe - Proposed



Guadalupe to Watson – Existing : 44' Curb - Curb



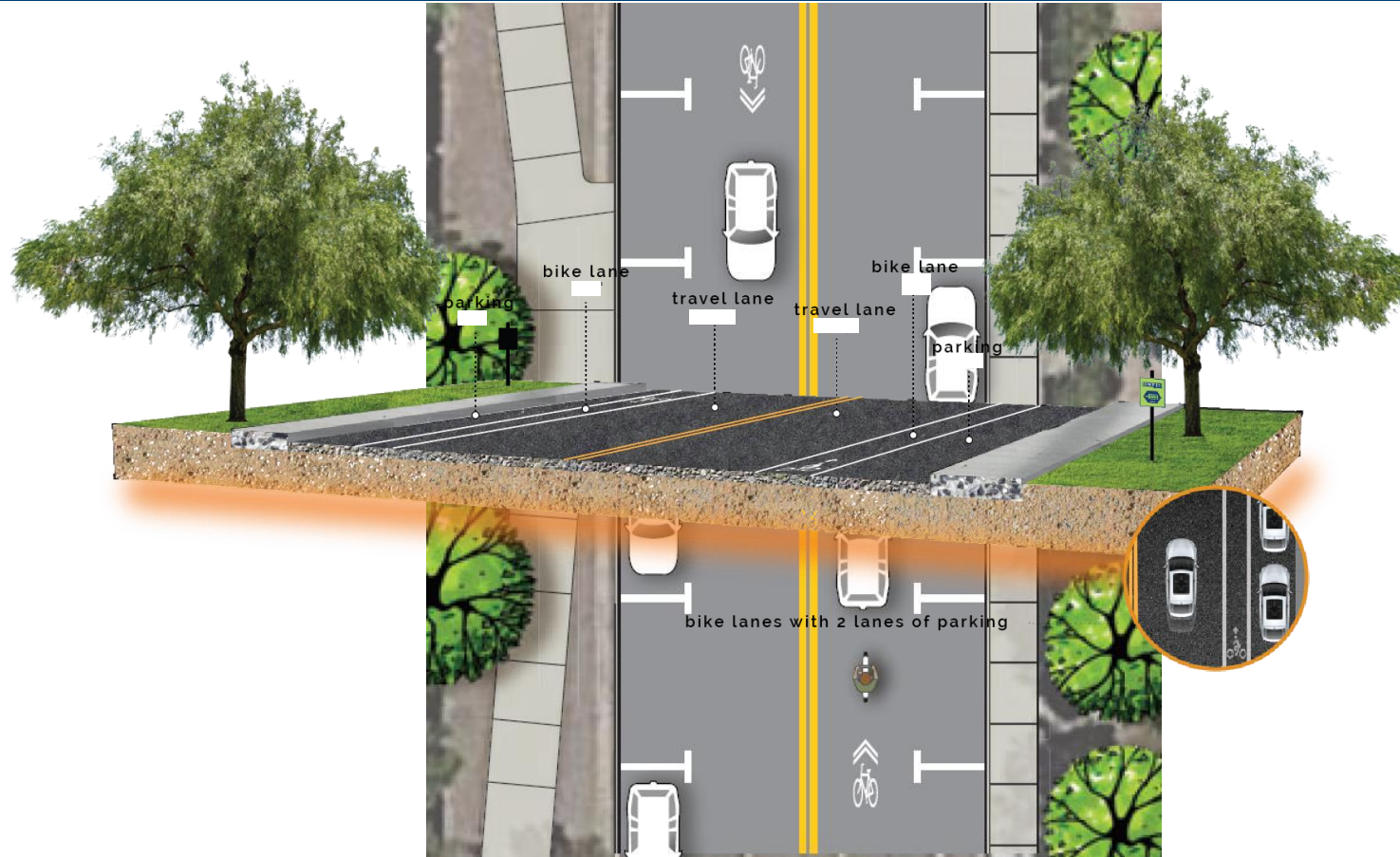
Guadalupe to Watson - Proposed



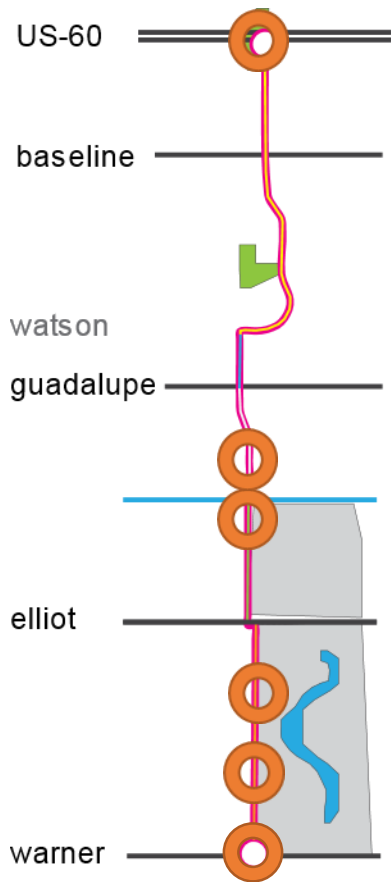
Watson to US-60 – Existing: 40' Curb – Curb



Watson to US-60 - Proposed



Corridor Wide Improvements



CHILOPSIS L. 'LOPUR'
DESERT WILLOW



LYSIOMA MICROPHYLLA
DESERT FERN



PARKINSONIA MICROPHYLLA
LITTLELEAF PALO VERDE



PROSOPIS PUBESCENS
SCREWBEAN MESQUITE



ULMUS PARVIFOLIA
EVERGREEN ELM



VITEX AGNUS-CASTUS
HEMP TREE



AMBROSIA DELTOIDEA
BUR-SAGE



CAESALPINIA PULCHERRIMA
RED BIRD OF PARADISE

TREES

SHRUBS



CALLIANDRA ERIOPHYLLA
FAIRY DUSTER



DODONAEA VISCOSA
HOP BUSH



JUSTICIA CALIFORNICA
CHUPAROSA



LARREA TRIDENTATA
CREOSOTE



LEUCOPHYLLUM C. 'SILVER CLOUD'
SILVER CLOUD SAGE



RUELLIA PENINSULARIS
BAJA RUELLIA

SHRUBS



SIMMONDIA CHINENSIS
JOUBARA



TECOMA STANS
YELLOW BELLS



ALOE VERA
MEDICINAL ALOE



ARISTIDA PURPUREA
PURPLE THREE-AWNS



HESPERALOE PARVIFLORA
RED YUCCA

SHRUBS

ACCENTS



CONOVULVUS CHECRUM
BUSH MORNING GLORY



MACFADYENA LINGUIS-CATI
CATS CLAW



CARNEGIEA GIGANTEA
SAGUARO



LOPHOCEREUS SCHOTTII
SENITA



LOPHOCEREUS SCHOTTII
FORMA MONSTROSUS
TOTEM POLE CACTUS



PACHYCYERUS PRINGLEI
CARDON

GROUNDCOVERS

CACTI



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

Next Steps

Next Steps



- Transportation Commission
- Public Meetings Round 1
 - Bustoz Learning Center Wednesday **March 18th** 6-7:30pm
 - Well Ministries Saturday **March 21st** 9 – 10:30am
- Public Meetings Round 2 **Fall 2020**
- Final Plans, Specs, & Estimates Anticipated **Summer 2021**
- Anticipated Construction Start **Early 2022**
- Anticipated Project Completion **Fall 2020**

MEMORANDUM

TO: Tempe Transportation Commission
FROM: Eric Iwersen, Transit Manager, 480-350-8810
Sam Stevenson, Senior Planner, 480-858-7765
DATE: March 10, 2020
SUBJECT: Orbit Earth Update
ITEM #: 6



PURPOSE:

To provide the Commission with an overview of proposed Orbit Earth route change.

RECOMMENDATION OR DIRECTION REQUESTED:

For information.

CITY COUNCIL STRATEGIC PRIORITY:

- Quality of Life - 3.26: Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.
- Quality of Life 3.29: Achieve ratings of “Very Satisfied” or “Satisfied” with the “Overall Satisfaction with Transit System in Tempe” greater than or equal to 80% as measured by the City of Tempe Transit Survey.

BACKGROUND INFORMATION:

The City of Tempe is proposing to make changes to the Orbit Earth route, which will improve connectivity and transit access to several new and emerging activity centers in north Tempe.

Orbit Earth, launched in 2007, connects north Tempe neighborhoods to Tempe Marketplace and the Tempe Transportation Center in downtown Tempe. The service operates 7 days/week, every 15 minutes Monday – Saturday and every 30 minutes on Sunday. Orbit Earth registered 369,292 passenger boardings in 2019, and annual operating costs are approximately \$2.15m.

The change would remove service from Mill Avenue north of Rio Salado Parkway and from Curry Road west of College Avenue, re-aligning the route to serve Rio Salado Parkway between Mill Avenue and Rural Road, and Rural Road between Rio Salado Parkway and Curry Road. The change is expected to serve over 2,000 additional existing residents (18% increase) and thousands of existing and anticipated employees in the area by connecting directly to State Farm, Hayden Ferry Lakeside, Sun Devil Stadium and the nearly completed Watermark development. The existing span of service and frequency would remain unchanged. The map below details the existing route as well as the proposed change.

Tempe Orbit Earth

Current Route · Ruta Actual



Proposed Route · Ruta Propuesta



- ▬ Current Route
Ruta Actual
- ▬ Proposed Route
Ruta Propuesta
- ▬ Eliminated Section
Sección Eliminada

➤ All Orbit routes travel in both directions unless indicated by arrows.
 Todas las rutas del autobús Orbit viajan en ambas direcciones a menos que sea indicado por flechas direccionales.

M METRO Light Rail Stop
 Rutas del tranvía METRO Light Rail

T Transfer to Scottsdale Trolley
 Transfiera al Trolebus de Scottsdale



All Orbit system adjustments are advanced through a significant public involvement process. Two public meetings will be held in North Tempe to provide information on the proposed change and to gather public comment:

- March 18th, 2020 from 5:30 – 7 p.m.
Aloft, 951 E. Playa Del Norte Dr.
- March 21st, 2020 from 9 – 10:30 a.m.
North Tempe Multigenerational Center, 1555 N. Bridalwreath St.

Additionally, postcards will be mailed to all residents within the existing and proposed service areas, in addition to signage and materials posted on all Orbit buses. The proposal will also be included in Valley Metro’s outreach efforts as part of their regular service change process. If advanced, the change will become effective on October 26, 2020.

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:

Due to an increase in revenue mileage as a result of the change, the annual operating costs for Orbit Earth are expected to increase by \$140,000 to approximately \$2.29m – an increase of 6%. Funding for the Orbit Earth is through the Tempe Transit Tax.

ATTACHMENTS:

PowerPoint

Orbit Earth Update

Transportation Commission

March 10, 2020



Agenda



- Orbit Earth Overview
- Ridership Trends
- Existing Route
- Proposed Route
- Outreach Efforts and Looking Ahead

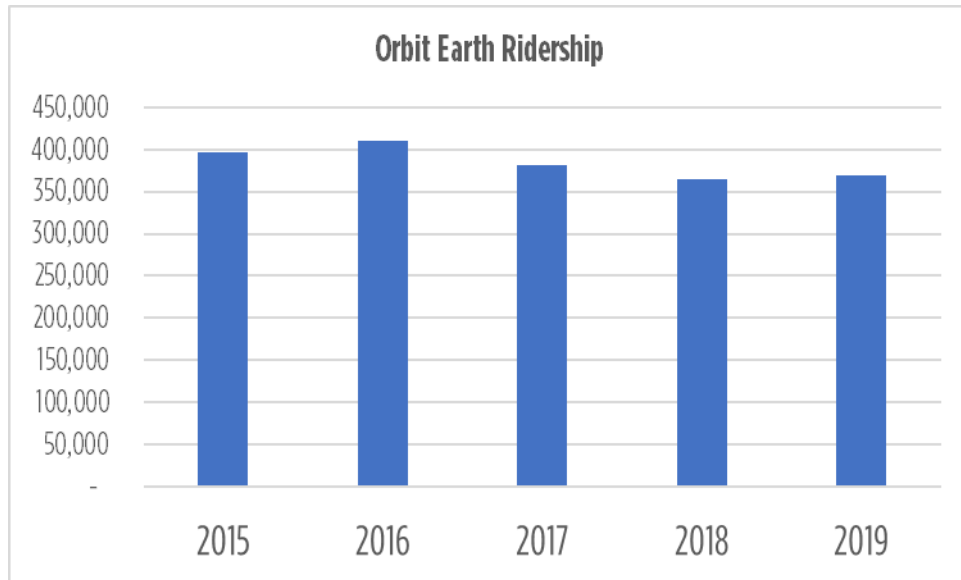
Orbit Earth Overview



- Launched in 2007
- North Tempe Circulator
- Operates 7 days/week
 - Monday – Friday
 - 6 a.m. – 11 p.m.
 - Every 15 minutes
 - Saturday
 - 8 a.m. – 11 p.m.
 - Every 15 minutes
 - Monday – Friday
 - 8 a.m. – 7 p.m.
 - Every 30 minutes
- Operating Budget: \$2.15 million (FY 2020)
 - Locally funded (transit tax)
- 369,292 passenger boardings (2019)
 - 1% increase over 2018



Ridership Trends



- Ridership is steady
- Slight increase from 2018 to 2019

Existing Route



Current Route · Ruta Actual



Proposed Route



Proposed Route • Ruta Propuesta



Outreach Efforts and Looking Ahead



- Late 2019 – Stakeholder Outreach – Eliminated Section
- March 2020 – Transportation Commission
- March 2020 – Postcards/Public Meeting Reminders to all residents near existing and proposed routes
- March 2020 – Signage and materials detailing proposed change on all Orbit buses
- Public Meetings
 - Wednesday, March 18 at 5:30 p.m. – Aloft
 - Saturday, March 21 at 9 a.m. – North Tempe Multigen Center
- March 2020 – Council Meeting – City Manager’s Announcement
- Summer 2020 – Valley Metro October, 2020 Service Change Process (outreach, public meeting, etc.)
- Online Information and Comments: www.tempe.gov/orbit
- October, 2020 – Door hangers to all residents within ¼ mi of route
- October 26, 2020 – Service Changes Implemented

Questions

Eric Iwersen
Transit Manager

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480-350-8810

Sam Stevenson
Sr. Transit Planner

Sam_Stevenson@tempe.gov
480-858-7765



MEMORANDUM

TO: Tempe Transportation Commission
FROM: Shelly Seyler, Deputy Engineering & Transportation Director, 350-8854
DATE: March 10, 2020
SUBJECT: Future Agenda Items
ITEM #: 8



PURPOSE:

The Chair will request future agenda items from the Commission members.

RECOMMENDATION OR DIRECTION REQUESTED:

This item is for information only.

CITY COUNCIL STRATEGIC PRIORITY: N/a

BACKGROUND INFORMATION:

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

- April 14
 - Tempe/Mesa Streetcar Extension Feasibility Study
 - Paid Media Plan
 - Priest Drive Bike Lanes
 - Speed Limits
 - Traffic Management
- May 12
 - Bike Hero
 - MAG Design Assistance Grants
 - Capital Improvements Project Update
 - Transit System and Security Update
 - Transit Shelter Designs
- June 9
 - Orbit Paint Scheme
- July 14
- August 11
 - Priest Drive Bike Lanes
 - Country Club Way Streetscape
 - Ash and University Intersection
 - Entitled Development Projects
 - Transportation Demand Management
- September 8
 - Scottsdale Road Bike Lanes
 - Valley Metro Outreach Plan for I-10 Corridor Construction
 - Vision Zero Update
 - BRT Study
- October 13
- November 10
- December 8
- TBD: Starship
- TBD: North/South Rail Spur MUP
- TBD: Commuter Rail Study

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES: N/a

ATTACHMENTS: None